

SUMMARY ON THE HAYDARPASA CASE STUDY SITE

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Area and Use Information

Haydarpaşa Site refers to the 110 hectares of land area consisting of the Port of Haydarpaşa, the Haydarpaşa Train Station, and the Turkish State Railways (TCDD) facilities behind the Train Station. The extended area of interest includes the Harem Bus Terminal, the 2nd largest bus terminal in Istanbul, from where many inter-city buses leave for destinations throughout the country, the centres of the Kadıköy and Üsküdar, two central residential districts on the Asian part of Istanbul, and the various important military, university and hospital facilities on the hinterland of Haydarpaşa Site.

The Port

Port of Haydarpaşa is a governmental, general-purpose port. It is operated by the Turkish State Railways (TCDD) and is directly connected to the national railway network via the Haydarpaşa Train Station. TCDD is operated under the Ministry of Transport at the governmental level, but acts as a related, independent enterprise. The Port serves the most industrialised hinterland of Turkey and is the biggest container port of the Marmara Region and the 3rd biggest port of Turkey, with a capacity of 5.9 million tonnes per year¹. As the port has been running under-capacity, significantly since 2004², there have been discussions over the removal of the Port from its current location as it occupies a valuable land in the city-centre. TCDD has sought consultation for redeveloping the site and relocating the port. Some of the port facilities will be relocated to Ambarlı and to a new port to be developed in Gümüşyaka³.

The Train Station

Haydarpaşa Train Station lies just south of the Port and is the main railway terminus for the Asian part of Istanbul where trains for Ankara, the eastern provinces of Turkey, and Middle Eastern countries and further east leave from. Suburban trains for the eastern districts of Istanbul also terminate at this station. It is one of the 2 main train stations of Istanbul, with Sirkeci being the other lying across the Bosphorus, on the European side of the city. The number of the suburban route passengers leaving from Haydarpaşa has shown increase in the last years as compared to that of Sirkeci, most likely due to the growth patterns of the city that is expanding faster on the Asian side where land is abundant⁴. Ferries (operated by Istanbul Sea Bus Company, İDO) and privatised boat services run directly from Karaköy to Haydarpaşa Pier and from Sirkeci and Beşiktaş to the nearby Kadıköy Pier. The train station building, an early 20th century German neo-renaissance icon, is regarded as one of the key landmarks of Istanbul skyline and has been used as one of the main symbols of the city in its advertisement campaign for the 2010 European Capital of Culture Bid.

Rail Network Use and Marmaray Project

With the increasing use in passenger transport at the Train Station and the decreasing use of the Port, the future of the Haydarpaşa Complex has been uncertain. The national government has undertaken a multi-billion dollar city-wide transport investment, the Marmaray Project, to link the two sides of the Bosphorus Strait by a railway tunnel running under the sea. Together with the improvement works on the existing suburban rail network on either side of the city, Marmaray Project will transform a total of 76 km. rail tracks across the city into an overground/light-rail network + the underground sea-crossing that is under construction. The rail station on the Asian exit of the Marmaray tunnel will be at Ayrılıkçeşme which means the trains using the Marmaray network will not go through or stop at the Haydarpaşa Station. This may make the Haydarpaşa Rail Station idle for passenger-commute by the time the Project is finished.

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¹ Information retrieved from the Turkish State Railways, Annual Statistics Report (2003-2007):
<http://www.tcdd.gov.tr/genel/tcddist2007.pdf>

² Ibid.

³ Istanbul Metropolitan Municipality, Istanbul Masterplan:

<http://www.ibb.gov.tr/tr-TR/Hizmetler/Cevre/Pages/IstanbulCevreDuzeni.aspx>

⁴ Figures are retrieved from the Statistics provided by the Turkish State Railways (TCDD) website:
<http://www.tcdd.gov.tr/yolcu/ist/istatistikler.pdf>

