INVESTIGATING MODERN INDUSTRIAL HERITAGE THROUGH VALUE
BASED MAPPING OF ZONGULDAK CENTRAL SCRUBBER AREA

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submitted by **NİLAY NİDA CAN** in partial fulfillment of the requirements for the degree of **Master of Science in Urban Design in City and Regional Planning Department, Middle East Technical University** by,

Prof. Dr. Halil Kalıpçılar
Dean, Graduate School of **Natural and Applied Sciences**   _____

Prof. Dr. Çağatay Keskinok
Head of Department, **City and Regional Planning**   _____

Prof. Dr. Zübeyde Müge Akkar Ercan
Supervisor, **City and Regional Planning, METU**   _____

Examining Committee Members:

Assist. Prof. Dr. Yücel Can Severcan
City and Regional Planning, METU   _____

Prof. Dr. Zübeyde Müge Akkar Ercan
City and Regional Planning, METU   _____

Assoc. Prof. Dr. Burak Belge
City and Regional Planning, Mersin University   _____

Date: 12.12.2019

I hereby declare that all information in this document has been obtained and presented in accordance with academic rules and ethical conduct. I also declare that, as required by these rules and conduct, I have fully cited and referenced all material and results that are not original to this work.

Name, Surname: Nilay Nida Can

Signature:

ABSTRACT

INVESTIGATING MODERN INDUSTRIAL HERITAGE THROUGH VALUE BASED MAPPING OF ZONGULDAK CENTRAL SCRUBBER AREA

Can, Nilay Nida
Master of Science, Urban Design in City and Regional Planning
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With the effect of industrialization, modernism has become a movement that transformed social lifestyle and manufacturing types concerning both urban, architecture, and socio-economic relations. Nevertheless, produced spaces of modernism, particularly industrial buildings, have been abandoned and become idle in conjunction with changing economic and social relations in industrial cities like Zonguldak. On the other hand, modern industrial buildings as a production space exhibit social, spatial, and socio-economic identity transformation of this era. These buildings include various values that can be determined both by users and archival documents. Notably, after 2006 International Day for Monuments and Sites organized by ICOMOS under the industrial heritage concept, conservation of the industrial buildings with their infrastructural systems have become the critical discussion in urban authorities and academic studies which one of them is Zonguldak Central Scrubber. In this dissertation, Zonguldak, as the prominent industrial city of the Turkish Republican Period, is scrutinized profoundly with the central scrubber facility area by using creating mapping techniques within a value-based approach. The obtained information from the archival survey and in-depth interviews with stakeholders helps to reveal the perceived and existing values of the case site and

Zonguldak city by comparative and mixed-method research analysis. This data exhibits the unique situation of both an establishment story of Turkey and the formation of Zonguldak city. Also, this study focuses on the effect of industrialization and deindustrialization on urbanization and urban life character. The results of the study are examined in different scales through rhizome, layering, and conceptual mapping techniques within the scope of perceived value. Consequently, this thesis documents the past and current situation of Zonguldak Central Scrubber through perceived and existing value.

Keywords: conservation, industrial heritage, creative mapping, value-based approach, urban form

ÖZ

ZONGULDAK MERKEZ LAVVAR ALANININ DEĞER BAZLI HARİTALANMASI ÜZERİNDEN MODERN ENDÜSTRİ MİRASININ İNCELENMESİ

Can, Nilay Nida
Yüksek Lisans, Kentsel Tasarım
Tez Danışmanı: Prof. Dr. Zübeyde Müge Akkar Ercan

Aralık 2019, 262 sayfa

Modernizm, sanayileşmenin etkisiyle toplumsal yaşam ve üretim biçimini, kentsel mimari, sosyo-ekonomik ilişkiler açısından değiştiren bir akım olmuştur. Ancak, Zonguldak gibi endüstri şehirlerindeki değişen ekonomik toplumsal ilişkilerle beraber, bu süreçte üretilen mekanlar, özellikle de endüstri yapıları zamanla terk edilmiş ve âtıl hale gelmiştir. Öte yandan, modern bir üretim mekânı olan bu yapılar, dönemin toplumsal, mekânsal ve sosyo-ekonomik kimlik değişimini yansıtan, kentin kültürel, tarihsel gelişimindeki sürekliliği besleyen belge niteliği taşıyan birer toplumsal mirastır ve hem kullanıcılar hem de arşiv belgeleri tarafından belirlenebilecek çeşitli değerler içermektedir. Özellikle, ICOMOS 2006 Uluslararası Anıtlar ve Sitler Günü temasının Endüstri Mirası olmasıyla birlikte Zonguldak da dahil kent merkezlerindeki endüstri yapılarının çevreleriyle birlikte korunması, kentsel otoriteler ve akademik çalışmalarda önemli bir tartışma haline gelmiştir. Bu tez kapsamında, Cumhuriyet Döneminin önde gelen sanayi kenti olan Zonguldak, değer bazlı bir yaklaşım ile haritalama teknikleri kullanılarak, Merkez Lavvar alanı üzerinden detaylı incelenmektedir. Arşiv ve derinlemesine görüşmeden elde edilen bilgiler karşılaştırmalı ve karma analiz yöntemiyle incelenerek kentin ve yıkama tesisinin değerleri ortaya çıkartılmaktadır. Bu veriler hem bir ülkenin kuruluş

öyküsünün hem de Zonguldak şehrinin oluşumunun özgün durumunu belgelemektedir. Böylece, sanayi ve sanayisizleşmenin, kentleşme ve kent yaşamı üzerindeki etkisi bu çalışmadan görülebilir. Ayrıca, analiz sonuçları, algılanan değer ışığında rizom, katman ve kavramsal haritalama teknikleriyle farklı ölçeklerde incelenmektedir. Sonuçta, bu tez ile Zonguldak Merkez Kömür Yıkama Tesisinin algılanan ve var olan değer üzerinden geçmiş ve güncel durumu ortaya konulmaktadır.

Anahtar Kelimeler: koruma, endüstri mirası, yaratıcı haritalama, değer bazlı yaklaşım, kent formu

To my family,

ACKNOWLEDGEMENTS

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ABBREVATIONS

BEU: Bülent Ecevit University

CBD: Central Business District

CMT: Creative Mapping Techniques

ÇEKÜL: Foundation for the Protection and Promotion of the Environment and Cultural Heritage

DOCOMOMO: International Committee for Documentation and Conservation of Buildings, Sites and Neighbourhoods of the Modern Movement

E-FAITH: European Federation of Associations of Industrial and Technical Heritage

ERIH: European Route of Industrial Heritage

FICCIM: First International Congress on the Conservation of Industrial Monuments

GIS: Geographic Information System

ICOMOS: International Council on Monuments and Sites

ICCROM: International Centre for the Study of the Preservation and Restoration of Cultural Property

IMF: International Monetary Fund

İTU: İstanbul Technical University

UNESCO: The United Nations Educational, Scientific and Cultural Organisation

SICCIM: Second International Conference on the Conservation of Industrial Monuments

TTK: Turkish Hard Coal Institution

TICCIH: The International Committee for the Conservation of Industrial Heritage

TOKİ: Housing Development Administration of Turkey

YEM: Construction Industry Centre

ZCS or ZCCWA: Zonguldak Central Scrubber or Coal Washery Area

ZOKEV: Zonguldak Culture and Education Foundation

CHAPTER 1

INTRODUCTION

1.1   Definition of the Problem and Thesis Statement

Throughout human history, space and society lead themselves reciprocatively in several ways. Particularly, society members transform the area to reach the most profitable, prestigious image with the consumption commodity (Baudrillard as cited in Yırtıcı, 2002). In this way, modernization and urbanization movements of this perspective have demolished the old assets, which seem as unaesthetic and needless. Globalization and neoliberal urbanism have been changing the contemporary towns in terms of significant financial, social, and spatial restructure for more than three decades (King, Graham, Madanipour as cited in Akkar Ercan, 2016b). Mainly, city walls, traditional housings, industrial sites, waterfront areas, streets, and squares have been destroyed.

Following this deterioration, individual memories, rituals were abandoned to fade away. Because of the culture of consumption society mentioned above, industrial sites have been turned into dangerous images (Ifko & Stokin, 2018). Industrial sites, located in the city center, are the most vulnerable heritage types all around the world, owing to having enormous sizes. These areas are getting destructed with the land demands of the shrinking cities (Berens, 2011). For these reasons, the unconscious local governments made industrial heritage conservation a hard issue. Due to the different expectations of the authorities and various parts of society, understanding the value of industrial heritage becomes hard. Therefore, heritage knowledge and remnants are changing uncontrollably and abruptly in time. That is why heritage buildings and sites are getting lost. Also, tangible and intangible assets of built heritage inject stakeholders' sense of belonging to a broader community (Akkar Ercan, 2017).

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In the 21st century, the extinction of industrial sites has increased. Though preservation of the industrial heritage network is a multi-dimensional concern with its political, cultural, social, and physical dimensions, the transformation of industrialization to de-industrialization leads to the loss of industrial sites (Köse, 2018). The left ones are under-risk of demolishment because of the perception of these areas as useless. On the other hand, heritage environments are rich sources of understanding cultural diversity, generating a feeling of location, and building national identity and social solidarity (Al Sayyad, 2001). Also, tangible and intangible assets of built heritage inject stakeholders' sense of belonging to a broader community (Akkar Ercan, 2017).

The heritage environment studies help to reveal the current relations of the city and to heritage stakeholders make reasonable plans, particularly for the under-risk areas as well as enlightening the technical, economic, and social changes of society and city in time (Xie, 2015). By this perspective, international organizations like UNESCO, ICOMOS, DOCOMOMO, TICCIH investigate the cultural assets in general concept since the 1900s. In addition, conservation of heritage is discussed respectively under the laws 5805, 1710, 2863, 3386, 5226 in Turkey since 1951. Turkish History Survey Society, ICCROM, ICOMOS, UNESCO, ÇEKÜL Turkey Union of Historical Towns, DOCOMOMO, Republic of Turkey Ministry of Culture and Tourism are the prominent organizations that play an important role in conservation issues in Turkey. However, there is not any legislation or organization and definition and conservation method peculiar to industrial heritage in Turkey. So, this gap or lack causes destruction problems in crucial modern industrial areas like Zonguldak central scrubber area.

The conservation studies for industrial buildings started to be discussed with the Amateur Historian article of Michael Rix in 1955. In this study, Rix proposes the term industrial archeology as the trace of production events that occurred in human history. The achievement of this article produces the Industrial Monuments Survey to define the industrial heritage and method to assess in 1963. For Turkey, the Ankara Maltepe Gas and Electric Factory opened the industrial heritage discussions with the

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archeology term in the 1990s (Saner, 2012). At the beginning of the 20th century, the declaration of Nizhny Tagil Charter in 2003 and International Day for Monuments and Sites organized by ICOMOS under the industrial heritage concept in 2006 brought industrial sites into prominence in terms values. These sites are evidence of historical, human improvement activities, and they help to educate generations of people about their importance. Hence, there are many projects and studies realized with many aspects all around the world. Values and heritage sites are assessed in the national and international agencies while they are turned into cultural and economical consumption as a part of economic revaluation and place familiarization in a commercial aspect (Massey, Handal as cited in Akkar Ercan, 2016a; Berens, 2011). The sites are opened up to touristic activities so people can have a chance to familiarize themselves with the heritage value and past achievements (Xie, 2015; Berens, 2011). These economic events are also promoted with international platforms like ICOMOS (1999) to generate funding for conservation, to educate the community, and to influence policy.

Moreover, research projects are gained importance for their profits. For instance, value-based studies and digital heritage platforms are developed to preserve and transfer the heritage to the next generations and regenerate it all around the world with the leadership of governmental and non-governmental organizations. As a result, while these works are based on the ground of raising awareness among owners, authorities and the public (Ifko & Stokin, 2018), boundaries of the tourism and conservation activities are restricted by the preservation of the benefits of host community (ICOMOS, 1999).

1.2   Scope and Objective

"We highlight the difficulties in securing funding and resources, the challenge presented by a perceived need for continual innovation and of persuading management and stakeholders to invest time and money into digital projects, noting that there is a clear demand within the sector for better evidence of the value of digital engagement with the past, in both economic and cultural terms."

(King, Stark, & Cooke, 2016, p.77)

In this dissertation, an industrial heritage's value relations between different site actors are documented and analyzed within the time by taking base the context and scale. The main research question is how to address the perception of industrial heritage value and its conservation problem within the meaning of the built environment by using creative presentation tools. The second question tries to reveal the necessities of presentation methods of the heritage area. The third question is how to manage value assessment in presenting heritage to people in a creative way. This thesis also discusses the reasons behind the need to transfer values of the cultural heritage through generations and to increase awareness of industrial heritage.

To sum up, this research aims *to emphasize the importance of industrial heritage conservation and to raise awareness among stakeholders through revealing the perceived values within their political, cultural, social, and physical dimensions by using mapping techniques.* As the type of a dissertation, design by research study is applied. Besides, the combination of the rhizome, layering, and concept mapping techniques are implemented to scrutinize the case. Within the scope of the literature survey, I extensively examined the earlier research such as the dissertations which were previously related to the industrial heritage of the Republican era and Zonguldak (Köse, 2018; Gündoğan, 2005; Kılınç, 2009; Işın, 2009; Çörek, 2018). From the previous studies, the mutual aim between paper-based and digital surveys is the

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documentation of heritage. While research studies prefer to focus systematically and scientifically on the value evaluation, the use of online platforms like websites makes culture more understandable for the public.

On the other hand, in the creation process of the public platforms, documented knowledge of the research studies is obliged to be sorted out and simplified. Nonetheless, the well-represented websites that are produced by the research studies and simplified to make them public use cannot be reused and edited for further studies. In the resulting product, tourism concern is being forward. Even though they use creative technologies to make heritage visible and understandable, representation turns into short paragraphs, only distinguishing pictures with a base map or timeline. However, the research process and all historical information cannot be observed.

Moreover, comprehension of knowledge about site actors from past to present and the potential of communication between different actors cannot be possible. At this point, the gap between the research studies and online platforms about heritage causes both incomprehensible knowledge in the scientific field and limited and superficial information problems in websites. As a solution, the link between research and online platform make heritage visible together in scientific studies and public/authority sense with a creative presentation system. In other words, different actors in the society, including decision-makers on urban heritage and space, professionals from conservation, planning, architectural design, and future generations, can access the information about the culture sustainably through creative tools. As King et al. (2016) highlights, the digital world can make new proposals for whole actors in different ways. *With this perspective, this research also proposes a framework in various scales, time, contexts to define the industrial heritage and the relation between values and actors by using a creative presentation technique in a multi-layered manner.*

1.3   Theoretical Structure and Methodology

This thesis explains the process of the built environment's formation as the outcome of a series of activities on a national and international scale. From this aspect, as the transformation of urban space is inevitable, local identity qualities change and evolve in time concerning regional and global contexts (Akkar Ercan, 2016a). For this reason, the theoretical framework of the thesis, which explains historical and spatial knowledge, starts with a literature review about industrialization and conservation and goes on the case study through a scale-based strategy, context, and value-based approach (Figure 1.1). Understanding the thesis project area is tried to be achieved by revealing the historical background of industrialization and modernism in different aspects and scales. In that point, survey techniques like literature, archival, and site investigate both the literature and case study. Before focusing on the case study, an explanation of mapping techniques or information technology within the scope of conservation and analysis method details the literature. In light of all this background information, the investigation of Zonguldak city reveals a history of 'place' by classification of contextual data in terms of scale and time. Afterward, archival and site research, as well as mapping analysis techniques, help to study the central scrubber area.

RESEARCH METHODOLOGY
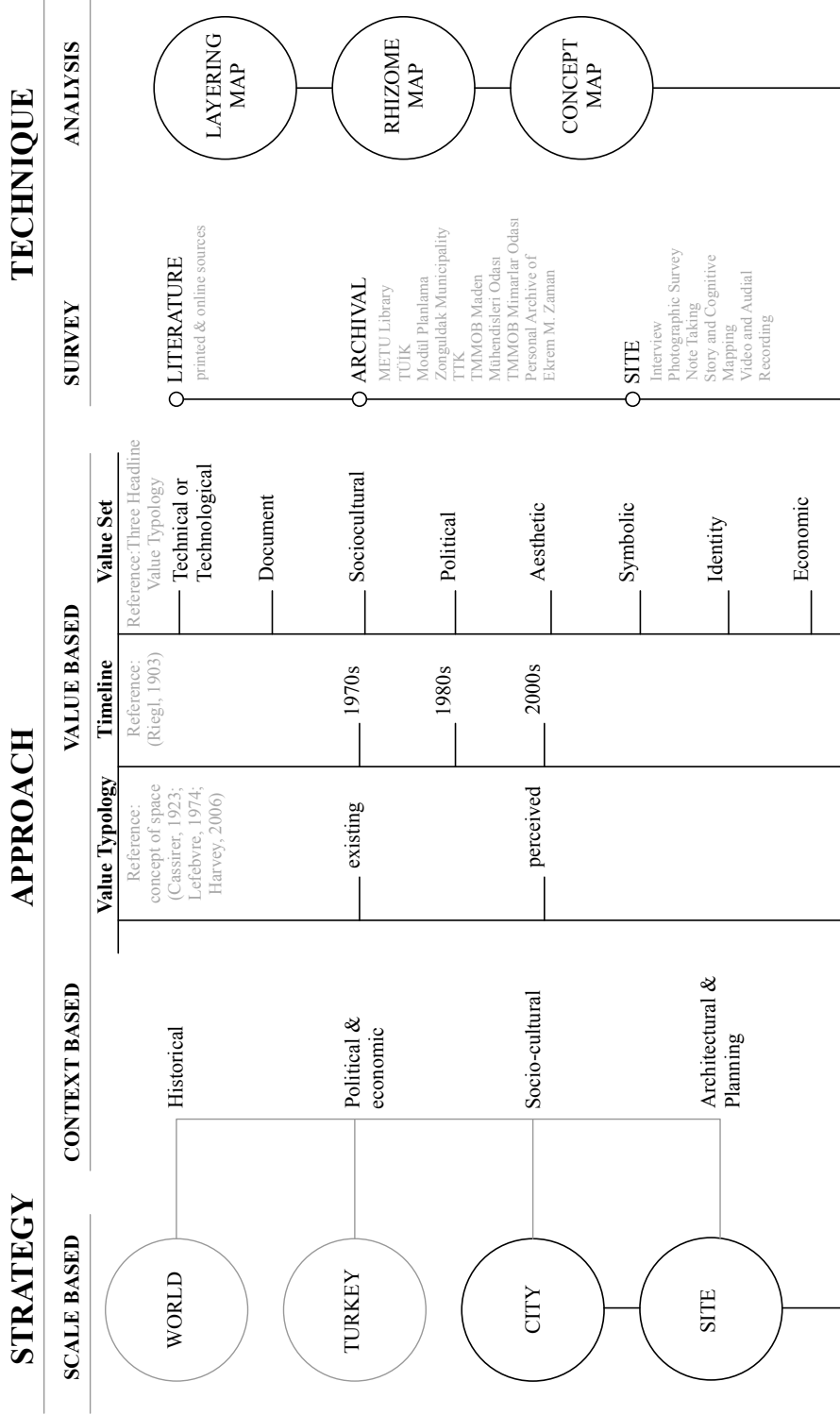
Figure 1.1. The thesis methodology made by author (2019).

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Historical, political-economic, socio-cultural, and architectural-planning contexts are taken based on describing the literature. Historical context is about the particular events, society, and culture for physical and social settings, policy and economy for the economic structure and revolutions, reforms, significant upheavals, and incidents. Political and economic contexts are studied since the political state cannot be thought separately from the city development planning process. Thereby, it is essential to analyze the economic context of Turkey and the world. Social and cultural backgrounds, which are as functional as a physical structure, reveal the human life evidence of social upheaval and redefinition of the class system during the industrialization process (Palmer & Neaverson, 1998). These make the socio-cultural context an indispensable tool for researchers in the analysis of industrial archaeology. As the last context, architectural and planning information represents the evidence that surroundings form and give the story of the city. Besides to contextual documentation, the value-based approach is implemented (Figure 1.1).

Many ICOMOS meetings and studies bring the different parties and individuals together to set new decisions and strategies about conservation since the suggestion of a value-based approach by the 1979 Burra Charter by ICOMOS in Australia. On those meetings and charters, stakeholders have a chance to explain their concerns within the scope of values of heritage sites. While divergencies among stakeholders become apparent, they are incapable of implementing irremediable and unadvisable adaptations to the heritage site (ICOMOS, 1979).

As an extension of the well-collaboration case, the Zeche Zollverein complex in Ruhr region presents us with how a coal mining facility with its washery area transforms for public use and educates people about the production culture which is related the past values of society. Also, this project provides an excellent example in terms of similar land use with the thesis case project: Zonguldak Central Scrubber Area. On the other hand, many cases show a well-defined transformation of industrial sites into different uses. For instance, Santralİstanbul in Silahtarağa Campus of Bilgi University proves a change of the Ottoman Empire's first urban scale power plant into a cultural

facility with a museum project. Another example is the faculty building of Kadir Has University in the Cibali Campus, which exhibits a well-defined transformation of an Ottoman Tobacco Factory into an education facility. Even though the heritage-based projects have increased in time, reflections of both collaborations of stakeholders and industrial heritage concepts are the lack in the Turkish scenario. The conservation studies made in heritage sites focus only on the plot scale while there is a need for a region-based approach. Also, the industrial heritage projects do not include the value assessment despite the constructivist aspect of this approach. This type of study can reveal the mutual and opposite notions of stakeholders. From this perspective, Zonguldak gives a clear case of the Turkish conservation problem as an industrial city. Because of contradictions between local and central authorities, Zonguldak Central Coal Washery and its surroundings have been decayed since 2006. Even if the site was registered as protected, there is a lack of management plan about the future. So, the site has a considerable level of vulnerability to distinct and controversial projects proposed by different parties.

As in the Zonguldak case, in the lack of communication problems among parties, heritage sites are under the risk of demolishment and being lost. Hence, revealing the values and exploring different perspectives of parties become an incentive and preferable approach to prepare a substructure of common ground among stakeholders for future studies. Besides, this type of plan is useful to prevent the lack of sense of belonging, particularly for under risk areas, as stated in the previous discussion (Poulios, 2014 and Mason, 2002). By taking base this point of view, implementation of the value-based approach helps to understand, document, and reveal the relations between actors and values of Zonguldak central scrubber area, as a prominent industrial city of Turkey. In this approach to heritage conservation, documenting the meaning of the site is the inevitable part of examining the value (Fredheim & Khalaf, 2016). So, values are revealed and classified according to their origin as existing and perceived in the following phase, site survey. Existing values have evolved from the archival data of the site. On the other hand, perceived ones have emerged from the

experiences of users having an organic relation with space. In the thesis, the appendices document the essential archive documents like master and building plans, registration reports, construction decisions, technical drawings. Also, the translations, interview questions with transcriptions[1] and further studies can be found in the appendices.

Before revealing the perceived values, a site survey, which comprises both recording the general characteristics of the area and its surroundings by photographs, notes, and in-depth interviews, has been conducted. Previous studies of Sepe (2013), Işın (2009), Uzunoğlu (2008), Çalhan (2008) help to construct the structure of the interview. For the classification of actors, Harrison (2013) proposes archeologists, practitioners, state officials, local stakeholders, academics, while Bandarin & Oers (2014) associates governments, local authorities, public service providers and the private sector, international organizations, national and international non-governmental organizations. Briefly, in the study, the attendants are site workers, decision-makers, and experts of the historical place. As an extension of the site survey, a series of interviews, a part of mixed research method, has been planned to reveal the perceived values. The main goal of the meeting is to understand the experienced history of the site in defined contexts mentioned before and to analyze the discrepancies and compatibilities between archival and site surveys.

The in-depth interview is conducted with three different groups and ten people in total in a semi-structured plan. The profile of the attendants composes of three categories which were site workers, researchers, and decision-makers. Also, questions have three topics; socio-economic, socio-cultural life in Zonguldak, and the relationship among washery area, harbor, and railway. In addition, the order of questions changes spontaneously to protect the neutral tone and fluency during the interview. Open-ended questions reveal the different reactions and find more information.

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[1] The eight of them is added in the transcripts. Also, there is omitting of irrelevant or out of context sentences and some words which present personal identity.

On the other hand, this type of conversation can cause limited and lack of information about the site. The limitation is here keeping the scope of the interview in specific subtopics and asking critical questions for each attendant. Also, defining the duration from thirty minutes to one hour at the beginning of the meeting was another strategy for keeping in scope. Two principles (Krefting, 1991) play a vital role in terms of interviewer, naturalistic behavior (influenced by physical, socio-cultural, and psychological environment), observed behavior by the investigator (subjective meanings and perceptions).

Moreover, internal validity is essential in the study because of the qualitative nature of the interview. First, control or randomization questions make internal triangulation to provide data accuracy since the trustworthiness of answers is crucial. At this point, the triangulation strategy provides the internal validity of the quality of research by asking similar information in different parts and different ways (Krefting, 1991; Lincoln & Guba as cited in Hsieh & Shannon, 2005). Second, specifying the target group, duration, question tips, and applying interviews to a different person is essential to define group limits. Third and last, the information provided by the attendant should be compatible with other responses and archival surveys.

After describing the differences and similarities of actors and the changing values within time by value-actor relation, the creative mapping technique presents the analysis outcome of the value-based study. So, the methodological approach to modern industrial heritage urban sites of similar cases has planned with the complex mapping outcome of this dissertation.

In conclusion, the proposed methodology of the dissertation helps to reveal the effects of mechanization within industrialization on socio-spatial and socio-economic identity after the 1950s and to increase the awareness about the preservation of industrial heritage in Turkey. In revealing the relations, historic environments have tangible and intangible references connecting the past, while past users have a sense of continuity and place attachment. From this perspective, investigating the perception of

stakeholders with the existing values of the Zonguldak central scrubber area offers a clear definition of industrial heritage and the potentials/boundaries of industrial asset conservation in Turkey. Lastly, this thesis differs from previous studies in terms of proposing creative value mapping analysis of an industrial heritage case.

1.4   The Thesis Structure

The dissertation consists of seven chapters, respectively, going on the conceptual framework to the praxis of industrial heritage. The study begins with an introduction that explains the subject, scope, aim, and method. The following three chapters explain the literature review. Chapter two, titled by industrialization and conservation of industrial heritage, presents four subtopics. The first section explains the background of industrialization and footsteps of heritage idea within historical, political/economic, sociocultural, and architectural/planning contexts in the world and Turkey scale. The second section examines the definitions and organizations in heritage conservation, which draws the semantic relations of terms with their actors about conservation. The third section presents industrial heritage organizations and their scopes to grasp the historical development of organizations and their studies, afterward; by exemplifying them with ERIH and National Parks Service[2] studies. Finally, the fourth section concludes the literature review with an industrial heritage site in Germany: Zeche Zollverein Complex. Chapter three determines heritage conservation approaches by three aspects, which are material based, context-based, and value-based approaches. Chapter four focuses on conservation through information technology by explaining the conceptual background and the most known creative mapping techniques. In the following chapter, the methodological framework of the case study, including the proposed value-based approach and analysis of site survey with creative mapping techniques, is explained.

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[2] The website of the study is https://www.nps.gov/index.htm.

Chapter six focuses on the Zonguldak central scrubber area documentation as the case study of this research. This chapter comprises of four subtopics, respectively. As first, the contextual background of Zonguldak and the site is examined within four contexts, as defined in the context-based approach studies. Second, the value based history of the Zonguldak central scrubber area documents existing and perceived assets. Third, mapping analysis of the site survey helps to discuss the outcome of the creative mappings of the case. Finally, there is an evaluation of the importance of the study. The last chapter, the conclusion, summarizes the study and states the findings of research and documentation. Also, it explains the contribution to literature and further research.

CHAPTER 2

INDUSTRIALIZATION AND CONSERVATION OF INDUSTRIAL HERITAGE

2.1   Background of Industrialization and Footsteps of Heritage Idea

2.1.1   Industrialization and Deindustrialization

> *Revolution of the eighteenth century, and coal mining was a huge industry in 1900, providing over 200 million tones of coal a year that served as a fuel for the steam engines which provided the power for most factories, for the locomotives which worked the country's railways, for the merchant marine and fishing fleets, for gas production, and increasingly for the generation of electricity.*
>
> *(Stratton & Trinder, 2016, pp.19-20)*

Throughout human history, the economy dominates the way of life, the physical environment of societies all around the world. In another way, monetary relations have made countries reach the highest innovations and civilizations. While enterprises cause new technology and huge investments, sometimes the reason for researching sources or having the best economy result caused world wars. Both innovations or rise and wars or fall are framing the behaviors and movements in socio-cultural life, architecture or planning, industrial or production sector, and economy. Starting from the 18th and 19th centuries, the first footsteps of the industrial revolution dominated both the scale and the production system of goods all around the world in different scales and times (Xie, 2015). As early developments, England's and New England's mill buildings of the 1700s have begun to be seen as the germ of industrial structures (Berens, 2011). However, the first enormous breaking point was the industrial

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revolution at the end of the 18th century. Mechanization in the excellent production process led to reach a high number of products. In this way, the small-scale industrial sector of countries turned into large sizes in the first period of mechanization called the pre-steam era between 1840 and 1850. At those times, the development level of a nation was assessed with the number of its employers and having high standards in the industry (Ersoy & Şengül, 2001). Eventually, a brutal race began among countries. The most significant case showing this grand competition among countries was the international and national exhibitions in which countries demonstrate their latest innovations by using architecture and technology at specific years in different cities. 1st International exhibition, named "The Great Exhibition of the Works of Industry of all Nations, was organized in Crystal Palace, being evidence of the miracle of the British iron steel industry in London in 1851.

Meanwhile, the textile industry, mainly silk factories, became prominent in Turkey during the Ottoman Period. Almost all manufacturing studies met the needs of the military and free market with the full financial initiative of the government. Empire had the main power to dominate the sectors and was responsible for innovations. Even though Selim III brought new production techniques into the country between 1793 and 1794, the industrialization started from the agriculture sector by using modern equipment in the 19th century (Quataert, 1999). Steam production and transportation network helped to enhance the commercial chain, particularly the textile trade (Quataert, 1999). As in the European countries, a considerable amount of industrial production made the empire enlarge its market from national to an international scale. Noticeably, the internal market opened to Europe and foreign investments (1820-1853) with globalization (Çörek, 2018). Since 1848, local firms and state produced and sold raw material (Quataert, 1999). Also, industrialization in port cities like İstanbul, İzmir, Zonguldak initiated in small scales. However, external debt and economic dependency on foreign trade have been observed between 1854-1876. Even the consolidations on the industry could not succeed (Önsoy, 1984), and economic

stagnation happened (Çörek, 2018). Afterward, the economy had grown until World War I.

To sum up, if a periodization needs to be proposed to understand the industrial history of nations or the world, it can be said that 20th century differs from 18th and 19th century in terms of the leading developments that have distinct character stemming from intricate combination of technological progress, political ideologies and cultural values (Doordan, 2002). Even though modern as a term emerged with the enlightenment and continued as an art movement in the 19th century, the reflection of modernism on the economy, social life, and architecture/planning equals to 20th century with the massive effect of the industrial sector. Therefore, industrialization in this period is studied with modernization ideas by changes in the economy-policy, architecture-planning, and social-cultural structure of countries and inhabitants. On the other hand, industrialization and modernization were continued in an unusual process in the 20th century. At some term, rapid urbanization and brutal race in the economy were observed with the help of incremental profits and innovations, while abrupt or continues breakdowns happened with a series of activities between nations at other times. Additionally, even the effects or types of actions vary from region to region; some overlap or parallelism exhibit that instant or huge events make economic, planning, and social contexts of countries in a similar way. Consequently, examining the 20th century in light of the timeline made in different contexts is essential to understand the current situation of industrialization. From this point, Doordan's timeline (2002) will help to understand the economic, technologic, social, and architectural-planning relations for the world scale while the timeline of Akcan & Bozdoğan (2012) guides us in matching and understanding the Turkish modernization story. Doordan (2002) focuses on the architecture of the 20th century as well as the ideological and social background of industrialization from a modernist perspective. He interprets the modern history of the world in three phases by taking base the fractions on technological, political, economic, social, cultural, and architectural planning structure. For Turkey, Bozdoğan and Akcan (2012) propose a similar three-

stage modernization timeline to Doordan by starting from the foundation of the Turkish Republic. Here, Sönmez's proposal (1999) for the Turkish economy gains importance to compare both modernization ideas and economic relations in the world and nation scale. All timelines have some overlaps with the world scale scenario, as mentioned before (Figure 2.1). First Turkish modernism was guided by its history of economy. Second, considering the late meeting with modernism, the Turkish timeline followed and was affected by the world modernity. Third, world modernization is guided parallel to economic activities, international collaborations, and wars. To conclude, the literature review about industrialization is structured under three periods, which are respectively birth, prime, and a fraction of modernization. This section reveals the history of both the international context and modernization of the Turkish industry as well as the built environment. In this type of explanation, the birth of modernization refers to a confrontation with the new world and facing up to its effects. The prime period symbolizes the upheaval of economy, social life, and urbanization story. There is a considerable amount of power of modernism in the formation of industry. The last era, fraction, presents the downfall of industrialization with its built environment. Also, it explains the emergence of conservation issues in industrial assets. Therefore, the heritage idea is discussed in the following part of this section.
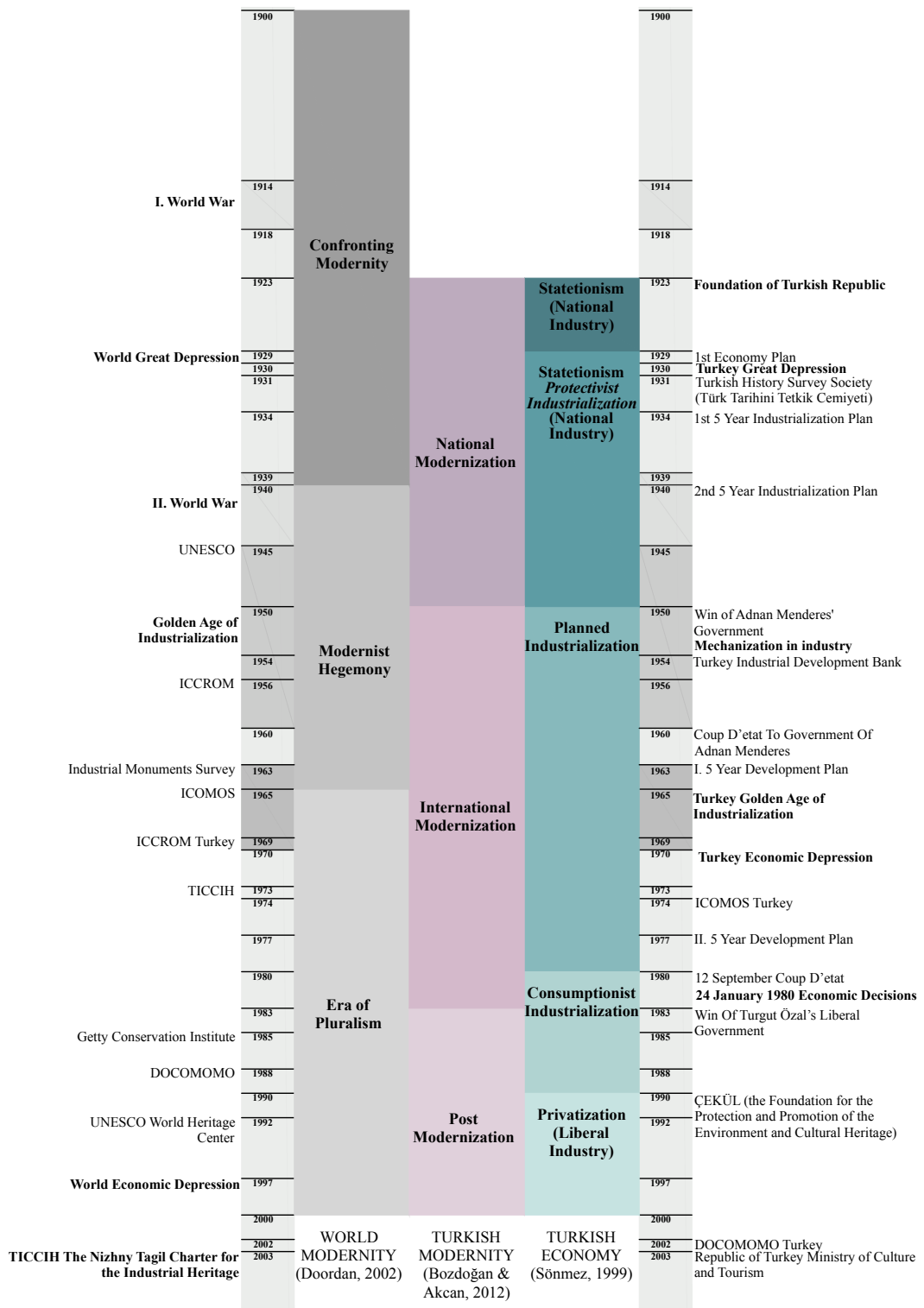
Figure 2.1. Modernity, Economy and Heritage Organization Timeline.

2.1.1.1 Birth of Modernization

From 1900 to 1940, the first confrontation with modernity created both pure modern and classical attempts in urban, architecture, civil life, industry, and political floors. The first modern period of industrialization affected the way of life and proposed a new or modern lifestyle by producing its architecture and urban form increasingly in the 20th century. The cities started to be formed with industrial facilities that were constructed mostly in city centers by virtue of easy marketing. Factories with their auxiliary buildings were formed as complex or site. Social-cultural and accommodation units were designed near the facilities. As the nature of things, this situation created its own city form. In short, the economy forms both industry and architecture or urban form. All industrial structures, even the first mills, are the pieces of evidence of architectural experience of the era in terms of reflecting building technology of their time (Berens, 2011); therefore, examining the architecture of these buildings is worth it. Industrialization produced its own buildings and sites in various styles and sizes. Early modern architecture has an organic relation with the industrial forms, materials, and aesthetics (Berens, 2011). It can be said that the need for space is met with the current technology, and it creates a period-specific style. For instance, scale and material are the prominent effects of the buildings with repetitive forms and rhythmic openings (Berens, 2011).

At the beginning of the 20th century, some countries became the pioneer in the development story with changing equilibrium among them. While British power was the initiator, afterward US, Italy, French, and German attributed to the competition. That led the countries to find new raw materials from other territories and to be the leader of the market economy. Specifically, the coal industry had gained importance with the need for energy of steam-powered machines and tools since the discovery of mining energy's capability. Consequently, the 1st World War occurred and resulted in huge devastation, particularly on the countries that formed their economic policy as to base on the industrial sector. This may be the reason why some of them have affected a large scale from the abrupt falls. After the war, countries began to heal their

economies, and reconstruct destroyed urban fabric. Enormous, fascinating, and bewildering buildings were constructed all around the world (Doordan, 2002). This transformation was also seen in the socioeconomic structure by which a new world was established. The economy shifted dramatically from agriculture to industry.

By risen economies in countries, the population has reached its peak points in the city centers. This led to the emerging of new city planning models, one of which is the *Concentric Zone Model of Ernest Burgess[3] (1925-1929)* (Figure 2.2). This model is based on a study of the form of Chicago, US. It suggests a land-use composed of a socio-economically defined form of 5 rings around an urban core. The core, known as the central business district[4], has the highest land prices, full of commercial tallest buildings with the densed urban form and accessible transportation network. The second zone functions as *a transition zone or industrial area* that has both residential and commercial activities. During industrialization, this ring used to be factories and their secondary facilities. The main advantage is closeness to both CBD and accommodation. The workers live within this zone or third zone, inner city-working class region. This zone is preferable in terms of serving the lowest bills and accessibility to the working area. The last two zones, unfortunately, do not provide proper public transportation, so middle and high-income level groups prefer to live here. On another side, open spaces, markets, and large parks are the common facilities, and houses are bigger due to low land values. Briefly, the morphological city model of Burgess fitted the modern industrial cities' socioeconomic structure at the beginning of the 20th century.

Moreover, one of the outcomes of the modern era was a free market that caused less governmental control on trade and economy. However, the potentials and risks were not known and facing the modern economy resulted in world wars and economic crises. For instance, the liberal economy of the US Stock market collapsed drastically

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[3] Ernest Burgess (1886-1966), a Canadian-American urban sociologist, graduated from urban sociology master studies of Chicago School.
[4] Central Business District is named as CBD, which consists of main commercial activities in the city.

in 1929, and economic effects continued on the rest of the world in the following years. Afterward, the name of this decline would be called The Great Depression. Besides the decrease in supply/demand, the production of the industrial sector was broken. Especially German society suffered from the conditions of this depression as well as the reflection of the 1st World War. This economic situation has led some countries to turn back into the nationalist view.

In the first decade of the 20th century, Turkey had lived hard times due to the effects of war and the fall of the Ottoman Empire, so the industrial activities had almost stopped. For this reason, Turkish modernism starts with the foundation of the Turkish Republic in 1923. As a result of the establishment of a new country, the social, economic revolutions and reforms have been initiated, and economy policy had changed into statist approach by the new government (Sönmez, 1999). A considerable amount of incentives was provided for agriculture and trade, although the lack of manufacturing industry (Sönmez, 1999). Following this view, new development scenarios were discussed, and increasing the investments to the industrial sector as much as agriculture was seen as the main way of catching contemporary countries up. In that period, the İzmir Economic Congress that organized by the attention of 1135 delegates from industry, merchant, worker, farmer people in total between 17 February and 4 March 1923, was the milestone of economic growth of Turkey (Koç, 2010). The main aim was to plan a general development plan which affected the economic policy of Turkey until 1931. The decisions in the industry have led to the physical and economic existence of industrial sites directly. The main decisions in that aspect are (Koç, 2010); high tariff for export and free tariff for imported goods (realized after 1929), incentive implementations for industry and businessmen, affordable prices for the transportation of goods and improvement of the transport modes, convenience loan options for industrialists, enhancing the training of technical personnel in industrial sites and establishing necessary institutions for this.

There are other topics mentioned in congress by industrialists like founding an industrial bank, particularly for the loans. As Fethi Okyar said, the foundation of an

Industrial Development Bank was discussed for the first time. Later, the Turkish Industrial and Mining Bank of Turkey was founded in 1925 as a result of the İzmir Economic Congress. Worker's Bank was established by the cooperation of deputies, merchants, and tradesmen in the following year. The bank was responsible for managing the Ottoman factories and initiating the new factories as well as receiving and operating mining privileges in oneself or by participation (Düstur as cited in Koç, 2010). Also, the first stage of the political decision of the mixed economy was put with the supportive implementations for the private sector in congress. Moreover, 1927 The Law for Encouragement of Industry was used until 1947 (Sönmez, 1999). According to law, public foundations would choose national products; also, low taxes for industrial lands, cheap raw material, free tariffs for the export product, low price for product transportation would be provided. These acknowledgments were followed by the First 5 Year Economic Plan that was important for the planning economy in 1929. In the same year, unfortunately, the Great Depression affected the Turkish economy by turning to protectionist industrialization (Sönmez, 1999). It meant that incentives to Turkish firms for agricultural and mining export in addition to a series of constructions in like railway transportation, iron industry. Also, economic controls and planning in the hands of a highly centralized government often extending to government ownership of industry were controlled. Further, the economy for domestic producers through restrictions on foreign competitors was guarded (Çörek, 2018). Nevertheless, the economy suffered in 1931. The industrial incentives and factories were transferred to the Industrial and Credit Bank of Turkey in 1932, and they were supported by Sümerbank after 1933 (Zarakolu, 1973). Following year, the first 5 Year Industrial Plan was approved, but two years later, the Second Industrial Plan (20-24 January 1936) was discussed for both mining situation and proposed improvements (Afetinan, 1989). One of them was to establish an iron factory until 1940 in Karabük (Afetinan, 1989). Besides this economy policy, the socio-cultural structure had transformed the modern style. The rights of women were extended, and art/cultural activities were promoted in the city center. Various education and research institutes

were opened to reach the highest social standards. The educated population and immigration to cities increased.

Welcomed German and Austrian and Turkish architects designed masterplans of many undeveloped cities as well as industrial sites. Mostly public and governmental buildings were constructed through important boulevards of the cities. For example, 1st master plan of Ankara (1924-25) was planned by Carl Christoph Lörcher from Berlin. In this plan, the aim is to rehabilitate the old city around the citadel and to construct the new city in the south so the diagonal grid of streets, large urban blocks were seen along the north-south axis (Şenyapılı, 2006). In the 2nd plan of Ankara, Herman Jansen combined both the aesthetic quality of Camillo Sitte and the preservationist approach of the Garden City of Ebenezer Howard. In this plan, the city was thought as healthy and modern with four concepts which were transportation, free areas for recreational activities and sports, community buildings (public, governmental, educational) and residential areas from the low income in the north to the upper income in the south (Şenyapılı, 2006). Through all concepts, belts of green spaces linked all these different functional zones. In that period, traces of classical Ottoman, French Beaux-arts style were experienced as 1st National Style called by architectural historians (Bozdoğan & Akcan, 2012). Arising reason for Ottoman Revivalism was similar to Gothic Revivalism, which was turning back to religious with a new architecture. Within this perspective, the architecture of revolution had introduced its own icon consisting of a long horizontal block with a rounded at the end both, which intersects with a prominent vertical element. This typology was used in a different type of buildings regardless of their function. New Exhibition Hall (1933), Water Filter Station of Çubuk Dam (1936), and Casino Restaurant of New Railway Station (1937) were examples of this typology (Bozdoğan & Akcan, 2012). When it is considered that 80 percent of the population was living in rural areas in the 1930s, the main aim of the Turkish revolution was civilizing, imposing modern ideology, and increasing agricultural productivity. Therefore, model villages, factory towns were constructed throughout the country. The dissemination of modernity to all motherland

purposed secular education, agricultural reform, and scientific farming with Peoples'
Houses and with a comprehensive village program. Kemalist Revolution had a
dilemma that was national or Fascist, good or bad from 1938 to 2nd World War. These
critics had raised from the monumental modernist instances of 18th – 19th century
Ottoman Architecture. The close relations with Germany and Ottoman's minorities
had a substantial effect on the monumentalism.

To conclude, all innovations were continuously programmed and realized in Turkey.
As a parallel to the national scenario, world modernism continued to be evolved with
the increasing economic conditions. Nevertheless, 2nd World War has emerged
because industrial countries believed that they will find new resources by expanding
their territories, and thus they will improve their economies and that they will get rid
of the effects of the First World War.

2.1.1.2   Prime of Modernization

The world modernism turned into a real hegemony between 1940-1965 since many
European countries were under the war, and the control of the system was in one hand
naturally. Not only the British also the rest of the world, but the process of
industrialization also continued approximately in the same way. After the war[5], the
improvement in the industrial sector was hard because there were dramatically
damaged cities, industrial sites needed to be reconstructed rapidly in large numbers.
To do this, governments had the main power to dominate the modern life and
production system. While the modern image bombarded daily life by advertisements,
produced automobiles, way of transportation, etc., particularly, enormous fascinating
and bewildering buildings were constructed all around the world at that time
(Doordan, 2002). Particularly, the industrial sector had gone under a series of

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[5] In spite of huge its devastation, industrial sector met the needs of money, energy, and weapon of
both World Wars (1914-1918; 1939-1945). Namely, the improvement story was evolved around the
wars.

developments, and the number of productions had reached its peak with the end of the war. The founded organizations such as UNESCO, European Coal, and Steel Community in national and international scales were also a significant factor. This golden era had some consequences in social life and urban form.
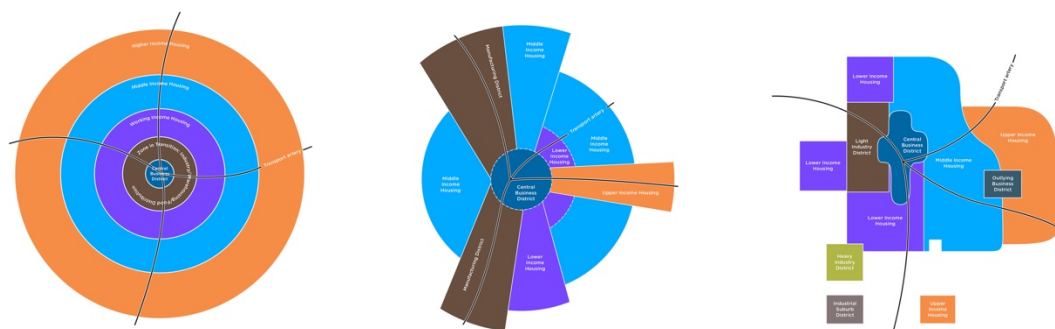
Figure 2.2. The modern era urban land use model proposals[6].

The liberal economy of this period designed its own urban form, social life, and production system sensibly. For instance, the disadvantages of Burgess's model[7] were developed by *Homer Hoyt's Sector Model (1939)*[8] (Figure 2.2). He indicated the city was rising in 6 socio-economically defined sectors or wedges[9], expanding along the

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[6] The brown areas refer the industrial sites. This diagram is adapted from: Robert E. Park and Ernest W. Burgess, The City, University of Chicago Press, 1967 (original 1925). Homer Hoyt, The Structure and Growth of American Residential Neighborhoods in American Cities, Washington, DC: US Government Printing Office, 1939, https://ia700508.us.archive.org/9/items/structuregrowtho00uni-trich/structuregrowtho00unitrich.pdf. Chauncy D. Harris and Edward L. Ullman, "The Nature of Cities," Annals of the American Academy of Political and Social Science 24, 2, 1945, pp. 7–17. The diagram was retrieved from https://community-wealth.org/sites/clone.community-wealth.org/files/downloads/report-florida-et-al_0.pdf

[7] Burgess's Model led inaccessibility problems between zones. The highest and mid income level had some difficulties to use the transportation and to reach the work in the longest time. Also, the capacity of zones did not meet the needs of increasing population since zones of model were not suitable to extend in itself. Hence, the shrinking city problems occurred.

[8] Homer Hoyt (1895-1984), an American economist, graduated from law school of the University of Chicago and studied Phd in land economics in the same university. Dr. Hoyt worked for the Federal Housing Administration from 1934-1940 in which he developed a system for assessing the areas of cities which were best for investment by mapping city stocks using a variety of socio-economic indicators (age / value in housing, occupancy of inhabitants, overcrowding).

[9] They are CBD, transition zone, lower, middle- and upper-class residential zones and industry.

conventional roads of communication. The main attribution is that the extension of zones and division of classes sustain their activities within their regions due to the proposed form. The second distinction is that the lowest income level as the working class and industrial sector are settled along the railway or river to decrease the problems on productional and public transportation. The golden age of industrialization (1945-1957) owes to this transportation idea. Conversely, the section model caused a heterogeneous development meant that the formation of one part of the city is industrial while the other side is rural. The other effect is arising suburb shopping centers serving middle and high-income households. Briefly, this model has little relation with the physical environment, and the growth of sectors can create problematic leapfrogs.

Following these ideas, a new urban land model, Multiple Nuclei Model (1945), was proposed by C. Harris and E. Ullman[10] (Figure 2.2). This model considered the city as a combination of multiple centers surrounding by various types[11] of economic activity. Multicentricity, which is characterized as the development of more than one urban center in a particular area, refers to the spatial decentralization and mobility of the various centers of urban socio-economic activity. The main arguments of the model are the prevention of the accumulation of functions in a number of centers, the promotion an advanced system of public transportation and thus minimize urban traffic, the reduction carbon emissions and contribution to the improvement of climate change and lastly the promotion compact and intelligent urban forms, where urban spread does not require a large number of open areas and parks. In terms of weaknesses, ignoring the building heights, abrupt transition or splits between zones, highly unbalanced density, adaptational failure to various topographical, cultural, economy policy conditions, and unawareness of the effect of physical aids and

[10] Chauncy Harris (1914-2003) and Edward Ullman (1912-1976), modern American geographers, studied at the University of Chicago. Their model was mentioned first time in their "The Nature of Cities" article in 1945 and again based on the formation of Chicago city. This idea was developed in the growth scenario of the city.
[11] CBD, outlying business district, light, and heavy manufacturing, low, middle, and high-class accommodation, residential and industrial suburbs.

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government policy. Despite the limitations, this model opened minds for the future of cities and alternative lifestyles. Cities faced with land problems emerging by immigration and increasing work activity, so shrinking cities in which the highest demands to the building plots increased their economic value started to become. The sustainable growth of cities became the main topic of governments.

With the 14 May 1950 election victory Democratic Party, Turkey lived its first experience of democracy on the economy, social life, and architecture that national modernism turned into the international era and an intricate transition period from a hegemonist state to pluralist administration started (Bozdoğan & Akcan, 2012). Turkish economy focused on planned industrialization with new sectors like auto, glass, food, house machines for 1950-1980 (Sönmez, 1999). Moreover, the liberal foreign trade was supported to follow the European economy and to strengthen the economic relations by the law of encouragement to foreign capital between 1947-1953 (Sönmez, 1999). At those times, mechanization phases in the industrial sector were begun. The hard conjuncture made the state took a protectionist attitude on foreign trade between 1954-1960 (Sönmez, 1999). Besides, Turkey Industrial Development Bank, which was talked in İzmir Economic Congress, was established in 1954. The increasing industrialization and mechanization of agricultural production had triggered major cities to grow between 1946-80 in Turkey.

With Marshall Aid, the mechanization in agriculture, the industry was implemented. The new factories, industries were initiated. Rural people lost their works. This situation concluded with immigration from rural to urban to find work. The limited number of houses did not meet the needs of the housing of city newcomers. Prevalent informal settlements or squatters became the most important problem of urban planning. According to Bozdoğan and Akcan (2012), there were two criteria to locate the squatter settlement, which are closing to city service, job opportunities, and coming from similar regions: community network. Second, for low and upper-middle-income class, there were many apartment blocks by unknown designers. Because people had to buy the land to have an apartment house, but the land prices were high

to purchase for middle income. The informal residential areas were tried to be controlled by many policies from time to time or rejected by architects, scholars due to their low health, safety, aesthetic conditions. With the condominium law, the middle class could afford to buy their own floor space. In this way, cities had been transformed into the free-standing block, squatter settlement, and small-conductor apartments from garden city idea. Furthermore, the uncontrolled constructions made these buildings unsafety. After major earthquakes, the government put a law about squatter settlements and small contractor apartments in 1966 to regulate the construction process in a safe way. In that law, there were three main decisions that they were improving the suitable houses, demolishing the unhealthy houses, and prohibiting the new possible houses. However, still, the laws and praxes can be discussed in many ways, architecturally, socially, and economically. In addition to these, highly qualified architecture projects were continued. Here, while early republic focused on government complexes, educational buildings, and cultural institutions, the democratic republic constructed the private sector via hotels, offices, shopping centers, commercial and recreational projects, taller apartment blocks. In this transformation process, the American modernization theory was dominant with the international style continued with Le Corbusier's effect.

After a while, hegemony was broken with the increasing needs of consumption society about 1965. A new era, pluralism (1965-2000), was introduced in which various types of buildings, lifestyles, ideologies were common. On the other hand, new technology was developed, and the infrastructure of existing industrial sites did not meet the needs in number and newness, and the value of plots was high too that investors could not pay. As a result, initial industrial buildings or sites of the 20th century started to be removed, demolished or abandoned. In this way, a new era, deindustrialization, had begun. The universal city and economy infrastructures were constructed in the 1980s. The main difference from the industrialization period was that social, economic, cultural life, and the urban fabric was distinctly separated from the industry or production cycle (Canaran, 2009). Particularly, steel, shipbuilding, heavy engineering,

textile factories, known as the smokestack industry, were abandoned with the introduction of information technology. However, the links of the process among local identity, physical environment, and market were disintegrated. The production buildings continued their existence, but the effect or relation on the formation of other elements of cities and life was not observed. So, with the process of deindustrialization and privatization of industrial sites, the world entered a different period in terms of social, cultural, economic, and planning relations. The distances between cities, nations, and cultures decreased. Economies of the countries became open to the world that means liberal and plural economy. Instead of having a single country having every sector in the world economy, there was a shared sectoral distribution among countries. To illustrate, though the first industrial traces were seen in Europe by introducing machinery and manufacturing techniques, starting from the 1960s (1980s for Turkey) deindustrialization attempts are followed by replacing old manufacturing techniques with the information technology and outsourcing the manufacturing to less-developed countries under reindustrialization (Ersoy & Şengül, 2001; Xie, 2015). New, less industrialized regions were formed with computer-based high technology. The difficulty of transformation or destruction of 20th-century industrial sites due to their austere geometric forms and massive existence raised different questions and problems in different platforms since the end of the 20th century. The proclaim is that they are the witnesses of a brave new era of technology and rationality (Berens, 2011). The opponent argument is that these areas create environmental pollution in the city center and are not profitable economically. As a matter of course, a reindustrialization process, producing a creative industry, goes on, or dramatic destruction of one evidence of the community's history will occur. The future depends on consciousness, culture, and studies about protection. Under the territorializing topic, during the 1980s, as an extension of ideological presentation, urban transformation projects became the popular topic of local authorities with the globalization so that the city can subsist its existence and economy by marketing its physical environment with them. The industrial sites had begun to change into profits of the tourism sector.

After 1960 Turkish coup d'état, the state policy became a socio-democratic era. A series of laws and rights were initiated in the economy, architecture, and social life. Akcan & Bozdogan (2012) illustrates an intense upheaval period, 1960s military hegemony, with its architectural implementations in Turkey. The first (1963) and second (1977) 5 Year Development Plans were developed respectively by focusing on fundamental investment in infrastructure, employment, reorganization problems and by making the industry the driving force in the economy (Sönmez, 1999). 1970 Turkey Economic Depression has occurred.

During the 1960s, architects became an actor in the political spirit thanks to the activities and power of the Chamber of Architects since 1954. All academic studies and meetings under the Chamber of Architects in the time of Haluk Baysal's directorship began to integrate the political subjects with architectural, urban professions during the new state-sponsored developmental process. After Vedat Dalokay became the new director of the association, architects intensely were like a political party. Then, as critics were increased, plural ideas led to be fragmented both politically and architecturally. According to Akcan & Bozdogan (2012), architects had a right to declare their ideas about architectural/urban interventions though just against to Menderes government. There was a distinct separation between the elite, bourgeoisie, and working class in terms of lifestyle and housing. Turkish architects had an ambitious desire to design the ideal modern house for the upper-income group as independent from the government factor. Besides practices, the journals like Arkitekt, Mimarlik, Akademi, Mimarlik ve Sanat guided the architects and defended a new theory: actual regionalism, which helped architects not to copy form from the West and consider environmental conditions during the design process (Akcan & Bozdogan, 2012). In addition to architects' gain in the political area, other disciplines integrated with architecture also came together around YEM or Construction Industry Centre in 1967. YEM provided construction systems fast, affordable, and efficient with standardized materials and repeatable procedures. Tekeli and Sisa' s Lassa

Factory in İzmit proved this highest quality with its human scale ventilation pipes on the facade.

2.1.1.3   Fraction of Modernization

At the end of the decade, American modernization theory collapsed with economic difficulties and military intervention. After 24 January 1980 Economic Decisions, the technological advancements were tried to be perceived for the sake of national prosperity and way of development. Consumptionist industrialization was followed by a commitment to foreign industry and trade, light and modification, or assemblage industry (Sönmez, 1999). However, the latest Turkish coup d 'état happened by changing the relations of each production sector and way of architecture, social life (Bozdoğan & Akcan, 2012). Also, IMF or International Monetary Fund made difficult the self-sufficient development and financial autonomy. With the 1983 elections, all urban architecture platforms in academy, society, and policy, were redefined by Özal's liberal ideology. Turkey transformed its agricultural and forest areas into private-sector construction sites. Within the years, the transnational urbanism instances called post-modern have begun to pop up throughout the country. While modernism had a productive approach as a lifestyle and spatial, postmodernism promises people a way of lifestyle and spatial use, which are based on consuming. After 1991, the privatization and liberal industry became the main economy policy (Sönmez, 1999).

Between 1980-2000, transnational urbanism was the main agenda with the impact of globalization, the rising of political Islam, and the effect of a post-modern architectural style followed by the post-modern landscape and its building environment in Turkey (Bozdogan & Akcan, 2012). The perception of architecture has turned into a profession by taking based on the plurality, fragmentation, reorientation of modernity in urbanism. After 1980, the prevalent situation of squatter houses and small contractor apartment buildings came up social responsibility issue into discussion among architects. The real estate market was formed by big construction firms such

as TOKİ or Housing Development Administration of Turkey in 1984. With the help of bank credits as the economic support, TOKİ constructed many social housing projects to solve accommodation problem in the seven climates. However, they had lack of relationships with the context in each scale. Besides mass housing, tourism facilities and gated residentials were other construction sector. Tepe Nar City residential project was designed as gated community by Nevzat Sayin in 2005-9 in Istanbul. Also, the Ataman Hotel was composed with the surrounding restored houses in a harmony by Ertan Engin in Göreme (1985-95). Briefly, rather than using the same geometry of traditional buildings, trying the variations of the elements and enhancing the space quality with the elements would end up with the success in post-modern interpretation. In addition to these cases, particularly in 2000s, shopping center culture has been emerged as the small-scale example of the closed city. Without going out, every function of the city can be realized inside in safety and cleanness but in a private-public space (Bozdoğan & Akcan, 2012). Lastly, secular republican identity has been declined with neo-Ottoman buildings like Kocatepe Mosque in Ankara (1967-87). This mosque, with its repeated Ottoman elements and shopping mall on the ground floor, was a good portrait of the architectural space of the new religious, neoliberal society of post-modern Turkey. In contrast, Turgut Cansever preferred to use the abstraction of the elements of the Ottoman mosque in the Parliament Mosque in Ankara (1989) as an innovative and non- traditional building. In the renewable urban period, Silahtarağa Electricity Power Plant and its Distribution Station were transformed into a university campus and museum, Santralİstanbul by the partnership of Emre Arolat, İhsan Bilgin, Han Tümertekin, and Nevzat Sayın. It is a successful project for the adaptation of industrial heritage.

2.1.2   Heritage Idea

The industrial heritage is highly vulnerable and often at risk, often lost for lack of awareness, documentation, recognition or protection but also because of changing economic trends, negative perceptions, environmental issues or its sheer size and complexity. Yet, by extending the life-cycle of existing structures and their embodied energy, conservation of the built industrial heritage, can contribute to achieving the goals of sustainable development at the local, national and international levels. It touches the social as well as the physical and environmental aspects of development and should be acknowledged as such.

(The Dublin Principles, 2011, p.2)

Initial conservation studies that based on structuring the preservationist attitude, specifying principles/methods, and forming a legislative/organizational basis, started to be seen and dominated particularly by Italy, France, and United Kingdom in the 19th century. Generally, these studies were about ancient civilizations and artifacts, so archeology has gained importance as an outcome of this process. In order to put into a legislative ground of the excavations and the restoration/preservation of findings, Restoration Charter (Carta Del Restauro, 1931) was declared by Board of Antiquities and Fine Arts in Italy after the First International Congress of Architects and Technicians of Historic Monuments had concluded with Athens Charter on Restoration in 1931. In the nature of these things, heritage idea began to develop. Besides archeological works, a modern life with the improvement of technology has led to the extension of the scope of heritage. Following to new settlements, the local architecture/settlements and cultures were recorded as the new heritage assets by many organizations. In Turkey, the initial heritage protection was seen as legally with Law No: 5805 by the High Council of Real Estate Antiquities and Monuments (Kayın,

2008). Afterward, recorded interventions of Turkey were classified as functioned and monumental scale buildings.

As a way of life and production cycle changed and developed with the new technology, modernism began to be composed of different periods. Visible transformations have occurred both in the physical environment and economy with the introduction of information technology. Mechanization was ended up, and factories located particularly in the city center were discharged due to usefulness and the need for space or lot. In that period, the future of these industrial buildings has raised questions among the international-national organization. The effect of industrialization is far-reaching, particularly on urbanization and the economy. Cossons (2013) maintains that both industrial heritage proves how the world economy has transformed into capitalism, and socio-cultural structure has adapted to this. He adds that 19th and 20th-century industrial settings are the highest versions of the technology in that period as much as they are a success story of nations. From this point of view, industrial areas are archeological evidence of industrial technology, processes, engineering, architecture, town-planning, and also skills, memories, and social life of workers and their communities (The Dublin Principles, 2011). However, heritage idea was not discussed in specific to the industrial asset until Michael Rix has propounded industrial archeology term as the study of the tangible evidence of social, economic and technological development of the period since industrialization in his article, the Amateur Historian in 1955 (Palmer & Neaverson, 2005). This study was a milestone in industrial heritage idea. The main argument of Rix was to reveal the origin of industrial history and to preserve these memories of the birthplace, Great Britain, by getting the awareness of these under risk sites. Today, the number and huge massive sizes of national factories that were built during the two World Wars are the archeological evidence of the response of British society to the struggle of war (Stratton & Trinder, 2016). Shortly, the idea of heritage on that sector was started to be discussed on an international scale after 1955. Organizational and international studies or projects were implemented practically since the 1970s in Europe. On the

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other hand, for Turkey, discussions of industrial heritage and industrial archeology terms germinated with the Ankara Maltepe Gas and Electric Factory in the academic studies in the 1990s (Saner, 2012). Afterward, recorded interventions of Turkey were classified as refunctioned and monumental scale buildings. Coming to today, UNESCO World Heritage Center that tries to encourage countries and international organizations to protect natural and cultural assets and increase participation of citizens, has listed industrial heritage sites in 2013 to be protected.

