

## **EFFECTS ON THE COASTAL AREAS OF NEOLIERAL URBANIZATION IN TURKEY**

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### **ABSTRACT**

Coastal areas have been the extensive urbanization places for human kind from past to present for their first residential centers due to economic, social, cultural and spatial yields. Furthermore, they bear ecological importance for their natural resources potential and being a transition region in terms of land and sea ecosystem.

The coastal areas in our country are under the pressure of structuring together with the urbanization process carried out with rapid population increase and unearned income concern by being an attraction center due to its natural and cultural richness. Coastal areas which are public space are losing its nature and be abstracted from the other spaces of the city with large scale coastal projects with amendments in the legislation concerning border and neo liberal urbanization. One of the most important indicators of this is the port projects that are highly increased lately.

In this paper, the effects of amendments in the legislation concerning border, upper and lower scale plan decisions and application on the coastal areas will be examined; solution recommendations will be developed in the scope of the integrated coastal areas management regarding the sustainable management of coastal areas towards the problems.

**Keywords:** Coastal Zone, Legislation concerning border, neo liberal urbanization, large scale coastal project, sustainable coastal management.

### **1. INTRODUCTION**

When it is thought that the first residential areas were the water coasts, the coasts are the areas where the urban density is seen most in our day with the natural and cultural elements that they own. Living at the coastal areas and around them by approximately 50% of the world population are the clear indicator of this situation. According the U.N 2000 Report, it is estimated that 6,3 billion people will live by the seaside within 50 years. Therefore, different urban use demands

that rapid population growth has caused should be met. Thus, the tool to bring these demands into life is “urban planning”. However, toward the end of 1970, the important changes in the course of urbanization have influenced the approach to planning. Thus, in the urbanization process that includes the coast areas in the scope and where it is realized in our country, the basic changes are the point in the question about the coasts. These are: one is the publicity of the coast areas, the other is the ecological sustainability of the coast. In the globalization process, the developed countries’ presenting their economic policies based liberal to the developing countries like Turkey in the grip of economic crisis as a recipe has come into question. Turkey has put into the practice quickly the 24 January Decisions and the standby agreements signed with IMF and their economy policies based neoliberalism. Cities have constituted the spatialization process of the neoliberal policies. These policies seeing the city as a meta where production realizes, called as Neoliberal urbanization, have requisitioned the qualities of the concept of urban space until today. The principle of “public welfare” that is one of the basic principles of the planning within this process has given its place to “market benefit”, the public spaces that are very important for the life of urbanite have given their places to private property. Of course, in the urbanization process that the urbanization rant is in focus, the coasts which are the attracting areas with the natural and cultural values they own have had their shares and as a result of this situation, conversation process of publicity has been started together with the neoliberal urbanization as well as coastal areas. On the other hand, after the ecological problems occurred at the international level, the results generated by unlimited use of limited natural resources have been discussed together with Stockholm Conference arranged by United Nations in 1972 and with the book named “Economic Growth Boundaries” issued in 1972 by the contributions of Roman Club and Massachusetts technology Institution. Thus, coastal areas take part within this scope of ecological problems. As well as these studies are the first studies started at international level for the necessary of preserving the coasts and their situations, the studies for directly coastal areas in our country are met at the same date. But, these studies that will be detailed in the section of “Findings”, together with the process of neoliberal urbanization promoted by environment production built by rantsal, by pushing the natural features that coasts own into the background, the negative interventions toward the sustainability of coastal ecosystems have been legalized. At this point, it will be true to say that the coastal areas have entered in the process of losing both publicity and ecologic importance

In order to speed up the functionality of the process, arrangement has been made toward legal and administrative structure, afterwards, a lot of plans have been decided and these decisions have been localized. These changes made under the name of coastal management have been made to bereave the use rights, which are not equal and are configuration, from the city rather than providing the protection-use balance of the coasts

