A Fragile Relationship: Waterfront Revitalization Programs and Built Heritage by the comparative study of Galata (Istanbul) and Mersey Riverside (Liverpool)

by
Necdet Ayik

Supervisors
Prof. Arch. Mesut Dinler
Prof. Arch. Emanuele Morezzi

Politecnico di Torino,
Master of Science in Architectural Heritage Preservation and Enhancement,
Master's Thesis

POLITECNICO DI TORINO

Master of Science in Architectural Heritage Preservation and Enhancement

Master's Thesis

A Fragile Relationship: Waterfront Revitalization Programs and Built Heritage by the comparative study of Galata (Istanbul) and Mersey Riverside (Liverpool)

Supervisors

Prof. Arch. Mesut Dinler

Prof. Arch. Emanuele Morezzi

Candidate

Necdet Ayik (s287805)

AY 2022/2023

February 2023

Abstract

This study aims to examine the relationship between the waterfront revitalization processes and urban waterfront heritage comparatively focusing on historical developments in the context of longue durée spatial transformation, and considering the strategy, management, planning, legislation, and implementations of the change by analyzing two historical port areas. The study will investigate these issues over Galata Waterfront (Istanbul) and Mersey Riverside (Liverpool). The multi-layered historical waterfront of Galata has recently experienced a drastic change under the *Galataport Project*; simultaneously, Liverpool with an outstanding legacy of the maritime image has undergone a comprehensive change through the implementation of waterfront regeneration programs lately, especially with the *Liverpool Waters Project*. The development, transformation, and metamorphosis of these thresholds have been a critical phenomenon predominantly in recent history within the changing global and local dynamics. Rethinking these alterations over the two influential ports in history that reflect analogies and disparities in terms of their past, evolvement, context, and impact areas yet an akin controversiality of the actual regeneration scopes enables to focus on a broader perspective. Therefore, the clashes/overlaps or co-existence/asynchrony of the recent developments, their correlation with the existing waterfront urban structure, and principally with the architectural and urban heritage are the focal points of the study.

keywords: waterfront regeneration, Galata Waterfront, River Mersey, the Port of Liverpool, Galataport, Liverpool Waters, waterfront heritage, port-city

to my beloved family...

Acknowledgements

First and foremost, I owe my deepest gratitude to my supervisors Prof. Arch. Mesut Dinler and Prof. Arch. Emanuele Morezzi for their guidance throughout the process. Thanks to their valuable support, constructive criticism, and stimulating suggestions, I have found an opportunity in great extent to develop this thesis and beyond that my perception towards academia. Again, I would like to thank Prof. Dinler, crossed our paths at Politecnico di Torino as two METU graduates, for his contributions during his time as both my professor and supervisor, and Prof. Morezzi for his mentorship all along my time in Turin both in my academic and personal development, it was a pleasure to be his student and assistant. Moreover, I would like express my gratefulness to all my professors at METU, Universitaet Kassel, and Politecnico di Torino who contributed to my academic progress.

I would also like to thank Jowita Tabak and Alex Sarria as my dear friends and colleagues during my study in Politecnico di Torino. I am so grateful to Tymon Wolender, Paola Yepes and Mariana Cobbos for their support and friendship, and to all my friends who have enriched my adventure in Turin. Here I would like to express my special gratitude to my sister Eylül Ayık. Her presence next to me always gives me great strength and happiness.

Beyond everything and everyone, I would like to thank my family for teaching me to question, always believing in science, providing all opportunities for me to improve myself, and allowing me to grow up with love. You are my biggest chance in this life.

Table of Contents

Chapter 1

Introduction

1.1 Definition of the Problem

The relationship between human settlements and water elements has been a critical phenomenon throughout history. The dependence on water shaped the formation of a built-up environment and human milieu. Beyond the materiality of the subject, the expanded surface of interaction created unique interfaces in waterfront districts. Even though the waterfront term is defined as: *"a part of a town that is next to an area of water such as a river or the sea"* by Cambridge Dictionary (n.d.), the expression can not be limited in terms of what that means for humankind and how the concept affected broadly the history and culture. With the blurring of the waterfront definitions of a border/edge area into thresholds, its spatialization, and development, the dependence between water and the city has been moved to another alignment. The phenomenon itself turned into a critical concept within the increasing sphere of influence besides the primary term to house the establishment of settlements.

This very comprehensive topic has been discussed and studied in different dimensions by various disciplines. The inevitable effects of innovations closely related to autonomy shifted the term into kaleidoscopic formation. Starting from the 19th century, the expansion of technology and industry led to drastic changes in waterfronts' spatialization. Therefore, the port city image and profile as it is perceived today started to emerge. The modest entrance gates of cities have heavily industrialized, this new condition catalyzed the commercial activities and trade volume that piloted alterations of port functions and hinterland adaptation. The introduction of commerce-related new typologies to urban life created a common face to the port cities

while the distinctiveness of context still lasted. Hein (2016, p.322) states:

"The speed of transformation captured through the temporalities approach is also part of the port cities culture, a shared collective local mind-set, long-standing and on-going, that supports port development, specific to each city, but in its essence similar to that of the whole group of port cities."

By the end of the 19th century, transportation enhancements transmitted the influence towards the inner geographies that strengthened the existence of the port cities. Following the heyday of inner city ports, in the first half of the 20th century advancements in ports got ruptured due to catastrophic events, especially in the European context such as World Wars and economic depression periods. However, slightly less-paced developments continued to be experienced in the ports and cities affiliated with them. In the second half of the century, once again, the port city concept had to be rethought within the pioneer developments in the transportation of goods. Kokot (2008) stresses two important reasons that changed the face of the ports and their relations with cities; firstly, the enhanced naval technology introduced larger ships that require deep-water harbors; secondly, the initiation of containerization into maritime transportation. This progression occurred a shift in the port areas, with inner-city ports replaced by modern ones located outside of the urban area. As inner-city ports could not house these developments, they experienced a radical change and became dysfunctional over time. Waterfront areas subsequently became derelict zones. Port cities, which hold an important economic and industrial development, were inevitably affected by this situation and entered the shrinkage cycle.

The declined inner-city ports ushered broader aspects: waterfront revitalization/regeneration. Schubert (2008, p.33) expresses the common cycle of waterfront transformation as such:

". dereliction of old port areas near the city, relocation of modern, con-containerised trading facilities to areas suitable for expansion,outside the city centre

. disuse, temporary and suboptimal utilisation of areas and buildings in the old ports

. visions and plans for the reallocation of uses of buildings and land in derelict areas, architectural competitions

. implementation of plans, establishment of new land uses (offices, recreation, housing) in these areas

. revitalisation, new land uses, acquisition, enhancement of desirability of these areas."

It is argued that waterfront regeneration as a concept considered in today's world was introduced in North America with noteworthy programs implemented in Boston, Baltimore, and San Francisco during the 1960s and immediately after spread to the European continent especially in the UK the waterfront revitalization of London during the 1970s then followed by Australia and Japan; starting from the 1990s newly industrializing countries

and less developed ones also canalized themselves to the concept (Hoyle, 2000). In general, the transformation scope not only consists of the physical environment change of the former port areas but also re-identifying them with the multiple functions.

Today, various arguments are revolving around the topic of port city transformations and revitalization periods. The issue brings increased interest in port cities and their regeneration processes which have been the subject of various research and conferences (Hein, 2016). The interdisciplinary nature of the issue requires multilayered assessment processes and due to the nature of the change becomes a ground of high-level complexity. Among the numerous research interests regarding waterfront revitalization; city and port history in relation to tangible cultural heritage; strategy, management, and planning of the waterfront regeneration; long-term analysis of spatial transformation by focusing on architectural and urban features are designated in the extent of the thesis.

The examination of these three intertwined and fragile topics chosen to work on the subject are examined through the Galata waterfront area, one of the historic ports of Istanbul, and the Mersey Riverside of Liverpool waterfront. These two canonical cities and port areas have been influential throughout local, regional, and global contexts. The latest developments experienced in the recent history in the port districts of Galata Istanbul and Liverpool expanded the discussions of waterfront regeneration scope. A wide range of similarities and peculiarities draws a significant framework to delve into the relationship between waterfront heritage, regeneration, and strategy of change.

On one hand, Galata, an important port located in the city divided internally by the sea, holds a critical place in Istanbul's waterfront and urban history **(Figure 1)**. It reflects the multi-layered structure of the Mediterranean cosmopolitan port culture, under the influence of many different civilizations over the years, including Byzantium, Genoese, Ottomans, and the Republic of Turkey. The mirroring of this diversity in the built environment has enabled the Galata waterfront and hinterland to contain rich cultural heritage entities. Simultaneously, the effect of the changing power balances between civilizations on the spatial configuration of the Galata port district is another interesting point for investigation. Beyond the historical aspect, the recent time alterations over the waterfront and the controversial approaches of regeneration processes attract attention along with certain criticism. The inability to create detailed planning, strategy, and management schemes have caused this transformation to be questionable. Moreover, the relationship between regeneration practices with the port heritage and the existing historic urban landscape brings multiple dimensions to the issue. Due to the fact that the subject is currently up-to-date and this transformation has taken place in the near history opens a compelling perspective.

On the other hand, the Port of Liverpool played the most influential role in the establishment and development of the city. At the same time, this port, which was articulated in time on the banks of the River Mersey and

expanded on the north-south axis, stands out as one of the most iconic port images and scenes in maritime history **(Figure 2)**. The fact that the Port of Liverpool was included in the UNESCO World Heritage List with this identity and was titled “Liverpool-Maritime Mercantile City”. It is a place that has become a global focus beyond its spheres of influence, especially in the name of port technologies and the spatialization of the port. Entering the above-mentioned port transformation cycle and the derelict state of the port being deeply affected, especially the urban life. The following process of city shrinkage summarizes what port means to the city of Liverpool. Port development and transformation take place over divergent times and the emergence of different strategies in parallel with the realities of time of the transformation stages requires deepened framework. The contradiction and inconsistency between the regenerated waterfront areas, urban layout, and maritime heritage brought many criticisms. The process of this incompatibility with the consequence of its removal from the UNESCO World Heritage List, the topicality of the subject, and the ongoing change are some of the main interest points that reveal the research.

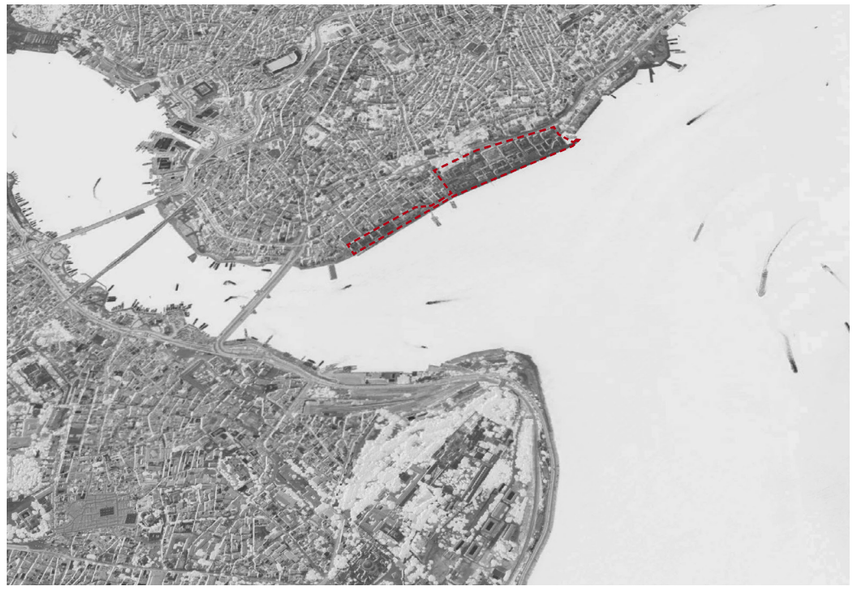


Figure 1: The Port of Galata, Istanbul research study area (Adapted from Apple Maps, n.d.).

Figure 2: The Port of Liverpool research study area (Adapted from Apple Maps, n.d.).

1.2 Aim and Scope

The thesis aims to investigate the relationship between architectural and urban heritage, regeneration, and revitalization planning, management, strategy, and implementation in the waterfront areas of Galata (Istanbul) and Liverpool by focusing on analogy and disparity over the longue durée analysis. The research takes the issue from the epicenter of the settlement's history in connection with the water element and extends its scope toward the historical development of the port areas and proximity to be able to contextualize the phenomena of waterfront changes in Galata and Liverpool. Following the comparative historical analysis, the relation between the port and the city is conceptualized thanks to the existing knowledge in the literature. Then the narrative is created over the pedestals including the waterfront heritage of the areas while considering the heritage legislation, planning, and management; waterfront regeneration strategies realized in both contexts similarly comprising legislation, planning, and management issues; the implementation and phases of waterfront revitalization projects. This is followed by the synthesis of historical transformation starting from the mid-19th century with the latest regeneration processes experienced in the waterfront areas and the spatial change in the urban tissue is examined in various scales. The scope of the thesis and comparative approach by examining two controversial waterfront revitalization processes in highly historical environments composed of architectural heritage entities reveals many discussions. The juxtaposition of these above-mentioned issues articulates the arguments over and above the two research areas to evaluate the greater framework in the waterfront transformation and regeneration.

1.3 Methodology

Considering the previous definition of the problem, aim, and scope chapters the methodology of the thesis is determined based on the following methods to construct a research narrative, analysis, and evaluation. Several methods are integrated to conduct the research.

Numerous types of published research and unpublished academic sources are analyzed, harmonized, and discussed respectively or simultaneously to construct a ground for the thesis scope. Moreover, legislative documents, reports, strategic frameworks, governmental and non-governmental policies are collected for further analysis. Due to the topicality of the subject, conventional and new media articles have been scanned and used. This method also allowed to collect the majority of the figures together with literature review process.

Another method to evaluate especially in the section on spatial changes experienced in both locations digital collections of archives are scanned. Based on the archival research, Galata and Liverpool's historical maps and plans were collected for analysis. In this respect, Atatürk Kitaplığı and Salt Research's digital collections have been the main sources of the historical cartographic materials for Galata. Similarly, historical maps and plans for Liverpool are achieved via the Harvard University Scanned Map Collection, the British Library, and the National Library of Scotland.

The following maps are designated for the analysis. For Galata, Ostoya Map (1858-1860), Goad Insurance Maps (1905),Pervitich Insurance Maps

(1922), Nirven Insurance Maps (1947-1952); For Liverpool, Edge Hill & Toxteth Park, Kirkdale, Everton, Low Hill from actual survey (1836), Goad Insurance Maps (1888) and Ordnance Survey (1927).