Other Significant Transport Connections

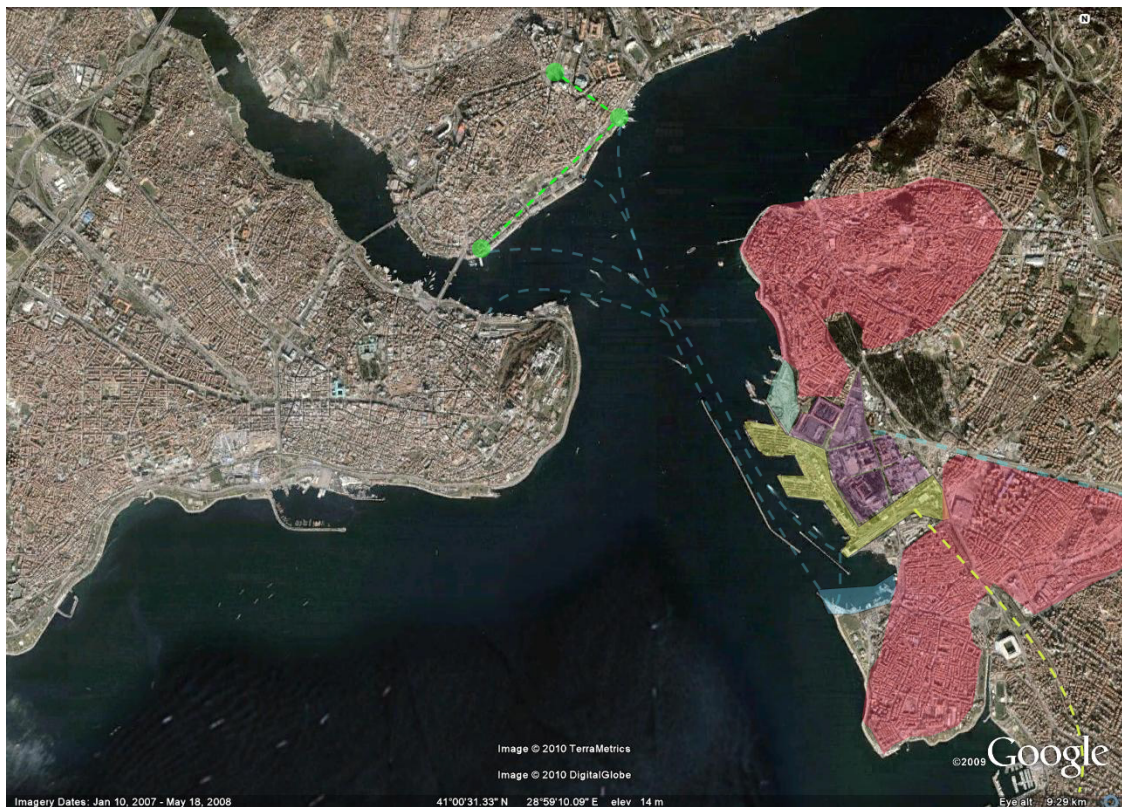
Apart from the Train Station at Haydarpasa, the area is becoming increasingly important with regards to its wider connections to the rest of Istanbul. A new subway line between Kadikoy and Kartal and a light-rail line between Uskudar and Umraniye are currently under construction. The D-100 (or E-5) highway runs through Kadikoy and Uskudar and further up north lie the TEM Highway. The Marmaray Rail Network will have extension lines to the two airports serving the city, Ataturk and Sabiha Gokcen Airports, on the European and Asian sides, respectively. The existing suburban rail network and the sea-commute network add to the significance of the area as a transport node.

Harem Bus Terminal

Harem Bus Terminal (Harem Otogari) lies directly west of the Port of Haydarpasa. Many inter-city buses that operate across the country either terminate or stop at here, although different bus terminals have emerged in different parts of the city in the recent years. There is also a ferry-pier operated by IDO at Harem that carries cars into the Sirkeci Pier across the Bosphorus into the heart of the historic peninsula.

Other components in the area

Indirectly related, but significantly important components include the Selimiye Military Training Zone, a campus of the Marmara University at Goztepe and two major hospitals. Any redevelopment in the area will have to take into consideration these elements, and specifically the military zone does provide a challenge as its removal or redevelopment would lie within a sensitive political framework.



An aerial view of the area and a rough sketch of above-mentioned items:

Haydarpasa Port and Train Station (yellow), Harem Bus Terminal (turquoise), Kadikoy ferry piers (blue), public and military facilities (purple), central Uskudar and Kadikoy neighbourhoods (red), the ferry routes, the E-5 Highway, the suburban rail line and other points of interest (in dark and light blue, yellow and green circles and dashed lines)

History of the Decade-old Debate on Haydarpaşa

As publicly stated by the Ministry of the Transport, the official view of the government is to redevelop the area as the debates on removal of the Port and the closure of the Train Station continue. The following section is a summary of the developments that took place in the last decade that are of significance.

2001-2004: An Urban Design Competition, the 2004 Haydarpaşa Act and 2004 Design Project

Plans of redeveloping the area have been in existence for a decade. An urban design competition open for local participants “for the redevelopment of the Kadikoy Square, Haydarpaşa, Harem neighbourhoods and the greater region” was held in 2000-2001 that called for projects that “promoted integration of the area with the existing and planned projects of the wider waterfront developments along the Marmara Sea on the Asian side of Istanbul (stretching from Kadikoy to Kartal); rethought and recreated a new transport infrastructure; brought back to life the long-lost cultural and historical heritage of the site; and developed a new character for the Kadikoy Pier and the surrounding residential district”. The jury consisted of respected academics, the participation level was high, the projects were later showcased at an Istanbul Metropolitan Municipality’s publication. However, the proposals were altogether ignored.