## 2. COASTAL LEGISLATION IN TURKEY

Every kind of usage rights in the coasts was provided by the coast legislation before 1972 in Turkey. However, in the 6. and 7. Articles of the law numbered 1605 issued in 1972, the necessary precautions were taken in order to prevent the private property and land speculations in the coasts. According to these regulations; “ *the lands and parcels belonging to the public on the sides of sea, lake and river haven’t been converted to private property, private property haven’t been obtained by the way of filling the sea or draining swamp*” was emphasized. In the regulation issued two years later the law numbered 1605 and valid till 1984 in order to conduct the law; Although it was specified that the private property would not be in the question on the coasts, by considering the acquired rights in previous years, amnesty was granted to those owning private property. Important regulations were made about the coasts in 1980 years and in the 43. Article of the 1982 Constitution, under the title of “public welfare”, an approach supervising the publicity of the coastal areas was shown in the way that “The coasts are under the sovereignty and disposal of the state. The firstly public welfare are required about benefiting from the shorelines surrounding the coasts of lakes and sea together with coasts of sea, lake and streams. The shorelines with the coasts, their deeps according to their usage purposes, and the opportunities and conditions of benefitting from these places by people are regulated by law.”

However, later, this is **Tourism Promotion Law numbered 2634, Law of Protection of Culture and Natural Properties, National Parks Law and Bosphorus Law**. The most important law speeding up the formation of private property in the coasts within these regulations is Tourism Promotion Law. In the law approved on 12.03.1982, three different definitions were brought as tourism regions, tourism areas and tourism centres. It should be noted that they haven’t meant a relative altitude related to plan hierarchy of the concepts of the tourism region, tourism area and truism centre mentioned here. So, it is “the construction and facilities contributing to use or protect for public welfare of the places under the government provisions and savings on the places mentioned can be built and operated in accordance with the construction plans regardless of title registration”

Besides, in these areas to be determined by Council of Ministers’ Decision, Ministry of Tourism is entitled to plan, to make them plan, to approve and to amend in each scale. Establishing “Tourism development Fund” brought by the law has caused to the promotions like being exempt from various taxes and fees of the businesses to be held here, to increasing of the pressure on the tourism areas where mostly coastal areas constitute and to the deterioration of the natural and cultural values of these areas.

Bosphorus Law is one of the legal regulations toward the protecting coasts by being a private law quality including only İstanbul Strait. While the law provides the protection of the cultural and natural properties in this region by bringing the privatization and construction prohibitions to the

relevant coast areas, the increasing the population and construction density has been precluded. However, the provisions toward protecting the Bosphorus and Construction Law numbered 3194 issued in 1985 lost their validities. In addition to this, the powers and duties on both sides of the Strait were shared between İstanbul Metropolitan Municipality and District Municipality, the building restriction ban was removed. On the other hand, the protective provisions limiting for all areas of the Law of Protection of Cultural and Natural Properties and national Parks Law has been valid in coastal legislation, too. Partitive approach in the legislation concerning the coast has been continued.

The first law concerning directly the coasts is Coastal Law numbered 3086 issued in 1984 and is the regulation issued one year later. “The benefiting principles from the coasts has been determined by this Coast Law, the principle to benefited by everybody has been brought, besides, the concepts like coastal line, coast, coast edge line, shore line have been entered into legal terminology by defining these concepts” (Turoğlu, 2009). But, the application areas of the Law, many articles of which have been cancelled by the Constitution, have been over. In the articles specified in the Law, the provision of public welfare has been come up with, however, construction and specialization have been promoted on the coast by the broad authority and permission brought with them and have caused to take decisions that may carry risks ecologically for coastal areas under the name of public welfare. According to Coastal Law numbered 3086, the statement of “In the coast, the constructions and facilities toward the purpose of protecting the coast or easing the usage of sea, natural and artificial lake and streams for public welfare only by plan decision, and, the industrial plants based on shipyards, factories, power plants and water products due to their properties, ship dismantling place and other the essential facilities to be constructed on coast, and, the facilities aimed to education, sport or tourism can be constructed” and while making the coastal line definition, not adding rockies to this definition and insured protective measures for coastal areas don't affect the rocky areas in the coastal areas, therefore, construction leads to opening the way to private property.