Following the data collection, they are processed starting with digitalization and visualization of historical cartographic information **(Figure 3)**. Map scans were transferred to the GIS and all the scanned maps are geo-referenced by the author except Edge Hill & Toxteth Park, Kirkdale, Everton, Low Hill from actual survey (1836) that is directly accessed as GeoTIFF raster images from Harvard Map Collection, while considering the currently protected buildings and urban islands. The city elements were vectorized on QGIS 3.16 software. The visualization process is completed with the integration of several softwares including Autocad and Adobe Illustrator.

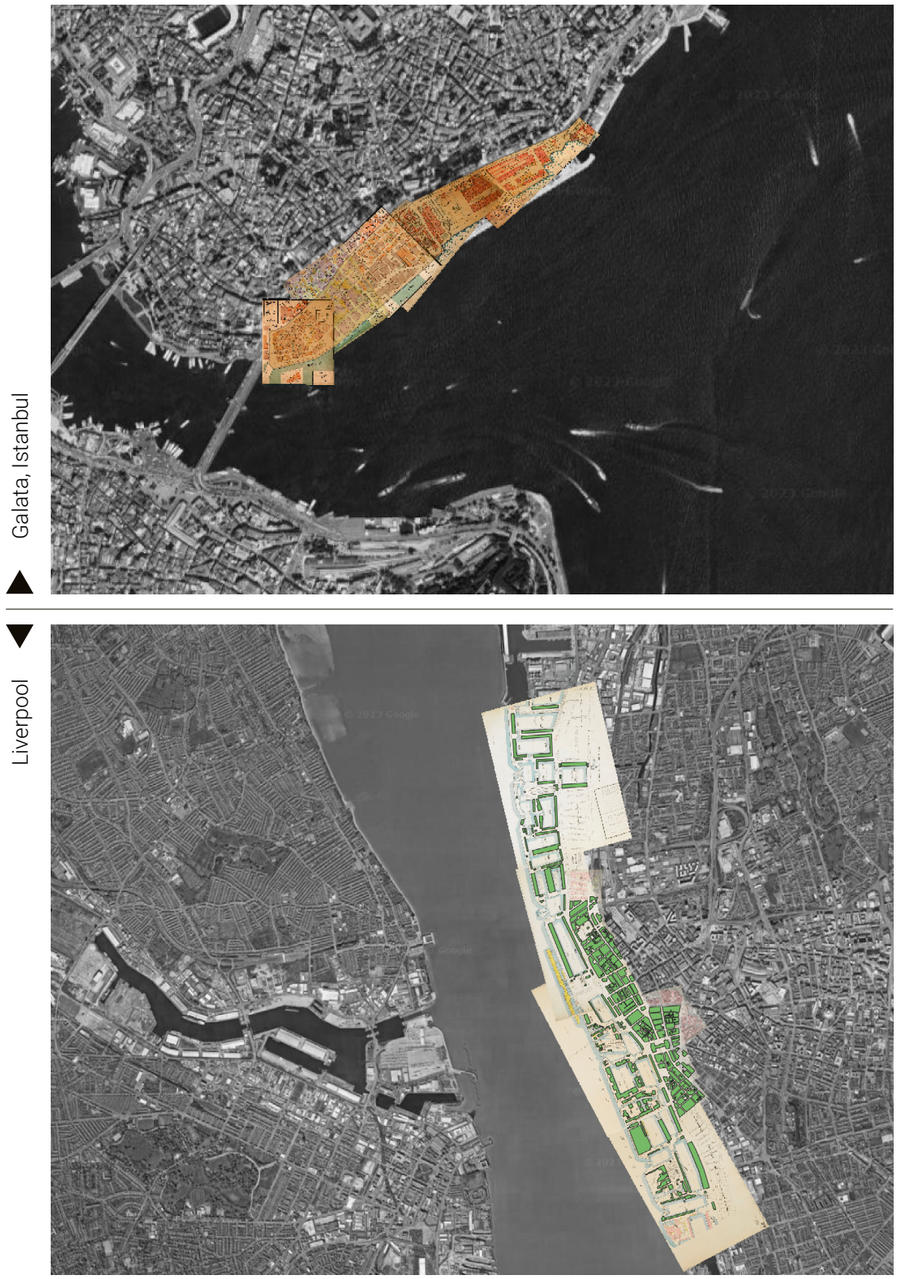


Figure 3: Digitalization of the historical maps and plans (Adapted from Google Earth, n.d.).

Chapter 2

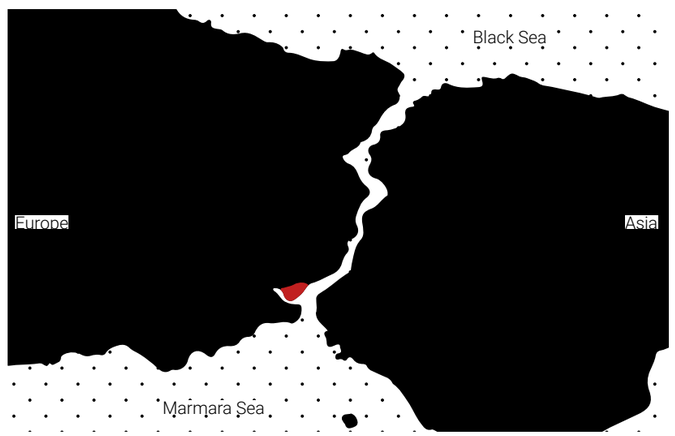
Urban Waterfront History of Galata and Mersey Riverside

from their establishment to the 21st century

2.1 Constantinople/ Istanbul Galata District and Waterfront

Turkey

Istanbul



Galata District

2.1.1 Constantinople, Building the New Capital of the Roman Empire

Constantinople, as it is called today Istanbul, is a city constructed on seven hills that served as the capital of three empires throughout history. At the intersection point of Eastern and Western civilizations, the city possesses the intangible and tangible features of being a transition point with its critical location due to years of land and sea connections exchanges. Although the beginning of the settlement history of the province dates back to the Paleolithic ages, about the 7th century BC, in this study, the history of the city, which was re-established as Nea Roma and then as Constantinople after the Constantine I period, will be evaluated by concentrating the Galata district. As shown in **Figure 4**, the district is located at the entrance to the opposite side of Golden Horn, in the north of the Historic Peninsula, which stands out as the Old Town of Istanbul today, which forms the center of Constantinople.

The establishment of Constantinople in the 4th century can be taken as the starting point of the city's history. The seven-hilled topographic layout of the city could be said to take reference from the seven hills of Rome, as it provided a basis for the emergence of the urban settlement order, and each of the hills hosted sacred and symbolic landmarks during the Byzantine and Ottoman periods (Karakuyu, 2010). The city development was built in a short time, along with the new fortification system, which identifies the core of the city and only accommodates twelve districts in the inner area and other two located in the outer part, including Sykae (Galata), transportation networks, public buildings, ports, and palaces. Still,

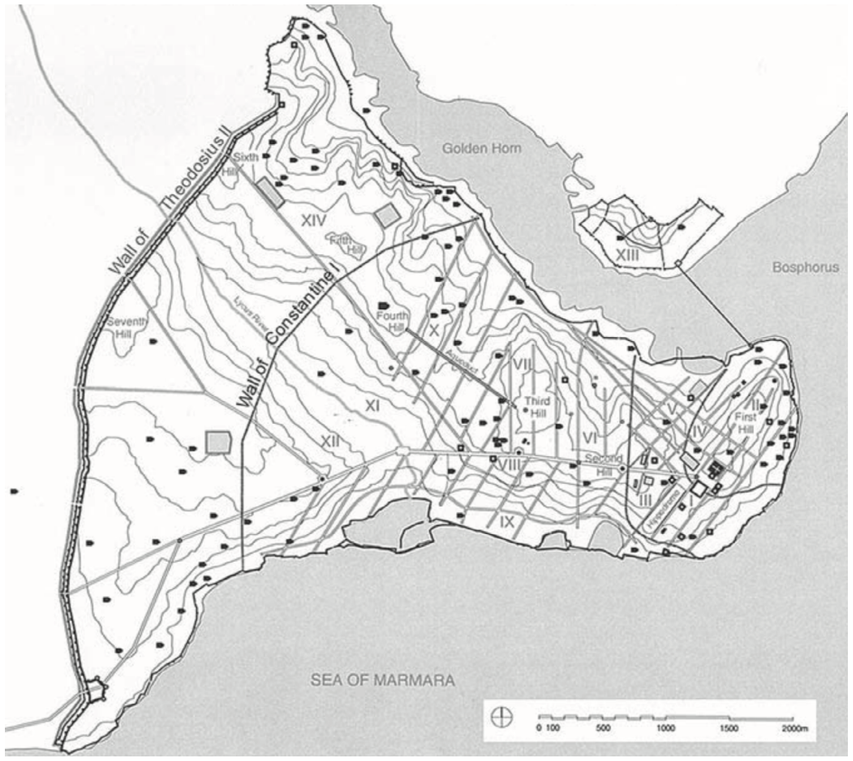


Figure 4: Map of Byzantine Constantinople, including wall structures, seven hills, the core of the Historic Peninsula and Galata (Sykae) settlement at North (Bogdanović, 2016, p.103).

most religious monuments, especially the Hagia Sophia Church, which are symbols of the city, were completed or built after the reign of Constantine I. (Çöl, 1999). Çöl also noted that during the same period, the Sykae district's importance increased thanks to its commercial activities. The urban development in this period reflects a typical Roman settlement pattern. Following significant developments were realized around the beginning of the 5th century by Emperor Theodosios II. Magdalino (2002) describes this period as the second noteworthy advancement in the urban history of Constantinople and emphasizes that the second layer of city walls was

implemented, which eventually occurred in an unidentified area in between these double layers; moreover, new typologies were introduced such as cisterns and reservoirs for storing the water. The Byzantine Emperors, who were the successors of Theodosius II, could not produce significant works in the scope of urban improvement in the upcoming process, and mainly, singular monumental buildings and structures related to the city's security were constructed (Küçüksipahioğlu, 2011). However, with the increasing impact of Christian culture in the 5th century and later, many churches were built in the city, which affected not only the urban texture and skyline of the city but also shed light on social and cultural changes (Magdalino, 2002). Moreover, fortification walls surrounding the Sykae (Galata) district were constructed in the thirteenth region of Constantinople (Müller-Wiener, 2001).

Arab, Persian, and Slav attempts to the invasion of the city and cope with plague epidemics, the Venetian, Amalfitan, and later Pisa and Genoa Kingdoms increased their influence in the areas of Galata and Pera on the opposite side of the Golden Horn, especially with their commercial activities in the 10th century, started the settlement progress of the region for their citizens (Magdalino, 2002). It can be observed that through the commercial concession agreements made in the 11th century, the Byzantine Empire encouraged to increase in the commercial activities of these Italian states and increased the influence of its colonies located in Galata during the 12th century (Erdoğan, 2011). The separation of the Church of Constantinople and the Church of Rome in the 11th century due to hierarchy conflicts and mutual misunderstanding because of different language usages shows that the detachment between the two civilizations deepened in culture and religion (Eroğlu, 1999). At the beginning of the 13th century, the Crusader Army, whose main goal was to capture Jerusalem, was directed to Constantinople simultaneously. It ended with the invasion of the city. The city was destroyed and plundered for three days, resulting in a Latin Empire (Demirkent, 2006). Jacoby (2001) points out that the destructive effects of the Crusader Army first emerged in the suburb of Sykae (Galata), Pera, and the northern part of Golden Horn and nearly erased the urban tissue by also the immense fires in the area.

Latin Empire, which lasted for fifty years in Constantinople, was taken back by Byzantium, and the Crusaders and mostly Venetians were driven away from Constantinople (Shepard, 2009). With their role in repulsing the Crusaders from the city, the Genoans achieved first economic privileges and then a semi-autonomous administrative activity in the 13th and 14th centuries in the Galata region; moreover, they have contributed to the urban developments in a critical way that the tissue of the town became nearly identical to any other western European settlements (Mitler, 1979). In this period, when the Genoans fortified their presence, being an important maritime trade kingdom made the port of Galata one of the most active ports of Constantinople and even the Mediterranean basin. This situation reinforces the port city's perception of the district.

2.1.2 Altered Capital of Empires

The 15th century was a turning point in which perhaps the most critical changes were experienced in the city's history, and the Ottoman Empire captured Constantinople. As represented in **Figure 5,** with the historical event that changed the face of this city, many existing structures have changed, and new buildings have begun to find a place in the city silhouette. Among the prominant changes made to edit the landmarks of the Byzantine existence and the typical buildings in the urban layout were the construction of a palace and citadel in the Historic Peninsula and the conversion of Hagia Sophia into a mosque (Kafesçioğlu, 1996; Necipoğlu, 1992). Ottoman buildings built on the structures representing the Byzantine heritage in this period nearly vanished the pre-existing identity of the Historic Peninsula (Westbrook&Van Meeuwen, 2017).

Upcoming alterations after the Ottomans' Constantinople, the urban and demographic structure of Galata was enriched into a multi-faith and multicultural area with the Muslim and Jewish populations coming from the Hispanic Peninsula (Orlandi&Ivkovska, 2021). It was challenging to observe the effect of these changes on the urban fabric at the beginning of the Ottoman era, with the Ottoman recognition of the privileges that the Genoans gained from Byzantium, allowing them to resume living in the district almost identically. However, the Ottomans' resettlement in Galata started in the 16th century in buildings representing Turkish and Islamic culture, such as mosques and baths. Kılıç Ali Pasha Mosque and Madrasa can be shown as symbols among these structures.

Figure 5: Miniature gives information about the city form of the period and important buildings (Matrakçı Nasuh, ca. 1530).

Batur (2000) describes the general city structure of Galata, enclosed within the city wall, with its symbol Genoese Tower, the port by the sea, and its social facilities until the 17th century. Beyond Genoese existence in the area, thanks to economic capitulations given to European nations, the French, Dutch and British populations rose (Mantran, 2001). Batur (2000) further discussed the face of the city transformed into a Turkish town by Turkification of the area between the 16th and the 18th centuries. One of the most significant reasons for this is that Ottoman buildings were allowed to be built on or under the city walls of Galata in the 18th century (Akın, 1998). Still, it is essential to emphasize that the non-Muslim population dominated the district's demography during the epoch. In the same period, the development of the shipyard and port activities around the Golden Horn reinforced the relationship between water elements, town dwellers, and the city.

