

Proposals for redevelopment of Haliç Shipyards from the perspective of local economic development

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Received: October 2014

Final Acceptance: January 2015

Abstract

The purpose of the local economic development is to increase quality of life by providing economic development on local scale. Local development is an improvement process that is constituted with the participation of public, business groups and non-governmental organizations to ensure economic improvement and create employment opportunities. This study aims to propose local economic development strategies for Haliç Dockyards in Golden Horn, Istanbul for to increase the quality of life of the neighborhood residents and economic growth in the Haliç Basin as a region. In the article, local development strategies in harmony with the historical and cultural texture and the natural environment on the case of the historical Halic Dockyards located in the center of Istanbul Metropolitan Area (IMA) are developed. Within the scope of article two Port Restoration Projects are examined. These are; Antalya Old Harbour Yacht Marina Project Kaleici and Hamburg HafenCity Inner City Development Project.

These two projects are selected as case study areas due to the technical, cultural similarities with Haliç Shipyard. As a result, a local economic development proposal for Haliç Shipyard is developed by taking into consideration the approaches that obtained from the examination of these two case study areas and some criteria related to local economic development.

Keywords

Istanbul, Local economic development, Small scale industries, Haliç Shipyard, Participatory planning, Yacht building industry.

1. Introduction

The concept of local development has come to the fore as development strategies based on regional policies started to fail in fulfilling expectations. With the globalization, cities needed special evolution in local terms in order to increase their potential in competition. The increasing significance of localization since 1980s sprawled all over the world within a short period of time. Planning policies from top to bottom have been replaced by bottom up participatory planning policies as local to the urban and to the regional scale. Local development is a sustainable economic development process that establishes global relations and is initiated from the locality scale and expanded to larger geographies. As a sustainable planning approach aiming at increasing quality of life of the local people, the most important component of local economic development planning is "participation". Organization of participation of a variety of nongovernmental organizations, local governments, academic institutions, private sector and the local people ultimately increases potential benefits of the plan.

This article aims to establish a local development plan for Istanbul Haliç Shipyard, increase quality of life of the people living in the vicinity of Haliç Shipyard through improving education and employment conditions through a bottom-up participatory planning approach and, to propose a model of local economic development. What is aimed with this article is to re-facilitate the obsolete historical Haliç Shipyard and preserve values that has reached until today.

The Haliç Shipyard is located in a historic area within the Istanbul Metropolitan Area and its location has been a central location ever since its construction. The construction of the dockyard started by 1455 and continued to get developed until 1515. Especially during the Ottoman Period, it played a important role in Turkish maritime and political history. After all dockyards around have been moved to Tuzla District; the Haliç Shipyards has not being actively used for a while. In this paper, a local development plan is proposed along the local development

strategies including social aspects and suggestions were prepared for providing technical support in order to physically and functionally renovate the Haliç Shipyard, with its great historical and cultural value, consistent with the deep historic context.

The concept of local development and its importance is discussed and role of smaller scale industries in local development under globalization is evaluated in the following section after introduction. Yacht construction sector as a small scale industry, its situation in Turkey and its connections with local development are evaluated in this section. Two port project cases are studied in the third section. First case is, Antalya- Old City and Marina Project . The second case is the Hamburg- HafenCity Inner City Development Project. The case of Antalya Old City and Marina Project is selected due to its cultural similarities, while HafenCity Inner City Development Project is selected due to similarities in scale to Haliç Shipyard. In the final part of the paper, the Haliç Shipyard has been evaluated through the steps in the direction for local development of the Haliç Basin ; with consideration of the approaches applied in the Hafencity and Kaleiçi projects and indicators developed by Kessides (2009) for the improvement of local development strategies.

2. Literature background: Local economic development

2.1. The significance of local economic development

Development is a multifaceted notion that should include the increase of public welfare through the change of economic, social, cultural and democratic structures/resources as a whole in addition to the increase of per capita income (Yalçın and Yalçın, 2013). Local economic development emerged as since the early 1970s it was realized that local units were required to support local economies (Swinburn, 2006). As a result of the globalization trend's acceleration since the 1980s the confidence in traditional development practices started to be lost, thereby the local economic development approach has become prominent (Çetin, 2007).

Local development is the improvement and reinforcement of local economic activities in a way that they involve all factors of development. With the adoption of development as a political purpose to minimize existing local socio economic differences in terms of development, it is aimed to distribute the earnings of welfare among administrative domains more equally (Sakinç, 2013).

From 1960s until 1980s, local investments were infrastructural investments and external manufacturing investments that received great government support. From 1980s until 1990s, only the public sector was seen as an active actor and the investments consisted of the enterprises that were generated to retain or improve the existing local investments. In this period although the importance of the local improvements were realized, investments were centered upon certain sectors specified by the general public sector. Simple and intense infrastructure investments were made in this period. Starting from the late 1990s until today, local and regional development programs were based especially on local investment strategies, collaboration of external, multidisciplinary businesses, communication and public welfare. Simple infrastructure investments have been realized through this period (Swinburn, 2006).