After abolishing the Law Numbered 3086 in 1986, even if the Circular Numbered 110 in 1970 in the name of filling the 4-year gap entered into force, while the coastal areas increasingly gained value by gaining momentum of the tourism sector in the passing process, the losses of the legal gap increased as well. Furthermore, the debates of “vested interests” was escalated more by the legislative regulations issued and in a sense, it was entered into a legal deadlock processes on coastal. When the year 1990, the lack of regulations on the coast with Law Numbered 3621 was removed. The rocky definition was taken place in this law by considering the cancelled law and the existence of the constructions like factory, power plant not being among the constructions to be built on the coasts, draining swamps or not allowing to acquiring land by the filling constitute the positive sides of the law. But, this law has been cancelled because some articles have been found contrary by the Constitution. Especially, the article taken place in 4. Article of the Law

and declining the coastline deepness till 10 meter has been evaluated in the context of protecting the vested interests. After some time, “constructions and facilities toward transportation with parking and open area arrangements “ inscription has been added by the change made in the law, the inscription of “ production and growing facilities” has been changed as “production, display, marketing, storing and growing facilities, petrol stations operated by public institution or organizations and power plants “

The provision has been added to the same article “the technical, social and cultural facilities belonging to the public” and “canals and ponds connected with sea, river or lake can be constructed by taking the ecological features into consideration behind the coastal areas”. By ignoring the principle of equal use of public in this situation, supportive regulations to the process of plundering the coast have been continued.

Besides, the same law specified that the fill areas causing to losing the natural line of the coasts and constituting a serious ecological risk, the constructions and facilities to be made in the direction of public welfare, technical and social infrastructure areas can be arranged. The law isn't against to filling in the coasts and making drying by this way, it has enabled to make them in a regular basis (Keleş et al. 2012)

Another change made in this law is the fact that some provisions specified in the Law of Protection of Cultural and Natural Properties cannot be applied for coasts. Here, the expression of “In the coastal and fill areas and shorelines, the provisions concerning to the construction plan aimed to protecting The Law of Protection of Cultural and Natural Properties numbered 2863 cannot be applied” and the protection case has been excluded for coasts. By this arrangement, evaluating the coasts different from all other protection areas hinders a holistic approach to be taken together by the coasts and other protection areas .

On the other hand, “The Law About Making Changes In Coast Law” Numbered 3830 in 1992 and shortly after, its regulation was issued. By defining the coastline in the law again, it was widened by determining as 100 meters toward the direction of land from the shorelines and a positive development was achieved. In 1994, the relevant Law was changed and equivalence value was determined as 20% in coastal areas.

By the year 2004, “The Regulation About Making Changes Regarding the Regulation On the Implementing of the Coastal Law” was issued, and **Cruise Port** following the definition the **Port** in the 4. article of the Regulation Regarding the Implementation of Coast Law dated 03.08.1990 was added and it was specified that the definition of “**Technical and Social Infrastructure**” in the same article was changed as following; The Social and Technical Infrastructure Facilities: are those servicing to construction and facilities obligatory to be made on coast and those providing to use for public welfare, breakwater, control tower, transformer, water tank, slipway

ramp, biological and chemical purification system, sewage and bilge drainage station, electricity, water and health unit, PTT, Fax, TV equipment, oil and garbage containers, fire network or firefighting facility, lift system, sanitary units, car park, pedestrian paths, square, green area, children's playground and park. With this regulation, by pleading the principle of "Public Welfare" different usages was allowed to be taken place on coast.

**On 21.07.2005, additional article was brought to the law by "The Amendment Made in the Relevant Law Numbered 5398 with Coastal Law". The Article is as followed:** it is determined by; the passenger ships(cruise ships) that carry the people travelling by organized tours were bound, the port services(electricity, generator, water, telephone, internet, and similar technical connection points and lines) were provided in order to give service to passenger ship appropriate to today's technology, bonded area services related to the passengers were seen, that they have the functions of (dining facilities, shopping centres, units for communication and transportation, counselling, information and banking services, residential units, Office buildings) aimed at tourism by taking the country's presentation and image to top level, cruises and yacht harbours where sea construction and ancillary facilities available to drop off passenger and docking of cruise ships have been taken taken place, the management units required by yacht and cruises ports to be made in coast and fill areas with the areas to be determined or the determined coastline and taken to the privatization scope and program, support units, maintenance and repair units, the usage decisions regarding to technical and social infrastructure and residential unities and terms of settlement development plan. By this article, it has been aimed to place the large scaled coast projects which are requirement of neoliberal urbanization made/to be made all around Turkey, four sides of which are covered by sea, to a legal basis.

**A similar purpose was also seen in" The Law On Making Amendment in Some Laws and in the Law Regarding to Making Amendment On Some Delegated Legislation and Regulating of the Privatization Applications" approved on 03.07.2005** (Additional clause03.07.2005 - 5398/13). The areas in the privatization program in additional article 3 brought by the law was left out of the scope of the Coast Law, all authorities were given to Privatization Administration and the privatization process of the coasts were speeded up in terms of both legal and administrative.