2.1.3 Economic, Political, and Administrative Progress in Galata during the 19th Century

As a matter of the fact that international political and economic developments, especially the French Revolution and the Industrial Revolution, affected the general atmosphere of the Empire, this period is viewed a turning point in Galata's becoming a commercial center and its maximized relationship with its waterfront surfaces. In particular, the enlargement in global and national interactions due to maritime trade, administrative and political changes within the Ottoman Empire attracted provincial and international relevant individuals and bodies. It compelled the expansion of the existing urban layout of Galata **(Figure 6)**. In addition to the changes in the urban texture, new building typologies emerged regarding the expanded value of the area. Öncel (2012) summarizes the effects that transformed Galata in the 19th century as the Ottoman palace's transfer to Dolmabahçe, the establishment of the 6th Daire Beyoğlu Municipality, the first municipality in the Western sense, and the incapability of the spatial infrastructure to respond to the increasing commercial activities. The Ottoman Empire, which failed during the Industrial Revolution and was economically weakened, provided

Figure 6: from the 19th century postcard, Galata from the Historic Peninsula (Kargopoulo, 1860). Accessed from Salt Research

economic privileges to foreign countries, especially England, in the second quarter of the 19th century, with the Baltalimanı Treaty (Aydın, 2021). This situation expanded foreign capital inflows and relations with European countries and carried Galata's existing trade center identity to a higher level. In this period, the Tanzimat Edict, which emerged as a result of the modernization movements of the Ottoman Empire, had an increasing effect on the land and real estate values in this region by securing private property rights (Orçun Kafesçioğlu, 2016). The current context that emerged in the political area brought a different understanding to the local administration system and provided the basis for establishing the first western-oriented municipality in Galata in 1858. In order to improve the cadastral situation and urban connections, the works carried out by the municipality on the city scale of Galata, Pera and Tophane districts brought about the transformation in urban spaces and innovations in the architectural scale (Öncel, 2010).

The demolition of the walls surrounding Galata **(Figure 7; Figure 8)** and the evaluation of the gaps by constructing new roads were considered a decision of the municipality endowing urban growth (Sağlam, 2018). During the same time, Karaköy Square was built by demolishing the fortification gate where the Galata Bridge meets in the area to create common urban spaces (Okur, 2011). Orçun Kafesçioğlu (2016) also emphasizes that the works carried out were not limited only to the transformation of the area but also studies regarding detailed mapping and surveys, such as the Galata Pera Pangaltı plan made by the municipality's engineer Ostoya between 1858 and 1860, which was carried out for the documentation of the area.

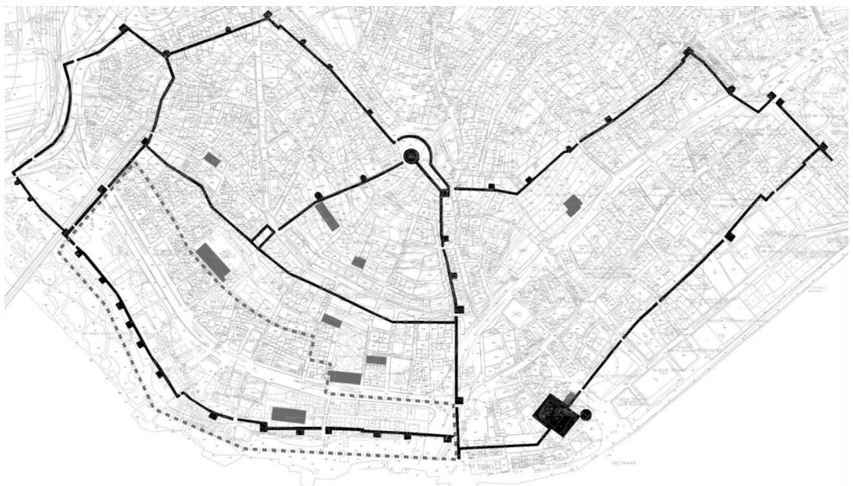


Figure 7: Walls of Galata (Sağlam, 2018, p.34).

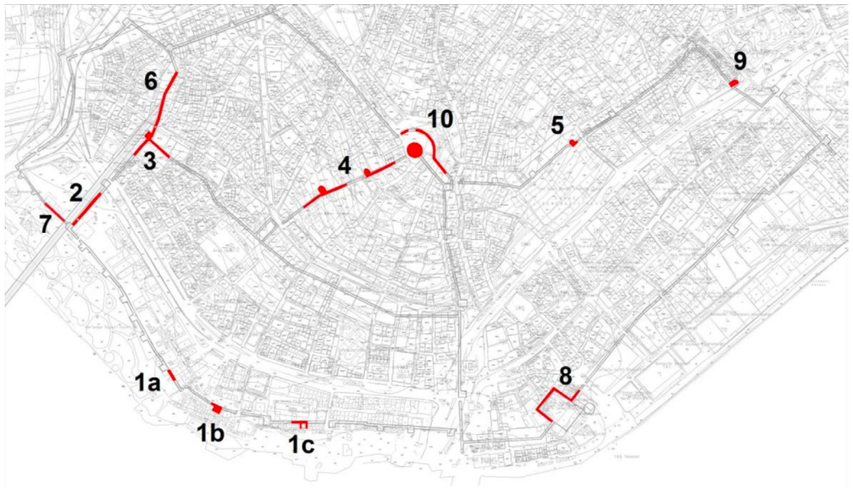


Figure 8: Remanining walls after demolition in Galata district (Sağlam, 2018, p.40).

2.1.4 Transportation Developments from the 19th century to the beginning of the 21st century

The Galata neighborhood has increased its inter-city relations and importance, thanks to the Hayratiye Bridge built in between in the early 19th century. Until then, public transportation was provided mainly through water carriers via small-scale boats since the land transportation was not progress due to a lack of land vehicles and insufficient urban connection infrastructure (Bozkurt, 2010). Furthermore, land transportation was provided by horse-drawn trams. Later, with the construction of the Galata Bridge, just after a decade from Hayratiye Bridge, the relationship between the Karaköy and Galata districts with the Historic Peninsula has increased in terms of social and cultural interactions.

During the second half of the 19th century, thanks to developments in technologies used in the shipyards of Istanbul, the production of steamboats was a turning point for maritime inner-city transportation (Kuban, 1970). This pioneered the construction of quay areas in Tophane, Karaköy, and Galata, likewise the rest of the city. Due to the fact that increased sea transportation and sea commerce on a domestic and international scale, hygiene issues and attempts to renew the city's image made it necessary to improve the seaside, especially at the waterfront of Galata (Çelik, 1993). Simultaneously, the canalization of railway systems in the city has increased the city's relationship with its periphery (Tekeli, 2009). These developments in rail systems have additionally enabled Istanbul to be connected to Europe in the following period. Regarding the enhancement of inner-city railway transportation, the second metro of the world was put into service in 1875, named the Tunnel, and was opened for use in Galata and connecting Karaköy to Beyoğlu. Connecting the sea-level sections of Galata to the hill regions provided great convenience to the users. Moreover, this is not only a development concerning transportation but also gives an idea about the modernization approaches of the period. Subsequently, the introduction of a comprehensive electric tram system, including the connection between the Historic Peninsula and Galata at the beginning of the 20th century, increased the importance of urban public transportation **(Figure 9)**.

According to Tekeli' (2009), the evaluation of three critical milestones for the mass transportation in Istanbul starts with regular intercity steamboat (vapur) services in the middle of the 1850s, following developments in suburban lines in the 1870s, and the introduction of electric trams in the city at 1914.

From the perspective of international maritime transport and trade, the port city identity of Galata and Istanbul was strengthened with the increase in these activities in the 19th century. In particular, the control of the entire Black Sea and the domination of the Eastern Mediterranean were important not only for the Empire but also for the foreign countries that took an active role in maritime trade. During this term, it was seen that maritime trade relations with European countries such as France, England, Austria, and other Mediterranean countries such as Sardinia and Naples increased (Deniz, 2019). In addition, the maritime transport relations of the Ottoman

Empire with its hinterland also upgraded in parallel with the developing technologies in maritime transportation. The maritime transportation in the Ottoman Empire, which completed its institutionalization process in the second half of the 19th century, connected the regions under the sovereignty of the Ottoman State in the Marmara, Mediterranean, Aegean, and Black Seas primarily to Istanbul and other port cities (Memiş,2016). In the following period, establishing active maritime trade relations with countries such as Belgium and the Netherlands spread the weight of the Mediterranean and the Black Sea to a broader context **(Figure 10)**. Furthermore, despite the continuation of the sea commerce in the Indian Ocean, the increase in the Dutch, British and Portuguese maritime trade volume with India decreased the commercial interactions of the Ottomans with Asia in this period (Mantran, 1970).

2.1.5 Emergence of New Building Typologies in the 19th century

The mentioned innovations and the environment at that time reinforced the identity of Galata as a node of trade and a port city, and as a result, it led to the definition of new building typologies in the field. In this sense, bank and insurance buildings, customs buildings, social facilities, and hotels, which emerged with the effect of commercial identity, come to the fore.

Concerning residential typologies, the dominance of apartment-type buildings rose in the area by increasing the limits of building heights with the decision taken at the end of the 19th century (Orçun Kafesçioğlu, 2016). This new type of apartment was severed from the houses in which single-

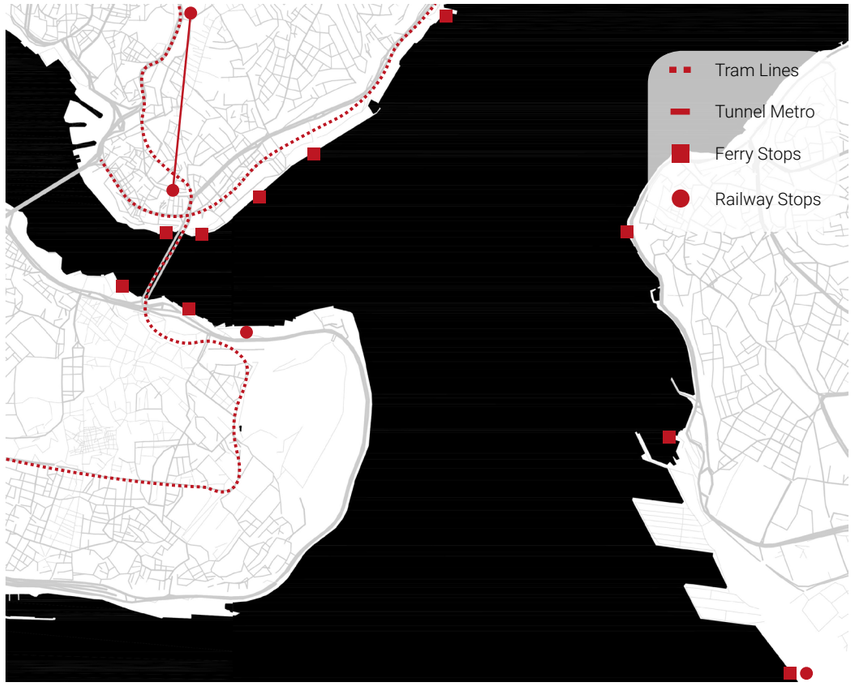


Figure 9: Galata inner city main public transportation connections in 20th century shown over the current map.

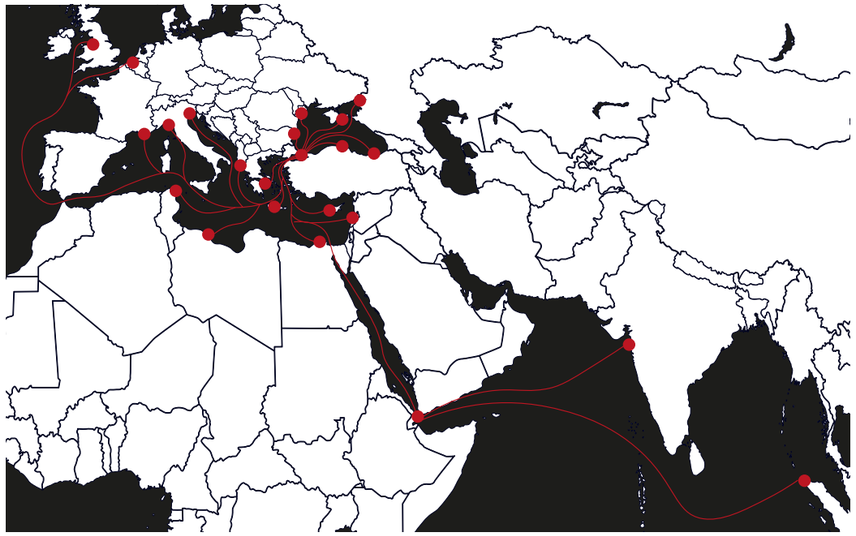


Figure 10: International maritime connections and interactions of Ottoman Empire 19th century.

family buildings with 2-3 floors reside and created a type includes more high-rise and modern technologies that allows multi-family residents (Akın, 1998). Akın also states that these buildings constructed by Levantine and non-Muslim families have introduced a monumental gloss to the area through their historicist facade articulations.

Hotel building typologies, which experienced significant changes in their concept, were handled with a different strategy with respect to changes in travel and accommodation habits. Adoption of western approaches rather than traditional Turkish and Ottoman accommodation buildings bear traces of the modernization attempts of the area or even the Empire. Çelebi (2011) states that these hotels in Galata and Pera are close to the hotel concept of today, apart from the differences in service they provide according to different programs and sizes.

Regarding the developing commercial identity of the area, the most critical building typology that emerged in this period was a bank and insurance buildings. With the increase in foreign capital inflow and the institutionalization of the trade arrangements, many foreign and domestic commercial organizations established their headquarters in Galata. As shown in **Figure 11**, especially in the second half of the 19th century, buildings such as department stores, office buildings, banks, and passages were built with a western character (Ertuğrul, 2009). In particular, the opening of the Ottoman Central Bank in Galata attracted many international banks and gave the district a new character (Çelik, 1993).

Figure 11: Photograph from Banks Street. Accessed from Salt Research.

2.1.6 Changing Waterfront: Galata, from the beginning of the 20th century

In the general context of the 20th century, it again represents another milestone for Istanbul. The city was occupied after the defeat of the Ottoman Empire in World War I. A modern secular nation-state emerged with the Republic of Turkey, founded in 1923 by the people who repulsed these occupations under the leadership of Mustafa Kemal Atatürk. What this meant for Istanbul was that the capital city title it had carried for centuries was no longer valid. Developments just started before World War I, the Galata quay was built by the French Marius Mitchel at the end of the 19th century, between Karaköy and Tophane, revealing the form of the currently

used pier. Again in this area, the construction of structures such as the Customs House (Paket Post Office), Çinili Han, and Merkez Han, one after the other in the first half of the 20th century, gave an identity to the Galata coast **(Figure 12)**. However, in the time following the loss of the World War I, firstly the occupation of Istanbul; then, process leading to the establishment of the Republic of Turkey interrupted the development pattern on the Galata waterfront. Following the developments, Ford Motor Company's assembly plant started to operate on the Tophane Dock, adjacent to the Galata Dock. Odman (2011) defines the situation as a hybrid area where port customs and assembly activities are spatially combined. The Ford factory, which was closed in the middle of the 20th century, left its place to the warehouses on the Tophane dock. Returning to the Galata dock, the port activities expanded, and in 1940 it was observed that a passenger lounge was opened here, and it almost started to work as an entry point from the water surface of the city.