All of a sudden Haydarpaşa became a centre of attraction when with the development of a new Turkish Parliamentary Act 5234 (dubbed as “Haydarpaşa Act” in the press) introduced in 17 September 2004. The Act included a special clause that gave the Minister of Finance the right to transfer all the immovables on the Port of Haydarpaşa from the State Treasury to TCDD free of charge. The act also transferred right of any development plans of any scale on the land to the Ministry of Housing and Development. Any plans confirmed by the Ministry would be statutory and applied by the municipalities⁵. A few months later, the newly introduced Act 5335 (21 April 2005) determined that the Managing Directorate of the TCDD has now become part of a privatisation project developed by the Turkey’s Privatisation Administration (directly tied to the Office of the Prime Minister of Turkey)⁶. It also re-confirmed the Ministry of Housing and Development’s final word on development plans on the site, and the diminishing powers of the local municipality, that could now only serve as a consultation body. These incidents caused anger in the public, criticising the government of not complying with the governance schemes and empowerment of local municipalities that they have been advertising as their political agenda.

Paving the way for the central government to involve directly with any development on the Haydarpaşa Site, major developers, architects and consultants started to get involved in a potential development process. TCDD commissioned Drees & Sommer consultants and the powerful, local Calik Holding for preparation of plans to redevelop the site. Calik Holding commissioned the architect Sefik Birkiye, whose secretive project that consisted of construction of 7 skyscrapers near the existing site had leaked to the national press: Birkiye’s project promoted a ‘new Manhattan’ in Haydarpaşa. Amid rising criticism, the Istanbul Metropolitan Municipality denied the plans⁷ and Birkiye and Calik Holding decided to change their design proposal altogether. The “new Manhattan” concept was dropped, and Birkiye announced that Haydarpaşa could be turned into a “new Venice”⁸.

2005 – 2007: Local Concerns Raised and Preservation Status Granted for Haydarpaşa

In the meanwhile, a community initiative called “Haydarpaşa Solidarity Grup” was formed in June 2005. Together with the Istanbul branch of the Turkey’s Chamber of Architects, this opposition coalition applied

⁵ Grand National Assembly of Turkey, 17.09.2004 (in Turkish): <http://www.tbmm.gov.tr/kanunlar/k5234.html>

⁶ Grand National Assembly of Turkey, 21.03.2005 (in Turkish): <http://www.tbmm.gov.tr/kanunlar/k5335.html>

⁷ Arkitera, 18.07.2005 (in Turkish): <http://www.arkitera.com/h3152-haydarpasada-gokdelen-yapilmayacak.html>

⁸ Radikal Newspaper, 03.09.2005 (in Turkish):

<http://www.radikal.com.tr/Default.aspx?aType=HaberDetay&ArticleID=756407&Date=13.11.2008&CategoryID=97>

pressure for a political move. Towards the end of 2005, the High Board for Protection of Cultural and Natural Heritage (High Board of Heritage⁹), operating under the Ministry of Culture and Tourism decided to take an initiative and study the plans for the site along with consultations to the parties involved.

The High Board of Heritage accepted the proposal by the Solidarity Group and declared Haydarpasa Site as an Urban Preservation Site (“Kentsel Sit Alani”) in early 2006. The decision was supported by international institutions, as well as the UNESCO who saw a major risk in a faulty development of Haydarpasa Site¹⁰. The new Preservation Status meant that any proposals for development of the site would have to go through the High Board of Heritage for approval. The TCDD appealed to higher courts to reverse the decision on 3 occasions but were turned down in each attempt.

On 30 November 2007, Istanbul Metropolitan Municipality and the TCDD signed a protocol for preparation of 1/5000 and 1/1000 scale Structural Plans concerning an area consisting of “the Port of Haydarpasa, the Haydarpasa Train Station and beyond”¹¹. The plan was to be submitted to the High Board of Heritage. If approved, it would come into force with the further approval of the Turkey’s Privatisation Administration.

2008 – 2009: Turn of the Tide and Political Debates

However, another recent twist came about on 24 July 2008. The Parliament passed an Act 5793 which transfers the rights of development of areas that are in the interest of the Turkish State’s privatisation agenda to the power of the Turkey’s Privatisation Administration. These areas include the Haydarpasa site which was determined as one of these areas with the aforementioned Act 5335 of 21 April 2005. This took no consideration of the fact that the Site was given an Urban Preservation Site. Furthermore, the Privatisation Administration was given the right to by-pass the approval of the High Board of Heritage for any development. Other relevant institutions including the Kadikoy (local) Municipality, the Metropolitan Municipality of Istanbul and the High Board of Heritage have now only been given a 15-day consultation period. The decisions taken by the Privatisation Administration cannot be altered for the first 5-year period after they are finalised and published by the Official Gazette¹².