The purpose of the local economic development is to increase quality of life by providing economic development on local scale. Local development is an improvement process that is constituted with the participation of public, business groups and non-governmental organizations to ensure economic improvement and create employment opportunities (Swinburn and Fergus, 2004). Local development is accepted as a complement of activities planned by multidisciplinary approaches. It considers increasing the income level and the quality of life for everyone; reducing the development inequalities and preserving environmental and cultural values. It is concerned with taking the locally differentiating needs, potentials and dynamics into consideration (Yalçın and Yalçın, 2013). Local development increases its

importance gradually with its positive effect on employment as well as its feature of increasing the competitive power between regions (Aktakas, 2006).

In the study "Making Local Economic Development Strategies: A Trainer's Manual" prepared by The World Bank and The Cities of Change Initiative, the success of a society is explained as:

The success of a community today depends upon its ability to adapt to the dynamic local, national and international market economy. Strategically planned LED is increasingly used by communities to strengthen the local economic capacity of an area, improve the investment climate and facilitate an increase in the productivity and competitiveness of local businesses, entrepreneurs and workers. An understanding of the principles and practices of strategic LED planning will position communities to be able to improve their quality of life, create new economic opportunities and fight poverty (Swinburn and Fergus, 2004:3).

After the 1970s, central governments left their active central and regional development policies which brought changes to traditional regional and economic development concept. The deregulation and privatization practices that have been a current issue since late 1970s are used as important instruments for globalization and the nation states are tried to be limited by their new parts. And as a yield of this situation, the notion of "local" is gradually becoming more important through the process of globalization. While the government's functions decrease with this notion, it is suggested that the central administrations is replaced by local decision-making mechanisms (Aktakas, 2006).

If we consider the necessity of competition among different regions as a presupposition within the globalization process, cities should put emphasis on localization in order to compete with each other and should develop strategies for local development accordingly.

The strategies that will be developed and plans and programs that will be organized can be successful and gain function only with a local development model which strategies are developed with all stakeholders and the social, political, economic and cultural relation-

ships are intense and enhanced with these objectives. The solutions created in the line with social policies for local problems generally bring more effective solutions if created locally (Aksakoğlu, 2007).

The international expansion of national economies caused many local economic structures to weaken because of their low competitiveness in the global environment. This situation causes some local production structures to disappear and therefore unemployment. And in the event that employment continued despite the global economy, working conditions start to deteriorate. The employment of low-skill labor starts to get difficult and this situation causes the unrecorded sector to grow and unsafe jobs to increase (Çetin, 2007).

The objective in local development is to deploy the regional dynamics and deliver the development of local communities in line with the sustainable development principles in physical, economic, social, cultural and political areas. Sustainable development arises from an arrived agreement between economic development and environmental protection principles (Yalçın and Yalçın, 2013).

Local development affects both the region and all the participants living on that region directly or indirectly (Aksakoğlu, 2007). The purposes of local economic development policies can be listed as, strengthening the economy municipally and regionally; creation of new business lines; reduction of poverty and unemployment; activation of democratic and autonomous institutions and organizations in the establishment of local policies. In other words local development can be perceived as the sustainable improvement of local community's life quality (Sakınç, 2013). The development of local policies that support social development should also have a primary place for development of the regions in the globalization process (Aksakoğlu, 2007).

Each local development initiative generally aims to increase competitive power and sustainability level of a specific region or district, concentrates on specific sectors and fields to evaluate

the weaknesses and strengths of the region, to create and apply proper development plans and to finally reach its basic development objectives (Çetin, 2007).

Each urban area has unique local conditions that can make its own economic condition better or worse. Therefore, these features should be examined in the process of the planning local development strategies. In this way, this district will become more attractive for various enterprises (Swinburn, 2006). Economic improvements change by time and place; district is one of the most important variables in the explanation of improvement process. Historical, cultural and socio economic differences among locations make the economic improvements that will occur vary. The location plays an important role in local development by compounding historical, cultural, social factors with economic factors (Garofoli, 2002).

The long time existing inequalities damage the sense of justice in society. In many regions the expectation of employment is much more less than developed regions. Pessimism and crestfallenness are spreading specially among young population and this causes greater social and political problems. People with no future expectations do not have any motivation to invest on themselves, so the value of education decreases. The employment chance of uneducated people decreases more and the problem continues by increasing in a spiral way. On the other hand, it becomes inevitable for the people who have no opportunity to earn by working to incline towards unlawful gains. In this case, it becomes impossible for working people to get their fair shares and for public resources to be fairly distributed; the loss of sense of justice affects the working population and instigates the mutual distrust (Filiztekin, 2009).

2.2. The role of small scale enterprises and industries in local development: Small scale shipbuilding

Small scale industries create employment opportunities by contributing to labor force and have an important role within the industrial sector by contrib-

uting economy. Besides, small scale industries provide funds to technological advancements and new inventions (Rawashdeh, 2011).

Small scale shipbuilding industry is in cooperation with many branches of industry such as steel industry, machine manufacturing industry, electrical, electronics industry, dyeing industry, all kinds of rubber, plastic, composite industry and wood craftsmanship tradition. In this sense, shipbuilding contributes greatly to the solution of unemployment problem in Turkey with its labor intensity and such a wide scope. Today, Turkish shipbuilding sector employs experienced and qualified labor alongside of having modern shipyards, advanced technology and quality certificates. With the sub industry 63.000 people are employed within the sector. It is always subject to international competition directly or indirectly due to the goods and services it produces and directed in line with the international norms (T.R. Ministry of Economy, 2012).