When the change in the urban structure in the Galata region is examined, it is observed that neoliberal policies became dominant in the middle of the 20th century, and the master plan changes brought about great destruction and construction works. Galata's urban tissue and heritage sites were significantly affected by this change. Especially in Karaköy Square, which opens to the Historic Peninsula, the demolitions caused the destruction of the urban heritage in this area **(Figure 13)**. Again, in the same perspective, the Greek and Armenian Orthodox churches on this line were demolished for the road arteries to be opened, which brought the official authorities conflicted with these societies (Türker, 2007). Gönül&Gürsel (2016) state

Figure 12: Emergence of Galata Quay Buildings (Istanbul Haberler Ajansı, 1970). Accessed from Salt Research

Figure 13: Karaköy Square demolishment process. Photograph (Foto Işın Archive, ca. 1958). Accessed from Salt Research

that since the second half of the 1980s, the port area lost its status as a shipping port and only served to passenger ships.Legal initiatives to promote cultural and tourism activities in this context followed immediately. It was during this period that the Historic Areas of Istanbul were also included in the UNESCO World Heritage List.Galata Tower and its surroundings were declared a Culture and Tourism protection and development zone in 1989, followed by the Tophane Port area in 1995, paving the way for today's waterfront renewal projects. At the same time, this increased promotion of tourism and cultural activities peaked in 2010 with the selection of Istanbul as the European Capital of Culture.

Historic buildings that emerged with new typologies during the 19th and the 20th century, juxtaposed with the current situation

Warehouses

1 Entrepot No 1
2 Entrepot No 2
3 Entrepot No 3
4 Entrepot No 4 (Former Istanbul Modern)
5 Entrepot No 5 (Mimar Sinan University)
6 Entrepot No 6
7 Entrepot No 7
8 Entrepot No 20

Public Buildings

10 Karaköy Passenger Hall
12 Paket Post Office

Commercial Buildings

9 Merkez Han
11 Çinili Han
13 Wiener Bank Verein Building (Ziraat Bank Building)
14 Nordstein Building
15 Bozkurt Han Building
16 Ankara Han Building
17 Has Han Building
18 Demirbank Building
19 Sümerbank Building
20 Generali Han Building
21 Ottoman Bank and Central Bank Building
22 Voyvoda Han Building
23 Burla Building

(Based on the original building functions and names)

Golden Horn

Bosphorus

Legend

- Commercial Buildings
- Warehouses
- Public Buildings

Pre-implementation of Galataport Project

Galata, Istanbul

N

0 m 100 m 200 m

50 m 150 m

Timeline Highlights Istanbul, Galata District and Waterfront

1836
Hayratiye Bridge
The First Bridge over Golden Horn, the Historic Peninsula and Galata District got connected.

Economic privileges and capitulations to foreign capital
Baltalimanı Trade Agreement
1838

1839
Tanzimat Edict
Modernization Process of the Empire, securing the rights of private property rights

Reinforced urban connection between Historic Peninsula and Galata District
Galata Bridge
1845

1851
Ferry System
introduction of inner city ferry services

definition of Karaköy Square by demolishing Galata Walls Karaköy Gate
Karaköy Square
1857

1858
Establishment of Municipality
6th Daire Beyoğlu Municipality, the first municipality in the Western sense

inner-city railway transportation development, the second metro of the world
Tunnel Metro
1875

1895
Quay of Galata
Construction of a quay at Galata district which formed a base for today's waterfront relation of the area

1911
The Customs House (Paket Post Office)
The first building constructed in the quay area

landmark building in the quay area
Construction of Çinili Han
1911

1914
Construction of Merkez Han
landmark building in the quay area

Ford Motor Company assembly plant, Tophane Dock 1925-1945

in response to increased maritime transport
Karaköy Passenger Hall
1940

1950's
Warehouses
starting of warehouse constructions at Tophane quay area

great destruction and construction works
Master Plan Changes
1956-60

1986
Identity Change of the Port Area
shipping port to passenger ships

1989
Galata Tower and Surrounding Area
declared as Culture and Tourism protection and development zone

declared as Culture and Tourism protection and development zone
Tophane Dock Area and Surrounding
1995

2002
Public Announcement of Galaport Waterfront Development Project
mega project settled in Galata and Tophane quay

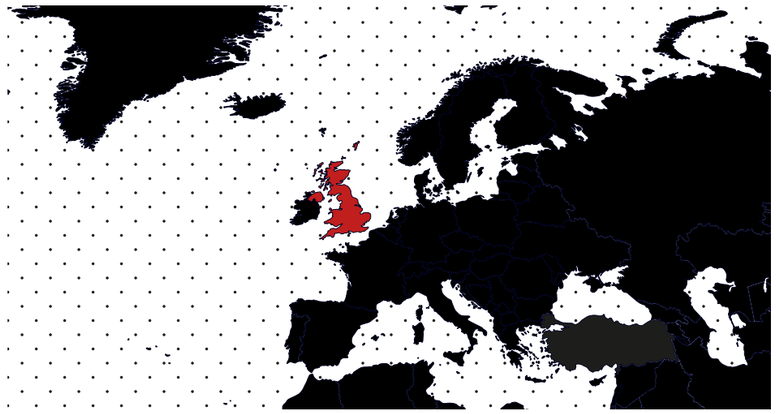
Istanbul declared to be European Capital of Culture
European Capital of Culture
2010

2017
Destruction of Karaköy Passenger Hall and Paket Post Office
under the scope of Galataport Waterfront Development Project

warehouse accomodated Istanbul Modern Museum under the scope of Galataport Waterfront Development Project
Destruction of Warehouse No 4
2018

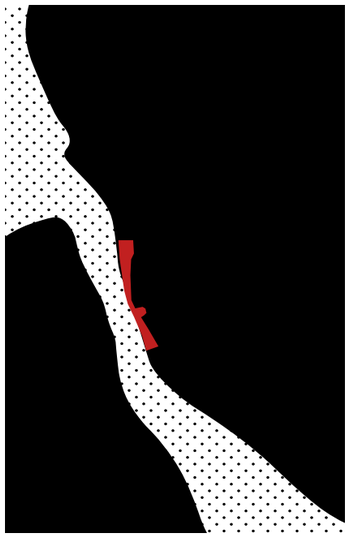
2021
Galataport, opened for use

2.2 Liverpool, Mersey Riverside and Waterfront



the United Kingdom of Great Britain and Northern Ireland

Liverpool



Mersey Riverside Port Area

2.2.1 Establishment of the Town

Liverpool, a small fishing town in the United Kingdom, has progressed throughout history, especially in parallel with the development of its maritime and industrial activities, and today it has become one of the most important cities on the island. In addition, naval culture still holds a canonical place in the history of the Kingdom as a center for transportation and trading.

The Royal Charter signed by King John at the beginning of the 13th century on behalf of Liverpool's urbanization can be considered a turning point from a fishing village to a marine city. The biggest reason for this situation was that it was in a critical geopolitical position as a port development in the expeditions to seize Ireland. As represented in **Figure 14**, in the process following this situation, the city started to grow with a grid city layout with seven main arteries, Castle Street, Chapel Street, Dale Street, High Street, Old Hall Street, Tithebarn Street, and Water Street, with reference to the medieval settlement (Sykes et al., 2013).In the same period, the construction of the Liverpool Castle, which gave the city identity, was completed. It preserved its value as a symbol until it was demolished in the 18th century. With the construction of church and market, it became more accessible for the public to social and religious amenities and completed the features that form a town. Immediately after its establishment with a second charter, merchants here were given the authority to form guilds to protect their rights, and in the middle of the 14th century, Liverpool's first mayor was elected and started to rule the city (Johnson, n.d.). In the period until the 17th century, almost no progress in the town's development came to the forefront.

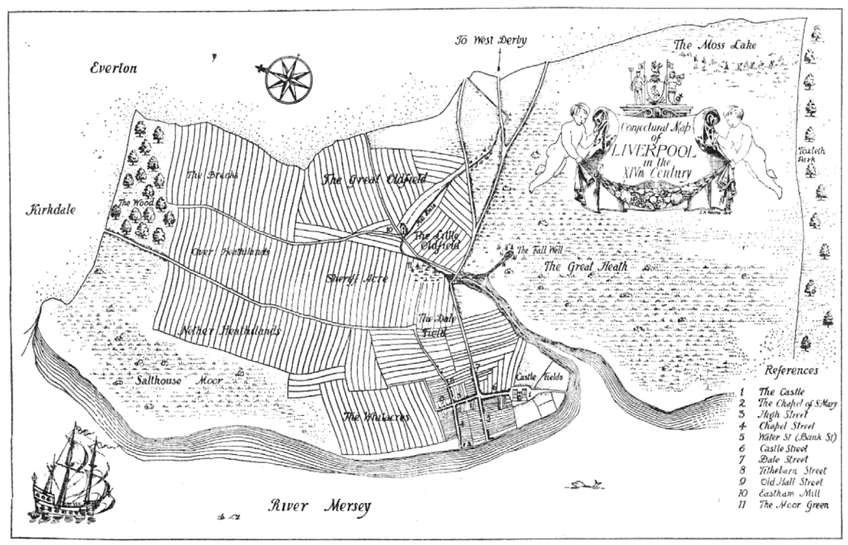


Figure 14: Liverpool city map in the 14th century (Muir, 1907).

2.2.2 Gaining the Port City Identity from the 17th century

In the 17th century, England continued to grow with the establishment of its first overseas colonies. Especially the end of the war with Ireland and the increasing commercial and industrial volume reinforces Liverpool's port city identity (Muir, 1907). Trades such as tobacco and sugar with the America and West Indies and the arrival of the first transoceanic ships in the middle of the 17th century; with its geographical advantages concerning interactions with New World, Liverpool was starting to give essential signals for the city's future **(Figure 15)**.

As cited by Earle (2015), in the Celia Fiennes chronicles, It has not been indifferent to the growth and developments experienced in Liverpool, and

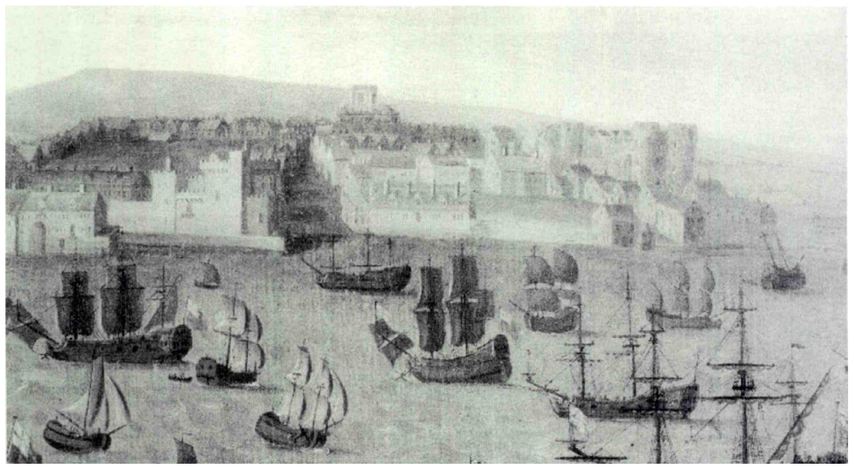


Figure 15: Painting, the Port of Liverpool in 17th century. Accessed from Merseyside Maritime Museum

it has been defined as little London, although it is still incomparably small against Metropol at the end of the 17th century. However, considering these circumstances were still premature and have not yet reached a point where they can alter the urban development and demographic structure.

By the 18th century, Liverpool began to be seen as a globally remarkable port city. The vital outcome that paved the way for this situation; was the slave trade, which must be critically evaluated, and the spatial adaptation of maritime trade and technologies to the city. Clemens (1976) explains that the regional and global influence of the city increased with the renovation of the harbor and the establishment of a dry dock in the early 18th century, with the initiatives of the mercantile oligarchs that emerged with the increase

in the economic volume of this period. The developments experienced in this era could be considered a milestone that Liverpool's urban fabric and waterfront area rapidly developed and transformed to the following extent.

2.2.3 Global Connections and the Slave Trade

Liverpool, which has become an increasingly important part of international trade and transportation since the end of the 17th century, has hosted transoceanic expeditions during and after the United Kingdom's geographical discoveries. In this context, the maritime routes led by Liverpool port took place in two or even three directions, particularly from the colonial centers under the control of England, on the transport of raw materials and people. Although trade in India with other important countries in Asia formed a crucial maritime trade route for the ports of England and Liverpool for years, with the start of the 18th-century slave trade, the main concentration was given to these routes.

As one of the dark pages of history, the slave trade was a critical part of the British exploitation system. In the 18th century, Liverpool became the city that accommodated the immense volume of the slave trade in the country. About half of the more than 12 thousand slave and colonial expeditions that took place in this century were from Liverpool, and the city has distinguished itself in this area compared to London and Bristol (Port Cities, n.d., as cited in Sykes et al., 2013). This route is also known as the triangular trade and formed the basis of the early slave trade (Davies, 1980). As represented in **Figure 16**, triangular trade is explained by the transfer of processed goods

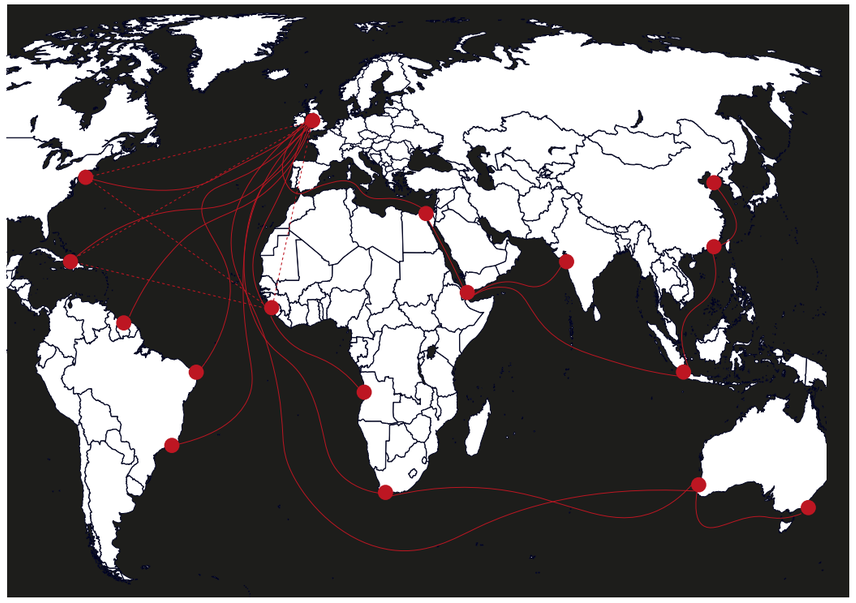


Figure 16: International maritime connections of Liverpool and slave trade routes in the 18th century.

from England to West Africa, and in return, the enslaved people are taken from there and transported to the West Indies, where they exchanged for luxuries and raw materials and transportation of these materials back to England (Ashton, 1948 as cited in Merritt, 1960). Shipping carried out through these enslaved people, raw materials, and goods were remarkably profitable in this period and dominated the commercial life in England. Developing trade activities depending on this unfortunate situation brought monopolization of slave transfers and began to be made more organized. Clemens (1976) states that since the beginning of the slave trade, urban expansion and trade activities gradually increased in parallel with these circumstances.