When looking at all these changes, it is clear that actually coast legal has been tried to be formatted toward "Structuration approach" rather than "protection approach"

Finally, as soon as Spatial Plans Construction Regulation dated 14/06/2014 entered into force, the concept of the "*Integrated Coastal Areas Plan (ICAP)*" interesting the coasts directly was taken place. According to the regulation, ICAP directing spatial plan stages was defined as followed;

*“the plan that deals with coasts by an integrated approach to include all sectoral activity and plans together with interaction field and social and economical subjects; that provides compatibility between the aims toward the coastal areas and the functions and activities on the coast areas; that observes the use of natural resources and the protection of coastal ecosystem in the line with the principle of sustainable development ; that includes required infrastructure facilities on the relevant coast related to transportation types ; that contains spatial target, strategy and proposals for action and management plan in a way to provide protection and usage balance; that is prepared in cooperation with relevant institution and organizations in the framework of the strategic planning approach as a whole with the plan layout and planning report, appropriate to schematic and planning language at 1/25.000 or 1/50.000 scale”*

Pilot planning projects have been started to be conducted in the provinces owning coast upon entry into force of the Regulation and its some ICAPs have been approved, only the draft reports of the plans belonging to other regions have been reported. In the draft of the plan, the target of ICAPs has been specified as the development of spatial strategies and management model in a way to constitute base to spatial plans, to provide the protecting natural and cultural resources in effective and balanced manner and their usages, in the areas entering into the interaction areas of the coast in the direction of land and sea, at regional level, in a way to include the sectors related to the coast as a whole (Şenik, 2015). In this sense, it is very positive in terms of producing the spatial plans that the coasts are dealt as a holistic approach. However, this Regulation contains provisions on the Construction Law Numbered 3194. In addition to this, the matter about how much the ICAP will be taken into consideration within a planning hierarchy that “gradual association” principle hasn’t been in the question should be discussed. Moreover, reflecting the protective attitude of ICAP to spatial plans in a process that neoliberal urbanization has showed itself in all areas of the city seems unlikely when looking at the urbanization projects that have destructive effects for coast areas

On the other hand, determining the borders of the ICAPs prepared for coast cities only along a linear line, failure to integrating the coastal region back in the plan limits with the coast are the biggest deficiency of these plans. For example, only including the coast lines into the boundaries within the ICAP limits that open basins at which rivers flow into the sea are found, thinking the river basin boundaries and coast boundaries as separate remain contrary to the holistic plan. Therefore, while determining the boundaries on the coasts where open basins are found, it is needed to handle gently. Because, river basins form a whole in terms of environment in itself.

Apart from these, another subject that should be addressed in related to coast areas is the existence of the institutions responsible from coasts and the relevant legal basis. Since coast areas have a large number of urban functions, multi-head situation regarding coastal area management is in question and this leads to authority confusion. Besides, a large number of legal

regulations related to coasts are taken part in the legislation, the coast areas are dealt and evaluated in segmental manner rather than a holistic approach. For example, The Coastal Law's relationship with the sea coast, the predictions of the Construction Law Numbered 3194 in the land section have been valid. In this situation, handling sea-coast-land relationship in a holistic approach makes it impossible to be addressed. The situation in the management and in the legal structure has been shown in Table 1.

Besides, the management units in the position of conducting the neoliberal policies have legalized the process to constitute the legal basis of these policies, protecting coasts and their ecological sustainability and publicity are pushed into the background by the relevant management unities. The Directorate of Privatization Administration brought to a wide authority related to coast areas as is also understood from especially its name has presented its institutional purpose and has been privatising the coasts and opening to construction.