According to TIBA/Turkish Industry and Business Association (2010), shipbuilding industry has important functions such as providing improvements to its sub-industries; encouragements to technology transfers; enabling inflow of capital and currency; regional trade developments; enhancements in qualified labor; creating new employments related to its sub-industry at the rate of 1/7.

3. Examination of two case study areas

3.1. Antalya Old City and Marina project

Antalya as the star of Turkish Tourism Industry is located on the Mediterranean Sea coast in southern Turkey. Antalya Metropolitan Area (AMA) is the largest urban and regional center of the Western Mediterranean Region. Old City and the Marina are important touristic centers with the accessible location, historical structure and integrated streets (Figure 1).

The first urban settlement areas in the city were the marina and the vicinity of the area. In 1973, the protocol between Ministry of Culture and Tourism, Municipality of Antalya and Min-



Figure 1. Kaleiçi Zone and the Marina, Antalya (2014).

istry of Public Works and the Supreme Council of Immovable Antiquities and Monuments was ended up with a decision of expropriation and restoration of the old harbor and the surroundings (Gül, 2006). The crucial objectives of Conservation Planning can be summarized as (Tankut, 1979):

- Minimizing the contradictions between historic environment and current life needs,
- Securing the social justice in Kaleiçi neighborhoods,
- Overcoming the economic collapse,
- Strengthening the physical environment,
- Protecting the history, culture and regional environmental values,
- Reinforcing Kaleiçi with necessary touristic functions and add to touristic assets of AMA.

When the Antalya Kaleiçi Zone Restoration Plan was developed, the Tourism Function was considered as an instrument to keep alive and improve this environment and was accepted as one of the main functions. As the zoning of the function distribution was not made in this plan, it caused to the spontaneous development of tourism and tourism-directed trade within the whole area (Gül, 2006). Antalya, Kaleiçi Zone which has a unique fabric with its typical Coastal Style garden houses, alleys with bay windows, bastions and small, stone buildings in the Pier was declared as an archaeological site in the year 1968. It is decided to realize restoration works in Kaleiçi to open this abandoned environment facing extinction to tourism and to re-function it and to encourage the similar private enterprises of people living in historical environments (T.R. Tourism Bank, Head of Trustees Commit-

tee, 1984). The structuring on vacant parcels started with the same precedent and elevation decisions (E: 0,50, hmax: 9,50) in every region. (Gül, 2006).

The works started in the Pier, which is a place disregarded by the Antalya public despite its historical and unique natural beauties due to squalidity, in accordance with the Local Zoning Plan in 1974. The restoration projects of the buildings whose survey projects were prepared between 1974-1975 were completed at the end of 1978 and approved by the Supreme Council of Immovable Antiquities and Monuments. According to this project, touristic amusement (open amphitheater, restaurants, taverns, coffeehouses, brasseries, patisserie, pub); commercial (souvenir sale, boutiques, jeweler, carpet shops etc.); accommodation (60-bed hotel); administrative (port authority, passport, customs, coast guard, police buildings) and utilities (bank, post office, tourist information center, yacht services, parking) are located on the Pier. The area that is included in the scope of restoration involves the old pier and nearby surroundings and a small section of the housing above the city walls. (T.R. Tourism Bank, Head of Trustees Committee, 1984). In the project, the ancient mercantile port was designed as “Marina” and its nearby surroundings were designed as “Touristic accommodation and recreation places”. Within the scope of the project, the structures in the areas that received amusement and daily function decisions around the Marina were repaired in a way that the new functions suggested by the Tourism Bank were in accordance with the old functions and the recreation arrangements of the open areas among the structures were done. The Golden Apple Award was given to Ministry of Tourism for the “Antalya-Kaleiçi Complex” restoration works in 28 April 1984 by FIJET (World Federation of Travel Journalists and Writers) (Gül, 2006).

Within the scope of Reconstruction Plan for Protect;

The second stage of the works included the restoration of the wooden houses on the city walls. In this part, a group of houses were taken and reparation directed to culture, amusement,

sports and mostly accommodation functions was aimed. The restoration experience in Kaleiçi supports the view that the long run protection in a living historical environment can be possible mostly based on the users’ awareness and efforts and indicates that this kind of works should be taken into consideration in a multidimensional way.

Providing environmental values for the residents and bringing Antalya a healthy, functioning, and alive city part with a symbolic feature are the two most successful results of the Site Planning of Antalya Kaleiçi. The reason of this success can be explained through the residents’ contributions to the project (Tankut, 1979).

The success of the Kaleiçi and marina restoration project lies in the contribution it has made to employment, the fact that an existing historical area was restored and brought to the current day and employment opportunities were provided for the local population. Contributions were made to both local development and AMA’s economy. Furthermore, the touristic aspect of AMA provides a significant contribution to the national economy, by presenting a good example for local development producing upward contribution (Figure 2).