2.1.3 Mining Studies and Their Relationship with Railway Transportation and Harbor Areas

Industrial sites always have a profound connection between the cultural and natural environment as suitable with the processes depending on natural sources of raw materials, energy, and transportation networks to produce and distribute products to broader markets (The Dublin Principles, 2011). Even there are many industrial sectors that made urban society more civilized; coal mining is the most peculiar one by which both creates its own community life and environmental settings. In addition to this quality, the potential of coal mining on meeting the basic energy needs of societies from the heavy industrial sites to home scale caused it being the popular industrial sector during the twentieth century all around the world to meet. For instance, British homes were mainly based on their energy to coal production (Stratton & Trinder, 2016). However, the incremental productions and needs of coal-generated new drawbacks and solutions that formed the urban environment in huge scales. After mining, the necessity of transportation made developments on railway and harbor structures, which are the latest phase of the production cycle. In Britain, railway structures were used under the command of the government to make energy for the Western Front during the First World War, and they transported armies and their supplies during the Second World War (Stratton & Trinder, 2016). Namely, these systems played an important at particular troublesome times. Meanwhile, existing

network design improved compatibly with the needs of war. For example, links from the Tottenham & Hampstead line to the Great Northern and Midland Mainlines at Harringay (TQ 314881) and Gospel Oak (TQ 285855) in north London were some of the new connections in the main railway system (Stratton & Trinder, 2016).

2.2 Definitions and Organizations in Heritage Conservation

Introducing some definitions of heritage is essential to guide the discussion that follows. According to Rodwell (2007), heritage is associated with patrimonial possessions and traditions. Besides, UNESCO describes the heritage as a legacy transferring from past to future generations without limitation of a material object. For Lowenthal (1998) and Davidson (2008), heritage is a conveniently ambiguous concept. It constitutes social and political ends (Samuel, 1994). Also, it should become heritage management on a global scale (Breglia, 2006). That is to say that forming a convenient definition in a broad sense is a problematic issue. On the other hand, while preservation of heritage has various meanings or the reasons through the humanity, it is evolved according to the criteria of consumer demand and reasons depending on the market in the consumption commodity (Xie, 2015). The heritage buildings/sites are be old fashioned for the present; however, they are discussed to preserve when the conditions are evaluated in terms of profits of society. The discussion can be designed in many aspects. For instance, the physical space preserves its intrinsic and intangible values in human memories and customs as well as its fabric, components, machinery, and setting (TICCIH, 2003). In each way, the lost or under risk memories or identity are transferred to the future as in the scope of heritage idea. Within this perspective, Ashworth and Larkham (as cited in Xie, 2015) state that public consumption demands are satisfied purposefully by the heritage as a current commodity.

FABRIC/VALUE OF A PLACE, ACTIVITY OR PROCESS

CURRENT STATE/CONCEPT	DETERIORATION ON STATE/CONCEPT	ORIGINAL STATE/CONCEPT		
maintain or keep	retard	revive without new material	modify new function by maintaining cultural significance	revive with new material
PRESERVATION		**RESTORATION**	**ADAPTATION**	**RECONSTRUCTION**
	CONSERVATION			
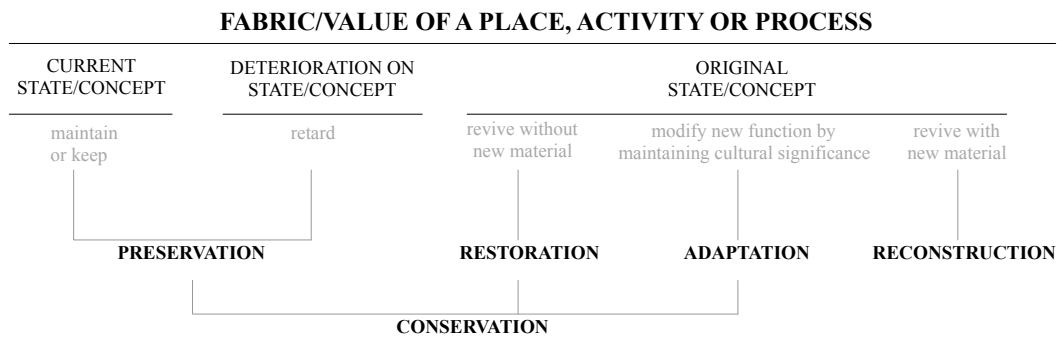
Figure 2.3. Definitions for heritage intervention, prepared by author (2019).

The meaning of the heritage term evolves around the meanings of related words, which should be understood before examining the case (Figure 2.3). In the discussions, there are four common terms that lead to semantic confusion due to their close meanings. That is why revealing the definitions of which preservation, restoration, adaptation, conservation, and reconstruction, guides the understanding and questioning of the differences and similarities while approaching to the heritage. First of all, Rodwell (2007) explains the *preservation* as maintaining the fabric of a place in its existing state and retarding deterioration while Merriam Webster defines it as the activity or process of keeping something valued alive, intact, or free from damage or decay. Also, it is keeping something the same or preventing it from being damaged or destroyed (Cambridge Dictionary). Secondly, *restoration* is to revive the original concept or legibility of the building for the 1979 Burra Charter. Rodwell (2007) espouses that it is returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material. From the same point, it is an act of turning back to its original or former good position or condition (Merriam Webster; Cambridge Dictionary). The other related term with the intervention on heritage is *an adaptation*. According to the 1979 Burra Charter, it means modifying a place to suit new functions without destroying its cultural significance. Cambridge mentions that adaptation is the process of changing to suit different conditions and changes slightly over time to be able to

continue to exist in a particular environment. In another aspect, it is an adjustment or modification to environmental conditions, state, thing, process (Merriam Webster). Fourthly, *conservation* is thought of as the assembling term of restoration, adaptation, and preservation both by ICCROM and 1979 Burra Charter. Namely, it is an umbrella term to embrace the meanings of related words. In the Cambridge dictionary, it connotes the protection of living creatures, nature, and interesting and important structures and buildings, especially from the damaging effects of human activity. In detail, Merriam Webster's definition associates it with careful preservation and protection of something especially, planned management of a natural resource to prevent exploitation, destruction, or neglect and the preservation of a physical quantity during transformations or reactions. Munoz Vinas (as cited in Xie, 2015) continues that conservation is interpreted as the opposite of restoration in a broad sense, while it is understood to include the sum of all activities, including restoration in a narrow sense. However, according to Rodwell (2007), conservation means all the processes of looking after a place so as to retain its cultural significance. By taking base his definition, conservation has a strong relation with adaptation in an aspect. Therefore, it would make sense to evaluate adaptation terms under conservation. Lastly, ICOMOS (1979) and Rodwell (2007) explain *reconstruction* that means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric. In the dictionary meaning, Cambridge states as the process of building or creating something again that has been damaged or destroyed and an attempt to get a complete description of an event using the information available, or an attempt to repeat what happened during the event. Merriam Webster sustains that reconstruction is a rebuilding of a nonfunctional patented article that amounts to the creation of a new article and constitutes an infringement of the patent and the practice or process of recreating an incident for the purpose of investigating the specific facts and circumstances surrounding it.

In conclusion, the most related terms with the heritage idea were discussed. In general meaning, they can be correlated with the intervention approaches to the sites or assets, and all have a direct connection with the fabric or value of a place, activity, or process

and the position to this fabric or value. While some of them have a specific attitude for heritage, some of which meanings comprise others, behave like an umbrella term. If it is not talked about a specific implementation and discussions are keeping around the future interventions, conservation as a term can be preferable to be on the safe side.

2.3   Industrial Heritage Organizations and Their Scopes

Starting from Rix's Amateur Historian article in 1955, industrial heritage has become one of the main topics of conservation all around the world. 1963 Industrial Monuments Survey can be the first organizational study as a reflection of Rix's article. Following conservation studies make countries contemplate and work on the future of their old industrial sites. As many similarities of their boundaries help them work together, differences provide an opportunity to discover the unique details on sites. Also, examining the articles is essential to comprehend how the legislation has evolved. This part of the dissertation focuses on the organizations or articles that have an organic relation with the industrial heritage. In addition to this, a much broader timeline (Figure 2.4 & 2.5) is presented to grasp the general concept of conservation history. Also, these timelines help to comprehend the legislative and organizational evolution both on a national and international scale. In this way, the contradictions and discussions on conservations of the Zonguldak case study can be understood with the foundation of this section.

America	**1916**	America National Park Service
Greece (Athens) & Italy	**1931**	The Athens Charter for the Restoration of Historic Monuments & Carta del Restauro
Turkey	**1931**	*Turkish History Survey Society (Türk Tarihini Tetkik Cemiyeti)*
Greece (Athens)	**1933**	Athens Charter for the Restoration of Historic Monuments by CIAM (International Congress of Modern Architecture)
UK (London) France (Paris)	**1945**	UNESCO (United Nations Educational, Scientific and Cultural Organization)
	1949	Statute of Council of Europe
Turkey	**1951**	*High Council of Real Estate Antiquities and Monuments (Gayrimenkul Eski Eserler ve Anıtlar Yüksek Kurulu) with Law No: 5805*
	1954	European Cultural Convention
Italy (Rome)	**1956**	ICCROM (International Centre for the Study of the Preservation and Restoration of Cultural Property)
England	**1963**	**Industrial Monuments Survey**
Italy (Venice)	**1964**	Venice Charter (International Charter for the Conservation and Restoration of Monuments and Sites)
Poland (Warsaw)	**1965**	ICOMOS (International Council on Monuments and Sites)
Turkey	**1969**	*ICCROM Turkey (International Centre for the Study of the Preservation and Restoration of Cultural Property)*
England	**1973**	**FICCIM (First International Congress on the Conservation of Industrial Monuments)**
Turkey	**1973**	*Law on Antiquities No. 1710 (Eski Eserler Kanunu)*
Turkey	**1974**	*ICOMOS Turkey (International Council on Monuments and Sites) was affiliated to Ministry of Cultural Affairs and separated in 1992*
Germany (Bochum)	**1975**	**SICCIM (Second International Conference on the Conservation of Industrial Monuments)**
	1975	European Architectural Heritage Year
Amsterdam	**1975**	The Declaration of Amsterdam
Sweden (Stocholm)	**1978**	**TICCIH (The International Committe for the Conservation of Industrial Heritage)**
Australia	**1979**	Burra Charter (Australia ICOMOS Charter for the Conservation of Places of Cultural Significance)

Figure 2.4. The timeline 1 of organizations and Articles, made by author (2019)[12].

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[12] The bold text represents the industrial heritage organizations or studies while the italics refers Turkish scope.

Turkey	**1982**	*UNESCO Convention on the Protection of World Cultural and Natural Heritage was signed by Turkey*
Turkey	**1983**	*Law on Antiquities No. 2863 (Eski Eserler Kanunu)*
USA (Los Angeles, California	**1985**	Getty Conservation Institute
Turkey	**1987**	*Law on Cultural and Natural Heritage No. 3386 (Kültür ve Tabiat Varlıkları Kanunu)*
Netherlands (Eindhoven)	**1988**	DOCOMOMO International (International Committee for Documentation and Conservation of Buildings, Sites and Neighbourhoods of the Modern Movement)
	1990	**Recommendation No: R (90) 20 on the Protection and Conservation of the Industrial, Technical and Civil Engineering Heritage in Europe by European Council**
Turkey	**1990**	*ÇEKÜL (the Foundation for the Protection and Promotion of the Environment and Cultural Heritage)*
	1992	UNESCO World Heritage Center
Japan (Nara)	**1994**	Nara Document on Authenticity
	1999	**ERIH (The European Route of Industrial Heritage)**
Turkey	**2000**	*Turkey Union of Historical Towns (Türkiye Tarihî Kentler Birliği)*
	2001	**E-FAITH (the European Federation of Associations of Industrial and Technical Heritage)**
	2001	18 April International Day For Monuments and Sites by ICOMOS, TICCIH and UNESCO,
Turkey	**2002**	*DOCOMOMO Turkey (International Committee for Documentation and Conservation of Buildings, Sites and Neighbourhoods of the Modern Movement)*
Russia (Nizhny Tagil)	**2003**	**The Nizhny Tagil Charter for the Industrial Heritage by TICCIH**
Turkey	**2003**	*Republic of Turkey Ministry of Culture and Tourism*
Turkey	**2004**	*The Law No:5226 on the Protection of Cultural and Natural Assets and Various Laws (Kültür ve Tabiat Varlıklarını Koruma Kanunu ile Çeşitli Kanunlarda Değişiklik Yapılması Hakkında Kanun)*
Turkey	**2011**	**UNESCO Heritage List (37 industrial works of 936 heritage works) but none of them is from Turkey**
Dublin	**2011**	**The Dublin Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes by ICOMOS – TICCIH**
	2013	UNESCO Charter on the Preservation of the Digital Heritage
	2015	**European Industrial and Technical Heritage Year**
	2018	European Cultural Heritage Year

Figure 2.5. The timeline 2 of organizations and Articles, made by author (2019).

Even though UNESCO was established in 1945 as a consensus of the United Nations after the drastic effects of 2nd World War, practical studies about *the protection of the world cultural and natural Heritage*[13] started in 1972. Its international acceptability influences many types of conservation studies, and its power of sanction provides permanent solutions to different problems occurring all around the world. As a result of this, UNESCO established the World Heritage Center to focus sincerely and profoundly on conservation studies in 1992. For documentation, Poland Wieliczka Salt Mine Field nominated by ICOMOS was selected as the 1st industrial site in UNESCO World Heritage List. This center has declared a World Heritage List in 2011. There were 37 industrial works from 936 heritage works, but none of them was from Turkey. ICCROM is an intergovernmental organization whose member states support the protection of heritage within their borders and beyond, and it was established under the guidance of UNESCO in 1956. The studies on conservation training, information, research, cooperation, and advocacy were made regionally by an interdisciplinary approach. All forms of cultural heritage are the interest topics of this organization. ICOMOS was established to develop theory, technique, and implementation approach to architectural heritage in 1965. It has produced profound and large archival information on that field. Detailly, its developed archive is the main factor in revealing and increase awareness of the industrial heritage today. As a result of the proposal of Neil Cossons, director of 1971-1983 England Ironbridge Gorge Museum, about a conference on industrial archeology, FICCIM was realized in 1973. This topic was discussed first time on an international scale. Following the meeting, SICCIM was in Bochum, Germany, in 1975. The last one eventuated with a new platform called TICCIH in 1978 (Saner, 2012). It is the world organization for industrial heritage and aims to promote international cooperation in preserving, conserving, investigating, documenting, researching, interpreting, and advancing the education of the industrial heritage (TICCIH, 2003). Since this meeting, the scope of industrial monuments term has been extended to industrial heritage so as to reach

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[13] This definition was cited as UNESCO's own words published on its official website.

distinct cases (Saner, 2012). The Nizhny Tagil Charter for the Industrial Heritage[14] is the 1st internationally recognized text for industrial conservation and proposed seven sections that are definition, values, identification, legal protection, maintenance, education, presentation. Moreover, The Dublin Principle, known as Principles for the Conservation of Industrial Heritage Sites, Structures, Areas, and Landscapes, was organized by ICOMOS – TICCIH in 2011 and maintains industrial heritage as the archaeological evidence of past activities and technologies. Its principles aim to guide the documentation, protection, conservation, and appreciation of industrial heritage as part of the heritage of human societies around the World. There are four main discussed titles, which are documentation, policymaking, conservation, presentation showing, respectively, the process. Getty Conservation Institute was established by the Getty Foundation, initiated by J. Paul Getty Museum, in 1985 and supported the understanding and preservation of the visual arts and creates funds. The restoration-based studies are managed with a high-qualified staff. Also, the findings are both restored and thought within a museumification concept. DOCOMOMO International was established by inspiring from ICOMOS in Paris in 1988. The main aim is the protection and conservation of Modern Architecture and Urbanism. Since 1990, it organizes conferences or seminars every two years all around the world. ERIH is a project that aims to present the industrial heritage and hence disseminate the concept by creating a network and various travel routes between the various points where the buildings and ruins are examples of industrial heritage in Europe (Saner, 2012). The 1st footstep was the Ruhr Region in Germany, so it is discussed in the following part. Also, it is an example of the transformation of a coal washery area in terms of heritage assets comparing to the Zonguldak Central Scrubber Area.

As a part of the heritage organizational developments, the Nara Document plays a significant role in terms of an example of a collaboration of UNESCO, ICOMOS, and ICCROM in 1994. By stemming from Venice Charter, it focuses on the value and authenticity. According to the document, heritage is evolved as a product of cultural

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[14] The meeting was organized by TICCIH.

diversity that makes it unique. Lastly, E-FAITH is an industrial heritage platform, established in 2001 for volunteers and associations that can come together to exchange experiences and support the industrial and technical heritage-based projects in Europe. Declaration of 2015 as European Industrial and Technical Heritage Year makes E-FAITH more visible and effective in the conservation field. In light of all this information, the relationship between organizations and produced charters or studies can be presented in a concept map. This study emphasizes the importance of collaborations and four main aspects, each of which is related (Figure 2.6).
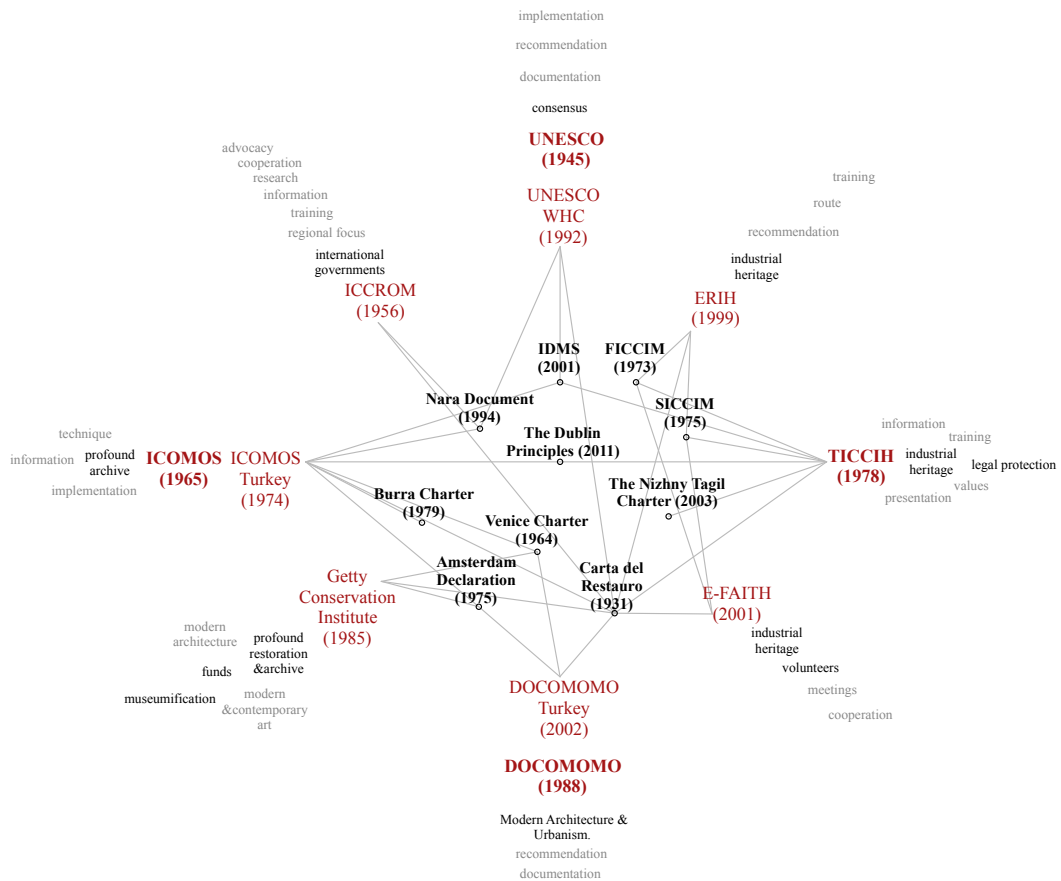
Figure 2.6. Organizations for industrial heritage, prepared by author (2019).

In the Turkish scenario, legislative implementations are seen rather than Turkish origin organizations; nevertheless, the Turkish History Survey Society was the prominent organization for conservation in 1931. Law No: 5805 was approved by the High Council of Real Estate Antiquities and Monuments in 1951. After Turkey became a member of ICCROM in 1969, it regulated Law on Antiquities No. 1710 as suitable to standards of European Organizations in 1973 (Kaderli, 2014). From the state foundation, the Ministry of Cultural Affairs continued the studies, and ICOMOS Turkey was affiliated to it in 1974 and separated in 1992. In 1983, Turkish Law No. 2863, a milestone in Turkish conservation history, developed conservation scope from the protection of object scale to urban scale. UNESCO Convention on the Protection of World Cultural and Natural Heritage was signed by Turkey in 1982. Hence, the definition of old assets transformed into cultural and natural assets or cultural value and assets by the Law on Cultural and Natural Heritage No. 3386 in 1987 (Kaderli, 2014). ÇEKÜL started its studies in 1990. Turkey Union of Historical Towns was founded to include local authorities in conservation in 2000. Municipalities guided themselves, and an incentive mechanism for preservation of sites was initiated. However, the lack of disciplinary qualifications damaged the implementation in a long period (Kayın, 2008). DOCOMOMO, the Turkey, was established in 2002. Ministry of Cultural Affairs turned into the Republic of Turkey Ministry of Culture and Tourism in 2003. In 2004, Law No: 5226 on the Protection of Cultural and Natural Assets and Various Laws was amended.

2.3.1   ERIH (European Route of Industrial Heritage)
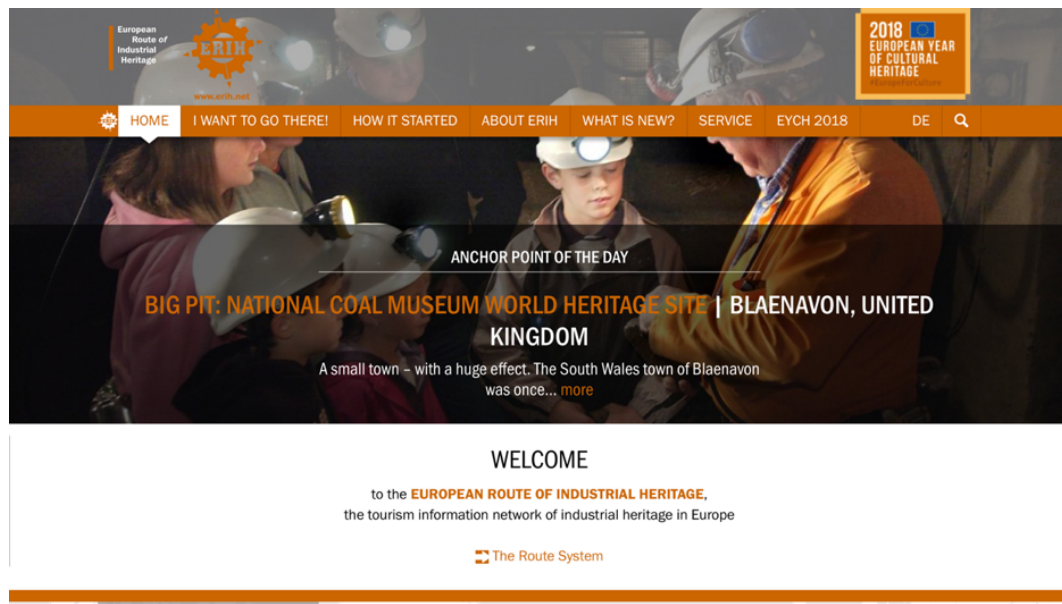
Figure 2.7. ERIH official website[15].

It is a web-based tourist platform, published in 1999, for important industrial sites throughout Europe, mostly in the Northwestern side. In this case, the communication tool is the ERIH website (Figure 2.7). The selection criteria of the sites are a symbolic value within the industrial history, building, structure, attractive experience, content, or presentation.

There are four main types to see the sites; anchor points main areas within history, region selection, country selection, theme routes. The areas are systematically classified according to their former uses, which are the application of power, communication, housing and architecture, industry and war, iron and steel, landscapes, mining, paper, production and manufacturing, salt, service and leisure industry, textiles, transport, and water. In the last year, the lists, Company Museums, and Factory Tours, and UNESCO World Heritage Sites, were added. Today, there are

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[15] https://www.erih.net

95 sites all around the World registered to the ERIH as black coal mining. Most of them located in Belgium. The achievement of this network is not only to provide web-based information for tourists, organizations, and academic institutions also to encourage local interest surrounding sites in the preservation process (Berens, 2011). The use of the information technology tool with creative mapping techniques will be discussed in the following chapter for ERIH.

2.3.2 National Parks Service
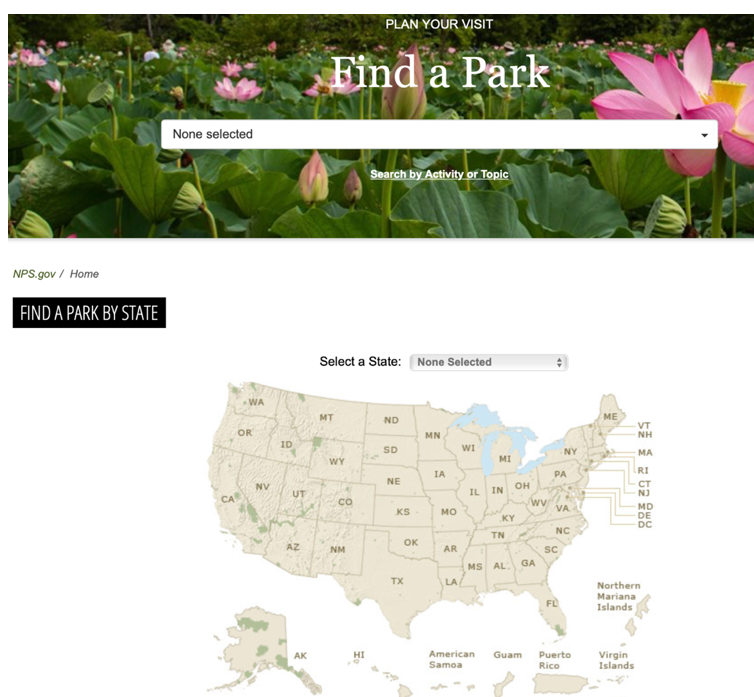
Figure 2.8. National Parks Service Official Website.

Its origin dates back to 1916 America National Park Service[16] (Figure 2.8). The service is adapted to current technology and serves an interactive platform for users. It is to present and document the natural and cultural resources in a web-based platform,

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[16] The official website is https://www.nps.gov/index.htm.

which can be called as the American version of conservation of natural heritage. The difference is that both provided data can be enhanced by the stories of volunteers and partners, and help for revitalizing the communities to preserve local history is supported (NPS). The list of topics that parks are classified varies from animals-species, arts, and culture to sports activities, environmental concerns like climate change. The online provided maps guide visitors on their trips. The use of the information technology tool (crowdsourcing data) with creative mapping techniques will be discussed in the following chapter for NPS (Figure 2.8).

2.4   An Industrial Heritage Site In Germany: Zeche Zollverein Complex
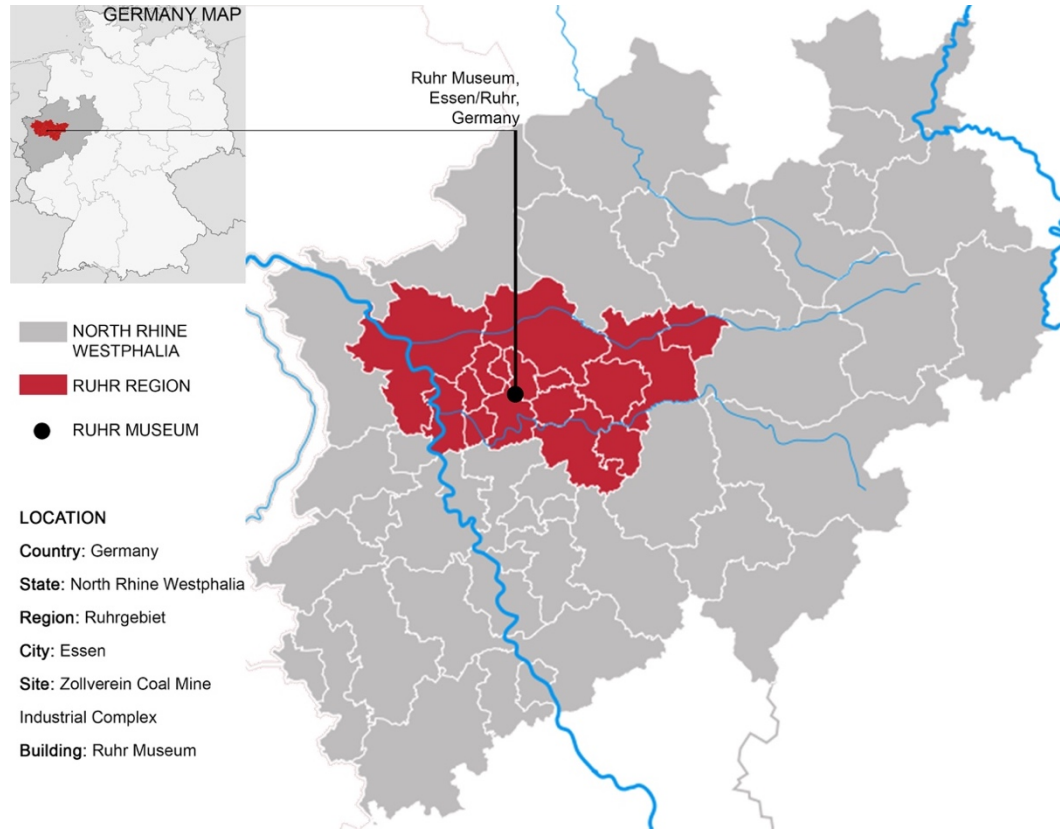
Figure 2.9. Map of North Rhine Westphalia[17].

North Rhine Westphalia is the most known industrial state of Germany (Figure 2.9). Ruhrgebiet or Rhur region that has about 5.1 million population on 4438 km2 area and consists of 15 cities of which is that Essen is the second largest one succeeding to Dortmund, is located in that state (Der Regionalverband Ruhr, 2018). Closing to the Essen, Zollverein Coal Mine Industrial Site, or *"Zeche Zollverein Coal Mine and Coking Plant World Heritage Site by 2001 UNESCO List"*, nearly 100 hectares and

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[17]The layout Retrieved from
https://www.wikizeroo.org/index.php?q=aHR0cHM6Ly9kZS53aWtpcGVkaWEub3JnL3dpa2kvRGF0ZWk6Tm9ydGhfcmhpbmVfd19SVlIuc3Zn.

dating back to 1847, is seen as an industrial portal of all-district. The focus topic of this title, Ruhr Museum, formerly washing plant, occupies approximately 21600 m2 within this site. As shown in Figure 2.10 Graph B & D, Emscher Zone is the richest compact area in terms of coal mining, so other sectors developed with the population growth. Steel Factories were the first following sector of coal since both forces each other in the production cycle and served a similar market. It can be said that the effect of trade and industry is not only local but also it has become an important center for the whole of Europe due to the trade and industry dominated Rhine's proximity to Düsseldorf, its close connection with Cologne and the Rhine and being in the western border of Germany and therefore in the middle of Europe (Haznedar, 2008).
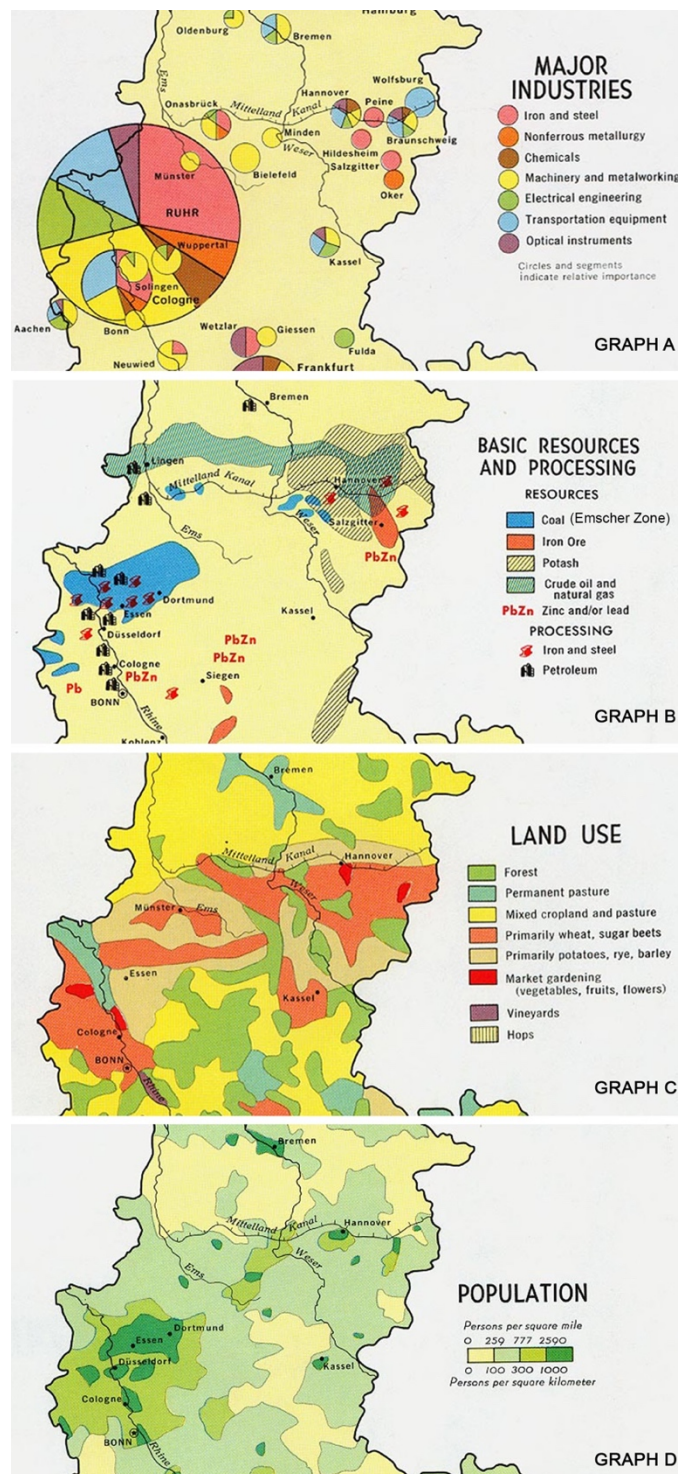
Figure 2.10. 1972 West German Thematic Map[18].

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[18] Retrieved from https://legacy.lib.utexas.edu/maps/germany.html.

Figure 2.11. *Zeche Zollverein Complex (Haznedar, 2008).*

The urban environment was shaped conformably to the production system. Besides this, geographical conditions also formed an urban environment in balance with the quality of the soil and the development of mountain ranges, rivers, and trading routes (Figure 2.10 Graph C). Considering the focus point is the industrial settings of the modern era, the intricate housing units can be overwhelmed. Namely, the hugeness of the industrial system is hidden by dense natural fabric, and the small scale of the urban fabric is seen as an intermediate form between them. That's why the complex is suitable to propose a project merged both landscape and educational tourism for future implementations (Figure 2.11). On the other hand, the educational level is notably high than in other urbanized areas due to its active production life. Nevertheless, traditions or local identity suffered during the industrial period that differs from the Ruhr Case from equivalent ones. This situation created two distinct histories from industrial and traditional life. Hence, the background of the political, economic, social, cultural, and technological story, which needs to be documented, has full of conscious

that is an important part of the region's identity. There are some sections that exemplify the process of industrialization both in region and country scale. For the geological story and material information about coal, extraction of high-quality iron from the field, and transportable position of the region made area much preferable. Before the production of coal and steel in the area, the expansive agricultural lands were the main profit. Trading liberalization on trade, freedom of peasants, and mining regulations prepared the conjuncture for the development of industrialization — also, the infrastructural enterprises like building network system on land along Ruhr river. Steel and iron production sector were developed in the meantime with coal mining and transportation based infrastructural studies. On the other hand, the formation of the coal dates back to 300 million years ago, while the reflection of its on urban life started with industrialization. The urbanized history of the area has started at the beginning of industrialization. Besides, the popularity of Ruhr is based on World Wars, having led the production of coal used in military issues. The Ruhr region was seriously plagued by famine during the First World War, and it suffered extensively from air raids during the Second World War (Ruhr Museum Website). France and Belgium troops occupied near cities and the region as in return for a commitment of World War I. As a result, production and development had dropped, and the site lived a hard time between 1914 and 1925. When Hitler and his Nazi Party (NSDP) took control of the site again, they managed it from a statist approach that provided the use of coal in electricity and gas generation that made the site economically strong.

After the 1929 World Great Depression, the economic discussions in the country led a statist approach focusing on the railway system, new energy plants, mail - telephone – telegraph, etc. (Haznedar, 2008) (Figure 2.11). Naturally, this made the weapon industry profitable, and Germany became the first rival of England. Therefore, the industrial studies ended up with development and war. During World War II, the region was under numerous devastating bombardments. From 1939 to 1945, the region had lived a second hard time in the production. Afterward, Ruhr was controlled by an international platform, International Authority for the Ruhr / IAR from 1945 to

1957. This period yielded a golden era in production, and so nearly 600 thousand workers were working in a total of 153 fields. This glory time led coal and steel relation became much intense in addition to funds of the European Coal and Steel Community established in 1952 (Figure 2.10 Graph A). Even German authorities took control; the cold war with the Red Army had affected the site with a decrease in production. Zollverein Coal Mine and Zollverein Coking Plant were erected between 1957−1961 and closed in 1993 while the mining activities had stopped in 1986.

To sum up, Ruhr has always been insights and has the potential to develop quickly. The reason is that during the development process the transport rivers leading to Central Europe enter Germany from the high seas, the developments in the cities along this path are much higher than the other European countries and the industrial development process towards both the states and the internal regions of the whole country and the fact that these rivers are conducive to the use of the river (Haznedar, 2008). Since the end of 1950, the urban physical environment and land use policy has been the focus topic, and heavy industries started to be moved peripheries. The city centers were got fitted up with light industries using high technology and social settings. The abandoned large size buildings became problematic sites that raised new questions. The transformation discussions turned into topics of international/national civil organizations. Meanwhile, until the world mining crisis had occurred in the 1970s, the development of Germany was highly depended on the Ruhr area.

Figure 2.12. Route.industriekultur map.

In the 2000s, the number of minefields has decreased in 10 because of two main reasons. The first one is changing energy needs that are alternative modes like hydroelectricity, natural gas, and increasing production cost comparing to developing technology and population. The second was the ceasing funds to coal mining by the European Union and the German government. On the other hand, today, social and economic life in the Ruhr region is profoundly characterized by a measure of stability, quality of life, health, and engagement that two hundred years ago would have been inconceivable (Ruhr Museum Website). Besides, after Ruhr, Essen was declared as the 2010 European Capital of Culture, the transformation projects were supported monetarily. Over the years, public spaces have become commercially exchange areas that produce economic value and profits for cities (Gehl as cited in Akkar Ercan, 2016c). That's why these projects have financial aspects as well as socio-cultural and historical (Figure 2.12).

Figure 2.13. The Zollverein Ice Rink[19].

Today, Zeche Zollverein Industrial Site transformed into the park as the product of series projects of organizations and joint studies of architectural, planning, and landscape offices (Figure 2.13). The reason for the increasing significance of these areas is coming from the aim that is to create the public space between buildings embedded in a geographic and historical context with their own identities (Akkar Ercan, 2007; Akkar Ercan, 2016c). Primarily, European Union support with the local initiatives is responsible for the change. Subsequently, Emscherpark GmbH and route.industriekultur provided a holistic region-based approach and increased the visibility of the site on an international scale by the tourism-based method. From the disciplinary side, Planergruppe GmbH Oberhausen (Zollverein Park Landscape), OMA - Rem Koolhaas (Ruhr Museum), SANAA Gebäude (The Zollverein School of Management and Design) are the prominent offices having studied in the site. There

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[19] It is surrounded by the forward-thinking architecture of the Zollverein Coking Plant, is a winter highlight for all age groups. – © Jochen Tack / Zollverein Foundation.

are many organized industrial tours to the region. ERIH is the most known platform making thematic routes.

The Kohlenwäsche or Coal Washing Plant, Ruhr Museum, building was designed and completed the construction between 2001-2007. It is 90*30 m in length/width and 40 m in height. The process of coal washing that is respectively, selection, classification, storing, distribution, is tried to be explained to visitors as the production story of the building. Also, the socio-cultural and economic contexts are the critical factors in the design of the museum. That's why the idea was to present how the past shaped the present (Ruhr Museum Website). Namely, revealing memory for the past users and transferring the information for the present users are two key goals. Museum opened its exhibition to the public in 2010. As in the original factory, people access to the inside via an escalator up to 24 meters. In this way, the movement from top to bottom is maintained (Figure 2.14). The presentation of original machines increases the awareness of modern culture, and lower levels are used as archives referring to the unique function storage. The original architecture of the building has a Bauhaus style with its red steel structure as similar to complex other buildings made in the 20th century.
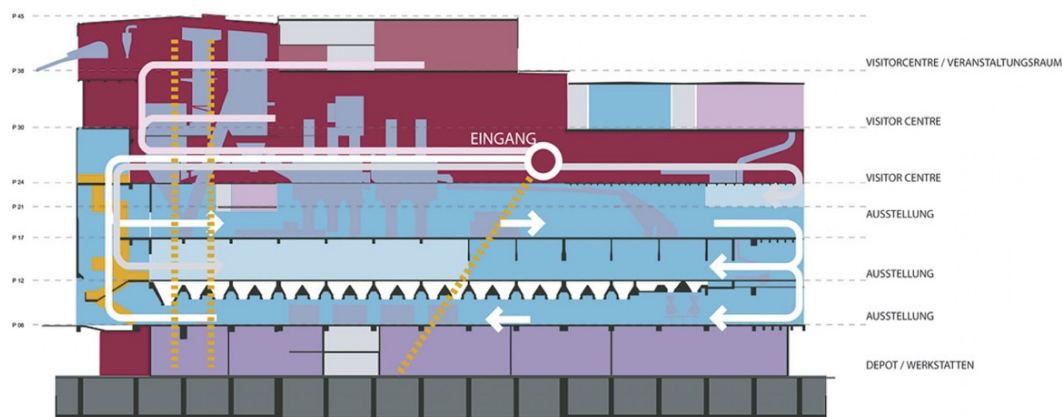
Figure 2.14. The thematic section designed by OMA.

The curation is a human experience based that related objects of inhabitants tell the story of collective memory, which consists of daily life, central events of Ruhr Area. It focuses on art, local history, natural history, and ethnology, and was one of the first museums in the Ruhr area (Ruhr Museum Website). On the other hand, the logical structure is explained in the broadest timeline to show the unique form of industrialization. So, both geological and social perspectives are transferred to future generations by museumification. However, the selected topics and objects prove an archaeological process rather than historical (Ruhr Museum Website). Thinking from a regional scale, the 1984 Mineral Museum in Essen-Kupferdreh is the ideal starting point of the trips to learn about the geological trail to carbon outcroppings and the history of coal development 300 million years ago.

To conclude, the process-based consensus among international and national platforms is critical for the success of the current industrial production and recognition as the heritage period. The cohesion and cooperation that this approach brings with it allow all these fields about each other to continue their development processes (Haznedar, 2008). Planergruppe GmbH explains the Ruhr case that is not about creating a museum-like urban environment, but about designing a landscape with already established elements; this idea deliberately involves, in a plausible manner, historical and current innovations and signs and provides room and space for future developments and purposes. Moreover, the difference in industrial heritage sites from other heritage types is that the main focus of intervention here is based on education and tourism. Also, Zollverein Park is an exceptional open space, offering a unique experience with its intricate free space offering in conjunction with the mining facility, and attracting tourists and residents alike (Planergruppe GmbH) because these sites are not full of production story also, they affect their local, natural history and ethnology. To understand the identity of society and civilize, examining and transferring these areas within their contextual background information will make sense.

CHAPTER 3

HERITAGE CONSERVATION APPROACHES

3.1 Material Based Approach

Material based approach dates back to the 19th and early 20th century. The Venice Charter (ICOMOS, 1964) proposed the first time this approach's conceptual idea. In that type of study, heritage authority decides all implementations to do the site or building by the view of an expert. Therefore, it is a well expert-driven approach as well as its preservationist position. There is no community involvement. In the long term, the braking effect on the sense of belonging to the site, which leads to the destruction of the heritage asset, is documented, especially in non-Western places (Poulios, 2014). While the preservation of qualities of the heritage object exists, the adaptation of implementation detail to the new sources or situations becomes the main problem. The material centered perspective leads to the lack of connection between the present or future. On the other side, the potential of this approach is to preserve the original state of the heritage. Another study, living heritage, can be linked to this perspective. The main idea is maintaining the initial experience or function of the space so that the core community lives with culture (Poulios, 2014). However, applying this approach would not make sense if the destruction on-site happened.

3.2 Context Based Approach

In the formation of city, the discussions around context-based are perceived as a typical scientific solution in the applicability of heritage preservation (Klaasen, Boelens, Doevendans as cited in Schaick, 2011) because historic areas have to be attributed to understanding of their position as a vital element of a living city (Avrami et al., 2000). Assessment of heritage values diverse on time or according to parties due

to being based on the changing contextual factors like social forces, economic opportunities, and cultural trends, and the various visions of disciplines, professions (Mason, 2002). So, assessing the contexts of the built environment makes exploring the heritage value becomes hard with conventional methods. By contextual framework, the researcher or stakeholder can get a chance to access the information in detail and to share his knowledge on related context. The segregation makes the classification of data clear; however, the intricate relation and broad boundaries of the settings can make difficult a clear division. In that situation, consideration of the evolution of contexts helps to understand the connector factor and selection of the dominant framework.

3.2.1   Context Typology

Despite various examples, the four applicable and familiar contexts are presented. In the case study, historical, political, and economic environments are discussed together due to slight distinctions between them within the Zonguldak and Turkey region scale. Sociocultural life, economy policy, and the built environment have also direct relation with each other. The contextual framework helps the use of contemporary mapping techniques to provide well-explained data for analysis and preparing for sustainable conservation.

3.2.1.1   Historical

Historical context refers to the events and movements that occurred around an individual or a thing that is usually on a national or international scale. As Li (2017) mentioned in his dissertation, the heritage industry has an organic relation with history because its roots belong to the past. Revealing the ties of place with the heritage makes a clear understanding of the present situation. Mainly, place identity represented by built heritage is evolved and formed through history (Akkar Ercan, 2017).

3.2.1.2 Political and Economic

This type of context deals with incidents and accidents that caused significant upheaval in the political environment of that country or region. It may consist of revolutions, protests, judicial reforms, army coups, controversies & scams concerning political parties. The economic context can be shaped actively by the city and influences businesses to make investments or create jobs. It, therefore, influences a city's economic structure and its attractiveness as a location.

3.2.1.3 Sociocultural

Social context tells how people live or develop the physical and social settings of the place. Also, it includes people's interaction with culture, education, people, and institutions. On the other hand, cultural context means ideologies, traditions, and values that surround and shape an individual's beliefs. It can affect and include people's behavior, decision-making process, and opportunities. For instance, industrial buildings changed their communities' way of life in terms of social and cultural attitudes and shifted values towards the industry as well as the economy; so, studying an industrial heritage reveals inevitably the facts of post-industrial societies instead of the historical existence of industrialization (Li, 2017).

3.2.1.4 Architectural and Planning

This contextual frame consists of design outputs. Also, the fabric, which means related to physical settings, is the determinant factor (ICOMOS, 2013). To exemplify, landscape, cityscape, building elements are primary components of this context. Furthermore, the urban plans or maps and city development plans are involved in this section. Briefly, all data forming the physical environment from the ideal stage to praxis are the subject of architectural & planning context.

3.3   Value Based Approach
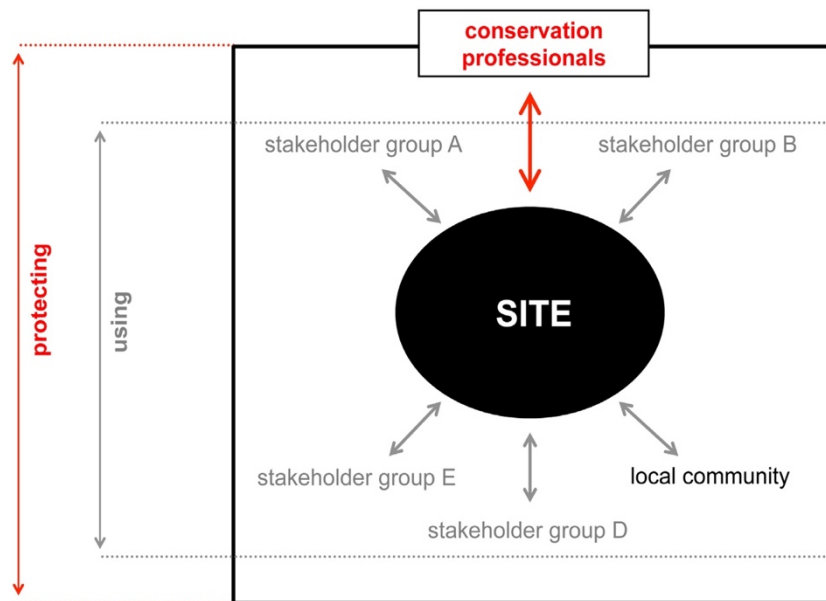
Figure 3.1. Value based approach diagram (Poulios, 2014).

Postmodernism put footsteps of this approach in the 1980s, and Burra Charter detailed it (ICOMOS, 1999). Today, the Getty Conservation Institute uses this approach in its studies.

As its nature that society does not interest in the preservation of the field when the value-based approach helps to get the awareness of heritage conservation (Torre, 2002) (Figure 3.1).

3.3.1   Definition of Value

Value is 'a set of positive characteristics or qualities' about heritage perceived in cultural objects or sites by specific people or groups (Mason, 2002; Torre, 2002). The definition of values is fluent in time. The meaning of the word makes differences concerning the conjuncture of the era (Bandarin & Oers, 2014); the value was associated with monumentality, education, identity, and function in the 19th century,

with social issues in the 20th century, with aesthetic and symbolic objects like a living heritage in the 21st century.

On the other hand, there are timeless definitions which are universally consented; intrinsic values (originating from the cultural asset) material-workmanship-design-setting (Munjeri, 2004) related to the nature of the building essence of it, extrinsic values (attributed to cultural asset) ascribed by people and society (Chung et al., 2014; Lyons, 2014), and economic values (referred to usage, economic potentials of the monument, and monetary values).

Value perception term is used initially in the marketing field that describes it as the customers' evaluation of the quality of a product or service and its ability in terms of matching the needs and expectations, particularly compared to others[20]. In another way, the desire of customers defines the level of price or measure[21]. According to Cambridge[22] and Merriam Webster[23], the sole meaning of the term, perception, connotes that awareness of objects or things through senses varying from physical to mental and a belief or opinion deemed by the majority. In urban studies, the term is the representation of the actual environment in the spiritual world of bodies. The obligation of integration perceptions to the urban space studies is highlighted by many scholars like Lefebvre (1991). He emphasizes that it would be a mistake that taking the space by excluding the perceptions through the mental act, collecting details into entire reality, and comprehending contents concerning their interrelationships within the containing forms.

Furthermore, heritage tourism uses much the term in its studies. Zeithaml (1988) explains that perceived value is the consumer's overall estimation of the value of the product based on obtained and offered expectations. Besides, there is a positive relationship between experience quality and the perceived value that the

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[20] https://www.investopedia.com/terms/p/perceived-value.asp, accessed on September 18, 2019
[21] https://dictionary.cambridge.org/tr/sözlük/ingilizce/perceived-value, accessed on September 18, 2019
[22] https://dictionary.cambridge.org/tr/
[23] https://www.merriam-webster.com

"cognitive/emotive" casual sequence reflects (Chen et al., 2010). As described, the evaluation of the object in the mental world of parties resembles in each field.

3.3.2 Scope of Value Based Approach

The main question for the value-based approach is what makes the site significant. This approach takes heritage perception of the community based on preservation and tries to establish 'a lingua franca' or common language among different interests and parties (Mason & Avrami, 2002). This approach gets the involvement of stakeholders to conservation through consultation, active participation, or joint management (Poulios, 2014). This integration effort of the value-based approach makes it the most preferred one on heritage preservation (Mason, 2002). In the literature, there are many value-based studies to make the history of the heritage visible. The documentation of these values supports further studies and provides in-depth information to authorities to make new plans about the preservation of heritage (Şanlı, 2016).

3.3.3 Value Assessment

The documentation of the values starts with a defined assessment process, which is a vital stage for the conservation of heritage (Kılınç, 2009). The assessment of value composes a pluralist and eclectic process that depends on contextual information of the site and perceptions of different stakeholders (Mason, 2002). Worthing & Worthing (2016) associates the term 'cultural significance'[24] with the assessment of values to identify why and what is essential. He asserts that value-based management equals to the significant-based management, particularly in thinking the complicated and sometimes contradictory issues or values of built heritage. From this perspective, Mason (2002) proposes a three-stage value assessment, identifying all the values of

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[24] At this point, Stephenson (2008) maintains three definitions of culture that is way of life, identity of a group, and particular social process.

the heritage in question, describing them, and integrating and ranking the different, sometimes conflicting values. In the third stage, as much as finalizing the obtained value data from primary sources can be compelling, particularly for sites where communication among parties is problematic, understanding the contradictions by this value revealing can make the first phase to solve the communication problems. Also, possible collaborations are encouraged with similarities among values.

Moreover, the documented values from the sources should be guided within a contextual framework so that the prominent values can be guided consciously by authorities, users, or volunteers. The heritage interventions are the reflection of this value scene and the use of the scene. The successful cases end up with the well-applied conservation while the destruction of the site crowns the worst ones. In this way, revealing the values in balance with the context is essential.

3.3.4   Value Typology

The changing nature of value assessment leads the distinct value models in the literature to define and analyze the heritage objects or sites. Each process describes its value typology that is an analytical tool to minimize complexity and to help the understanding of the context from a holistic view (Mason, 2002). The other important aspect of this is that explicitly defining a system can provide accountability both in terms of recognizing places worthy of protection and in terms of managing them, and openness and transparency in decision-making by creating better incentives for dialogue and scrutiny, and it would also inspire and empower a broader audience to better understand the heritage asset (Worthing & Worthing, 2016). So, to describe both similarities and differences among the typologies, all existing values are classified by using four central edge values, vertical ones presented by Getty (2002) and horizontal ones preferred by Riegl (1903). In the chart, when each typology proposed by organizations is matching respecting to its related side, attitudes of

foundations can be observed. By mapping these values, a new typological chart comes into being by itself (Figure 3.2).

Figure 3.2. Value Cloud Map prepared by author (2019)[25].

[25] The reference is Mason & Avram (2002); Getty (2002).

3.3.4.1   Three Headline Value Typology

In this type, classification offers to define values in respect to the relation with the object or material. First, when the values are related to pure existing qualities of the asset, they are intrinsic values or insider view. In another way, the dominant factor defining the value is the object and its existence. Second, in the extrinsic values, the determinant factor of the value is ascribed apart from the asset or heritage. Namely, the outsider view from the heritage building or structure specifies the value in this type. Third, economic values refer to both monetary issues and public utility. These profits can evolve from both the existence of the building and the perception of individuals or parties. That is why studying the economic value as separate will be beneficial.

Intrinsic values: They are related to the existence of a building or site as permanent and accepted information (Kılınç, 2009). Because of its raison d'être,[26] the reason for being, values-driven by heritage assets, are called as existing. So, a joint approval for the values and an accessible definition for the heritage can exist effortlessly.

1. **Age Value:** The construction date or the period which people remember is the main criterion for this value. It is the well-defined information that the more remnants aged, the more they become valuable for humanity. That is why age valuable assets are known as old. In the Zonguldak case, the discussion around the age makes the Washery Area new or modern.

2. **Historical Value:** When a historical event leads the construction or eradication of a specific structure, and the event is called a turning point for a group of people, the historical value for this structure can be evaluated *"from the heritage material's age, from its association with people or events, from its rarity and uniqueness, from its technological qualities, or its archival/documentary potential"* (Gettty, 2002). Even though monuments are usually associated with this value, some buildings formed or damaged by

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[26] https://dictionary.cambridge.org/tr/, accessed on September 18, 2019

important events having affected humanity like II. World War can be classified under this value type.

3. **Technical or Technological Value:** Technology refers to the series of scientific studies or knowledge to act practically[27]. As defined, technological assets have the latest innovations that promote society to live in better conditions. So, technological structures are known as having an advance effect on ethics, education, the lifestyle of its society. Considerably, industrial buildings are studied under the technological value since the new products and a way of product they produce to make their community step forward. In Zonguldak, the Central Coal Washery Area can be defined as the prominent technology for the mining industry in its peak time.

4. **Document Value:** Once leftover parts of structure/building can provide study or analysis of specific production/construction techniques, material, history, art, daily life, this asset is called documentary valuable. From this point, industrial buildings or sites like Zonguldak Central Washery Facility are the evidence of document value.

Extrinsic values: Due to the origin of the word "extrinsic", outsider views and experiences are the main subject of this type of values[28]. Experience based attributions are the subject of this type of values (Kılınç, 2009). Because of the different aspects of individuals or parties, meaning of the values depends based on the position of actor. That's why subjective or interpreted values usually are classified under this title.

1. **Sociocultural Value:** The relation between heritage asset and social position and cultural background of individual or party defines the sociocultural value. This type also constitutes common values described by policies, religious, identity, memory, spiritual (Kılınç, 2009; Getty, 2002). When heritage has a considerable effect or is a changing factor in the sociocultural life of

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[27] https://www.merriam-webster.com, accessed on September 18, 2019
[28] https://www.merriam-webster.com, accessed on September 18, 2019

individuals, some sociocultural values attribute to it. In the industrialization period, there has been an enormous change in the way of life. In the company with the series production, modernization came into people's lives. Today, even though there are many unused most of the industrial buildings, they are the sociocultural evidence. In this point of view, Zonguldak Industrial Heritage is worth to be studied in terms of sociocultural value.

2. **Political Value:** As described in Getty (2002), this type of value relates to the reflection of civic/social life decisions on the physical environment. As well as governmental behaviors lead the change on heritage sites in the past, local activities or reactions can have this type of effect. So political values can be regarded in both ways. For the Zonguldak, industrial history leads to a profound political value that should be analyzed.

3. **Aesthetic Value:** Associated terms, style, beauty, and art, can be guided to determine what aesthetic is (Lipe and Mason, as cited in Kılınç, 2009, p. 71). As well as the physical appearance and its perception, the intangible qualities define the value of aesthetic like space, mass, volume, time, movement, color, light, smell, sound, tactility, kinesthesia, pattern, order, information, and meaning (Berleant & Carlson as cited in Çörek, 2018, p. 48). From this aspect, industrial buildings have been a topic of aesthetics with their proposed new technology, the distinct view in the cityscape.

4. **Symbolic Value:** The meaning of the word, symbol, is referred to as a way of representation of a notion, individual, event, period, or party. In this situation, the symbolic value can be connoted to the interpretation of the ideology of one period or situation. It cannot be thought apart from the identity of space because the symbolic value of a city contributes to the identity of its public space (Akkar Ercan, 2016c). Industrialization met the world with technology (mass production), modernization, and development. Hence, the remnants of industrial assets will be inevitably the symbol of industrial ideology. In this part, researching the symbolic value of the Zonguldak Central Coal Washery Area is one of the main parts of the thesis.

5. **Identity Value:** This type mostly relates to place since identity includes physical settings, activities, and meanings (Akkar Ercan, 2017). Physical space is a substantial part of the heritage, while activities related to space and user interaction. In the meaning of the word, it is both a different situation or thing and sameness with its instances[29]. Place identity is perceived as a dynamic concept in the fields of historical and cultural heritage (Akkar Ercan, 2016b). In other words, the industrialization occurred all around the world; however, the effect and physical, social implementation have seen different ways because of the place identity. Each location has its physical environment and cultural-social background that lead differences among industrial heritages. Pickard, as cited in Canaran (2009), states the identity and social values of industrial sites make the conservation possible in that scope.

Economic values: This type of values have financially beneficial qualities which feed the building existence. Economic values can be questioned on heritage assets anytime. The site can sustain itself monetarily in the past, but today it can be demolished or abandoned partially or totally. Provided that the new conservation project makes new profits to the public, present market value is discussed.

1. **Use / Functional Value:** The meaning of this value is strongly related to the purpose and use of the building. This value can be analyzed when the building has potential use for the future or was used in the past. Using the remnant structure and functioning it for the sociocultural purposes provide financial benefits for the parties, owner, and administrator (Kılınç, 2009).

2. **Market Value:** This type relates to gaining money from the running of the site. When the building structure ends its business, the market value is called as being in the past. Abandoned industrial assets have market value in their past. On the other hand, as Kılınç (2009) states, future market value can be formed by consumer-oriented projects under conservation and management.

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[29] https://www.merriam-webster.com, accessed on September 18, 2019

3.3.4.2   Two Headline (Riegl, 1903) Value Typology

Memorial Values: they consist intentional, unintentional(historical), age values.

1. **Intentional:** the artifact is preserved consciously due to its commemorative quality. It has become a monument.
2. **Unintentional:** the artifact documents individual human activity and is full of the particular actions which belonged to the past.
3. **Age:** the artifact sustains its existence, appearance for years. It is abandoned to its natural fate or continues with a similar function; in this way, it exhibits the lifecycle of itself.

Present Day Values: they include use, art (newness, relative art) values.

1. **Use:** the artifact maintains to service humanity with similar or different functions without destruction.
2. **Art:** the artifact has a distinct character and potential to create an image in the city with its appearance.

> *Newness:* the artifact has the last improvements, technology, and aesthetic vision in its field.

> *Relative art:* the artifact is criticized by the new users or citizens/authorities. It is formed a tangible and intangible way according to their notions.

In conclusion, it is valid in both three and two headline typologies that value has a continues situation that can form itself depending on the time and position. While the position feeds extrinsic and intrinsic values, the classification of Riegl (1903) emphasizes the time differences in defining the value type.

3.3.4.3   Value Typology Relation with The Concept of Space

"Looking at cities can give a special pleasure; however common place the sight may be. Like a piece of architecture, the city is a construction in space, but one of vast scale, a thing perceived only in the course of long spans of time. City design is therefore a temporal art, but it can rarely use the controlled and limited sequences of other temporal arts like music. On different occasions and for different people, the sequences are reversed, interrupted, abandoned, cut across. It is seen in all lights and all weathers."

(Lynch, 1960, p.1)

The value of a heritage site is directly related to its space even though its assessment is an essential approach for conservation. At this moment, the valuable qualities of the heritage spring from the conceptual approach of the space. In other words, including the concept of space to the construction of value typology is crucial to understand the background relations of changing the physical environment and, in fact, to help the efficiency of a value-based conservation approach. So before revealing the values of the heritage site, organized space by social practice and physical environment has been discussed in this dissertation. Here, the physical environment always has strong relations with user experiences (Figure 3.3) while people decode the information produced by the environment, the existing situation conduct and directs the user outputs (Rapoport, 1982). By taking human practice and environmental information into focus point, defining the notion of space guides the setting a sense of value map. Sense of place origins from the evaluation of physical characteristics, environments at different periods by distinct persons, groups, and cultures (Karakul, 2011). As a matter of this course, communication between space and individuals is susceptible to being complex since each relation has its meanings. That is why the conservation of a particular heritage usually becomes challengeable, and the process makes the site

problematic or "terrain vague" (Xie, 2015). So, analyzing this type of area can be fruitful through the evaluation of three headline typology with Riegl's time-based value approach from the view of space concept. It helps to reveal the discontinuities-continuities (Poulios, 2014) between past and present situations and similarities-differences between values because when the practical process of conservation becomes an issue, changeability of the physical environment raises the questions of what memory remembers and how the conservation will occur. For memory, Lynch (1972) describes it as the outcome of a process of selection and random accumulations of relationships. For the conservation question, the perception of people about their heritage becomes a critical task when the change is likely to happen (Avrami et al., 2000). Hence, not only documenting the existing structure can be a part of the process; also, inhabitants' vision leads the result in the conservation issue. So, in the urban issues, the relation among time, perceived space, and natural urban environment are essential to study (Lynch, 1972). As a result of this, the city as an object defined by perceptions of inhabitants and a product made by builders should be studied both as a perceived and existing thing (Figure 3.3).
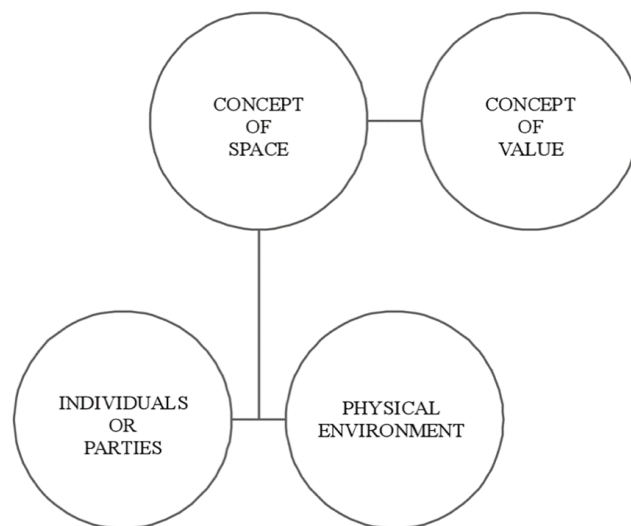
Figure 3.3. *Relation diagram designed by the author (2019)*

Focusing on space notions of Cassirer, Lefebvre, and Harvey, "tripartite division" leads that the concept of space is defined differently by experiences and physical environment. Detail explanation of these definitions with their similarities and differences exist in the discussion. First, Ernst Cassirer, a Neo-Kantian philosopher, describes the space from a socialist perspective as organic space, perceptual space, symbolic space. Organic space is the spatial experience that only belongs to its species (Sundstrom, 2003). That is why the produced information from this space relates to the existing values. Physical and biological experiences feed perceptual space. Because of the changeability of outcome experience, it produces perceived values about the site.

Symbolic or abstract space varies the meaning of the site (Sundstrom, 2003) since each society has its interpretation of the way of life. Naturally, it makes its own perceived values. Second, Cassirer's tripartite division most probably inspired to Henri Lefebvre, a Neo-Marxist philosopher, and sociologist, in the process of his definition of space again from a socialist aspect. He proposed a spatial triad which first published in his book Production of Space (1991) and which defines the scope of space as a spatial practice, representations of space, and representational space. Spatial practice perceived and experienced space or material space (Graafland, 2010), is based on production-reproduction and certain locations-social formations. It is about the integration of members in which degree of their relationship with the social space (Lefebvre, 1991). Due to the existing relationship of individuals, this material space relates to perception and perceived values. Representation of space conceived or conceptualized space (Harvey, 2008), is about the links and orders of production as well as frontal relations and codes (Lefebvre, 1991). Here, there are precise or existing relations and objects, so it forms existing values on site. Representational space or lived space embodies symbols related to the dark side of social life. There is an imagined or designed world which described in a subjective way that keeps this definition within the perceived space. Space is transformed by using complex symbols of social life.