2.2.4 Revising City Image: Spatialization of the Port and Industrial Growth in the 19th century

The process started in the 18th century until it reached its peak in the 19th century; the development of trade in the city caused spatial changes and advances in the especially waterfront section. The Dock system, which will become one of the most critical urban elements that define the city, lives a milestone with the first commercial enclosed wet dock called Old Dock, which was opened in the first quarter of the 18th century. Douglas (1936) considers this first dock relatively humble than other docks to be opened in the upcoming period while counting it as the beginning of a domino effect. At the same time, its location between the old city and the town common directs the urban expansion of Liverpool city (Power, 2000).

Later, new docks opened one after the other **(Figure 17)**, and they were used to continue the long and arduous construction processes in 18th-century technology. Among these, the canonic Queens Dock and Kings Dock, completed within the scope of the Fifth Dock Act, gained function at the end of the 18th century, making Liverpool one of the busiest ports in the world and transforming the town from being a self-sufficient port city at the beginning of the 18th century to the country's second most important city at the end of the century. Again in this period, warehouses began to be introduced around docks. The replacement of small and individual warehouses with relatively bigger scaled organized typology resembles expanding the commercial capacity of the town by the end of the 18th century. In the 19th century, most of the urban and architectural

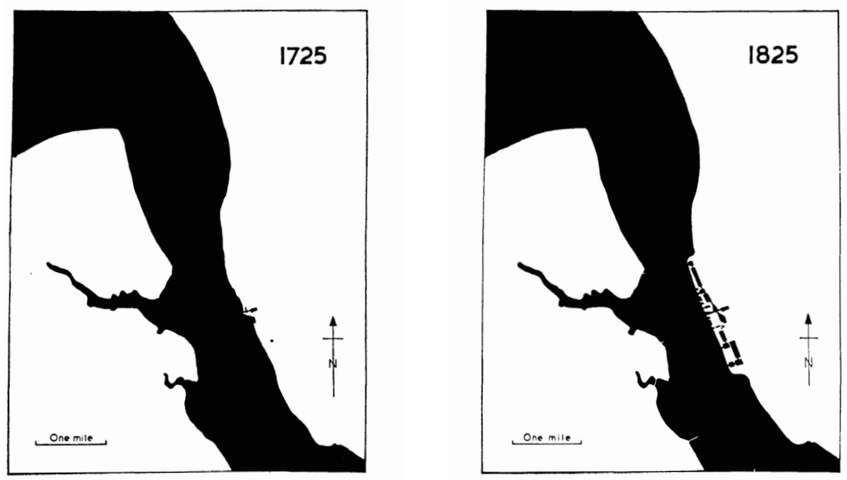


Figure 17: Developments of dock systems in 18th and 19th century (Allison, 1953, p.59).

works that made up the Liverpool maritime heritage materialized, and the rapid development of the port area was observed. The arrangement of the waterfront with the construction of various docks changes the city's relationship with the shore while fortifying the commercial use of the water element. The developing and transforming port area reached its peak during this timeframe, and Aughton (2008) states that in the middle of the 19th century, the shipping and cargo volume of the city was higher than its counterparts all over the world.

Projects that are the symbol of Liverpool today, such as Albert Dock and Canning Dock, have been completed, and the reflections of this situation in the port area have led to the development of commercial warehouses.

In terms of changing the city's image, these warehouses became more influential than docks, like the Albert Dock Warehouse, which could be considered one of the most important examples.

Increasing commercial activities with the developments at the waterfront did not only change the port area. Accordingly, new building programs and typologies emerged in the city to reflect this commercial identity as one of the critical reasons for the development of working spaces, Sharples (2018) emphasizes the importance of starting to separate residence and work environment in the middle of the 19th century. The Exchange building was built at the beginning of the 19th century, as the Liverpool traders were dissatisfied with the spatial problems of the existing Exchange Alley and increased the intensity of use (Sharples, 2018). This monumental building could be described as the core of commercial activities and even became a landmark of the city at that time. If the Liverpool Exchange Building is considered a nucleus, many commercial and financial structures, such as banks and insurance headquarters, have started to develop around the old city center (Liverpool City Council, 2003). Among them, the Bank of England, Liverpool, and London Globe Building, The Albany, Queen Insurance Building, and Prudential Assurance Building, which were built in the middle of the 19th century, can be shown as recognized examples with different architectural styles (Liverpool City Council, 2003). Sharples&Stonard (2015) indicate the emergence of shopping, social and high-class residential zones that complement the developments in the business district.Petsimeris (1996) summarizes changes in the city structure in this century that the reflection

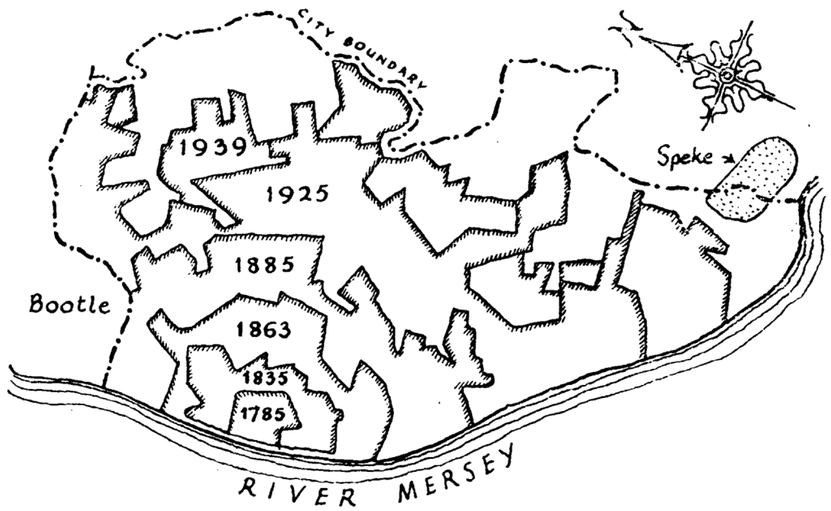


Figure 18: Chronological urban expansion of Liverpool. (Allison, 1953, p.66)

of the developments on the waterfront of the city, the urbanization activities started at the beginning of the 19th century, with the increasing industrial and port activities led to the population increase at the end of the century, caused the urban sprawl **(Figure 18)**.

2.2.5 Inner City and Domestic Connections in the 19th century

In the context of the United Kingdom, developments in the transportation system have drastically increased following the industrial revolution in the 19th century. Liverpool has been a symbol of these developments, specifically railway transportation and canals. Infrastructures of canals, including Sankey Brook Navigation which became available around mid 18th century and is considered the first commercial canal in history, hold a significant point for the development of commercial activities in the city.

The evolution of railway transportation interlinked Liverpool with its neighboring urban territories was revolutionary regarding domestic connections by trains. One of the most important projects was Liverpool-Manchester Railways. Bulloch et al. (2017) describe the project as one of the most important milestones of the transportation history for canalizing the railway system to transportation. It was the first public railway for the scheduled transportation of passengers and freight between remote cities. Furthermore, the Mersey Railway Tunnel opened in 1886 to connect to sides of Liverpool, and in 1903 it became the first underwater electrified railway in the world; similarly, the city also hosted the world's first electric overhead railway working in between the docks of Liverpool (Liverpool City Council, 2003). At the same time, integrating the light rail system and trams into city transportation made it possible to reach almost every urbanized part of the city at the beginning of the 20th century **(Figure 19)**.

While the wideness of the river led to the use of ferry services as the primary public transportation vehicle in two-side transportation due to technical reasons such as the current speed and direction of the river, in the 19th century, with the advancement of the technology of steamboats, this connection was made most convenient (Allison, 1953). The river, which has been a natural physical barrier throughout history, has been broken thanks to the developments in the transportation area.

Figure 19: Liverpool inner-city connections at the beginning of 20th century, shown over the current map.

2.2.6 The Fall of the Rising City: Liverpool in the 20th century

Liverpool, which continued its rise and development in the 18th and 19th centuries, reached its peak at the beginning of the 20th century. The city's growth, being the second most momentous point in the British Empire and becoming the most important port, was symbolized by the Three Graces built by the river in the first quarter of the 20th century (Misselwitz, 2002). These three buildings **(Figure 20)**, built on the Pier Head waterfront, the Port of Liverpool Building (1907), the Royal Liver Building (1911), and the Cunard Building (1916), gave the city a recognizable image by glorifying the waterfront (Hartley, 2012).

This bright period was to be replaced by a sharp decline in the rest of this century. The stagnation and decline, especially during the Great Depression, would have left one-third of the working male population unemployed (Aughton, 2008). Then, with the outbreak of the Second World War, not only in the context of Liverpool but the whole country severely suffered, losing a significant part of the urban population (Rodwell, 2014). As can be seen in **Figure 21**, the Port of Liverpool and the whole area also severely damaged during the war.

Moreover, built on the Old Dock, the city's first operational dock, the Custom House, also known as Liverpool's Fourth Grace, was demolished in 1948 after surviving the Second World War damage (Houghton, 2018). At the macro level, the cotton industry's decline since the 30s, the independence of India in 1947, and the European-based development of Britain's trade focus

Figure 20: The Three Graces of Liverpool: Port of Liverpool Building, the Royal Liver Building, and the Cunard Building (Howells, 2005).

Figure 21: World War II bombings at Liverpool's waterfront dock area (Price, 2015).

in the financial sector have increasingly damaged the commercial identity of the city (Sykes et al., 2013). All these factors paved the way for urban shrinkage. Unemployment rose to over 20 percent in the eighties and lost a substantial portion of the city's population; furthermore, again, it should be noted that port traffic decreased by two times in this period compared to the 60s (Ferrari&Roberts, 2004). The fact that the port lost its functions and importance to a great extent caused this area to become idle.

In the face of the unfavorable situation, the state first started the Urban Development Corporation London and Merseyside in October 1980 and, five months later, the Merseyside Development Corporation in March 1981 for urban development (Adcock, 1984). Its primary purpose was to reactivate the city, revive the depressed areas, and give it an identity again. Restoration works, especially in the Harbor area, were brought back to the city life with mixed-use developments, including the canonical Albert Dock and warehouse.

Defining the promotion of its culture and heritage as a city strategy, Liverpool entered the UNESCO World Heritage List with Maritime Mercantile City in 2004, that will be discussed in the following chapters comprehensively. The growing cultural scope gave the city the title of European capital of Culture in 2008 and received tremendous financial support in heritage and culture fields. It was removed from the UNESCO World Heritage List in 2021 due to the conflicts caused by the architectural and urban development projects carried out in or in close proximity to the protected port area of the city with the city heritage.

Historic buildings that emerged with new typologies during the 19th and the 20th century, juxtaposed with the current situation

Warehouses

1 Albert Dock Warehouse
2 Waterloo Warehouse
3 Stanley Dock Warehouses

Public Buildings

4 Royal Liver Building
5 Cunard Building
6 Port of Liverpool Building
7 Liverpool Town Hall

Commercial

8 Heywoods Bank
9 North South Wales Bank
10 Bank of England
11 The British and Foreign Marine Insurance Company Building
12 London Insurance Company
13 Exchange Buildings
14 The Albany Building
15 Cotton Exchange Building

River Mersey

Mersey Riverside
Liverpool

N

0 m 200 m
100 m 300 m

Legend

- Commercial Buildings
- Warehouses
- Public Buildings

Timeline Highlights Liverpool, Mersey Riverside and Waterfront

Mid 17th Century
Port City Identity

With its increasing shipping capacity, the town began to be defined as a port city.

the first commercial enclosed wet dock

Old Dock
1715

1788
Kings Dock

construction of big scale tobacco warehouse

Kings Dock Warehouse
1795

1821
Princess Dock

milestones of the transportation history, the first public railway, between Liverpool and Manchester

The First Railway
1830

1847
Albert Dock Warehouses

one of the most canonical warehouse constructed in Liverpool

Waterloo Warehouse
1868

1893
Liverpool Overhead Railway

the world's first elevated electric railway activated in between docks

1901
Stanley Dock Tobacco Warehouse

the largest brick-made warehouse building structure at the time

Three Graces of Liverpool

1911
The Royal Liver Building

Cunard Building
1918

The Port of Liverpool Building
1907

1930
The Economic Depression Period

closely affected working environment and resulted with increment of unemployment

Liverpool has suffered from population lost and severe damages around the city.

post-World War II
1945

1948
Demolishment of Customs House

Partial Closure of Southern Docks
1971

1981
Foundation of The Merseyside Development Corporation

revitalization of the city and introduction of development project

redevelopment of city center

Liverpool Vision
1999

Late 90's
Princess Dock Renovation

2004
UNESCO World Heritage List

Liverpool listed with Maritime Mercantile City

Liverpool declared to be European Capital of Culture

European Capital of Culture
2008

2008
Liverpool One

development of retail core located the area where Customs House were located

Kings Dock Development

2012
Liverpool Waters

Liverpool Waterfront Development Project

removal from the UNESCO World Heritage List
2021

2.3 Juxtaposition of the City Developments

2.3.1 Geographical Location and City History

Undoubtedly, the relationship between the history and development of the city and the port areas has brought about changes in waterfront areas. In this sense, the geopolitical position of the city of Istanbul throughout human history and the fact that it was the focus of different imperial powers maximized the global importance of the town. Moreover, the importance of this critical location, primarily through the territories it controls, maximized maritime trade and transportation. The control of the seas of Europe and the control of the sea transportation in the east-west axis for centuries increased the value of the leading Medieval ports, including the Galata waterfront area, during the Ottoman Empire. Although Galata was a prominent port in this period, it can be argued that it lagged behind other ports in the empire regarding trade and sea transportation. The most important reason is that different ports in the imperial periods and Istanbul share this volume among themselves.