3.2. HafenCity inner city development project

HafenCity is one of the largest inner city development projects of Hamburg and Europe (Figure 3). For the reconversion of derelict port facilities, it was aimed to renew the harbor over faster



Figure 2. Antalya, Kaleiçi Zone and Marina general view (Url-1: Official site of Antalya Metropolitan Municipality).



Figure 3. Hafencity, Hamburg (Bruns, 2012).

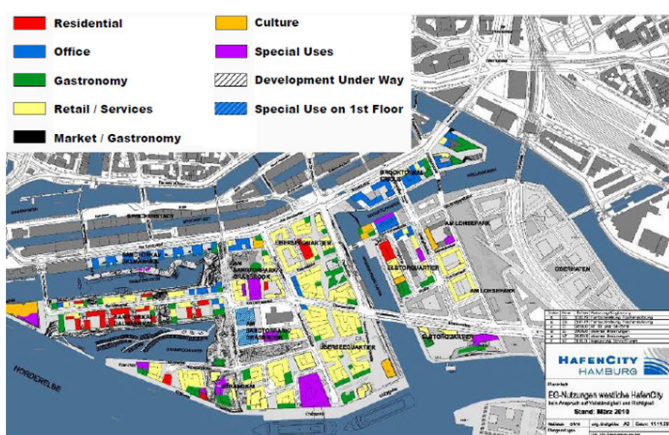


Figure 4. Mixed land use plan of Hafencity, ground floor (Schneider, 2010).

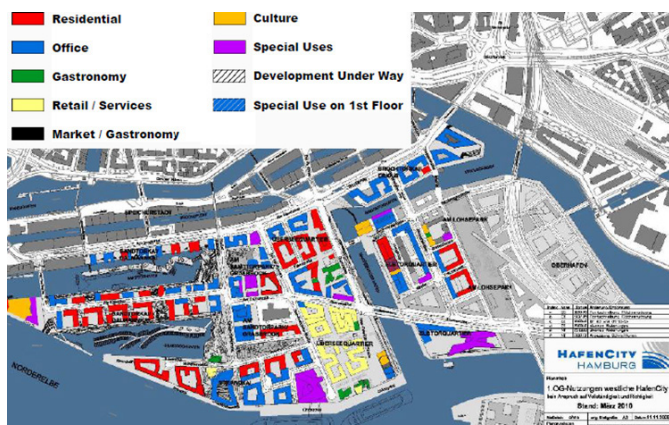


Figure 5. Mixed land use plan of Hafencity, first floor (Schneider, 2010).

sectorial transformations and to bring attractiveness to this area. In this project the city center was enlarged by 40 percent and it was planned to invigorate the economy of the city and to increase competitiveness with this dynamism. The aim of this project was to constitute a modern, diversified urban

center which would expand the existing city and provide a wide array of urban functions (Grubbauer, 2011).

A transformation based on the renewal of the harbor and industrial areas was applied in Hafencity. In this context, existing areal features of the city and the horizontal urban expansion were protected and reconstituted within the renewal process (Bruns, 2012). In the course of planning Hafencity and designing the harbor, the history played an important part. The new urban fabric was created in accordance with the old urban fabric and an integrity was ensured (URL-2). Figure 4 and 5 show Hafencity mixed land use plans for the ground and first floors. This mix land uses were planned to provide effective inclusion of the marine into the city.

A high density coastal area was built by protecting the existing harbor structure. Shared areas for public and trading areas were constructed with the combination of personal activity areas and workplaces. Nonlinear and high density structures for combined usage were built. A visual connection and integrity was tried to be achieved by using red bricks from the old harbor for the external coating of the buildings. Various mass transportation modes were provided for inner city transportation, walking and bicycle roads, and for intercity transportation.

In conclusion, social diversity and dynamism were ensured by the combination of various formal and informal institutions and foundations in a way that would create social commitment, creation of various facility areas, connection among individuals from different sectors and cultural activities. In the transformation project, public participation was ensured by using of various information methods (Bruns, 2012).

The success of the Hafencity Inner City Development Project depends on including the local population in the stages of decision making and implementation, and adopting a planning approach based on communication. Important steps have been taken here in terms of the dynamic sense of planning and the accessibility of mixed use areas (Figures 6 and 7).



Figure 6. Hafencity general view (Schneider, 2010).



Figure 7. Hafencity Harbor, land uses (Schneider, 2010).



Figure 8. Location of Haliç Shipyards in IMA (2014).



Figure 9. Haliç Shipyards (Golden Horn, 2014).

3.3. The comparison of two case study areas

Antalya- Old City and Hamburg-Hafencity, although they were both economic heart of those cities during ages of other times, the scale of the ports and projects as well are completely different. Antalya was a Roman Capitol and one of the most important Ports of East Mediterraine, while Hamburg Port was the main export center of German Industrial Revolution.

4. An examination of Haliç Shipyards, Istanbul

4.1. Historical significance of Haliç Shipyards

Haliç is a creek on the southeast of Çatalca Peninsula and on the entrance of the Bosphorus; dividess the plateaus of İstanbul and Pera. Because of its importance for the city, Haliç has been the most important part of the city that included many related facilities since the Ottoman Period (Figure 8 and 9). As the capital of Ottoman Empire and as a city on historical trade routes, Istanbul caused Haliç to be both an important harbor (global trading center) and an important military dockyards and a military fleet base (Turkish Economic and Public History Foundation 1994a).