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Finally, David Harvey, a Marxist economic geographer, stated his notion of space in his book of Spaces of Global Capitalism (2006), which categorized ideas from a geometry-based aspect as absolute, relative and relational space by interrelating to Lefebvrian manner (Figure 3.4). His absolute space calls that it includes specific and visible world, and precise calculation can be made, so grid plan, standard measurements, geometrical space of cadastral mapping (Euclidian geometry) are within the scope (Harvey, 2008). This type of space creates its pure information, which can be associated with existing values. After that, Harvey continues with the relative space by describing it as an unstable place of which changeability depends on the individuals or parties. Space resembles non-Euclidean geometries, which combined from multiple geometries and frames that are being relativized and by whom (Harvey, 2008). Here, space is defined independently from time like Einstein's relativity theory (Graafland, 2010), and the position of the observer forms the space. As understood, relative space is associated with the perception, and it forms perceived values. Finally, relational space, attributed to the philosophy of Leibniz (Harvey, 2008), is based initially on time. So, the object or space is formed by both internal relations and external influences within time (Graafland, 2010). From the perceptional criticism, relative space can be called as an extension of absolute one but differently depending on time.
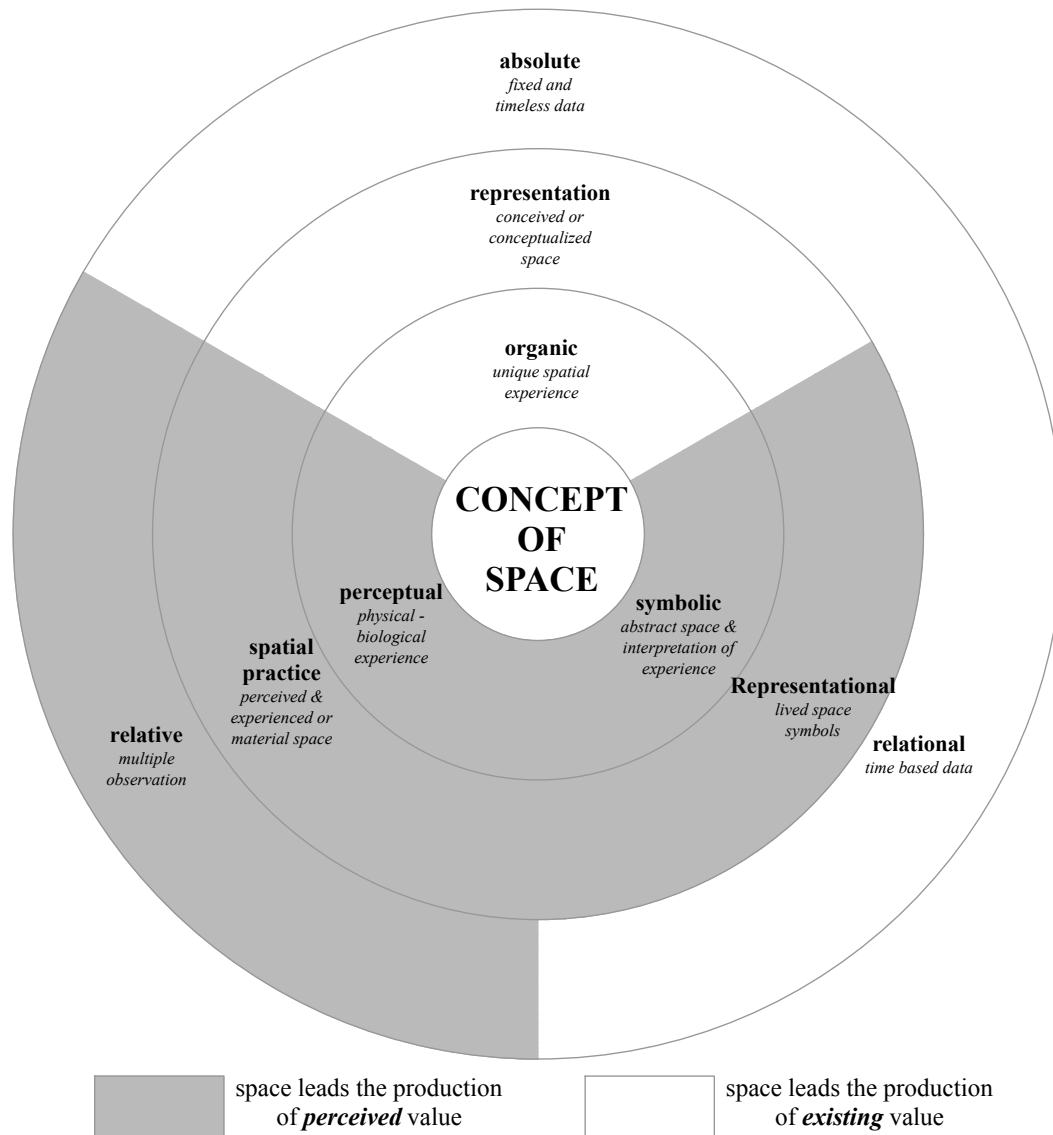
Figure 3.4. *Triputial space concept prepared by author (2019)[30].*

As a result of space concept (Figure 3.4.), the notion of value can be examined as the sub-topic of three headlines and Riegl's typologies in two ways; perceived and existing. In other words, both two typologies link with their existing and perceived sides in the analysis of values in Zonguldak Case. While intrinsic, extrinsic, and

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[30] Triputial space concept is based on Ernst Cassirer, Henri Lefebvre and David Harvey.

economic values help to reveal the heritage documentation information, Riegl's typology maintains a time-based value relation. Combining the typologies with Lefebvre's space identification aims to define how the parties perceive the space and the real situation of space. The perceived values of the different actors are the most critical part of maintaining the presence of the site in order to connect the collective memories of the past and future (Şanlı, 2016). Besides, studying perceived value is essential in two ways; financing the heritage and convincing the decision-makers.

CHAPTER 4

CONSERVATION THROUGH INFORMATION TECHNOLOGY

4.1 Information Technology

With the evolution of information technology, virtual and physical space have started to feed themselves mutually (Figure 4.1). This intangible platform refers to the digital world. The power of the digital area emerged a new definition of space, called virtual. While virtual space initiated as the direct reflection of a physical asset, afterward, it turned into new interpretations of space. Today, the digital world, as the information technology in the heritage field is used most by heritage organizations and museums.
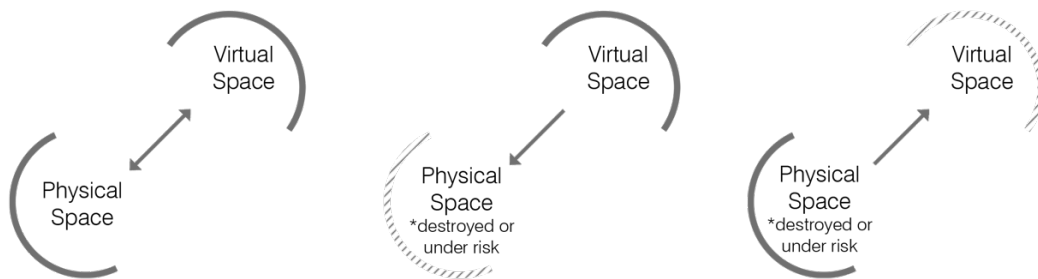
Figure 4.1. Digital and physical space relation designed by author (2019).

The cultural value of the digital engagement and experiences can be disregarded since the limited actors would have a narrow vision in these assets, in which intricate relations occur. So, moving away from that merely museums and heritage organizations are focusing on the value of the digital world (King et al., 2016) will make sense for the process design. In another way, information technology is used

in contemporary society by nearly all disciplines. Some many applications or programs have incrementally increased to solve the complex problems in many fields. Also, in heritage preservation, new technologies are preferred for their simplification potentials to the complex data. Creative Mapping Technique (CMT) is one of the most known and used technology. This tool can be used for data production about the site, data presentation (story maps) about the site, and an action-based process. Besides, it is both subjective and objective inclusive language and a means of both social and artistic expression. It is to address urban and social issues and to show the dynamics of urban and living environments through mediating the physical world of the inner and outer body by disclosing the information from a broad overview to the fine structure at several levels of details. In the conventional method, revealing the heritage composed of a linear process, which is respectively research, documentation, analysis, presentation, participation. In the extended period, jumping through the process and contributing the users to each step are not appreciated. On the other hand, in the globalized world, accessibility to knowledge and easy editability become crucial topics in every scientific field as well as other interests.

On the account that online systems have primary access and can engage the broader community comparing to the joint presentation of heritage data. In serving the online heritage platform combining the five phases of preservation, the method for information data has to be well-defined in case of trustworthy. On the other hand, the digital world has ephemeral conditions. As defined in the UNESCO Digital Heritage Charter (2013), digital materials are often ephemeral and involve the retention of purposeful manufacturing, maintenance, and management. They can include a broad and increasing spectrum of formats like texts, databases, moving pictures, audio, graphics, software, and web pages (UNESCO, 2013). As a result, the relation between physical and virtual space brings up digital or virtual heritage. At that point, UNESCO defines the virtual heritage is as "the utilization of technology

for interpretation, conservation and preservation of Natural, Cultural and World Heritage" (World Heritage Committee, 1999).

4.2   Digital Heritage

After the initial digital show at the Imagine Conference in Monte Carlo in February 1993, the first virtual restoration case Cluny Abbey was recreated (Thwaites, 2013). Following years, the first Conference of Digital Heritage was organized in Bath, UK, with a series of virtual remodeling cases (Thwaites, 2013). Starting from these attempts, when the digital media guides the cultural and natural heritage by preserving its actual data, physical space turns into digital heritage. For UNESCO (2003), producing digital data and converting heritage information to the digital space through scientific, educational, administrative, technical, and other kinds of fields define digital heritage as a common heritage. In those studies, related technologies such as digital photography, 3D scanning or modeling, 3S (GIS, RS, and GPS), environment perception are used (Lu & Pan, 2010).

4.2.1   3D Modelling

Figure 4.2. Process of digitally aided restoration (Lu & Pan, 2010).

Digitization of cultural heritage can be a crucial tool in today's efforts towards the conservation, renovation, study, and promotion of European cultural resources (Figure 4.2). Detail information of artifacts is restored and modeled. Though there

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are many potentials, if the details of physical space are lost, the digital heritage becomes a leading factor for the renovation. For instance, Notre-Dame is showing the importance of 3D digitization of cultural heritage sites as the latest enormous lost happened in May 2019 in Paris. On the other hand, the European Commission was discussing cooperation for the digitization of heritage artifacts, which can provide a digitally aided restoration just a few days ago from the fire.

4.2.2   Heritage Maps

With the globalized world, as Handal (2006) states that cultural and historical assets are commodified and commercialized by turning into a part of the economic regeneration policy in a built environment. In the postmodern era, economy-based regeneration has formed itself into a creative, open-access web-based platform. The built environment as a way of traditional representation is replaced through digital heritage called as mobilized heritage (Ch'ng, Gaffney & Chapman, 2013). With the platform, heritage can access broader populations; even the ones have not been visited physically before.

4.2.2.1   Geographic Information Systems

After the 1960s, GIS has developed as a tool providing geographical space database and coordinates. According to Lu & Pan (2010), Geographic Information Systems (GIS) emerged from 3S technology with its counterparts, Remote Sensing (RS), and Global Positioning Systems (GPS). The primary notion is getting information, processing, and application or using obtained data. Because of the well-defined data, archaeological artifacts can be preserved by this technique. On the side, a wider audience with a specific interest in growth and preservation, including researchers, local planners, and indigenous communities, can be provided by a broader range of

relevant information related to the potential development of tourism through a web-based GIS (Ch'ng et al., 2013). Besides, meanings originate from user perception as well as place attachment, memories, and values. As defined in Mundo Maya Mapping Project (Ch'ng et al., 2013), the general principles and potentials of the web-based GIS platforms are; combining, adding, and securing access to cartography services; supporting a wide range of users and have a range of GIS capabilities; having a highly scalable architecture and regular interaction; providing valuable metadata and management services. According to Kokalj et al. (2013), this website needs to integrate and serve multiple customers, including *environmental leaders and public organizations*, who can plan, monitor and track developments with the general public; *researchers* who model, analyze and simulate occurrences; *private companies* who want to improve efficiency and prepare goods for added value; and *public opinion* at large whom the website offers services. This multi-user value can also be supported by different systems such as crowdsourcing.

4.2.2.2   Crowdsourcing

Crowdsourcing is a collective data collection system that serves a web mapping platform. This type of system relates to human studies with the digitization of the globe (Dunn & Hedges, 2012). This study evolves as the extension of less social integrity to the conservation process. Hamdi & Goethert (as cited in Akkar Ercan, 2017) state that centralized government systems give hierarchically major decisions for preserving heritage at the national or international level, so there is less opportunity to integrate society to the process and to have wellbeing protection of identity, sense of belonging and social continuity.

Following this situation, even the many heritage sites are preserved by UNESCO and counterparts; the other ones are discussed to demolish in both developed and developing countries. The main problem is lack of sources, under risk sites, non-

recognition of the value by local people or authorities, human conflict, or some other reason in that sites (Dhonju et al., 2018). Crowdsourcing is the applicable method, particularly in this situation, to achieve the information and create data. As an umbrella term, crowdsourcing depends on adequate involvement and quality input, so the design of them must reflect each initiative's specific approach, type, and context (McKinley, 2015).
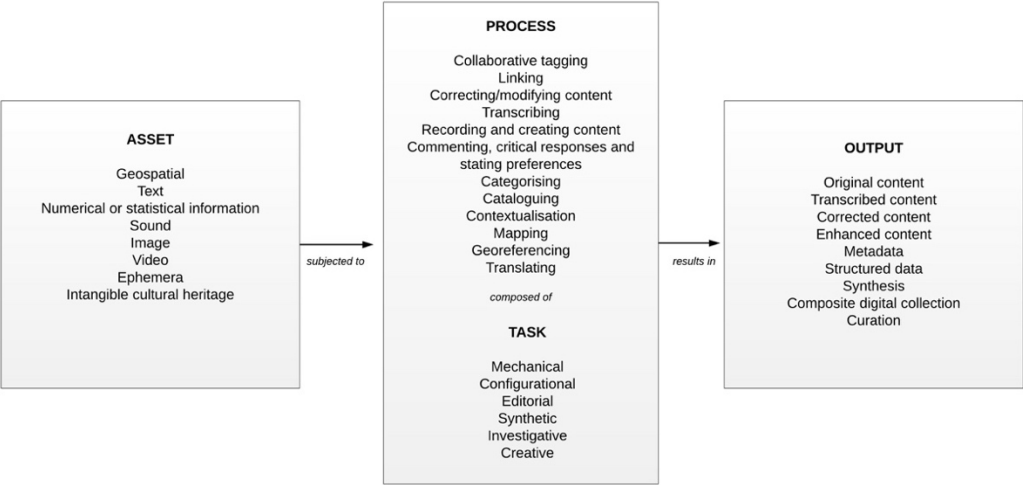
Figure 4.3. *Typology for crowdsourcing[31]*.

Newcastle University executed a web platform so that the cultural heritage of the city becomes visible in the digital world. In this way, they can reach public users as well as use them as a source (Dhonju et al., 2018). In the system, there is an editorial approval system for each document so that compatibility and accuracy of the data exist (Figure 4.3). The overall web platform interface has three elements, respectively, a map, album management, and photo viewer (Dhonju et al., 2017). Volunteers are authorized to add new photos. According to the user-generated world

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[31] Typology for crowdsourcing cultural heritage (adaptation of Dunn & Hedges, 2012) taken from McKinley (2015).

(King et al., 2016), the storytelling can occur in a range of systems from highly scientific to non-scientific. The former should be only controllable with direct sources and edited by an expert. At this point, only proofed documents can provide accurate and objective information. The latter has every kind of information without using the filter, and the system is supported by an open layout to edit by everyone. These systems can be used in museum context / design / control / maintenance / build / support.

4.3   Mapping Technology and Creative Mapping Techniques

Mapping is the new age to teach, read, learn the information, and is a systematic outcome of a combination of thought processes, cognitive methods, technologies, and experiences (Hyerle, 2014). According to the Oxford Dictionary, the map is a diagrammatic representation which informs about physical features of a geographical location or a diagram, or a series of data showing spatial arrangement of an area. In another definition, the map is a mediator between an inner mental and an outer physical world, so the human mind can make sense of its universe at various scales by using this tool (Harley, 1987). On the other hand, it can be used as a documentary or a design instrument and a legal record (Nichols, 2012). From a design perspective, the mapping will be inherently a design problem within its contextual and conceptual framework and prepare for the advent of decision (Tawa, 1998). Mapping theory extends its boundaries by approaching the field from the interdisciplinary aspect to solve the limitations and weaknesses. At that point, the creative mapping techniques or CMT offers a new medium. Mitchell (2008) states that they are issued by local, territorially from nation to city. Also, he maintains that the motto of the new mapping technology is at the street level. From this perspective, the production of the architectural and urban environment is the issue of mapping (Stoppani, 2004). There is a redefinition of a language that forms the environment.

Table 4.1. *The distinction diagram of creative mapping techniques[32].*

Representing geographic facts	Social Dimension →	Methodological tool; • For data collection and production • For data analysis •For data representation
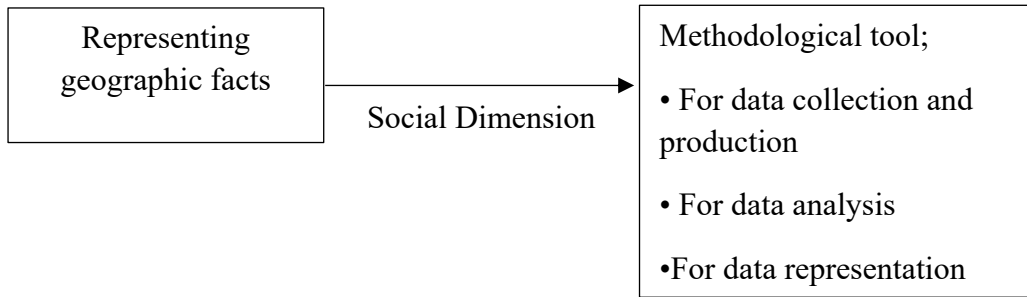
In this approach, the map has a radical power in the formation of society and physical structure because its ability leads to the reflection of social issues by transferring them to the building. Its the most determinant character is the integration of social structure to the geographical data (Table 4.1). This attribution can be observed in the lived space as the representational medium (Lefebvre, 1991). The recreation of lived space is one of the main subjects of CMT. Also, maps showing the (ideal or designed) relations in the site origin from Lefebvrian representation space. Also, perceived space is represented by mapping studies. As result, Corner (as cited in Alanyalı Aral, 2018a) argues that what makes mapping a remarkable architectural and urban development substance is that mapping is instrumental in designing and constructing living space; that it is a creative activity that exposes potentialities and offers new directions, unforeseen ideas and consequences by showing the world in new ways. Therefore, any architectural plan is a part of the living world filled with full impressions, expectations, memories, and predictions of the inhabitants and power agents associated with that space (Alanyalı Aral, 2018a). By this point of view, mapping studies in architecture transfer the ideological information that is expected to form the society. Considering the success of mapping the built environment, its

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[32] This diagram was presented before for the research techniques and ethics course given in the city and regional planning department of METU in 2018. It is reinterpreted from the study done previously in the class.

use in other fields has increased in time. For example, the problems occurring in heritage sites are tried to be revealed or solved in this way because of its capability for integration of social dimension. The fact that the main reason why heritage conservation attempts have mainly resulted in failure is a lack of social dynamics.

Mapping is a way of interpretation of a thing, event, or action in a visual aspect. Also, it is the best medium to transfer and reveal the relationships among concepts. Particularly, when the complexity is taken into consideration in the urban studies, inter-relations of the elements of the built environment or notions of the community can be understood and compared practically. That is why conceptual mapping as a mapping technology can be used in community-based or value-based heritage studies. In this dissertation, the conceptual mapping aims to create a bridge between theory and practice by matching the values created as a result of value definitions in the literature and expected to be answered by users. The marked notions, linking words are presented in a hierarchy by a graphic. This map guides us to grasp how ideas can be related to each other, can be translated into a manageable topic, and can generate questions to focus on the research.
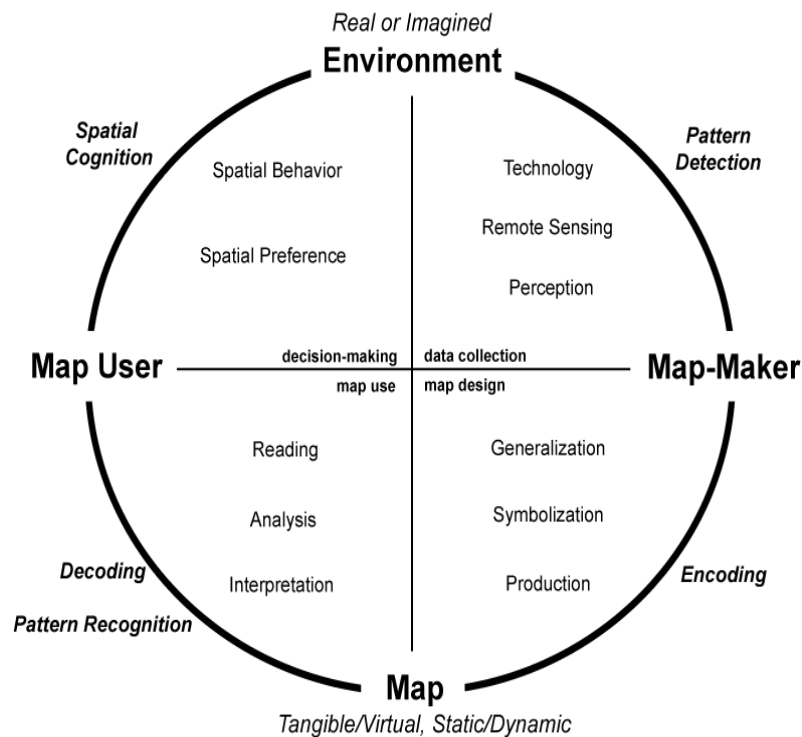
Data Source: Redesigned After Lecture Slide Provided by Dr. Barbara Buttenfield

Figure 4.4. The mapping process (Buttenfield, 2012).

In the discussion of the potentials and limitations of creative mapping techniques, there are a series of reasons and effects (Figure 4.4). First, mentioning the advantages starts with a combination quality of quantitative clarification with mixed method analysis complexity. It means a systematical examination of complex phenomena or relationships. For difficulties in studying feelings, time, body, senses, gender, and individual identity, CMT presents a language that is metaphorically and experientially similar to them. Also, it offers a unique way for study participants to reflect their experiences while helping researchers better understand the data collected so a more natural way of communication can be achieved compared to the writing of text because of the new form of human world representation quality of CMT. In that way, a public or subject's understanding of the map issue can exist.

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Also, the collection and analysis of information can be realized by an interdisciplinary interaction. Second, the limitations and weaknesses of CMT can be listed with a few issues. Because of its peculiarity, several participants experience resistance when asked to create maps in site researches. Besides, maps can be difficult to read-interpret, so differences in the perception of people can limit the usefulness of maps in data collection. Unfortunately, the validation of data or the encompassment of all correct and sufficient information from the sources becomes a problem when the reliability of data is lack. Also, there is a difficulty in framing the analysis as its nominal restriction to deal only with a selected group of infinite dimensions and spatial reflections. As of last, the most critical issue is the risk of subjectivity. That is to say that while the data representation, the spatial structure on the map can not apply to the existing data situation, thereby distorting data presentation in the viewer's mind. The analysis can be made into an art object and can be incorrect or deficient in cartographic data, so the validation of sources and the methodology of the study becomes essential to reach an objective outcome.

The technical language also is an essential part of the discussions made in CMT. Krygier & Wood (2011) propose a series of strategies for how to classify and how to use sources as primary, secondary, or tertiary. Also, they describe a guideline to mapmakers how symbols, lines, colors, and words come together in a specific combination with regards to geographic layout. Before the representation, sources consist of qualitative and quantitative data. In the representation of data, the notion origins from achieving a practical map.

Figure 4.5. The presentation strategies for maps (Krygier & Wood, 2011).

For this reason, several strategies or tactics can occur. The main components of visualization are point, line, and area in addition to main combination techniques, which are intensity, hue & saturation, size & rate, frequency. While qualitative data is represented usually by names, ranks, textures, colors, quantitative one is described by numbers, ratios (average, proportion, ratio) or sketches, icons, rankings, timing can be used in diagrams (Figure 4.5). The primary source is related to collecting data at addresses, GPS, cell phones, data collection on existing maps, which will be used in the case, remote sensing imagery and crowdsourcing (Krygier & Wood, 2011). Secondary sources are aggregation or classification of primaries, which can be traffic counts, vegetation types, scanned or digitized paper maps, regional and local government data and non-governmental organizations, and public domain data providers (Krygier & Wood, 2011) which the case study focuses. Tertiary sources are the reinterpreted versions of primary and secondary data like map-making from maps (Krygier & Wood, 2011). In all versions of maps, there is some piece of

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information shown with the map. They are the title, scale, explanatory text, legend, directional indicator, border, sources, credits, insets, keymaps or locator maps, and so on (Krygier & Wood, 2011). This information helps to comprehend the map and to prove the data scientifically.
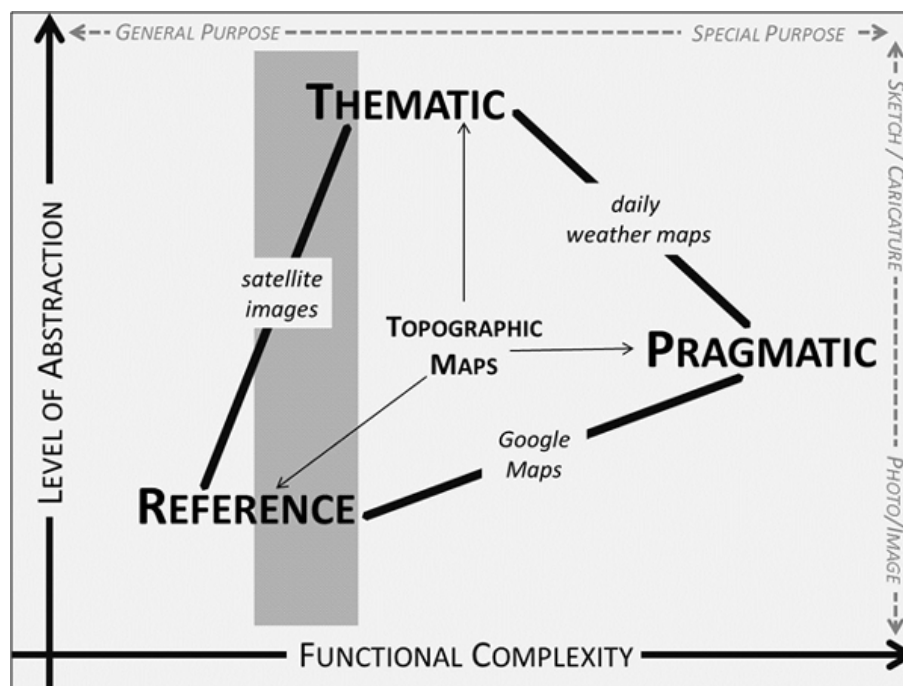
Figure 4.6. Functional complexity and level of abstraction (Buttenfield, 2012).
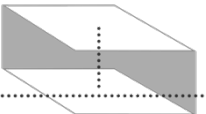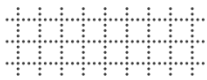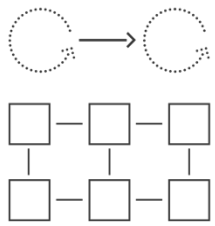
Following these discussions, briefly, creative mapping is an in-between situation between cartography and art (Buttenfield, 2012) (Figure 4.6). Both the social dimension is taken as data, and geographic layout is used as a medium to design the way of transferring the message. The percentage of valid or scientifically correct references determines the level of objectivity. The functionality of the data combination produces pragmatic outcomes. Lastly, the level of abstraction of the visualized data specifies the thematic quality of the map, and higher abstraction

results in subjectivity. In addition to all these discussions, there is also another topic to use CMT in different praxis. The use of CMT in the heritage sites or conservation issues has become a hot topic since the 1960s that industrial sites turned into abandoned sites.

Industrial heritage composes of different urban layers consisting the factory buildings and ruins of touchstone industrial sites that can be found in various areas (Xie, 2015). Most of them refer a milestone era in the industrial history which starts about the 18th and 19th centuries so they are critical evidence and have wealthy values for human history. On the other hand, documenting the whole data creates complexity in itself so plotting the data on a map or plan is seen as a distinctive and easy way to organize the information (Mason, 2002). In contemporary society, conventional preservation techniques cannot meet the needs of digitized data, mainly for the social aspects. Peckham (as cited in Smith, Messenger, & Soderland, 2010) states that intangible values like sociocultural can be regarded efficiently with the information technology or creative mapping techniques. That is why all around the world there has been interpretive uses of information technology such as story maps, interactive websites about the heritages. Even though numerous mapping styles are seen, a main classification can be described according to core differences of maps. The main variables constitute the representation technique. As defined in Table 4.2, a quarto clustering strategy is defined. First, multiple variables group exhibits complex relations among variables and a new language is produced. Second, between places and place cluster defines generally routes between critical places. Third, multiple actors group creates an inclusive process by integrating different people in many ways. Fourth, space/event and time cluster create the event/action or story passing through a remarkable space. Each cluster has its own potential for the information technology.

Nevertheless, even though these are used in representation as a solution to design problems, new problematic areas show up with urban progression. Notably, for heritage preservation, variable differences, and the authenticity of places vary incrementally. So, there can be formed an alternative cluster by defining variables and relation of them in those areas (Table 4.2).

Table 4.2. *The four common creative mapping techniques made by author (2019).*

Multiple Variables	Betweenness & Place	Multiple Actors	Space & Time
- Concept - Layering - Rhizome	- Drift - Route	- Gameboard - Community - Participatory	- Story - Mind - Behavioral - Cognitive
• *Concept map* *The relations between different concepts; constructivist approach* <u>*Philosophical Reference: Joseph D. Novak's study at Cronell University*</u> • *Layering map* *Meta language* <u>*Reference: Bernard Tschumi, Richard Rogers*</u> • *Rhizome map* *Open ended, complex, indeterminate strategy* <u>*Philosophical Reference: Gilles Deleuze, Felix Guattari*</u>	• *Drift map* *Situationist position* <u>*Reference: Guy Debord*</u> • *Route map* *A travel between different locations* <u>*Reference: ERIH route maps*</u>	• *Gameboard map* *Participating process* <u>*Reference: Raoul Bunschoten's CHORA-practices*</u>	• *Story map* *Space and time oriented strategy* <u>*Reference: esri story maps*</u>

4.3.1. Layering Map

In the layer map, the map maker forms a meta-language that includes a thematic issue. The technique emerged in the period when cities were growing, and the elements of urban forms became multiple. This multiplicity of elements concluded with the control and design process in the architectural and urban projects as well as city mapping strategies. Within those years, Bernard Tschumi and Rem Koolhaas, as a pioneer of this mapping, proposed separately two different projects for Parc de la Villette competition about the integration of an old slaughter area to a park in Paris city center in 1983 (Corner, 2002). In the study of layering, unseen elements in the physical environment like social, cultural values can be included in the map. In general, developed countries prefer to use this type of creative mapping technique in the explanation of public places. The elements of layers represent a thing or an event or a function. Also, the proximity and position of each element and position explain another relation of the site. In order to present spatial information of a complex area, layering creative mapping technique is used to reveal the system of this heterogeneous lived space environment. Also, this method involves the superimposition of various independent layers and produce these layers in a heterogeneous and thickened surface (Graafland, 2010). While each layer represents the relationship between different elements, in the end, layers are superimposed to reveal the intricate relations of the elements. Mapping all elements in one layer can be hard to comprehend the lived space, so division and repeating them in a particular sequence is the main idea of this mapping study. The advantage of this is to provide the superimposition of various independent layers by producing a heterogeneous and thickened surface (Alanyalı Aral, 2018a).
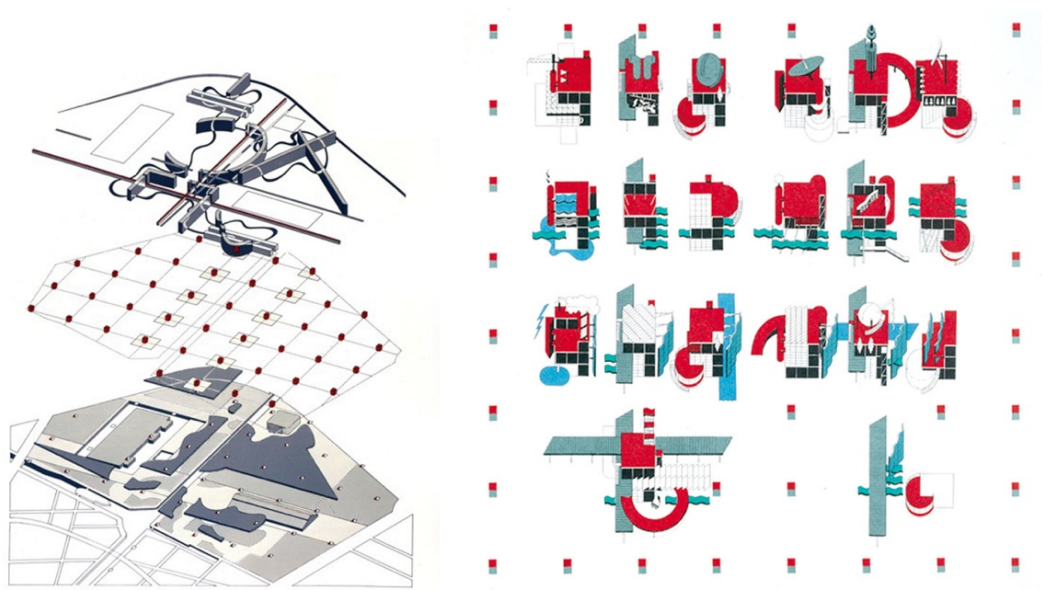
Figure 4.7. Project drawings drawn by Tschumi Architects

1982-1998 Parc de la Villette project (Figure 4.7), designed by Tschumi, was a milestone in the transformation of brownfield areas during the 90s' post-modern or its late-Modern society and before this, was an area for central slaughterhouses on the northeast corner of the city. This project has been realized after won an international competition for the 21st-century urban park in the metropolitan area in Paris. It occupies nearly 50 hectares by 35 grid points or follies defined by the architect. The follies are both unique and arrayed in a repetitive sequence that guides visitors to maintain a sense of place through the large park. The project was thought of as a culture and socially oriented park that can support unusual and overlapping activities. The layers in the park are not a representation of existing data; they are the outcome of the intended content and structural process, which each of them has its internal cultural logic (Corner, 2002). They are formed in a series of implementation such as *intersection, repetition, qualification, distortion, fragmentation.* That is to say; the site design has an intricate program embellished with operational elements.

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In the analysis of elements, technical and social information are revealed in a sophisticated manner.
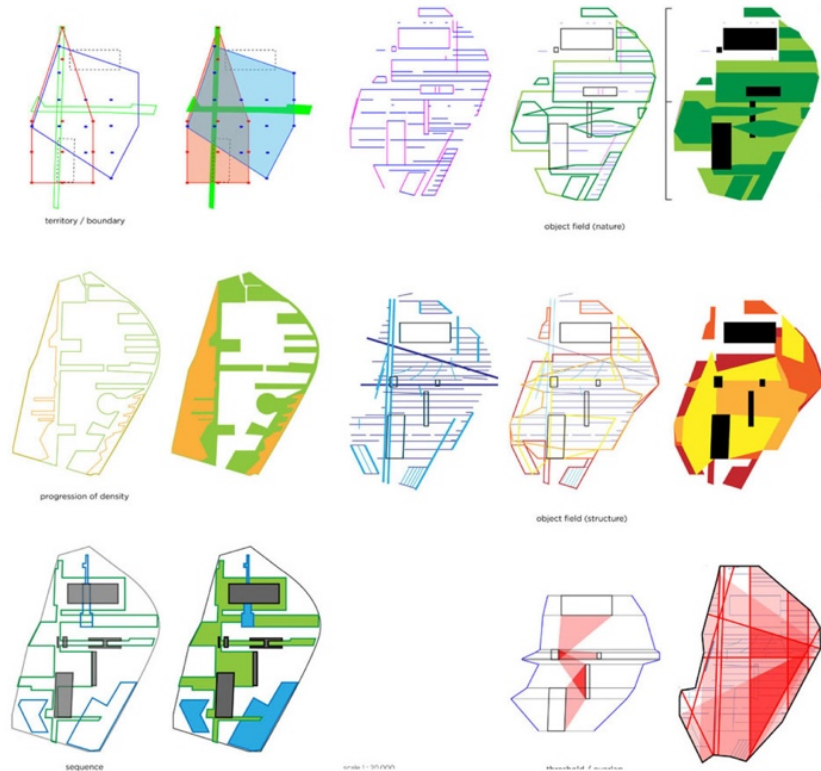
Figure 4.8. Parc de la Villette Competition Entry (OMA, 1983).

The other version of the park (Figure 4.8) was designed by OMA office of Rem Koolhaas in 1982-1983. The proposed program content includes five stages which are respectively. First, the main programmatic components are dispersed across the site in horizontal bands (x and y directions), providing a continuous duration environment and a perpendicular (z-direction), rapid change in experience with minimum space maximum program content. It means that the site works as a social condenser based on horizontal congestion. Second, many services are distributed mathematically according to different point grids-kiosks, playgrounds, barbecue

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spots through strips. Random dispersion of the program creates a maximum length of borders. The interaction is essential. Third, a "square wood" or points, grids, or confetti as elements of architecture is used to promote autonomous identity and mutual compositions of different activities. Fourth, connections or access and circulation are defined. The links from the central promenade to the main boulevards presents a well-defined urban project. Last, superimpositions realize. Elements are composed to reach maximum diversity in a systematic background.

4.3.1 Rhizome Map

> *"A rhizome as subterranean stem is absolutely different from roots and radicles. Bulbs and tubers are rhizomes. Plants with roots or radicles may be rhizomorphic in other respects altogether: the question is whether plant life in its specificity is not entirely rhizomatic. Even some animals are, in their pack form. Rats are rhizomes. Burrows are too, in all of their functions of shelter, supply, movement, evasion, and breakout. The rhizome itself assumes very diverse forms, from ramified surface extension in all directions to concretion into bulbs and tubers. When rats swarm over each other."*
>
> *(Deleuze & Guattari, 2005, pp. 6-7)*

Deleuze & Guattari (2005) assert that social life is composed of semiotic, social, and material flows. There is both a connection to reality with reduced repetitiveness like maps and links between things like tracings. This situation corresponds to a rhizomatic activity, which includes burrowing and extending with its in-betweenness map and tracing. The name of this mapping is associated with its similarity to the

evolution of a plant. The action is rooted in a site and evolves through the environment. In this type of technique, the plural information is presented by conducting more than two sources. Deleuze & Guattari (2005) evaluate the technique in principles. The connection and heterogeneity explain the relations of elements and their differences. The multiplicity means that elements are interconnected, and each one has an effect and meaning that cannot be eliminated or disregarded from the whole. Even one element is ruptured, and the destruction of rhizome happens, the new related or compatible one emerges. This is called as assigning rupture (Deleuze & Guattari, 1987).

The more elements emerge through time, the more multiplicity combinations occur in a plane of consistency, and this plane (grid) is the inner component of all multiplicities (Deleuze & Guattari, 1987). In the general scope, the mapping process consists of stratification, territorialization, deterritorialization, reterritorialization, organization, signification, and attribution of data. It cannot be repetitive and reproduced since the purpose is to define a real state, to maintain balance in intersubjective relationships, or to explore an unconscious memory (Deleuze & Guattari, 2005). Alanyalı Aral (2018a) states that *mapping* as *a rhizomatic operation describes a surface that is both inclusive and structuring new and open-ended relationship series that are represented by numerous and dynamic representation techniques and modes*. Unlike centric or tree-like hierarchical structures, the rhizome is accented, non-hierarchical, and steadily spreads over several terrains (Corner, 2002). Briefly, multiple variables and complex combinations of them make this mapping reasonable. When the place locates in an underdeveloped country, rhizome as a mapping tool is preferred because of its adaptability to indeterminate conditions.

Figure 4.9. Charles Minard's Napoleon's Moscow March
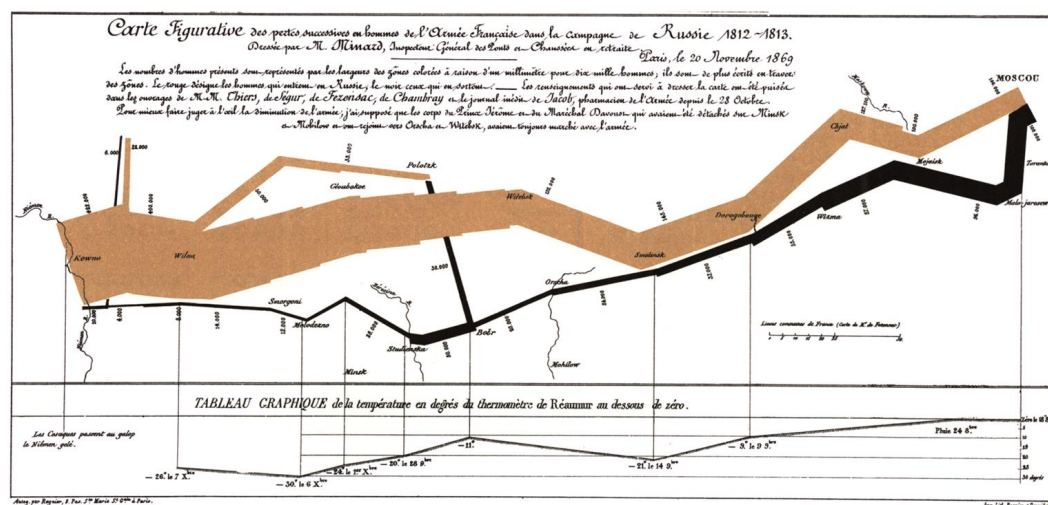
1812-1813 Napoleon's French Army's March to Russia, also known as Minard's Flow Map (Figure 4.9), was represented by Charles Minard in 1861 (Charles Joseph Minard's Flow Map). This map illustrates the flow of the French army, the direction, the size, the geographical coordinates, and the latitude and longitude of the army, temperature, and dates. The army started from Polis-Russian Border with 422 thousand men in June 1812. The thickness of the brown root symbolizes the number of troops. Through the march, the disasters cause the elimination of some. Also, the breakaways occur to defend the army in different areas so it can be observed as a fraction of root. Finally, the army reaches to Moscow with merely 100 thousand soldiers in September. Until now, the geographical information can be obtained from coordinates as mapping characteristics. In the return part, the flow relates to tracing character. Unlike from trace, date, way, and number of people vary. According to the black line, only 10 thousand survive. Briefly, Minard narrates a story in different aspects of one plane. The aspect can have both numerical geographic data and social events. The variety of data classification makes rhizome mapping suitable for this type of story.
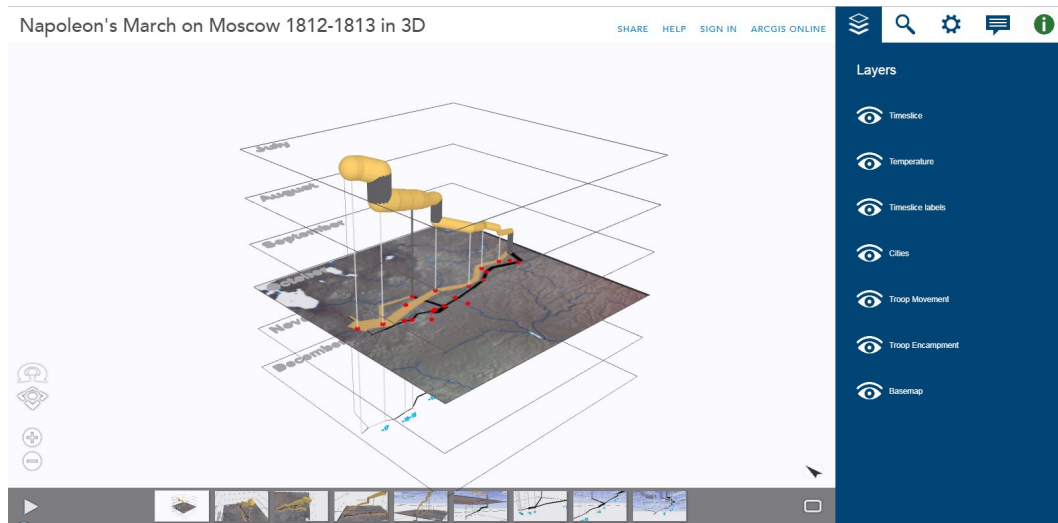
Figure 4.10. ESRI map of Minard's route[33].

Esri reformed the other version of Minard's Flow Map by using Web-based GIS (Figure 4.10). In this case, the layering strategy distinguishes from the usual qualities of rhizome mapping. The names of layers are given interactively as a legend on the left side of the page. While layers are sequenced in a homogenous order and express the data with the same order, the rhizome is apt to give data heterogeneously. Also, 3D or overlapping layers quality exhibition of changes about site geography or plan and social dimensions through the years can be observed better. Particularly, when thinking about the ambiguous situation of unprotected heritage sites, documented and analyzing these areas by implementing this technique would help to reveal the potentials and threats.

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[33]It is retrieved from
http://www.arcgis.com/apps/CEWebViewer/viewer.html?3dWebScene=2b48caaabd0e44028724c5f
109f3de97, September, 2019.

CHAPTER 5

METHODOLOGICAL FRAME OF THE CASE STUDY

5.1 Proposed Value Based Approach

''Industrial heritage consists of the remains of industrial culture which are of historical, technological, social, architectural or scientific value. These remains consist of buildings and machinery, workshops, mills and factories, mines and sites for processing and refining, warehouses and stores, places where energy is generated, transmitted and used, transport and all its infrastructure, as well as places used for social activities related to industry such as housing, religious worship or education.''

(TICCIH, 2003, p.1)

As understood from the previous discussion, heritage object exists and evolves intrinsically by depending on its surrounding environment or locality and its community or society. In other words, the existence of an object or site is formed through the time based on its local and personal variables within a theoretical view. This mutual triad relation is developed and changed through time (Figure 5.1). Under the usual conditions, the relations continue all time though values evolved and changed gradually since the alteration is inevitable. When dramatic or breaking events or actions cause an unusual process, the heritage space is destructed or reconstructed unnaturally. The community is also affected by this application concerning closeness

to the object. In that point, when one element has altered, others' relation with this one and the process of relation should be documented and examined to understand the exact situation of one and to discuss the future. Because sustainable and fair evolution of space and place identity can be allowed, just only preserving the local values while letting emerging new values that are compatible with the new needs of communities (Akkar Ercan, 2016b). People can live both within their familiar historical environment and the new place that their needs met. Understanding the familiarity and the variables that created this familiarity is called as the first stage. Namely, examining the object is essential within its context when conservation of the heritage object becomes a matter (Poulios, 2014) since the intricate interactions of elements not only form the physical environment, but they also shape the perceived asset that occurs over time (Stephenson, 2008). For the heritage case, local variables consist of historical, social, economic, and planning contexts in the site and urban scale while personal or actor variables compose of community or related users. Values are formed by the combination of both (Figure 5.1). Also, they are part of upper and lower scales range from world to building structure.
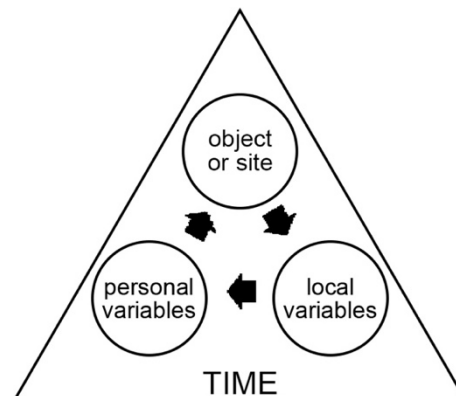
Figure 5.1. *Triad relation diagram designed by author (2019).*

The values, which are overlapping and heterogeneously broad variations in respect to time, consist of surface and embedded assets (Stephenson, 2008). At this point, the former one refers to directly perceived notions of the present, while the latter one represents all significance of the past. There is another triad relation in value formation that related assets of a specific time always tend to advance past threads and to weave them in the future (Stephenson, 2008) (Figure 5.2). The (embedded) past is associated with the good old days of the heritage setting. It means the site works in its original function. The present is a dramatical decline in relations and values occurring time. Also, it is time to take precautions and to strengthen the links. The future is the ideal time that actors reconstruct heritage value. In a specific time, strong relations between actors and between locality and actors should be encouraged from a lower scale to the upper scale to achieve value compatibility.
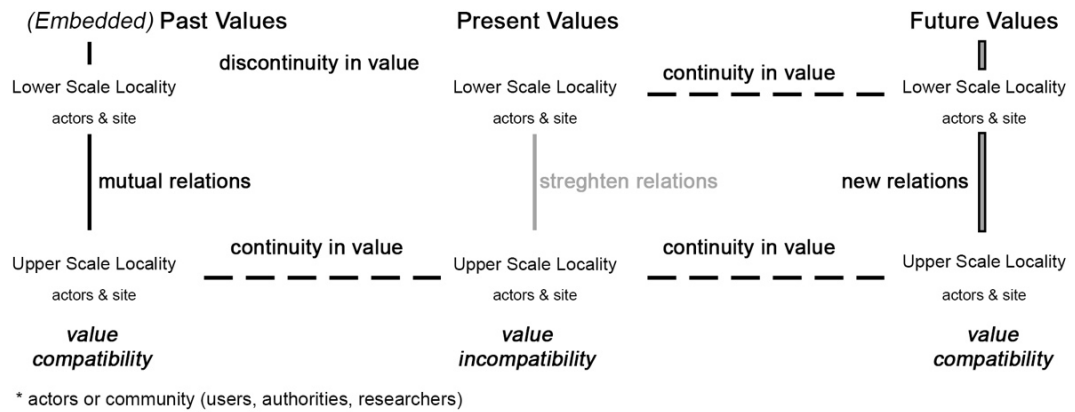
Figure 5.2. Value transfer relation diagram designed by author (2019).

The presented value relation shown in Figure 5.2 can be valid for the industrial heritage sites when considering the process of deindustrialization and its effects on society and built environment after the 1960s for the world and 1980s in Turkey since the loss of relations arises. While the industrial sites were the dominant factor in

shaping the locality and society, they turned to only a commercial site or building that works for itself. However, stakeholders can take precautions by strengthening the potential relations of values (Torre, 2002). *From this point of view, investigating the Zonguldak case in terms of value relation process becomes important since this city presents an excellent example of the evolution of a typical industrial city from industrialization to deindustrialization in the context of Turkey.*

Table 5.1. *The code list for value set[34].*

Economic Value	Technical or Technological Value	Identity Value	Aesthetic Value
- financially **profitable** for the parties, owner and administrator. **sustain** monetarily. - new **profits** to public. -**marketing**. -**purpose** and (potential) **use** of building.	- latest **innovations**. - better live **conditions**. - technological **structures**. - **effect** on ethics, education, lifestyle of its society. - new **products**. - **way of production**	- physical **settings**, **activities** and **meanings**. - tangible **space**. - space - user **interaction**. - distinguishing **situation** or **thing**. - similar **instances**. - social-cultural-physical **environment**.	- **style**, **beauty** and **art**. - physical **appearance**. - space, mass, volume, time, movement, color, light, smell, sound, tactility, kinesthesia, pattern, order, information, and meaning. - new **technology**. - distinct **view**.
Political Value	Symbolic Value	Sociocultural Value	Document Value
- civic/social life **decisions**. - governmental **behaviors**. - civil **activities** or **reactions**.	- **representation** of a notion, individual, event, period or party. - **interpretation** of ideology of one period or situation remnants.	- social **position**. - cultural **background**. - changing **factor** on life.	- **specific** production/construction technique, material, history, art, daily life etc.

In the value-based approach, the list of *three headline typology* aims to *set the value terms for industrial heritage*, so technical or technological, document, sociocultural, political, aesthetic, symbolic, identity, the economic value set is specified to study on Zonguldak. In this point, the definition of general information of value terms plays an essential role in the analysis stage (Table 5.1). *Riegl's approach* (1903) provides *these values to evaluate* and document according to their *continuities and discontinuities*

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[34] It was used in the first stage of coding scheme.

within time. It helps to reveal the alteration of context and values. For this part, decades, which are the 1970s, 1980s, 2000s, are analyzed as the breaking point on the history of the facility. The *concept of space* forms the basis of the value discussion on *perceived and existing types.* Namely, it provides value classification based on the source of data. The current value emerges from the relations of organic space by reviewing archive and literature data. The perceived value aims to present the perceptual and symbolic space through the in-depth interviews done by authorities, researchers, and past users. When the continuity in value occurs, the perceived past and present conditions match (Poulios, 2014). Herein, the potentials and losses become determinant. Also, the boundaries and relations of actors specify the discrepancies and similarities of perceptions in setting the new values and proposing the future existence of the site. Even if there is no continuation of the existence of the object, it may be possible to study the future of similar objects through the arrangement of relations with the people.

5.2   Revealing Values with Primary Sources

The *site survey*, consisting of taking photographs, archival research, and doing interviews with ten persons under semi-structured open-ended questions, *forms the value-based history and analysis of values by mapping.* It has occurred at different intervals by taking two months. *The comparative and mixed-method research analysis* of **the archival data and in-depth interview** *reveals the values of the Zonguldak case.* The difference of qualitative research stems from the validation typology of information that social sciences benefit efficiently (Vasconcellos, 2014), while the *mixed method* enhances a comparative analysis of social units by conversion into statistics (Lieberman, 2005). In both methods, the elements of the social environment, which are identified by the result of relations of certain phenomena, need to be studied with an inclusive interpretation of all elements to existing data (Vasconcellos, 2014).

Like nature, the attitude of the researcher becomes significant during the study, so the order of questions varies during an in-depth interview. In order to provide appropriate site research, interview scope and method compose with the help of a literature review in the world, Turkey, and the Zonguldak city scale. With the light of contextual information on the site, boundaries occur. The questions consist of five sections with the help of mapping studies of Sepe (2013) and previous thesis works (Işın, 2009; Uzunoğlu, 2008; Çalhan, 2008). The sections of the interview are demographical information of attendant, Zonguldak city, surrounding environment, site, and general evaluation questions (Figure 5.3). First, demography questions provide personal data, which helps to classify the profile of attendants and to understand the background information of the participants. Second, questions about Zonguldak city reveal the experienced social, economic, and cultural life of individuals. Third, the surrounding environment questions aim to exhibit the perceived data about the relations among harbor, railway, and Gazi street, the main public street of the city center. Fourth, site questions clarify the economic, social, architectural conditions of heritage building complex and perspectives of participants about them. Finally, the personal position of interviewee about the situation of Central Scrubber and City helps to clarify and summarize with general evaluation questions. The transcripts[35] and questions of interviews are in appendices. On the other hand, the design of questions aims to reveal the previously defined eight perceived values for the Zonguldak case. In that point, the code list for the value set helps to form the thematic conceptual mapping of matching value-question ideas (Table 5.1). Namely, each question plans to take some expressions for specific values, as shown in Figure 5.3.

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[35] The eight of them is added in the transcripts. Also, there is omitting of irrelevant or out of context sentences and some words which present personal identity.
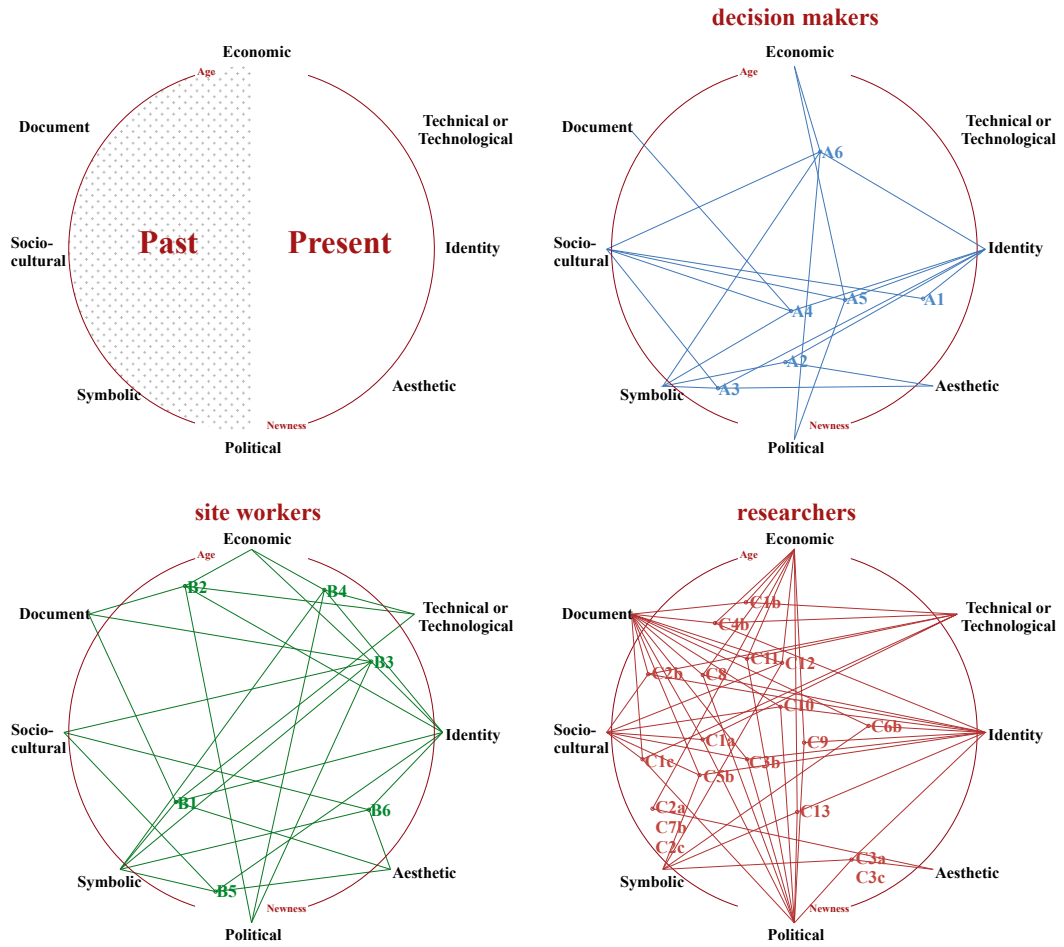
Figure 5.3. Proposed value-question relation designed by author (2019).

By taking, based on this information, the participant's profiles are last site workers, decision-makers, researchers (Torre, 2002). These individuals or groups are classified in terms of their relationship with the site. Most of them were born and have lived in Zonguldak for many years. The groups are that decision-makers (a01, a02) who have substantial power to shape site's future, site workers (b01, b02, b03) who studied during the last active period of the facility, and researchers (c01, c02, c03, c04, c05) who have a direct investigation on site. For the interviewees, there is an alphabetical coding system to define their relationship. Decision-makers (a01, a02) are from TTK

and Zonguldak Municipality, and their working experiences date back to at least 25 years. The former one is an MSc city planner while the latter is an architect.

Site workers (b01, b02, b03) are one operation mining engineer, one last manager (formerly electrical engineer), and one retired supervisor mining engineer. All of them are the last workers in high statues. Also, the last manager's working experience at the harbor after the close of the central scrubber is notable. Researchers (c01, c02, c03, c04, c05) are from various institutions like TTK, ZOKEV[36], and Bülent Ecevit University. Their profile ranges from an engineer, technician to an architect. One of the researchers, as an architect in TTK, has a significant relationship with the history of the site in different aspects. Besides, this researcher is a member of ZOKEV and Chamber of Architects. Also, the studies of this researcher in the heritage conservation registration and student competition process are distinct qualities as an interview participant. The other researcher is an individual writer, as well as being a retired mining technician and engineer. The various published books and articles of this researcher and the foundership of the mining museum are the primary criteria in the selection of this participant. By taking base this researcher's well-detailed personal archive obtained from the city library and foreign engineers and architects who worked in essential projects of Zonguldak, the evolution of the urban fabric can be analyzed. The third researcher is a retired mining worker of TTK and one of the founders of ZOKEV as well as being graduated from two years apprentice school of EKİ. The last two researchers, one of them is retired, are academic members of the mining engineering department of the university. Also, they were supervisors at the competitions and ones of the contributors to the site closing technical research report

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[36] Nearly 120 people found Zonguldak Culture and Education Foundation in Zonguldak in 1995. The scope and aim are defined in its official website as; *the emergence of a new type of civil society organization that shows that people with different understandings and tendencies coming from the grassroots, step by step, can be together with a democratic and pluralistic understanding for consistent and realistic purposes.*

of the university. Moreover, they are still in active relation with the chamber of mining engineers.

Table 5.2. *The general information about interviews.*

Interview Type: semi-structured in-depth interview **Interview Time and Form:** 8 face to face interviews in Zonguldak within 5 days and 2 e-mail interviews **Interview Duration:** 30 minutes to 1 hour **Number of Attendants:** 10 **Profiles of Attendants:** 2 decision makers (a01, a02), 3 site workers (b01, b02, b03), 5 researchers (c01, c02, c03, c04, c05) **Projected Site Relation Year:** 1970s, 1980s, 2000s **City Experience:** more than 10 years (partially or uninterrupted) **Question Types and Sections:** Open-ended questions with Demography, Zonguldak City, Surrounding Environment, Site Sections **Projected Values:** technical or technological, document, sociocultural, political, aesthetic, symbolic, identity, economic **Analysis Type:** mixed method research **Analysis Strategy:** thematic concept mapping, value mapping **Analysis technique:** both inductive (through line by line coding) and open coding technique

For the time boundary, the main focus in the 1970s, 1980s, and 2000s (Table 5.2). In the contextual study, the history of the case has some significant breaking points. In terms of the highest coal production efficiency, the statistics represent 5 million tones of saleable coal production at the end of the 1960s and the beginning of the 1970s reported by TTK. So, this period can be a golden age for the site. By contrast to the wealthiest days, the number of products and employees decrease, in general, starting from the end of the 1970s. In pursuit of the shutdown of the central coal wash facility, the 2009-2010 period is the milestone for the continuous fall in production and workforce. Consequently, mentioned decades are one of the factors both in the structuring questions, guiding interviews, and analysis. During the interview, the research title, context, and flow of interviews are introduced. The use type of personal

information of the interviewee is explained. In the end, the talk is concluded kindly. All face to face interviews is audio-recorded. The duration of meetings ranges from half an hour to one hour, depending on the position and atmosphere of talk.

After the site survey, the comparative research of archival data with the interview and the mixed-method research of interviews make visible the values of the central scrubber area with the Zonguldak city. In these studies, the inductive perspective to go on sincere (through line by line coding) and open coding strategy to reveal new statements provide a thematic analysis. In this point, Braun & Clarke propose a six-stage guide to conducting thematic analysis, which is a useful framework for in-depth interviews as qualitative research (as cited in Maguire & Delahunt, 2017). These are, respectively, familiarizing with the data, generating initial codes, searching for, reviewing, defining themes, and writing up. As well as this method, Taba (1962) and Ornstein & Hunkins (1998) (as cited in Sherborne, 2014) propose a three-stage strategy for detail analysis through the implementation of concept mapping. Respectively, these stages are specification and organization of content according to technical, visual, communication, social aspects (keywords, codes, ideas, subthemes, sequence); selection and organization of technical perception (collective and individual or group idea); evaluation of the resulting interview (Sherborne, 2014). By combining and adapting these two stage-based strategies, the obtained data from the site survey is scrutinized in a series of stages respectively;

- *collecting data,*
- *coding the information according to values and context*
- *categorizing into themes and subthemes,*
- *deducing the links and ideas.*

In this way, not only a proper investigation of interview data has also been achieved a clear understanding of findings can be realized visually. In that point, multiple variables cluster mentioned in the fourth chapter helps to analyze the complex

relations among actors, values, and contextual information (Graafland, 2010). At the end of the stages, comparative research reflects the value-based history, rhizome, and layering maps. The mixed-method research produces the concept and value maps of Zonguldak central scrubber and city. The rhizome and layering mapping of the city and site present the archival information visually. The rhizome explains how the number of productions entered into the washing facility had changed along its railway route concerning workforce rates in time. In this study, spatial knowledge helps to understand the effect of destruction in a productive city. On the other hand, the aim of restitution or layering mapping which encompasses evolving site plans year by year is to document the history of the built environment of the central scrubber and observe the process within the site scale, starting from the construction year, 1953 to the last destruction year, 2011. The conceptual and perceived value maps present the mixed-method research outcome by focusing on the interviews. In the conceptual mapping, there are two different outcomes, which are a comparison of pre/after interview and city/site scale-based revealed values.