**Table1: The Central Executive Unities moving mutually on the Coast management and the legal arrangements that they are based on (It has been prepared by benefitting from Yilmaz and Yontar 2013)**

CENTRAL EXECUTIVE UNITS	LEGAL BASIS
Ministry of Environment and Urbanization	-Draft of Law On Making Amendment of Coastal Law -Coastal Law Numbered 3621 -Construction Law Numbered 3194 -Regulation On the Coastal Law Enforcement -Construction Inspection Law Numbered 4708 -National Parks Law Numbered 2873 -Statutory Decree On Establishing of the General Directorate of Natural Heritage Protection Numbered 648 -Statutory Decree On the Organizations and Duties of the Ministry of Urbanization and Environment numbered 644
Ministry of Transport, Maritime Affairs and Communication	-Regulation of Fishing Ports
Ministry of development	
Ministry of Food, Agriculture and Livestock	-Regulation on the Protection of Water



Ministry of Health	Against Agricultural Nitrate Pollution
Ministry of Energy and Natural Recourses	
Ministry of Finance	-Regulation On the Implementation of the Coastal Law
Ministry of Customs and Trade	
Directorate of Privatization Administration	-On the Law About Making Amendment in Some Laws and in Statutory Decrees and Regulating the Privatization Applications Numbered 5398 and the Law About Making Amendment in Some Laws -The Amendment Made in the Law Numbered 5398 About the Coastal Law Numbered 3621 (03.07.2005 OG. No: 25882)
Ministry of Forestry and Water Affairs	- Environmental Law Numbered 2872 -EIA Regulation -The Statutory Decree About the Organizations and Duties of the Ministry of Forestry and Water Affairs Numbered 645
Ministry of Culture and Tourism	- Tourism Promotion Law Numbered 2634 -The Law of Protection of Cultural and Natural Properties Numbered 2683

### **3. THE PROJECTS FOR COASTAL AREAS IN TURKEY**

When monitoring the course of development for the coastal legislation in our country, it is seen that firstly protection-based approaches have been secured by legal regulations, however, the neoliberal economy policies post-1980 have been started to be eroded and the coasts have been zoned for construction. Afterwards, the basis of the process has been prepared by the legal regulations above, thus, this has been transferred to upper and lower scale spatial plans, and the coasts have been wrapped into neoliberal urbanization place where big urbanization projects like residential, industrial and tourism investments are taken place.

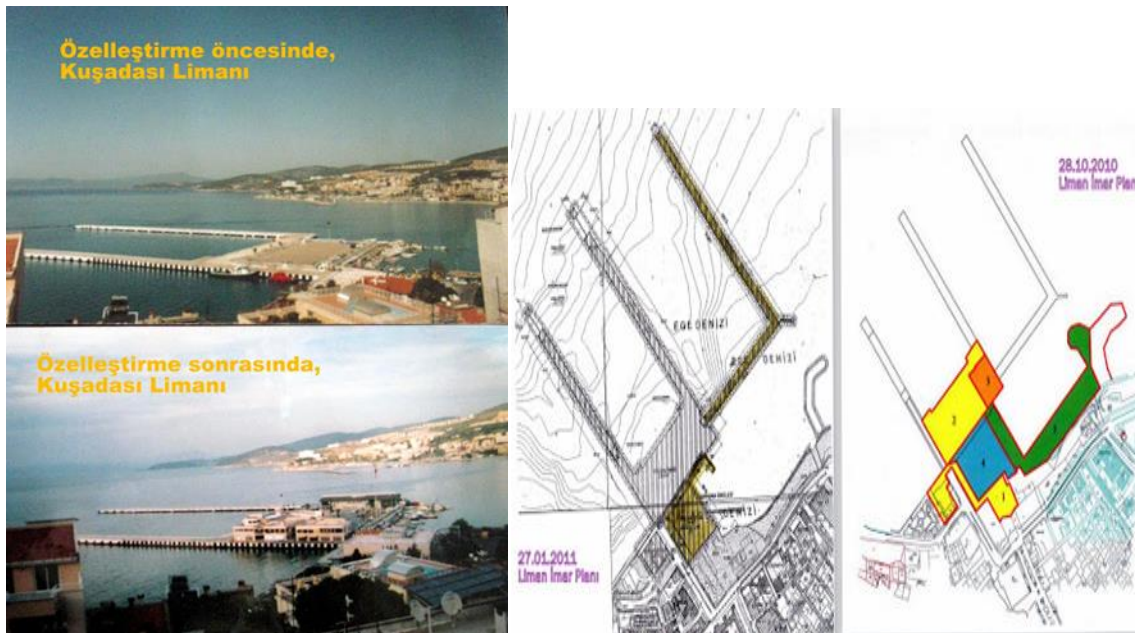
“Cruise port” has been allowed to be constructed on the coast areas with the changes in the coastal regulations especially in 2004. Together with these changes, the full-scaled port projects,

whose publicity of the coastal areas have been eliminated and where mixed uses (shopping centre, hotel, restaurant etc) called port projects are taken place have come into question.