The foundations of the Haliç Shipyard was laid in 1455 by Sultan Meh-

met II and became one of the largest shipyards of the world in the 16th century with the equipment brought from Gelibolu Shipyards that was closed in 1513. Mühendishane-i Bahri Hümayun was founded in 1773 (where Istanbul Technical University derived as well) and therefore the first technical and modern education for ship construction started. Afterwards Tersane-i Amire that consisted from Galata, Haliç and Istanbul Dockyards served until the fall of the Ottoman Empire (Turkis Republic of Ministry of Transport, Maritime Affairs and Communications, 2013). The shipyard covers an area of 75.000 square meters between the Kasımpaşa Stream and Atatürk Bridge today. It has a 457 meters long dock, 3 dry basins and 2 main slipways which have historical values. The first of these docks is 118 m long, 20.1 m wide and 13.5 m deep, the second one is 83 m long, 16 m wide and 10.5 m deep, and the third one is 153 m long, 16.3 m wide and 9.6 m deep (Turkish Economic and Public History Foundation, 1994b). According to the data obtained from From Yesterday to Today İstanbul Encyclopedia; the historical structure of Haliç Dockyards may be summarized in Table 1 (Turkish Economic and Public History Foundation, 1994b).

Table 1. Historical development of Haliç Dockyard (Turkish Economic and Public History Foundation, 1994b).

Historical Background of Haliç Shipyard	
1455	The beginning of the shipyard's construction
1626	Overall reparation or rebuilding of the slipways in shipyard
1718	A warship with three posts constructed in the shipyard was launched in Haliç
1773	The opening of Mühendishane-i Bahri Hümayun (The beginning of the modern engineering education)
1789-1807	The quality of the shipyard improved by brining shipbuilders from France and Sweden
1799	The construction of the first basin of the shipyard was completed
1825	The construction of the second basin of the shipyard was completed
1832	American naval architect Foster Rhodes was employed in Tersane-i Amire therefore crucial steps were taken in the shipbuilding field
1837	Construction of the first steamship under the supervision of Foster Rhodes
1870	The construction of the third basin of the shipyard was completed
1875	Increasing the capacity of the first basin
1910	A part of the shipyard was transferred to İdare-i Mahsusa
1930-1931	Navy shipyards in Istanbul were carried to the Golcuk Shipyard. The freed up area was transferred to Seyr-i Sefain İdaresi and İnhisarlar Vekaleti
1933	The modernization works in Haliç Shipyard began with the establishment of Directorate of Factory and Basins
1933-1960	The boat trips to Haydarpaşa and Kadıköy started with the harbor that was vertically connected to the Galata Bridge.
1984	Haliç Shipyard transferred to Türkiye Gemi Sanayii Inc. that was under the administration of Ministry of Transportation

Figure 10 and 11 show 19th and 20th century photographs of Haliç Shipyard.

Tuzla Shipbuilding Industrial Zone was organized and established in the Forth Five Year Plan Period (1979-1983). Since after the partial regulation and infrastructure works in the region, the shipyards in Haliç and Bosphorus could not be transferred to Tuzla Re-

gion in the early 1980s due to the conditions of that time, they were carried to this region assigned to them with the constitution of servitude (Turkish Republic Presidency State Supervisory Board Report, 2008).

Haliç including the shipyard and the surrounding area (Golden Horn) has been one of the most important districts of Istanbul since the early 1900s.



Figure 10. Haliç, intensive harbour use late 19th century (Ozus et al. 2011).



Figure 11. Haliç Shipyard, in early of 20th century (Yıldız, 2008b).

Proposals for redevelopment of Haliç Shipyards from the perspective of local economic development

Figure 12 shows the development process of the Istanbul Metropolitan Area in the early and mid 1900s as given in the study of Doğan Kuban (2011).

4.2. Proposals for redevelopment of Haliç Shipyards from local economic development perspective

Figure 13 and 14 show land use and land ownership analysis in the vicinity of Haliç shipyards. With a closer look to Figure 13 and 14, it is seen that, Haliç Shipyards and neighborhood land use and land ownership analysis can also lead us for new suggestions for the future of the area.

According to the analysis above, apart from the shipyard area, manufacture and industrial areas and commercial usage areas are predominant within the study area. According to the ownership analysis, on the other hand, the areas planned to be restored are located within the ownership boundaries of the Treasury.

Good governance provided at the local level has a vital role of leading not only in terms of the elimination of inter-regional differences, but also ensuring sustainable development across the country. Reinforcement of local governance, not only increase the effectiveness of the local policies in the field but also it increases the social cohesion in the development and supports the environment of opportunity equality (Tsarouhas, 2009). For this reason the identification of local development strategies and creating participant policies in the process of being applied these strategies were emphasized. Şen (2009) also states that in case of not including the local people or societies in local development that in case of not including the local people or societies in local development (or if they do not believe the process provides them any benefit directly), the development cannot be effective and sustainable.