Though the value-based approach proposes a typological analysis in separated terms, values cannot be thought independent from each other, in other words, one-dimensional (Köse, 2018; Torre, 2002). Factors or codes which determine one value play a role in the formation of another value. This situation stems from the relationship between the factors and the actors. The variations of relations determine the set based on the contextual background of the site. In other words, as proved by the site and archive survey, values are defined concerning the site.
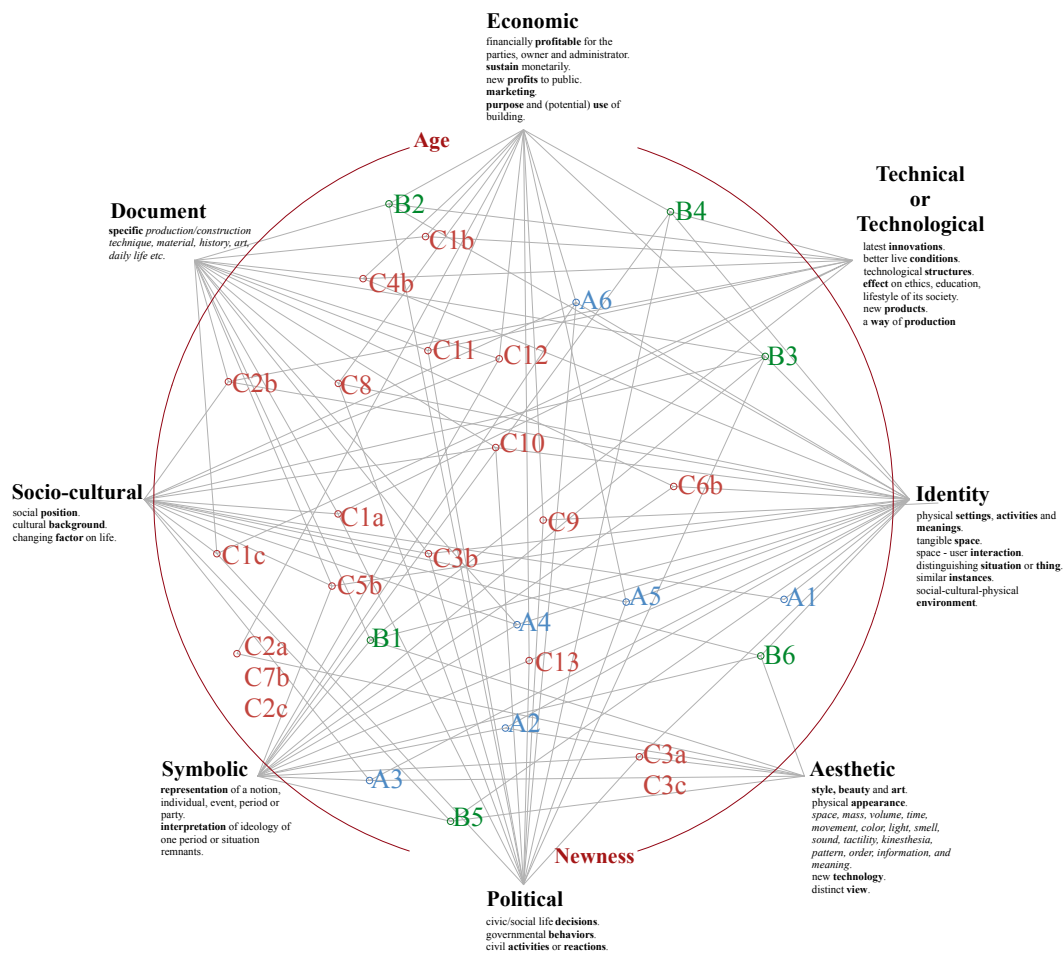
Figure 5.4. Juxtaposition of all questions designed by author (2019).

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From this point of view, the first concept map aims to compare the pre and after interview process in terms of expected values to reveal by questions to grasp how the ideas emerged through the personal interviews (Figure 5.4). At that point, the expected values of questions match with answers specific to the position of the actor. In this way, it is possible *to test the compatibility between pre and after the process* (Torre, 2002). The decoding of each answer is based on the guideline of value definitions, and it provides the missing/adding and justification of the pre-interview process (Figure 5.5). However, the context of the sentence defines the emerged value of the answer. So, it can be said that there is no direct selection and matching of keywords. The interpretation of the selected keyword within its sentence and links before and after becomes essential in this mapping. Also, maps present quantitative data of the results as well as the comparison of the perception of three groups. The idea of diagrams emerges from the strategical background of mapping studies mentioned in the fourth chapter.

								A1. Kömür olmasaydı Zonguldak nasıl bir şehir olabilirdi? Ya da Zonguldak'ın ekonomik ve kültürel açıdan kömür kadar güçlü olduğunu düşündüğünüz bir başka yönü var mıdır?	A2. Zonguldak insanı ve kenti için önemli olduğunu düşündüğünüz en dikkat çekici kamusal yapı ya da alan nedir? Neden?
RED: though not aimed to reveal but mentioned in answer **BOLD BLACK: aimed to reveal and mentioned in answer** BLACK: aimed to reveal but not mentioned in answer								SYMBOLIC ECONOMIC POLITIC IDENTITY SOCIOCULTURAL	POLICY IDENTITY AESTHETIC SYMBOLIC
PRTCPNT	BIRTH YEAR	CITY	CITY YEAR	OCCP	WORK YEAR	ACTOR POSITION	ACTIONS	A1	A2
b01	In	In		ME	1991-2006	CENTRAL SCRUBBER	last operation engineer	Kömür olmasaydı Zonguldak olmazdı zaten Zonguldak kömüre bağlı olmadan önce Kastamonu'ya bağlı bir köydür kömürün bulunmasından sonra Zonguldak'ta bir gelişim oluyor yani 1848 den sonra kömürden sonra yabancılar giriyor yabancı şirketler geliyor cumhuriyetten sonra devletin kurduğu işletmeler yürüttü. Yani geriye baktığımızda yok gibi gözüküyor ama tabii Bunu zaman gösterir yani bir **liman şehri olabilirdi** ya da başka bir şey olabilirdi Bunu bilemeyiz ama Zonguldak'ın bugüne kadar gelmesi kömüre bağlı tamamen kömür üstüne gelişmiş cumhuriyetten sonra Ereğli kömür işletmeleri kurulmuş Fransızların ellerindeki sahalar devletleştirilmiş. Sonra Zonguldak'ta Ereğli Kömür İşletmeleri devlet olmuştur. yani nerenin ne **ihtiyacı varsa Kömür İşletmeleri hem iş vermiş insanlara, sadece Zonguldak halkına değil Bütün Türkiye'ye vermiş** hemen hemen her bölgeden Her ilden insan vardır. Değişik bir demografik yapısı oluşmuş.	Ben gitmedim Çünkü bizim zamanımızda kalmadı zamanında işletme çalışmaya başladıktan sonra **Başçavuş okulları** olarak açılmış lar sonradan maden mektebine dönmüş oradan çıkanlar Ocaklar'da **Yeraltında Çalışan işçileri sevk ve idare etmesi için bizim baş çavuş dediğimiz Şef yetiştiriyor** ama çok donanımlı Ve gerçekten **iyi eğitim veriyorlar sonradan buradan çıkanlar Mühendislik seviyesini ulaşıyorlar mı** buradan mezun olup da yurtdışına Mühendislik okumaya gidenler var Benim bildiğim kadarıyla Tabii çok eski bunlar Ben itüden mezunum, zonguldaklıyım, kozlu-devrek.

Figure 5.5. One of the interview analysis scene.

For the analysis of mapping, the sample group composes of three groups as decision-makers, site workers, and researchers (Torre, 2002) (Figure 5.6). The colors represent the section questions mentioned before. The dark black lines refer to that all group members mention this value, although the question does not mean to ask. The black lines explain that some interviewees mentioned this value despite the question that does not intend that value. When the question wants to refer one value, but some parts of group members do not mean that dark grey lines are used to explain this situation. For the light grey, it means that no one mentions this value despite the expectation from the question. The differences and similarities of actors' perceptions can be the outcome of this analysis. Also, the difference between practice and design of an interview can be seen in the sixth chapter.
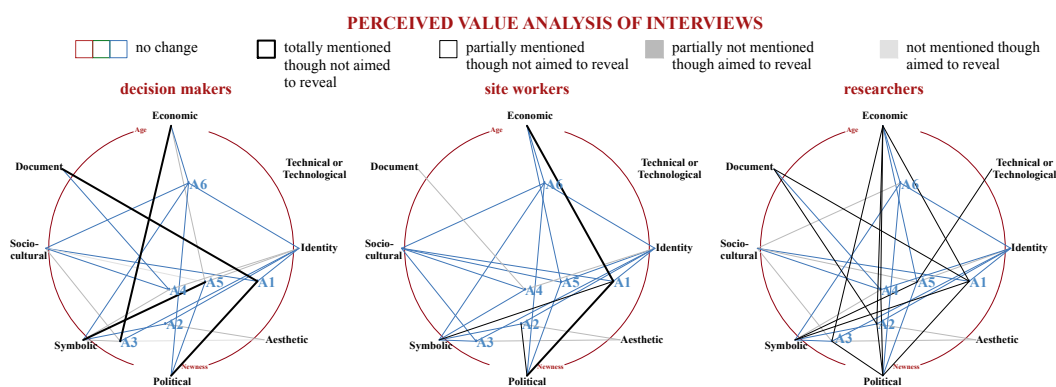
Figure 5.6. A partial view from outcome

The second conceptual map shows the reclassification of answers concerning the three sections of the interview *to understand the conventional and different notions about the city and site* (Table 5.3). However, these three parts decrease into two in order to compare the relations between scales explicitly, so this analysis composes of city and scrubber sections. While the city finds out values related to characters, policies, problems of urban and regional, scrubber elaborate them in site scale. This coding scheme forms through the answers and their relations to the site.

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Table 5.3. *The coding theme list prepared by author (2019)[37].*

City	Central Scrubber
A1. City Character 1. City of Coal or Mine 2. City of Labor or Capital of Labor 3. City of Retirees 4. City of University 5. City of Harbor or Typical Coastal City 6. City of Forestry **A2. Coal Field Management Policy** 1. Strong Autonomous State EKİ and Power 2. Weak Autonomous TTK and Municipality **A3. Development Policy** 1. Region-based Approach 2. Alternative Sectors 3. Tourism Sector (natural, industrial, railway) **A4. Planning Scenario** 1. Incompatible Urbanization 2. Urbanization by Linear Growth 3. Shrinking City **A5. Transportation** 1. Lack of hierarchy and road 2. Poor Conditions of Road Structure 3. Potential of Passenger Railway Transportation 4. Potential of Coal Railway Transportation **A6. Environment** 1.Green Character 2.City Stairs **A7. Social Facilities and Character** 1. Unplanned or Planned Socio-culture Life and Activities 2. Community Spirit 3. Coal Character Reflection on Built Environment 4. Fener, Bahçelievler Neighborhoods 5. Gazi Pasha Street and Scrubber	**B1. Meaning of Scrubber** 1. Politic, Economic and Technologic Value 2. Symbolic and Identity Value 3. Sociocultural Value 4. Document Value **B2. Technologic Efficiency** 1. Water Infrastructure 2. Manufacturing Infrastructure **B3. Economic Efficiency** 1. Golden Age 2. Downfall Period **B4. Comprehensive Planning by Geo-politic Situation** 1. Being in the City Center and Closing to Railway & Harbor 2. Holistic Operation System **B5. Environmental Pollution** 1. Noise or Sound 2. Coal Waste in water or air 3. Conveyor Belt from Scrubber to Balkaya **B6. Dissatisfactions** 1. Aesthetic Reasons 2. Non-use 3. Industrial Being 4. Competition 5. Lack of Meaning **B7. Closing Reasons or Factors** 1. Liberalization 2. Size of Area 3. Termination of economic life (no rentability) 4. Old Technology respect to mobile scrubber 5. Decreased Production and Manpower Rates 6. 90-91 Strike **B8. Proposals** 1. Public Use 2. Museum or Culture Center 3. Reused by TTK 4. Competitions 5. New Sectors 6. Building Parts

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[37] It was used in the city and site scale concept mapping of interview analysis.

This scale-based strategy forms secondary themes under the main scales for the perceived values. Because of the scope boundary of the thesis, the conceptual mapping analysis focuses on the perception of city character, socio-cultural facilities, and the general aspect of the central scrubber. The critical clouds and their related values are listed with the references of actors regarding the elimination of frequency of one value in the same person and actor to provide a balance between actors. As the nature of this value coding system, one type can be evaluated out of ten. However, the frequency of one idiom within a specific actor becomes essential in the classification of sensitivity to the related value. In both ways, the frequency guides the visual explanation of perceptions. Even though the informative presentation of maps (Prodan, 2014), the reliable outcome is acceptable for the selected sample for this case. For future studies, it can be a reference to study, but the results cannot be generalized to the whole city. In other words, these graphics show the perception of particular people who are chosen studiously in terms of the fact that they lived at a similar period in the city and were at different positions and relations with the site.

PAST: 1970-2011

PRESENT: 2011-2019

2011 is the year of last building destruction on the site

expression ratio among sample group for one value is described by using scale factor in group code letter.

a:decision makers
b: site workers
c: researchers

Number of expression for one type of perceived value including all sample with respect to total values

value is selected based on mentioned related keywords (or codes) for each interviewee within their sentence context

Total number of expression of one group with respecto to all sample group

economic — technical & technological
identity — aesthetic
political — document
symbolic — sociocultural

mentioned number of frequency decreases

a01, a02
b01, b02, b03
c01, c02, c03, c04, c05

Figure 5.7. Guide map for analysis designed by author (2019).

Each mentioned term is classified in the values based on its related context. There are four essential criteria in the analysis (Figure 5.7);

- Each value is considered in a period (Prodan, 2014). The past symbolizes old experiences and perceptions of the groups. The present explains destruction on the site with the effect of them on the views of groups. That is why the division year is selected as 2011 which is the last destruction time of the building part, coal grading unit.

- The mentioned frequency is out of ten, considering the number of actors. It means that the value of the term is calculated only once even the same person talks about various terms under the same value. The notion of this person is recorded as an alternative term for the description of the city. The main reason is to provide a balance among actors.

- There is a heterogeneous group of actor distribution. The percentage of actors is based on their numbers, so there is a correction factor for each period.

- The scale of letters presents the expression ratio among the sample group for one value. The more prominent letter refers to the highest mentioned ratio comparing to other groups. If the letters are on the same size, there is a homogenous amount of expression for this value. However, the group letter does not exist if no one mentions about this value.

On the other hand, three main points are essential in the formation of concept mapping analysis. First, defining common key questions constructs a foundation between all interviews (Hassard, as cited in Sherborne, 2014). At that point, some *central ideas and links* among questions and values arise. At the end of the stage, *a logical sequence* that is seen every day in all texts will be represented. Second, *common or foundation concepts and individual or higher concepts* are formed so that the concept map can make well-designed navigation for differentiated perceptions through the interview (Sherborne, 2014). Third, the evaluation of codes and relations are presented in a concept map or other kinds of creative mapping, as mentioned in the following chapter. In this part, it is shown *how the evolve ideas through the years.* **Overlaying** *the similarities or continuities and* **highlighting** *the differences or discontinuities* is the last strategy (MacDaniel et al., as cited in Sherborne, 2014).

To conclude, as described in the industrialization process of the city, it can be said that community perception is parallel to the planning process and the policies on the minefield. The profound knowledge from the actors is recorded. The outcome of the

research is fed as the nature of it. Although the primary focus of the interviews is the last period of the site, general recording views help to grasp the background of the position of actors since the coding of ideas can realize in light of these aspects. Also, the well-defined literature of the city guides this process. In other words, although there is a necessity of examining the site in detailly, the scope of research stems from the meaning of city and site. *City character and social facilities are scrutinized for the city scale.* The outcome of other parts is explained within the existing values to reinforce the information by reference to the interviews. *For the site scale, related values are visualized with their descriptions in the mapping process.*

In addition to the discussion, revealing values will make a clear understanding of site situations and help to identify the missing linkages, inconsistencies, false assumptions for stakeholders (Vilela et al., as cited in Sherborne, 2014). In this way, a conservation process can be designed by defining the anchor points and concise actor-site relation sequence. In other ways, the output of this study can be used in further conservation system-based projects. There are some potentials and advantages of the concept mapping qualitative research for revealing heritage values. First, *framing big-picture thinking* is more effective than traditional text documents. Also, a distinct network of notions is constructed in a thematic view. Afterward, the potential for working together becomes the forefront. Finally, the complexity of data is eliminated to a clear definition and visual representation. Conversely, there are some problems in concept mapping analysis. There is a risk to generalize the outcome due to the limited number of attendants and groups to interviews and limited time and environment, which the researcher can contact, and it causes unrevealed information. That means the complete information for the site cannot be apprehended. The attendant to interviews is voluntary, so the rest are ignored. On the contrary, simplification quality of the complex communication problems and relations make a conservation management plan in a short time for under risk areas. Also, it has the potential to broaden its

potential through the design of inclusive conservation process. The consensus and involvement of diverse groups can be enhanced.

CHAPTER 6

ZONGULDAK CENTRAL SCRUBBER AREA DOCUMENTATION

6.1 Contextual Background of Zonguldak and The Site
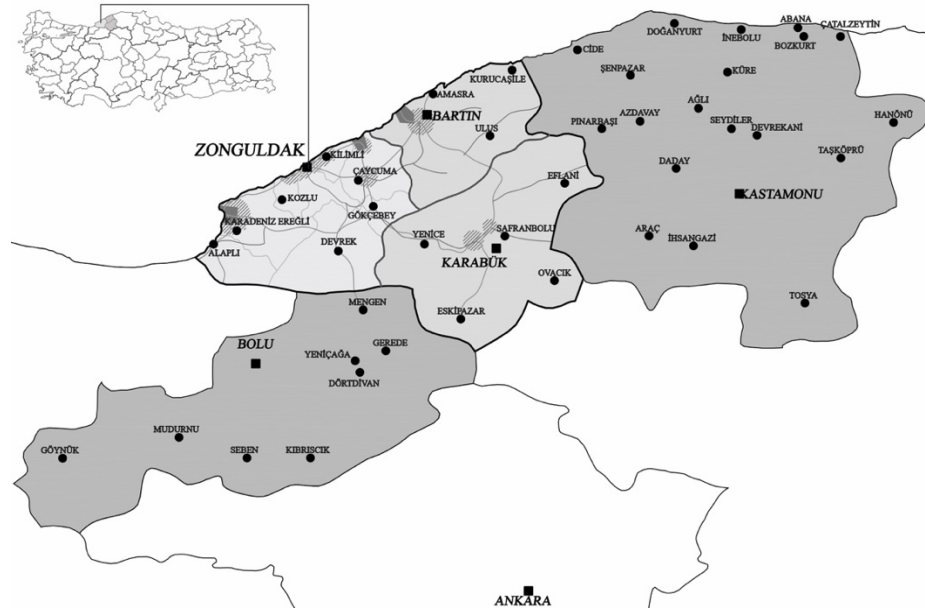
Figure 6.1. ZBK Coalfield Region[38].

The coal basin region consisting of Zonguldak, Bartın, Karabük, Amasra has been the critical geography in the industrial history of the country since the discovery of coal (Figure 6.1). Therefore, the history of the area can be divided mainly into two; Ottoman Period between the 1800s and 1920s and the Republican Period from 1923 to the present. During the Ottoman Empire, Zonguldak was a coastal neighborhood of

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[38] ZBK (Zonguldak, Bartın, Karabük) Coal Basin Region Boundaries based on 1964 Zonguldak Pre-Plan and 1958 TTK Basin Field Map, revised by the author (2019).

the village of Kastamonu,[39] Bolu-Ereğli. It has been a different city with its coal mining character, which affects the lifestyle of each people in both periods.

According to Bolu Vilayeti Salnâmesi, hard coal, yanartaş, was found respectively by Hacı İsmail and Uzun Mehmet in 1822 and 1829 under the command of II. Mahmut. The latter one became the pioneer factor for the establishment of coal management and mining activities with the effect that was a requirement to meet the needs of the energy of the Ottoman navy and the whole country since there were ongoing disagreements within countries and incremental necessities to be independent for energy. Also, it led the interest of foreign capital on the city, and coalfields were run by France, England, German, Belgium, Russian, Greek, and some local companies as well as public authorities.

In a broad sense, considering the Zonguldak context with Ottoman and Republican Period would be helpful to grasp the background of city form and life. The prior period was organized respectively by Ereğli Colliery Company, Main Treasury Administration (1848-1865), Marine Ministry (1865-1909), Ministry of Commerce (1909-1920) (Figure 6.2). The latter was managed by Ministry of Finance (1920-40), ETİBANK & EKİ: Ereğli Coals Enterprise (1940-1957), TKİ: Turkey Coal Enterprises (1957-1984), TTK; Turkish Hard Coal Institution (1984- present) (Figure 6.1). Each period has its priorities and dynamics, but Marine Ministry Management and EKİ come to the forefront. Both witnessed the liability and its effects in the coal basin. The essential urban developments were realized in those times due to their single and state-based power in control. While there were various coal companies in different beds under the control of the Marine Ministry, EKİ was not only controlling also manage the beds. That is why EKİ could realize crucial urban projects.

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[39] In that time, cities were called as the state (eyalet) that composed respectively of the village (sancak or liva), town (kaza) and district (karye) (Karaoğuz, 2017). Zonguldak was located in the village of Bolu, Ereğli town.

6.1.1　　Ottoman Empire Period

Ereğli Colliery Company

Hazine- i Hassa (Evkaf Nezareti)

(Main Treasury Administration)

British (Exchanger of Galata) Coal Company Management

English Coal Company

II. Hazine-i Hassa (Main Treasury Administration)

Banker Y. Zafiropulos
English Coal Company
Evkaf Nezareti

Bahriye Nezareti (Marine Ministry)

I.Liability Period
by Dilaver Paşa Nizamnamesi (Dilaver Pasha Regulations)

expropriation for management of coal mines

Ticaret ve Nafia Nezareti
Orman ve Maadin Ticaret ve Ziraat Nezareti (Ministry of Commerce)

Coalfield Management & History
(Zaman, 2004;
Quataert, 2009;
Çatma, 2014)

Year	Event
1822	**Discovery of Coal by Hacı İsmail in Ereğli**
1824	
1829	**Discovery of Coal by Uzun Mehmet in Ereğli**
1848	**Foundation of Coal Management**
1849	
1851	**Railway for Coal Transportation** *dekovil or narrow-gauge railroad by English Coal Company*
1854	**Crimean War**
1856	
1859	
1860	
1861	
1865	
1867	
1877	*Havza-i Islah Layihası (Improvement of Basin Plan) by Maadin-i Hümayun or Mehmet Pasha*
1879	*Tezkere-i Samiye (1879)*
1896	**Historic Pier Construction** *by Ereğli Company Osmaniye (Societe d'Heraclee Osmanlı A.Ş.)*
1899	**Zonguldak became Town**
1902	**Railway for Coal Transportation** *metric lines by Societe d'Heraclee Osmanlı A.Ş.*
1905	**No.2 Scrubber** *by Societe d'Heraclee Osmanlı A.Ş.*
1907	**Opening of No.2 Scrubber**
1908	*by Societe d'Heraclee Osmanlı A.Ş.*
1909	
1914	**I. World War**
1918	

Figure 6.2. Zonguldak Ottoman Empire Period prepared by author (2019).

All around the world, industrial sites are thought with railway infrastructure and marketing facilities since not only mining also transporting and marketing the coal is essential to make money or meet energy needs. For this reason, the urban fabric of industrial sites, particularly centers, is started to be formed with the construction of *the harbor, railway and marketing facilities, or coal washery unit for mining.* The same situation is appropriate for the Zonguldak case. Even though essential developments were not realized till Ottoman Marine Ministry, increased capacity of coal basins led the discussions of designing the process of mining with the environment in the middle of the 19th century (Figure 6.2). Consequently, the urban formation can be thought with five phases in Zonguldak city center.

6.1.1.1   Birth of Coal Transportation
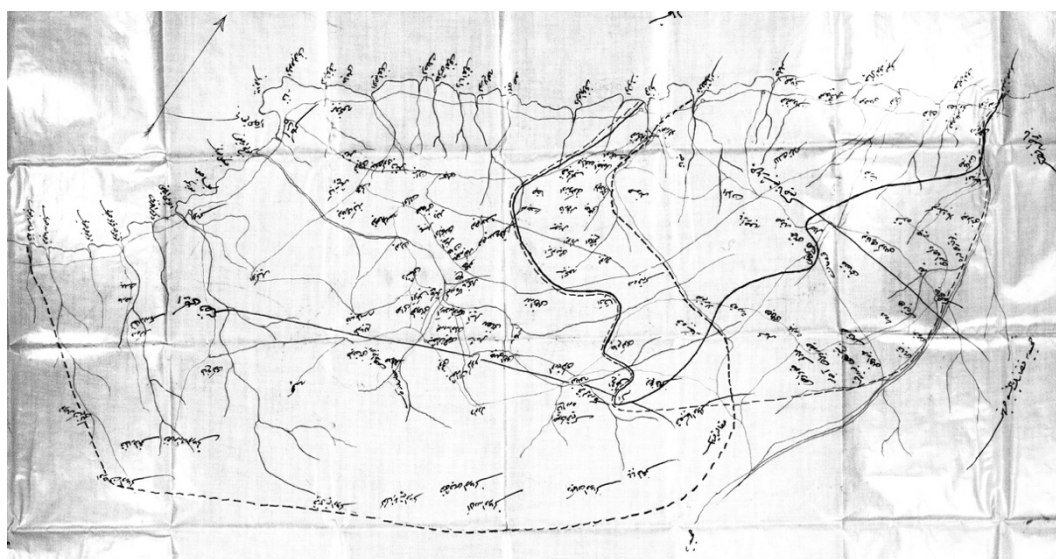
Figure 6.3. 19th Century Zonguldak Coalfield Boundaries[40].

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[40] It is retrieved from personal archive of M. Ekrem Zaman (2019).

When two mining engineer brothers, John and George Berkeley, came to the field, they inaugurated Kozlu and Üzülmez pits in the coastland (Ersoy & Şengül, 2001; Zaman, 2012). Following this, the first production was made by new management, the English Colliery Company. Zonguldak, Kozlu, Kilimli became one of the prominent basins in the field in the same period. Many foreign companies managed the site. In time, increased profits and energy potential of coal made the region come to the forefront in the Ottoman Empire. After English and French armies had controlled the coal furnaces, Ottoman Sultan I. Abdülmecit nationalized the site and ordered the mapping of the boundaries of the coalfield area in 1848 (Figure 6.3). Afterward, the Main Treasury Administration (1848-1865) used this map while controlling and legalizing its management (Zaman, 2004; Çatma, 2014a). In Crimcan War (1854-1856), the need for energy increased the dependency on coal (Karaoğuz, 2017). In that period, the potentials of geography like the Üzülmez river were used for transportation, so the river has the power to form coal pits and settlements along with itself.

While new furnaces started to be opened, the new modes of transportation became inevitable. English engineer Barklay and 8 mining supervisors were employed for research to ease the conditions of coal loading and shipping to İstanbul. The result of the study ended up with construction of *narrow-gauge railways* to coalpits of Çaydamar, Üzülmez, Kilimli realized by English company in 1850s (Figure 6.4). The other name was *dekovil* line which is the range of rails is 60 cm in width or less and a small railway whose cars are driven by steam, human or animal power. This essential implementation changed the future of Crimcan War because transportation of coal was difficult process between 1853 and 1856. In addition, there were small scale wooden coal loading docks known as *oluk*, in each enterprise in Kozlu, Üzülmez, Çaydamar, Bağlık, Kilimli but there was a lack of main port.

Figure 6.4. *Zonguldak Coalfield Region Boundaries[41].*

Improvements in production machines of factories were required the most significant amount of energy in İstanbul; however, the workforce and technological capacity of the coalfield was not suitable to meet the needs. In order to speed up the development process, the coal basin turned into control of the Marine Ministry (Zaman, 2004). Therefore, Dilaver Pasha Regulations (1867) was declared to improve technical infrastructure, urban structure, working conditions, hours and health services, accommodation, and holidays, although it published a compulsory working rule named as liability for 14 villages (Barutçu & Uzar Özdemir 2017)[42]. Coal basin

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[41] It is based on 1964 Zonguldak Pre-Plan and 1958 TTK Basin Field Map, revised by the author (2019).

[42] Dilaver Pasha Regulations or Ereğli Imperial Mines Regulations, were eliminated partially in the years of 1882, 1906, 1921 and it was canceled in 1954, besides; 21-35 article of 5th section of the law stated that Maden-i Humayun Administration enacted a regulation which provided a forced labor for basin from 13 to 50-year-old male population in 14 towns of Ereğli (Zaman, 2004; Quataert, 2006). Besides to work at the mining basin, these people also worked at their farms and paid Aşar and Ağnam

(Havza-i Fahmiye) were including six regions, Alcaağzı, Kozlu, Zonguldak, Kilimli, Çatalağzı, Amasra in that period and there could not be any settlement or construction on site without allowance of Marine Management (Zaman, 2004). The economic value of coal basins was thought regarding coal's reserve, grade, and ease of transport in that period (Zaman, 2004). To conclude, the initial steps in the formation of Zonguldak city emerged from economic and politic reasons.

6.1.1.2 Birth of Urban Fabric with Industrialization

On 3 March 1877, to provide continuance shipping despite unstable weather conditions, Mehmet Pasha declared Improvement of Basin Plan[43] consisting of some transportation implementations, particularly for Zonguldak (Çatma, 2014a). Basin plan was essential in terms of being a study that brought forth the urban ideas determining the beginning of Zonguldak City. Also, the critical articles of Basin Plan were about constructing a harbor, a tunnel from Kozlu and Kilimli Mines to Çatalağzı Mine (Çatma, 2014a). One of the productions of the plan was Teskere-i Samiye (1879), which shows the boundaries of the basin and expropriated the basin[44]. This law has been valid till 1984 (Zaman, 2004).

The urbanization story of the city began with the increasing problem of coal loading and shipping mainly to İstanbul and through the country at the end of the 19th century. A systematic approach for production management caused that harbor transport mode started to be a hot topic with railway transportation. Zonguldak, Çaydamar, Üzülmez, Kilimli dekovil railways extended, and Çatalağzı station was built (Zaman, 2004). Even the construction of harbor started in Kozlu; it was canceled and implemented in

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taxes to the emperor. That is why they were staying 15 days in their homes,15 days in the basin. They were exempted from the military.

[43] Havza-i Islah Layihası was mentioned the first time by Maadin-i Hümayun in 1867.

[44] These boundaries were recorded first time on a marine map in 1910.

the present place of Zonguldak. Several laws were enacted to make the harbor for loading and shipping coal mines of Ereğli in Zonguldak. Ereğli Company Osmaniye, Societe d'Heraclee Osmanlı A.Ş., built today's historic pier, which has 300 m length with its 3000 tones/a day loading docks in 1896 (Zaman, 2004). With the declaration of Zonguldak as a town in 1899, the four-acre (3677 m^2) field[45] of Ereğli Company in the city center was used to be built a metric based railway and coal washing facility by French engineers (Figure 6.5). Hence, a new coal railway, 1 meter in width, and No. 2 coal washing facility was constructed respectively in 1902-1903, in addition to the briquette and coke factory in 1905 (Zaman, 2004). The no.2 scrubber opened in 1907[46] (Zaman, 2004). The road and railway to these facilities were located 100 steps behind the pier, 200 meters wide, between the Soğuksu and Zonguldak streams (Zaman, 2004). The power of Ereğli Company on harbor and railway made them a prominent actor on the site. Nearly all urban facilities located in the city center under the admission of the company. The total length of railway passenger transportation used for long-distance was 8.434km between 1856-1922[47]. Also, completing the Kozlu-Zonguldak-Çatalağzı railway was discussed at that time.

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[45] The site was located in Bolu Livası, Hamidiye Kazası, Irmak Mevki, Zonguldak neighborhood, and Ereğli Company had bought the land previously from Dayıoğlu Mihaloğlu Konstantin.

[46] No. 2 (1680 tons / day), briquette factory (300 tons / day), coke factory (120 tons / day) which accounted 80% (500 tons / year) of basin production.

[47] Prof. Dr. Emre Dölen quotes in the book of Kağıthane Municipality: "Haliç'ten Karadeniz Kıyısına Bir Demiryolu: Karadeniz Sahra Hattı".
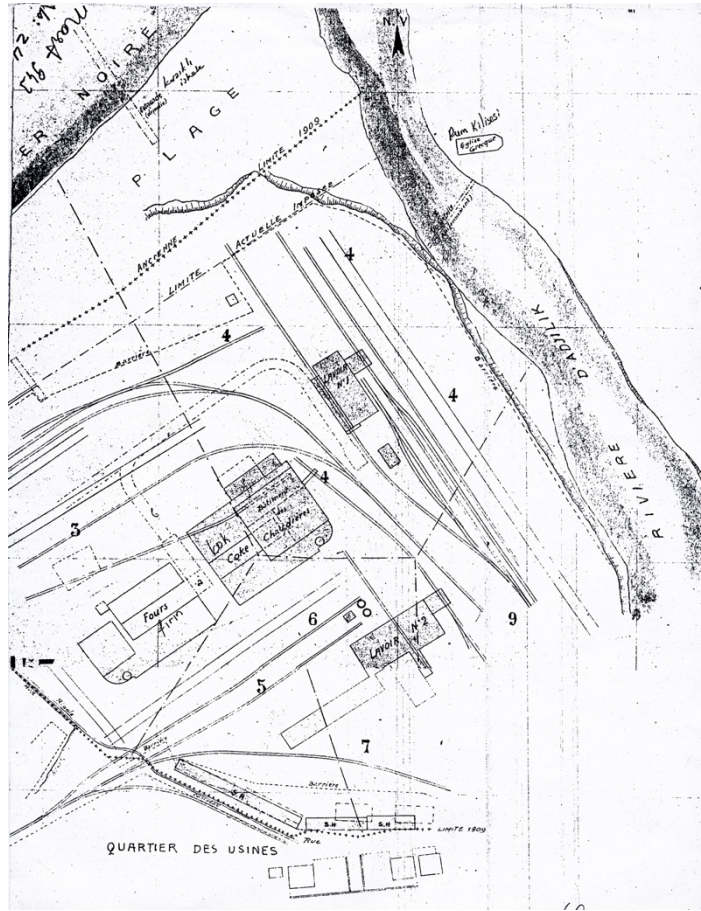
Figure 6.5. The coke and briquette factories and No.2 washing facility[48].

At the beginning of the 1900s, Zonguldak center was formed through a pier and a bazaar. Port was a place where only coal mine import and export was made up of coal mining-government office building, government building, and control authority[49]. The Ereğli Ottoman Company constructed the buildings to meet the needs of the docks, quarries, lightning officers, and operations of the company, and two or three families

[48] It was ordered by Ereğli Company and made by French company retrieved from Personal Archive of Zaman (2019).
[49] Kastamano Vilayet Salnamesi.

were resettled in the shack style households in Fener neighborhood (Çatma, 2016)[50]. The center of Zonguldak was a small village of several households, and since there were not enough houses to accommodate the company officers, supervisors, and business people with their families (Çatma, 2016).

The year 1877 proved that 1st Mining School was founded with the law is known as *7 Kanunisani 1289 by İbrahim Ethem Pasha*, who was the first mining engineer who graduated from Paris mining school and it was closed in 1892 (Dölen & Sandalcı, 2004; Zaman, 2004). After coal industry was initiated and started to produce during the period of I. Abdülmecit in Zonguldak, Turkey (Çatma, 2014a), the way of citizens' lives changed sharply, and coal has been the leading power in the shaping the urban form in each time of coal mining even in the Republican Period. There is a twofold relation. Space forms a way of life — society and production shape urban fabric. Harbor was put into operation (Duran as cited in Çatma, 2014a). The size of the harbor 7-8 ferry can hardly fit to make secure coal shipping (Duran as cited in Çatma, 2014a). Its construction caused an increase in the urban population[51].

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[50] Erol Çatma, "Zonguldak Kent Tarihine Kısa bir Yaklaşım", İnsan Kimlik ve Mekan Bağlamında Zonguldak Sempozyumu Bildirileri 16-18 Ekim, Bülent Ecevit Üniversitesi Yayınları No: 11, 2016, 396.

[51] History. (n.d.). Retrieved April 21, 2019, from http://www.zonguldakkulturturizm.gov.tr/TR-92525/tarihce.html.

6.1.2 Republican Period
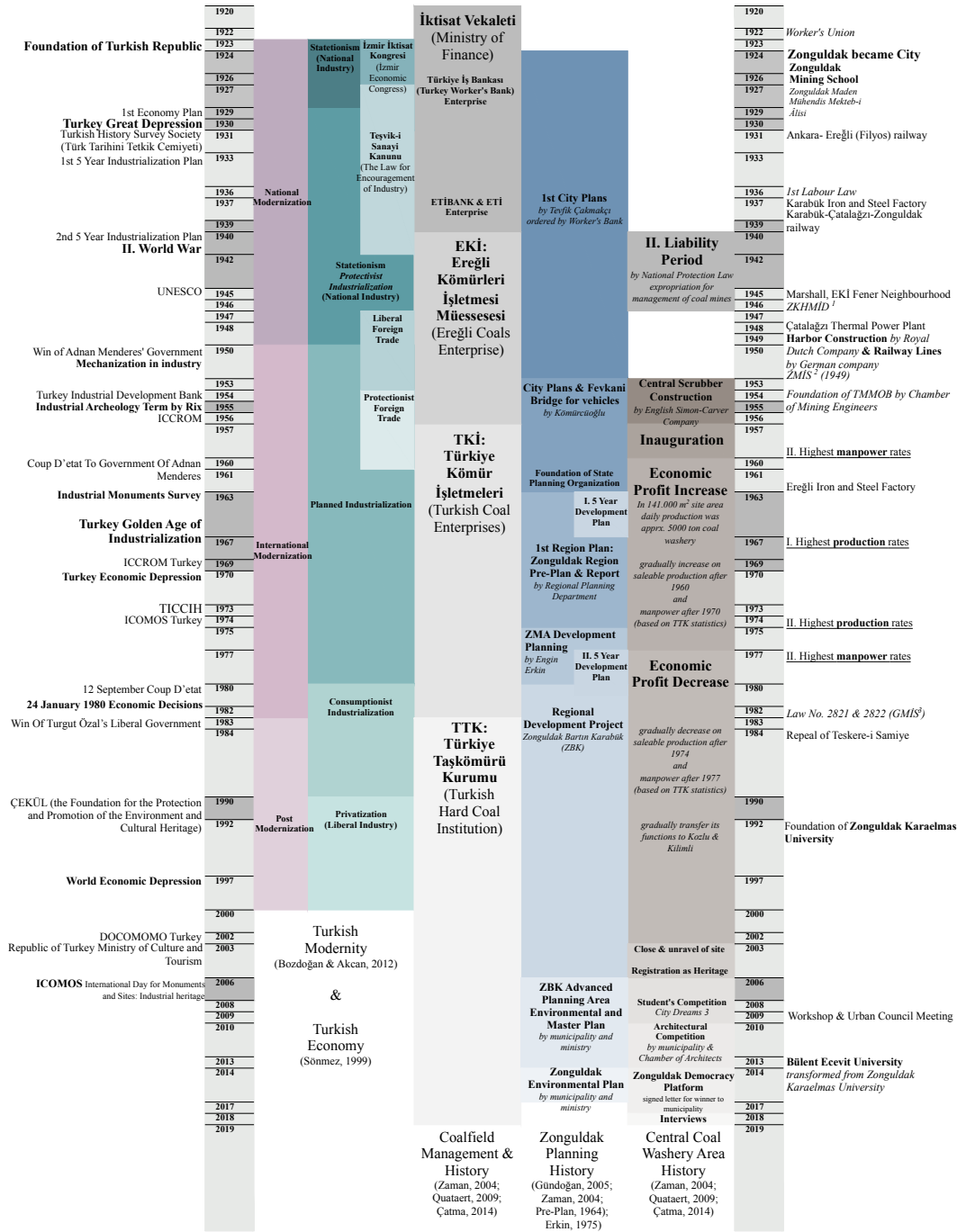
Figure 6.6. Zonguldak Republican Period prepared by author (2019).

6.1.2.1 Birth of Modern Urban Environment with Industrialization

Foundation of Worker's Union was the first important step to stabilize and control the power of labor in 1922 (Barutçu & Uzar Özdemir, 2017). In 1923, the new government organized a considerable amount of incentives for agriculture and trade. On the other hand, the lack of manufacturing industry prevented to improve the sector in the beginning. Ereğli Coal Basin Workers' Union Collaboration and Assistance Fund were established with the law no. 151 on 10 September 1921 (Canbaz, 2006). The aim is to provide economic and social assistance, social security to mine workers at high risk (Canbaz, 2006). With the republican era, coal was produced mostly to be used as an energy supply in various industrial factories like glass, brick, soap, metallurgical industry, lime quarries, and power plants as well as home-based uses. In 1924, a series of significant developments occurred in Zonguldak (Figure 6.6). The region became a city as well as the establishment of the first power station of the basin, Italian Turkish Coal Mining Inc. Thermal Power Plant (Ayoğlu, 2006). Following the investments, coal production reached 1 million in 1926.

Table 6.1. *The Planning History of Zonguldak.*

#	YEAR	NAME	SCALE	DESIGN	CUSTOMER
A	1924-1926	Zonguldak City Plan (42 plans in total)	10000	Tevfik Çakmakçı	Worker's Bank
B	1953-54	City Master Plan	1000/2000	Asım Kömürcüoğlu	
C1	1963 for plan 1964 for report	Zonguldak Region Pre-Plan	10000	Regional Planning Department of General Directorate of Planning and Reconstruction under Ministry of Reconstruction and Resettlement	
C2	1963-1967	1st 5 years Development Plan		State Planning Organization	Central Bank of the Republic of Turkey, Ankara
D	1971-1975	ZMADP (Master Plan of Zonguldak Metropolitan Area & Report of Strategic Plan & Infrastructure System report)	5000; 1000 and 100000; 10000	Engin Erkin	Head of Union of Municipalities (UM) involving Zonguldak, Kilimli, Çatalağzı and Kozlu.
E	1980	ZBK Regional Development Project			
F	2007	Zonguldak (Centre) Master Plan	5000 2000 1000	Modül Planlama	Zonguldak Municipality
G	2006-2007	Zonguldak, Bartın, Karabük Advanced Planning Area Environmental Plan	100000	UTTA Planlama & Danışmanlık & GEOTEK with JEOTEK	Ministry of Environment and Forestry & General Directorate of EIA and Planning
H	2014 & 2017	Zonguldak Environmental Plan	1/25.000	Ministry of Environment and Urbanisation	Zonguldak Municipality
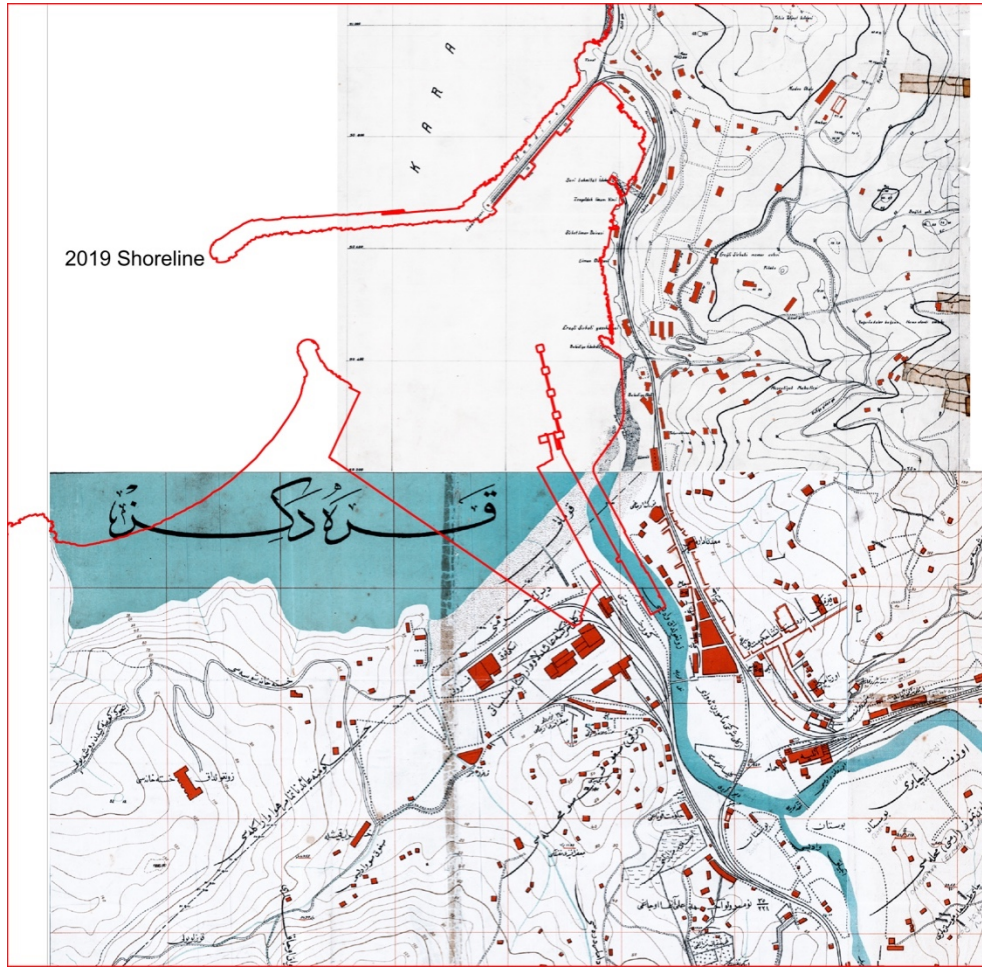
Figure 6.7. *The city plan of Tevfik Çakmakçı (Zaman, 2019, personal archive).*

Throughout history, Zonguldak city form has evolved with economic conditions, public facilities, and geography (Çörek, 2018). There are several cities and region plans designed and ordered by authorities (Table 6.1). The first known 42 plans ordered by Worker's Bank, were designed by cartographer Tevfik Çakmakçı in 1926 (Figure 6.7). In that plan, the role of Üzülmez river plays a vital role in the formation

of settlements due to its transportation potential. However, its capacity would not succeed.

Figure 6.8. *The historical serial port, taken by the author (2019).*

On the other hand, the Ottoman Period's formation of the city center continued by adding first mining facilities like mining school, new furnaces. For instance, Zonguldak Higher Mining Engineer School (Zonguldak Higher Education and Industrial Engineer School) was founded as first mining college in Republican Period with the decisions of Ministry of Finance in 1924 until it was closed temporarily in 1931 due to the reason of economic depression[52] (Dölen & Sandalcı, 2004; Zaman, 2004). In 1929, the new railway constructions improved transportation (Figure 6.8). The first lines date back to 1938 in Zonguldak; however, the relationship between coal and railway occured in the EKİ period. In the following years, other sectors like Iron Industry started to launch. Incentives to Turkish firms had the main effect on these advancements. Also, the government tried to provide incentives for agricultural and

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[52] The founder was Refik Fenmen, an electrical engineer (Açıkgöz and et al., 2005). The school was graduated its students as a high mining engineer who worked in the minefield. French and other foreign teachers were making courses to the students. For the closing reason, It was stated that the T.R. Government had taken a saving measure as the influence of 'the 1929 World Economic Crisis', and it would be enough mining to be extracted or much more unemployed would be (Zaman, 2004).

mining export to become the country as productive and economically sufficient. In the 1930s, several regulations were implemented as one of them was structuring permanent worker conditions instead of seasonal ones. Following this, in 1936, the first labor law was declared. In 1937, Karabük Iron and Steel Factory or Kardemir opened.

6.1.2.2 Prime of Industrialization

EKİ period was a turning point in the history of Zonguldak in terms of way of production, social life, and economy-policy in the 1940s. Although the literacy rate was higher than the national average, it was one-fourth of the national average in higher education (Ersoy & Şengül, 2001; Çatma, 2014b). Because families thought that their children's work was ready, which meant life equaled to mine, and that the child's capacity was not enough to read, they sent their children to mines after secondary education (Köse, 2006). In this respect, mine workers and their families present a transitive society in terms of being both peasant and urban (Köse, 2006). On the other hand, the psychological pressure experienced by the miners who lost contact with the world underground was reflected as fatigue and irritability when they returned home, and this has caused that their family tolerated them at home (Köse, 2006).

There are two milestone legislations of EKİ that set up a substructure of all development projects. The first one is No. 3867 number National Protection Law ordered expropriation for management of coal mines from 27 September 1940 to 1 September 1947. Also, Ereğli Coal Mine Field decided the paid job liability and abolished the weekend law in industrial establishments. The other legislation is the nationalization of minefields between 1939-1940 by the law of Cohesion, *Füzyon* (Barutçu & Uzar Özdemir, 2017). The reason was to make basin mining. In this way, the control and management would be more comfortable, and urban projects would be together. The outcomes of these decisions started to yield results from 1945 until 1957.

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Notably, the Marshall Support to Arrangement Project of Zonguldak planned to enhance production policy in 1948, caused a turning point in the field. Within the scope of the project, the EKİ management realized various developments such as harbor, central scrubber. In that period, it became the most prominent factor that controlled nearly every part of life in the city. A series of facilities, infrastructure projects related to the coal industry initiated. It made its schools, cultural buildings like theatre, tennis club, and produced its bread. In this period, Zonguldak Fener Neighborhood presents one of the first modern neighborhoods of the Republic of Turkey established according to the principles of city planning and built environment extended in 1949 with the help of initial accommodation structures of French and English companies.

Ankara Cultural and Natural Heritage Protection Board registered the area as a third-degree urban and third-degree natural site with the law no. 4596 on 13 May 1996[53]. The logic of this new settlement springs from the systematic and planned production approach throughout minefield. EKİ management took all control and established a comprehensive urban planning perspective to increase the production rate to gain more profits. An appointed commission by EKİ prepared initially a report that investigated existing facilities, coalpits, scrubbers, and transportation modes in Kozlu, Kilimli, Üzülmez. As a result of this research, the unification of transportation and washing facilities aimed to link coalbed units with the help of Marshall. Hence, construction projects of a new harbor as a serial coal loading port with the link of the extended coal railway line and a central scrubber, and extension of the historic pier were given to Royal Dutch firm to be realized in 1949 (Zaman, 2012). Also, the company was responsible for preparing the infrastructure of proposed transportation and central scrubber.

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[53] It is recorded in the competition report of Zonguldak Municipality in 2010.
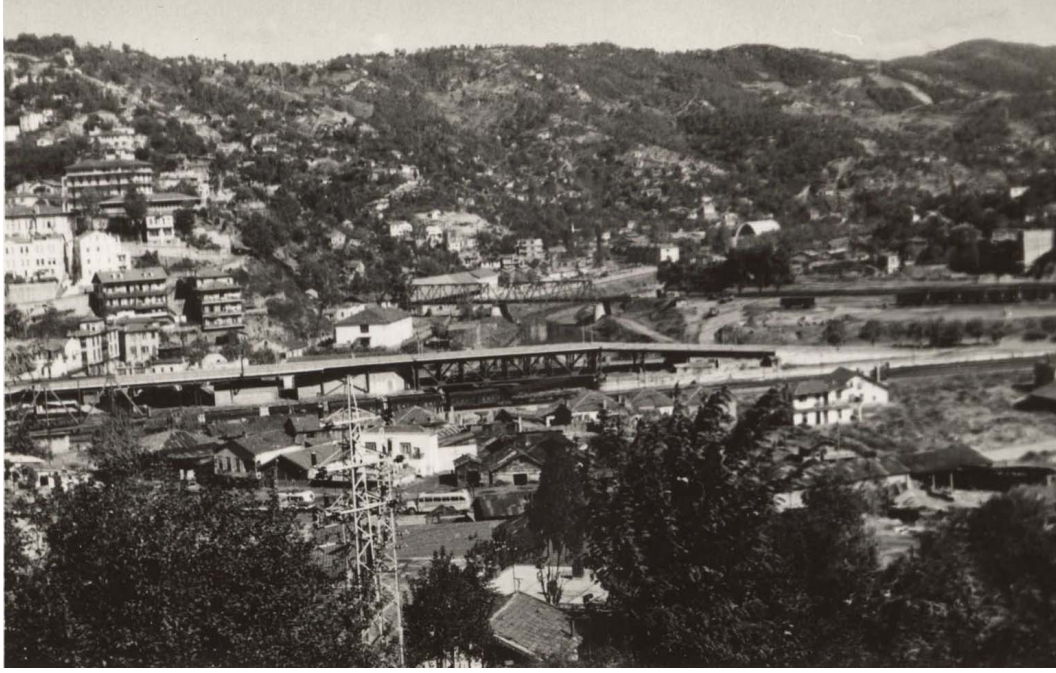
Figure 6.9. *1953 Fevkani Bridge (Zaman, 2004).*

In 1953, EKİ ordered architect Asım Kömürcüoğlu, founder of Turkish Society of Architects, to design city master plan in 1/1000 and 1/2000 scales (Zaman, 2012) (Table 6.1). In these plans, a new bridge was proposed as vehicular traffic in order to separate the railway from urban roads. After the harbor project, in the light of this master plan, extended linked railway lines to facilities, stock and loading units, the bridge for vehicles were built respectively by German Muhlen Industri A. G. (Miag) The company between 1948-1955. Railway lines were renewed and extended to the facilities. The firm constructed auxiliary units like stock and loading. Moreover, the Fevkani (İnönü) bridge of Kömürcüoğlu which separated the railway and vehicular road, was realized and built by a German company in 1953 (Figure 6.9).

Figure 6.10. City view from Fener in 2006[54].

In the same year, the central scrubber was designed with Çatalağzı case, which was washing of Karadon coal for 500 tones per hour by the English Simon-Carver Company. The construction, occupying approximately 141.000m2 area, finished in 1956 and launched as to wash mining coal of Kozlu, Üzülmez, Kilimli in 750 tones per hour in 1957[55]. It is located at the back of the city port area, lying on the east-west axis. The complex composes originally of the underground silo, coal grading, three coal washing units or decantation towers, a flotation unit, a waste transport system,[56] coal stocking, and a loading system (Kılınç, 2009; TTK Archive, 2019) (Figure 6.10). Towers and coal grading units are positioned on the western part while underground

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[54] It is retrieved from personal archive of Ece Bakioğlu (2019).

[55] It works as three units according to the knuckle jiks system. Each unit has a capacity of 250 tons per hour. In other words, it can process 750 tons of coal per hour.

[56] This system is known as a tape unit or "bant sistemi" in Turkish, which goes along the coastline to Balkaya. The waste coal parts (şist, şilam, mist) were being spilled there.

silo is on the east. A small size area on the west is used as a private parking lot. As a result, not only mining coal also serving the urban environment suitable to the highest marketing standards is essential in the modern world. Therefore, thinking together with the harbor, coal railway transportation, and washing facility is inevitable (Figure 6.11). It makes a good case represent the importance of modernism in the transformation of a city socio-economically and socio-spatially since Zonguldak Central Coal Washery Facility and its surroundings took its place as being one of the industrial sites of Republic Period. As nature of these urban projects, incremental building dense was formed in time as seen in the master plan of Kömürcüoğlu, compared to the plan of Worker's Bank[57].

Figure 6.11.The unused railways in the center, taken by the author (2019).

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[57] These 42 plans were prepared as 1/10.000 by Tevfik Çakmakçı in 1926 (Zaman, 2004).

The other successful enterprises of EKİ were Çatalağzı Thermal Power Plant which was opened in 1948 and converted hard coal into energy and Erdemir Factory which initiated in 1949. In time, this kind of facility led to rapid urbanization in the 1950s. Then, the project of connecting villages to coalpits with road networks was proposed and decided that the central villages of Eregli-Devrek-Bartin-Zonguldak would merge with the nearby coalpits and that the areas would meet the health, education, culture and other social needs of the village (Gürboğa, 2005). In the end, there were two control districts, Ereğli including Karadon, Kozlu, Üzülmez, Amasra regions, and Armutçuk Coals Enterprises for coalfield.

In 1960, with the help of Marshall, new sectors like auto, glass, food, house machines were introduced, and planning urbanization started (Çörek, 2018). In 1961, Ereğli Iron and Steel Factory opened. The saleable coal production of watershed reached its peak points two times in 1967 and 1974 with about 5 million tones while the workforce increased continuously to the highest rates between 1952-1959 and 1970-1977.

Foundation of Ministry of Reconstruction and Resettlement or *Ministry of Development and Housing as a current name* in 1958 and State Planning Organization in 1961 were prominent in the urbanization story of the country. These institutions aimed to train its personnel and provide a planning system for each city (Pre-Plan, 1964). Therefore, Zonguldak became a well-defined plot area to realize this notion. The team of ministry studied Regional Planning Plot Project as *the first comprehensive planning* (Gündoğan, 2005) or *regional planning in Turkey*[58]. At the end of the research, the regional planning department of the general directorate of planning and reconstruction under the ministry published the *Preliminary Plan of Zonguldak Region* with a research book and 1/10.000 scale proposed plan. The scope of the project is based on the 1st Five Year Development Plan (1964) and projected the next

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[58] The Pioneers were master architect Mithat Yenen, master engineer architect Yılmaz Gürer (Zonguldak Region Pre-Plan Report, 1964).

twenty years of region or 1960-1980. This study includes various sectoral, demographic, topographic, infrastructural, transportation analyses by using creative mappings, and proposals for sectors. Another attribution is envisioning the collaboration of central, local, and private firms or institutions in the process of urbanization from planning or *theory* to implementation or *practice* (Pre-Plan, 1964) (Figure 6.12). Consequently, this study is a milestone in the planning history of the country because the region-based scenario not only deals with urban problems but also incites the massive amount of investments, particularly in industrial cities.
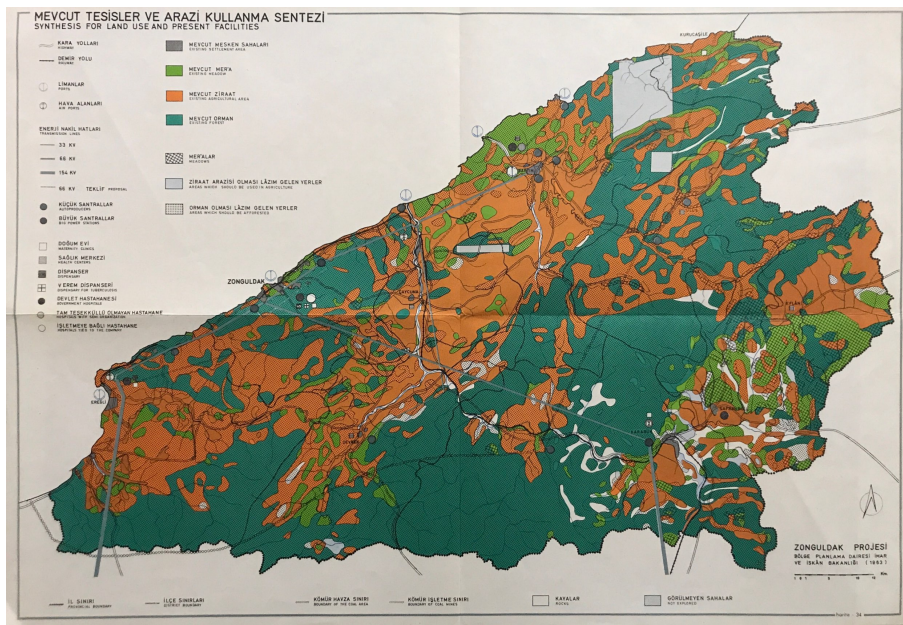
Figure 6.12. Pre-Plan of Zonguldak Region[59].

In 1971, the Union of Municipalities involving Kozlu, Zonguldak, Kilimli, and Çatalağzı regions organized the *first metropolitan public administration* with the acknowledgments of Regional Planning Department. This committee was ordered

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[59] It is prepared by Regional Planning Department Ministry of Development and Settlement retrieved from METU Library Archive.

Zonguldak Metropolitan Area Development Planning (ZMADP) to architect Engin Erkin in 1975. This study has a series of scales from 1/1000, 5000 to 1/10.000, 100.000, and projects city form and sectoral needs of the year 1995. Moreover, it includes a master plan of the area, report of strategic plan, and infrastructure system report. The profound details of this project owe its success to the outcome of the pre-plan. Thereby, both Pre-Plan (1964) and ZMADP (Erkin, 1975) complement each other (Figure 6.13).

Figure 6.13. 1971-75 ZMADP by Engin Erkin[60]

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[60] Sheet number: 0402, original source obtained from personal archive of Zaman (2019).

While pre-plan decisions enhanced the metropolitan character of the city, Engin Erkin realized this with sectoral and physical planning practices (Figure 6.9). According to findings and proposals, the sectorial and physical gradual division specifies the macro form with the compact settlement hierarchy, and minimum cost for the building, infrastructure, care, and repairment within an arch shape growth (Gündoğan, 2005; Erkin, 1975). In that plan, Zonguldak is the development center of west black sea region with the links to İstanbul, Ankara and Ereğli, Devrek, Bartın, Çaycuma subcenters for 20 years. *The macro form can be observed as an arch shape starting and ending in the sea rising in the south, and both railways and main roads cut the city like a scissor* (Erkin, 1975). Also, a compact city center with social and business and EKİ facilities are objected to the future university campus on the western side of the city known as the vast region. In that year, the intercity road systems continued to evolve.

In the Erkin's plan, the limitations are the slope of topography, active and potential coal settling[61] or coal basin areas and climate. Also, according to this study, valleys are the best areas for settlement and network structure. The built environment is not proposed in more than 20% slope land due to unsuitable light gain and infrastructure. Even though Erkin (1975) states 20 percent as the settlement threshold, numerous buildings were constructed in 0-60% lands many years ago. Therefore, Erkin prepared a guideline for settlement in a high ratio slope area. In the estimation, nearly 30 thousand new settlement units, 1/3 of them belong to Zonguldak center, are planned from 1973 to 1995. In that period, the central hegemony of EKİ and TKİ resulted in the boom of production and workforce rates in the city. The planning policies of the coal management director's office and municipality have formed the Zonguldak. The effect of this enduring autonomous power can show itself in the construction and

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[61] It is tasman or tasmanlı alan in Turkish.

enterprise of the central scrubber. The detail explanation of technical and planning implementations is given within the value study of the site.

6.1.2.3   Fraction of Urban Form and Deindustrialization

In 1980, economy policy focused on the consumption industry. Foreign industry and trade started to commit. Light industrial production became a prominent sector with the modification and assemblage industry. As a result of the policy made in the production sector, Zonguldak entered into a turning point after 1980. The increased urban population had shrunk the city center and its surrounding. The political or systematic approach of ZMAP was discussed, and the necessity of *structural planning* (Gündoğan, 2005) brought Zonguldak-Bartın-Karabük Regional Development Project in 1980. A region-based approach designed integrated infrastructure, road, and sector planning through three cities, which can be seen in its revised version in Figure 5.1. Also, 24 January Decisions made new regulations for the field, and Zonguldak Mine-Labor Union (ZMİS) changed into a general center for whole mine workers (GMİS). The other articles caused a series of liberalization and a decrease in production rates, salaries, and several workforces in the basin as well as a central scrubber. Besides, for the management of the coal basin, TKİ transformed into Turkish Hard Coal Institution, TTK, in 1984. This management is the primary employer or even the principal employer, and it is responsible for nearly all economic activity in the city center and other locations such as Amasra, Armutçuk, Karadon, Kozlu, and Üzülmez (Şenay, 2009).
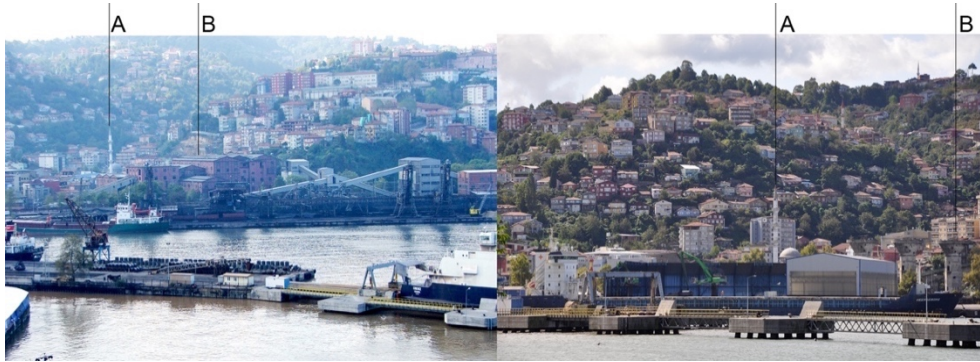
Figure 6.14. The comparative image of the site[62].

After 2005, the city has changed its appearance, incrementally, that the entrance is full of abandoned buildings within forced topography (Figure 6.14). According to Öztürk (2017), the chaos is overlooked in the middle of a vast land bombarded with three towers in the city, such as leaving the example of a large building, underground silos as the last remains of the Central Scrubber Facility in Zonguldak. He states that the site is the platform that shows conflictions between the ones support the idea of capital of labor, and the others propose the profit-based approach for urbanization. In 2007, Zonguldak Master Plan was revised in 1/1000, 2000, 5000 scales by Modül Planlama, Ankara with the order of Zonguldak Municipality, but this study focused on a city scale. For the region-based approach, the collaboration of UTTA Planning-Consultancy, GEOTEK-JEOTEK with the order of Ministry of Environment and Forestry designed Zonguldak, Bartın, Karabük Advanced Planning Area Environmental Plan in 1/100.000 scale at the same years.

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[62] The prominent image of the site has become indistinct from the shoreline. The left image was obtained from Zaman (2019) and right image was taken by the author (2019).

6.2 Value Based History of The Zonguldak Central Scrubber Area

The importance of Zonguldak comes from being the first mining city of Turkey, and it presents a great picture of an industrial city transformation from industrialization to deindustrialization. This process can be read in different contexts, as mentioned before. In detail, the city shows the effects of mechanization after 1950 on socio-spatial and socio-economic identity. At this point, Zonguldak Central Coal Washery Facility plays an essential role as a reflection of this process in the city center. The story of scrubber had begun in the prime period of the industrialization process in Zonguldak when EKİ management has a modernist hegemony through the basin field. With the changing situation on the economy policy of the country, the site has been affected in different aspects. As Lefebvre's space definition, user-space interaction that produces its values and relations has provided the formation of the site. At this moment, examining the site scale history within its values is worth to study. In this way, this study can serve a precise situation analysis.

From this perspective, the values are explained by using both data obtained from archival and site surveys. Archives of TTK, Municipality, and Zonguldak Chamber of Mining Engineers Branch are used as the primary source as well as the personal archives of Ece Bakioğlu and Ekrem Murat Zaman who both studies specifically on the city and have original copies of documents like statistics, photographs, reports, and plans. The comparative analysis occurs between archival information and expressions of interviewees. This analysis examines the eight value types, technical & technological, document, sociocultural, political, aesthetic, symbolic, identity, economic. Also, the third chapter explains the selection criteria.