Liverpool's development has a much more significant association with port development. Although it is a city founded more recently than Istanbul, it became one of the most distinguished ports of the kingdom with its London port in the 18th century, when the imperial power of the United Kingdom was rising simultaneously. Especially with the fact that it is a location that opens to a new continent that has emerged with geographical discoveries. With its critical position surrounded by the oceans and inner seas, Liverpool followed a more compact and single-centered port development and maintained this value until the second half of the 20th century.

Another issue that stands out considering historical and contextual relations is the role played by administrative and political stabilization in the development of port areas and hinterlands. As elaborated in the chapter on urban history, the city and spatial strategies have been revised from Constantinople to Istanbul during three different administrative terms. The new economic, political, social, and demographic effects created by this differentiation have affected the port areas, including the Galata waterfront. In this respect, the administrative fractions of Galata prevented the holistic examination of the port's development. In Liverpool, on the other hand, until the second half of the 20th century, the port continued to develop incrementally, with the United Kingdom supporting the development of port areas in a planned manner and this change being part of the overall strategic actions created.

2.3.2 The Effects of Industrial Revolution

The Industrial Revolution caused the rethinking of many phenomena globally; its impact on maritime transport and international trade had an immediate effect on the port areas. Liverpool Port, as a city at the core of the revolution, has come to the fore in the international arena through its adaptation to changing technological developments and understanding of maritime transport and trade. Colonization and slavery trade with imperial ambitions reached their maximum in this period, and accordingly, the trade volume of the Port of Liverpool expanded. In this period, the Ottoman's fading behind the industrial revolution caused the Port of Galata to lag behind the Western European ports while they were increasing their global power. At the same time, the inability to follow the developments in shipyards and maritime transportation technologies has brought a maturation process that is highly dependent on foreign sources. Such developments delayed the spatialization process of Galata Port. Therefore, while the 19th century was a turning point for the rise of Liverpool Port, it revealed a breaking point for Galata Port.

In addition to maritime transportation, Liverpool's strategic importance has reached a different point in the United Kingdom with the developments in land transportation, considering the formation of industrial sub-centers and the consolidation of the relationship between sea and land transportation. The ports of Istanbul, including Galata, could only track these evolutions at the end of the 19th century.

After the industrial revolution, the changing commercial environment and trade activities led the port areas to gain commercial programs. The international effects that emerged in these periods, when distances shortened and globalization increased its effect, highlighted new commercial concepts and activities such as banking and insurance. The requirements arising from the increasing interactions due to commercial activities have also emerged in the spatial sense. When this narrative is examined in Liverpool in Istanbul, it is observed that the typological changes that emerged in the port and port impact areas parallel these outcomes in the 19th century. The formation of commercial nodes has reflected itself in

those areas by transforming them into commerce sub-centers. However, while it is seen that this change took place in the first half of the 19th century in Liverpool, provided the adaptation in advance, it emerged in the second half of the 19th century in Galata Istanbul.

2.3.3 International Conflicts

International conflicts and problems manifested themselves in both cities. Among these factors, both world wars and economic depression periods are prominent. The occupation of the Ottoman Empire and Istanbul after losing World War I led to a loss to management in strategic locations, including the ports, which hindered the development. However, this conflict evolved into a new period with the collapse of the empire and the establishment of the Republic of Turkey in 1923. The situation in which this new country emerged was revised with modern approaches, which also increased maritime transport. However, with the lost lands of prior times and the changing vision of the country, the trade and transportation made through the Galata Port shifted from east to west. The city and port of Liverpool have suffered not only from its development being disrupted by international confrontations but also from its spatial extent. Although it hosted the navy as a critical port during the wars, the urban fabric suffered significant damage, particularly during the bombardments during the Second World War. In addition, it has suffered dramatically from global economic crises such as the Great Depression, as it has an important place in international trade. Experiencing the Second World War after the Depression became a critical turning point in the process leading up to the derelict of the city.

2.3.4 Rise and Fall Trends

The city economies, employment and growth rates, and the maritime traffic of the port areas are examined; the scale of Istanbul and the various features of its ports have evolved and been defined with various features, making this comparison challenging based on statistics. However, when these patterns are evaluated, it is observed that the port volume and city dynamics have changed similarly until the 1980s. In the 1980s, the city caused critical changes with the effect of uncontrolled population growth, but there was an opposite effect on the Galata waterfront. The maritime passenger transport identity of the port has come to the fore, but it is observed that commercial activities, transportation, and storage activities have decreased. In this case, it is one of the most important reasons for the transformation process of the Galata waterfront. In addition to the national dynamics, similar changes in the inner city port areas in the 1980s are also encountered in the international arena. This situation will be evaluated in more detail in the following chapters.

However, the fact that the port of Liverpool is the most important factor dominating the city can be read through the parallelism of the relationship between the city and the port in similar periods. The increasing continuation of port activities since the 18th century has progressed precisely with the employment and economy created in the city.

City and port areas, which showed rapid growth and rise in the 19th century and the first half of the 20th century, turned Liverpool into a prominent actor

in the regional and national economy; With cyclical changes, the fall of the city from the second half of the 20th century became a pick in the 1980s. Moreover, this decline continued until recent years until the regeneration and cultural branding activities were introduced. In the comparative statistics published within the scope of the Shrinking Cities Project by Ferrari et. al (2004), it is possible to examine this situation through port traffic **(Figure 22)**, population changes **(Figure 23)**, employment **(Figure 24)** and unemployment data **(Figure 25)**.

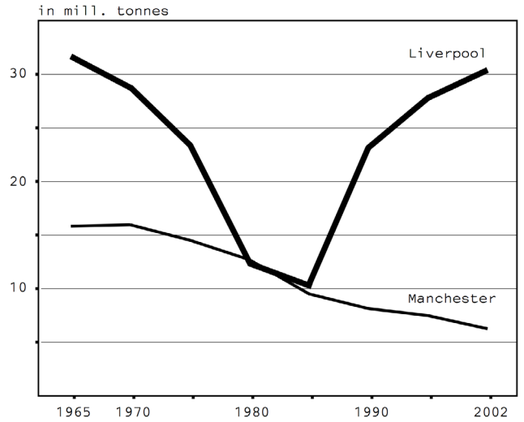


Figure 22: The port traffic analysis from 1965 to 2002 in Liverpool and Manchester (Ferrari et. al, 2004).

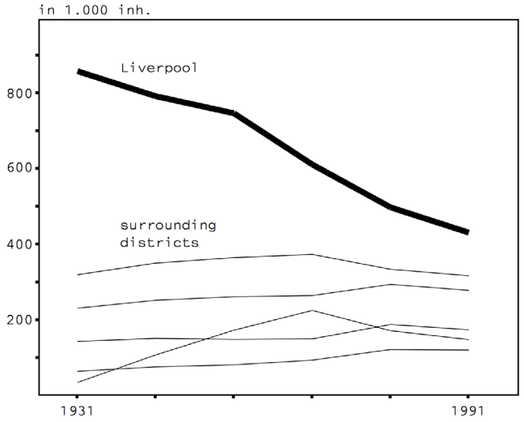


Figure 23: Population changes in Liverpool, comparing to surrounding districts (Ferrari et. al, 2004).

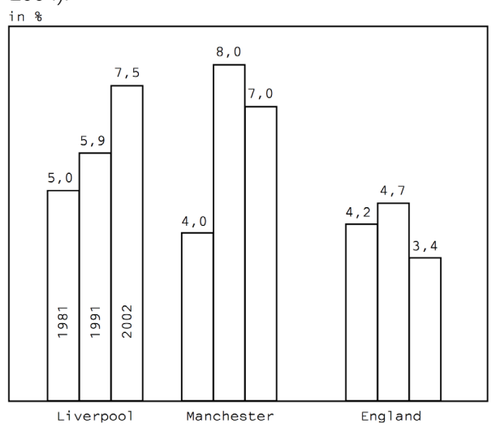


Figure 24: Vacancy rates changes in Liverpool, Manchester and England (Ferrari et. al, 2004).

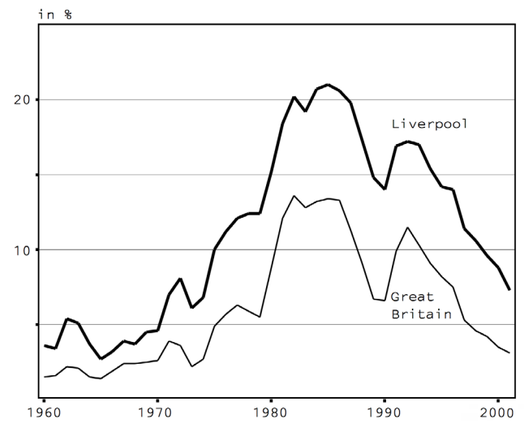


Figure 25: Changes in unemployment rates in Great Britain and Liverpool (Ferrari et. al, 2004).

Chapter 3

Waterfront Regeneration Processes

3.1 Developments of Port-City Relationship

The relationship between human settlements and waterfront areas has been a critical phenomenon throughout history. The complexity of the issue beyond the physical developments of port areas, multidimensionality, and fragility with the constantly switching dynamics deserves a comprehensive perspective. Prior to arguments addressed in this thesis regarding the transformations of the port areas in Galata, Istanbul, and Liverpool various guide frames were designated to illustrate arguments.

Identification of port cities has revolved around primary fields that lead global commerce, carrier of cargo, and movement of people (Kokot, 2008). As a result of its vitality in terms of catalyzing the surface of interaction in inner and expanded geographies, certain distinctiveness in the port adjacent settlements brought a greater extent to the subject. Thanks to their positioning between water and land, extended overall connections, and alike developments in the port infrastructure evoked global affinities between port areas and cities (Hein et al., 2021). However, as Schubert (2008) discusses due to the conditions of the context, divergent advancement in automation, differences in the historical progression, involvement of various actors and stakeholders, and transit networks tend to create a unique face for each port city; as has been explained in the previous chapter concerning the historical context of the two cities and relation with their port areas.

Inevitably, the changing profile of the waterfront and port areas aroused the interest of scholars to develop several models to investigate and categorize the transformation of these fields. Among the prominent researches

regarding spatial changes and their relation with the port hinterlands and cities, Bird (1963) defines six phases of port development in the scheme called “anyport model” by investigation of British ports; Hoyle (1989; 2000) elaborates on the relationship between port and city in six stages; Meyer (1999) focusses the structure of the port city under four categories in relation with their historical developments; Notteboom and Rodrigue (2005) elongate the discussion introduced by Bird (1963) and further define regionalization while considering the level of functional integration.

Bird (1963) developed an *“anyport model”* while investigating British port developments. As represented in **Figure 26**, the first era is defined as *“the primitive port”* where the spatialization of the port nucleus emerged in the most suitable position for transportation and connection to the city; the second era *“marginal quay extension”* is explained as a linear expansion of the port areas with respect to aerial enlargement of the city; the third era *“marginal quay elaboration”* resembles the period of alteration in the continuous water shoreline by further developments of the port structure such as early docks; the fourth era *“dock elaboration”* is explained the emergence of advanced docks mostly located in the periphery of the city due to the insufficient conditions in the former port areas and technical requirements; the fifth era *“simple lineal quayage”* is explained back to the linear form quays in a larger scale because of the increasing ship lengths; the six era *“specialized quay”* is defined following the transition of general cargo transportation to larger amount specialized cargo transportation. (Bird, 1963).

"I- The Primitive Port
II- Marginal Quay Extension
III- Marginal Quay Elaboration
IV- Dock Elaboration
V- Simple Lineal Quayage
VI- Specialized Quayage
W-Warehouses
DD- Dry Dock associated with later docks
Q- Continuing marginal quay extension
T- Transit Sheds"

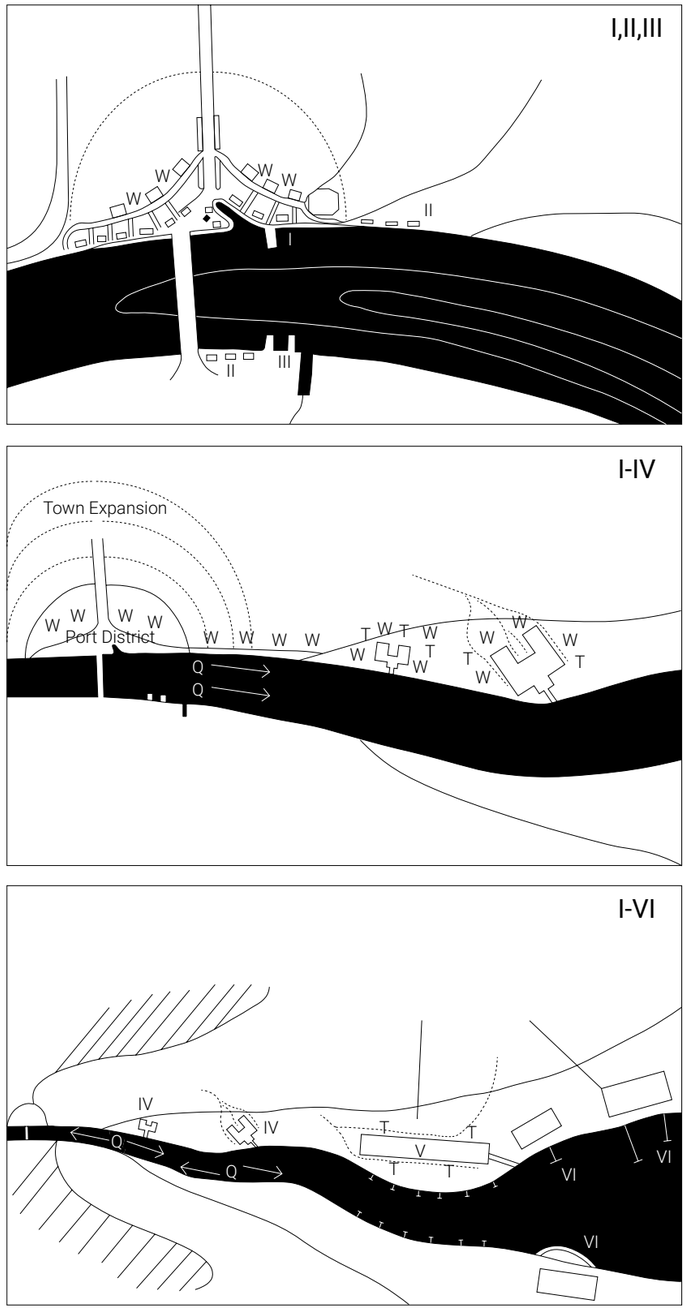


Figure 26: *"Anyport"* development scheme (Redrawn from Bird, 1963, pp. 29, 31, 33).