According to Kessides (2009), many actors should be included in the preparation of local-regional development strategies and decision-making process about design of incentives. These actors are public institutions, private sector organizations, trade unions, local authorities, non-governmental organizations, regional development agencies

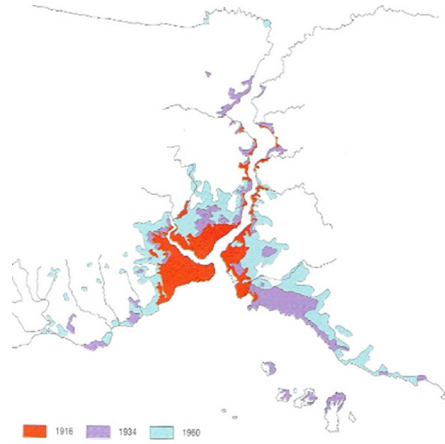


Figure 12. Historical development of Istanbul Metropolitan Area (Kuban, 2011: 392).

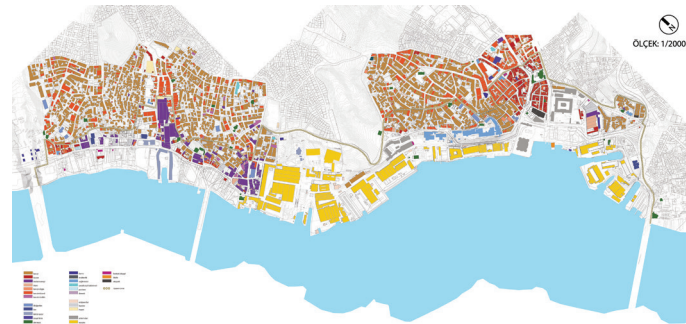


Figure 13. Haliç Shipyards land use analysis (Gülersoy, Beygo et al., 2013).

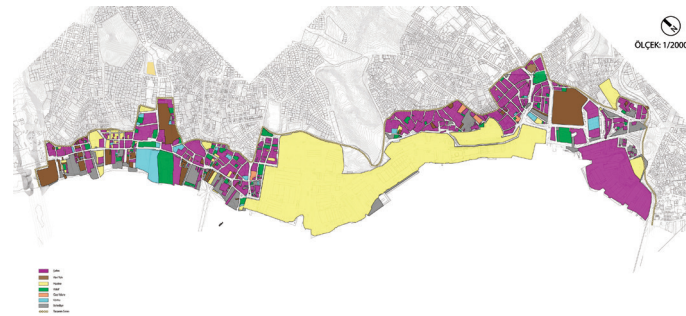


Figure 14. Neighborhood landownership analysis around Haliç Shipyards (Gülersoy, Beygo et al., 2013).

and academic institutions. In the light of these data, the suggestion of forming a participant local development plan in which these institutions are also included for Haliç Shipyards was made. Preparing a local development plan in which various Institutions and Non-governmental organizations, trade unions, İstanbul Metropolitan Municipality, Beyoğlu Municipality and İstanbul Development Agency and the other institutions that may be related to the representatives of local com-

munity and the renewal of the shipyards are included has been suggested.

In order to understand the local development strategies having priority, it should be detected what kind of infrastructure deficits exist (Kessides, 2009). In this regard, various infrastructure deficits in the region where Haliç Shipyard is located have been defined as Shipyard Technical Infrastructure, Professional and Scientific training conditions, the areas excluded of use facing with the extinction danger of the shipyards, lack of technical equipment required for the new generation usage and the low level of economic income provided by the shipyards.

Kessides (2009), states the other components while identifying that the strategies which are related to internal existences and local infrastructure. In this context, Kessides (2009) suggests four broad categories as main services, natural environment, cultural heritage resources and social networks. In this context, the suggestions made for Haliç

Shipyard were discussed has shown in Table 2.

Local Development Strategy is a fulcrum of being designed of incentives to be used for directed by innovative and local society and improving local life quality (Kessides, 2009). In this respect, the suggestion of developing ride and racing boats (sailing) sector that has a big potential for Turkey was made. In the manufacturing of yacht, by minimizing environmental destruction and developing the suitable technologies though the use of innovative and environment-friendly technologies, it was planned to provide maximum production energy saving. Besides, As it is mentioned in T.C. Presidency State Supervisory Report (2008), it is impossible to continue to the manufacturing of yacht and excursion boats as a side branch of ship construction activities; and for this reason, the necessity of making location allocation within separate borders but near the ship construction regions is mentioned. For the

Table 2. Suggestions which derived from Kessides (2009) for Haliç Shipyard.

Main categories	Suggestions for Haliç Shipyard
Basic services; technical infrastructure and education	1. Improvement of the existing Technical School with providing required financial and technical support. 2. Providing education programs meeting technological innovations such as boat building (wood, composite, steel, aluminum), boat equipment, boat electric/electronics, interior sheathing and qualified instructors (Turkish Republic Presidency State Supervisory Board Report, 2008).
Natural environment (watersheds, coastal areas)	3. Preparing Environmental Impact Assessment Report by experts; creating renewal strategies consistent with Environmental Impact Assessment and Sustainable Development Plans.
Cultural diversity resources (both material and intangible assets)	4. Restoring the shipyard by reserving historical and cultural assets; providing continuation of traditional urban shipping and generating innovative shipbuilding technologies convenient with the life styles and requirements.
Social networks and associations	5. Preparing a participative development plan that includes views of non-governmental organizations, the representatives of neighborhood residents, chambers of commerce and various local organizations.

boats under 24 m, the location allocation is not necessary to be at the seaside as well, and it is enough to have a common usage area at the seaside. Regarding Haliç Shipyards, the basic necessary building infrastructure and the equipment exist enough in order to provide Yatch Building.