1. Technical and Technological Value:

Getty (2002) proposes that technological development as having the latest innovations, better live conditions, technological structures, new products, and ways of production techniques, which are key codes to be investigated. For Turkey, the

latest innovation of the modern era started to form with the mechanization since 1950. The success of the highest machine technology is resulted in a certain quality and quantity in production at a particular time with reduced labor loyalty. That is why the relation of this value cannot be thought separately from the economy. The highest production or manpower rates are the outcome of technology.

The Central Scrubber was the latest innovation when it was constructed as a knuckle jiks washing system in the city center. The complex was technologically appropriate and valuable since scrubber, railway, and harbor were working as a whole (a02; c05, personal interviews, 2019). Since coal entry to shipping, each system was working in a relationship despite the construction of some parts later (Figure 6.15). It is expressed that scrubber was very detailed and built to meet all the problems from the coal inlet to the exit in the personal interview of b01. Until the latest destruction in 2011, the site has evolved with new sections to meet the needs by respectively drying unit (1960), heavy washing unit (1973) by Robert & Schaffers, TTK cargo section (1987) and filtration unit (1991) built and designed by TEK, constructed by Macar Trans-elektro firm (TTK Archive, 2019). The highest situation of the place is between these years, and it can be the technologic era (a02, 2019, personal interview).

On the other hand, due to a lack of technologic improvements, the facility has lost its economic and urban space value in time. Although a heavy washing unit was added to increase the capacity to 1000 tones per hour in 1973 by Robert & Schaffers firm, there is the elimination of units in time. For instance, shipping and handling were transferred to Kozlu and Kilimli due to a decrease in economic gain and the old version of used technology in 1971 (TTK Archive). The flotation became deactivated with the initiation of filtration in 1991, and its removal was in 2002.

A1: Washing Unit
A2: Silo mounted to scrubber
B1: Coal Grading Unit
B2: Grading and Transfer to Balkaya
C1: Flotation Unit
C2: Filtration Unit
C3: Mixing Plant
D1: Underground Silo

E1: Decantation Towers
E2: Drying Unit
F1: Heavy Washing Unit
G1: Transformer Station
H1: Coal Stocking
H2: Loading System
H3: Waste Transport System (Şist Bant)

Figure 6.15. Ideal presentation of the case site designed by author (2019).[63]

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[63] This plan drawing presents ideal version of the site that means each constructed units are presented. The positions and areas are taken from the TTK Archive and the names of building parts are written as the output of comparative analysis of İTÜ (2004) and BEÜ (2003) Central Scrubber Reports.

2. Document Value:

"But each and every mine has a special form. Coal mines are different from potash and iron-ore mines. Lignite is extracted in different conditions from schist. In other respects, however, we can find common features, especially in the social and cultural certain uniformity which is also the expression of a "para-military" type of organization. The division of life into "shifts" is perceptible. The miners' pride in their work, their sense of solidarity and their particular hardships are all evident in the local architecture differences between, the various mining regions is extremely difficult, but it is worthwhile and necessary. It is only on the basis of such details that we can make an assessment of the particular qualities of such industrial monuments."

(Council of Europe, 1993, p.91)

Although things or events can be documented to future generations, the economic, social, policy, and technologic events try to help the selection of data for conservation and presentation. At this moment, specific to region or age construction techniques or machines, symbolic turning point statistical data, and significant policies that changed the faith of building or production rate made the information documentary value (Kılınç, 2009; Torre, 2002).
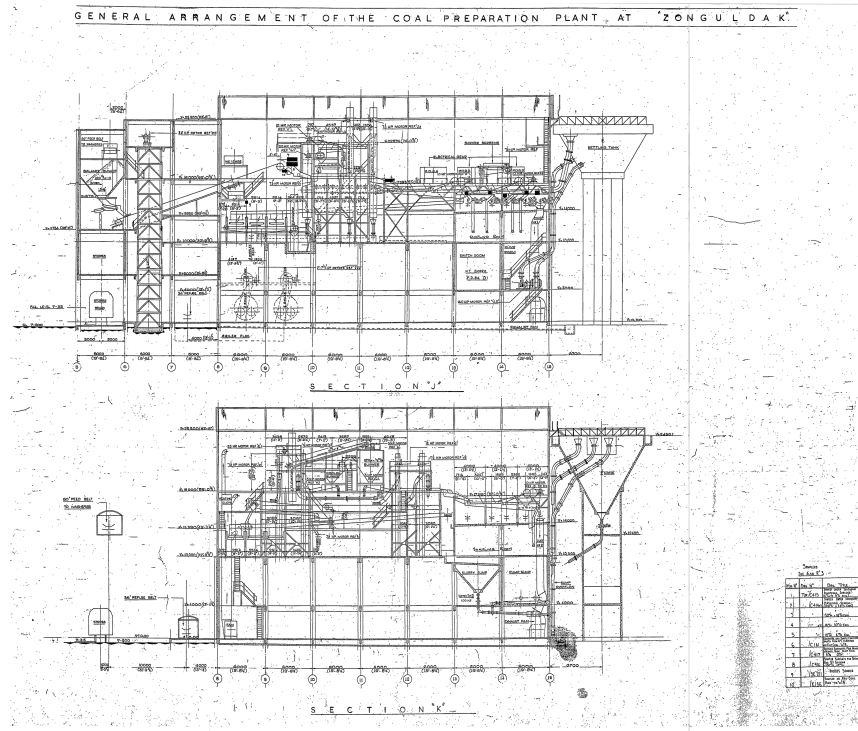
Figure 6.16. K and J Sections (TTK Archive, 2019)[64].

There is an incontestable technical detail quality that proves the site had a prominent role in social life and working environment in terms of its technical innovation and huge size within site (Figure 6.16). The highest volume within the city center is another document value in daily life. It is recorded that it was already there, so it was not a big deal (c01, personal interview, 2019). Not only the volume but also the steel construction with brickwork material quality of the main building became the remnants in the memories of users, which is mentioned in the interviews of b01, c02, c04. As well as the distinct building material character, the coal railway extension of the facility has reached the streets of the city and become a crucial part of life (Zonguldak Municipality, 2010). The planning scenario of the city center has evolved

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[64] K and J Sections of Central Scrubber, Decantation Towers 1/200 Scale. The other details of the site are added in appendices. These drawings guided the plan drawing on Figure 5.12.

with the relation between scrubber, harbor, and railway by starting from drawings of Çakmakçı (1926) as described in the contextual background. These comprehensive and system planning of coal facilities also document the golden age of the city and scrubber as well as the downfall[65]. These data made the site valuable to document.

As a result, the scrubber has its unique characteristics that affect social life and the way of study of workers in the facility. For instance, people were working in services as groups-positions or shifts, and the names of places were with their tag's units[66] (Figure 6.17). The site was active for 24 hours every day. It is recorded that working hours were organized by three shifts which were respectively (b01, 2019, personal interview);

- 7.30 am-3.30 pm for usual work,
- 3.30 pm-8.00 pm for maintenance and,
- 8.00 pm-6.00 am for night work.

The high qualified and cultural personnel was working at the site. Also, the reports special to central scrubber made by the Mining Engineering Department of İstanbul Technical University (2004) and Bülent Ecevit University (2003) are another document value for the site.

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[65] It was recorded more than once in various keywords with a similar context in personal interviews of b03, c01, c02, c03, c04 (2019).
[66] It is in the interviews of b01, b02.
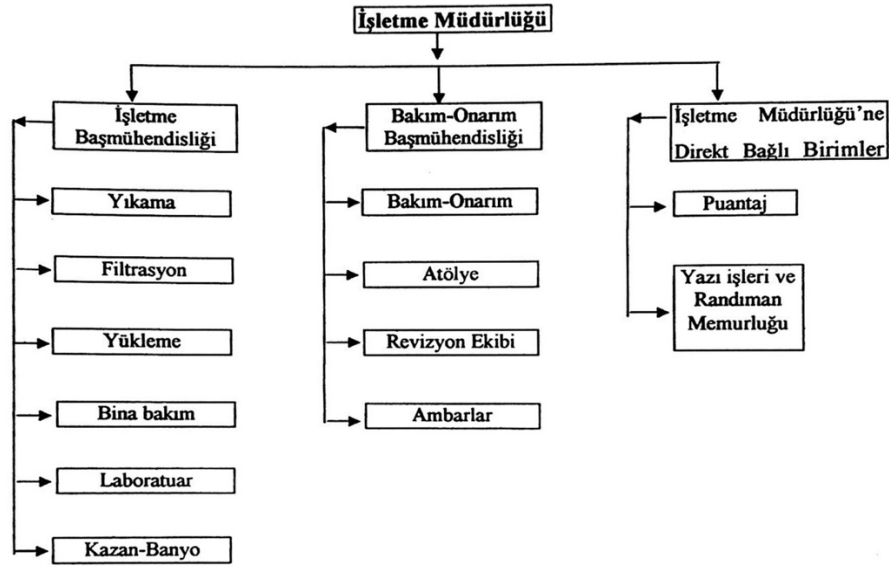
Figure 6.17. *Proposed management for facility (Didari & Kızgut, 2004).*

After the facility washed the last coal coming from Kozlu on 20 May 2006 (b01, 2019, personal interview), all works of the site were terminated and transferred to new mobile coal washing units, which were a new technology in Üzülmez and Kozlu. In the following months, the destruction started (13 November 2006); however, 23.000 m² area of the facility was registered with the organization of institutions on 8 December 2006. The coal grading unit, three decantation towers, underground silo were recorded as immovable cultural values with the request of TMMOB Chamber of Architects by *Karabük Regional Council for the Protection of Cultural and Natural Heritage* (Zonguldak Municipality Archive, 2019).

Figure 6.18. Registration Decision Paper[67].

After this documentation (Figure 6.18), the conservation issue has emerged within the architectural field based on that each industrial heritage has its preferences and sensitivity both compared to other heritage and industrial assets.

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[67] It is retrieved from Zonguldak Municipality Archive (2019).

3. Sociocultural value:

Distinct social position, cultural background, and changing factor on life specify the sociocultural value (Kılınç, 2009). The physical environment and specific events and organizations reflect sociocultural value. This type of value should be considered both within the city and scrubber scale. The city coal character has affected the number of engineer and other sectors as well as the number of employees which was about 40.000, that equals 10 % of the population between 1960-1975[68]. That is a distinct situation comparing to other cities.

As the outcome value of the social character of the city, community spirit can be discussed. According to McMillan & Chavis (1986), it is composed of which are membership, influence, reinforcement, and shared emotional connection. Membership or commitment to society or place makes sense of belonging. In that community, there is a twofold relation that one influences the whole and the whole influence one. This commitment brings up the motivation for members. In this way, each person is getting in emotional connection. For instance, the coal company was an essential facilitator of community spirit as an administrative organization in Ruhr Essen. For the Zonguldak case, the one type of sector hegemony leads the similarities among the income levels, and it accelerates the solidarity among workers, engineers (Ersoy & Şengül, 2001). Therefore, the facilitator of community spirit can be thought of as Mine-labor Union and TMMOB Chamber of Mining Engineers. For instance, the 1991 strike was a necessary proof of community spirit,[69] in which the leaders of the strike were working at the site. Also, the club culture of community house and commitment to the management of EKİ are other factors of this spirit.

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[68] According to TİK (Turkish Statistics Institution), the population was respectively about 570.000, 650.000, and 745.000 in 1960, 1965, and 1975 in Zonguldak. Manpower data can be taken from the official website of TTK.
[69] It is in the personal interviews of b03, b02, c01, c03, c04.

Even though community spirit has worn thin in recent years since it means the social structure is formed apart from production and labor in Zonguldak (Çörek, 2018), the organized, professional, and student competitions can be recorded as the success of this spirit between the years of 2008-2010. Firstly, City Dreams 3 students' competition was organized for the site by TMMOB Chamber of Architects Ankara Branch. Also, the workshop was organized to produce a common ground for the future of the site by ZOKEV on 16 March 2009. The legal and property procedures, architectural, and planning principles were discussed in this meeting. As the continuation of this study, the site was opened to a professional competition which its name was *Zonguldak Coal Washery Conservation Area and Environment Protection, Planning, Urban Design, and Landscape Arrangement Project* with the cooperation of Zonguldak Municipality and Chamber of Architects. However, due to disagreement about property rights, the winner project could not have been implemented. The form has shrunk the management of the coalfield with its incremental population and settlement area. The city, which is determined by coal studies, has started to evolve and define the limits of coal works in the field. Today, Zonguldak is on the edge of transformation to a typical urban dwelling from the coal city. Local authorities conceive the public spaces as the success of urban generation or transformation since public areas can include into the global market and get advantages by the production of symbolic meaning and identity to the city (Akkar Ercan, 2016c). Lastly, the scale of the 2007 environmental project increased to 1/25.000 by focusing only on the Zonguldak Environmental Plan prepared by the Ministry of Environment and Urbanization with the order of Zonguldak Municipality between 2014-2017.

To sum up, there is a necessity to think of collective memory with values. Nora (1996) and Halbwachs (1992) state that space and time-limited community form the 19th century's collective or modern memory. This memory consists of a way of behaviors and awareness of experiences. Monumental materiality or heritage space encompasses collective memory. The city is a predominant image or monumental material as the

locus of collective memory (Rossi, 1984). Like community spirit, the daily life memories are the other reflections of the value of scrubber. Due to be a sophisticated facility, it has places in which people can interact and meet their basic needs like a dining hall. Unfortunately, it is recorded that social amenities decreased and was a lack in the 2000s for the scrubber.

4. Political value:

> *"After the coal washing plant has completed its economic life, TTK has decided to demolish this structure and put it into practice. When making this decision, the aim was to leave this area within the city to the use of the city. But whether it should be left to the city in this way or left as an industrial heritage without being destroyed, this is always discussed in the city as a question mark.[70]"*

> *(a02, personal interview, 2019)*

The policy forms directly the urban in each aspect in Zonguldak. When the manpower or production decreases, the reason originally brings from political issues. Civic/social life decisions; governmental behaviors; civic activities or reactions are examined. The ZMA and ZMAP (1971-1975) affected the profit increase of the site indirectly. The active railway and harbor relations proposed in these plans made the scrubber dominant in the production life. The city center had a political value in that period as well as the hegemony of EKİ since there was an autonomous state like the position of management which used to lead the facilities and make decisions for constructions (Ersoy & Şengül, 2001). The sub-coal was forming the up-city character by

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[70] The original text is "Lavuarın artık ekonomik ömrünü doldurması sonrası TTK bu yapının yıkılmasına karar vererek uygulamaya koymuştur. Bu kararı verirken amaç şehrin içindeki bu alanın şehrin kullanımına bırakılması idi. Ancak bu şekilde mi şehre bırakılmalı yoksa yıkılmadan bir endüstri mirası olarak mı bırakılmalıydı bu hep soru işareti olarak kentte tartışılıyor.".

considering the coal settling area until the urban formation became a prominent factor for the authorities. The main argument is here was removing heavy industries like scrubber from the city center and produce an urbanized environment like other city developments. The opposite discussions that this city was formed by the discovery of coal, so first coal was here, the city started to be evolved by coal, state that urbanization is not suitable for this city[71]. For the last period of the facility, the documentation of production and manpower rates, situation of services and buildings, and working conditions present how the central scrubber symbolizes the downfall of basin policy in a practical way. That is why existing data reveal that the technologic value has resolved after 1980.

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[71] It is in the interviews of c01, c02, c05.

5. Aesthetic Value:

As described in the third chapter, style, beauty, and art are directly related to aesthetic concerns. Also, the formation of the physical appearance of space, mass, or volume in time constitutes the value. The qualities of environment like color, light, smell, sound, tactility, kinesthesia, pattern, order, information, and meaning make the place aesthetically valuable. This situation can be observed by the implementation of new technology and a clear view (Avrami et al., 2000). This vision is investigated both in the interviews and archival documents.

Figure 6.19. The loss of relation of building parts[72].

The aesthetic value of the central scrubber is scrutinized in the dissertation of Çörek (2018) by linking the identical appearance of collective and individual memories (Figure 6.19). From this perspective, the city coal railways and the remnants of the facility can be called the extension of the aesthetic environment. According to Rossi (1984), collective memory produces the predominant image of the city, and it visualizes with particular urban components. From the interviews, it can be understood that the aesthetic vision should be regarded in two sections. First is the active period of the site in which the production has occurred. Second is the destruction and its consequences (Figure 6.20). For the first time, it can be said that

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[72] The loss can be seen in time with the undefined use of area. The left and middle image was obtained from Zaman (2019) and right image was taken by the author (2019).

people were facing the different effects of scrubber in their life. The main three qualities are expressed in the interview of one of the site workers (b02) as;

"1. Dust, smoke, mud,

2. The closed road due to trains passing along the day,

3. Frequent explosions. For example, in the middle of the night, there would be a thud. We would say what happened. They said there was an explosion. Probably, there are various boilers, coal washing and drying and some negativities that occur during various applications are high. We used to make fun of it because the scrubber exploded. These are the deepest things in my childhood.".

Figure 6.20. The loss of relation, indeterminant use taken by the author (2019).

After the destruction, the three decantation towers and miner's monuments evoke the image of the city with the activities they remember. Also, the other selection reason for these places, as for the image of the city, is the aesthetic appearance. On the other hand, participants connote that the present appearance of the central scrubber is bulky and ragged due to the destruction and unclear use of land. In one of the interviews, it is recorded that "tents come under the name of the fair, which is unclear (Figure 6.20). It is not clear who went in the evening and with drunkards in the dark (b03, 2019, personal interview). Also, understanding an old version of the site and meaning of decantation towers became hard[73]. However, the durable building materials and durability of the towers turned the discussions to reuse them by cultural facilities. Besides, there is a fear of seeing a high dense urban fabric in the place of the site for the future, and it is stated that it should not have closed with the argument of blocking the city development from the perspective of participant researchers[74]. The concerns continue that transformation should be regarding public use and sociocultural activities.

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[73] It is explicitly expressed in the interviews of a02, c01, c04.
[74] It is more than once in the interviews of c03 and c05.

6. Symbolic Value:

The representation of a notion, individual, event, period or party, and interpretation of ideology of one period or situation forms the symbolic value (Kılınç, 2009). The remnants become the expression of the symbols of memories and ideas. In another way, in the process of comprehension of the urban form and history, symbols of city elements help to reveal the spiritual meanings of the community (McMillan & Chavis, 1986). Also, with the evolution of the community, the meaning of physical environment reforms. Therefore, the vision of the city center has formed in two periods. Before the destruction of the facility, the site was working with the harbor and railway along with the city. It was creating a vision that coal mining is the main power for the development and necessity of life. Notably, the railway was a prominent factor that shaped the city life, but today this is expressed by the memories such as in personal interview of c03 (2019);

> *"In the usual course of life, the train comes and waits. In fact, climbing among the train wagons was one of the greatest pleasures of our childhood. Passing there, jumping, jumping… we even counted it as a matter of pride. What I expected to have jumped there, I went there. Now we live in the age of the city in the middle of any speed, not just the train, so it is not acceptable to have an intervention to stop the flow of traffic is not acceptable, for example. However, it is quite natural. One was looking from the outside might have said you are cutting the road as a bandit. However, this was usual in the city. Outside of this city, people are tired of things. Big coal piles dust soil smoke or something; each of us is a part of the geography we live in. Even though the activities there are interpreted differently from the outside, it is usual for the people there.".*

Both the train and scrubber were symbolizing the urban culture (c04, 2019, personal interview) and was a mining school (b02, 2019, personal interview) so no one used to complain about its bulkiness or other vision since it used to symbolize a productive city and the place of work for everyone. It is coded in the interviews as various forms like a symbol of mining notion, national wealth, coal, workplace. On the other hand, the closeness and destruction turned the notions to another side. Although the towers became the left symbols for ones know past (a02; c01, 2019, personal interview), it is worth to be seen as a nostalgia even though its bulkiness and tremendous land occupation (b02, 2019, personal interview). To sum up, the expressions of memories evoke the symbolic meaning with a valuable aspect that should be considered within the city and site scale.

7. Identity Value:

In this type of value, meanings of physical space, space-user interaction, distinguishing situation or thing, similar instances, and social-cultural-physical environment are investigated. Even though there is no standard definition today for city Zonguldak, there is a city of production and labor (Çörek, 2018). The physical settings, activities explain the meanings of the distinct character of the city. The difference of central scrubber comes from its uniqueness regarding having a railway connection in the near environment, and being in the city center, despite the complaints about occupying large areas in the city center and blocking the development of the center. This different situation can be observed in the planning process of the city. The city has been formed through industrial facilities and coal. The extracted coal has started to form the built environment as meeting its needs. In another way, the city was formed by the discovery of coal, so the first coal was here, the city started to be evolved by coal[75].

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[75] It is quoted from the interviews of a02, b01, b03, c01, c02, c05.

"It was an army. Because only 1000 people work here and get them here. Then there are 100-150 people working in the harbor with their combs, tugboats, and locomotives, and taking their ambulances to homes, transporting workers. It was a crowded place. Because these are big numbers."

(c02, 2019, personal interview)

The other expression of the effect and distinct character of the central scrubber can be understood from the quotation of a02 in the personal interview (2019);

"It was possible to hear the voices coming from the scrubber area (the sound of the train or other running machines), and no one complained about it while walking around Gazipaşa Street. It was a building with a huge big mass. However, I never witnessed the inhabitants of the city, expressing their discomfort from this structure. It was an important industrial structure under the conditions of that day.".

When the city has evolved and began to shrink, the new policies in planning and development scenarios led to rapid deindustrialization in the city center. One of the closing reasons was that it was closed to open a large-scale area of the city center to the public like a recreation place. While the city was receiving migration till 1980, it turned into a *"smokeless chimney"* with the deindustrialization due to the dependency on one type of sector (Ersoy & Şengül, 2001; a01, 2019, personal interview). The number of employees decreased from 40.000 to 7.000 in 2018. The retired people from the institution have been increasing, and the coal identity of the city has started to turn into other versions that can be ascribed in the expressions of people.

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There is a dominant notion among people that city transformed from the capital of production to the city of retirees[76]. On the other hand, the tourism-based projects like the road go to the coal and natural cave: the municipality proposes Gökgör as the new touristic city identity. While this perspective is not mentioned in other interviews, transforming the old industrial facilities to the culture route or industrial culture tourism areas like anchor places are proposed, especially by researchers. That is why another identity of the city is expressed as the culture place for industrial history. As the last proposed identity, the foundation of the university brought the new young users to the city, so there are both retired, and students live and socialize in the city center. The extension of the university is welcoming in the center as a new vision to Zonguldak despite opposite thoughts.

8. Economic value:

> *"This is a place where the coal produced in the whole basin turns to money. In other words, the central scrubber is the point at which the coal extracted by a mine worker has reached the value of the coal since it does not make any money as it emerges from the quarry."*

> *(b01, 2019, personal interview)*

Zonguldak, as a city, is still based on labor and production today, although it was a locomotive of the Turkish economy in the modernist hegemony era of the Turkish Republic. It was financially profitable for the parties, owner and administrator, and sustaining new profits to the public. The marketing of coal and the use of building for making profit make Zonguldak city as economically valuable in the industrialization story of Turkey. According to statistical data, 1970-1980 is the time interval as a

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[76] It is particularly emphasized in the interviews of a01, b02, b03, and c03.

definite profit increase within the field (Table 6.2). The highest manpower rates have seen in the EKİ period. The sociocultural reflections and the city identity expressions of this time led this period both economically and socio-culturally value. In another way, the period, the 1970s can be recorded as the golden age for both basin field and central scrubber[77].

Table 6.2. *The golden age statistics of the city, production and manpower[78].*

YEAR	SALEABLE COAL PRODUCTION (TONES)	MANPOWER (PERSON)	CITY POPULATION
1970	4.572.966	34.671	682.026
1971	4.638.721	35.650	694.805
1972	4.641.461	36.154	707.585
1973	4.642.394	37.591	720.365
1974	**4.965.469**	**39.399**	**733.144**
1975	4.312.934	40.002	745.924
1976	4.631.854	41.774	682.026
1977	**4.405.396**	**42.784**	**694.805**
1978	4.295.237	42.072	707.585
1979	4.051.331	41.923	720.365
1980	3.597.628	41.927	733.144

The economy policies and the political situation of the country made new regulations like Law No. 2821 & 2822 for the field in 1982 (Ersoy & Şengül, 2001). This policy led to a liberal hegemony through the city, and the autonomous power of management had decreased with the production rates. The city started to be transformed into a deindustrialized urban core. As a result of this period, the central scrubber has terminated its economic life and value (a02, 2019, personal interview). This dramatic increase can be observed both in statistics and interviews. According to b01 (2019,

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[77] It is stated as well as in the interviews of a02, b03, c03, c05.
[78] Manpower and production rates were taken from official website of TTK; population from official website of TÜİK.

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personal interview), while the number of central scrubbers' site workers was 750 in 1991, it became 250 in total in 2003.

> *"It was active because, as I said, 12,000 tons of coal was washed a day in the 1980s. Most of this coal was going to iron and steel factories, private sector, and tea factories. It was in later years. In the closure time of the washing facility, coal was going to the thermal power plant, but as a low-quality power plant fuel."*
>
> *(b03, 2019, personal interview)*

This downfall period, the 1980s had continued. It is stated that we were washing about 8 to 9 thousand tones of coal per day, but it would decrease under 6 thousand after 1991 (b01, 2019, personal interview). Also, this dramatic decrease can be proved by municipality records (2010) that 4389 tones of coal were entering the facility per day in 2003. The diminishes in manpower and production stems from political authority. On the other hand, Getty (2002) also assesses technological value with the number of employees and production increases, but this cannot valid after 1980 (Table 6.3).

Table 6.3. *The last period statistics of the city, production and manpower[79].*

YEAR	SALEABLE COAL PRODUCTION (TONES)	MANPOWER (PERSON)	CITY POPULATION
2000	2.256.768	19.151	1.039.856
2001	2.356.865	18.025	1.052.635
2002	2.244.385	15.761	1.065.415
2003	2.011.178	14.062	1.078.195
2004	1.879.411	12.261	1.090.974
2005	1.665.324	11.249	1.103.754
2006	**1.522.411**	**10.611**	**1.116.534**

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[79] Manpower and production rates were taken from official website of TTK; population from official website of TÜİK.

6.3 Mapping Analysis of Site Survey

6.3.1 Rhizome Mapping

Coalpits as burrowing and the route of the railway as extending element provide the rhizomatic activity of central scrubber site with the surrounding. The situation is expressed in the mapping literature. The complex relation of the places emerges the multiple sources needed to merge and match like production and workforce rates with the symbolic routes and environments. In this rhizome mapping, the difference stems from the route of coal. While the plant grows from a root and expands to its area, there is a reverse situation in the case (Figure 6.21).
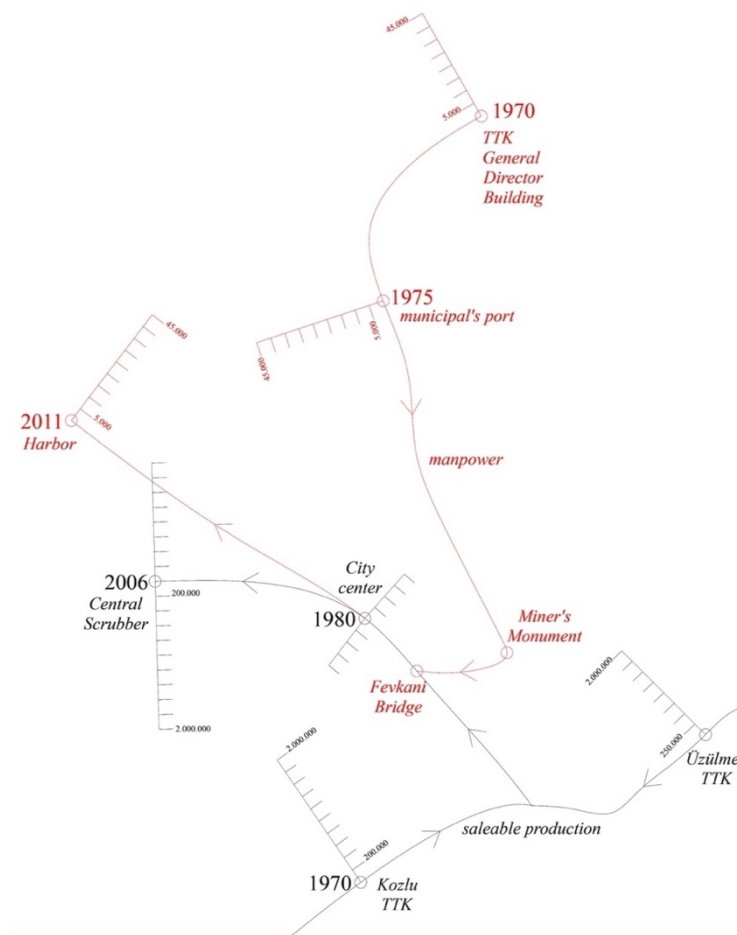
Figure 6.21. Diagrammatic idea of rhizome mapping designed by author (2019).

Figure 6.22. *The miner's monument taken by the author (2019).*

The central scrubber has collected the coals from Kozlu and Üzülmez coalbeds. In this mapping, the journey starts with the branches and ends in the anchor point, the case site (Figure 6.21). The in-betweenness expresses the evolution of relationships in time. There are two main routes which are showing manpower and saleable production. The white palace that is a nickname of TTK building due to showing its strong hegemony on the field and the color of building material is selected as the starting point of the manpower statistics. TTK is still the general director to assign the workers and has the decision power on the sites of coal. That is why the presentation of the workforce symbolizes this control.

On the other hand, the salable coal comes from Kozlu and Üzülmez to the site to be washed through the coal railway transportation. The two ends of these routes, the

harbor, and scrubber, show the effect of destruction at the end of the 20th century. In the journey, there are some essential places like Fevkani Bridge and Miner's Monument[80]. While the bridge is essential for the planning story of the 1970s, the Miner's monument is still seen as the symbolic value for the community (Figure 6.22). All outdoor meetings take place in front of this monument since it emphasizes the coal and miners for everything that makes it very important for the city memory (a02., 2019, personal interview). The timeline starts with the golden age recorded as the 1970s in the interviews and ends in the latest destruction for the workforce and the closeness of the facility for coal production (Figure 6.23). The mutual experiences of the sample group of interviews also make this process sensible (Figure 6.24).

Figure 6.23. The current Fevkani Bridge, taken by the author (2019)[81].

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[80] This sculpture was made by Tankut Öktem on 5 July 1986, and it weighs 1465 kg.
Reference: Oral, Bülent. "Zonguldak Ve Karabük Kentlerindeki Anıt Heykellerde İşçi Temsili."
Erdem, no. 73, 2017, pp. 119–125., doi:10.32704/erdem.471016.
[81] There are various shops in the current use of bridge.

Figure 6.24. Rhizome mapping made by author (2019).

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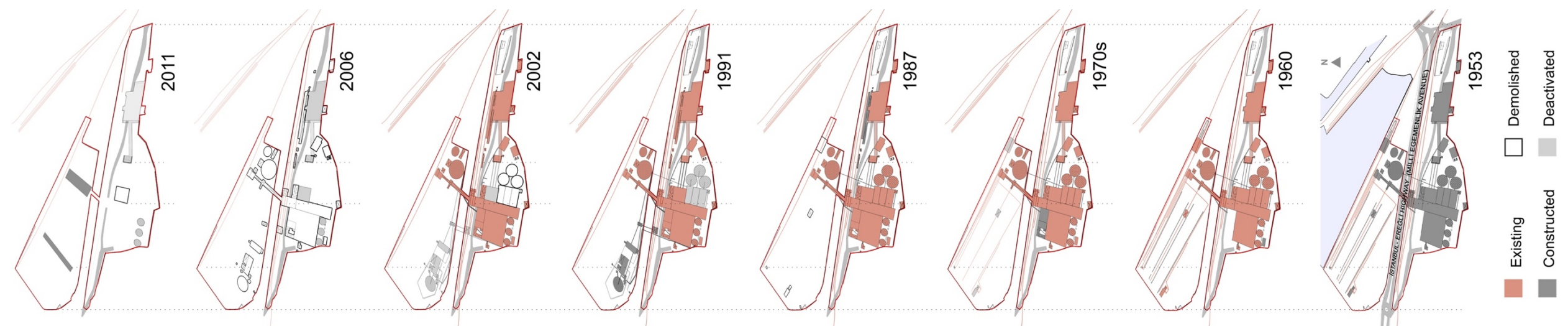
Figure 6.25. Restitution of Central Scrubber made by author (2019).

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6.3.2   Layering Mapping

The metalanguage explains the history of construction or destruction in the site. The unseen environment of this aggregated process is revealed by this restitution study, which is used most in the documentation of built heritage environments. The apparent difference of this study from the previous mapping made in the competition projects of municipality and Chamber of Architects' Office is the presentation of how the boundaries of scrubber have evolved, and the destruction made progressively (Figure 6.25). The legend explains the situation of buildings that were constructed, deactivated, and demolished in that year. Examining this map with the historical background of the industrialization and deindustrialization process helps to understand the effect of policies on the site. For instance, adding new units stops after 1980, and the main destruction follows.

The archival information of this mapping is formed by the digital drawing file of TTK and Municipality by comparing the registration and city council reports. Also, the recorded diagram explanation of coal processing through the buildings in the reports of İTU (2004) and BEU (2003) guides the drawings. For the initial versions of the site, the plan drawings of Simon-Carver Firm obtained from the municipality and the previous city master plans are taken as reference.

6.3.3   Conceptual Mapping
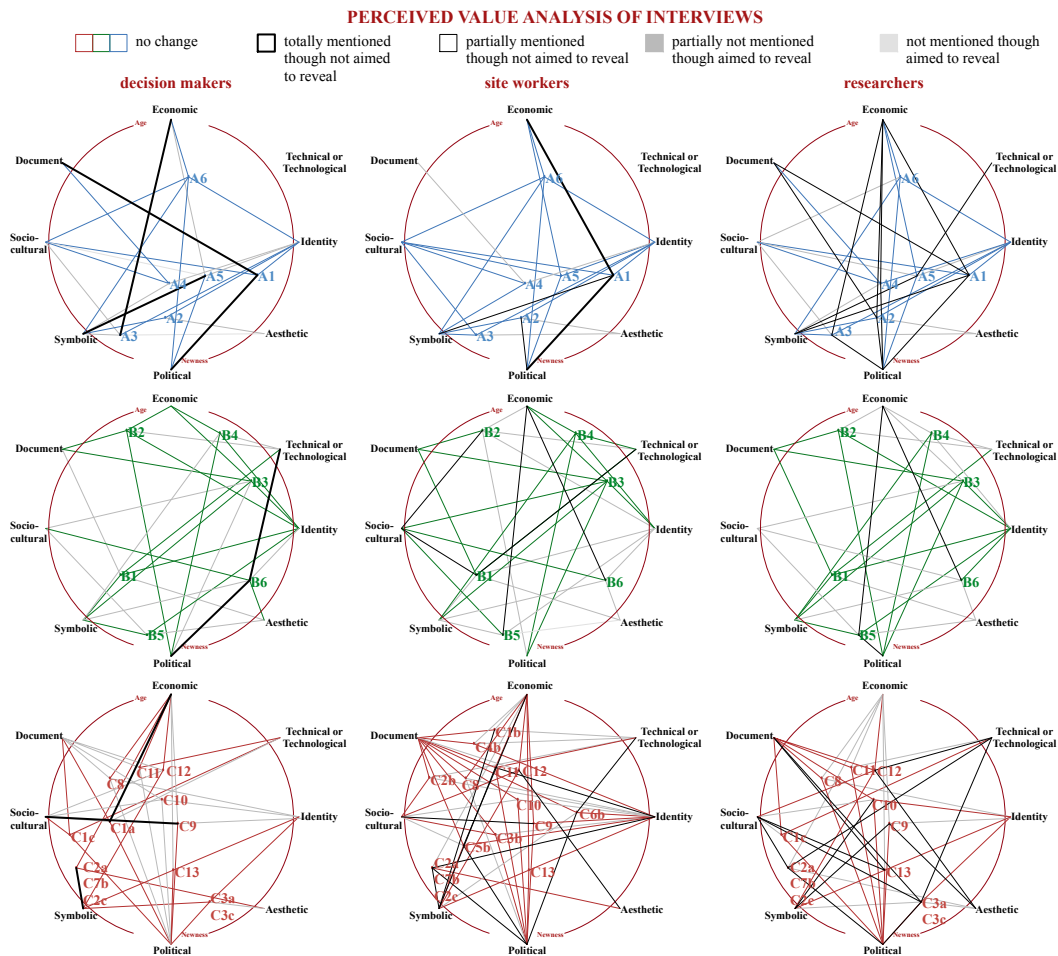
Figure 6.26. Interview question-answer matching made by author (2019)[82].

In the interpretation of the first concept map (Figure 6.26), while there is not a clear distinction from the previous mapping, the researchers answer the questions in much from the economic and politic perspective. That is why their results reveal this type of value. Also, the documentation and technical values are mentioned much by their

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[82] Interview question-answer matching diagram is in respect to site actors (city which is upper; surrounding environment which is middle; site which is bottom questions).

expressions; even the questions do not ask them, vice versa, they mean other aspects. On the other hand, three questions asked the city identity, thoughts about the physical structure, and aesthetic value of the site, which aim to reveal the aesthetic notion. However, the expressions do not show aesthetic terms. Instead of it, the other values, like identity and symbolic meanings, started to be mentioned by interviewees. This situation means that there is a need for a new way of asking thought about the physical environment.

City Character:

PERCEIVED VALUE OF CITY CHARACTER
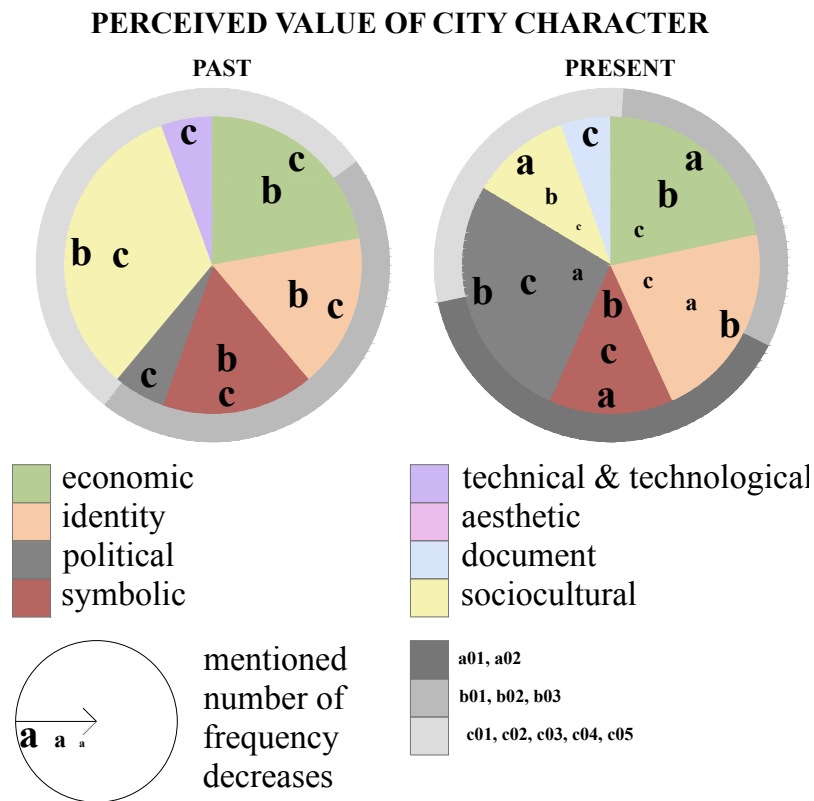
Figure 6.27. Analysis map of city character question answers (2019).

Coal character is associated with the success of the city, which stems from technological innovations and facilities (Figure 6.27). According to findings, this city has formed with the discovery of coal, so the first coal was here, the city started to be evolved by coal. Nevertheless, it is not suitable for urbanization. The migration receiving situation enhances the labor character throughout the city and the reasoning that everyone has a kind of story with coal whoever. According to interviews, university location being close to the city center, and the need for socio-cultural activities of university cause the formation of the university character. In the economy-

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based approaches, the city is interpreted as an alternative to coal with its forestry, harbor, or coastal and natural or industrial touristic city.

To conclude, city coal character seemed like national wealth, economic miracle, and mining school together with the identity of labor and production city in the past. However, today with the deindustrialization attempts, it turned into a smokeless chimney, city of retirees, university, coastal, forestry. On the other hand, there is a common ground that the city is evolved by mining character, and there is sub-coal, up-city.

City Socio-cultural Life

PERCEIVED VALUE OF CITY SOCIAL FACILITIES
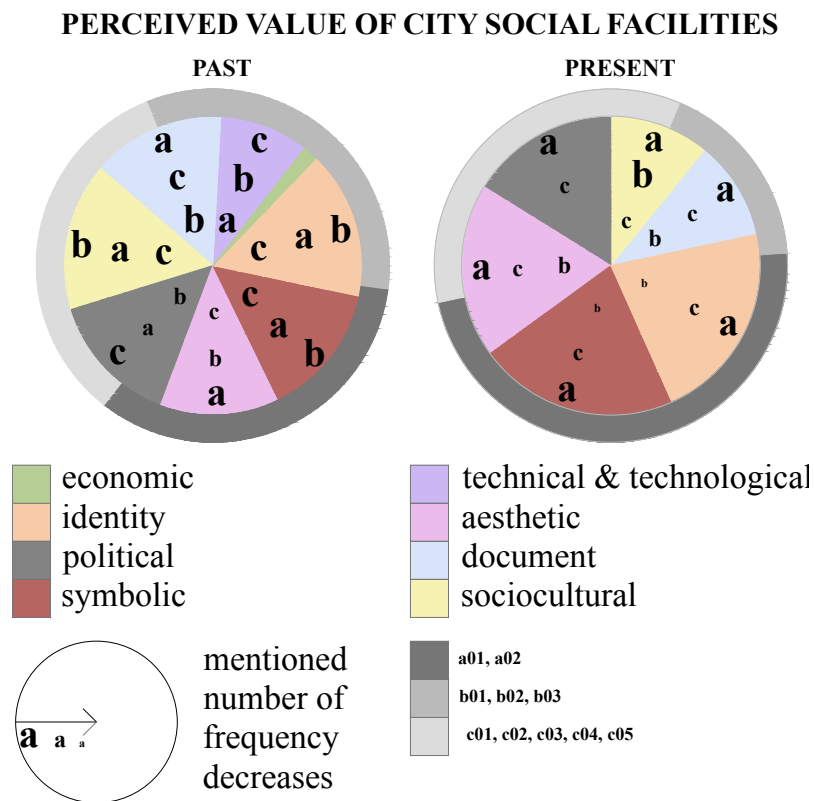
Figure 6.28. Analysis map of city social facilities question answers (2019).

In the analysis of the perception of social facilities, the past is explained mutually with the total values (Figure 6.28). Also, the notions vary through the content. For instance, Bahçelievler, Yayla, and Fener neighborhoods were the urbanized areas with their social facilities. The first tennis court was in Fener and built by French, and other social activities were served in the highest standards like open-air cinema, theatre, and one of the first three pianos as described by b02, b03, c04. In the EKİ period, Fener was highly qualified with socio-cultural activities like a campus, so it symbolizes being prestige. Also, the physical structure of the Municipality Culture Center, governors building, İnönü sculpture, and miner's monument are recorded as one of

the symbolic and identity values of the city in the past. Nevertheless, when the management hegemony decreases, commitment to management and spirit are disappearing in the present with the facilities like lodgments, club culture.

Central Scrubber:
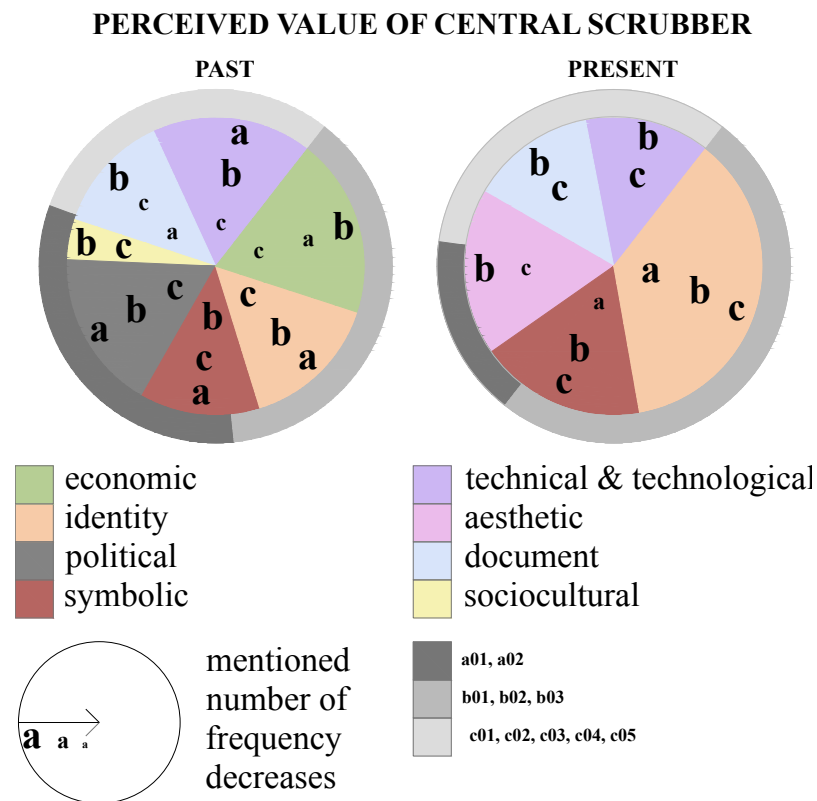
Figure 6.29. Analysis map of central scrubber question answers (2019).

Although it seems that the variety of values is much in the past, the closure factor affects the results on the present since the economic and socio-cultural sustainability cannot be thought for the site in that period (Figure 6.29). The mentioned frequency statistics explain that there is more than twice the difference between the past and

present. The past is defined much due to the lack of experience in the present. On the other hand, the memories are full of values in the site decisions and workers, but the notion of researchers rises in the present as its nature. This situation proves that researchers have interest in problematic heritage sites comparing to active periods of the site.

6.3.4 Perceived Value Mapping

The result of the qualitative analysis interview is presented with a value mapping for both the past and present. The difference from the conceptual mapping is the visualizing the qualitative information of values on spatial data. For the 1970s defined as the golden age, the scrubber is seemed with technical and technological values by the terms; holistic operation system, place of coal turns to money, and economic miracle (Figure 6.30). The Gazi Pasha street complements the social needs and any community activity of the sample group in that period. That is why community spirit and club culture reveal the memories. While the scrubber plays a vital role as the production place in the memories, the Gazi Pasha street symbolizes the socio-cultural values. For the second map, the present situation analysis states that there is a loss of values, particularly for the relation of the central scrubber with its environment. The sample group has hardly mentioned about the surrounding environment when it is asked the present conditions and ideas (Figure 6.31). The participants prefer to talk the only scrubber, and they do not link their social life habits to the site. So, the site has no connection with the past values and today's facilities on the Gazi Pasha Street.

Golden Age: 1970s

N

City of Coal

Capital of Labor

the complex & comprehensive facility

holistic operation system

commitment to management
economic miracle

national wealth

mining school

place of coal turns to money

balkaya

economic shipping and transport

İSTANBUL- EREĞLİ HIGHWAY (MİLLİ EGEMENLİK AVENUE)

conveyor belt

it is usual to wait the train; to hear the machines; to feel the dropping water from up (int. c03)

club culture

White Palace
(TTK General Director's Building)

EKİ Radio
Tennis Courts
Open Air Cinema
Ateliers for education
Lodgements
Yayla Primary School

power of state

community house

urban culture

It was possible to hear the voices coming from the Lavuar area (the sound of the train or other running machines) and no one complained about it while walking around Gazipaşa Street. It was a building with a huge huge mass. However, I have never seen people living in the city express their discomfort from this structure. (int. a02)

community spirit

miner's monument

CUMHURİYET MAIN ROAD

FEVKANİ BRIDGE

coal railway route

GAZİ PASHA STREET

● technical & technological value   ● socio-cultural value   ● symbolic value   ● identity value

● document value   ● political value   ● aesthetic value   ● economic value

Figure 6.30. Golden age value analysis map (2019).

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Downfall

N

City of Retirees

City of University

a typical coastal or harbor city

place for industrial culture

smokeless chimney

nostalgia

bulky mass

ragged use

sorrowful place

end of basin mining

culture of industry

sub-coal; up-city

it was there, we pass.
(int. c01)

İSTANBUL- EREĞLİ HIGHWAY (MİLLİ EGEMENLİK AVENUE)

GAZİ PASHA STREET

CUMHURİYET MAIN ROAD

FEVKANİ BRIDGE

● technical & technological value	● socio-cultural value	● symbolic value	● identity value
● document value	● political value	● aesthetic value	● economic value

Figure 6.31. Downfall value analysis map (2019).

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6.4 Importance of The Study

The importance of this dissertation is to reveal the values of a heritage site through different actors by focusing on critical periods. The originality of the study owes to the effort, which is a discussion of social context as one of the first stages of conservation issue. The survey study examines different aspects of disciplines or positions of people so that transferring this heritage to the next generations and regenerating becomes a vital issue in conservation. In this way, the values of the site with its surroundings would be recalled and revealed to different parts of society.

The value relations are examined within the space-based definitions. In this way, the experience of the users reflects through the perception of value. This effort causes the intricate relation between value terms that is a specific quality of a place or memory that can be associated with more than one value type. That means the value typology should be thought in a multi-dimensional scope.

The other importance of the study is the scale and time-based analysis strategy within a contextual frame. In this way, organic relations among world, country, city, and site reveal through the parallel contextual timelines. This strategy is implemented both in the literature review and the analysis of the case. As a result of this study, it would be seen that the demolishment of the site makes the research focus on two time periods: 1970-2011 and 2011-2019.

This thesis states that the industrial heritage cannot be thought independent of the modern history of the world since the production spaces of industrialization have transformed with the end of modernization and the evolution of the economy into deindustrialization. For this reason, the different aspects of modernization are examined in detailly through the case study. As of last, they are presenting the profound definitions of conservation and relevant organizations with their relations is one of the other qualities of this study.

CHAPTER 7

THE CONCLUSION

7.1   Summary

This dissertation examines the industrialization-deindustrialization history and its traces on social life and built environment by focusing both Turkey and Zonguldak Central Coal Washery Facility. It evolves around the literature review, approaches for conservation studies, and mapping techniques for analysis. The literature enlightens 20th-century modern world history within the socio-economic and planning context by comparing Turkey. *In this part, the proposed timeline aims to compare modern history with the process of industrialization both in Turkey and the world.* The history is divided into three sections; birth, prime, and a fraction of modernization. While the prime symbolizes the hegemony of the authority and modern movement, the fraction refers to the multidimensional economy policy, built environment, and fall of industrialization. Also, this section reveals how the industrial heritage conservation idea and the institutional attempts have formed through the years. This chapter is concluded by scrutinizing Zeche Zollverein Complex, Ruhr Essen, Germany, to exemplify this history within a practical site. The outcome helps to understand the background of industrial ideas and the reasons for conservation. In the third chapter, conservation approaches express the main ideas for heritage issues. Also, it focuses on the value-based approach by linking the triad space definitions of Harvey (2008), Lefebvre (1991), and Cassirer (1953)[83]. In this part, there is an emphasis on a variety of space definitions regarding the experiences of users. That is why the values of

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[83] The original sources are respectively in 2006, 1974 and 1923.

heritage sites are formed different by these definitions. The perceived value emerges from this triad space explanation.

On the other hand, Riegl (1903) investigates the variation of values within the time. It is stated that the built environment cannot be frozen at a specific time when *the site is exposed to the changes, both the qualities and values depending on the site transform. Therefore, the values are dynamic elements of heritage areas,* so multi-dimensional relation between value terms that is a specific quality of a place or memory can be associated with more than one value type. In light of these, the related eight values are scrutinized in the case chapter. The fourth chapter focuses on the literature background of the mapping analysis technique of the survey. Under the creative mapping, the rhizome, layering, and concept styles are explained with their limits and potentials. In the methodology chapter, the proposed value approach and site survey analysis are defined before the case section. The approach expresses the boundary of studied values in terms of timeline, typology, and set while the mapping technique explains the analysis stage. The analysis of the case consists of both comparative research of archival data and interviews and mixed-method thematic research.

In the sixth chapter, Zonguldak and Central Scrubber are examined detailly under the three main sections. The first part begins with the brief contextual history of Zonguldak and Turkey by presenting a timeline that includes the Ottoman Period of coal discovery and Turkish 20th-century modernization and economy-policy history with parallel to the Turkish Republican period of Zonguldak city planning and central scrubber history. The coal discovery led the discussions of transportation in the Ottoman Period, and it turns into the initial formation of the urban fabric. For the Republican Era, the city goes under the modernization perspective, and the built environment started to form with the highest level of modern policy. This part consists of three phases; the birth of the modern urban environment with industrialization, prime of industrialization, and a fraction of urban form and deindustrialization.

Following this background information, the value based history of central scrubber gives comparative historical information about the city and site by using the interviews and archival data. This part also clarifies the golden and downfall periods of coal production. It is presented that a holistic approach to values can enhance the determination of the period. *Although the critical events of the golden era were initiated in the country scale in the 1960s, the mutual wealthy time of social life, planning and development policy and production rates meet on a common ground that 1970s is the golden era for the city. The multiple expression of values also complements this theory.*

In the analysis part of the case, two leading data, archival and interview, are used to present in four types of mapping. Firstly, the archival information or existing data is visualized by rhizome for the city scale and layering for the site scale. The rhizome documents the spatial information of the coal railway route and TTK hegemony through the years. The layering or restitution map shows the building history of the site. From this analysis, it can be said that there is a precise destruction period for the site since 2006. Secondly, the interview information provides revealing of perceived values of the site in specific to sample groups, decision-makers, site workers, researchers. Two maps scrutinize perception. The first one is a conceptual mapping that visualizes and reveals the qualitative research of values in a mixed method. The second one is the value map that presents the contextual results of interview analysis on spatial information. To conclude, this study examines not only the socio-spatial history of an industrial heritage starting from the foundation to the demolishment within a modernism perspective but also the effect of this history on the perceptions of people who have organic relation with the case by presenting the creative mapping techniques.

7.2   Findings of The Research and Documentation

It can be understood from this study that modernization cannot be thought separate from the industrialization process both in Turkey and the world scale. The economy policy has an organic relation with modernism and industrialization. When the economic crisis occurs, the other contexts are affected, and the extension of social life can be in the built environment. The changing policy leads the modern industrial environment and cities into deindustrialized cities. However, the other questions arise for the buildings of these production places. Even though Turkey put some conservation legislation to the process, the implementations are associated with building scale.

On the other hand, Zonguldak should not be thought of as a city where it is a remarkable place for the industrial story of the whole country. Therefore, there should be a series of precautions, and comprehensive conservation needs to be generated strategy regarding the boundary of ZMA. In this point of view, scrutinizing the city master plan within the urban scale cannot be a fruitful discussion for this site since the sub-coal forms the area as a region that constitutes of Zonguldak, Bartın, Karabük. There are not all characteristic elements of a typical city. As understood from the case study, buildings cannot be thought individually since all of them were established and planned as a result of development scenarios which made by collaborations of different actors within a process. Also, economy and policy have always related to architectural and urban planning through the modern period. From region-based aspect, cities and surroundings have developed under the character of the production elements. So, any works related to the city should start from a regional approach. That is why a series of collaborations and researches form a convincing industrial heritage conservation strategy or plan in time. Also, the implementations should be based on legislation and be prepared by considering the European industrial culture projects and visions or strategies of institutes.

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From the research, it is obtained that the main problems of the central coal washery area were (Ateşok, 2004) high operating costs due to old fashion technology, hardships on operation conditions, incompatible production with the coal demand. Ersoy and Şengül (2001) outline this situation with deindustrialization. The decline in mining-affected the furnaces, worker extraction, early retirement, and uninsured operation (Ersoy & Şengül, 2001, p.346). Workers do not welcome social and labor conditions. On the other hand, an adaptation of the coal sector to the alternatives cannot be realized easily without comprehensive planning (Ersoy & Şengül, 2001).

In value-based history, there are parallel value definitions for both past and present by merging the existing data and interviews that create two types of values. There is an organic relation between contexts and values. For the perceived values from interview analysis, there are a time and scale-based value diversity in terms of different stakeholders. Also, some of the values considering the context come forefront. For instance, community spirit and production culture constitute the socio-cultural, identity, and symbolic values in the context of Zonguldak. *That is why sociocultural, identity, symbolic, and economic values have the noticeable mentioned frequency for the city scale while identity, symbolic, document, and technical/technological values become crucial in the analysis of interviews for the central scrubber scale*. From this result, the proposed prominent values of an industrial city and site scale emerge as to use in the industrial heritage conservation studies. Also, this set can help to determine which asset will be preserved in which context.

On the other hand, while some values can be in existing data, some cannot be evaluated quickly due to the unsuitable content of data. The same thing is valid for perceived values. For example, ZMA and particularly ZMAP documents cannot be adequately found and are separate in different archives. The documents for the first years of scrubber are not well detailed as the recent ones. So, it is hard to compare

current statistics and perceptions with the past. Also, the aesthetic value cannot be evaluated individually comparing to others though a detailly designed interview.

While the documentation and preservation of the heritage are crucial in the academic field, the importance of the heritage mostly disregarded in different platforms like municipality, society. On the other hand, awareness of other fields is as critical as the academic field to sustain the heritage. For this reason, an interface between these fields becomes essential to study it. The importance of this interface has been increasing since 2006 International Day for Monuments and Sites organized by ICOMOS under the "industrial heritage" concept.

As understood from the study, the importance of national and international organizations in the conservation of industrial heritage is unignorable, and the network of institutions of Turkey with international platforms is quite developed. There are concerns and related conservation projects made in a motivated way in the country. However, there is a lack of organization-specific to industrial heritage. With global platforms such as DOCOMOMO, ÇEKÜL, and ICOMOS, problems in this field cannot be solved permanently. Due to the profound accumulation of industrial heritage, there is a necessity of a much more systematic and detailed approach. It is appropriate to consider industrial heritage conservation studies as a network or region rather than a single network scale. Due to the scope of international industrial platforms, not including Turkey as their region, there is a need to form new partnerships in international as well as national studies. As a result of this, there can be a national platform for documentation, protection, conservation, and appreciation in specific to industrial heritage in Turkey as it is in Europe. In addition to this, a conservation plan should be developed by considering the operational scheme in the planning of industrial areas. A building is also part of the whole city. Each structure has a duty and identity within the integrated system, both in terms of location and function. In the conservation, there should be interdisciplinary relations and the

inclusive process. A shared and collaborative industrial heritage approach is needed. There should be sustainable planning, which is the life cycle approach. Unfortunately, Turkey is still in the process of understanding and documenting the industrial heritage and constructing a theoretical structure (conceptual background). That is why still, organizational implementation cannot be.

The dynamics of the city evolve so fast with the increasing demands, so controlling or conserving an architectural product of the 20th century becomes tough (Elmas, 2005). Understanding from the Turkey context, increasing land economic value force people to focus on the transformation of industrial heritage sites based on marketing strategy. Therefore, this process creates an industrial heritage conservation problem due to the lack of culture, and the conservation policy of the state is specific to industrial heritage (Elmas, 2005). Briefly, false urban planning decisions which do not obey to reality, public unconsciousness, un-controlled practice like the wrong usage of cultural properties in order to encourage tourism, land speculation, lack of methodology in conservation master plans, and national conservation education make conservation of industrial heritage hard issue in Turkey.

On the other hand, in the light of value-based studies which are including the perceptions of stakeholders, the well-defined conservation policy and the process can be formed. In this way, the industrial heritage conservation problems can decrease in the time since the highest level of the economy, and historical consciousness makes the society to conserve these (Kuban as cited in Elmas, 2005). From this point of view, this dissertation is one of the steps in the conservation process.

7.3   Contribution to Literature

This dissertation contributes to the literature by examining the modern history of the country through an industrial city, the conservation history specific to industrial heritage. It reveals the intricate relations between stakeholders and heritage assets by presenting the values of industrial heritage. Also, this study unveils the planning scenario and documents of an industrial heritage site with its city systematically.

On the other hand, the theoretical studies obtained from the archival data cannot draw a wealthy picture of the existing situation individually. There is a need to include the users in this process. The inclusion of perceptions makes the study important by focusing on the importance of mapping analysis techniques for conservation. Also, explaining them by using spatial information is another contribution to this thesis. To conclude, this thesis presents the differences among archival information and stakeholders, so the adaptation of value-based studies to the practice on the field can occur in the future.

Conservation is a holistic process that including documentation, analysis, representation, management, tourism, and marketing or commodification. Therefore, any efforts made on a particular heritage site should be within the whole aspects of conservation. These systems which make future adaptations possible during the documentation of heritage and include the perceptions of actors will be beneficial in the further stages like marketing and commodification named as reterritorialization or creative industry (Xie, 2015). The preservation of the site is not possible due to the discrimination on the views which can be observed in local newspapers, archives, and interviews, as defined in Çörek's (2018) study. In another way, both authorities and different parts of the society cannot comprehend the value of industrial heritage mutually. That is why industrial heritage is lost and not preserved today. Today, the Zonguldak case can be thought of as a *"terrain vague"* (Xie, 2015), in-between situation in the site. It is open to temporary and contingent forms of occupation. From

this point of view, this study contributes to literature by presenting the problems of an industrial heritage site which locates in the city center.

7.4 Further Research

This study establishes an initial step of further studies on forming the relationship between inclusive conservation process and creative mappings. The mappings, particularly GIS platforms, can be enhanced in the conservation issues to implement an inclusive conservation process. The increasing interest in inclusive design approach stems from the crucial role of this system in the negotiation and decision-making processes. There is a need to study and learn more about broad social engagement, which is generally desirable (Avrami, 2000). This potential of inclusive design can be used in the design of problematic areas like in preservation of heritage sites. Making decisions and producing information about heritage preservation would be efficient with the inclusive design method. In this way, the optimum implementations can be realized, and the actors of the site can be satisfied. For detail information, the other mapping techniques and inclusive design process are in the appendices.

On the other hand, the research can go on profoundly the setting various sample groups with different survey techniques in similar cases. Also, the other studies can examine these values, and practical use of the perceptions can be tested. As of last, future studies focusing on industrial assets, particularly in Turkey, can use the literature of this thesis as a guide.

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APPENDICES

A. Interview Questions

Interviewees: Decision Makers, Site Workers, Researchers

Name Surname:

Birth of place and year:

Occupation & Education Level (University/Department):

Job Place, Position, Duty and Duration:

Name or Year of Study or Research on the Field:

Living time in Zonguldak:

SECTION A: ZONGULDAK CITY

(Social-Cultural Life, Education and Mining Activities in General):

A1. Kömür olmasaydı Zonguldak nasıl bir şehir olabilirdi? Ya da Zonguldak'ın ekonomik ve kültürel açıdan kömür kadar güçlü olduğunu düşündüğünüz bir başka yönü var mıdır?

A2. Zonguldak insanı ve kenti için önemli olduğunu düşündüğünüz en dikkat çekici kamusal yapı ya da alan nedir? Neden?

A3. Kent merkezine baktığınızda çocukluğunuzdan bugüne nasıl bir değişim söz konusudur? Nüfus yoğunluğu ve insan profili, sosyal-kültürel yaşam, trafik, yapılaşma ve görüntüsü açısından değerlendirebilirsiniz.

A4. Çocukluğunuzda ve bugünkü günlük yaşamınızda düzenli gittiğiniz sinema-lokal-tiyatro-dernek yapısı ya da kentsel alan var mıdır, neresidir?

SECTION B: HARBOR – CENTRAL SCRUBBER – RAILWAY RELATIONS

(Past-Present)

B1. Çocukluğunuzdaki (varsa) Liman-lavuar-demiryolunu nasıl hatırlıyorsunuz? Bir anı üzerinden ya da kısaca görünüşünü size hatırlattıklarını tarifler misiniz?

B2. Çalıştığınız dönemde liman ve demiryolu ile lavuar arasında nasıl bir ilişki vardı?

B3. Bugün alana baktığınızda liman-demiryolu size ne ifade ediyor, kentteki yeri nedir, bu ilişkiyi nasıl değerlendirirsiniz?

B4. Demiryolu sizce ne zaman işlevsiz olmaya başladı? Sizce demiryolunun kent için önemi nedir? Bugün için gerekli olduğunu düşünüyor musunuz? Başka nasıl değerlendirilebilir?

B5. Sizce Gazi Paşa Caddesinin lavuar alanı ile nasıl bir ilişkisi var? Bir anı üzerinden de anlatabilirsiniz.

SECTION C: CENTRAL SCRUBBER (PAST-PRESENT)

C1a. DECISION MAKERS:

Çalıştığınız kurum Lavuar ile ilgili nasıl bir çalışma yapmıştır, yapmaktadır? Geçmişte ya da günümüzde kurumunuzun alan üzerine nasıl bir stratejisi (vizyonu) vardır? Başarılı olduğunu düşünüyor musunuz? Olması için ne yapması ya da ne olması gerekir? Eksiklikleri var mıdır? Varsa nedir?

C2a. DECISION MAKERS:

Tesisin çalıştığı yıllarda fiziksel görünüm (estetik, kimlik) ya da üretim-iş gücü (ekonomik katkı, teknolojik olarak yeni olması) açısından lavuarın nasıl olduğunu düşünüyorsunuz, hisleriniz nasıldı?

C3a. DECISION MAKERS:

Lavuar alanının bugünkü hali ile ilgili hisleriniz nedir? Alana baktığınızda fiziksel olarak lavuar alanını en iyi ifade eden şey nedir? Fiziksel ya da soyut alanı tanımlayan şey sizce nedir?

C1b. SITE WORKERS:

Yaklaşık kaç kişi çalışıyordunuz ve birimler nelerdi?

