

THE CHANGE OF URBAN SPACE IN CU CHI DISTRICT, HO CHI MINH CITY IN THE URBANIZATION PROCESS FROM 1997 TO 2015

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Abstract: The article put focuses on clarifying the changes in urban space in Cu Chi district (Ho Chi Minh City) from 1997, when the first industrial park was established, to 2015. This process has changed the economic, social and cultural life of Cu Chi. From then on, the article aims to make a practical contribution to the assessment of the impact of urbanisation on the development of Cu Chi district.

Keywords: Cu Chi; urban space; urban; urbanisation; industrial area.

1. Background

Cu Chi - a suburban district, the Northwest gateway of Ho Chi Minh City, during the two wars against the French and American invaders, has always been a land with a strong fighting spirit. This is one of the cradles of the revolutionary movement, and also the most damaged land in the South during the two wars. After liberation, from a purely agricultural district, Cu Chi developed in the direction of becoming a satellite town of Ho Chi Minh City. In particular, since 1997, the birth of the Northwest Cu Chi Industrial Zone has marked the strong start of the urbanisation process in this land. With the establishment of industrial zones and clusters, technical infrastructure has been increasingly upgraded, people's living standards have been improved, and residential areas have been formed on uncultivated fields and gardens. The process of urbanisation has drastically changed the appearance of urban space as well as the whole picture of the economic, social and cultural life of the heroic land. In this article, we focus on clarifying the changes in urban space in Cu Chi district from 1997, when the first industrial park was established, to 2015, when Cu Chi celebrates the 40th anniversary of liberation. The period 1975-2015 is also a milestone in which Cu Chi has undergone nearly 20 years of urbanisation.

In terms of the concept of urban space, from the perspective of different sciences, there will be different definitions, but in the most general understanding, urban space includes the living space of the entire population of a city with architectural space, community space, water surface space, green space, infrastructure, road system, housing... Within the scope of the article, from a historical perspective, we do not aim to study the entire change of urban space in Cu Chi under the impact of urbanisation, but only focus on changes in certain aspects. Since the liberation of the South (April 30, 1975) until now, the geographical scope of Cu Chi district has been stable, there has been no separation or merger with other districts. Therefore, we focus on studying the changes in the urban space of Cu Chi district on the following two main aspects:

First focus: the birth and development of industrial parks in the district - the most important factor that strongly affects the urbanisation process as well as changes the face of Cu Chi district in all fields. This is also a factor promoting the process of urbanisation in both breadth and depth, strongly affecting the conversion of agricultural land, building infrastructure, and reducing the percentage of residents engaged in agricultural activities.

Second focus: the issue of landscape planning and construction of urban infrastructure corresponds to the level of industrialisation and modernisation of the district. This is both a requirement and a factor contributing to changing architectural space, green space, and community space, and at the same time contributing to the construction of urban culture and civilisation.

2. Changes in urban space in Cu Chi district

2.1. The birth of industrial zones in Cu Chi district

In the direction of economic development in the period 1996-2000, the Political Report at the 7th Congress of the Party Committee of Cu Chi district stated that the economic structure of the district was still agriculture - industry - cottage industry and services (trade, services - tourism), in which the focus was to encourage all economic sectors, to invest in the development of various types of industries - cottage industry, to organise the formation of concentrated industrial zones according to the city's planning in the district (Tan Phu Trung, Tan Quy and the northwest area of Cu Chi Town, Bau Dung Area, An Nhon Tay Commune), and to focus on investing in technical infrastructure to create favourable conditions to attract investment (Cu Chi District Party Committee, 1996, p. 3). From the 7th Congress (1996) to the 11th Congress (2015), the policy of developing industrial zones had been the consistent policy of the Cu Chi District Party Committee. Accordingly, Cu Chi district had the following industrial zones and clusters:

Northwestern Cu Chi Industrial Park was established under Decision No. 405/TTg dated 11/06/1997 of the Government, including a part of Tan An Hoi and Trung Lap Ha communes. Northwestern Cu Chi Industrial Park is located near the residential area of Town, a part of Tan An Hoi and Trung Lap Ha communes, with an area of 350 hectares, invested and developed by Cu Chi Industrial and Commercial Development Joint Stock Company, the investor. Services in the industrial park include labour services, specialists and skills training; warehousing and container transportation services; the import-export service; consumer and solid waste collection services; water supply and wastewater treatment services; fuel supply services and other services at the request of investors. This is a pollution-free light industry. By 2004, the number of labourers working in this industrial park increased to 8,881 people, of which the number of local employees was 3,112 people (over 35%) (Cu Chi District Party Committee, 2008, p. 56).