Notteboom and Rodrigue (2005) re-classify the port development scheme of Bird (1963) under three main stages: *"setting, expansion, and specialization"*; and introduce the fourth one *"regionalization"* considering that the model can not respond to the latest changes in the field in the current time. As shown in **Figure 27**, the term *"regionalization"* refers to two recent expansion periods, the first one is a development of *"off-shore hubs"* with less integration with its urban impact areas; and the second expansion period is related to the *"incorporation of inland freight distribution centers and terminals as active nodes in shaping load center development."* (Notteboom& Rodrigue, 2005, pp. 298-300).

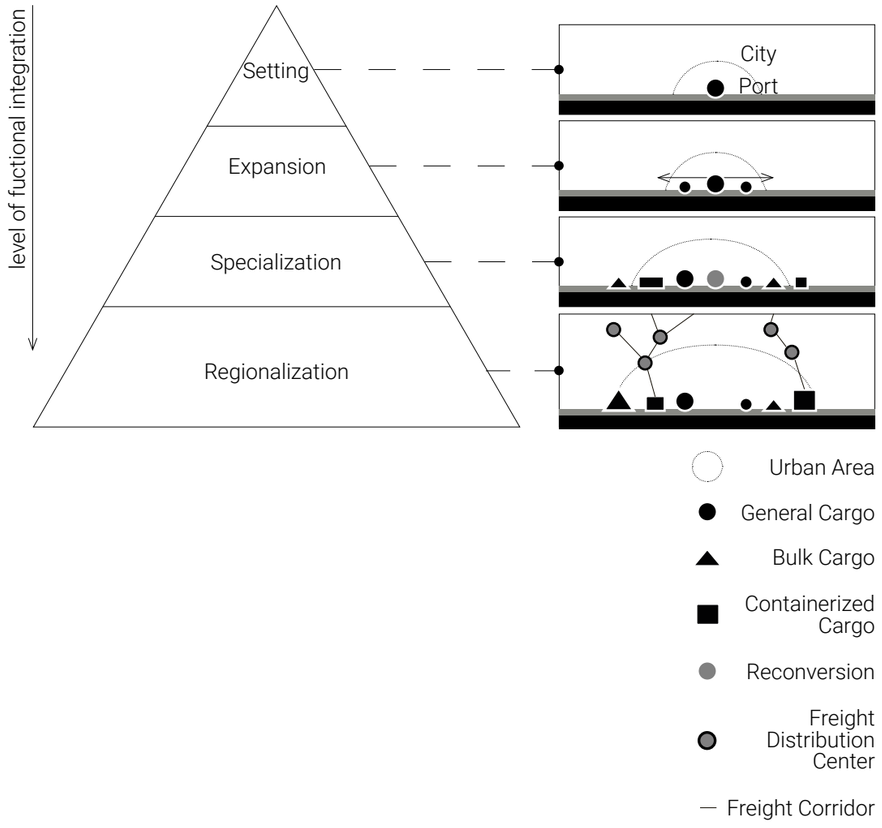


Figure 27: "*The evolution of a port*" (Redrawn from Notteboom& Rodrigue, 2005, p. 298).

Stage	Symbol ○ City ● Port	Period	Characteristics
I. Primitive port/city		Ancient/Medieval to 19th century	Close spatial and functional association between city and port.
II. Expanding port/city		19th-early 20th century	Rapid commercial/industrial growth forces port to develop beyond city confines, with linear quays and break-bulk industries.
III. Modern Industrial port/city		mid-20th century	Industrial growth (especially oil refining) and introduction of containers/ro-ro (roll-on, roll-off) require seperation/space.
IV. Retreat from the waterfront		1960s-1980s	Changes in maritime technology induce growth of seperate maritime industrial development areas.
V. Redevelopment of waterfront		1970s-1990s	Large-scale modern port consumes large areas of land/water space; urban renewal of original core.
VI. Renewal of port/city links		1980s-2000+	Globalization and intermodalism transform port roles; port-city associations renewed; urban redevelopment enhances port-city integration.

Table 1: "*Stages in the evolution of port-city interrelationship*" (Redrawn from Hoyle, 2000, p.405).

As Hoyle (1989) defines, port cities continued the primitive port city concept until the 19th century; drew a profile that expanded from this period to the early 20th century; in the process up to the middle of the 20th century, it gained a modern industrial identity; maritime developments between the 1960s and 1980s gave rise to the development of different port areas; in between the 1970s and 1990s, the ideas and practices of redevelopment emerged. As indicated in **Table 1**, the port-city relationship further got adapted considering the latest developments and the sixth stage correlated with the renewal period under the influence of *"globalization"* and *"intermodalism"* (Hoyle, 2000, p.405).

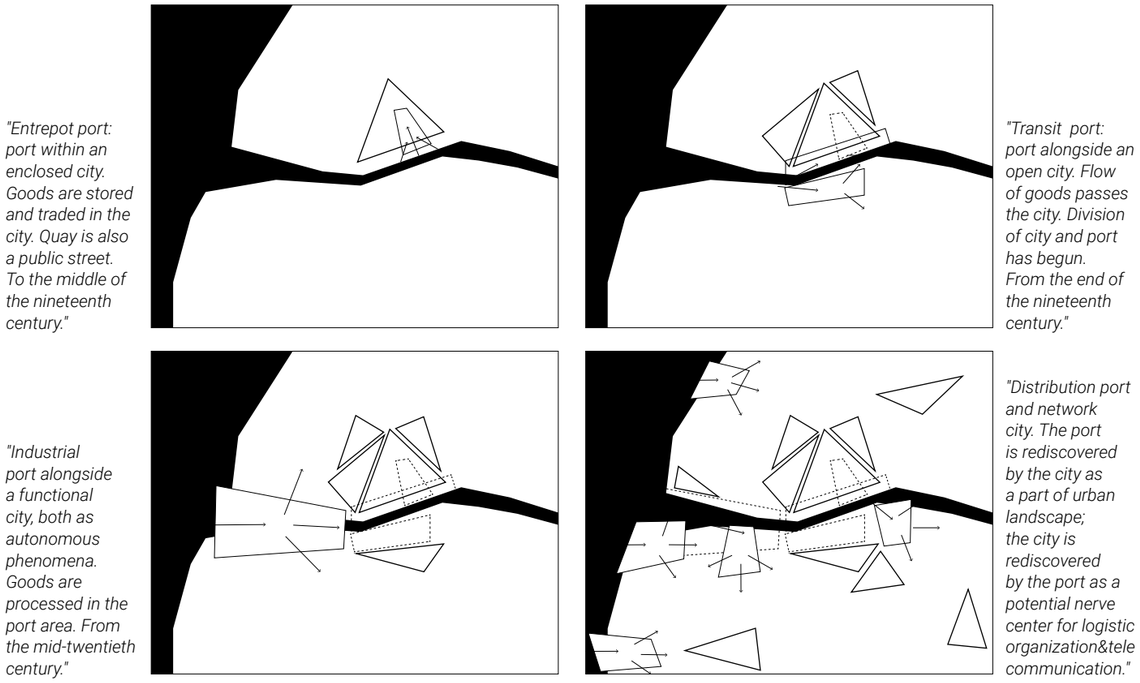


Figure 28: "*Structure of the port city*" (Redrawn from Meyer, 1999, p.23).

Meyer (1999) discusses the transition of the port areas respecting the economist Kondratieff's *"long wave theory"* and focuses on the port typologies and their relation with the city from the mid-18th century till the projection of the mid-21st century in five different periods. As shown in **Figure 28**, The first stage classified the early port and the infrastructural similarities between the port and the city because of the unlinked transportation nature; the second stage linearly expanded the spatial form of the port structures thanks to the development that allowed longer transportation chains and ports were no longer *"in the city"* yet *"next to the city"*; the third stage resembles the period of symbiosis between industries and transportation facilities with technological enhancements; the fourth and the fifth stage illustrates the current environment where ports are specialized and turn into main and secondary hubs that create the whole network (Meyer, 1999, pp. 20-24).

High correlation with changing primarily economic, technological, and urban issues has predominantly reflected itself over the port areas in recent history. As of the second half of the 20th century, changing international and local dynamics compelled the obsolescence of urban waterside industrial zones worldwide. Especially in this span, the fact that the spatialization of modern ports was located outside the city and the introduction of containerization in maritime transportation in the 1960s laid the groundwork for transforming port areas in the core of the towns (Kokot, 2008). This change conveyed by technology and economic outcomes made it crucial to rethink the profile of the port areas and surrounding environment. Parallel to this, with the introduction of visions such as deindustrialization, post-industrialization, and globalization into daily practices, the shifts in economic models and systems have deeply affected maritime transportation and commerce. With this conjuncture, in reaction to the changing order and spatialization, the approach of revitalizing the inner city port areas and creating a new identity came to the fore.

Different approaches, from capital-oriented transformations of port areas to public and social-themed changes, burst into prominence in the focus of port redevelopment phases. Strategies to respond to this situation have

been based on spatial, socioeconomic, and political pedestals and have drawn them out of their circumstances. As represented in **Figure 29**, Huang et al. (2011) draw a general framework of the port city waterfront development correlation between private-public enterprises/organizations and power-benefits interests. Furthermore, Hoyle (2000, p.403) related to the regeneration phases of the port areas states that: *"… outcomes reflect the balance between commercial interests and social goals, and achieving that balance is often a source of conflict. Revitalization sometimes pays a great deal of attention to commercial opportunities but not much to the social needs of resident communities. The outcome continuum, in reality, is weighted toward the commercial end of the spectrum both initially and, even more so, later, as redevelopment becomes more consolidated and the predominance of commercial interests is enhanced."* The fragility of interest-power relationships and their effect on urban life and the physical setting of the waterfront areas are closely related to the dilemma of public and private benefits in the whole process of the waterfront regeneration process of Galata, Istanbul, and Liverpool, Merseyside. Schubert (2014, p.127) states that: *"Revitalization, however, has no precise definition but embraces a complex field of changing uses, rejuvenation and regeneration, redesign, and remodeling at the intersection of diverse interests connect at the interface of city/ country - port/water."* Therefore, besides the issue of how to operate waterfront transformation, the co-existence of the waterfront urban structure and "revitalization" phenomenon become another critical question. In this framework, "heritage" finds itself a unique compositor position with exploited potentialities for rebranding the places and is commonly used in the character of instrument in former inner-city port areas as the thesis investigates this tension.

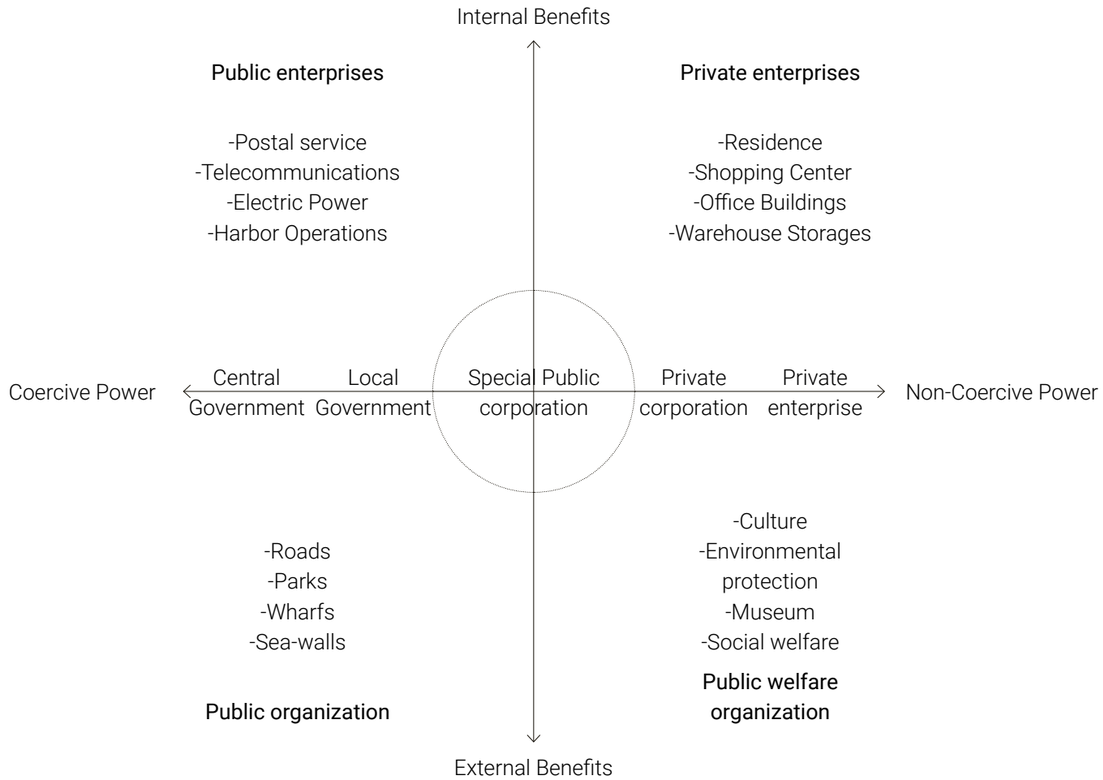


Figure 29: *"Correlation diagram of waterfront development units and development body in port cities"* (Redrawn from Huang et al, 2011, p.385).

3.2 Boundaries of Research Study Areas

While the study area borders for Istanbul Galata waterfront, starting from Galata Bridge and focusing on the site between Mimar Sinan Fine Arts University, its northern borders are determined as Kemeraltı Street, one of the main transportation axis **(Figure 30)**. Liverpool Riverside's boundary starts from Sandon Halt Tide Dock and extends to Brunswick Dock. At the same time, the eastern edges of the area are defined by the parts developed within the scope of the Liverpool One project and the axes that will include important heritage sites **(Figure 31)**.

One of the most important reasons for these site selections is to examine the relationship between the waterfront regeneration projects that have been or will be realized and the existing waterfront urban fabric and architectural heritage. The focus will be on the transformation and conservation process of areas hosting canonical conservation and development projects.

Figure 30: Boundaries of Galata, Istanbul Case Study Area (Adapted from Google Earth, n.d.).

Figure 31: Boundaries of Liverpool Case Study Area (Adapted from Google Earth, n.d.).