C2b. SITE WORKERS:

Çalışma saatlerinizi nasıl organize ediyordunuz? Haftada kaç gün ve saat çalışıyordunuz, vardiyalar var mıydı nasıldı? Serbest zamanlarınızda gittiğiniz ya da yemek yediğiniz yerler neresiydi (tesisin içinde ya da merkezde)?

C3b. SITE WORKERS:

Merkez Lavuar alanındaki işiniz dışında gittiğiniz kulüp aktivite merkez dernek vs var mıydı? Neresiydi?

C4b. SITE WORKERS:

Lavuar alanındaki yapıların birbiriyle ilişkisini (arazideki üretimin işleyişini) anlatır mısınız?

C5b. SITE WORKERS:

Merkez Lavuarda geçirdiğiniz günleri düşününce alanı nasıl tanımlarsınız? Bu alan size ne hatırlatıyor? Eskiden alanla ilgili ne düşünürdünüz? Bugün Lavuar sizin için ne ifade ediyor? Aklınızda kalan size ilginç ya da güzel gelen bir anınız ya da olay var mı?

C6b. SITE WORKERS:

Sizce merkez lavuar alanını diğer lavuarlardan ayıran ya da benzeyen özelliği nedir? Neden?

C7b. SITE WORKERS:

Çalıştığınız dönemde tesisin fiziksel görünüm (estetik, kimlik) ya da üretim-iş gücü (ekonomik katkı, teknolojik olarak yeni olması) açısından nasıl olduğunu düşünüyorsunuz, hisleriniz nasıldı? Bugün nasıl?

C1c. RESEARCHERS:

Alanla ilgili nasıl bir çalışmada bulundunuz, yaptınız? Çalışmanın hedefi, faaliyeti ve süresi nedir? Sizce başarılı oldu/oluyor mu? Olması için ne yapması ya da ne olması gerekir? Eksiklikleri var mıdır? Varsa nedir? Çalışmanın kent gündeminde bir etkisi oldu mu?

C2c. RESEARCHERS:

Yaptığınız çalışmalardan yola çıkarak alanın yıllar içinde geçirdiği süreci nasıl değerlendiriyorsunuz? Fiziksel görünüm (estetik, kimlik) ya da üretim-iş gücü (ekonomik katkı, teknolojik olarak yeni olması) açısından düşünebilirsiniz.

C3c. RESEARCHERS:

Çalışmalarınızın doğrultusunda fiziksel olarak lavuar alanını en iyi ifade eden şey nedir? Lavuar alanının bugünkü hali ile ilgili hisleriniz nedir?

C8. Tesisin en iyi ve en kötü diye tanımladığınız dönemi ne zamandır? Neden?

C9. Alanla ilgili sizi rahatsız eden bir şey var mıdır, nedir?

C10. Lavuarın kent yaşamı ve kentli açısından bir anlamı (katkısı) var mıdır (geçmişte ve bugün), varsa ne olduğunu düşünüyorsunuz? Sizdeki anlamı nedir?

C11. Lavuarın kapanma sürecinden bahsedebilir misiniz? Sizce alanın kapanmasına sebep olan karar/durum nedir? Bu süreçte yaşanan en büyük sorunun ne olduğunu düşünüyorsunuz? Başka bir yol mümkün müydü ya da hala mümkün mü?

C12. Lavuar alanının kentin diğer endüstriyel alanları ile birlikte değerlendirilmesi konusundaki düşünceleriniz nelerdir?

C13. Sizce alan nasıl değerlendirilmeli, neden?

SECTION D: GENERAL EVALUATION QUESTIONS

A5. Zonguldak ve Kömür üretimine bakış açısında geçmişten bugüne değişiklik var mıdır? Varsa ne yönde bir değişim söz konusudur?

A6. Sizce Zonguldak Kömür kenti olmaktan uzaklaşıyor mu? Ne yöne doğru bir gelişim söz konusu? Bu süreci nasıl değerlendiriyorsunuz? Ne olabilirdi ne önerirsiniz?

B6. Sizce son yıllarda kent merkezi nasıl gelişmektedir? Memnun musunuz, değilseniz asıl sorun nedir ve nasıl çözülebilir? *(Birkaç cümle ile)*

B. Interview Transcriptions

a01: (Architect, Member of Municipality, born in Zonguldak)

Zonguldak 32 yıllık geçmişine baktığımızda Merkezi iş alanı dediğimiz bu alanın değişimini nasıl değerlendiriyorsunuz? Sıkıntılı şöyle yani Zonguldak şehrinin yerleşimi topografik yapısıyla şantiyesi ve madenleri ile iç içe olmuş. O yüzden sıkıntı var, hepsi bir arada. TTK'ya sorsanız burasının bir şantiye olması lazım. Ben diyorum ya şimdi burada caddemizden bir demiryolu geçiyormuş kömür geçiyormuş. Ondan sonra bu kömür limana intikal ediyor bir kısmı gemilere yükleniyor bir kısmı sulara dökülüyor. Merkez atölyelerimiz var ondan sonra Üzülmez diye bir sürü derelerimiz var. Şimdi bunları yerleşimle ve yahutta kentin merkezi ile bir tutabilir misiniz. Mecburen kömür olduğu için zamanında 1930'larda başka bir şey düşünmemişler ki ama Zonguldakı durdurmak lazım. Zonguldak böyle gelişemez. Çünkü Zonguldak'ın başka tarafı var. Mesela eski şehri var yenisi var.

Temel sorun bu yani Zonguldak için yeni ve Eskinin olmaması? Tabii yani bunlar Ancak duvarlar ile aşılmaya çalışılıyor. Zonguldak dediğimiz zaman Kozlu var. Mesela Kozlu gelişiyor. Üniversite var üniversitenin bir kısmı bizim alanımızda kalıyor. Onun ama Büyük bir kısmı Tıp Fakültesi falan Kozlu'nun Mücavir alanlarında. Bizim Mücavir alanlarımızı bizzat aktifleştirmemiz gerek. Yani gelişim alanları yapamadık. Neden. Çünkü Mücavir alanlarımız köy zihniyetinde yani orada tarımla uğraşıyor. Yani şehrin merkezine gelip gidiyor oradan pek bir şey yok.

Devam ediyor yani oralarda köylerde tarım? Oralarda gene uğraşıyorlardı. Barajın olduğu yer daha ötesini mesela düşün. O kadar Kent ile ilişkisi gelişmeye yönelik değil. Yani şimdi Ankara'nın bir merkezini düşünüyorum ben şimdiki gelişmesini düşünüyorum ama Zonguldak'ta bu yok olamıyor. Yani civarı ile şimdi Ankara'nın Merkezi Kızılay Iğdır şimdi gidiyorsun o dışarıda kalıyor da o dedi Şimdi mesela içerde kaldı Bilkent var Bilmem bir şey var Öbür tarafta oturduğumuz yerde Batıkent var mesela Karayalçın döneminde yapılan. Zonguldak'ta ise böyle bir durum yok bir tarafına bakıyorsun Kilimli öbür tarafta da kozlu ile sınırız. Bu tarafta da Mücavir alanlarımız var işte dolayısıyla köylere gidiyor.

Yani bu alanda Zonguldak sıkışıp kalmış ama yine tek merkezli? Sıkışmış. Öyle olacak mecburen tek merkez.

Ulaşım açısından nasıl değerlendiriyorsunuz? Kentin ulaşımı zaten sıkıntılı. Mevcut yollar. Yeni alternatif yollar üretilememiş. Zonguldak Kozlu bütünleşebilir. Yakın çünkü 5 kilometre 10 kilometre onun için sahilden mesela baktığınız zaman benzinlikten sonrası Kozlu. Kentte batıya doğru bir gelişme var. Kilimli Zonguldak'a doğru kayıyor Çatalağzı kilimliye doğru kayıyor hep böyle kayıyor. Öbür tarafta ise hep böyle santraller var yani Yani 1950 küsür lerde kurulmuş ilk santral kurulması çates var. yani tarifleri belki yanlış vermiş olabilirim de. Şimdi Çatesin amacı kömürden dolayı kurulmuş ondan önce 1939'da Kardemir kurulmuş Karabük Demir Çelik fabrikası. Karabük Zonguldak'a bağlıydı zaten. Karabük şimdi il oldu.

Şu an peki nasıl kömür engelliyor mu sizce Zonguldak'ın gelişmesini mesela Kozlu'daki ocakların varlığı gibi? Yani ocakların gelişmesine engeli muhakkak vardır ama onları da kapatamazsın ki. Ocakları kapattığında o zaman nasıl olacak. Nasıl çözeceksin. Zonguldak zaten şimdi dumansız bacaya döndü Zonguldak. Üniversitede 30-40000 öğrenci var. 80lerde daha küçük çaplı iken 93 den sonra Demirel zamanında üniversite açılıyor Ondan öncesinde hacettepeye bağlıydı. Aslında dediğimiz maden mektebi şu anda Sanat Okulu olan yer Endüstri Meslek Lisesi olan yer bugünkü üniversite idi. Bu da 1930'lara 40la ra denk geliyor açılışı üniversitenin.

Endüstri Meslek Lisesi olmadan önce Madem Mektebi iken Siz o günleri gördünüz mü? Yok olmadım. mektep kapandıktan sonra İTÜ açılıyor. O yüzden buradaki mühendislerin çoğu itülü. İTÜ'nün

üniversite olarak 1800 lira dayanan bir geçmişi var tamam da Cumhuriyet Dönemi olarak ilk açılan mektep burası. Bu ocaklara madenci yetiştirmesi açısından önemli. Daha önceden dışarıdan yürümüştür. Fransızlar döneminde maden mühendisliği. Ondan sonra Sırplar gibi Ocak işletmeciliğinden anlayan insanlar gelmiştir buraya yerleşmişler.

Zonguldak kömür dışında nasıl bir kent olabilir? Turizme açılması lazım üniversite kenti ile beraber turizme Açılması lazım. Zonguldak'ta turizm ile ilgili bizim gökgör mağaramız var. Tarihi bir mağara hem tescilli. Merkez olarak pek bir şeyimiz yok da Filyos var mesela Filyos Kalesi mesela Teos döneminde yapılan çok uzun ve eski bir döneme ve orada bir çalışma var filyos'ta tarihi kalıntılar var ama onlardan antik tiyatrolarından su kemerlerinden bir sürü şeyler var orada Filyos bambaşka bir yer. Orayı zaten önem veriyorlar. Özel İdare çalışıyor bizim Turizm Bakanlığı'na bağlı ama şimdi geziyorlar dolaşıyorlar ama 30 kilometre Sahilden. Ulaşım dediniz ya. Şimdi biz ulaşımla bunları çözmeye çalışsak ulaşım bizim ihmal edilmiş yeni yeni şimdi dışarıdan gelen tır kamyonu şehir merkezinden geçiyor. Bunlar geçmeyecek. Şimdi buradan Ereğli'ye geçeceksin Transit gene şehir merkezinden geçiliyor. Bunların artık olmaması lazım. Bunların Kozlu kilimliye bağlantıların olması düşünmesi lazım

Merkezi düşündüğümüzde nasıl canlanabilir burası turizm açısından ya da merkezde yaşayan insanların profili nasıldır, ne yapar bu insanlar? Yani Burası emekli şehri gibi bir yer. Burada çalışanlar hizmet sektöründe çalışıyor. Ocakta çalışan eskiden 40-50 bin kişi varmış. Şimdi onbinlerin altına düştü. Özel Ocaklar var. Onlar 10000 12.000. O zaten bizi bir yerde büyük etkiliyor. Çünkü başka iş dalı. Herkes ocağa bağlı. 69 ambarları kalmadı şimdi. Oraları hep yıktılar, kurumları oralara yerleştiriyorlar şimdi. Merkez atölyeleri ulaşımla ilgili birimler kaldı bir ttk'nın. Eskiden Ocak'ta çalışan motorlar burada üretiliyormuş şimdi hepsi sipariş ve ihale ile dışarıdan getiriliyor.

O motorlar şimdi nerede Ne oldu hurda mı? Belli bir süre çalıştıktan sonra hurdaya dönüşüyor burada insan yaratıyor onları atölyelerde. Şimdi öyle bir şey ki şirketler dışarıdan sipariş veriyor burayı kapattı gibi

Şimdi maden müzesi var. Bu da aslında Turizm faktörü? Evet mesela Almanya'da ocaktan getiriliyor kömür. Eskiden TTKda İnsan gücü Eğitim Merkezi vardı. O zamanlar alıyorlarmış O insanları belli bir eğitimden geçiriyorlar mış Ondan sonra Ocağı gönderiyorlarmış. şu an ise çok sınırlı bir eğitim var eskisi gibi değil. O zaman ki eğitim belli bir eğitim. Yakın zamana kadar vardı. Şimdi ise 3 aylık eğitimler var.

Eğitim Ocağı aslında bir okul yani? Tabii Okul. Önce oraya gidiyorsun Oraya giriyorsun çıkıyorsun bir eğitim alıyorsun bir tane vardı Şu an Bugün onun yanında maden müzesi var Biz aslında gerçek 1 Ocak'ta maden Müzesi olsa vatandaş geldiği zaman müzeyi geçse orada ocağa girse Burada şimdi 500 metreye kadar iniyorsun 500 metre Deniz seviyesinin altına iniyorsun daha da altına iniyor 600 700 metre.

Profesyonel bir yarışma yapılmış lavuar ile ilgili yine bir müze tasarımı İsmail Eşref Belediye Başkanı olduğu dönemde projenin yapılamaması ndaki temel Sıkıntı neydi hatırlıyor musunuz? En büyük sıkıntısı orada bir demiryolu geçiyordu. Biz diyoruz ki vatandaş buradaki demiryolunu nasıl kullansın. Demiryolları bir yere gitmiyor ki. Burada kömür yükleniyordu yolcu treni değil ki bu yolcu treni ne çevirmek istiyorsan ayrı mevzu. Onu zaten Başka türlü yapıyorlar Turistik amaçlı mesela tren raylarını var nostaljik tren mi yapacaksın tünel var mesela buradan biniyorsun geçiyorsun Koz diye geçiyorsun zaten bağlantı yapmışlar ama çalışmıyor şu an Üzülmez Vadisi var Üzülmez vadisinin içinde ocak var mesela.

Merkezde önerilen projedeki fonksiyonların o kadar da gerçekleşebilir öneriler olmadığını söylüyorsunuz? Yani parasal durumla alakalı Şimdi bunu kim yapacak belediye mi yapacak. O durumda değil yapamaz. TTK'nın yapması lazım. TTK buna bedel veriyor. O bedelin üzerinden bu mümkün

değil. Ama ne oldu biliyor musun bu dönemde TTK yeni hazineye devretti Biz de zaten onu diyorduk hazine de TOKİ ile şey yapmışlar sonradan. İşte TOKİ de belediye Yap işlet devret şeklinde yapacak. Projelendirilip ona göre proje uygulanacak Ama bu uygulansa da kurul iznine gidecek. Karabük kurulundan onay gerekiyor. Kültür varlıklarını koruma bölge kuruluna gidecekti. Oradaki yapılar tescilli. Orada bina vardı kriblaj binası. Ama onu da yıktılar sonra.

TTK kriblaj binasının önemi nedir? Şimdi ben onun tam şeyini bilemiyorum. Çünkü lavuar dediğiniz olay kömür yıkama oluyor mesela çaplarına göre ayrıştırılması gerek lavuar ünitesi bu ama 1953'te planlanıyor 57 de bitiyor. Şehrin ilk planlanması 1953te oluyor. Sonra bizim 73te yaptığımız Metropol planlaması var. İçerisinde Kilimli var Çatalağzı var Kozlu var Zonguldak var 4 tane belde var. O zaman ilçe değildi bunların planlarının tek elden geçmesi var. yani tek bir planla hepsinin birlikte bütün bölgeyi planlıyorsun sadece Merkezi değil 73te. Bunun yarışması yapılmış. Bütün belediye başkanları o dönem ortak olmuşlar. Ondan sonra bunu Engin Erkin diye bir Mimar şehir plancısı var. O yapmış 73 den itibaren. Ama bu çalışmaların Bütün hepsini, Zonguldak sanayisi ile ulaşımı ile Bütün her yerden bilgileri toplamış. Şimdi ulaşım dediniz ya sadece Zonguldak değil Çatalağzı Zonguldak Kilimli hepsini birlikte düşünmüş. Ama topografik yapısı olarak o zamanki şartlar tabii. Şimdi onu görmüyoruz başarılı olamamış. Ama neyde başarmışlar biliyor musunuz, suda başarmışlar baraj yapımında. baraj bütün belediyelere hizmet veriyor. O metropol o zamanki düşünülen ulaşım altyapı. Biz şimdi baraj artması ile beraber Bizim sağımız içinde bir kısmı bir kısmı Kozlu'nun içinde kalıyor ama hizmet olarak kozluya hizmet veriyor Zonguldak'a hizmet veriyor Kilimli Çatalağzına veriyor. Yani bütün bu civara su getiriyor. İşte bunun düşünülmesi 1973'te bu planlama ile getirilmiş. Altyapı ile ilgili de en son yaptığımız arıtma tesisi var. Bütün kanalizasyon toplanarak bu 2004'ten sonra oluyor. Eskiden bütün kanalizasyon denize gidiyordu. Bu arıtma ile bütün bunları bir havuzda topladık şeyde Kozlu sınırları içerisinde. Biz şu anda bu arıtmayı yaptık. Kozlu da oradan bize bağlanabilir bir kısmı Kilimli'ye gelebilir buraya işte metropolün şeyi burada çıkar 2. bağlantısı buradan çıkar. Artık bütün belediyeler arıtma yapması lazım. Kapasitesini artırabilirsiniz bunların ne oluyor motorları çalıştırarak basa basa burada biriktiriyorsunuz.

Peki o zaman bu lavuar alanı neden kapandı temel sıkıntısı arıtma değil miydi? Laborant kapanması artık rantable olmadı 1957'de ki lavuar alanı ile yani. Şimdi mobil lavuar var. Ocak ağızlarında yapılan lavuarlar var. Taşınabilir yani montaj. Bu da var mesela ama buradan kaldıramazsın. Bunun(merkez lavuarın) bir tane örneği var Çatalağzında. Çalışıyor şu anda. Bu lavuar alanı şehrin merkezinde kalıyor en kıymetli yerinde. Rantabil (rantable) değil.

Peki estetik bir değeri olabilir mi ya da kentin görüntüsünü bozan bir şey mi? Şehir içinde olmaz tabii. Görüntü olarak ses olarak şimdi o civarda oturanlar uyuyamıyoruz diyorlarmış. Düşün yani konutlarda oturanlar lavuarın gürültüsünden. Ama gece gündüz çalışıyor. Bayağı da ses çıkarıyormuş. Ondan sonra çevre kirliliği de olabilir.

Siz Çocukken de vardı değil mi ses? Ama ben o kadar etkilenmedim. Uzakta olduğumuz için, etrafında oturuyordum bizim uzaktı. Biz Bahçelievler vardı orada oturuyorduk. Ama bunun yakınında oturanlar hep gürültüsünden bahsederdi.

Ama siz gündüz gözlemliyorsunuz değil mi? Ama şimdi 2004'ten Sonra bu onların (TTKnın) politikasından sonra sökülmeye başlandı.

Sökülmeden önce burası nasıl bir merkezdi hatırlıyor musunuz özellikle Çarşı alanı? Orada çalışanları düşünüyorsanız merkeze yakınlığı açısından onlar için iyi ama bence uygun değil. Ama o günkü şartlarda 57 li yıllarda binalar var. Liman orada yüklemesi var. Limanla ilişkili. Bu taraftan da trenle ilişkili sonra onların bantları vardı şişleri döküyorlardı. Taa üniversitenin O sahalarına üniversite yokken oralara döküyorlarmış. Denize doğru ve orada dökülürken de vatandaş orada bu şişlerden kömür çıkarıyormuş Kaçak kömürler var yani şimdi o elekler var ya rantable dediğimiz o. Zayiat

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veriyor. Demek ki onu giderememişler iyi kömürler de gidiyor. Denize boşaltılıyor. Şimdi ne yapıyor vatandaş o dökülen yerde onları topluyor satıyor. Onlar orada bir ticaret yapıyor. Çok eskiden ama bu.

Şu anda sadece kuleler kaldı sizin yani belediyenin bu alanla ilgili bir fırsatı imkanı olsaydı alanı nasıl kullanırdı nasıl kullanmak daha makul olurdu? Meydan olarak kullanılması bence toplumun yararına olurdu. Şimdi bizim simgeleşen bir Meydanımız yok ki. Madenci Anıtı'nın olduğu yer bizim simgemiz. Nitelikli bir meydan yok tabii. Valilik Konağı'nın olduğu yer var burada da gösteri sanat olsun konser olsun.

Günümüzde ve eskiden sizin önemli olduğunu düşündüğünüz kamu yapıları var mıdır? Valilik binası 1930'larda yapılmış bir bina ama o yıkıldı 90'lardan sonra yenisi yapıldı. Melih karaaslan'ın binası bu. 94'te yapılmıştır o bina. Belediye binası Valiliğin karşısındaki bina idi şu an Kültür Merkezi olarak kullanılan bina Belediye Kültür Merkezi olarak kullanılıyor. Sinema var Eskiden halk eviymiş orası 1939-7'lerde yapılmış o da yarışma projesi. Halkevi ile sonradan belediye yapmışlar tescilli bir bina ben de geçmişte orada çalıştım 10 senenin üzerinde çalıştım. Benim çocukluğumda oralarda falan geçtim. Binanın karşısına Park vardı şu an İnönü heykelinin olduğu yer. Bir tane çocuk bahçesi vardı Biz orada kayardık. 1 tane palmiye ağacı vardı ortada.

Çocukluğumuzdaki Zonguldak ile şimdiki Zonguldak'ı kıyaslarsak nasıl tariflersiniz bu değişimi? Farklı tabii daha boğuk. Daha yeşil. Şimdi her taraf beton yığını. Orada Bahçelievler diye geçiyor ama şimdi ev diye bir şey kalmadı Ona bakarsan sinemalar vardı. Mesela açık hava sinemaları vardı. Yazın açık hava sinemalarına giderdik biz. Ama şu anda yok. Şimdi Kelebeğin Rüyası Var film. O 1940ları anlatıyor Zonguldak'ta. Sonra televizyon falan yoktu. Olmadığı için biz de akşamları konserlere giderdik. Gazinolar vardı. Zonguldak'ta gazino kültürü vardı. Bizim büyükler gazinolarda büyüdüler. O da projede yapılmış yani şey gazino vardı.

Çok teşekkür ederim.

a02: (MSc City Planner, Member of TTK, born in Zonguldak) (e-mail interview)

Kömür olmasaydı Zonguldak nasıl bir şehir olabilirdi? Ya da Zonguldak'ın ekonomik ve kültürel açıdan kömür kadar güçlü olduğunu düşündüğünüz bir başka yönü var mıdır? Kömür olmasaydı Zonguldak diye bir şehir olmazdı en azından şu an bulunduğu konumda böyle bir şehir olmazdı.

Zonguldak insanı ve kenti için önemli olduğunu düşündüğünüz en dikkat çekici kamusal yapı ya da alan nedir? Neden? Madenci anıtı önündeki meydan. Tüm açık hava toplantıları bu anıtın önünde gerçekleşiyor dolayısı ile herşey için kömüre ve madenciye de vurgu yapılıyor. Kent hafızası için çok önemli.

Kent merkezine baktığınızda çocukluğunuzdan bugüne nasıl bir değişim söz konusudur? Nüfus yoğunluğu ve insan profili, sosyal-kültürel yaşam, trafik, yapılaşma ve görüntüsü açısından değerlendirebilirsiniz. Son yıllarda iözellikle üniversitemizin öğrenci sayısının artmasına paralel olarak kent merkezi ve üniversite çevresinde önemli ölçüde sosyal mekanların artışı sözkonusu. pararlel olarak sosyal kültürel mekanlara yansıması gözleniyor.

Çocukluğunuzda ve bugünkü günlük yaşamınızda düzenli gittiğiniz sinema-lokal-tiyatro-dernek yapısı ya da kentsel alan var mıdır, neresidir? Maalesef çocukluğumuzda çok sık gittiğimiz sinamalardan hiçbiri bugun yerinde kalmadı.

Çocukluğunuzdaki (varsa) Liman-lavuar-demiryolunu nasıl hatırlıyorsunuz? Bir anı üzerinden ya da kısaca görünüşünü size hatırlattıklarını tarifler misiniz? Karayolunun çok bozuk ve uzun olması sebebiyle demiryolu ile karabük'e kadar gidip oradan otobüs ile ankaraya yolculuklar yapıldığını hatırlıyorum.

Çalıştığınız dönemde liman ve demiryolu ile lavuar arasında nasıl bir ilişki vardı? Bir bütün olarak işlev görüyordu. Lavuarda yıkanan kömürler demiryolu yada denizyolu ile gideceği yere ulaşıyordu. Bu yüzden yanyana planlanmıştı.

Bugün alana baktığınızda liman-demiryolu size ne ifade ediyor, kentteki yeri nedir, bu ilişkiyi nasıl değerlendirirsiniz? Eski güçlü bağlantı yok. Yakın bölgede demiryolu bağlantısı olan tek liman olması önemli.

Demiryolu sizce ne zaman işlevsiz olmaya başladı? Sizce demiryolunun kent için önemi nedir? Bugün için gerekli olduğunu düşünüyor musunuz? Başka nasıl değerlendirilebilir? Kömür üretiminin düşmüş olması işlevin daha zayıf hale gelmesini sağladı. Demiryolunun belirli bölümleri turizm ve ulaşım amaçlı değerlendirilebilir.

Sizce Gazi Paşa Caddesinin lavuar alanı ile nasıl bir ilişkisi var? Bir anı üzerinden de anlatabilirsiniz. Gazipaşa caddesinde gezerken her an Lavuar alanından gelen sesleri (tren yada diğer çalışan makinelerin sesi) duyulması mümkündü ve kimse bundan şikâyetçi değildi.

Çalıştığınız kurumun Lavuar ile ilgili nasıl bir çalışma yapmıştır, yapmaktadır? Geçmişte ya da günümüzde kurumunuzun alan üzerine nasıl bir stratejisi (vizyonu) vardır? Başarılı olduğunu düşünüyor musunuz? Olması için ne yapması ya da ne olması gerekir? Eksiklikleri var mıdır? Varsa nedir? Lavuarın artık ekonomik ömrünü doldurması sonrası TTK buyapının yıkılmasına karar vererek uygulamaya koymuştur. Bu kararı verirken amaç şehrin içindeki bu alanın şehrin kullanımına bırakılması idi. Ancak bu şekildemi şehre bırakılmalı yoksa yıkılmadan bir endüstri mirası olarakmı bırakılmalıydı bu hep soru işareti olarak kentte tartışılıyor.

Tesisin çalıştığı yıllarda fiziksel görünüm (estetik, kimlik) ya da üretim-iş gücü (ekonomik katkı, teknolojik olarak yeni olması) açısından lavuarın nasıl olduğunu düşünüyorsunuz, hisleriniz nasıldı? Gürültülü kocaman büyük bir kütlesi olan bir yapıydı. Çalışan sayısı çok fazlaydı. Ancak kentte yaşayanların bu yapıdan rahatsızlığını hiçbir zaman dile getirdiğine şahit olmadım. O günün şartlarında önemli bir endüstri yapısıydı.

Lavuar alanının bugünkü hali ile ilgili hisleriniz nedir? Alana baktığınızda fiziksel olarak lavuar alanını en iyi ifade eden şey nedir? Fiziksel ya da soyut alanı tanımlayan şey sizce nedir? Bugün baktığımızda alanın eski bir endüstri yapısını barındırdığını anlamak mümkün değil. Simgesel olarak kalan 3 kulenin ne olduğunu birisi anlatmadığı taktirde ne olduğunun bilinmeside mümkün değil

Tesisin en iyi ve en kötü diye tanımladığınız dönemi ne zamandır? Neden? Tabiki en iyi dönemi yeni yapıldığı ve tam kapasite ile çalıştığı yıllar. En kötü dönem ise alanın tesis yıkıldıktan sonra boş olarak kaldığı değerlendirilemediği yıllar.

Alanla ilgili sizi rahatsız eden bir şey var mıdır, nedir? Boş halde kalması acilen sosyo kültürel ağırlıklı değerlendirilmeli.

Lavuarın kapanma sürecinden bahsedebilir misiniz? Sizce alanın kapanmasına sebep olan karar/durum nedir? Bu süreçte yaşanan en büyük sorunun ne olduğunu düşünüyorsunuz? Başka bir yol mümkün müydü ya da hala mümkün mü? Tesis ekonomik ömrünü tamamlayınca işlevin tam yerine getiremez hale gelince TTK teknolojik gelişmeye paralel olarak geliştirilen mobil lavuarlarda ve kömürün çıktığı bölgelerde kömür yıkama işlemini yapmak kararı aldı. Kent merkezinde yaklaşık 63 hektarlık bir alanı kentin kullanımına bırakma kararıda bununla birlikte alınan bir karardı.

Lavuar alanının kentin diğer endüstriyel alanları ile birlikte değerlendirilmesi konusundaki düşünceleriniz nelerdir? İyi bir kurgu ve yönlendirmeler ile olabilir.

Sizce alan nasıl değerlendirilmeli, neden? Sosyo Kültürel bir odak olmalı kentin buna ihtiyacı var ve bu konuda belkide son şans olan bir alan.

Zonguldak ve Kömür üretimine bakış açısında geçmişten bugüne değişiklik var mıdır? Varsa ne yönde bir değişim söz konusudur? Kömür üretiminin devam etmesi konusunda tüm şehir hem fikirdir. Bunun yanında istihdama dönük yeni sektörlerin geliştirilmesi gerektiği konusunda da görüş birliği vardır.

Sizce Zonguldak Kömür kenti olmaktan uzaklaşıyor mu? Ne yöne doğru bir gelişim söz konusu? Bu süreci nasıl değerlendiriyorsunuz? Ne olabilirdi ne önerirsiniz? Kömüre bağımlılığın azaltılması konusunda görüşler olmasına rağmen alternatifler net şekilde ortaya konabilmiş değil. Endüstri mirası yapılardan turizm amaçlı kesinlikle faydalanılmalı.

Sizce son yıllarda kent merkezi nasıl gelişmektedir? Memnun musunuz, değilseniz asıl sorun nedir ve nasıl çözülebilir? (Birkaç cümle ile) Üniversitenin öğrenci sayısının artması kent merkezindeki sosyal hayata dönük mekanların sayısında artış sağlamış durumda. Tek bir caddeye bağlı olan trafik sorunu her geçen gün kendini daha fazla hissettirmekte.

Katkılarınız için Teşekkürler.

b01: (Mining Engineer, operation engineer at Central Scrubber in 1990s, 2000s, born in Zonguldak)

Sizce kömür olmasaydı Zonguldak bugün nasıl bir şehir olurdu? Kömür olmasaydı Zonguldak olmazdı. Zaten Zonguldak kömüre bağlı olmadan önce Kastamonu'ya bağlı bir köydür. Kömürün bulunmasından sonra Zonguldak'ta bir gelişim oluyor yani 1848 den sonra kömürden sonra yabancılar giriyor. Yabancı şirketler geliyor. Cumhuriyetten sonra devletin kurduğu işletmeler yürüttü.

Yani kömür kadar güçlü sayabileceğimiz ekonomik kültürel bir eleman yok mu demek istiyorsunuz? Yani geriye baktığımızda yok gibi gözüküyor ama tabii Bunu zaman gösterir yani Burası bir liman şehri olabilirdi ya da başka bir şey olabilirdi. Bunu bilemeyiz ama Zonguldak'ın bugüne kadar gelmesi kömüre bağlı tamamen. Kömür üstüne gelişmiş. Cumhuriyetten sonra Ereğli kömür işletmeleri kurulmuş. Fransızların ellerindeki sahalar devletleştirilmiş. Sonra Zonguldak'ta Ereğli Kömür İşletmeleri devlet olmuştur. yani nerenin ne ihtiyacı varsa Kömür İşletmeleri hem iş vermiş insanlara, sadece Zonguldak halkına değil Bütün Türkiye'ye vermis. hemen hemen her bölgeden Her ilden insan vardır. Değişik bir demografik yapısı oluşmuş.

Sadece iş imkanı mı sağlıyor yoksa günlük yaşama etkisi veya sosyal kültürel zevkleri etkisi de var mıdır bu durumun? E tabi insanların ihtiyacına göre sosyal imkanlar da ona göre gelişmiştir. Bu tabii insanların şehir merkezine yaşayıp şehrin havası ile ilgili şehir merkezi bazında bakarsak Ereğli demir çelik fabrikaları olduğu Ereğli Sosyal Yaşam açısından daha kuvvetlidir. Zonguldak'ta yani Zonguldak Merkezi küçük bir alana sıkışmış. Çalışanlar genelde köylerden gelip gitmişler ve kültür seviyeleri de belli bir düzeyde olduğu için o yönde gelişmiş. Zonguldak il merkezinde sosyal yaşam çok gelişkin değildir. Esasında, hala da öyle yani Ereğli ye göre geriyiz yani.

Eskiden mektepler varmış Maden Mektebi gibi siz onlarla ilişkili bilginiz var mı? Ben gitmedim. Çünkü bizim zamanımızda kalmadı. Zamanında işletme çalışmaya başladıktan sonra Başçavuş okulları olarak açılmışlar. Sonradan maden mektebine dönmüş. Oradan çıkanlar ocaklarda yeraltında çalışan işçileri sevk ve idare ettiği için bizim baş çavuş dediğimiz şef yetiştiriyor. Ama çok donanımlı ve gerçekten iyi eğitim veriyorlar. Sonradan buradan çıkanlar mühendislik seviyesine ulaşıyorlar. Buradan mezun olup da yurtdışına mühendislik okumaya gidenler var. Benim bildiğim kadarıyla tabii çok eski bunlar.

Sizin çocukluğumuzdaki Zonguldak ile çalıştığınız dönemdeki Zonguldak ile bugünkü Zonguldak arasındaki benzerlik farklılıklar var mıdır Nelerdir Yani bu iş dönemi düşündüğünüzde aklınıza

gelenler nelerdir Nasıl hazırlıyorsunuz? Tabii yaşam şartları çok hızlı değişti. Zonguldak'ta bizim çocukluğumuzda da gençliğimizde de akşam 7'den sonra aileler pek dışarı çıkmazdı. Tabi o zamanki siyasi yapı 12 Eylül önceki dönemlerden bahsediyorum. Yani işçi ağırlıklı bir şehir olduğu için kadınlar çıkıp dolaşamazlardı. İnsan kalmazdı sokaklarda saat 7'den sonra. 77 80 82 83 ten sonra buradaki (üniversitenin akademik mühendis mimar) mühendis mektebinin üniversiteye dönmesi ile öğrenci sayısının artması ile okullar buraya gelen hocalar bunlarla beraber Zonguldak'ta sosyal yaşam ve kültür zamanla değişti. Bu değişimler 83 sonrası. Türkiye'deki kültürel değişimleri Zonguldak da etkilendi. Hızlı bir şekilde değişti yani il merkezi gibiydik ama kasaba gibiydi. Zonguldak belirli dükkanlar dışında alışveriş yapacak yer yoktu. Mesela çocukluğumuzda ve gençliğimizde lise döneminde birkaç yer vardı. Orada alışveriş yapıyorduk. Ondan sonra 91-92 büyük alışveriş merkezi olsun bilindik yerler olsun. Onlar yoktu. İstanbul Ankara'ya gittiğimizde alışveriş yapıyorduk yani ondan sonra değişik markalar falan AVM'ler açılınca Zonguldak'ta 6 yıl falan oldu herhalde onu tam hatırlamıyorum.

Gazipaşa Caddesi ne sıklıkta kullanıyordunuz? Gazipaşa Caddesi de geçti gençliğim. Yani bir aşağı bir yukarı.

Mesela orada bir sinema var gördüğüm kadarıyla onun gibi Sizin için önemli olan yerler nelerdir? Tek şey mi belediye sineması yani birlikte iyi bir film gelirse belediye sinemasına film izlemeye giderdik. Tiyatro olayları biraz bize uzaktı. Geliyorsa daha bilgimiz yoktu ya da gücümüz yoktu bilmiyorum.

Sizin çalışma döneminizde caddede demirrayları yoktu kalmamıştı? Yoktu hayır. Zonguldak'ta ben görmedim. o Annen baban görmüştür öyle şehrin ortasından.

Peki liman ve lavuar ilişkisi sizin döneminizde vardı değil mi çalıştınız dönemde? Zaten limanın kurulması lavuarın kurulması hemen hemen aynı Zonguldak lavuar 1957'de kurulmuş çalışmaya başlamış eski resimlere bakarsanız lavuarin inşaatında limanın durumu görülüyor.

Ama orasının sanırım teknolojisi daha farklıydı. Burası ise sizin bugün çalıştığınız yerde modüler sistem kullanılıyor anladığım kadarıyla. Yani buradan şunu demek istiyorum gelen kömürün yıkama aşamalarını düşündüğümüzde merkez lavuar nasıl bir sisteme sahipti? Zonguldak lavvarı çok detaylı ve hiçbir eksik kalmayacak şekilde kömür girişinden çıkışına kadar olabilecek bütün sorunları karşılayabilecek şekilde kurulmuş bir lavuardı. 1957 senesinde kurulup 2006'ya kadar hizmet vermişti. Kömür girişinden çıkışına kadar bütün ihtiyacımızı karşılayacak düzeyde altyapıya sahip bir lavuardı.

Kaç kişinin çalıştığını hatırlıyor musunuz? Ben 1991'de geldim Zonguldak lavuarına 91de geldiğimde 750 kişi civarında personel vardı bu sadece mavi yakalı.

Siz denetlemede miydiniz? Zonguldak lavuarı basit bir işletme olmadığı için sadece dört beş tane servis vardı. Sadece İşletme açısından mesela yıkama servisi vardı. Flotasyon, filtrasyon, yükleme çevre meydan temizlik servisi. Onun dışında sadece biz işletme servisinde çalıştığımız için onun yanında bakım servisleri, atölye aklıma gelen yani 78 servis bunların üstünde çalışan sevk ve idare de çalışan bölüm sorumlusu mühendis teknikerler baş mühendisler ve müdür o şekilde kurulmuş bir sistem. Ben orada işletmenin çeşitli kademelerinde işletme mühendisliği yaptım. Filtrasyonda çalıştım. Filtrasyon mühendisliği yaptım. Flotasyonda çalıştım. Değişiyordu yani dönem dönem. Tabii ihtiyaca göre ikisine birden baktığım da oldu ayrı ayrı baktığımda oldu.

Çalışma saatlerinde vardiyalar vardı değil mi? Tabii ocaktan gelen kömür girişine göre vardiyalarımız vardı. Gece vardiyasına gidiyorduk. akşam 20 de başlıyordu sabah altıya kadar. Sabah 4ten 6ya kadar mesai veriyordu çalışanlara. Ondan sonra gündüz vardiyası geliyordu. Sabah 7.30 gündüz 15.30.3 vardiyaydı. Tabii bu arada saat 15 30 ile 20 arasındaki zamanda da bir takım faaliyetler var. Onları takip etmek için de ara vardiya diye tabir ettiğimiz tulumbacılar birtakım temizlik işçileri falan da bulunuyordu. Bakım yapıyordu bu 15.30 20 arası bakım vardı. o da aslında bir vardiya gibi. Tabii

çalışırken çalışan makinanın yapılamayan bakım işleri o vardiyada yapılıyordu. Tabii haftada 7 gün de herkes bir gün izin kullanırdı ona göre personel izinleri düzenlenirdi.

Yıkılan kriblaj binası üretimdeki görevi tam olarak neydi size ne ifade ediyordu çalıştığınız dönemde? Yani kriblaj binasında gelen kömürün lavuara ilk giriş noktası idi. Burada kömürün 100 milimetrelik yelekler vardı 100 milimetrelik elekler üzerinde kalan kömürler ve taş ayrılıyordu bir boyut küçültme işleminden geçtikten sonra tekrar yıkamaya veriliyordu. Orada havuzlar vardı. Havuzlarda yıkama yapılmıyordu. Havuzlar su temini için kullanılıyordu su ve temiz su toplanma havuzları onlar. Oradan temiz su alınıp ilk lavuarda yıkama veya başka ihtiyaç olan yerde yıkama faaliyetinde kullanmak içindi. Yani atıyorum ben gelen bir su lavuarı besleyemez çalışırken. Oradan alınan sudan takviye yapılıyordu ya da herhangi bir şekilde yolda boru patlar. Biz çok uzak mesafelerden su getiriyorduk. Çaydamar ocakları vardı istasyonun karşısında. Oradan ocak suyu gelirdi mesela tulumbalarla (su tulumbaları). Değirmenağzı dediğimiz bir yer var. akarsuyun kenarında kurulmuş kum havuzu var Değirmen ağzında. Yani pompa diyelim su tulumbası pompa oluyor. Yaklaşık 15 kilometreden falan arada depolarda var ya da transfer depoları çaydamar ocakları daha yakındı. Oradan ocak suyu gelirdi onlara biriktirdik.

Yemeklerinizi ve diğer sosyal aktivitelerinizi gerçekleştireceğiniz dinlenme yerleriniz var mıydı? yoksa tesisini Dışına mı çıkıyorsunuz çalışma saatleri içinde? Çalışma saatleri içerisinde lavuar da eskiden bir yemekhane vardı ama burada yemek falan yapılmıyordu. Getirenler kendileri oturup yiyorlardı. Sonra yemekhane de bozuldu Dışarıdan yemek getirip yiyenler kendi çalıştıkları kısımda uygun bir yerde yiyorlardı. Diğerleri eğer yemek istirahatleri varsa işi uygunsa dışarıdaki lokantalardan faydalanıyorlardı. Sosyal yani iş içerisindeki çalışanların ihtiyaçlarını karşılayacak sosyal imkanlar gittikçe azaldı. İşçilerin mutlaka banyosu falan vardı ama mesela mühendislerin veya teknikerlerin soyunma giyinme banyo işte bunlar biraz yoktu gibi bir şeydi sıkıntılıydı son zamanlarda özellikle.

Lavvarda geçirdiğiniz günleri düşündüğünüzde nasıl tanımlarsınız o günleri? Vallahi güzel eğlenceliydi. Bütün Havza'da üretilen kömürün esasında paraya döndüğü bir yer yani ocaktan çıktığı gibi bu kömür para etmediğine göre yer altında bütün bir maden işçisinin çıkarttığı kömürün değerine kavuştuğu nokta burada olabilecek herhangi bir aksaklık zenginleştirmede yaşamını gidecek Herhangi bir sıkıntı binbir emekle çıkartılan kömürün yatağa gitmesine ya da değerini kaybetmemesine istenen paraya satılan olmasına sebep oluyor. O yüzden sorumluluk isteyen özveri isteyen ne kadar yer altında çalışan arkadaşlar tabii belli bir risk alıp bir yükün altına girip çalışıyorlarsa da onun da paraya dönmesi için aynı emek sarf edildi. Yani piyasa değeri çıkartılan kömürün paraya dönmesi için lavuarın düzgün çalıştırılması lazım. Bu da çalışanların sorumluluk sahibi işini seven gerekli özeni gösteren insanlar olması gerekiyordu. Fakat zaman içerisinde lavuarcılık gittikçe değersizleşip buralara kadar düştü. Tabii bunun da üretimin düşmesinin de etkisi var. Olaylara bakış açısının da bir etkisi var.

Bu sadece Merkez lavuara mı özgü yoksa merkezin diğerlerinden ayıran bir özelliği var mı ve bu nedenle mi ilişkili? Yok. Neticede senin kurumun kararıyla var. İster bunu şimdi 2 bölgede kurum kendisi işletiyor. Normalde 3 bölgede özel sektöründe kömürleri zenginleştiriyor. Herhalükarda kendi de çalışırsa özel sektörde çalıştırırsa burası kömürün paraya döndüğü nokta eğer buradaki yıkayıcı ya da yıkayan da olsa ne var da istenilen özellikte kömür yıkayamazsa 200 liraya satacağımız kömürü yine 180 170 liraya satmış alıyoruz. Çünkü anlaşmalar var. Diyelim ki maksimum 9 rutubette 11 küllü 010 kömürü üretmeliyiz ki Karabük demir çelik fabrikasına (şu anki fiyatlarını hatırlamıyorum ama) 800 liraya satalım. Eğer bu değerlerin üstünde 9 rutubeti geçti istek 11 kilo geçti yüksek fiyat aşağı düşüyor prim ceza sistemi denen bir sistem var. Aynı şekilde santral yakıtı kömürlerde de öyle istenilen kül rutubet ve kalitede kömür çıkartmak zorunda lavuarlar. Yoksa satış sözleşmesindeki fiyatlardan daha ucuza satıyoruz. İstenilen değerlerden daha iyi kömür üretilirse de prim alınıyor. Çünkü daha fazla paraya satmış oluyoruz.

Bu üretimin kalitesini arttırmak için ne yapmak gerekiyor? kalitenin artması nelere bağlı? Üretimin kalitesinin artması ocaktan başlıyor lavuar da bitiyor. Ocaktan ne kadar kaliteli kömür gelirse kül oranı düşük lavuardan randımanı da ona göre artıyor. Buradaki zenginleştirme işlemlerinde yaptığımız başarı ona göre değişiyor.

Bugün alana baktığınızda size ne ifade ediyor? Yani Zonguldak lavvar devam etseydi keşke diyorum her türlü dediğim gibi ihtiyacı görülüyordu kurumun yalnız belli yenileştirmelerle bir takım şeyleri de yapıp zaten çalışabilir de kurum bu kadar sıkıntı çekmez de şimdi atık sahası sorunu var. Lavuarların ihale sorunları var. Özellikle şirketlere verdik ama 2-3 ay sonra kömürü nerede yıkayacağım konusu pek belirgin değil.

Mesela liman var burada sanırım Burada Limanın etkisi de var değil mi? Limanla bizim şu an pek bir işimiz kalmadı. Yani kurumun oradan transferi yok düşünüyorum da ithal kömür gemileri boşalıyor küçük demir falan geliyor. Onlar boş oluyor yukarıdan bir kömür gelip gidiyor biz de lazım olursa kullanıyoruz. Şimdi bizim orada kendine bir sahamız var oraya bir kömür döküp aşağıdan toz geliyor diye çevre müdürüne şikayet etmişler.

Sizin çalıştığınız dönemdeki üretimi nasıl değerlendiriyorsunuz iyi miydi? Üretim miktarı gittikçe zaman içerisinde düştü. Yani bu tabii lavuarın şeyi değil üretim düştü düşmedi şeyinde olamam ama ben başladığımda 91 senesini 8-9 bin ton 6000-8000 arasında günlük kömür yıkıyorduk. Sonradan 6000 tona düştü 92 grizudan sonra aşağı doğru düşmeye başladı. Sonra da devam etti düşüş. Şu anda mesela orası Kozlu Üzülmez kömürlerini yıkayan bir lavuardı. Gene biz bıraktığımızda 3000-3500 belki 4000 ton kömür yıkanıyordu. Günde en son buraya geldiğimizde. Fakat şu an 2 bölgeden tabi bu şu an Kozlu müessesinin yıkadığı 1200 bin 1300 bin böyle Üzülmez de yıkıyordur. Toplam 2 bölge 2500. Tabii bu üretimin düşüşü lavarla falan alakalı değil. İşçi sayısının düşmesi en büyük etken O zaman benim dediğim büyük üretim gibi gözüken şeyler 40-42 1000 işçinin çalıştığı zamanlar şu andaki yanlış hatırlamıyorsam 7500-8000 arasında yakın zamanda yeni gelenler falan oldu sisteme bakmadım kaç kişi çalışıyor şu an.

Bu böyle devam ederse Sizce Zonguldak nereye doğru gitmektedir nasıl bir kenti olacak? Yani buradan kömür çıkar devlet kalmaz Özel sektör çıkartır Zonguldak'ta bundan ileri geri gitmez böyle kalır. Yeni iş alanları vesaire bulunmazsa zaten şu anda bile göç veren bir il köylerde ya da Zonguldak halkın da burada iş alacak da çalışacağız gibi bir şey kalmadı geçenlerde 1500 kişi alındı çoğu dışarlarda ki şeylerden gidip başvurdular işçilerin çoğu başka yerlerde iş arıyorlar yani. Yani iş kolu da değişti Artık ailelerde kömür için lavuarda ocaklarda çalışan ailelerin sayısı azaldı. Tabela var zaten kimse aklına getirmez de TTKya girdikten sonra lavuar olmuş şurası olmuş Burası olmuş kimse bakmıyor yani devlete bir yere girebilmek önemli. özellikle ben gidip de lavuarcı olayım diye kimse çıkmaz.

Peki son olarak tekrar alana dönmek istiyorum. Alana baktığınızda (zaten şu an sadece kuleler kaldı) estetik olduğunu düşünüyor musunuz sizce bir çekiciliği var mı? Alan estetik değil tabii bir estetik olduğunu kimse söyleyemez de bana göre bina saklanmalıydı, makinelerle beraber. yani sizin bakış şeyinizle bu işi yapma açınızla Endüstri mirasına gelirsek esas orası endüstri mirası idi. 1957'de yapılmış. İçerisinde makineleri falan olan bir yer bir belgeselde seyrettim İngiltere'de. Bir bina bizim ile aynı bina kömür zenginleştirme tesisi yine. Makineler tıkır tıkır çalışıyor ve müze olarak kullanılıyor insanlar turistler geldiği zaman açıyorlar. Turistler gezerken makineleri çalıştırıyorlar nasıl çalıştığı görülüyor. Kriblaj binası değil de esas tuğladan yapılmış bir bina var. Resimleri gördünüz mü Çelik konstrüksiyonlu tuğla ile örülmüş esas binamız orası. Kriblaj binası sonradan yapılmış uyduruk bir depo gibi orası önemli değil. Orası da kuleler orijinal tabii çeşitli arkadaşlar mimarlar falan bir takım girişimlerde bulundu. Ama bizim Türkiye'deki şey yavaş ilerliyor. Yürütme durdurma kararı falan vesaire verilene kadar zaten dümdüz edildi. Demir aksamı hurdaya verildi sağ kullanacak Zonguldak sıkıştı şehir merkezi rahatlasın pislikler var şey oldu hatta halk da buna döndü çeşitli şeylerle Zonguldak'ın içinden pislik kalkıyor falan diye böyle bir iki üç ay içerisinde yerle bir ettiler. Orada

yürütme durdurma kararı çıktı ama 3 tane dekantasyon Kulesi dediğimiz kule kaldı. Geriye bir şey kalmadı. Yani aynı şekilde Çatalağzı Lavuarının sadece binası kaldı. İçindeki çalışan makineler söküldü.

Sizce Buradaki en büyük Sorun neydi? Tabii lavuarın çeşitli çevre sorunları vardı. Tamamıyla sütten çıkmış ak kaşık değildi. Atığımızı deniz kenarına döküyorduk. Sonradan atık sahaları yapıldı oralara. Kamyonlarla nakliyat başladı. Birtakım kayıp kaçaklar vardı. Limana giriyordu şu balkayası ile Zonguldak arasındaki yere gidiyordu. Onun dışında tozuşmalar oluyordu. Bu tip sıkıntılar vardı ama dediğim gibi bir yerde bakış açısı idareciler bu işin artık burada olmayacağını özelleştirme ile hizmet alımında bu işin daha uygun olacağını Zonguldak lavuar maliyetlerinin çok yüksek olduğunu öne sürerek şey geçtiler tabi. Bunlar da bizim dışımızda gelişen olaylar. O konuda bir şey diyemeyeceğim.

Bu alan yıkılmasaydı Birlikte karar verme tüm aktörlerin bir araya gelip karar vermesi mümkün olacağına inanıyor musunuz? Korunması anlamında özellikle benim eski müdürüm makinelerle ilgili birçok şey sarf etti ama süreç bizi buraya getirdi. Önlenemez bir şekilde özelleştirmeye gitti bir şekilde o da daha devletin bakış açısı olduğu için yapabileceğimiz bir şey yok bizim dışımızda gelişen olaylar öyle yani.

Bundan sonrası için Bir öneriniz var mı dönüştürür dönüştürülmesin şöyle olsun gibi. Bundan sonra ne olursa olsun bizim gözümüze batmayan bir şey olsun da şöyle otoparktan da kurtulsun yani. Zonguldak'ın tek ihtiyacı otopark değil yani her şey yapılır koca saha. Ama öyle duruyor gene mezbebelik bana göre. Dediler ki buraya işte park olacak Zonguldak kent merkezi gelişecek bir şeyler olacak. Hiçbir şey olmadı yapılmadı.

Teşekkürler..

b02: (Retired electrical engineer, manager and engineer at Central Scrubber in 1970s, 1990s, 2000s)

Lavuar kapanmadan önceki ve sonraki süreçten bahsedebilir misiniz? 2006 yılında lavuar kapandığı zaman ben göreve devam ettim. Genel Müdürlük yönetim kurulu tuttu beni demiryolu ve liman işletme Müdürü yaptı. Limanın ilk müdürü benim 2014'e kadar 8 yıl (2006-2014) demiryolunun müdürlüğünü yaptım. Sonra da yaş haddinden emekli oldum. Zonguldak lavuarına geldiğimizde boğum jiks sistemine göre 3 ünite olarak çalışır. Her ünite 250 ton saat kapasitededir. Yani saatte 750 ton tüvenan kömürü işleyebilecek kapasitededir.

Bu her zaman böyle miydi yoksa sonradan azaldı mı? 1974 yılında işe başladığımızda yılda 4,5 milyon ton kömür yıkayabilirken son zamanlarda düştü. Şu anda Türkiye Taş kömürleri 1500 ton 1000 ton satılabilir kömüre indiğine göre üretim 48000 işçiden 8 bin çalışana kadar üretim de ona paralel olarak 5000000 ton satılabilirden 1500 tonlara kadar yani 1000000 tona kadar indik.

Lavuarı 1974'ten 2006'ya kadar düşündüğünüzde ne hissediyorsunuz bu süreç ile ilgili? Amirliklerde duygusallık en sonda gelmiştir.

Yani aklınızda kaldığı kadarıyla nasıl bir süreçti? Lavuarın kapatılması bir okul kapatıldı diye düşünüyorum niye. Çünkü 1945 li yıllarda yapılmaya başlandığında yapılmış bir tarihi eser işte 3 dekantasyon kulesi var. Tarihi eser olarak bırakılmış. 3 dekantasyon kulesi yerine oradaki o devasa tesis bırakılsaydı ve bu tesisin tamir bakımı, boyası yapılıp çalışır durumda kalsaydı gelen kuşaklara bu aktarılsa daha iyiydi. Mesela burada benim şimdi Cevher hazırlama kürsüsü var Üniversitede. (Cevher hazırlama kürsüsü lavabo ara ve Zonguldak Türkiye Taş kömürleri kurumuna yani kömür çıkartılmaya katkısı nedir ne değildir Bu tırnak içinde merak konusuyum--paylaşılması istenilmeyen kısım). Halbuki oradaki üniversitenin buradaki fiili laboratuvar iş yeri ile içiçe çalışarak bilgi paylaşımı yönlendirmesi gerekir. Kent kopuk diğer tarafın görmüş üniversite bir tarafında kopukluk var. katkısı yok. Ama bana sorarsan bir okul burada kapandı. Öğretmen evinin önünden denize kadar yurtlar var ya oraya kadar

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giden oradan denize dökülen iki buçuk kilometrelik buradan bizim şişt bantlarımız var yani atık taşlar buradan bantlara konuyordu. 13 tane bant ünitesi var. Buradan ta oraya kadar gidiyordu. Yani Zonguldak'ı bir baştan bir başa tarayan bir lavuar sistemi var. Herkes şunu biliyor. Bu ne dediğiniz zaman lavuarın bant sistemi diyor. Yani bebeğin dahi çocuğun uyandığı zaman o sitede tık tık tık gürültü yapıyor. Lavuarın sesini biliyor yani böyle bir tarihi eserin kaybolmaması lazım diye düşünüyorum.

Tek bir cümlede Kent için önemi şudur anlamı budur desek ne denilebilir? Kent için düşündüğümüzde TTK'nın kapanması adına ilk adımdır. Oradan kapanmaya başlar. Ondan sonra lavuarlar özelleştirmeye başlandı. KPSS ile işe alımlar başlandı. Bu süreç gidiyor böyle. Yani TTK bu ileri süreçte kapanmak mecburiyetinde şu dakikadan sonra.

*Şimdi aktif olduğu dönemde kentin merkezinde önemli bir alanda bulunmaktaydı ve devasa bir alan kaplamaktaydı. ama kentte buna alışmıştı diyorsunuz belki de anılarınız öyleydi...*Şimdi o zaman şöyle söyleyeyim bakın. 2006-2019 değil mi yani 13 yıllık süreç geçti.

Bir de şey var yol yapılmış sanırım ortasından değil mi? Şimdi bakın 2006-2019 arada bir 13 yıllık süreç var. Şimdi biraz politikaya ister istemez kayıyor. Bu süreçte 13 yıldan beri lavuar alanı denilen 141000 metrekarelik yere hiçbir şey yapılmadı Yani kendi sıkışık kentin alanı açılsın kentin yaşayanları faydalansın onların hizmetine bu devasa tesis burada duracağına bunları hizmete sunulsun diyoruz ya. 13 yıldan beri pejmurde. Ortası tel örgülerle çevrili niye altında silolar var. Arabalar düştü silolarda. İnsan ölmesin can zaviyatı olmasın diye. Eğer kentten faydalanmada karar vericiler bir karar alır olsaydı bugüne kadar buraların halkın hizmetine sunulması lazımdı. Şu an itibari ile yapılmış tabii proje yok.

Peki güzel olduğunu düşünüyor musunuz alanın? Hayır tabii o ayrı. Şimdi bakın bizim en büyük şeyimiz sadece Zonguldak'ı düşünmeyin mesleğin sahibine bir şey sormamak. bir peyzajcıya sormuyoruz bir çevre düzenlemeciye sormuyoruz.bir mimara sormuyoruz. Ustayı çağırıyoruz. Kafamda şöyle bir şey var betonu dök yap. Acayip şey çıkıyor. Oysaki sana sorsan bunu şehir plancıya sorsan ne bileyim mimara sorsan inşaatçıya sorsan benim gayeme uygun daha estetik daha güzel belki birşey çıkacak. Bir metereolojiye sormuyoruz mesela. Niye e denizden rüzgar geliyor. Arkasında bunun devasa bir yerleşim planı var. Bu rüzgarın yönünü değiştiriyorsun. E bunları hiç sormadan biz kendimiz kendi bildiğimize göre icraat yapıyoruz. O bakımdan büyük bir zaafiyat var yani. Tüm Türkiye'de var da burada daha çok var yani.

Kömür olmasaydı zonguldak kendini nasıl var ederdi? Bak ben köye dayalı birisiyim. Buranın yerlisiyim, köylüsüyüm. Kömür olmasaydı bu millet yine aç kalmazdı. Kendini bir şekilde bir tarıma dayalı iş bulurdu. Hayvancılık yapardı. Tarım yapardı. Kömür denilen olgu çıktıktan sonra burada bir aylık boş bir ay da ocakta çalışmaya başlayınca ve meta zoru çalıştırınca maden keşfinden dolayı hükümet baskısıyla ya emrivaki bu insanları çalıştırınca ve bu insanları da 8 saat değil 2 sarma yani 8 metre (teknik bilgi) iş verip iş bitimi ocaktan çıkacaksın denildiği zaman bu bir ayın sonunda bu insanlar ruhen kendilerini yorgun hissetti. Köyüne bir ay dinlenmeye gittiğinde de ben ocakta çalıştım çok yoruldum bir ay dinlenmem lazım diye köydeki diğer para kazanma arayışlarını bıraktı. Yani madencilik bize çok para kazandırdı doğru. Tembelliğe de götürdü. Tarımı öldürdü hayvancılığı öldürdü. Başka bir sanatı öldürdü. Başka bir iş yapmıyor burada insanlar. Ne zaman TTK 48bin işçilerden rest edip de aşağıya doğru inip insan almamaya başlayınca göç alan bu şehir göç vermeye başladı. Niye burada tarım yok artık. Tabanı kalmadı. Madene işçi alınmıyor. İş imkanı yok. Herkes burayı terk etmeye başladı. Şimdi bu açıdan baktığında da TTK Zonguldak'ta işte 50lerden bugüne kadar da kat trilyonlarca ay başı nakit para girdi. Ama gel gör ki en püf noktası da bu parayı burada kazanan parayı toplayan kişi veya kişiler buraya bir çivi çakmadı. Bu kadar paranın girdiği bir şehirde herhalde ya bir tane ekstra fabrika olması lazım. Yani illa köyde olacak diye birşey yok yani. Zonguldak kazanma kapısı ve parayı kaçırma kapısı oldu.

Peki çalıştığınız yerler, kömür ocakları, lavuarlar, işte kömür kenti olması bunun günlük hayatınızda etkisini hissediyor musunuz? Nasıl bir etkisi var? Sosyal yaşamınızda gittiğiniz yerlerde.. Mesela sokakların isimleri bile artık daha farklı yani. Şimdi mesela ben içinde olduğum için kendimi emeğin başkenti diye yalandan bir slogan var yani. Şimdi bunun yalan olduğunu hissediyorum. Niye yalan olduğunu söyleyeyim. Emeğin başkenti denildiğinde bana ben çekoslovakyalı işçi hareketi gibi ya hakikaten emek gücünün fazla olduğu ve bunun politikaya da yansıdığını hissederdim etmem lazım ama böyle herhangi birşey yok. Emeğin başkenti emeğein başkenti emek yok nerde bu şimdi. Şu an zonguldak emeklinin başkenti. Buna SSK kayıtlarından bakabilirsiniz.

Kent merkezi 42 senede gerek insan yoğunluğu gerek yapılaşma gerek yaşam biçimi olarak nasıl bir değişim söz konusudur? Burası 1924 de türkiyenin ilk ili. İlk tenis kortu Zonguldak'a yapılıyor. Türkiye'ye gelen üç piyanodan biri Zonguldaka geliyor. Bakın yıl 1924. Yani burada Fransızlar var, yabancılar var. Olağanüstü bir kültür yani bunun oradan başladığını bugünlere geldiğini bizim çok daha ileriye gitmemiz lazım.

Ama siz çalıştığınız dönemde bu kültürü hissedemiyordunuz? Tabi biz geldiğimizde mesela benim ilk yıllarımda tiyatro burada davet edilirdi gelinirdi. Konserler sanatçılar davet edilirdi. Bunlar mesela sinema salonlarında biz çalışanlara işçilere her bölgede sunulurdu. Ama bu geçen zaman dilimi içerisinde hepsi de iptal edildi sanki…..

Ne zaman bunlar olmamaya başladı? 80den sonra genelde. 90 sonrasında kesintiye uğradı. Bu aşamalardan hareket edildiğinde…40 km çaycuma istikametinden 40 km de Ereğli'den yani İstanbul istikametinden Zonguldak'ın yolu yok. Bir şerit gidiş bir şerit geliş. Arabayla da giderken bakarsınız tıngır tıngır tıngır..Yamalı bilmem ne bugün Siirtin dağlarında Hakkarinin dağlarında asfalt pırıl pırıl yerler var. Yani Zonguldak itilmiş kakılmış rolünde. Bunu da bir köşeye not alın yani.

Liman lavuar ilişkisi sizin çalıştığınız dönemde hep vardı değil mi, nasıldı? Var olmazsa olmazıdır bu zaten. Taş kömürünün nasıl seyrettiğini anlatmışlardır. Ocaklardan kömürü kazan işçi kazmacı 0 ile 150-160 mm büyüklüğünde yani 20cm büyüklüğünde ve çok küçük 00.5 mm taşı toprağı kömürü kalabalığı bir banta yükler. Bu bant ocağın ağzından çıkar. Bu ocağın ağzından kömür çıktıktan sonra bu cevher hazırlama tesisine getirilme zorunda. İşte ulaştırma denilen nesne burada devreye giriyor. Kömür ocaktan çıkıyor bir başka…. (çizerek anlatmaya başlar). Şimdi burada 0 ile yaklaşık 150mm kömür çıktı. Bu bantla geldi. Siloya. Silodan vagona geldi. Vagon bunu yıkama tesislerine götürüyor. Sonra geldi silolara döküldü. Silodan çıkar gelir 0-100mm eleke geldi. Elekin altına 0-100 mm geldi. Elekin üstü kırıcıda kırılıyor. 0-100 mme indirgeniyor. Burdan gelenle şuradan gelen birleşiyor. 0-100 mm tüvenan artık yıkama ünitesine giriyor. Yıkama ünitesine bu kömürü döktük. Ocaktan kazmacının 0-150 mm arasında taş toprak demir bunu baca ağzından dışarıya bantla çıkartıyor. Çıktıktan sonra bu o bölgenin kömür çıkan bölgenin yanındaki depolara silolara geliyor. Bu siloların altında artık vagonlar var. Yani ulaştırma denilen şey burada başlıyor. Ulaştımanın demiryolu vagonlarıyla yük vagonlarıyla beraber cevher hazırlama tesislerine doğru yola çıkıyor. Cevher hazırlama tesisinin yakınındaki silolara geliyor. Silolardan biz bunu alıyoruz. Taş toprak 150mmlik kömür artık lavuara getiriyoruz. Lavuara getirirken ilk anda eleklerimiz var. 0 ile 100mm arasını bir kere ayırıyoruz elekten geçerken. Elek altları siloya elek üstleri de kırıcıya gidiyor. Niye onu da kıracağız. Kırıcıda 0-100 mme indiriyoruz. Onları bu iki yüze alıp yıkama tesisine götürüyoruz. Buradan kırıcıda kıramadığımız daha büyük taşlar var. Onları zaten atıyoruz. Bak bu boğum jikslere 0-100 mm brüt tüvenan geldi. 10-12 m boyunda yarım u şeklinde içi su dolu kömür de içine giriyor. Su dolu kömür. Bu su halde duruyor. Biz buna üstten havayı basıyoruz. Havaya bastığın zaman suyu bir kaldırıyor. İkinci valfi açıyoruz blöf ettiğimizde. Bir düşüyor. Yani deniz dalgası gibi bu dalgayı üretiyoruz. Bu üretme esnasında bu da teknik. Taş toprak kömür kendi yoğunluğuna göre tabaka oluşturuyor. Yoğunluğu çok düşük olanlar su yüzeyinde.