Tan Phu Trung Industrial Park was established under Decision No. 861/CP-CN dated June 23, 2004 of the Government, approving the project of Tan Phu Trung Industrial Park - Ho Chi Minh City with an area of 543 hectares. In 2006, the City issued Decision No. 1189/QD-UBND dated March 20, 2006, approving the North West Saigon Urban Development Joint Stock Company to lease land in Tan Phu Trung and Tan Thong Hoi communes, Cu Chi district, to invest in building the technical infrastructure

of Tan Phu Trung industrial park. The location of the industrial park includes Tan Phu Trung commune and a part of Tan Thong Hoi commune. This was a normal industrial park, serving the relocation of industrial facilities within the city.

By 2005, in Cu Chi district, there were 02 industrial parks, 01 industrial cluster interwoven in residential areas: Tan Phu Trung Industrial Park, Northwestern Cu Chi Industrial Park, Tan Qui Industrial Cluster. There were 1,372 industrial establishments managed by the district and 63 enterprises with 100% foreign capital attracting over 33,000 local workers and some migrant workers. In addition, there were 7,739 commercial business establishments - labour recruitment services (Cu Chi District Party Committee, 2008, p. 56).

In 2010, there were 10 industrial parks and industrial clusters in Cu Chi district coming into operation with an area of about 2,000 hectares and attracting tens of thousands of local and migrant workers. By 2013, 06 industrial parks covered 28.39% of the area (reaching 70.98%), and 04 industrial clusters covered 15.42% of the area (reaching 38.55%) (the Party Executive Committee Cu Chi District, 2015, p. 14). Besides the Northwest Cu Chi Industrial Park and Tan Phu Trung Industrial Park, there was Tan Qui Industrial Complex with an area of 100 hectares, employing about 8,000 employees, of which about 50 % were local workers; migrant workers in this industrial cluster came from many regions of the country, with the largest population from the Mekong Delta. Tan Qui Industrial Cluster - Zone A covered an area of 65 hectares in Trung An Commune. This was an industrial cluster producing leather shoes, electronics, food processing, mechanics... Tan Qui Industrial Cluster - Zone B had an area of 97 hectares, located in Tan Thanh Dong Commune focusing on industries such as leather shoes, electronics, food processing, mechanics, etc.

On October 1, 2014, the People's Committee of Ho Chi Minh City issued Decision No. 4831/QĐ-UBND to establish Samco Automobile Manufacturing Zone in Tan Thanh Dong Commune - Hoa Phu with a total area of 99,3422 hectares. Hoa Phu Joint Stock Company was the investor. The industrial park was oriented to develop key industries, in which priority was given to automobile mechanics, manufacturing mechanics, electricity, electronics and ancillary industries... using advanced techniques and was environmentally friendly. For now, 3 enterprises have come into operation: Saigon Transportation Mechanical Corporation - One Member Limited Liability Company (SAMCO), Daehan Motors Company Limited, Vinh Phat Motors Co., Ltd.

The operation of industrial parks and industrial clusters in Cu Chi district has contributed to raising the proportion of industrial production value, creating an increasing shift of labour from rural areas to the industrial and service sectors. Such operation also contributed to the economic restructuring of the district towards industrial production - agriculture - services. In addition, the formation and development of industrial parks and industrial clusters have contributed to solving labour and employment for local people, changing the composition of the urban population and promoting the process of urbanisation of the district. At the same time, population growth also took place rapidly. Immigrants from other provinces coming to Cu Chi to work in industrial zones. Local people from Cu Chi bought land to build houses and obtained a household registration in the district. Immigrants were mainly concentrated in townships, industrial parks and new

residential areas. Population growth is one of the important criteria to evaluate the urbanisation process in localities.