The most prominent projects that non-governmental organizations have criticized seriously and have sued in order to stop the process are Egeport (Kuşadası), Galataport (İstanbul) ve Haydarpaşa Port (İstanbul).

**Egeport:** is a typical cruise port sample that only 20% of which has been left for passenger hall and passenger services, that consists of shopping stores, cafes, restaurants on the landfills 1700square meters-Kuşadası Port , that the trade unities have been opened for profit (Turan, 2008, s.189).

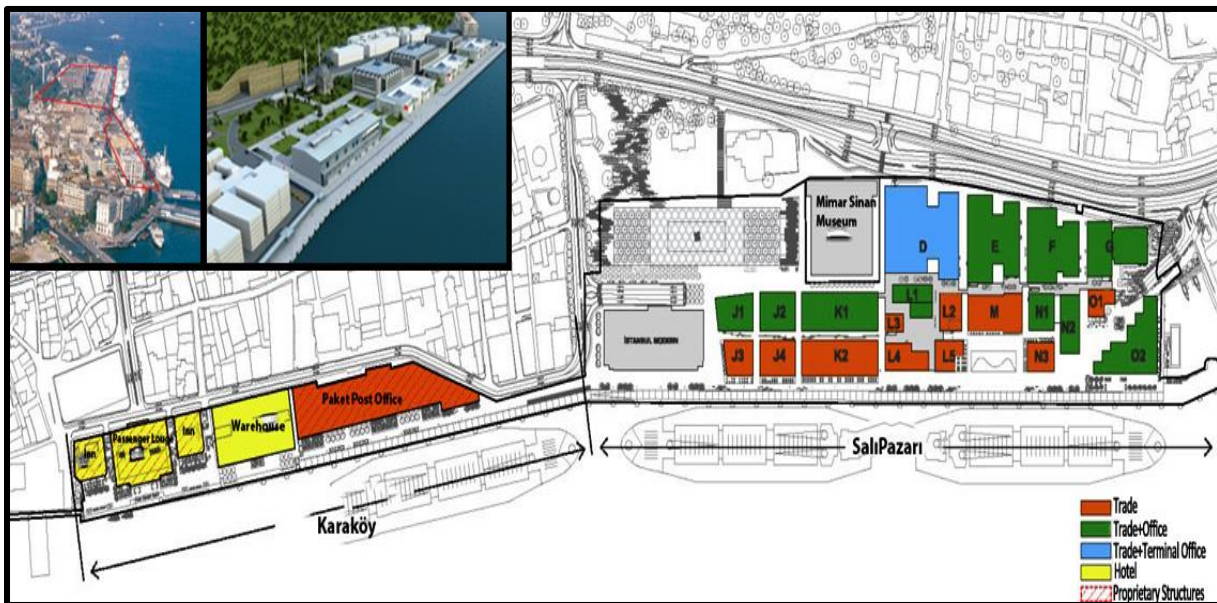
With the privatization application of Kuşadası, the use right of the port has been handed over to a global company by the credit of World Bank for 20 years, the plans providing privileged-development rights have been made in order to get more profit, license has been given, and the Project has been legalized by new legal regulations in this context. Despite the cancellation of plans and licenses, the company continues to work, new laws are enacted, new plans are made against the principle of retrogression of laws, and all these regulations are based on arbitrarily defined public benefit concept. A monopoly has emerged in terms of the commercial activities carried out in the port and the branch offices of the big companies that settled in the limousine have taken advantage of these privileges so that the tourists coming to the city by means of the ships can only make purchases from themselves( Turan,2009).