O gürültü de bunlardan mı geliyor? Zaten 740 tane makina çalışıyor. 12/7 megawatt vakumlu gücümüz var. Kurulu güç lavuarın. Sen 12/7 megawatt kurulu gücü… 740 elektrik motoru var. Gürültü patırtı

yani bunlar doğal şeyler. Mesela saatte 750 m³ su girip çıkıyor. Bu kadar tulumbalar var. Şimdi bu boğum kazanından sonra eleklere gidiyor. Elekte kömür eleniyor. Burada 0.10 mm demir çelikler için meteroloji kömür yıkanıyor. En kalitelisi de bu. 0.10 7000kcal kg (meteroloji kömürü)﹔ 2-0.10-100 mm (yakımlık kömür); 6000-500 kcal kg (Kül kömürü); %10 termik santral yakıtı mikst ya da Çatalağzı filtrasyon ürünü %40 külü (evde yakılmaz hiç bir işe yaramaz).

Bu şimdi elekten geçince ne oluyor paketleniyor mu? Hayır daha serbest halde kömür. Bantın üzerine koyduk şimdi bunları üretiyoruz. Üç ayrı ürünü ayrı ayrı silo-bantlarla stoklara stoklardan demiryolu veya denizyolu ile müşterilere satıyoruz. Şimdi demiryolunun önemi bakın burada çıktı. Herkes demiryoluna orda yüklüyorsun Karabük istikametinde Demirçelike (Kardemir) gönderiyorsun. Buradan denize yüklüyoruz gemilerle alıcılara gidiyor.

Böyle bir üretimin kent için önemli olduğunu düşünüyor musunuz? Kısmen 90lı yıllara kadar Türkiye nin tüm ağır sanayisi ham maddesi olarak Türkiye Taş Kömürleri kurumunun ürettiği 0.10 meteroloji kömürüdür. Bakın bu lokomotiflerde denizyolunda gemilerde havagazı fabrikalarında tüm gemilerde tüm askeri gemilerde tüm trenlerin lokomotiflerinde yani devlet demiryollarının tüm lokomotiflerinde aranan materyal. Burada gemiler sırada bekliyor. 90lı yıllardan sonra bilhassa dünya piyasasıyla biz rekabet edemez hale geldik. Bizim yeraltında madenciliğimiz çok pahalı. Yani derin kuyu madenciliği bizde çok pahalı. Niye. Bizde mekanize usullerle kömür çıkartılamıyor. Yani bir insan yedeğiyle beraber, ocakta bir tane kazmacı bir tane yedeği vardır, yani iki kişinin ürettiği kömür 4 ton olacak ki günde bu karlılık olsun. Çünkü 600metreden kömür çıkartıyorsun. Bunun ürettiği kömür 1 ton olursa zarardasın. Dünya piyasası ne yapıyor. Bizim kömür damarlarımız kırık bakıyorsun 40 cm bakıyorsun 2 m bakıyorsun 3 m bakıyorsun bir adam zor geçiyor. Bu kırık damarlarda üretim yapamıyorsun. Yani herkes şunu söyler; Zonguldakta şu kadar milyon ton kömür rezervi var. Doğru var ama randımanlı değil ki. Kolombiyada, Güney Afrika Cumhuriyetinde ramis kovatörü koyuyor. Kömür damarı 3 m 4 m adam makineyi ordan vuruyor yer altında tıkır tıkır tıkır keserek …Teknolojik olarak geri kalındı. Yani teknoloji sana da uymuyor.

Peki ne zamana kadar sorun yoktu, 90dan önce mesela yok muydu? Şöyle yoktu. Onun öncesinde bu yurt dışından ithalat söz konusu olmadığı için mecburen buraya önem veriliyordu. Ama şimdi kalkıyor adam mesela Kolombiyadan 300.000 ton kömürü bir gemiye yüklüyor. Bu meteroloji kömürü. Uluslararası sulara çıkıyor. Çıktıktan sonra internet üzerinden dünyaya ilan ediyor. Elimde 300.000 ton şu kalitede şu rutubette şu külde bu kardonda kömür var. Fiyatı 100dolara satıyor. Yani gemi 1 aylık yoldayken malı satıyor. Sen burada 120 130dolara üretiyorsun. Adam senden niye alsın. Demir çelik bu sefer tutuyor ona yöneliyor. Aynı kalitede kömür. Tabi kömürün kalitesinde üç aşağı beş yukarı farklar var ama aynı işi görüyor. Ona yönelince sizin buraya yatırım yapmanızın fazla bir anlamı yok. Politik olarak da işte ölmesin dirilmesin de böyle idare etsin. Fazla millet de zırlamasın gibi tavır içine giriliyor yani. Bizim bu şartlarda TTK olarak rekabet etmemiz kömür üretimi yapıp ben demir çeliğe veriyorum dememizin mümkünatı yok.

Merkez lavuarın diğer lavuarlardan farkı neydi? Yani ayırt edici bir özelliği var mıydı? Önemli olan kömürün kalitesine göre yıkamak olduğuna göre ister boğum jiksle olsun ister mobil sistemle olsun bu teknoloji daha iyi bu teknoloji daha kötü diye demek mümkün değil. Bütün mesele ne kömürü ucuza üretmek. Bu lavuarın maliyeti yüksek diye dönemin yetkilileri özel sektöre verdiler. Bu siyasi bir karar.

Sizin için bir artısı eksisi var mıydı? Üretimi mi değiştiriyordu? Değiştiren bir şey var mıydı? Şimdi liman burada olduğu için kömür yıkama tesisi limanın dibine kuruluyor. Liman da orada üretiliyor 100 m sonra gemiye yüklüyorsun. Şimdi çatalağzında ürettiğin kömürü giderken oraya ayrı taşıma yapıyorsun orada ürettiğini yüklüyorsun buraya getiriyorsun buraya döküyorsun burada da ayrı taşıma yapıyorsun. 1940larda bu planlandığı zaman şehri de burada bölüyor o zaman. Ben 68de İstanbula gittiğimde ambarlının olduğu yerde elektrik yoktu. Orası bakir alandı yani. Ama son gittiğimde akaryakıt tanklarının arasında kalmış tesis falan. Yani Burası daha ekonomikti çünkü ocak şurada

Çaydamar var. 300 m ilerisinde çaydamar denilen büyük bir ocak var. Oradan yükleniyor kömür. Zonguldak lavuarı, kozlu, üzülmez ve çaydamar kömürlerini yıkayan tesis. Şimdi buradaki lavuarı söktüler buradan Üzülmeze götürdüler. Özel sektöre verdiler yani.

*Üretimin en fazla olduğu dönem yani altın çağı olduğu dönem nasıldı ne zamandı?*1975-76. Yani paraya dönüştürüldüğü dönem. Satılabilen üretim. TTK o zaman EKİ idi. 5 buçuk milyon ton. Bak satılabilir. İki yılda.

Peki şimdi kent için bir yandan da Türkiye için ekonomik değeri yüksek bir yer. Bunu eskiden böyle düşünebiliyorduk. Bugün ama alana dair bir şey yok. Alanın bugünkü haline baktığımızda ne düşünüyorsunuz, düşüncelerinizdeki değişiklik nedir? Buranın istihdam yaratacak bir şey yapılmasını arzu ederim. İşçi çalıştıracak bir iş yeri yapılsın. Bana diyeceksin ki ne yapılsın. Yani benim şimdi gönlüm çok şey ister de mesela niye Wolksvagen Manisaya gidiyor da Zonguldak a gelmiyor. Yani ben buralıyım. Bakın size işçinin başkenti emeğin başkenti en son emeklinin başkenti dedim. 165 bin burada emekli var. 130 bin çalışan var. Sigortalı bunlar.

Aslında siz de bu emeğin başkenti olayını destekliyorsunuz bir yerde gibi? Ama bu terse döndü artık yok böyle bir şey. Şimdi ben aynı zamanda maden işçileri sendikasında da bir yetkili olduğum için. yani hem işçi kesimindeniz biz hem de işveren kesimindeyiz. Yani amiri ben olduğum için. Biz oraya farklı bakıyoruz.

Peki alan neden kapandı? Asıl sorun olan şey neydi? Asıl olan şey yeraltında yeterli üretim yapılamayışıydı. Döneyim tersine bana doğal olarak deseniz ki bu kadar yıl çalıştım diyorsunuz tecrübem var diyorsun TTK'yı ne yapalım derseniz ben derim ki kapatalım. Yani ayağa kaldıracak durumunuz yok bunu. Dünya piyasalarıyla rekabet edemez duruma gelince artı doğalgaz kömürün yerini alınca elektrik santrallerinde demir çeliklerde doğalgaz akaryakıtta dizelde lokomotiflerde gemilerde. Gemilerde tamamen şimdi akaryakıt. Dizeli mesela gemisi olan birisi yüzde 50 ucuza alıyor. Yani özel tüketim vergisinden muaf oluyor. Şimdi bu gibi teşvikler bu hale getirdi. İngiltere almanya ne yaptı. Bizim gibi maliyetli ocaklarını restore etti. Kömür çıkartmayı bıraktı niye maliyeti yüksek niye çıkartayım diyor.

*Ama mesela baktığınız zaman kentin merkezinde devasa boyutta bir tesis...*Eğer burası sorunsa tesisin Çaycuma istikametini görmüşsündür. Namütenait arazi var. Ereğli istikametinde var. Niye oralara yayılmıyoruz. Şimdi konuştuğumuz tesisin hantallığına, yer işgaline geçtik. Bu tesisi kaldırdık.

Yani siz de öyle mi düşünüyorsunuz, gerçekten büyük bir tesis mi? Belki de bize o kadar kötü anılar çağrıştıracak derecede? Kötü anıları yok tesisin. Burada nostalji olarak hakikaten görülmesi değer bir tesisti. Yani bende kameralarda kalmış resimler var. Ben seyretmem bile niye çünkü çok büyük anılarım var. Yani 7 gün 24 saatim orada benim. Aynı zamanda çıraklıktan da geldiğim için. Bak kendi cdlerimi bile seyretmiyorum. Gözümün önüne böyle anılar geliyor. Ama 16 yıldan beri de yeri boş duruyor. Çivi çakılmıyor.

Bir anınızı anlatsanız mesela aklınıza gelen bir şey var mıdır? Ölümler oluyor mesela benim iki defa hapisliğim var. Amirlik zor birşeydir. Hele bu asırda. Şu anda ben emekli olduğuma çok memnunum. Biz o devirdeki amirliği şimdi yapamayız. İşçiye talimat size varana kadar. Ben işletme müdürüyüm. Benim emrimde müdür var. Onun emrinde baş mühendisler var. Onun emrinde mühendisler var. Onun emrinde tekniker, şef, ustabaşı, postabaşı, işçi var. Yani bir tertip veriyorsunuz yukarıdan aşağıya. Yani tertipi her gün vermeye gerek yok. Mesela bizim günde 14.000 ton kömür geliyordu. Bu kömür 8 saatte yıkanacak. Neden yıkanmadığını ben araştırırım. Yani gemi dolacak. Kaç saatte ne kadar doluyor 750 ton kömür yüklenmesi lazım gemiye. Yüklenmediğinde niye yüklenmedi diye sorarım. Amir de kendine göre bir şeyler söylüyor. Bana da genel müdür soruyor. Şimdi siz bu tertip içinde giderken işçi ölüyor, iş kazası oluyor. Ben işletme müdürüyüm. 8de 1 ben de suçluyum mahkemede. Ben diyorum ki ne talimatı verdim de suçluyum. Müessesfiilen suçlusun diyor. Benim iki yıl hapisliğim var

ertelenmiş. Aynı suçtan 5 yıl içerisinde bir daha yaparsan bir daha suçlusun. Ondan dolayıdır ki bugün yer altında veya şantiyelerde amirlik yapan arkadaşlar aman iş kazası olmasın diye üretimi ikinci plana atıyorlar. Eğer bir kaza olursa işçinin tazminatı, hükümet tasarruf ediyoruz ya, hemen rücu ediyor. Bu da faydalı mıdır zararlı mıdır bilemem.

Lavuar yıkıldıktan sonra iki yarışma düzenlendi hatırlıyor musunuz? Proje düzenlendi İsmail Eşrefin belediye başkanlığı döneminde projede yapıldı edildi.

*Konuyla ilgili sizinle bir temasa geçildi mi? Bir kent konseyi yapılmış o dönemde…*Yok. Şimdi bu konuda özelde konuşanlar var da sizin gibi olanların dışında burada kimse temas kurmaz.

Son olarak yıkımdan sonra merkezdeki yaşamın kalitesinde bir artma azalma gördünüz mü? Her yıkılan tesis bir istihdamın kaybolması demektir. İstihdam kayboldukça bulunduğu muhitte yaşam kendiliğinden geri çekiliyor. Niye. İş bulamayanlar gidiyor. Bu tesiste çalışıp da yıkıldığı için başka bölgeye gidiyor. Gece dokuzdan sonra Zonguldak'a çıktığınızda bir tane veya iki tane insan bulursun. Ama Çaycumaya gidin gece ikide istediğiniz caddeyi dolaşın. Kız başınıza dolaşın size kimse ne yapıyor demez. Çünkü anababa günüdür her yer. Kendine göre Çaycuma burayı, işte yeni oraya fakültenin kolları açıldı. Belediye başkanı bizden biri. Orada özel işyerleri var. Yaşantı gittikçe canlanıyor. Ama burası da gittikçe ölüyor. Mesela liman özelleştirilecek diyorlar. Ben diyorum ki limanda uzun yıllar, 6-8 yıl müdürlük yaptım. Dersimi iyi de çalışan bir amirim de. Limanda ben amirlik yaparken 36 bin tır 1 yılda buraya giriş çıkış yaptı benim son dönemimde.

Sonra limanın etkisi daha da azaldı? Sıfırlandı desek daha doğru.

Ne zamandan beri merkezde yaşıyorsunuz? 1959dan beri zZnguldaktayım. Orta okulu da burada okudum.

O zaman ilk zamanlarını biliyorsunuz. Hatırladığınız kadarıyla çocukluk anısıyla anlatır mısınız? Bir orduydu burası orduydu. Çünkü 1000 kişilerin sade burada çalışması 1200 kişilerin ulaştırma çalışması 100-150 kişinin limanda çalışması liman tarağıyla romörköürüyle gemisiyle lokomotifleriyle her eve amirleri orada bir jip götürüyor. İşçiler taşınıyor, anababa günü yani. Çünkü büyük rakamlar bunlar.

O zaman yolda yoktu değil mi? Bu yol yoktu. Bu kozlu yolu 80den sonra yapıldı. Üretimi aksatmadı ama. Bizim bantlar otogarın duvar dibinden doğru giderdi. Görürsün orada perde duvar falan vardır. Oradan tünele girer çıkar yani bizim emniyet müdürlüğünün önünden geçer. Öğretmen evinin tam karşısından doğru yolu keser karşıya rampaya çıkıp yurtların olduğu yerden denize dökülürdü.

Peki çocuktan buralarda dolaşırken ne düşünürdünüz? Çok eski yıllarda bu Fener mahallesi, benim de sonraki yıllarda oturduğum Fener mahallesine herkesi sokmazlardı. O zaman EKİnin amir memur takımı yabancılar yani bizim Ereğli Kömür İşletmesini kuran Fransızlar, zaten Fransız evleri falan vardır orada, onlar oturduğu için bariyer var bekçi var, sen giremezsin. Alışverişin orada, ekonoman var. Şimdiki market gibi. Özel paran var. Onunla alışveriş yaparsın. Tabi ben yaşamadım da kulaktan duyma. Biz bu kafayla geldiğimiz için biz de hep Fener mahallesiyle ukte ve zıtız. Sonradan bu kader öyle bir şey ki senin zıt olduğun rahatsız olduğun için ortasına seni koyuyor. Bu sefer; Ben tabi özel parayla alışveriş etmedim ama aynı mahallede biz oturduk. Zaten mahalle ondan sonra açıldı yani. Ben erkek sanat okulu mezunuyum. Burada ted koleji var. Ted kolejinde ben 13 sene başkan yardımcılığı yaptım. Ben sanat okulundayken koleje son derece zıt, küfreden bir insanım. hanımevladı diyorduk kolejdekilere. Kader bizi aldı. Ve kendi üç çocuğum da orta okul, lise kolej mezunu. Yani sakın büyük söyleme büyük lokma yutma. Başına geliyor. Böyle ilginç hayat.

Size eskiden TTKda çalışanlara kral derlermiş. Sabit aylığı var o zaman. EKİ herkese bakıyor. 48bin kişinin çalışması ne demek yani. Türkiyenin her yerinden buraya göç gelmiş. Burada her yerden insan vardı. Kimse birbirini yadırgamazdı çünkü hangi eve gitseniz burada hatta burayı bırakın türkiyenin bir

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yerinde ereğli kömür işletmesi eski adıyla şimdiki adıyla TTK'nın ya süngüsü ya küreği ya bıçağı mutlak bir şeyi vardır. Mutlaka vardır. Çünkü burada çok çeşitli vilayetten insanlar çalıştığı için mutlaka buradan birşey götürmüştür.

Teşekkür ederim.

b03: (Retired Mining engineer, supervisor engineer at Central Scrubber in 1980s)

Kentin sosyal hayatı eskiden nasıldı sizin çocukluğunuzda ve çalışma döneminizde? Biz EKİ'nin son dönemlerine geldik. Büyüklerimiz bu işi yaşamışlar burada görmüşler her türlü olayı sosyal yaşantıyı sinemaları var tiyatroları var. Mesela İstanbul ankarada tenis kortları yokken ilk kortlar burada yapılmış. Ben kullanmıyordum. Bizim gözümüzde oralar ulaşılmayan girilmeyen belli çevrelerin, elit tabakanın, oynadığı, spor yaptığı yerlerdi. Bir de bizim gençliğimizde biz normal herşeyi yaşadık. Her türlü çocuk oyunlarını geçmişte hepsini gördük. Bisiklete bindik. Sinemalara gittik.

Sinema merkezde neredeydi? Yaylada vardı. Yayla mahallesine girişte bir de bölgelerde vardı. Üzülmez kozlu karadon...Yaylaya inerken yunuslar var. (haritada gösteriyor) şurası Yayla İlkokulu bunun içindeydi. Merkeze yakın. Gene ben burada çocukluğumda Üzülmez bölgesinde babam çalışırdı. Orada oturduk. Lojmanlarından faydalandık. Babam emekli oluncaya kadar çocukluğum orada geçti. Çok güzeldi. İlkokulumuz vardı EKİnin okuluydu bunlar. Biz orada okuduk. Öğretmenler EKİden maaş alıyordu. Hem ortaokulu hem ilkokulu üzülmezde okudum. Orada mesela çocukluğumuzu doyasıya yaşadık. Yani başında büyük bir top sahası vardı. Hem futbolumuzu oynardık. Bisikletimize binerdik.

Bu alanları kullananlar açısından sınıfsal bir ayrım var mıydı? Yoktu. Yanında bir park vardı. Parkta 30lu yıllarda Rusyadan Zonguldak'a gelen bir rus ailesinin çocukları okurdu. Makine mühendisi oldu. Onların yapmış olduğu lokomotif trenlere binerdik çocukken parkta. Çocukluğumuz çok güzel geçti. Sosyal tesisler var mesela. Üzülmezde üzülmezin lokali vardı. Diğer bölgelerde olduğu gibi. Onların hem tenis kortları vardı. Oralara girebiliyorduk. Orada bir ayrım olayı yoktu. Memur işçi aileler o lokalden faydalanabiliyordu. Bahçesinde spor yapıyorduk. Akşamları yemek yiyebiliyorduk. Bir de plajları vardı. Büyük kapuz orta kapuz, Fenerde ileride. Müesselerde çalışanların aileleri çocukları servis arabaları vardı kuruma ait. Onlar günün belli saatlerinde plaja getirirdi. Akşam da dönüşte alırdı. Yazın üç aylık periyotta. O zamanlar çalışan sayısı 55 bin civarında.55-60 bin civarında işçi sayısı vardı. 60-70li yıllar bunlar. Hatta üretim 1976da yılda 8 milyon ton satılabilir seviyeye çıkmıştı.

Kömür olmasaydı Zonguldak nasıl bir yer olurdu, alternatifi var mıydı? Kömür olmasaydı bugün burası bir köydü. Anadoludaki bir köyden farksızdı. Taş kömürünün bulunması hem ülke ekonomisine büyük katkı sağladı. Dışarıdan çok büyük göçler aldı. Zonguldakın sayısının genelde 80% Karadenizlidir. Geri kalanı Türkiyenin her tarafından. Buraya insanlar çalışmaya geldi, yerleşti. Çoluk çocuğu EKİ'nin okullarında okudular. Her türlü hizmetten faydalandılar.

EKİ'nin okulu vardı yani. Mülkiyet mi ona aitti yoksa o mu işletiyordu? Mülkiyet de kurumundu. İşletmesi de. Ama Milli Eğitime bağlı olarak özel kolejler gibi. Öğretmenleri EKİ'den maaş alıyordu. Kendi başına bir devlet. Kömür olmasaydı zaten burada Zonguldak diye bir şehir zannetmiyorum olsun.

Peki çocukluğunuz merkez de mi geçti, nasıldı? Evet. Sinemalar vardı, en az 7 tane açık hava sineması vardı. Semtlere göreydi. Çarşı içerisinde, semtlerde; Soğuk su, Çaydamar, Kozlu, Kilimli…

Peki semtlerde oturanlar geldikleri memleketlere göre mi ayrılıyordu yoksa karışık kozmopolit miydi? İlk yıllarda mahalle mahalle Karslar mahallesi. Trabzonlular genelde şehir merkezinde değil kırsal kesimlerde dağlık bölgelerde hayvancılık ekme biçme karalahana gibi..Oradaki şeyleri gene Trabzonlular yapıyordu. Çalışma hayatında da biraz uyanık oldukları için ağır işlerde buranın köylüleri kendileri ikinci plandaki işlerde çalışırdı.

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60larda nerede oturuyordunuz? Üzülmez semtinde.

Merkez lavuar hatırladığınız kadarıyla aktif olduğu dönemde nasıldı? Kentin merkezinde olması, büyüklüğü, her gün tonlarca kömür yıkanması açısından nasıl değerlendirirsiniz? Günde 10-12 bin ton arası kömür yıkanıyordu. Gürültüsü toz oluyordu. Ama teknoloji ilerledikçe o gürültüler de bertaraf edildi. Ama toz olayı da bastırılmaya çalışıyordu ona rağmen yine deniz kirleniyordu. Çünkü atıklar balkayaya denize atılıyordu. Çarşı içerisindeki Soğuksu semtinden yol güzergahı ordandı. Sahilden 1981de açıldı sahil yolu. Onun öncesinde saha kapalıydı. Şu andaki terminale kadar kapalıydı. Terminalin olduğu yer deniz seviyesinde açık bir sahaydı. Genelde gençler orada futbol oynarlardı. Daha sonra önünden denize girerlerdi. 70 ve 60lı yıllarda. Demiryolu vardı. Merkezden diğer yerlere ulaşım dolmuşlarla oluyordu. Şimdiki kadar uzak semtlere belediye otobüsleri yoktu.son yıllarda en uzak semtlere kadar gitmeye başladı.

Teknoloji ilerledikçe tesis sürekli yenileniyor muydu? Tabi yenileniyordu. Macarlar geldi ek tesis yaptılar. Limana filtrasyon tesisi yapıldı.

Peki 60lar ve 70lerde merkez nasıl bir yerdi? En azından araba yoktu, bu kadar çok. Ortam daha temizdi yeşildi. Lavuarın şehir merkezinde olmasına rağmen çevre pisliği yoktu. Gürültü yoktu. Bina kirliliği yoktu.

Mesela dükkanlar var mıydı? Vardı buranın esnafı genelde Antalya Akseki kökenli olup 50li yıllardan sonra Karadenizliler ve Malatya menşeili esnaf. Burada kiminin elektronik eşya mağazası, kiminin elbise üzerine..Mesela bir bayanlar pazarı vardı ismi bayanlar pazarıydı. Zonguldakın bütün kalburüstü kişileri oradan giyinirdi mesela, erkekler elbise yaptırırlar. Bayanlar oradan giyinirdi. 60lı yıllar bizim gözümüzden çok güzeldi. Bayanlar açısından da çok moderndi. Çok şık giyinirlerdi. Abiye gibi değil. Sümerbanktan basma elbiseler… sade ve çok şıktı, kimse dönüp de bacağı açıkmış falan diye bakmazdı. Şimdi dizinde şey giyse adamın böyle gözü çıkıyor.

Peki sizin çalıştığınız dönemde liman lavuar ve demiryolu ilişkisi aktifti değil mi? Aktifti. Çünkü dediğim gibi günde 12 bin ton kömür yıkanıyordu. Bu kömürün büyük bir bölümü demir çelik fabrikalarına, özel sektöre, çay fabrikalarına kömür gidiyordu.

Ama termik santrale de gidiyordu? O daha sonraki yıllarda. Lavuarın kapanma süresine yaklaşık termik santrale de verildi ama o düşük kaliteli santral yakıtı olarak verildi. 0.10lar.

Sizin çalıştığınız dönemde kaç kişiydiniz lavuarda, bu kişiler genelde zonguldaklı mıydı? Ocaklardakinden farklı bir çalışan profili mi vardı? Zonguldak lavuarında çalışanların eğitim seviyeleri yüksekti. En az ortaokul lise mezunu. Bir de kendilerini hem siyaseten hem kültürel bazlı yetiştirmiş. Buraya gelen kent kültürüne katkısı olan tiyatrolar konferanslar bunları takip eden önemli çalışan çoğunluğun olduğu bir şey vardı… Hatta bu kişiler 1991 grevinde sendikanın önderliğinde bunlar çok büyük önemli rol oynadılar işçiyi örgütleme açısından. Zonguldaklıydılar ama dedeleri kökenleri kimisi Karstan gelmiş vs. onlar daha ziyade dedeleri madende çalışmış. Bunlar, orada çalışanlar (lavuar) tabi daha tahsil görmüş, sanat okulu mezunu.

Yemeklerinizi nerede yiyordunuz, boş zamanlarda napılırdı? Lavuarın belirli zamanlarda bir yemekhanesi vardı. Daha sonra toplu sözleşme gereği işçilere yeni haklar verildi. Yemek bedeli vs. o zaman kaldırıldı. Çünkü o da ekstra bir maliyet, aşçıyı ayarlıcaksın, garsonu ayarlıcaksın. Ilk zamanlar var ama sonra işte toplu sözleşme gereği buralar kapatıldı. Yemek bedeli adı altında ekstradan para verildi. ben zaten genelde gece çalıştım. Gündüz okul işi vardı.pek yemek problemim yoktu. Genelde kendileri getiriyordu. Bir de lavuarın kent içinde olması dolayısıyla lavuar etrafında 24 saat yemek yapan çorba yapan yerler vardı. 700-750 civarında çalışan vardı.

Sizin döneminiz altın çağı mıydı? Benim dönemim artık son dönemleriydi. Altın çağlarını 70, 60lı yıllarında yaşamış, 7-8milyon ton arası satılabilir üretim yapılmış.

Peki en büyük sorun neydi o dönemde? Bana göre kapatılmasının sebebi 80 sonrası yapılan ihtilalden sonra Özal döneminde kapitalist sistemin Türkiyeye girmesi, neoliberal politikalar. Burada işçi ücretlerinin artmaması. Yani emekçi kesimi sindirmeye yönelik bazı politikalar bu duruma getirdi. Sonuçta insanlar verilen ücretler yeterli olmadan… Bu arada 12 eylülün vermiş olduğu yasaklar dolayısıyla türkiyede hiçbir hareket yapılmıyordu. İlk defa Zonguldak gibi bir yerde madenciler isyan etti. Günlerce caddelerde, ocaklar kapatıldı, grev yapıldı. tabi bakımları yapılıyordu. Belli bir grup ayrılmıştı onlar bakımlarını yapıyordu. İş yerlerinde nöbetçiler vardı. Nitekim grev ankara yürüyüşü ile başladı. Bugünleri yaşadık biz de gittik hatta. Fakat Özal burayı cezalandırdı ondan sonra. Dışardan ithal kömür alma, daha ucuza mal oluyor. Bugün mesela eren holding de çatalağzında özel sektör. Bunlar elektrik santrali çalıştırıyorlar. Kömürü Kolombiyadan limanda teslim alıyor. 40 dolara geliyor maaliyeti. Bizim burada işçilik vs girdiği zaman ürettiğin kömür 200 tlyi buluyordu. Ama işte bunun yarısını devlet desteklemesi lazım. Bizde böyle bir şey yok. Avrupa ülkelerinde o yıllarda öyleydi. Üretimin yarısını devlet karşılıyordu. Bu kömür bir milli servet ama şu anda diceksin ki üretim var mı yok. Yılda 1miyon ton bile bulmakta zorlanıyor. 800-900 bin ton satılıyormuş duyduğumuza göre.5 havzada.

Lavuar alanı bu kent için ne ifade ediyor size göre? Bu şeyden sonra gönlüm lavuarın o şekilde kalmasıydı. Kültürel miras olarak. Fakat devlet politikası. Hatta burada, üniversitede, ankarada toplantılar yapıldı çalıştay oldu ona rağmen söküldü.

Peki sökülünce sizin hayatınızda ne değişti? Bir eksiklik oldu mu? Yok ben pek hissetmedim. Ama yerini bence yine halkın faydalanacağı kültürel aktivitelerin olacağı salonlar olacağı bir yer olmasını isterim. Ama o yıldan beri hala orası mezbele halde. Çünkü kurumun yeriydi. Sonra milli emlaka devredildi. Sonra belediye aldı dediler. En son koruma kurulundan koruma alanı olarak çıkarıldı. Çünkü bu devletin zihniyeti biraz şey yap işlet devret birilerine verecek. Binalar dikecek biz onları istemiyoruz.

Görüntü olarak eskiden nasıldı şimdi nasıl sizce nasıl değerlendiriyorsunuz? Bize göre sanat eseri gibiydi yapısı. Şimdi mezbelelik oldu. Orada üç tane kulesi olsa ne olacak kuleyi değerlendirmedikten sonra. Şu andaki yapılacak düzenlemede o üç tane dekantasyon kulenin proje içine katılması…

Lavuar alanını diğer lavuarlardan ayıran özellik nedir, neden burası bu kadar önemli? Şehrin merkezinde olduğu için. Merkezinde.yoksa bu alan şehrin 20km dışında olsa o kadar şey yapmıcaktın. Merkezde olduğu için.

Şu an sizi rahatsız eden bir şey var mı alanla ilgili? Tabi var. Şu an alan mezbelelik. Orayı vermişler spor kulübünün otoparkı olarak kullanılıyor. Ne idüğü belirsiz fuar adı altında çadırlar geliyor. Akşamları kimin girdiği belli değil. Ayyaşların vs. karanlıkta.

Şu an en kötü halini yaşıyor diyebilir miyiz, bundan daha kötüsü olabilir mi? Mimarlar Odasının yapmış olduğu projelerden biri hayata geçirilirse bu şehir için bir nefes alma yeri olur diye düşünüyorum. Mimarlar odası bu işe bilimsel olarak bakıyor. Çok büyük katkısı var. Ama bunu uygulayacak olan belediyeler. O zaman bir yer sorunu vardı ama şu an duyduğuma göre belediyeye devredilmiş. Yani bunu belediye şey yapacak.

Zonguldak nasıl bir kent, nasıl tanımlarsınız? Eski Zonguldak'ta üretim vardı emek vardı. Şu anda iş yerleri kapalı. TTK'ya dayalı bir şehir. TTK varsa Zonguldak yoksa yok. TTK yoksa Zonguldak şimdi normal bir emeklilerin, kahvelerin çay ocaklarının bol olduğu bir de her taraftan gelip de yolların en son noktası olduğu. Yani bunun devamını arz etmiyor olduğu. Onun için gelişim göstermedi ama biz kentimizi seviyoruz. İnsanları modern, cana yakın. Küçük bir yer ama buradan biz zevk alıyoruz. Üniversitenin yeri bence yanlış şehir dışında olsa daha iyi olurdu. Şehir içinde olması dar alandı. Bir

de merkezdeki mülkiyet kira sorunu öğrenciler için çok büyük miktar fahiş fiyatlar var. Öğrenciye ev vermiyoruz gibilerinden. Halbuki yanlış bir yaklaşım herkesin çocuğu var. Ben kendi evimde vardı öğrencilere verdim. Olsa şimdi yine veririm.

Teşekkür ederim. Ben teşekkür ederim.

c01: (Architect, member of TTK, ZOKEV, a role in the registration process, experience in student's competition of the site)

Kömür olmasaydı Zonguldak nasıl bir kent olurdu? Olmazdı. Çünkü ilk önce kömürden yola çıkarak Zonguldak kent olmuş. Burada kömürün var olması benim okuduğum okumalara göre özellikle Osmanlı döneminde sanayi devrimi olduğu süreçte kömür ortaya çıkıyor. Diğer ülkelerden pek çok Türkiye'de Anadolu'da kömür üretimi bilinmediği için ilk önce onlar geliyor. Onlar çalıştırıyor bir ocakları. Ondan sonra Osmanlı alıyor. Osmanlı'dan sonra Cumhuriyet Dönemi. Cumhuriyetle de devam ediyor. Yani burada bir kent yokmuş. Burada kömür üretimi varmış ilk başta. Sonradan Cumhuriyet döneminin ilk kentlerinden biri yani Osmanlı'ya uzanan bir kent değil. Cumhuriyetle beraber ilk kent yapılan şehir Zonguldak Atatürk döneminde. Şehir olmasının yani o derece uzamasının sebebi de burası kentleşmeye müsait bir yer değil. Kömürün var olmasından dolayı var olan bir şehir. Yani önce kömür varmış.

Kömür sadece bir üretimin parçası mıydı yoksa sosyal kültürel hayata yansıması var mıydı? İlk etapta elbette kömür üretimi karşısı olmuş. Yani amaç olmuş kömür çıkarmak ve sanayide askeride donanımlarda fabrikalarda kullanmak. Ama gelişen süreç içerisinde elbette tamamen sosyolojik olarak kültürel olarak her şeyin parçası olmuş ve hala öyle. Yani kentteki kimi isimlerin çoğu kömür odaklıdır. Mesela kimi kelimelerini Fransızca olmasa da kömürden kaynaklıdır. Yani Fransızca kelimeleri biliriz Çünkü ilk Fransızlar vardı. Onların kullandığı kelimelere hala devam ediyoruz. Tabii çay damardan bahsediyoruz. Çaydamar Türkçe'de bahsedildiği gibi damar değil oradaki amaç kömür damarı. Kömürün üretildiği damar ya da Karadon bölgesi. Karadon bölgesi Kilimlinin bir mahallesi. Oradaki Karadon gerçekten karadan gelen bir don. Kelimelerin mekan isimlerinin mahalle isimlerinin çoğu da kömürden gelendir. Simgesel olarak buradaki kime değersen bir doktor da gelmiş olsa bir öğretmen de gelmiş olsa bir avukat da gelmiş olsa kömürle bir hikayesi vardır. Yani olmaması mümkün değil. Birinin bir madenci dava vekili bir öğretmenin öğrencisidir. Bir madencinin çocuğudur. Doktorun da hastasıdır. Değmemesi imkânsızdır. Bu süreç hala ekonomik olarak kömür üzerinden yürüdüğü için hala böyledir ama kentleşme anlamında bakarsa çok hızlı bir şekilde siliniyor. Ben üniversiteden mezun oldum 2007'de tekrar geldim arada 98 ile 2007 arasında yoktum. 2007'de geldiğimden beri olmadığım dönemde aslında seksenlerden başlayan dönem kentteki…Özal yönetimi ve Zonguldak için aslında asıl olan şey 90 grevi yani büyük işçi yürüyüşü. 90-91 arası çok ciddi kitlesel bir eylemdi grev oldu ve Ankara'ya yürüdüler. O mesela Kent için bence çok önemli bir dönüm noktası. Çünkü o yürüyüşten sonra Zonguldak kent olarak korkutucu bir hale geldi. Çünkü o üretim kültürünün getirdiği bir şey sadece işçiler yürümedi. O zaman bir kent destek oldu Sadece Zonguldak merkez olarak da değil. Çünkü Kozlu filan da değil Bartın'dan gelenler vardı. Komple bölge olarak çok ciddi destekli bir direnişti ve hemen sonrasında Bartın il olarak ayrıldı. Karabük il olarak ayrıldı. Bütün bunlar benim okumama göre bir cezalandırma idi. Ve o örgütlülüğü birleşip karşı durma halini tamamen engelleme haliydi. Çünkü Zonguldak kadar küçük bir coğrafyanın başka bir örneği yok. Yani Türkiye haritasına bakarsan kendisinden il çıkan yerlere bakarsan Zonguldak çok acayip duruyor. Minicik bir kent, tek bir gelir kaynağı var ve 2 tane il çıkıyor. Burada tamamen siyasi ve politik bir şey. Bunun okumasını yaparsan böyle gerçekten o. Çünkü o örgütlülüğü parçalamak amacı.

75'de bir Metropolitan Bölge Planı Engin Erkin'in yaptığı plan var. O aslında bu bölgelerin birlikte planlı hareket etmesini filizlendirdi diyebilir miyiz? Bana göre öyle. Çünkü tek düşünmemiş o planlama yapılırken. Mesela Kilimli ve Kozlu'yu da katmış ve bir bütün olarak çalışmış ki doğrusu da o idi zaten. Çünkü tek düşünemiyorsun bu bölgeyi hem jeopolitik olarak düşünemiyorsun hem de sosyal yaşantı

olarak düşünemiyorsun. İkisini de düşünmek gerekiyor. Bence güzel doğru bir çalışmaydı. Ben Engin Erkin ile burada söyleyişi de yapmıştım. Onda da moderatör olmuştum. Burada kendisi ile tanışma şansım oldu. Yani o dönemde planlama planlama idi. Doğru tespitler üzerinden sağlam çalışmalarla yapılan bir planlama iken günümüzde tamamen imar parseli üzerinden bir planlama yapılıyor yani bölgesel bütünsel olarak düşünülerek yapılan bir şey değil. Orada Engin Erkin'in çalışmasında mesela binaların kat adedi, yerleşim şekli tamamen jeopolitik olarak çalışılmış ve düşünülmüş şeylerdir baktığın zaman.

Sosyal yaşamdan bahsettiniz. Nasıl bir sosyal yaşam olduğunu biraz daha açıklayabilir misiniz? Bir bölgede üretim yapılıyor. Orada köy açılıyor. O köyden inerek madene iniliyor. O bölge planlanıyor şimdi o bölgede bir üretim yapıları var bir de konut alanları olan bölgeler var. Bütün bunların hepsi planlanmış. Üretim bölgesi ve konut bölgesi olarak birbirine yakın olarak her üretim bölgesinin yanında bir konut bölgesi planlanmış. Şimdi bütün bölgelerde var. Kozlu'da var. Armutçuk'ta var. Karadon'da var. Amasra'da var. Üzülmez de var. Bunlar hep üretim kömür çıkarılan ana üretim merkezlerine şeyleri hemen yanlarında planlamalar yapılmış. Birbirine çok yakın yürüyüş mesafesinde ya da çok kısa araç yolu ile gidebilecek yerlerde. Genelde yürüyüş mesafesinde ulaşılabilecek yerlerde üretimle ilgili bütün şeyler genel olarak her yerde baktığın zaman aynı. İşte kuyu binası var. İşçi soyunma, duş binası var. Buna bağlı ambarları var. Atölyeleri var. İyi üstünde de çalışan. Mesela ocak arabası aşağıda varsa yukarıda da ocak arabası tamir atölyesi var. Hemen hemen bütün bölgelerde bunu görebilirsin. Sosyal tarafa bakarsan orada da şöyle bir mekanizma işliyor. Mesela müdür evinden bahsettik. Her müessesenin bir müdürü var. Orada o kişi padişah. Oradaki en alt düzeydeki işçilerden şey yaparak ona bağlı onun emrinde. Bu hala devam ediyor. Yani o gelen kültür. Her birinin bir müdürü var. Müdürün altında gittikçe yarar şeye göre konutlarda öyle. Müdüre en görkemli olan en büyük olan metrekare sonra mühendis lojmanları, memur lojmanları ve işçi lojmanları şeklinde gidiyor. Yani bunların konutlarda planlarına baktıktan sonra hiyerarşiyi de hissediyorsun zaten. Müstakil olarak planlanmışlar. O bölgeye yerleştirmişler.

O zaman buradaki A tipi, B tipi, D tipi lojmanlar çevredekiler tarafından kullanılıyor? A tipi, B tipi, sanırım onlar Fransızlar döneminde yapılanlar da olabilir. Tamam şimdi tarihlerini hatırlayamıyorum ama gene hiyerarşi aynen devam ediyor. A tipi dediğiniz yani en üstteki. Çünkü bizim arşive (TTK Arşivi) baktığınız zaman konut projeleri tip proje olarak planlanmış. Yani, Kozlu'da da görürsünüz, Üzülmez'de de Karadon'da da görürsünüz. A tipi tek, B tipi, C Tipi, K tipine kadar gidiyor bu tip projeler. Yani onun adının A tipi olmasından kaynaklanıyor. En en üst düzey olan yapı konut anlamında. Bu konut bölgelerini sadece konutla bırakmamışlar. Mesela her birinin lokali var. Akşamları vakit geçirebilecekleri çalışanların.

Ama işçi Lokali çalışan Lokali farklı? Ayrılar. Her birinin sineması var. Her birinin spor alanları var. Ekonoması (market alışverişi) var. Kurumdan verilen pul parayla alışveriş yapacakları marketleri var. Yani bütün sosyal donatıları ile beraber düşünülmüş planlama. Yani işçi ya da memur oraya gittiği zaman…Merkez zaten şöyle işlevsel olarak, merkez dediğimiz yerde sonradan merkez olmuş bir yer aslında. İlk önce bu bölgeler kurulmuş üretim yerleri. Merkezde ne var, liman var. Limana bağlı tesisler var ve buradan kömürün yüklenmesi ve götürülmesi amacı var aslında. Merkez sonradan kent merkezi olan bir yer. Önce onlar vardı yani. sonra göç oluyor kente çok hızlı. Türkiye'nin her yerinden insanlar çalışmaya geliyorlar. E şimdi bu işçilerin ihtiyaçları var değil mi. Esnaflar oluşuyor. Kendi merkezlerinde ihtiyaçları karşılamak için ve o işçiler barınaklarını kendileri inşa ediyorlar. Çünkü lojmanlar sınırlı sayıda. İşçi sayısı fazla lojman sayısı az. 60 bine yakın işçi sayısından bahsediyoruz Dolayısıyla o lojmanların yeterli olması imkansız. Bu Tabii 80 öncesi. Bugün 6000 falanız.

Zonguldak kent insanı profili geçmişte nasıldı şimdi nasıl? Bir değişim söz konusu mu? Yani kömür ile iç içe olan insan sosyal aktivitesi olan sinemaya giden tiyatroya giden sinemasına giden kişi? Burada iki çeşit değerlendirmek lazım. Kent içerisinde bir değerlendirme yaparsak şayet insan profilinde gerçekten bir düşüş var ama bunu sadece kentle ölçmemek lazım genel olarak ülkedeki insan profilinde

çok ciddi bir düşüş var. Yani bunu sadece kente bağlayamayız. Ama eğer Türkiye'deki diğer kentlere bakarsan buradaki insan profilini değerlendirirsen daha bir uçtayız.

Peki bunu buranın üreten bir şehir olmasına bağlayabilir miyiz? Bence öyle. Çünkü temelde gördüğü şeyleri devam ettirir insan. Yani bir kişi vardır atıyorum, Şırnak'ta yaşayan biri belki 20 yaşında sinemaya gitmemiştir tiyatro izlememiştir falan ama burada çok da mümkün değil. Yani 40larda, 50'lerde falan başlamışlardı zaten bu sinemaya tiyatroya. Yani bu önemli bir şey. O anlamda baktığım zaman o sürdürülebilirlik onun devam etmesi biraz etkiliyor burada. Mesela odanın Lokali'nde oturuyoruz. Odanın lokal kültürü kişiye ait değil de bir kuruma aittir. Hala devam ediyor yani. Burada insanlar bir yere içmeye gidiyorsa mutlaka bir lokale gidiyorlar. Zaten başka bir alternatif yok. Başka bir şey yok çünkü bunlar karşılıyorlar. Yani o örgütlülüğün devamını bitiren bir şey olmaya başladı mı başladı. Çünkü şey azaldı kurum gittikçe küçüldü. Üretimdeki insan sayısı azaldı çok ciddi anlamda.

Ama kömür üretimi bitmez bir şekilde devam eder değil mi? Yani elbette. Ne şekilde edecek o bir tartışma.

Liman lavuar alanı ilişkisinden konuşsak biraz da.. Bu ilişkiyi geçmişte nasıldı bugün nasıl? Bir de demiryolu var. Tabii bu üçünün birbiriyle olan ilişkisi nasıldı geçmişte.. Geçmişini çok bilemiyorum. Çünkü ben Karadon'da idim babam orada çalışıyordu. Dolayısıyla ben Karadon'dayım bu bahsettiğim şeylerden dolayı benim merkezle çok bir bağım yok. Ancak lisede liseyi kazandığım zaman merkeze gidip gelmeye başladım. Bağım o zaman kuruldu. Ama şöyle bir şey okuduğum şeylerden bildiğim kadarıyla tamamen yine üretim odaklı. Çünkü tarihsel olarak baktığınız zaman kömür üretimi ile beraber demir yollarının yapımı ve gelişi hemen hemen aynı zamanlar limanının yapımı da aynı şekilde bir şeyi üreteceğiz ve bu şeyi bir yerlere ulaştıracağız mantığı üzerinden gidiyor. Sistem bunun üzerinden çalışıyor. Hepsi birbiriyle bağlantılı olarak inşa ediliyor. İnsanları bir yerlere ulaştıracağız. İnsanları bir yerlere getireceğiz falan değil. Tamamen kömür üreteceğiz kömürü bir yerlere ulaştıracağız. Merkezde limanın yapılması ya da bu merkez lavuarın yapılması, merkezde konutların yapılması, demiryollarının, hepsinin buraya ulaşmasının temel amacı bu. Şimdi artık demiryollarında kömür şeyi falan yok. Pek çok yerde üretim tesislerine giden demiryolu hatları kullanılıyor.

Peki bu demiryolunun planlamada ve üretimde bir değişim yarattığına inanıyor musunuz? Var olan bir demiryolunun bence kullanılması gerekiyor. Kömür için olmasa da toplu taşıma için kullanılması gerekiyor. Çünkü kentte ciddi bir trafik sıkıntısı var. Çoğu dar yollarımız var. Araç yoğunluğu çok fazla gittikçe artıyor. Dolayısıyla demiryolu kent içi ulaşım için ciddi bir alternatiftir. Bu anlamda değerlendirilmesi kullanılması gerekiyor ama böyle bir fikir yok (kurumlar ölçeğinde konuşulmuş kararlaştırılmış). Demiryolu hiçbir zaman ulaşım alternatifi olarak konuşulmadı bugüne kadar.

Gazipaşa Caddesi'nde de vardı. Demiryolu ne zaman kaldırıldığını hatırlıyor musunuz? Hatırlamıyorum. Eski fotoğraflarda var. Bence çok güzel. Benim aklıma hep şey gelir, İstiklal Caddesi. Hep hayal ederim yani orada o demiryolunun olması ve o demir yolunda küçük bir kara trenle tramvay gibi bir ulaşım aracının yapılması.

ZOKEV' den biraz bahsedebilir misiniz? Nedir, ne yapar, amacı nedir Ne kadar süredir faaliyette? Ben 2007-2008 de üye oldum. Olur olmaz da zaten yönetime girdim. Beni hemen yönetime aldılar. 1995 bildiğim kadarıyla kuruluşu. İrticai faaliyetlerin artması sebebiyle kentteki kişilerin tehlikeli gruplara karşı alternatif oluşturmamız lazım diyerek kentteki aydın görüşlü insanların bir araya gelerek oluşturdukları bir vakıf. Ne yapıyor dersen kültürel faaliyetler, aktiviteler yapıyor. Kentteki yazar çizerlerden dışarıdaki yazar çizerlerin kente getirilmesine, toplumsal her türlü olayda. Bir taraf öğrenci bursları veriyor. Eğitimle ilgili şeyler de rol almaya çalışıyor ama daha çok uzunca bir süredir kültürel şeyleri var. Mesela biz şu anda sanat edebiyat dergisi çıkartıyoruz 3 aylık 2 sayı çıkartacağız kurumsal olmaya çalışıyoruz. Bu anlamda derginin bittiği tükendiği kağıt olarak kimsenin alıp okumadığı bir dönemde böyle bir şeyle yapacağız diye çıkmış adamlarız yani. Deli cesareti yani kanser olmuş

meselelere de sırtını dönmeyen kentsel olaylarda da her türlü müdahaleyi yapan bir vakıf. Benim içinde olmamın sebebi de bu zaten.

Peki sizce başarılı oluyor mu? Bence oluyor. Örneğin lavuar çalıştayından bahsedelim. Lavuar çalıştayında bunu yapması gereken aslında Mimarlar Odası. Böyle bir çalıştay yapılacaksa Mimar odasının yapması lazım. Görev olarak konu ile ilgili bütün tarafları bir araya getirmesini beceren bütün bunların konuşulmasını sağlayan basında çıkmasını sağlayan. Bu anlamda kentte gündem olmasını sağlayandır Zokev. Bence oluyor. Ya da mesela atıyorum şimdi burası küçük bir kent olduğu için taşra kasabası olduğu için insanların bir sürü yoksunluğu var. Konser salonlarımız vb. yok. Kimse de gelmiyor, burada konser vermiyor. Çok tanınmış insanları göremiyoruz. Kimsenin, böyle tanınmış yazarların falan gelmediği bir noktada. Biz Ece Temelkuran'ı getirdik. Murathan Mungan'ı getirdik. Bu anlamda da bence başarılıydı, hala başarılı da yani.

Peki Kent Düşleri sürecinden bahsedersek sürecin başındaki beklentiler sonunda karşılığını buldu mu? Daha iyi olabilir miydi? Öğrenci yarışması. Öğrenci yarışmasında biz artık derdimizi insanlara anlatacağız diye burada çok ciddi bir mücadele verdik. Yani endüstri mirası nedir, bu buna neden durmalı, burası neden korunmalı. yerel basında yazılanların, insanların söylediklerinin haddi hesabı yok. Burada savunmak gerçekten çok ciddi bir mesele idi. Herkes yıkılması kaldırılması sökülmesi taraftarıydı. Yani bunu anlata anlata anlata…İstemiyorlar ama yerine bir alternatif oraya mesela mobilyacılar sitesi düşünüldü.

Peki neden istemiyorlardı? Sizce temel sebebi neydi? Yani niye? Bu başka bir şey yapılsın, temel açıklaması buydu. Başka bir şey yapılsın da o başka bir şeyin sana ne faydası var... ya da ne yapıyorsun. O konuda fikirsizler ama durmasın. O da büyük ihtimalle gerçekten o görkeminden. Kent merkezinde bu kadar görkemli bir yer niye kaplıyor burası. Ama halk için değil aslında. Gayet alışıklar, geçip gidiyor yani. Halk için bir problem değil. Problem şu kent merkezine bu kadar büyük bir metrekare. Biz bunu böyle paralar kazanabiliriz. Rant için olan kişilerin zaten derdi kaldırmak. O zaten vardı yani ben yanından geçip gidiyordum çok da bir mesele değil.

Peki bu alanın rantable olma durumu ile ilgili ne düşünüyorsunuz rantable olması ne demek? AVM yapılsın demek. Birileri oradan para kazansın. Oto galeri olsun. Mobilyacılar sitesi olsun. Yani birileri o alanda var olduğu sürece para kazansın. Komple yeşil alan olsun, ağaç olsun desek kimse şey yapmaz yani. Burada yapılmasın demezdim. Meydan olsun ama oto galeri dersen ben orada dur derim yani. Kamusal bir alan olsun bizim bütün derdimiz o. Korunsun. Simgesel bir değeri var. Fakat korunurken de mutlaka kamu yararı olsun. Yani iki türlü direttik. Sadece korunması değil.

Ekonomik kazancı olan bir yerin aynı zamanda kamu yararı olması söz konusu olamaz mı? Mesela meydanları tanımlı yapan şey etrafındaki yapılardır. Onların da zaten zemin katları direkt ticari fonksiyonla veya kültürel fonksiyonla devam eder. Elbette yani sonuçta sistem kapitalizm bundan bağımsız ne biz düşünebiliriz ne sistem düşünebilir. Burada bir dönüşüm olacaksa lavuar alanı eğer yenilenme sürecine erişecekse atıyorum yeşil alanları olsun. İnsanların gezip dolaşabilecekleri yerler olsun. Elbette alışveriş yapabilecekleri yerler olsun ama bu kentin konser salonu yok. Konser salonu olsun. Özel mülkiyet ya da değil, ihtiyaçlar doğrultusunda şekillensin. Biraz da onları (ihtiyaçları) gözeterek.

Peki lavuar alanı kapanmasının esas sebebi nedir? 90 grevinden sonra hızla işçi sayısı düşmeye başladı. Üretim miktarı azaldı. Kömür miktarı azalınca yıkanacak kömür azaldı. Maliyeti çok yüksek olmaya başladı devlete. Bu anlamda bir tesisin devam edebilmesi. Devlette sen zaten zarar eden bir kurumsun. Türkiye'de maden işletmeleri her zaman zarar eden bir kurumdur. Dünyada da öyle. Önemli olan ürettiği cevher ki burada mekanizasyona (mechanization-makineleşmeye) da geçemedikleri için tamamen insan gücüne dayalı olduğu için mecburen maliyetli zaten. Dolayısıyla bu küçülme bu tesislerin varlığını anlamsız kılmaya başladı. Ekonomik maliyeti fazla olmaya başladı. Kişi sayısı

azalmaya başladı. Sistem büyümeye başladı. Lavuarlar özelleştirmeye başlandı. Kurumlar haricinde özel sektöre geçti. Dolayısıyla işlevsiz hale geldi.

Peki lavuara bugün baktığımızda bugünkü hali ile nasıl değerlendirebiliriz, bu konu hakkındaki düşünceleriniz nedir? Bugünkü hali ile bana hiçbir anlam ifade etmiyor. Aslında çok hüzünlü bir yer olarak gözüküyor bugünkü haliyle. Orada bir sürü iz yok edilmiş, dümdüz hale getirilmiş ve hala öyle amaçsız durmakta o kadar. Eskiden ise kentteki kömürü sembolize eden bir yermiş.

Peki kömürle ilgisi olmayan kentli de bunu böyle düşünüyor mudur sizce? Dediğim gibi bu olmaması imkansız. Komşusu burada kurumda çalışıyordur, akrabası çalıştığı yerle bağlantılıdır, yanından yöresinden geçiyordur, bağlantısı olmaması imkansız.

Lavuar alanı sadece kendi içerisinde değil de bölgeler, hatta diğer bölgelerle birlikte aynı 1975 bölge planlamasındaki gibi sadece endüstriyel miras üzerine bir bölge planlaması yapılabilir miydi? Yapılırdı ama noktası olarak baktığınız zaman harita olarak birbirinden uzak. Belki merkezde Kozlu ve Üzülmez yakın ki bu hala yapılabilir pek çok iz silindiği halde. Ama işte bir Karadon falan kendi içerisinde değerlendirilmesi gereken bir yer. Evet Çatalağzı lavuarı hala var. Evet merkez lavuarın bir küçüğüdür. Prototipi gibi hemen hemen aynı formda. O mesela şu anda bir can çekişiyor. Onun da böyle gidişi birkaç senedir. Özel sektör çalıştırıyoruz şu an zaten.

Son olarak mimar gözüyle sormak istiyorum merkezin geçirdiği son 20 yılı bir mimar gözüyle nasıl değerlendiriyorsunuz? Genel olarak yollardan bakarsak yani 80de ben bu şehre gelirken Ereğli-Zonguldak yolu yapılıyordu hala yapılıyor diye çok dalgasını geçmişimdir. Kentte böyle çok fazla bir oynama gelişme olmadı. Benim çocukluğumdaki market hala aynı market. Annemin çorap aldığı yer hala aynı yer. Artık esnaf kişilerle o kadar abğ kurmuş ki müşterisiz kalma şansı yok. Zonguldak kent olarak değerlendirmek de doğru mudur, onu da bir tartışmak lazım. Çünkü ben pek çok ilçe gördüm. Zonguldak'ın 4-5 katı. İnegöl'de yaşadım mesela 3 sene benim için bir kabustu. Gelişimle değişimine dönüşümüne ayak uyduramıyordum ama burada öyle bir şey yok. Burada mekanlar kolayına değişmez. Son 20 yılda çok bir şey değişti mi evet bir sürü izler çok hızla yok edilmeye başlandı. Bu biraz benim kendi mesleki olarak algıladığım şeyler belki. İnsanlar bunu fark ediyor mu, hayır etmiyor. Fark edebildiklerini zannetmiyorum. Çünkü ben 2007'de buraya gelip başladığım zaman şöyle söyleyeyim herhalde 9-10 tane binayı tescil yaptırdım. Tescil süresi, kurumun çalışma prensibi veya siyasi baskıya bağlı ama çok uzun sürmüyor. Şuradaki kömür yıkama tesisi dosyasını ben hazırladım. Bunlar çok yeni tarihler. Şimdiye kadar bunların çoktan yapılmış olması lazımdı. Anlatabiliyor muyum? Bunlar dursun korunsun…

Burası gerçekten farklı bir şehir sosyal yaşamı da mekan algısı da kentin değişiminde o zaman buradaki okulların eğitimi de farklı olması gerekirdi. Sadece buraya özgü okullardaki öğrenciler endüstri mirası üzerine bir ders alma var mı? aktivite gerçekleştirme, atölye yapma ne bileyim bir geziye çıkma düşünülebilir mi? Çünkü mesela yurt dışında çok oluyor, öğrenciler bulunduğu şehirdeki bütün müzeleri öğretmenleri ile birlikte geziyor ve bu ders kapsamında oluyor. Şimdi burada Maden Müzesi geç de olsa açıldı. Ne kadar doğru yapıldığı orası tartışılır. İçerik olarak gerçekten güzel. Yapı olarak hiç şeyi yok yani ama kaç tane öğrenci gezdirildi dersen bilemiyorum.

Yani buranın gençleri endüstri mirasının ne olduğunu bilmeden mi büyüyorlar? Ne gençleri ne yetişkinleri bilmiyorlar. Bununla beraber yaşamışlar ama bilmiyorlar.

O zaman kaybolmasına da şaşırmayacağız. Tabii ki şaşırmayacağız.

Teşekkürler

c03: (Retired Mining Technician, Member of Mine-Labor Union and ZOKEV, born in Zonguldak)

Kömür olmasaydı Zonguldak nasıl bir yer olurdu? Zonguldak'ta kömür olmasaydı, küçük şirin bir sahil kasabası olarak kalırdı. Biz de burada olmazdık ama.

O zaman kömür bir gün bitse kent kendini deniz üzerinden belki balıkçılık üzerinden mi var edecek? Zonguldak şu liman demek. Çünkü 1900lü yılların başında 1800lü yıllarında sonunda diyelim 1890lardan sonra burada kömür üretimi belli bir düzeye erişince bu kömürün özellikle İstanbul'a nakli, çünkü kömür daha çok tersanede donanmanın ihtiyacını karşılamak amacıyla üretiliyor, başka ciddi bir sanayi tesisi olmadığı için kömürün tek tüketildiği yer donanma. Donanma için de tabi donanmanın ana gövdesi İstanbul'da. Buradan kömürü İstanbul'a nakletmek lazım. Ve o dönemde 1800lü yılların sonunda buraya bir liman yapılması kararı alınıyor. Ereğli kömür havzasında. Bununla ilgili en uygun yer neresidir diye aramalar yapılıyor. Kimine göre siyasal nedenlerle, o zamanlarda Zonguldak diye bir yer yok yani, Zonguldak bir köy. Buradaki çeşitli koylarda çeşitli araştırmalar yapıyorlar. Kimi tarihçilerin anlatımına göre o dönemde İstanbul hükümetinin üzerinde etkisi olan kimi madencileri kimine göre yapılan teknik çalışmaların ortaya çıkardığı sonuçlar nedeniyle Zonguldak seçiliyor. Şu andaki bu limanın olduğu yer. Bu lokasyon. Mimar Yankov, bir rum, limanın yapılması ile birlikte burası bir hareket kazanıyor. Yükleme rıhtımları oluşturuluyor. Yükleme alanlarında insanlar çalışıyor. Yavaş yavaş kent bu limanın çevresinde toparlanmaya başlıyor. Zonguldak aslında liman demek.

Lavuarın son dönemi kent nasıl bir sosyal yaşama sahipti? Zonguldak'ı düşündüğünde burası dağlık bayırlık ormanlık tarım alanları olmayan bir yer. Yani burada bir tarım kenti olamazdı. Ormancılık ve deniz ürünlerinin…. Tarım olamazdı, arazi yok, toprak müsait değil. Tarımsal alan ancak insanların aylık üretim yapabileceği kendi geçinebileceği kimi ihtiyaçlarını karşılayabileceği kadar.

Yani kent olmaya yetecek kadar bir potansiyel yoktu? Şimdi bir tarım kenti olamaz Zonguldak asla olmaz. Çünkü öyle bir tarımsal alan yok. Büyük su kaynakları yok. Bu kent maden olmasaydı denizciliğin veyahut belki tersahaneler falan işte burada ormanlar var. Ahşap gemi yapımcılığı falan filan olduğu yer olur en fazla.

Peki kömürün üretime çok büyük bir etkisini görüyoruz. İnsanların çalıştıkları mesleğe kadar etkiliyor. Bunun sosyal kültürel anlamda da bir etkisi olduğunu düşünüyor musunuz? Sizin Zonguldak'ta olduğunuz için yaptığınız kültürel bir aktivite var mıdır? 1848'de burada modern anlamda bir şirket aracılığıyla üretimin başladığı bir tarih olarak kabul ediliyor ve TTK da zaten kendi tarihini 1848'de başladığını söyler. Şimdi 1848'de desek 1828'de desek yaklaşık bir 180 200 yıldır bir tarihten söz ediyoruz. Dolayısıyla bu tarih içerisinde burada çok ciddi bir madencilik kültürü oluşmuştur. Özellikle 1865te Dilaverpaşa nizamnamesi ile birlikte buradaki kimi mürettep köy kavramı Zonguldak'ın hayatına girmesiyle birlikte her köyün madende hangi işi yapacağı hangi zamanlarda hangi devrelerde yapacağı belli olduğu için kuşaktan kuşağa o aktarılmış. Mürettep köy birbirinin ardına dizilmiş ardışık anlamındadır. 1865'de Dilaverpaşa döneminde Novarinde Osmanlı donanması (ahşaptan) yanmış. Artık buharla çalışan çelik gövdeli gemilerin Osmanlı donanmasında yer alması gerektiğini düşünüyorlar. Onun için de ciddi bir kömür ihtiyacı ortaya çıkıyor. Buraya da Dilaver Paşa'yı gönderiyorlar. Aslında donanmada bir paşa. Geliyor Zonguldak'a, kimi düzenlemeler yapıyor. Bir nizamname yayınlıyor. Onun Türkiye'deki iş hukuku alanında düzenlenmiş ilk belge olduğu kabul edilir. Yani işçilerin çalışma saatleri gibi pek çok şey de ele alınmıştır. İşte gün batımından gün doğumuna kadar, kaç yaşından kaç yaşına kadar, insanların nerede nasıl çalışacağı orada tanımlamalar yapılmış. Küfeci, kazmacı gibi. Bir de 1865'de mükellefiyet uygulaması getirmiş. O dönemde bu yörenin en önemli kenti Ereğli. Ereğli ve çevresindeki 13 yerleşimde 13 yaşından 50 yaşına kadar bütün erkeklerin ocaklarda çalışması zorunlu tutulmuş. Şimdi iki mükellefiyet var. Birincisi 1865'de Dilaver Paşa Nizamnamesine dayalı olarak çıkarılan mükellefiyet. İkincisi 1940lı yıllarda İsmet İnönü döneminde II. Dünya savaşı yıllarında Milli Koruma Kanuna bağlı olarak çıkarılan mükellefiyet. Tabi her iki mükellefiyet dönemi de Zonguldak'ta çok büyük sıkıntıların acıların yaşandığı dönem ama insanların hatırasında çok kötü bir şekilde anılmış. İrfan Yalçın ölüme nazır olanda der ki eğer bir gün acının tarihi yazılacaksa Zonguldak'ta İkinci Dünya Savaşı yıllarında uygulanan mükellefiyetten de söz

edilecektir mutlaka. Yani böylesine büyük bir zulüm ve jandarma zoruyla uygulanmış. Tabi bunu uygulayabilmek için de köy muhtarlarıyla düzenli jandarma işbirliği yapıp kendi belirledikleri yaş grubu içerisindeki erkek çocukları belirlemişler. Bunların hangi tarihte köyünden kalkıp, gruplu çalışma örüntüsü de var. Yani farklı bir çalışma örüntüsü. Diyelim ki ocakta 15 gün çalışıyor, 15 gün köyüne gönderiliyor. Hangi kişinin hangi köyden hangi meslekten hangi kişinin hangi tarihler arasında zorunlu olarak ocakta çalışacağı, jandarmanın listelerinde mevcut. Şayet bu listelerde bunların her an belli yerlerde her köyün belli toplanma yerleri var. Bunlar toplanma yerlerinde o gün orada olmak zorundalar. Şayet o gün orada olması gereken kişiyi jandarma tespit edemezse o kişiyi sanki bir asker kaçağı muamelesi yaparak arıyor. Bulduğunda büyük cezalara çaptırılıyorlar. Bulamadıklarında ailelerine tasavvuf edinceye kadar bir sürü Zonguldaklıların hatırasında yer etmiş ve bunlarla karşı karşıya kalınıyor. Yani böyle bir dönem. Bir yandan böyle bir acı böyle bir şeyi var. Kömür evet Zonguldak'ı ve tüm ülkeyi ihya eden bir servet ama aynı zamanda kömür Zonguldaklılar için acı demek zulüm demek ölüm demek. İnsanlar biraz da acılarının ürünü belki. Tabi artık yavaş yavaş bunlar insanların hatıralarından siliniyor, unutuluyor. Bilinçli olarak yapılan bir silinme yok. Zaman siliyor her şeyi. Acı da unutuluyor süreç içerisinde. Çok istençli bir şekilde yapılmış bir şey midir zannetmiyorum ama toplum hatırası da giderek siliklşeiyor. Benim çocukluğumdaki toplumsal ruh haliyle (haleti ruhiyeyle) şimdiki ruh hali bambaşka.