2.2. Landscape planning, and infrastructure construction of Cu Chi in the direction of urbanisation

2.2.1. Urban landscape planning

In order to implement the policy of urbanisation, Cu Chi district must step by step promote the development of industry, trade and services, build modern technical infrastructure, and plan the Cu Chi countryside in the direction of urban planning. To meet that requirement, on December 24, 1998, the People's Committee of Ho Chi Minh City issued Decision No. 6994/QĐ-UB-QLĐT on approving the adjustment of the general planning of Cu Chi district, Ho Chi Minh City (<https://thuvienphapluat.vn>). The above decision has adjusted the general planning of Cu Chi district, Ho Chi Minh City up to 2020 with the following main contents:

In terms of properties and functions: Cu Chi district is the gateway to the northwest of the city, convenient for waterway traffic, with Saigon River in the east running from north to south, and large-scale industrial parks.

Regarding the economic structure of the district in the future, it will be mainly industry - cottage industry, services, agriculture and tourism.

Among these, the city planned in Cu Chi has 7 concentrated industrial zones. Regarding the planning of residential areas, in Cu Chi area, there were 10 concentrated urban residential areas:

District town residential area: The location was decided according to the administrative boundaries of the town in 1998 and a part of Tan An Hoi, Tan Thong Hoi, Phuoc Vinh An communes with an area of about 1,200 hectares, an expected population of 180,000 people, and construction density was around 25-30%.

An Nhon Tay town: Located at the intersection of Provincial Road 7 and Provincial Road 15 in An Nhon Tay commune; the area was about 350 hectares, the estimated population was 35,000 people; construction density was around 25-30%.

Phuoc Thanh Town: Located at the intersection of Provincial Road 7 and Provincial Road 15 in Phuoc Thanh Commune; the area was about 300 ha, the estimated population was 35,000 people, and the construction density was 20-25%.

Tan Quy Town: The location of intersection 15 was Provincial Road 8 with an area of 500 ha, and an estimated population of 60,000 people; construction density was 20-25%.

Trung Lap Town: Located at Trung Lap Thuong Commune with an area of 300 ha, and an expected population of 35,000 people; construction density 20-25%.

Phu Hoa Dong Town: Located at Phu Hoa Dong Commune with an area of 300 hectares, an estimated population of 40,000 people, and the construction density was 20-25%.

Tan Phu Trung Town: The location was adjacent to Tan Phu Trung Industrial Park with an area of 500 ha, a population of 60,000 people, and the construction density was 20-25%.

Tam Tan Town: Located in the area of Xang Canal - Provincial Road 8; an area of 200 ha; a population of 20,000 people; construction density was 20-25%.

Tan Thanh Dong Town: Located at the junction of District Road 4 and Provincial Road 15, Tan Thanh Dong Commune with an area of 150 ha and a population of 15,000 people; the construction density was 20-25%.

Bau Dung Town: Belonged to Xom Moi Hamlet, An Nhon Tay Commune, adjacent to Bau Dung Industrial Park; the area was about 200 ha, the estimated population was 20,000 people; the construction density was 20-25%.

Regarding rural residential areas, rural residential areas were arranged on the basis of existing renovation and expansion, with a relatively suitable scale of 200 households or more. Each commune had from 5-7 points; Cu Chi district had 100-120 population points.

In terms of infrastructure, the master plan also specified construction projects such as the district centre, including administrative - education - culture - sports - parks, with a scale of 30-40 hectares, oriented the development of technical infrastructure including transportation system, water supply and drainage system, paid attention to clean water supply from the city's water supply systems as well as built a separate dirty water drainage system for urban and industrial area. The power supply system was also a focus.

In the process of urbanisation of Cu Chi district, Ho Chi Minh City has adjusted the planning to suit the new situation and context. Many decisions have been issued such as: Decision No. 2560/QD-UBND dated June 5, 2006 by the City People's Committee approving the detailed construction planning (scale 1/2000) of the industrial complex. Bau Dung Industrial Park, Cu Chi district, Ho Chi Minh City; Decision No. 2675/QD-UBND dated June 21, 2007 by the City People's Committee approving the adjustment of the general construction planning of Cu Chi district; Decision No. 3368/QD-UBND dated July 31, 2007 by the City People's Committee approving the local adjustment of the construction planning of industrial zones in Ho Chi Minh City up to 2020, with planning up to 2025; Decision No. 4919/QD-UBND dated October 29, 2009 of the City People's Committee approving the general planning project of Northwest urban area in Cu Chi and Hoc Mon Districts, Ho Chi Minh City.