The skills and experience of the manufacturers and sub-manufacturers of Turkish Yacht and Excursion Boat form one of the most important rivalry forces in this sector. In order to continue the present cultural structure, it is necessary to record and kept mastership skills such as wood processing techniques that are necessary for the construction of certain boat types that is current and begin to get disappeared from the scene. In order to accelerate manufacturing industry of excursion boats, fairs and the trend of owning a boat must be increased. Excursion Boats must be excluded from the classification of luxury and avoided of the usage of the sea as excursion to be classified as luxury (T.C. Presidency State Supervisory Council, 2008). Considering the strategies prepared by State Supervisory Council, creating a yacht building industry are at different scales in Haliç Shipyards can have a boosting effect for the local economy.

One of the most important processes of technological arrangements is a consultancy and practical R&D necessity for composite boat manufacturing that is a basic method of serial production. It is needed to composite material specialist on the matters such as boat manufacturing and pole production in sailing boat. The sector is impossible to make R&D financing on its own. In all the countries which had developed in this sector, it is financed by R&D state research institutions. With this aim, in TÜBİTAK-based Marine Technologies R&D Center or suggested to be established new, complimentary R&D facilities must be given to yacht and excursion boats and it was ensured KOSGEB to support R&D activities (T.C. Presidency State Supervisory Council, 2008).

For this reason, these suggestions must also be considered for Haliç Shipyards.

5. Conclusion

This article is mainly based on proposals for a possible Redevelopment Project for the Haliç Shipyard, which aims to initiate a flagship redevelopment approach to an important local economic potential.

While the local economic development increases the quality of life, it is also an improvement process, which is constituted by the solid participation of the public sector with entrepreneurs and non-governmental organizations, to ensure that economic improvement creates new employment opportunities.

The success of a community today depends upon its ability to adapt to the dynamic local, national and international market economy. Strategically planned Local Economic Development is increasingly used by communities to strengthen the local economic capacity of an area, improve the investment climate and facilitate an increase in the productivity and competitiveness of local businesses, entrepreneurs and workers. An understanding of the principles and practices of strategic Local Economic Development planning will position communities to be able to improve their quality of life, create new economic opportunities and fight poverty (Swinburn and Fergus, 2004:3).

The main success story of the Antalya Old City and Marina Project, is to bring Antalya Metropolitan Area an economically well functioning historic city part where environmental values are preserved as well. The real reason of these achievements can be explained through the residents' wide contribution to the project. The best result of the project lies in its contribution to employment, local development, and economy of the Antalya Metropolitan Area.

The success of the Hamburg-HafenCity Inner City Development Project depends on including the local population in all stages of decision making and implementation, and adopting a planning approach based on communication. Important steps have been taken here in terms of the dynamic sense of planning and the accessibility of mixed usage areas where lots of jobs created for different types of employment.

Haliç has been a natural home of organized shipyards for the last 550 years of the Turkish Civilization. According to the technological level of the era, material supply, education and training of manpower, configuration of the demand and economic system, the Haliç Shipyard produced different types of vessels for naval and civil use through the centuries.

With the redevelopment project, various types and sizes of yacht design offices and building industries can be organized within the Haliç Shipyard zone. Educational institutions can have branches for training different levels to form a Center of Excellence. Probably the most prevalent trend in our time will be that of technological innovation. Revolutions in technology continue to cause rapid, almost unpredictable changes in career demand as well.

Proposed Planing Stages for Haliç Shipyards Redevelopment Project;

- Create a redevelopment management plan involving all parties and responsibilities,
- Provide the legal framework for the Redevelopment Project and participants,
- Organize public participation,
- Organize the best use and design approaches, competition, and exhibition,
- Time planning and cost/revenue estimation.

Having a good project management in the urban redevelopment and integration stages of the project management discipline of urban planning process may only lead to future's sustainable cities.

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Yerel kalkınma perspektifinden Haliç Tersanelerinin iyileştirilmesi üzerine öneriler

Bölgesel politikalar ile oluşturulan kalkınma stratejileri, zaman içerisinde beklentilere cevap verememeye baş-

layınca yerel kalkınma kavramı ortaya çıkmıştır. Küreselleşme ile birlikte kentler, rekabet potansiyellerini artırılabilir için yerel anlamda özel gelişim ihtiyacı duymaya başlamıştır. 1980'li yıllardan itibaren yerelleşmenin artan

önemi, kısa bir süre içerisinde dünya çapında yayılım göstermiştir. Yukarıdan aşağıya doğru ilerleyen planlama politikaları yerini aşağıdan yukarıya doğru işleyen, yerelden başlayarak öncelikle yerelde olmak üzere kentsel ve bölgesel ölçeklere kadar yayılım gösteren, katılımcı planlama politikalarına bırakmıştır. Yerel kalkınma, yerel ölçekten başlayarak dışarı doğru yayılım gösteren ve küresel sistemle ilişkisini kuran sürdürülebilir bir ekonomik gelişim türüdür. Sürdürülebilir bir planlama türü olması ve yerel halkın yaşam kalitesini artırmayı amaçlaması sebebiyle yerel ekonomik kalkınma planmasının en önemli basamağını katılım boyutu oluşturmaktadır. Uygulanacak olan kalkınma politikaları için çeşitli sivil toplum örgütleri, yerel yönetimler, akademik kuruluşlar, özel sektör ve halka danışmanın organize edilmesi, planın oluşturacağı faydaları mutlaka arttıracaktır.