Peki o toplumu tanımlarsak bir hikayeyle, sözle o karakter siz çocukluğunuzda nasıldı ve şu an nasıl? Benim aile kökenim Kastamonu. Ben ikinci kuşak Zonguldaklıyım. Dedem değil babam gelmiş. Babam burada iş bulmuş gelmiş. Ben de kurumda babaları çalışan çocukların yararlandığı şeyden yararlanıp açılan sınava girerek kurumda çalışma imkanına kavuşmuşum. Şimdi dolayısıyla hele hele bizim gibi kent dışından gelip burada kendine yer yurt edinen bir ekmek kapısı bulan insanların buraya duyduğu minnet duygusu biraz farklı oluyor. Özellikle kuruma olan bağlılığı, ilişkisi daha farklı oluyor. Şimdi Karabük Zonguldakın ilçesiydi. Karabük demir çelik fabrikası da Türkiye'nin en büyük endüstri tesislerinden biriydi. Aynı zamanda fabrika kendi etrafında bir kent kurmuş, büyük de bir oluşturucu güç. Mesela Zonguldak'ın ilçesi olduğu için Kastamonu'nun dağ köyünden insanlar çıkmış. Kimisi 30lu 40lı yıllarda orada iş bulmuşlar. Orada kalmışlar. Benim teyzem falan Karabük'te. Biz de ben doğunca babam buraya gelmiş. Madende iş bulmuş. Burada çalışmış. Mesela kadınlar birbirlerine senin eşin nerede çalışıyor dediklerinde fabrikada derlerdi. Fabrikada dediklerinde hiç kimse hangi fabrikada diye sormazdı. Biz bilirdik ki Karabük Demir Çelik Fabrikası. O zaman beyin nerede çalışıyor dediğinde o da şirkette derdi mesela. Hangi şirket falan demezdik. Herkes bilirdi ki şirket dediğinde Ereğli Kömürleri İşletmesi (EKİ). Toplumsal kültüre yansıması açısından nasıl daha başka bir iz bırakabilir ki. Onun ötesinde Zonguldaklar açısından biz mürettep köy kavramı içerisine girmiyoruz. Buranın köyünde doğup büyümediğim için.

Bugün o profil yok ama değil mi? Üniversiteyle birlikte daha farklı bir profil var? Diyelim ki Ereğli'nin, Devrek'in, Çaycuma'nın, Yenice'nin herhangi bir köyündeki bir şahıs madene girerse eğer ne iş yapacağını biliyor. Bizim köy kazmacı köyü. Üretim birimlerinde direkt birebir bu yörenin insanları çalışır. Bizim gibi kent dışından gelenler özellikle Trabzonlular ya yer üstü işlerde çalışırlar ya da madende diğer mekanizasyon gibi lağımcılık gibi üretimin bir adım gerisindeki işlerde çalışırlar. Meslekler arasında böyle bir çalışma örüntüsü var. Behçet Kalaycının şiiri var. Kurumadan gözlerde babaya dökülen yaşlar oğulların öyküsü başlar. Yapışıp babalarının bıraktığı kanlı kazmaya başlarlar ölümcül kömürü kazmaya. Tabi doğal olarak madenciliğin çok ciddi edebi ve sanatsal yansımaları da var.

91 madenci grevinin nasıl bir etkisi oldu? Merkez lavuar alanına etkisi, üretime etkisi… O zaman kurumda çalışan bir kişiydim. O grevi yaşayanlardan biriyim. Bir kere her yerde grev vardı. Lavuar da da üretim falan yoktu. Kol kola sloganlar atarak… Aslında bu 91 grevi 12 eylülle bağlantılı bir olay. Zonguldak maden işçileri 12 eylül tam toplu sözleşme döneminde yakalandı. Darbeden sonra özellikle bu sendikal alanda mücadele eden kişi önderleri, çeşitli sol hareketlerin önde gelen isimleri, o hareketler

içerisinde yer almış mücadele ruhu olan insanlar 12 eylülde bir tırpanlandı. Göz altına alındı, işlerinden atıldı. Ben çok küçüktüm 15 yaşındaydım. Ama bütün etiyle kemiğiyle yaşadım. Toplu sözleşme süreci askıya alındı. Teşmil uygulaması diye bir uygulama var yani eş bir toplu sözleşmenin yüksek hakemler kurulu tarafından devam eden sözleşmeye uygulanması diye bir uygulamadan geçildi. Yani toplu pazarlıkla değil de yüksek hakemler kurulunun belirlediği zam oranı maden işçilerine verildi. Bu da işçi ücretlerinin çok düşük kalmasına sebep oldu. Sonraki süreçlerde de 12 eylülün o baskıcı ortamında işçilerin sendikanın direnip zam oranını yükseltmesi mümkün olmadı.

Peki bu yaşananlar lavuarın üretimini etkiliyordu değil mi yani farklı bir dünya yoktu? Tabi. aynı mücadelenin içerisinde lavuarda çalışan arkadaşlarımız da vardı. Aynı şekilde 12 eylülün o fırtınası durulup yavaş yavaş ne oluyor diye etrafımıza baktıktan sonra 12 eylülün kılıç artıkları diyorum ben oradan kurtulan arkadaşlarla bir araya geldik. Yavaş yavaş toparlandık. Sendika komiteleri kurduk.

Siz genel maden-iş sendikasında da bulundunuz mu? Genel maden-iş sendikasının üyesiydim ben. Ama o zaman Zonguldak ve Havalis Madenişçileri Sendikası adı altındaydı. 2821 sayılı sendikalar kanunu 12 eylül döneminde çıktı. Dediler ki yerel isimlerle sendika olmaz. Bu sendikalar bütün Türkiye'deki iş kollarını kapsamak zorundadır. Yani madencilik iş kolundaki bir sendika İzmir'de de örgütlenmelidir, Şırnak'ta da örgütlenmelidir. Dolayısıyla bu şekilde lokal isimler olamaz denildi. 2821 yasası çıktı. O yasaya dayalı olarak Zonguldak Havalisi Maden İşçileri Sendikası adını Genel Maden İşçileri Sendikası olarak değiştirdi. Bu bize şöyle bir avantaj sağladı; sendikanın yeniden yapılanma sürecinde biz daha çok insanla bir araya gelip sürece nasıl müdahale olabileceğimizi konuşma imkanı bulduk. Küçük küçük sendika komiteleri güvendiğimiz insanlar bir araya gelip. Çünkü çok baskıcı bir dönem ve 3-5 kişi bir araya gelip sıradan sohbet amacıyla yaptığı şeyler bir örgütlenme faaliyeti olarak yorumlanıp bir sürü insanın başına iş açabilecek sonuçlar doğurabiliyordu. Yavaş yavaş büyüdü büyüdü 85 88e gelindiğinde artık bir yandan 12 eylülün baskıcı döneminin yarattığı hak kayıpları mağduriyet diğer yandan….

Yani sizin hem kentteki üretim açısından hem de işçilerin bir arada çalışması mücadelesi kapsamında yaşadığınız kırılma noktalarından biri 80lerdi? Bir de bu olumlu anlamda bir kırılma mı yoksa? Tabi. son derece olumsuz anlamda. Mesela sen hani 1983-2006 dedin ya biz mesela havza üzerine konuşurken 80i milat alırız. Sadece 12 eylül değil 24 ocak kararlarıyla birlikte türkiyede bir ekonomik dönüşümün yaşandığı zaman. 24 ocak kararları ile birlikte zaten Zonguldak üretim ve işçi sayılarına baktığında görüyorsun istatistikler onu söylüyor yani. 1980e kadar belli bir seyir izleyen 80den sonra çok net bir şekilde o kırılma noktası görülüyor. Tabi bu tarih okuması. Hangi bakış açısına sahipsen ona göre değerlendirme yapıyorsun.

Peki bu üretimin düşmesi işçi sayısının azalması haklar konusunda fiziksel yansıması ne zaman oldu, işletmelerin kapanması gibi? 24 ocak 1980'de Türkiye ekonomik olarak bir dönüşüm yaşadı. İkameci ekonomik modelden serbest piyasacı liberal ekonomik modele geçti. Mucidi de Özal zaten. Onunla birlikte kamu işletmeciliği artık tasfiye edilmesi gereken bir yük olarak anlatıldı. Çok büyük bir devalüasyonla başladı. Tabi bu 24 ocakta alındı, hemen 25 ocakta oldu bitti değil. 70li yıllarda çok ciddi toplumsal bir muhalefet var. Sol yükseliyor. İşçi hareketi açısından önemli sonuçlar doğuracak bir zenginlik söz konusu. Bir yandan siyasal baskılarla gelişen sol ve işçi hareketinin önünün kesilmesi.

Peki çalışma şartlarının iyi olduğu altın çağı ne zamandır? 70li yıllarda Zonguldak'tan Türkiye'nin Almanyası diye söz edilir. Gelir düzeyi son derece yüksektir. 73-74 deki Ecevit hükümeti zamanında son derece, işçilerin ekonomik ve sosyal koşullarını son derece iyi hale getiren toplu sözleşmeler imzalandı. Zonguldak'ta Ecevit sevgisinin altında yatan sebep de bu zaten. Sosyal ve ekonomik hakkı 74lerde kazanıldı. 80lere kadar işçilerin ücret standartları falan bayağı yüksek. Taa ki 80de 24 ocak kararları arkasında 12 eylül, toplu sözleşme sürecinin askıya alınması, teşmil uygulaması, 82 84 86 toplu iş sözleşmelerinde bir yandan Zonguldak ve Havalis Maden İşçileri Sendikasındaki teslimiyetçi ve tamamen 12 eylülle bütün varını yoğunu teslim etmiş cuntayla işbirliği içerisinde olan bir sendika

yönetiminin hiçbir direniş göstermeden o dönemde kendilerine önerilen her türlü zammı kabul etmesi sonucu ücretler hızla düştü. Belli bir refah düzeyinde olan ve çevrede pek çok insanın gıptayla baktığı maden işçileri 24 ocak kararları 12 eylül ve ardından yapılan toplu sözleşmelerle büyük hak kayıplarına uğradı. Gelirler korkunç şekilde düştü. Hatta biz grevde iki çocuklu bir aile olsa bu aile her öğün iki simit bir çay yese içse maaş yetmiyordu. O derece büyük bir ekonomik daralma vardı. Zaten 91 büyük madenci grevinin altında yatan psikolojik neden buydu. Grevden sonra bunun iki etkisi var. Birincisi gerçekten belli bir refah düzeyi tekrar yakalandı. Bir anda maaşlarımız neredeyse iki katına çıktı. Bir nefes aldık. Insanca yaşam standartları olmasa bile en azından asgari yaşam şartlarımızı sağlayabilecek bir gelir düzeyine kavuştuk. Diğer taraftan da 24 ocak kararlarına yönelik sürecin daha da derinleştirilmesine yönelik adımlar daha da hızlandı. Resmen emekli uygulaması getirildi. Sendika hükümetle anlaştı. Emekliliği dolan herkes normalde yasal mevzuata göre emeklilik kişinin kendi takdirine bağlı bir işlemken o olmaktan çıkarıldı ve emekliliği dolan herkes emekli edildi. Bu iki sonuç doğurdu. Bir havzadaki kişi sayısı hızla azaldı. İki özellikle 12 eylül öncesinden beri işçi hareketlerinin ve sendikal hareketler içerisinde yer alan bir kuşağın bir anda tırpanlanmasına neden oldu. Maden işçisi mücadele geleneğinden orada çok büyük bir güç kaybetti. Ondan sonra artık bu işi programlayanlar tarafından süreci yönetmek daha kolay hale geldi.

Zokevden bahsedebilir misiniz? Nasıl ortaya çıktı? Başarılı mı sizce? Zokevin aslında bu hikayeyle çok derinden bir bağlantısı yok. Zokevi 1995'te kurduk. Aslında Zokevin kuruluş gerekçesi bambaşka nedenler. Ben şu anda Zokev içerisinde ilk günden bugüne kadar aktif olarak halen görev yapan kişilerden biriyim. Sivas yangını ardından 1994 Refah Partisi İstanbul Büyükşehir elediyesini kazandı. Gericiliğin yükselmesine koşut olarak zonguldakta bir aydın tepkisi olarak çıktı Zokev. Yükselen bu gerici yükselişe karşı ne yapabiliriz, ülkenin sahip olduğu demokratik değerleri nasıl koruyabiliriz, zonguldakta neler yapabilirizin sorusunun bir sonucu Zokev. O dönemde maden işçilerinden öğretmenlere üniversitedeki hocalardan tabiplere toplumun her kesiminden insanlar gerici yükselişe karşı ne yapabiliriz diye toplantılar yaptı. Dernek kuralım vb denildi. Aslında Zokev bir anlamda çatı örgütü gibi bir şeydi. Ondan sonra bir vakıf fikri çıktı. Sonra vakıf kurulması için 350 milyon lira para topladık aramızda. Herkes birer milyon lira verecek denildi. 350 kişi bir araya geldi o parayı verdi. Hatta öyle oldu ki iki kişi bir araya geldi 500 bin 500 bin biraraya getirelim denildi. Zokev özellikle Zonguldak Kültür Eğitim Vakfı, Türkiye Cumhuriyeti'nin laik niteliğini korumak ve bu doğrultuda çalışmalar yapmak ana gayesi kesinlikle buydu. O amaçla kuruldu ve ne yapabiliriz sorusunun bir şeyi olarak biz bir dershane açtık burada. Yoğun bir şekilde o gerici dershanelerin sektöre hakim olduğu zamanlarda belki orada bir mücadele edebilir miyiz diye tabi o biraz ticari olarak bizi hırpalayan yoran da birşey oldu. Ama ciddi anlamda burada 10yıla yakın bir dershanecilik faaliyeti yaptık. İlk üç dört yıl gönüllü öğretmenler aracılığıyla ücretsiz dershane yaptık. Herkes bir şey söyledi. Doktor yoksul mahallelerde ücretsiz sağlık taramaları yaptı. Öğretmen dedi ben ders veririm.

Peki bugün nasıl görüyorsunuz Zokevi başarılı olduğunu düşünüyor musunuz? Süreç içerisinde dershane vs. yaptık. Kültürel anlamda da yapmamız gereken şeyler var diye düşünüyorum. Kentin kültürel değerlerini tanıtmak gelecek kuşaklara aktarmak bununla ilgili çalışmalar yapmak öyle bir yol haritasında yürüdük. Diğer yandan da bizim kentle ilgili söyleyecek sözümüz de olmalı. Madem ki bu kentin bunca aydını fikir üreten insanı bir araya gelmiş biz aynı zamanda kentin ortak aklını üretecek, esaslı meselelerine çözüm önerisi sunabilecek bir yapıya da kavuşmalıyız. Bu doğrultuda da çalışmalar yapmalıyız dedik. İşte kentle ilgili bu tip çalışmalar yapacağız. Tabi toplumsal bir muhalefetin içinden çıkmış bir örgüt. Bu örgütün muhalif bir dili var. Var olan duruma itiraz ediyor. Karşı çıkışları örgütlemeye çalışıyor. Bunun alt yapısını oluşturmaya çalışıyor. Ülkedeki toplumsal muhalefetin gerilemesine koşut olarak Zokev'in de bir ivme kaybı söz konusu olduğu kesin yani. Yani biz o kuruluş sürecindeki 300-500… hala var belli sayıda üyemiz ama hadi arkadaşlar bir toplantı yapıyoruz dediğimizde o zamanlar 300 kişiyle yapıyorduk. Şimdi 40, 50 kişi buldun mu vay arkadaş bir süre insan toplandık diyoruz. Yani türkiyedeki o süreçten Zokev de nasibini aldı.

Çocukluğunuzla ilgili merkezde bir anınız var mı? Lavuar kentin ortalık yerinde kurulmuş bir etrafı tozlu şlam (ıslak çamur) bir yer. Benim çocukluğumda daha yeni faaliyete geçmiş bir tesis. Kentin neresinden bakarsan bak gördüğün bildiğin bir yer. bizim yaşamımızı etkileyen benim çocukluğumdaki hatıralarda; O etrafındaki toz duman çamur*; Gün boyu sürekli geçen trenler nedeniyle kapanan yol.;* Sıkça orada patlama olurdu. Gecenin bir yarısı güm diye bir ses olurdu. Biz noldu derdik. Patlama oldu derlerdi. Muhtemelen ya orada işte çeşitli kazanlar falan, kömürün yıkanması kurutulması gibi çeşitli uygulamalar yapılırken meydana gelen kimi olumsuzluklar yüksek ses çıkarıyor. Biz lavuar patladı diye dalga geçerdik yani. Çocukluğumdaki en derin şeyler bunlar. Ama özellikle lavuarın kentte yaşayan herkesi en çok etkileyen yanı oraya sürekli giren çıkan trenlerin kendi yaşamlarını zaman zaman durduruyor olması.

Şöyle diyebilir miyiz? Ekonomiye katkı sağlayan kentin var olmasını sağlayan ama öte yandan da günlük bir alay konusu olacak şekilde belki de hor görülecek? Değil. Edip Canseverin meşhur şiiri var. İnsan yaşadığı yere benzer diye bir şiiri var. İnsan yaşadığı yerin ürünü. Dışardan bir bakışla ciddi bir çirkinlik gibi gördüğünüz kimi şeyler doğal hayatın bir parçası. Hayatın olağan akışı içerisinde tren gelir beklersin bunda bir şey yok ki. Hatta tren vagonlarının arasında tırmanıp oradan geçmek çocukluğumuzun en büyük zevklerinden biriydi. Oralardan geçmek atlamak zıplamak… hatta bunu bir övünç meselesi olarak sayardık. Ne beklicem atladım ordan geçtim gittim diye. Şimdi içinde yaşadığımız hız çağında şehrin en ortalık yerinde herhangi bir, sadece tren değil, nedenle trafik akışını durduracak bir müdahalenin olması kabul edilebilir bir şey değil mesela değil mi. Ama o gayet doğal. Dışardan bakan noluyor eşkiya mısın sen yolu kesiyorsun diyebilir belki ama bu kentte böyle yani. Bu kentin dışındaki yerlerde insanın gözünü yoran şeyler. Büyük kömür yığınları toz toprak duman falan. Biz her birimiz aslında yaşadığımız coğrafyanın bir parçasıyız. Oradaki etkinlikler dıştan bir bakışla farklı yorumlansa da oradaki insanlar için olağanlaşmış bir şey.

Bugünkü lavuara baktığımızda alanı geçmişe döndürmek tabii ki mümkün olmaz, nasıl değerlendirebiliriz? Yarattığı iş potansiyeliyle bütün Türkiyeyi doyuran bir şehir. (Zonguldak doyuran bir şehir). Zonguldak'ın o üreten yüzünün kentteki son kalıntılarından biriydi lavuar. Tabi post modern çağlarda kentleri üretim yapılarından daha çok rant üreten ve insanların gündelik hayatlarının tüketim ihtiyaçlarına cevap verebilecek unsurları içinde taşıyan yapıların daha revaçta olduğu bir zamanda o lavuar yıkılmalıydı. Şu açıdan da önemliydi. Kentin tam en ortalık yerinde o üreten zonguldak profilini psikolojik olarak kentin hala kömür üretimine bağlılığını da tümüyle yansıtan gösteren bir yerdi. Bunu yok etmek için dediler ki biz lavuarı yıkacağız. O dönemde ilk itirazlarımızı yükselttik. Hayır bu yıkılmamalı dedik. Özellikle maden mühendisleri odası lavuarın üretim süreçleri içerisindeki yeri ve önemi üzerinden buradaki havza madenciliğinin bir ihtiyaç yapısı olduğunu vurguladılar. Bizler de kentin hatırası olan yeri ve önemi üzerinden lavuarın korunmasını istedik. Çeşitli basın açıklamaları eylemler yaptık. Kentte insanları bu konuda duyarlılığa davet eden çeşitli etkinlikler düzenledik. Tam da o dönem dünya endüstri mirası yılı olması nedeniyle mimarlar odası ankara şubesi bir toplantı yapıyor. Konu gündeme geliyor. Lavuarın Cumhuriyet tarihinin önemli bir endüstri mirası olduğu falan. Hızla koruma kuruluna tescillenmesi konusunda başvuruyorlar. Daha henüz koruma kurullarının yapısı bu derece dejenere edilmemişti. Oranın koruma altına alınmasına yönelik karar alındı. Bu karar yazılıyor denilinceye kadar inanılmaz bir hızla kriblaj binası enkaz halde bıraktılar. 3 tane kule ve kriblaj binasının enkazı ve yeraltı siloları kaldı. Onların dışında her şey çok hızlı bir şekilde yok edilerek bugünkü şekliyle kaldı. Şu açıdan seviniyoruz. O mücadelenin şöyle bir sonucu doğdu. Evet biz lavuarı koruyamadık. Yerine eskisinin yapılması söz onusu değil mantıklı da değil. Ama en azından şu anda alan koruma altında varolan belediye yönetiminin ve iktidarının orayı TOKİ'ye devredip aklına estiği gibi bir yapılaşmaya açması söz konusu değil.

Millet bahçesi gibi bir durum söz konusu sanırım. Yok millet bahçesi falan olmaz. Ancak şu olabilir koruma kurulunu ikna ederler. Çünkü alanda tescil halen devam ediyor ve koruma kurulunun o alanda tescile uygun olmayan bir yapılaşmaya onay vermesi söz konusu değil. Eğer koruma kurulunu ikna

ederler oradaki tescil kararını kaldırırlarsa orası kentin çok katlı yapıların dikildiği bir bulvar haline hızla dönüşebilir. Ben bir kent tasarımcısı değilim. Bu alanda eğitim alan birisi de değilim. Ama bu kentin üreten yüzünün simgelendiği anlatıldığı ve geçmişin dünüyle bugünün ilişkisisinin kurulabildiği bir mekan olarak tasarlanmalı burası. Bununla ilgili bir yarışma yapıldı. Yarışmadaki kıstaslar da benim anlattığım şeylerdi. Bu anlamda yarışmanın sonuçları var ortada. Tabi bunlar tamamen tartışma ve değerlendirme söz konusu. Pek çok mimar, kişi birinci gelen projenin ihtiyaca cevap verecek bir proje olmadığını söyleyenler de var. Güzel proje olduğunu diyenler de var. Ama ne olursa olsun o yarışma bağlamında elde edilen projeler en azından zonguldakın üretim tarihini ve kentin dünle olan ilişkisini kuracak kimi yaklaşımları içerdiği için önemlidir, doğrudur. Ve oraya yapılacak bütün üretilecek çözümler o yarışmanın doğrultusunda olmalıdır. Benim fikrim bu.

*Kriblaj binası yıkıldı sonra..*Kriblaj binası da yıkıldı tabi. Onu da koruma kurulu tehlike arz ediyor falan diye tescilini kaldırdı ve hızla onu yıktılar. Hatta o zamanki TTK genel müdürü binanın önüne afiş astı. Bu bina anıtlar kurulunca tarihi eser olarak koruma altına alınmıştır. tescil kararı alındığı duyuldu. Karar yazılıyor, imzadan geliyor tebliğ ediliyor diyinceye kadar inanılmaz bir hızla oraları yıkıp döktüler. Kentte pek çok insan bir de etrafını pis dağınık falan derleyip toparlamdan bıraktılar kentin ortasında.

*2006 kasımında yıkılırken bu süreç devam ediyordu...*Yıkım sırasında müracat etti mimarlar odası ve çok hızlı bir şekilde karar alındı. Tescil kararı alındığı duyulduğu andan itibaren acaip hızlandırdılar. Şimdi toplumda bir koruma bilinci yok ki yani. Hangimiz ortalama bir insana endüstri mirası diye anlatabilir…

*Endüstri mirası demeye gerek yok ki direkt burada yaşayan insanlar o alanı bilen hafızası olan insanlar zaten...*Biz nasıl bir toplumuz ya. Kendi babasının dedesinin yaşadığı evi yıkıp müteahhite verip bin türlü dalavere ile onu bilmem kaç katlı bir yapıya dönüştüren bir toplumuz.

Peki bu alanın dışında genel olarak Zonguldak ve çevresindeki bütün endüstri yapılarını bir endüstriyel miras potansiyeli olma çerçevesinde bütünsel bir açıdan ele alabilir miyiz? Elbette almalıyız. Bu kentte yaşıyoruz. Kentin geleceği ile ilgili sorumluluk duyuyoruz. Neler yapabiliriz. Bu kenti farklı alanlarda nasıl geliştirebiliriz. Turizm bu kentte geliştirilebilir mi. Falan soruları sorarken tabi pek çok tartışma yapıyoruz. Bütün karadenize kıyısı olan iller gibi doğal pek çok güzellik bulmak mümkün deniz ve orman olduğu bir yerde doğal güzelliklerin olmaması mümkün mü. Ama zonguldakı sinoptan bartından boludan farklı kılan başka bir şey var. Üç aşağı beş yukarı aynı doğal güzellikler zonguldakta da var bartında da var. İşte oranın koyları bizimkinden belki biraz daha fazla zengin deniz kıyısındaki oluşumlar insanı cezbedecek nitelikleri falan filan. Her yer aynı yani. İğneadadan hopaya kadar bütün karadenizde bir şeyler bulmak mümkün. Zonguldak'ı diğerlerinden farklı kılan yan ise endüstri mirasıdır. Türkiye'nin endüstrileşme sürecine giren ilk giren kenti ve Türkiye'nin bir endüstri tarihi var. O tarihin mirası var burada. Ama o mirası alçakça yok ettiler. Elbette pek çok şey için çok geç ama var olanları derleyip toparlayıp bir hikayeye dönüştürebilirsek bile…

Peki buranın hikayesi nedir? Emektir.

Teşekkürler.

c05: (Retired Phd Mining Engineer, Member of Bülen Ecevit University, lived in Zonguldak for 45 years) (email interview)

Kömür olmasaydı Zonguldak nasıl bir şehir olabilirdi? Ya da Zonguldak'ın ekonomik ve kültürel açıdan kömür kadar güçlü olduğunu düşündüğünüz bir başka yönü var mıdır? Kentin kömür dışında (demir-çelik de buna bağlı kabul edilerek) ve kömürle eş bir başka endüstriye geçişine çalışmak zorlama olur. Başat kaçınılmaz olarak kömürdür. Ancak sadece kömüre bağlı kalınması maalesef kenti geriye götürmüştür. Oysa, coğrafya olarak çeşitli endüstrilere uygun bir alt yapı bulunmaktadır.

Zonguldak insanı ve kenti için önemli olduğunu düşündüğünüz en dikkat çekici kamusal yapı ya da alan nedir? Neden? Elbette Vilayet ve Belediye. Ancak uzun yıllar bu iki kurum tüm kent hizmetlerini kömür işletmesine yıkarak büyük ihmaller ve yanlışlıklar yapmıştır. Üniversitenin katılması da beklenen derecede etki yapmamıştır.

Kent merkezine baktığınızda çocukluğunuzdan bugüne nasıl bir değişim söz konusudur? Nüfus yoğunluğu ve insan profili, sosyal-kültürel yaşam, trafik, yapılaşma ve görüntüsü açısından değerlendirebilirsiniz. Son derecede ağır darboğazlar içinde bırakılmış bir kenttir. Zamanında yapılmış planlara uyulmamış ve kent merkezini düğümleyen kararlar alınmıştır. Çaycuma-Filyos merkezli bir büyük şehir olarak evrilebilecekken yetersiz ve duyarsız kent yöneticilerinin elinde kalmıştır.

Çocukluğunuzda ve bugünkü günlük yaşamınızda düzenli gittiğiniz sinema-lokal-tiyatro-dernek yapısı ya da kentsel alan var mıdır, neresidir? AKM ve önceleri Belediye sonra AVM sinemaları ile mühendis örgütlerinin lokalleri.

Çalıştığınız dönemde liman ve demiryolu ile lavuar arasında nasıl bir ilişki vardı? Orijinal havza tasarımındaki lavvar konumuna ve bu ilişkilere hayran olmuştum. Sonradan limanın heder edilmesine ve demiryollarının geliştirilmemesine de çok üzülmüştüm.

Bugün alana baktığınızda liman-demiryolu size ne ifade ediyor, kentteki yeri nedir, bu ilişkiyi nasıl değerlendirirsiniz? Demiryollarına ilgisiz kalındığını ve limanın daha çok mesire yerine dönüştüğünü görmekteyim.

Demiryolu sizce ne zaman işlevsiz olmaya başladı? Sizce demiryolunun kent için önemi nedir? Bugün için gerekli olduğunu düşünüyor musunuz? Başka nasıl değerlendirilebilir? Küreselleşme ve özelleştirme furyasına bağlı olarak muhasebe oyunlarının gadrine uğrayan canım işletmelerimiz telef olmuşlardır ve olmaktadırlar. Değeri bilinmeyen kömür, demiryollarını da değersiz kılmış ve bugün yolcu trenlerine bile hizmet vermesi önemsenmemiştir.

Sizce Gazi Paşa Caddesinin lavuar alanı ile nasıl bir ilişkisi var? Bir anı üzerinden de anlatabilirsiniz. Orijinal havza tasarımında bugünkü gibi çılgınca bir şehirleşme olabileceği tasarımcılar tarafından asla düşünülmemişti. Eskilerin anımsayıp anlattıkları "Gazipaşa'dan lavvara doğru trenler geçerdi" anekdotları da bunun kanıtıdır. Şehir ahmakça kömürün önüne geçirilmiştir.

Alanla ilgili nasıl bir çalışmada bulundunuz, yaptınız? Çalışmanın hedefi, faaliyeti ve süresi nedir? Sizce başarılı oldu/oluyor mu? Olması için ne yapması ya da ne olması gerekir? Eksiklikleri var mıdır? Varsa nedir? Çalışmanın kent gündeminde bir etkisi oldu mu? Tüm çalışma yaşamımda, melek kuruluşları ve sivil toplum örgütlerinde havzanın "havza madenciliğine uygun olarak tek elden planlanmasını ve lavvarın teknik açıdan en doğru yerde olduğunu ve orada kalması gerektiğini savundum. Çeşitli bilimsel organizasyonlarda ve panellerde bunun tartışılacağı platformlar oluşturulmasına katkı koydum. Maalesef başarısız olduk. Oluşan can acıtıcı manzaranın hiç değilse bir rant alanına dönüşmesini engellemek için yoğun çabalarımız sürmektedir. Mimarlar Odası'nın değerli katkıları ve kentimizin sivil toplum örgütlerinin çabaları ile mevcut alanın kent insanı için bir yaşama alanı ve kültür merkezine dönüşmesine yönelik fikirsel projeler üretilerek kent yöneticilerine sunulmuştur.

Yaptığınız çalışmalardan yola çıkarak alanın yıllar içinde geçirdiği süreci nasıl değerlendiriyorsunuz? Fiziksel görünüm (estetik, kimlik) ya da üretim-iş gücü (ekonomik katkı, teknolojik olarak yeni olması) açısından düşünebilirsiniz. Kömürü ve endüstriyi öne alanlar için bir yıkım, yaşanabilir bir kent oluşmasını öne alanlarca bir sözde gelişim söz konusudur. Birinci gruptakiler için teknik yatırımların yetersizliği ve kentin saçma-sapan gelişimi olumsuz görüntülerin kaynağıdır. İkinci grup için şehir endüstriyel yapılar nedeniyle sıkışık ve çirkindir. Şu an bu ikinci grubun borusu ötmektedir.

Çalışmalarınızın doğrultusunda fiziksel olarak olarak lavuar alanını en iyi ifade eden şey nedir? Lavuar alanının bugünkü hali ile ilgili hisleriniz nedir? Havza madenciliği esas alındığında lavvarın yeri muhteşemdir. Yıkım havza madenciliğinin sonu anlamına geldiğinden göz yaşartıcıdır.

Tesisin en iyi ve en kötü diye tanımladığınız dönemi ne zamandır? Neden? 70 li yılların sonuna değin görkemlidir. Sonra yenilemeler yapılmadığından giderek kötüye gitmiştir (eskimiştir).

Alanla ilgili sizi rahatsız eden bir şey var mıdır, nedir? Bu alanın rantiyelere peşkeş çekilebilme olasılığı çok rahatsız edici.

Lavuarın kent yaşamı ve kentli açısından bir anlamı (katkısı) var mıdır (geçmişte ve bugün), varsa ne olduğunu düşünüyorsunuz? Sizdeki anlamı nedir? Zonguldak'ı bir taşkömürü havzası kılan başlıca unsurlardan biridir lavvar Zonguldak'ın 80 ler öncesi altın yıllarında katkısı büyüktür. Bugün yokluğuna kanıksanmışlık söze konudur.

Lavuarın kapanma sürecinden bahsedebilir misiniz? Sizce alanın kapanmasına sebep olan karar/durum nedir? Bu süreçte yaşanan en büyük sorunun ne olduğunu düşünüyorsunuz? Başka bir yol mümkün müydü ya da hala mümkün mü? Teknoloji çok eskimişti. Yatırım şarttı. Ancak yeni dünya düzeni büyüsüne kapılmış siyasiler sözde zarar eden kurumları satmayı/kapatmayı devlet politikası olarak belirlediklerinden kurum bütünüyle küçülmeye terkedildi ve lavvar da bundan payını aldı. Şehirciler kazandı, doğrucular kaybetti.

Lavuar alanının kentin diğer endüstriyel alanları ile birlikte değerlendirilmesi konusundaki düşünceleriniz nelerdir? TTK "dönülmez akşamın ufkundadır" artık. Bu alanın artık bir yaşama alanı olarak kentliye hizmeti esas alınmalıdır. AVM veya çok katlı binalarla doldurulması ihanetin daniskası olacaktır.

Sizce alan nasıl değerlendirilmeli, neden? Bu alanın artık bir yaşama alanı ve kültür merkezi olarak kentliye hizmeti esas alınmalıdır.

Zonguldak ve Kömür üretimine bakış açısında geçmişten bugüne değişiklik var mıdır? Varsa ne yönde bir değişim söz konusudur? Daha önce dediğim gibi iki farklı bakış vardır. Kömürü ve endüstriyi öne alanlar için teknik yatırımların yetersizliği ve kömür işletmelerinin giderek küçülmesi/verimsizleşmesi, fiziksel varlıklarının yağma edilmesi bir yıkımdır. İkinci grup için şehir endüstriyel yapılar nedeniyle sıkışık ve çirkindir, bu yapılar rantiyeye açılmalıdır. Şu an bu ikinci grubun borusu ötmektedir.

Sizce Zonguldak Kömür kenti olmaktan uzaklaşıyor mu? Ne yöne doğru bir gelişim söz konusu? Bu süreci nasıl değerlendiriyorsunuz? Ne olabilirdi ne önerirsiniz? Ulusal bir zenginliğimizi ve stratejik bir hammadde kaynağımızı göz göre göre yok ediyoruz. Zamanında kentin sorumlu örgütlerince ortaya konan iyileştirme projelerine itibar edilmeliydi. Havza madenciliği ilkesine uyularak TTK gereği gibi hedeflere yönlendirilmeliydi.

Sizce son yıllarda kent merkezi nasıl gelişmektedir? Memnun musunuz, değilseniz asıl sorun nedir ve nasıl çözülebilir? (Birkaç cümle ile) Yaşanabilir bir şehri kömüre tercih edenler kömürü püskürtmüşlerdir ancak "dar alanda kısa paslaşmalardan" öte bir vizyonları olmadığından kötü bir şehir yaratmışlardır. Bozuk iskeleti düzeltmek zor olacaktır. Çaycuma-Filyos iskelete dahil edilebilirse daha iyi olabilir

Katkılarınız için Teşekkürler.

C. Translations

Table C.1. *Translation list.*

| Construction Industry Centre	*Yapı Endüstri Merkezi*
Dilaver Pasha Regulations (1867)	*Dilaver Paşa Nizamnamesi (1867)*
EKİ: Ereğli Coals Enterprise	*EKİ: Ereğli Kömürleri İşletmesi Müessesesi*
Ereğli Colliery Company	*Ereğli Kömür Madeni Kumpanyası*
Ereğli Imperial Mines Regulations	*Ereğli Maadin-i Hümayun Nezareti Nizamnamesi*
High Council of Real Estate Antiquities and Monuments	*Gayrimenkul Eski Eserler ve Anıtlar Yüksek Kurulu*
Industrial and Credit Bank of Turkey	*Türkiye Sanayi ve Kredi Bankası*
Industrial and Mining Bank of Turkey	*Türkiye Sanayi ve Maadin Bankası*
Industrial Development Bank	*Sanayi Kalkınma Bankası*
İzmir Economic Congress (17 February - 4 March 1923)	*İzmir İktisat Kongresi (17 Şubat - 4 Mart 1923)*
Karabük Regional Council for the Protection of Cultural and Natural Heritage	*Karabük Kültür ve Tabiat Varlıklarını Koruma Bölge Kurulu*
Law on Antiquities No. 1710	*1710 Nolu Eski Eserler Kanunu*
Law on Cultural and Natural Heritage No. 3386	*3386 Nolu Kültür ve Tabiat Varlıkları Kanunu*
Main Treasury Administration (1848-1865)	*Hazine-i Hassa (1848-1865)*
Marine Ministry (1865-1909)	*Bahriye Nezareti (1865-1909)*
Mine-Labor Union	*Maden-iş Sendikası*
Ministry of Commerce (1909-1920)	*Ticaret Nezareti (1909-1920)*
Ministry of Finance (1920-present)	*Maliye Nezareti (1920-present)*
National Protection Law (27 September 1940 - 1 September 1947)	*Milli Koruma Kanunu (27 September 1940 - 1 September 1947)*
Protection of Cultural and Natural Assets and Various Laws	*Kültür ve Tabiat Varlıklarını Koruma Kanunu ile Çeşitli Kanunlarda Değişiklik Yapılması Hakkında Kanun*
Regional Planning Department Ministry of Development and Settlement	*Bölge Planlama Dairesi İmar ve İskan Bakanlığı*
The Law for Encouragement of Industry (28 May 1927)	*Teşvik-i Sanayi Kanunu (28 Mayıs 1927)*
The Law on Expropriation of Management of (Expropriation Law, Füzyon)	*Kömür Havzasındaki Ocakların Devletçe İşletilmesi Hakkındaki Kanun (Devletleştirme Kanunu, Füzyon)*
TKİ: Turkey Coal Enterprises	*TKİ: Türkiye Kömür İşletmeleri*
TTK: Turkish Hard Coal Institution	*TTK: Türkiye Taşkömürü Kurumu*
Turkey Union of Historical Towns	*Türkiye Tarihî Kentler Birliği*
Turkish History Survey Society	*Türk Tarihini Tetkik Cemiyeti*
Worker's Bank	*İş Bankası*
Worker's Union	*Amelebirliği*
ZCS or ZCCWA: Zonguldak Central Scrubber or Coal Washery Area	*ZCS or ZCCWA: Zonguldak Merkez Lavuarı ya da Kömür Yıkama Tesisi/Alanı*
Zonguldak Coal Washery Conservation Area and Environment Protection, Planning, Urban Design and Landscape Arrangement Project	*Zonguldak Lavuar Koruma Alanı ve Çevresi Koruma, Planlama, Kentsel Tasarım ve Peyzaj Düzenlemesi Projesi*
Zonguldak Higher Mining Engineer School (Zonguldak Higher Education and Industrial Engineer School)	*Zonguldak Yüksek Maden Mühendis Mekteb-I Âlisi (Zonguldak Yüksek Maadin ve Sanayi Mühendisi Mektebi)*
Zonguldak Metropolitan Area Municipalities Union Planning Organization Chief Expertise	*Zonguldak Metropoliten Alanı Belediyeler Birliği Planlama Örgütü Başuzmanlığı*

D. Archival Documents
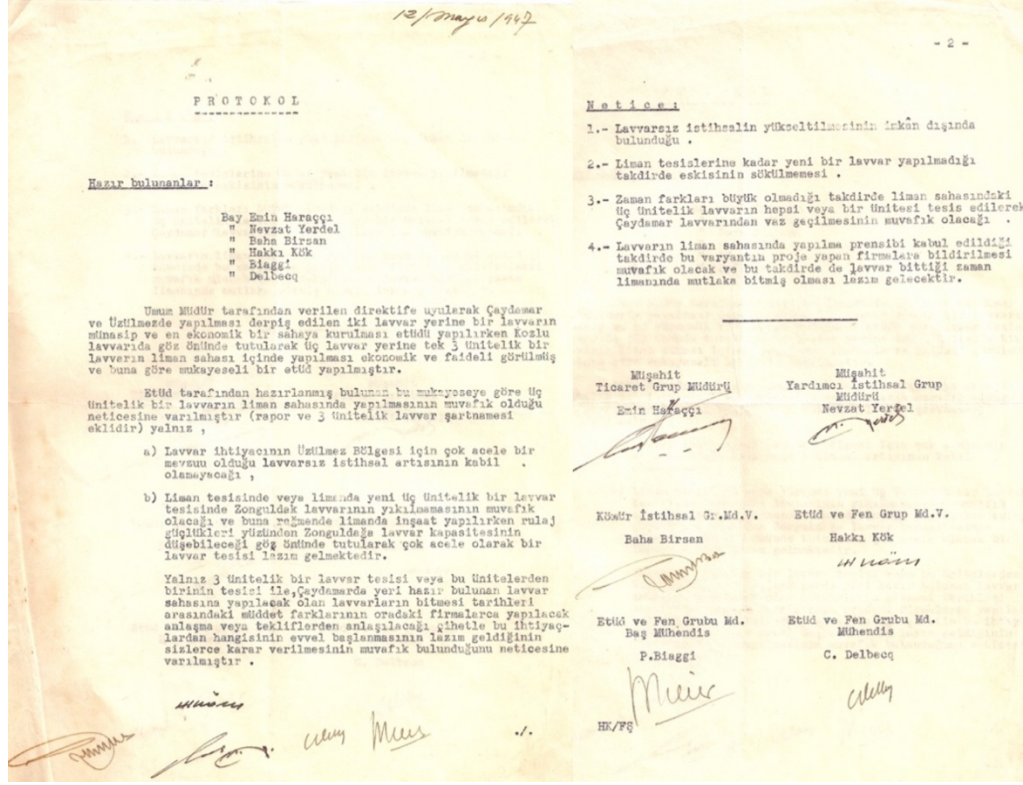
Figure D.1. Commission of Ministries (1947-1948), the first decision of construction of harbor and central scrubber (Personal Archive of Zaman, 2019).

ZONGULDAK BELEDİYE MECLİSİ KARARI

KARAR TARİHİ :04.11.2010
BİRLEŞİM :20
OTURUM :1
KARAR SAYISI :163

5393 Sayılı Belediye Kanununun 20.maddesi uyarınca yapılan Kasım ayı toplantısının ikinci birleşiminde;

Gündemin 2.maddesinde bulunan, İmar ve Şehircilik Müdürlüğünün, 20.10.2010 tarih ve 453 sayılı, Belediye Meclisinin 01.09.2010 tarih ve 123 sayılı Lavuar tesislerinin bulunduğu alan ve yakın çevresi ile ilgili kararının Kültür ve Tabiat Varlıklarını Koruma Bölge Kurulunda alınan kararda plan değişikliklerinin yapılması şartıyla Belediye Meclisinde görüşülmesi konulu imar tadilatı hakkındaki İmar Komisyonu raporu okundu.

Yapılan teklif üzerine ve işaretle yapılan oylama neticesinde;

Zonguldak İli, Merkez İlçe, Terakki Mahallesi sınırlarında yer alan endüstriyel miras vasfıyla korunması gerekli kültür varlığı olarak tescil edilen Lavuar (kömür yıkama) tesislerinin bulunduğu alan ve yakın çevresi ile ilgili olarak, idaremizce yapılan ve 24.06.2010 tarihinde sonuçları açıklanan "Zonguldak Belediyesi Lavuar Koruma Alanı ve Çevresi Koruma, Planlama, Kentsel Tasarım, Mimarlık ve Peyzaj Düzenleme Proje Yarışması" sonrasında 1'nci seçilen proje doğrultusunda hazırlanan; 1/1000 ölçekli Uygulama İmar Planı ile yine aynı kararları içeren 1/5000 ölçekli Nazım İmar Planı değişikliği; 08-09.10.2010 tarihinde, ilgili paftalar ve projeler ile mahallinde incelemek suretiyle T.C.Kültür ve Turizm Bakanlığı Karabük Kültür ve Tabiat Varlıklarını Koruma Bölge Kurulu tarafından değerlendirilmiştir.

01.09.2010 tarih ve 123 sayılı, Zonguldak Belediye Meclis kararıyla onaylanarak, görüş almak üzere ilgili kurula, İdaremizce sunulan ve yarışma sonucu 1'nci seçilen projeye ait üst ölçek kararlarla uyumlu olarak hazırlanan bahse konu planlarla ilgili olarak, kurul değerlendirme raporu doğrultusunda bir takım değişiklikler yapılmıştır. Öncelikle kurul, 08.12.2006 tarih ve 335 sayılı T.C.Kültür ve Turizm Bakanlığı Karabük Kültür ve Tabiat Varlıklarını Koruma Bölge Kurulu kararıyla tescil edilen ve koruma alanı belirlenen alana sınırlı olan yetki ve sorumlulukları dahilinde değerlendirme yapmıştır. Dolayısıyla kurulun görüş ve önerileri, yaklaşık 2.2 ha. Büyüklüğündeki koruma alanı içerisindeki tescilli yapıları ilgilendirmektedir. Kurul bahse konu planlama ve projenin ana hatlarının, koruma-kullanma dengesine ve koruma ilkelerine uygun olduğu yönünde bir tavır sergilerken, tescilli taşınmazların bulunduğu alanlarda, yoğunluğu belirleyen bir yapı düzeni tanımı olan emsal tanımlanmasının kaldırılmasını uygun görmüştür. Bunun yerine yapı ve kitle yüksekliklerinin 1/1000 ölçekli plan değişikliği üzerinde tanımlanması gerektiğine, plan değişikliği isminin "Lavuar Tesisleri Koruma Alanını İçeren Özel Proje Alanı" olarak değiştirilmesine, plan notlarına "Lavuar Tesisleri Koruma Alanı içinde önerilen yapı kitlelerinin dışında toplam kitle alanının %10'u aşmayan merdiven, asansör, giriş rampası, bölümler arası bağlantılar vb. kapalı sirkülasyon alanlarının yapılabileceği, açık dolaşım alanları ve terasların bu alana dahil olmadığı" ve "Lavuar Tesisleri Koruma Alanında yapılacak düzenleme ve yapılaşmaların tescilli yapıların

görünümünü ve algılanmasını engellemeyecek teknik ve malzeme ile yapılmasının esas olduğu" hükümlerinin eklenmesi gerektiğine ve imar planı değişikliklerinin (1/5000 ve 1/1000 ölçekli) bu görüşler çerçevesinde yeniden düzenlenerek Belediye Meclisince sonlandırılmasına karar vermiştir.

Söz konusu kurul raporu doğrultusunda hazırlanan "Lavuar Tesisleri Koruma Alanını İçeren Özel Proje Alanı"na ait plan değişiklikleri (1/5000 ve 1/1000 ölçekli) ve plan notlarının dairesinden geldiği şekliyle kabulüne, 3194 Sayılı İmar Kanununun 8.maddesi gereğince onaylanmasına ve bu hususta hazırlanan İmar Komisyonu Raporunun komisyondan geldiği şekilde kabulüne mevcudun oybirliği ile karar verildi.

İsmail EŞREF
Belediye Meclisi Başkanı

Aynur BAYRAM
Meclis Katibi

Türker KAPKAÇ
Meclis Katibi

ZONGULDAK VALİLİĞİ
04 KASIM 2010
04 KASIM 2010
652

Figure D.2. 2010 Municipality Council Decision Paper documents the declation of the site as special project area (Zonguldak Municipality Archive, 2019).

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Tuvönan İstihsali (Ton)
1 9 7 0

Bölge ve Bölümler		Ton	%
Armutçuk	Armutçuk	639.074	8,41
Kozlu	İ. Harmanı	668.896	8,80
	İhsaniye	1.069.685	14,08
	Ali Soydaş	261.020	3,44
	Yekûn	1.999.601	26,32
Üzülmez	Dilâver	879.664	11,58
	Asma	782.880	10,30
	Çaydamar	437.727	5,76
	Açık işletme	14.092	0,19
	Yekûn	2.114.363	27,83
Karadon	Gelik	1.205.193	15,86
	Karadon	905.982	11,92
	Kilimli	734.103	9,66
	Yekûn	2.845.278	37,44
Müessese		7.598.316	100,—

Figure D.3. *1970 Zonguldak TTK Statistics retrieved from personal archive of Zaman (2019).*

Bölge ve Bölümler		Ton	%
Armutçuk	Kandilli	335.870	5,34
	Alacaağzı	186.916	2,97
	Toplam	522.786	8,31
Kozlu	İ. Harmanı	869.889	13,84
	İhsaniye	1.000.730	15,92
	Toplam	1.870.619	29,76
Üzülmez	Dilâver	830.743	13,21
	Asma	586.842	9,34
	Çaydamar	395.147	6,29
	Toplam	1.812.732	28,84
Karadon	Gelik	898.999	14,30
	Karadon	648.781	10,32
	Kilimli	532.199	8,47
	Toplam	2.079.979	33,09
Müessese		6.286.116	100,—

Satılabilir Üretim (Ton)
1 9 8 0

Figure D.4. *1980 Zonguldak TTK Statistics retrieved from personal archive of Zaman (2019).*

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Figure D.5. 1926 Tevfik Çakmakçı Zonguldak City Map (retrieved from personal archive of Zaman, 2019).

Figure D.6. 1971-75 Zonguldak City Master Plans by Engin Erkin for ZMA (Sheet number: 0402, retrieved from personal archive of Zaman, 2019).
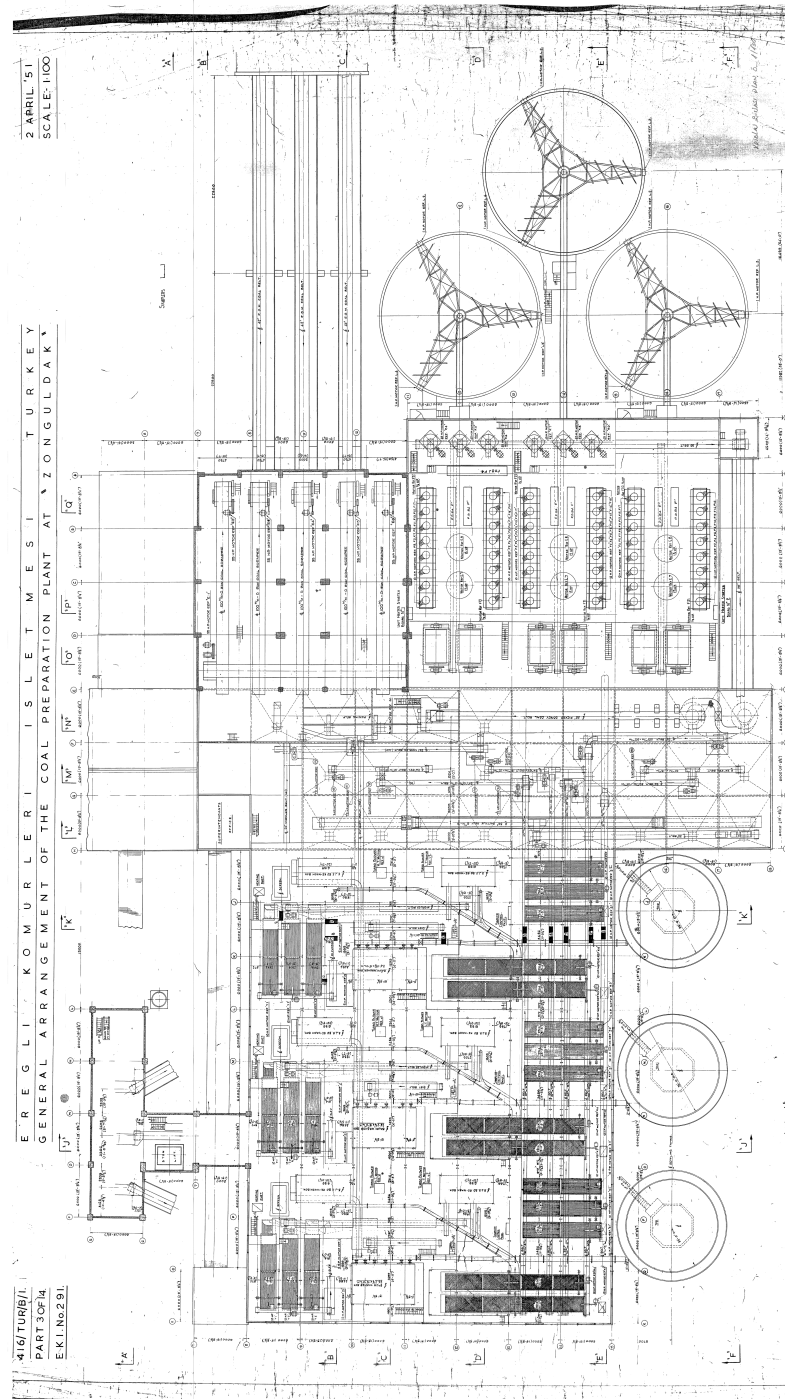
Figure D.7. *1949 Zonguldak harbor plan by Dutch Firm (Zaman, 2004).*

Figure D.8. *Basic production Scheme of site (Ateşok, 2004).*

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Figure D.9. *+14.00 floor plan of site 1/100 scale (TTK Archive, 2019).*

255
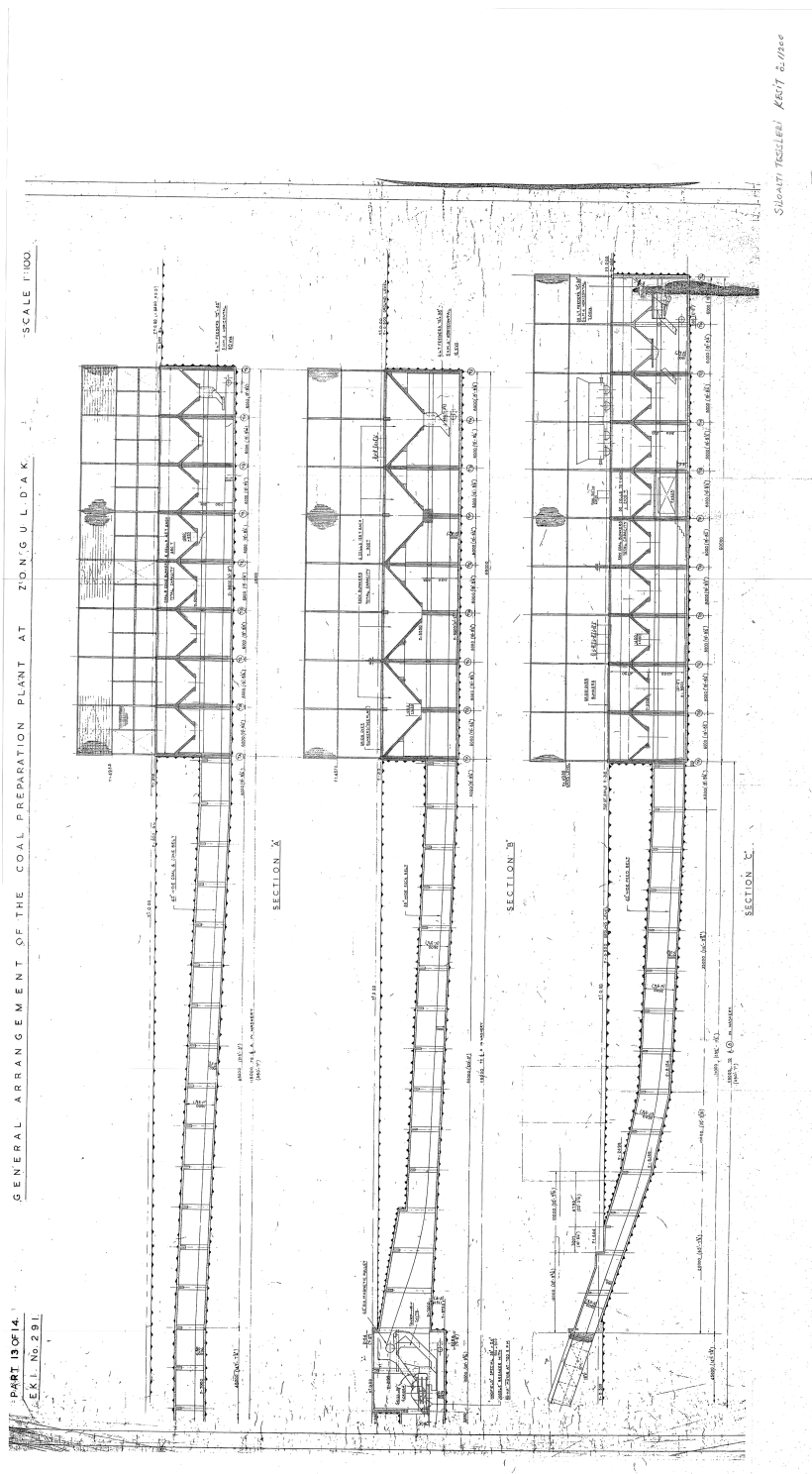
Figure D.10. A, B, C sections of site 1/200 scale (TTK Archive, 2019).

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E. Research for Further Studies

Inclusive Design Approach

According to the British Standards Institute (2005), inclusive design is the design that is accessible and usable for many people without the need for particular adaptation or specialization. In this method, actors are participated and included to the design process. By this way, the outcome of the process can meet common needs and expectations. On the other hand, there is a need to specify the limits/potentials of the actors. In the literature, the user pyramid system is offered in showing the user capabilities and their impact on the process. In that system, the designers are defined at the highest place because of their capabilities. Nevertheless, there will be complex overlaps due to relations. So, the boundaries between actors, events, documents would not be clear. Eventually, this makes conflicts between them. As a solution, efficient tools can be regarded as a creative design technique.
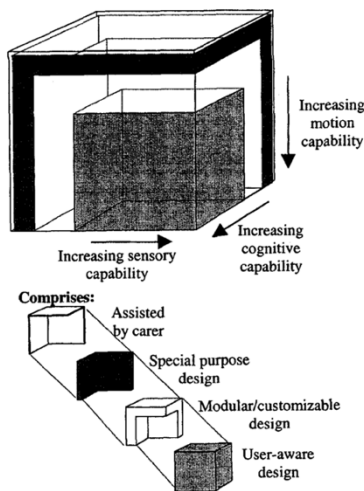

Figure 1. The Inclusive Design Cube (IDC).

Figure E.11. Towards a generic approach for designing for all users[84].

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[84] It is *in Proceedings of RESNA '99,* Keates, S., and Clarkson, P.J. (Long Beach, CA, June 1999), pp97-99

Creative Mapping Techniques

- **Drift Map**

Drift mapping technique presents information wihtin a situationist behaviour. It is a production of new images of space and relationship to increase public consciousness and to promote participation in everyday life. In Debord's Naked City (1957) study, he makes a representation of 19 different places within map of Paris by explaining this subjective, temporal experience as opposed to the counter movement perspective of the second style map (Sant, 2004).
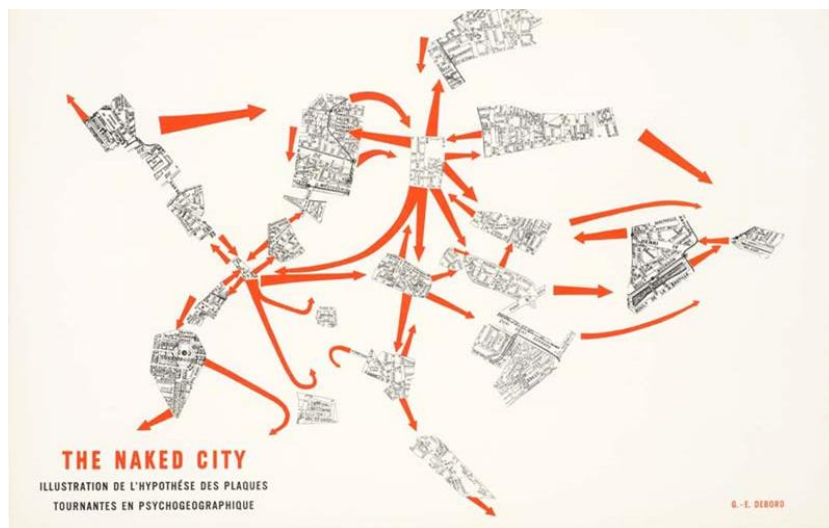

Figure E.12. Naked city.[85]

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[85] Guy Debord's study in Psychogeographical Guide of Paris in 1957.

- **Route Map**

> *"Today people in all European countries are looking back to those days that turned into the past, symbolized by thousands of industrial monuments that are cultivated and preserved as witnesses of our technical, social and migration history and as landmarks of a cultural identity of all citizens that has evolved through history. They urgently need our protection since there is no future without past."*
>
> *(ERIH's history in its official website, 2019)*

As described before, when the travel is the most important part in the mapping and places have understanding throughout this travel, route map is the preferable for the presentation of the information. The most significant map about the industrial heritage is organized by ERIH, European Route of Industrial Heritage. The motto is that every industrial asset is a crucial part of Europe's industrial revolution.
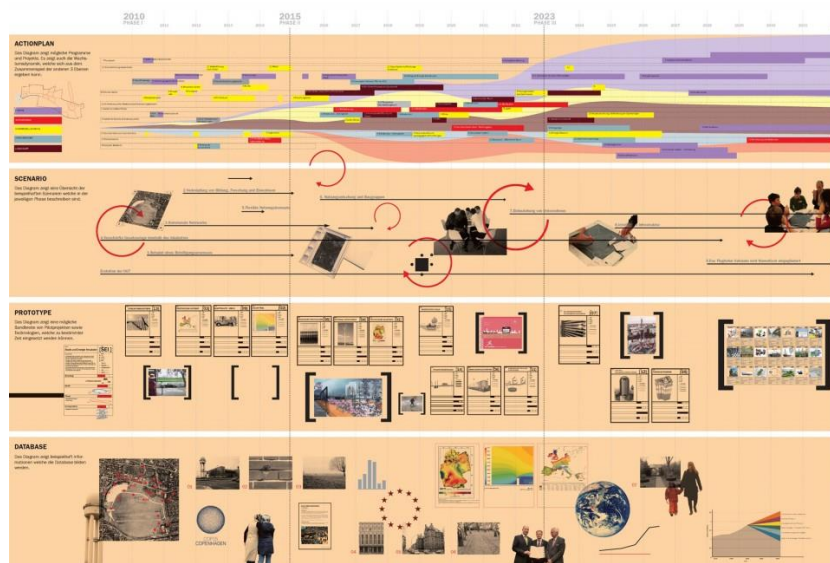
- **Game Board Map**

Figure E.13. *("180Spatial Agency").*

In the maps which contain multiple actors, process goes as a medium of empowerment by allowing the local community to represent themselves spatially (IFAD, 2009). Those maps attempt to make visible the association between land and local communities by using the commonly understood and recognised language of cartography (Alanyalı Aral, 2018b)[86]. Besides, whole community members except from authorities can enrich the process with their different perspectives. On the other hand, there are some negative feedbacks about these techniques. When the borders are not defined properly, issues become more complex and can be time consuming and cost intensive and can lead to conflicts under the involved stakeholders (Alanyalı Aral, 2018b). As different from other techniques, game board map provides and presents the information. Participatory thinking forms the produced information and the representation of outcome emerges from that process. Various imaginations of

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[86] It is on the creative mapping techniques in architecture course note.

relevant participants lead the final outcome and process. In this mapping tool, communication is the crucial part of the process. The study of Bunschoten, R. & Chora (1993), London Tempelhof Urban Gallery scenario, combines research and practice in a four-stage process containing *database, prototypes, scenario games(testing), and action plans*. Throughout the process, there is a chance to work at a number of different scales, to extract unexpected and hidden local details and forces by providing data from people, places and organizations.

- **Story Map**

> *"B. Harley's (1987) conception of maps, first 'as a kind of language' – taken either metaphorically or literally, second on a symbolic level, and third with a perspective gained from the sociology of knowledge, from a Foucauldian point of view, is significant to see their roles as story-definers...All maps are thematic (Hall, 2004: 16). There is no mapping without stories. Maps involve the "attempts to make sense of the world"*
>
> *(Turchi, 2004, p.13)*

Today, the number of story maps of like these sites as a smart tool have been increasing. These tools can provide transfer of the knowledge to different actors in the society including decision-makers on urban heritage and space, professionals from conservation, planning, architectural design and future generations. Due to the fact that elements composed of history and culture of each place, the attitude in each concept differs. Esri company is well known for this type of maps. The most important question for esri story maps is why they are important for heritage preservation, documentation and representation.

Figure E.14. Stories and places[87].

In city scale, "I am İstanbul" which is based multimedia story telling project realised by Tuzcu (2017) (http://www.niltuzcu.net/i-am-istanbul/) can be thought. In the project, 20th century fictional characters are formed to represent the story. The historical, social information of the characters are explained through the urban archive maps. Also, the background knowledge of the period related with economy, physical environment is presented. As urban scale, the other work of Tuzcu is İstanbul Urban Database. This study is a web-based mapping which blending archival documents of İstanbul in a GIS databased. In addition, the narratives are shown through the maps, so it creates an integration of architecture and urban scale. The open access quality of the project helps to mediate public and researchers. As the last, comparable archival maps provide the observer to comprehend the urban transformation.

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[87] It is retrieved from http://www.niltuzcu.net/i-am-istanbul/.

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