In the General Planning Project of the Northwest Cu Chi Urban Area, the development driving force of the Northwest Cu Chi urban area was identified as clean industries, science, training and cultural centres. The master plan specified that Cu Chi would form educational and training centres locally and abroad with an area of up to 700 hectares, attracting up to 70,000 employees; industrial parks covering nearly 550 hectares were capable of creating more than 70,000 jobs; other fields could also create 140,000 more jobs...

Besides the Northwest urban area, Cu Chi also planned many construction projects such as the city's solid waste treatment area, the Saigon Zoo and Botanical Garden, the Shooting Range of the City's Military Command, and the hospital-school of medicine, university branches, Saigon - Gia Dinh Cultural and Historical Park, International Amusement Park Area, Film Studio Area - City Television Studio, Eco-tourism Area, Go Chua Aquaculture and Tourist Area, landscape fishery village area, cultural park area of the district, cultural park area - District Labor Federation, Cu Chi Water Park (expansion), City Automobile Mechanical Industry Cluster, Bau Tran Industrial Cluster, Nhuan Duc Commune, Bau Dung Industrial Cluster, An Nhon Tay

Commune, Thai My Commune Industrial Cluster, Pham Van Coi Industrial Cluster, High-Tech Industrial Park, Pharmaceutical Industry Cluster, Green - Clean Industrial Planning Areas street outside residential area...

Cu Chi has completed and approved detailed construction planning of 1/2000 for 20 communes and towns and 10 zoning planning projects at the scale of 1/5000 of agricultural zones combined with eco-tourism and residential gardens along the Saigon River. It has also completed the general planning project for the new rural construction of 20 communes in the district (Cu Chi District Party Committee, 2015, p. 15). Thus, the appearance of Cu Chi urban area has been shaped with a master plan inclusive of many industrial parks, residential areas, cultural, scientific and educational centres.

2.2.2. Building urban infrastructure

Strong construction investment in infrastructure is an important factor in the urbanisation process of Cu Chi. In the period 1996-2000, the total investment for infrastructure was 826,399 billion VND. In which, the proportion of investment in agriculture and irrigation accounted for 11.76%, transportation accounted for 16.27%, social culture accounted for 30.48%, electricity accounted for 17.13%, industry accounted for 23.46 % and other sectors accounted for 0.9% (Cu Chi District Party Committee, 2000, p. 7). By 2000, Cu Chi had completed the electrification of 21 communes and towns with 99% of households provided with electricity, basically providing schools for education and establishing a system of grassroots medical stations, and rural transportation networks. The communication system was also upgraded and expanded.

In the period 2000-2005, the total investment in construction of infrastructure for production and society above was VND 995,906 billion, an average investment of 199.18 billion VND per year, of which: Investment in the field traffic sector was 563.294 billion VND, accounting for 56.56%; investment in education - culture and society was 357,242 billion VND, accounting for 35.87%; investment for irrigation was 75.37 billion VND, accounting for 7.57%. In addition, Cu Chi was also directly invested by central and municipal sectors with VND 959.63 billion, an average of VND 192 billion/year (Cu Chi District Party Committee, 2005, p. 8).

Among the results of infrastructure construction, the construction of a rural and intra-field traffic network can be considered the most important achievement of Cu Chi, a premise for the implementation of industrialisation, agricultural modernisation, and rural suburbs. From 1996 to 2000, the district developed a network of rural and intra-field traffic, invested in virgin soil reclamation, set up 459 km of ground, and distributed 165 km of red gravel with a total budget of VND 35,887 billion, of which capital mobilised from people and economic units were VND 6,358 billion (Cu Chi District Party Committee, 2010, p. 184). The National Highway 22 axis is the arterial road of the Northwest Cu Chi urban area running along Tan Phu Trung commune to Phuoc Thanh commune. It is the main traffic route of the district of international stature to Cambodia, which has been renovated and upgraded. In addition, Provincial Road 8, and Provincial Road 15 from Long An Province to Binh Duong Province passing through the district has also been repaired. The transportation system in the area includes the inter-commune roads, the road connecting the district centre to the communes has been asphalted 100%,

and the inter-hamlet road has been asphalted by 50-60%, creating favourable conditions for transportation. In 2000, Cu Chi continued the policy of asphaltting rural roads with preferential loans from the city's urban development and investment fund. By the beginning of 2004, the district had completed 248 hot asphalt concrete roads, 252 km long, with a total cost of over 128 billion VND, concreting 44 intrafield bridges with a total length of 1,064 m. The total cost was nearly 15 billion VND. Especially in 2005, to celebrate the 30th anniversary of the liberation of the South and reunification of the country, Cu Chi continued to invest in building 5 inter-commune roads, with a total investment of 111,480 billion VND, in which, the people of Cu Chi donated their land without receiving compensation for nearly VND 50 billion, accounting for 44.50% of the total investment capital of the project (Cu Chi District Party Committee, 2005, p. 7). Efficiency from transport infrastructure has aroused economic potential and created favourable conditions for the exploitation of strengths in agriculture, tourism and craft villages of Cu Chi.