**Picture1: Changing port structure with Ege Port project**

**Galataport:** “is an area having 100 thousand m<sup>2</sup> in size and located on 1200 meter coast line announced as tourism centre by the decision dated 15 December 1994 of the Council of Ministers in accordance with Tourism Promotion Law numbered 2634 in 1994, being a protected area to be evaluated in Beyoğlu Urban Protected Area by the decision dated 7 July 1993 of İstanbul Numbered 1 Law of Protection of Cultural and Natural Properties in 1993, having been used by port function until today from Genoese on Galata Area for centuries, located in the triangle of the Salı Pazarı Port , Karaköy-Tophane-Salıpazarı” (Kahraman, 2010). A construction having mixed functions like hotel, trade, office, entertainment shown at Figure 1 together with the project has been planned. However, a new Landscape Plan(LP) has been prepared again as a result of the objections made to (LP) Landscape Plan scaled 1/100000 that the project is located and a change has been made for the Coastal Law in 2010 special to the Project in order to put the project into practice. After this change, an article allowing to construct the same port projects on all coasts has been added. In the Article, an explanation of “ in the lands obtained by drying and filling on the coasts, the construction plan regarding the uses stipulated in the scope of the law is approved ex officio within 60 days by the Ministry of Public Works and Settlement. On these areas, the provisions regarding to the reconstruction plan for protect of the Cultural and Natural Heritage Preservation Board numbered 2863 cannot be carried out” has been given. In the fill areas made on the coasts

This means that the constructions to be built on the fill areas made on the coasts may contain all kinds of uses from car parks to shopping centres and all legal problems in front of the construction are overcome.



**Figure1: Galataport spatial use cases of the project**

**Haydarpaşa Port:** Haydarpaşa Port that a lot of projects have come into questions, however the possibility of application isn't available and the rest of it, its roof has gotten damaged as the result of the fire occurred in Haydarpaşa Train Station on 28 November 2010, it has been closed for main line passanger and freight train voyages since 1 February 2012 by showing the high-speed train Works continuing between Gebze –Kseköy as a reason. Haydarpaşa Train Station, together with approximately 1 million square meters area located around it on the grounds that it would not be needed in the scope of Marmaray Project, would be transformed under the name of “Trade and Tourism centre” has come back on the agenda(Chamber of Architects, 2012).



**Picture 2; Haydarpaşa Port Project**

([http://i.radikal.com.tr/150x113/2012/01/31/fft16\\_mf908315.Jpeg](http://i.radikal.com.tr/150x113/2012/01/31/fft16_mf908315.Jpeg), Access Date , 24.08.2015)

According to the news of Milliyet Newspaper, Haydarpaşa Train Station, all of the borders of the Port and the Back Area, the borders of Üsküdar and Kadıköy districts have been considered as the Project Area. In this context, hotel, shopping centre and residence are planned to be constructed on the Haydarpaşa and Harem, 30-40 floored 7 skyscrapers are planned to be constructed on the Port area. Besides, one floor of the Haydarpaşa Train Station to be used as museum after two-year renewal process, and displaying materials related to the history of the train, including the buffets in the train station into the station and use them as shopping place, transforming Harem Bus Terminal into green area, are included within the Project. (<http://gundem.milliyet.com.tr/haydarpasa-gari-otel-ve-alisveris-merkezi-olacak/gundem/gundemdeta/16.11.2012/1627948/default.htm>, Access Date: 16.11.2012).

Actually, these three large scaled projects have much in common. That is to say, the privitalization of the determined area as port project, involving the usages addressing high-income group rather than others, that all town-dwellers are restricted to use hotel, shopping centre, restaurant in the scope of the project, disruption of the city's integration with the sea and the coast due to the multi-floored constructions in the project, the emergence of the problem of access to the coast, involving rental uses rather than using the coasts like the tissue structure incompatible with the skyline of the city for public welfare, have been discussed. Because of these reasons, the actions of nullity opened for the projects by non-governmental organizations including trade associations, and the processes like going to the regulations to facilitate the applicability of the project towards the regulation and the spatial planning decisions of the relevant executive unities in response to these cases show similarity.

However, when looking at the samples in the abroad like Barcelona and Genova being intertwined with historic fabric like Galataport and Haydarpaşa Port, it is seen that the similar projects are integrated with the city, compatible with the historic fabric of the city, has been designed without ruining the city skyline, there is not any restrictor visually for the pedestrians between the coast and back area of the port, there are public uses like reactive areas, open green areas, the square allowing pedestrians to walk, open to all town-dwellers(Başman, 2009).



**Picture 3: Barcelona Port (Başman, 2009).**



Picture 4: Cenova Port (Başman, 2009).

Although these projects are rented to the capital groups through privatization, they are the projects that provide the betweenness of the city and the port, that protect the integrity, that place importance to take important steps on behalf of making the resenatation of the city to the world and understand better the historical values and processes that the city carries by people, and that is faithful to the principle of public welfare.