These developments showed strong intentions of the central government to take matters into own hands as is the case with many large-scale developments in Turkey. The influence of Ankara is still quite strong on Istanbul, especially given the close partisan links between the Prime Minister and the Mayor of Istanbul and the fact that the Kadikoy Municipality is run by the opposition party has added to the political tensions. Despite arguments by some for the advantages of central government running such large-scale projects given the multiple stakeholders and investments running side-by-side (Haydarpasa Redevelopment, Marmaray Project, a proposed road tunnel project beneath the Bosphorus, etc...), the debates revolve around issues of transparency and governance.

In a both politically and practically motivated move, the Istanbul Metropolitan Municipality inaugurated the Istanbul Metropolitan Planning and Urban Design Centre (IMP) as a privately-funded, publicly-functioning enterprise in 2005. The vaguely defined IMP has recently created the Istanbul Masterplan, and other major development plans, maps and proposals for city-wide developments (including the Urban Design Competition for Kartal). They bring together different practices of urban development and

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⁹ English Heritage, sponsored by Department for Culture, Media and Sport could be an English correspondence of this.

¹⁰ Istanbul UNESCO World Heritage Site, Visual Impact Assessment Study, 2006 Risk Map:

http://www.international.icomos.org/risk/2006/istanbul2006/historic_town_center.pdf

¹¹ Istanbul Metropolitan Municipality, “Haydarpasa Determines its Own Future” (in Turkish):

<http://www.ibb.gov.tr/tr-TR/Pages/Haber.aspx?NewsID=16305>

¹² Grand National Assembly of Turkey, 24.07.2008 (in Turkish): <http://www.tbmm.gov.tr/kanunlar/k5793.html>

planning, such as transport, housing, design together under one roof and aim to help co-ordinate the work between these departments. Amongst others, they are involved with redevelopment proposals in Haydarpaşa.

Most Recent Developments: A Future Unclear?

Recent developments regarding the Marmaray Project, other proposed projects by the Ministry of Transport, the financial crisis and raising public awareness have affected the process and the debate on the future of Haydarpaşa.

Recent Developments and a New Urban Design Competition?

The Marmaray Project plays a significant role both in the future development of Istanbul's transport infrastructure and the fate of the Haydarpaşa site. Initially aimed to be completed by 2009, recent developments on different parts of the construction work have caused delays in the implementation. Starting from the early summer 2008, there have been major archaeological findings on the sites around Yenikapi where a new train and metro station is being built as part of the Istanbul Metro extension and Marmaray's upgrade work on the existing suburban railway network. After a temporary ban on the future construction of the Yenikapi Station in 2008, work has resumed with a new project developed around the cultural preservation of the archeological findings in Yenikapi and the creation of a museum as part of the Istanbul 2010 European Capital of Culture Project.

Speculations over the proposed road tunnel to be built parallel to the Marmaray Railway Tunnel, construction of a 3rd bridge over the Bosphorus and developments along the TEM Highway in neighbourhoods such as Atasehir, Umraniye and further development in Kartal started shaping new scenarios around Haydarpaşa. Investment has seemed to move elsewhere in the city, and the political formulas created to by-pass public opposition to development in Haydarpaşa have been dropped. This is probably why a national newspaper published the recent discussion on a new urban design competition to be held for the site, announced by the Chief Executive of the Turkish State Railways. The news declares that the Istanbul Metropolitan Municipality has approved the development plan prepared for the \$5 Billion-worth project and the proposals have been forwarded to the High Board of Heritage¹³.

Whatever the outcome, concerns over reduced public-use of Haydarpaşa Site, should it be developed into a private-development such as a luxury hotel and shopping complex; and the risks of damaging a historically significant asset of the city that has the Turkish social memory embedded within form the ideological framework remain side by side the anticipated opportunities of redeveloping a site located in a central and valuable part of the city with a container-port of lesser significance and a railway station whose fate is far from clear.

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¹³ Sabah Newspaper: http://www.sabah.com.tr/Ekonomi/2010/01/30/haydarpaşa_projesini_vatandas_sececek_848007345000,
http://www.sabah.com.tr/Ekonomi/2010/01/30/projede_yer_alacak_tesisler,
http://www.sabah.com.tr/Ekonomi/2010/01/30/8_temel_ilke_belirlendi