The waterway transport system was also focused on exploitation. Cu Chi planned and built river ports at An Nhon Tay, Binh My, Hoa Phu, An Ha Canal to meet the needs of water transport, mainly to serve the needs of goods transportation. Thay Cai and An Ha Canals are the two main waterways connecting to the outside of the northwestern city of Cu Chi. On Thay Cai Canal, there is also a river port and yacht center for the circulation of goods and tourism.

About the people-founded lighting program: In the years 2000-2005, the contribution came from the state and the people (50% of the district budget, 20% of the commune budget, and 30% of the people's contribution). There were 8,609 luminaires invested, with a total budget of over 68,468 billion VND, of which the district budget was 34,234 billion VND, the commune budget was 13,694 billion VND, the people was 20,540 billion VND. In addition, Cu Chi district also invested in the construction of a cultural centre, a sports centre, a cultural house in Thai My Commune, offices of 40 hamlets, a cultural quarter and 10 memorial houses. The district also upgraded and repaired regional clinics and a number of commune and township health stations (Cu Chi District Party Committee, 2005, p. 8).

Regarding infrastructure for agriculture, one of the factors creating a sustainable and stable agriculture is the contribution of a complete irrigation system. With the program of solidifying canals, from the beginning of 2000 to 2005, Cu Chi had implemented 381 km of canals of all kinds with a total investment of over 200 billion VND (Cu Chi District Party Committee, 2005, p. 8), in which the 16.4 km long N31A Canal was completed in early 2003. In particular, important irrigation works associated with the city's agricultural production were Dau Tieng Lake and Dong canal system, East canal system. Since 2002, Kenh Dong irrigation system is no longer an earthen canal but solidified with concrete; the whole system has been modernized to actively regulate water through sluices into each field. The East canal system ensures water for nearly 15,000 hectares of arable land. For Dau Tieng irrigation, this project has directly irrigated 63,000 hectares (48,500 hectares of Tay Ninh, and 15,000 hectares of Cu Chi). Tan Hung irrigation system was also expanded to reach an area of 10,700 hectares, creating water sources for 41,000 hectares along the Saigon and Vam Co Dong rivers, providing clean water for Thu Dau Mot - Binh Duong water plants and Tan Hiep - Ho Chi Minh City

water plants, changing the movement of saline on Saigon River and some areas on Vam Co Dong River, contributing to reduce pollution levels and to reduce saline intrusion on Saigon River and the canal system in the region during the dry season.

In 5 years (2005-2010), the total value of direct investment capital in infrastructure - technology to innovate and develop agriculture and rural areas in Cu Chi district was 1,845,302 billion VND. In which, investment capital in the field of transport accounts for 47.73% (including repayment of central loans), social culture 38.82%, and irrigation 13.45%. The district has also installed nearly 9,000 sets of high-pressure lights on 635 roads with a total length of 571 km with a total investment of nearly 60 billion VND, of which 50% of the investment came from the district budget, 20% of the town-commune budget, and 20% from people's contribution. That is not to mention the main traffic routes in the area such as Provincial Road 8, and Provincial Road 15, which have also been upgraded and expanded. The highlight of infrastructure investment is that the people of Cu Chi have contributed VND 6,688 billion and voluntarily donated 150 hectares of land worth more than VND 299 billion to build roads (Cu Chi District Party Committee, 2010, p. 10). By 2006, Cu Chi had invested in 248 hot asphalt concrete roads according to level 5 road standards, which were 252km long and with a total cost of 128 billion VND. In 2010, the rural transport system in Cu Chi area was evaluated as the best compared to the districts, provinces, and cities across the country (Cu Chi District Party Committee, 2010, p. 12).