Another project being brought to agenda apart from these is Karadeniz Coast Road Project. The Project is approximately 500 km length, it takes the Middle and East Black Sea Region into its scope. The provinces that the Project includes are shown in Figure 4. According to Yılmaz (2009), the most important effects of the Project is to reveal an urban area on 500 km length and

this urban development has already been causing traffic security, rapid and unplanned urbanization, spatial and ecological problems like increasingly lower and upper structure problems. Even in the works made by Doğa Association, it has been stated that the Black Sea Coast Road has destroyed the natural coast ecosystem irreversibly (Eken et al. 2006, p.198).

Apart from these, many major urban projects which continue to the works for carrying out or still have been carried out are the point in the question. This situation stems from outweighing of the rural approaches as a product of the close relationship with the central and local executive unities of the big capital groups in our country remained between the sustainable coastal management approach and the policies based neoliberal for coastal areas.

#### **4. CONCLUSION**

Coast are the common heritage not only of today but also of the future. However, many approaches have come up to minimize the urbanization pressure of the coastal areas in the world. One of them is the integrated coast management. The management coasts of the integrated coast areas are handled in terms of both natural and cultural combinations. So, on one hand, while they place the spatial, infrastructure and superstructure plans to the ecological sustainability basis, on the other hand, they handle the relations of the sea-coast-land triple with each other as an integrated approach without bring the use of the coast to a standstill by town-dwellers. However, the sustainability of the coasts due to the policies based neoliberal carried out in our country is endangered and the use of the coast by the town-dweller has been restricted. It is required firstly to quit this approach, and to preclude the coasts which are a part of the nature to be seen as a meta. The legal regulations oriented-protection dealing the coasts with an integrated approach should constitute the assurance of the ecological approach mentioned. The way to do this is place the phenomenon of the “Integrated Coastal Management” to a steady basis in the legal and administrative sense.

The works of ICAP for coasts within the scope of “Spatial Planning Construction Regulation” in our country are positive. However, from the upper scale to subscale (region plan, environment plan, construction plans), creating a base to all spatial plans, determining the target and strategies of all spatial plans for the coasts by considering ICAP are required. In this point, the central and local executive unities should evaluate the ecological, economical and sociological results of all kinds of interventions to be made to the coasts by a participatory approach, and so, should localise their plan decisions. Hence, it is needed to prepare landscape plans by making natural (water process analysis, biodiversity, biotope analysis etc.) and ecological risk analysis for the landscape of the region, the plan of which will be made in order to give effective decisions within the ecological context

The available spatial plans should be revised in accordance with the integrated coastal areas management program that concerns that region. But, the principle of “gradual association” should be observed among these plans.

Involving much legislation related to the coast contrasts with the approach of the Integrated Coastal Management. These legal regulations should be rehandled as “protection” oriented, a restriction should be brought by legal regulations for privatization of the coasts. Because the coasts are public areas that all the town-dwellers have the right of using them equally. The point here is that the emphasis needs to be done; every project or spatial planning work that is done for public welfare principle is not showing that they are compatible with all conditions of that region. The Black Sea Coast Road Project that can be regarded as a beneficial project for the public in terms of easing transport carries serious risks for coast region ecosystem. Within this context, while observing the protection-usage balance of the project to be carried out, it should be evaluated sophisticatedly.

Apart from this, in ICAP harbouring the open basins within the borders of the planning region by providing a betweenness of the borders of the basin and plan, it should not be forgotten that the basins as well as the coasts areas are a whole for the sustainable coast management.

On the other hand, multi-head in the administrative structure should reconstructed, the available authorities of the Directorate of Privatization Administration for the coasts should be rearranged. These restrictions in these spatial plan decisions should be taken into consideration, on the phase of localising the plan decisions, monitoring and control mechanism and operability should be secured. Within this context, the illegal housing on the coasts should be preclude. The coast legislation in our country often being mentioned, making change not by the coast law on the coast but by legal regulations shake the confidence to the laws, are criticized as an incorrect legal approach, besides, cause very disorganized arrangement (Uçlar, 2012).

In addition to this, all kinds of legal and administrative space paving the way for the construction over the coasts should be removed. On the decision-making process; the opinions of non-governmental institutions like public, private sector, the people of that region and trade associations should be taken into consideration. Coordinated works between the central and local management unities for the coast areas should be carried out. An importance should be given to develop a compatible and flexible perspective to cover the processes to be developed in long-term (Uçlar, 2012).



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