Bu makalenin amacı, İstanbul Haliç Tersanesi için bir yerel kalkınma planı oluşturmak ve bu doğrultuda aşağıdan yukarıya doğru gelişen, katılımcı bir planlama yaklaşımı ile bu alanda eğitim ve istihdam koşullarının iyileştirilmesiyle Haliç Tersanesi yakın alanında yaşayan kişilerin yaşam kalitesini artırmak ve yerel ekonomik kalkınmaya yönelik model önermektir. Makale ile hedeflenen, tarihi bir yapı topluluğu olan ve aktif olarak kullanılmayan Haliç Tersanesi'nin gerekli yenileme çalışmaları ile tekrar kullanıma kazandırılması ve bu alandaki geçmişten günümüze kadar gelen değerlerin korunmasıdır.

Makalenin giriş bölümünü izleyen ikinci bölümünde, yerel kalkınma tanımını ve yerel kalkınmanın önemi verilmekte ve küresel gelişmeler ışığında küçük ölçekli endüstrilerin yerel kalkınmadaki rolü incelenmektedir. Bu bölümde, küçük ölçekli sanayi örneği olarak yat inşaa sektörünün Türkiye'deki durumu ve bu sektörün yerel kalkınma ile taşıdığı bağlantılar açıklanmıştır. Makalenin üçüncü bölümünde, iki liman yenileme örneği ele alınmıştır. Bunlardan ilki, Antalya Kaleiçi yat limanı yenilemesi örneğidir, Haliç Tersanesi ile kültürel benzerliklerinden dolayı, Hafencity Kentiçi Dönüşüm Projesi ise, Haliç Tersanesi ile teknik ve ölçek benzerliklerinden dolayı örnek alan çalışmaları olarak incelenmiştir.

Antalya Kaleiçi ve Hamburg Hafencity liman yenileme projelerindeki uygulanan yaklaşımlar incelendiği zaman her iki alanda da tarihi dokunun korunduğu, mümkün mertebe yeni yapıların tarihi ve kültürel değerler ile uyumlu bir şekilde geliştirildiği ve halkın çeşitli araç ve organizasyonlar yardımı ile projeye dahil edildiği görülmektedir. Hafencity liman yenileme projesinde uygulanan dinamik ve katılımcı planlama modeli, Hafencity'yi Hamburg'un en canlı bölgelerinden biri haline getirmiştir. Kaleiçi yat limanı yenileme projesi ise, turistik açıdan başarılı bir planlama örneği olup; hem Kaleiçi bölgesinde hem de Antalya Metropolitan Alanı (AMA) genelinde sağladığı ekonomik katkılar ile başarılı bir örnek niteliğindedir. Bu alanlardaki yaklaşımların başarısı, Haliç Tersanesi için geliştirilecek yerel kalkınma stratejileri hazırlanıp önerilmesi açısından örnek niteliğindedir.

Haliç Tersanesi, İstanbul Metropolitan Alanı'nda Tarihi bir bölgede bulunmaktadır. Yapımına başlandığı tarihten itibaren de hep kentin en merkezi konumunda bulunmaktadır. Yapımına ilk olarak 1455'te başlanan tersanenin inşaatı 1515 yılına kadar gelişerek devam etmiştir. Özellikle Osmanlı Dönemi'nde olmak üzere Türk Denizcilik ve bağlantılı olarak siyasi tarihinde çok önemli adımların atılmasında büyük bir role sahip olmuştur. 1980 yılından itibaren bu ve diğer bölgelerde bulunan tersaneler, Tuzla İlçesine taşınmış olup, günümüzde Haliç Tersanesinin aktif olarak kullanılmamaktadır. Makalede büyük bir tarihi ve kültürel değere sahip olan Haliç Tersanesi için gerekli teknik desteklerin sağlanarak tersanenin tarihi doku ile uyumlu bir şekilde fiziksel ve işlevsel olarak yenilenmesi için yerel kalkınma stratejileri doğrultusunda sosyal boyutun da dahil edildiği bir yerel kalkınma planının önerilmesi amaçlanmıştır.

Makalenin son bölümünde Haliç Tersanesi için yerel kalkınma doğrultusunda izlenebilecek adımlar, Hamburg Hafencity ve Antalya Kaleiçi Yat Limanı Projelerinde uygulanan yaklaşımlar ile Kessides (2009) tarafından yerel kalkınma stratejilerinin geliştirilmesi için oluşturulan kriterleri ölçüt olarak ele alınarak Haliç Tersanesi bu kriterler çerçevesinde değerlendirilmiştir.