In the period 2010-2015, the total capital construction investment of Cu Chi increased by 3,727,737 billion VND, an average annual increase of 15.19% (in which, the decentralised city capital was 1,470,142 billion VND; the district budget was 14,248 billion VND; city's centralised budget was 2,072,096 billion VND; district non-business capital was 140.717 billion VND; funding source was 24,534 billion VND; the central government's capital was 06 billion VND). The Cu Chi district government has also mobilised contributions from the community to build socio-economic infrastructure. In 5 years, the whole district has 6,287 households contributing materials and land with a total area of 749,884 m², worth 355,223 billion VND. In addition, Cu Chi district also enjoys direct investment capital of central and municipal departments and agencies with a total capital of VND 1,004.63 billion. With that capital, in just 5 years (2010-2020), Cu Chi district has completed the acceptance and put into use 74 works, including 39 traffic works, 35 irrigation works and flood and storm control works. The district also invested in the construction of strategic traffic routes for people's travel and production such as the new Provincial Road 6, Phu Hiep Road, Ba Sa Road, the road to Hoa - Ca - Kieng and roads between Tan Thanh Tay - Trung An communes (Cu Chi District Party Committee, 2015, p. 9)...

The investment in infrastructure construction has helped Cu Chi accelerate industrial development, restructure crops and livestock, and create socio-economic changes in the process of Cu Chi's urbanisation.

3. Conclusion

Looking back at the change of urban space in Cu Chi, it can be seen that the urbanisation process in Cu Chi takes place in a favourable context with focused and synchronous investment and planning. In terms of urban space, Cu Chi district has no

change in the area and administrative boundaries compared to other districts of the City. This stability has a positive meaning in setting the development policy of the locality, which is identifying the strength of Cu Chi with its position as the gateway from the Northwest to Ho Chi Minh City; adjacent to 3 provinces of Tay Ninh, Long An and Binh Duong; National Highway 22 axis runs to Cambodia; is a district with an area of 1/5 of the area of Ho Chi Minh City. For Cu Chi district, urbanisation in breadth is the expansion of landscape and urban works. In the process of development and urbanisation, the Cu Chi government has gradually turned the wasteland, cemetery land, and army-transferred land into modern industrial parks, industrial zones, busy commercial areas, residential areas, high-rise buildings, campuses, green parks, flower gardens...

Besides, Cu Chi pays special attention to urban development in depth, that is, urbanisation goes along with sustainable development. The upgraded technical, production and social infrastructures have had a strong impact on the economic restructuring towards industrial production, trade and service, accounting for an increasing proportion in the economy. In-depth urbanisation is also reflected in the labour force shifting from agricultural activities to commercial and service activities. Thus, the process of changing urban space has affected both the breadth and depth of urbanisation in Cu Chi.

It can be said that the process of urbanisation has changed Cu Chi in all aspects, turning poor rural land into urban land. However, that process also poses many challenges for Cu Chi. Besides the problems of the rich-poor gap, the decline of agricultural land area, the problem of environmental pollution, the construction of high-rise buildings, and social housing... have greatly affected the urban space of Cu Chi. In order to fully exploit its advantages, Cu Chi needs to have breakthrough policies and mechanisms in planning, construction, investment attraction policies, and financial resources to promptly remove inadequacies in the process of economic restructuring and social development, making Cu Chi an ideal stopover for domestic and foreign investors, contributing to the country's industrialisation and modernisation in the XXI century.

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TÓM TẮT

SỰ THAY ĐỔI KHÔNG GIAN ĐÔ THỊ HUYỆN CỬ CHI, THÀNH PHỐ HỒ CHÍ MINH TRONG QUÁ TRÌNH ĐÔ THỊ HÓA TỪ NĂM 1997 ĐẾN NĂM 2015

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Bài viết tập trung làm rõ những thay đổi trong không gian đô thị ở huyện Củ Chi, Thành phố Hồ Chí Minh từ năm 1997, khi khu công nghiệp đầu tiên được thành lập cho đến năm 2015. Quá trình này đã làm thay đổi đời sống kinh tế, xã hội, văn hóa của Củ Chi. Từ đó, bài viết góp phần thiết thực vào việc đánh giá tác động của quá trình đô thị hóa đối với diện mạo phát triển của huyện Củ Chi.

Từ khóa: Củ Chi; không gian đô thị; đô thị; đô thị hóa; khu công nghiệp.