3.3 The Contextual Background of Galata and Mersey Riverside

3.3.1 General Characteristics of Galata Waterfront and Mersey Riverside

The fact that the waterfront areas are considered a threshold or even an edge has changed their orientation as a local and international interaction catalyst via developments experienced over the years. The transformation of such fragile areas is a critical event in terms of the practice of place-making and the alteration of a city's image. Similarly, these changes affect the integrated configuration of the water element, human relations, and urban life patterns beyond the formal city structure.

In particular, the modifications of Galata Istanbul and Mersey Riverside Liverpool areas also come to the fore with different points to examine these relations. It should not be neglected that both locations are the entrance gates to their cities. In this concept, the importance of being a port city within its spheres of influence and geographies has become a supreme identity for these areas.

When focusing on the evolution periods of the ports within the framework of historical integrity, it is observed that Galata, which has been an important port for centuries, and Merseyside docks, which developed especially with industrialization and enslaved person trade, developed in various periods. The fact that Galata is one of the key points of maritime trade among Mediterranean countries makes its existence valuable beyond the spatialization of the port. In other words, although the formation of a settled port structure coincided with the end of the 19th century, it took its place as an important point in the Mediterranean basin with the developments

that took place long before this period. This was especially effective in that Galata, a Genoese and Venetian colony, maintained its maritime trade identity by protecting the existing privileges of these countries by the Ottomans. Differently, the emergence of the Liverpool Merseyside Port area, and even the entire metropolitan, is on maritime transport. Developed maritime transport activities have created the main character of the waterfront region and have given the city identity by becoming a place. Merseyside gained a formal port identity at the beginning of the 18th century compared to Galata. Since then, the port continued to grow on the north-south axis, not concentrated in a single area, with the construction of docks, basins, and warehouse structures in the two consecutive centuries. However, the circumstances in the British Kingdom relating to colonization and industrial developments should be considered in parallel with these developments.

The Mersey Riverside area is the leading composer of the Liverpool city image. Compared to Galata, the effects of this strong composition and waterfront history on Merseyside should not be overlooked. In this context, the public impact of the waterfront Merseyside area, as a robust urban image, has not reached the intensity of the general influence compared to the dominance of the Galata waterfront. However, in addition to these, it should be critically evaluated how integrated the Liverpool Merseyside Area is into the life of the metropolitan user, especially when examining the relationship between these public effects and the waterfront user profile. Undoubtedly, public use has come second to industrial usage until the last century. On the contrary, it should be emphasized the dynamics of urban life outweigh in Galata and that a deep-rooted urban culture expresses different dynamics for the changes in this direction. This situation showed a reverse development in the Galata waterfront area. Public use was interrupted, especially in specific periods of the 20th century, and gated public developments took place here in the 21st century.

Considering the metamorphosis stages of the port areas, it is observed that the change of the coastline of the Galata waterfront was minimal, primarily until the 19th century. The dominance of the coastal-urban relationship is one of the most important reasons for this. On the other hand, Merseyside is evaluated as a critical port within the Kingdom regarding the growth and economic development, where the change process took place at a dramatic pace. Different alterations in the coastline are associated with an industrial-oriented use that overshadowed public use. By looking at the changing pattern of these effects on their hinterland on a broader scale, it came to the forefront in the Liverpool example.

The Galata coast has not been as remarkable as Merseyside in creating a waterfront heritage while taking its importance from the dynamics of the city. Beyond its scale, architectural and urban elements, being a threshold between Istanbul Historic Peninsula and Galata historic city settlement has given it its fundamental importance. However, The innovations in the design and construction of the Merseyside coast port, the technologies used, and the scale has created a port heritage.

3.3.2 The Process Leading to Transformation

After the Economic Depression and the devastating effects of World War II, the Port of Liverpool lost its vital position with the increasing influence of Britain from the eastern and southern ports, the spread of air transport and cargo activities, and the concept of containerization entering maritime transport (Skyes et al., 2013). While Parkinson (1985) emphasizes that cities are centers created by the economy, he explains that the government policies put forward since the 1960s have de-industrialized Liverpool. Moreover, this situation indicates that by the 1980s, unfit economic activities, insufficient infrastructure, and the lack of trained human resources deeply affected the city (Parkinson, 1985). Neglect of the town led to the situation of urban shrinkage.

As of the second half of the 20th century, the city's growth rate was reversed, and the metropolitan population began to decrease. Therefore, the total population gradually decreased until the 21st century and left Liverpool with inner and outer migrations. The decrease in employment rates could be among the most important reasons for this transition. Losing its prominence due to this derelict, the city of Liverpool entered the regeneration process in the 1980s under the leadership of national and international authorities including the European Union. The port area, the city's focal point, has also been the place where these spatial and functional changes began.

Unlike the regeneration of the shrinkage and derelict situation in Liverpool, the origin of the waterfront renovation works in Istanbul can be evaluated through the spatialization of capital phenomenon. After the industrialization of Turkey as a young country, it opened itself to the outside world after the 1980s with neoliberal policies. This situation formed the infrastructure of economic rents to be created through Istanbul, which is a global and domestic focus. While the tourism and cultural elements stood out, preparing to take place on the international stage, creating a central business district on a global scale would be the point of departure and showcase of Istanbul, and therefore the Republic of Turkey, to the world (Keyder, 2000 as cited in Bahçekapılı, 2018). It should be considered a highlight when the heritage sites in Istanbul's Historic Peninsula were included in the UNESCO World Heritage List as international recognition in 1985 within the scope of cultural development vision.

In this context, with reference to the familiar transformation narrative of ancient port cities, the repositioning of urban industrial areas has also laid the groundwork as the weight of industrial activities has been replaced by the service and technology sectors in this period (Gürsel&Gönül, 2016). Gürsel and Gönül (2016) further highlight two reasons for the transformation of Galata waterfront areas; the first of these was the re-identification of the Tophane Quay from a cargo port to a passenger port, and the second reason was the dwindling of Galata district as a business center after the introduction of new trade area located in Maslak-Zincirlikuyu region and relocation of banks and commercial enterprises away. These situations changed the area's social, demographic, and economic structure.

3.4 The Waterfront Built-up Heritage of Focus Areas

3.4.1 International Listing Status

Defining the boundaries of protecting cultural heritage entities with common legal frameworks and consortia has been a prominent concern globally, predominantly in the 20th century. Towards the middle of the century, heritage preservation actions began to be institutionalized with the establishment of bodies such as UNESCO and later ICOMOS engaged in international cultural and conservation activities. The United Kingdom of Britain, which has been a pioneer in the past with its sensitivity and approaches in this field, and Turkey, which tracks these trends from behind, have also entered the process of integration with its laws and regulations in the light of the movements of these international organizations.

The principles for the preservation of the international and European cultural heritage, determined in the light of conventions organized by multinational organizations, indicate common vital milestones within the two countries that have come to the fore since the 1950s. The process that started at the European Cultural Convention in Paris (1954)[1] was followed by The UNESCO Convention Concerning the Protection of Cultural Heritage (1972)[2] and the Granada Convention for the Protection of Architectural Heritage of Europe

1 This convention, which the United Kingdom of Britain ratified in 1955 and Turkey in 1957, emphasizes Europe's regional shared cultural heritage cognition and conservation after the World War II.

2 Among the highlights of this convention; includes the definition of cultural and natural heritage, the protection of the heritage in the international context, the World Heritage Conservation Committee to be established, the economic infrastructure of the conservation activities, the conditions and regulations for international aid, didactic program, reports, and final notes.

(1985)[3], which formed a general framework mainly for the architectural heritage to strengthen the conservation policies, to increase the coordination of conservation practices on a global and continental scale between states and for the conditions and regulations for international aids.

In this framework, the recognition lists prepared by international registration authorities such as UNESCO are of great importance in terms of the global interest in cultural heritage, cultural branding, management stages, and funding. In this respect, after the 1972 UNESCO Convention, the inspection and acceptance status of the countries' applications are evaluated on whether or not they are included within designated sites in the World Heritage List. It is important to emphasize that this evaluation process and afterward have no sanctioning power, yet the advantages it provides can not be ignored. Although the inclusion of four regions on the Historic Peninsula in Istanbul closely affected Galata, it is not included in the list. However, the Liverpool waterfront area was included in the list but it lost its World heritage status in 2021 due to the problems experienced during the waterfront regeneration plans and implementations. This situation will be discussed in detail after reviewing the regeneration project at the end of this chapter due to its relationship with the transformation stages.

While Istanbul entered the UNESCO World Heritage List in 1985 with four

3 The primary purpose of this convention is to strengthen the conservation policies of the European architectural heritage and to increase the coordination of conservation practices on a regional scale between parties; moreover, the European Coordination of Conservation Policies was established.

sites in the Historic Peninsula, the Galata area has not been included **(Figure 32)**. However, the district's development process focused on proximity and historical correlation with the listed sites. These four sites are Archaeological Park, at the tip of the Historic Peninsula, the Suleymaniye quarter, the Zeyrek area, and the Theodosian land walls. These areas contain a unique heritage texture, blending Roman, Byzantine, and Ottoman cultural heritage and reflecting the multi-layeredness of the location that connects two continents. Among the criteria for inclusion in the World Heritage List set by UNESCO (n.d.), the Historic Areas of Istanbul meet the following ones:

"*Criteria i: to represent a masterpiece of human creative genius;*

Criteria ii: to exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;

Criteria iii: to bear a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared;

Criteria iv: to be an outstanding example of a type of building, architectural or technological ensemble, or landscape which illustrates (a) significant stage(s) in human history."

Evaluations of these criteria for the Historic Areas of Istanbul were stated by the advisory body ICOMOS (1985) during the listing process as such:

"*Criterion I: the proposed cultural property includes unique monuments and masterpieces of universal architecture, such as st. Sophia, which was built by Anthemios of Tralles and Isidoros of Milet in 532-537, and the Suleymaniye Mosque, a masterpiece of*

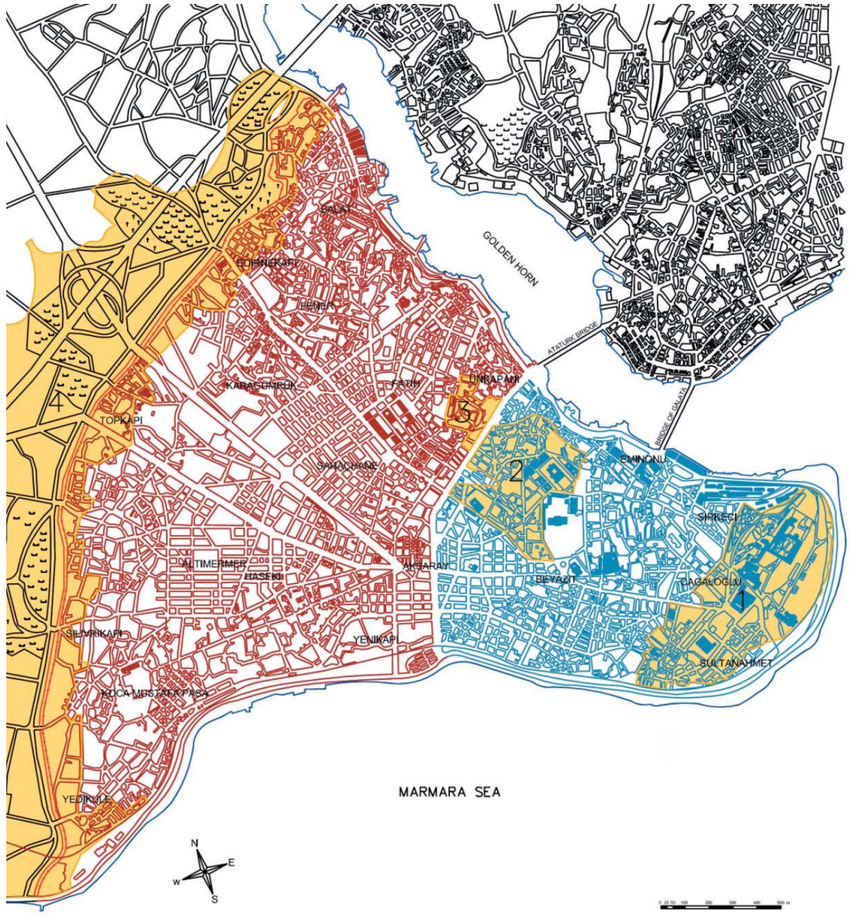


Figure 32: The plan of the listed sites in Historic Areas of Istanbul (UNESCO, 2006).

Sinan architecture.

Criterion II: throughout history, the monuments in the city's center have exerted considerable influence on the development of architecture, monumental arts, and the organization of space, both in Europe and Asia. Thus, the 6,650-meter terrestrial wall of Theodosius II with its second line of defenses, created in 447, was one of the leading references for military architecture even before St. Sophia became a model for an entire family of churches and later mosques and before the mosaics of the palaces and churches of Constantinople influenced the Eastern and Western Christian art.

Criterion III: Istanbul bears unique testimony to the Byzantine and Ottoman civilizations.

Criterion IV: The Palace of Topkapi and the Suleymaniye Mosque with its annexes (Caravanserail, madrasa, medical school, library, hammam, hospice, cemetery, etc.) provide the best examples of ensembles of palaces and religious complexes of the Ottoman period."

In the general evaluation of Unesco, issues such as the lack of a management plan, the rapid development of the city, especially the emerging and upcoming skyline changes, urban transportation and infrastructure developments, urban regeneration projects, and tourism management came to the fore. In the periodic reviews, the UNESCO committee first revealed in the 30COM 7B.73 numbered State of Conservation (2006) report that the Galataport construction could threaten the visual integration of the Historic Peninsula. Similarly, the decision document numbered 31COM 7B.89 (2007) stated that large-scale projects, including Galataport, should carry out certain impact studies and be forwarded to UNESCO. The point that draws attention here is that the city's image can be changed depending on the waterfront development in Galata, and the cultural heritage focuses in the Historic

Peninsula can be overshadowed by these recent projects. Again, regarding Galatapart, similar concerns were addressed in the UNESCO World Heritage Center/ICOMOS Monitoring Report (2008), and it was emphasized as the first-line project that could potentially affect the area.in developments outside of heritage property. At the same time, attention was drawn to the protected buildings within the Galataport project area; however, since the project was suspended during that period, it was not perceived as a threat (UNESCO&ICOMOS, 2008). Starting from 2006, the mission repeatedly recommended expanding the site's buffer zone, including the historical core of the Galata-Beyoğlu district (UNESCO&ICOMOS, 2012). However, it was stated that with the determination of a buffer zone by the authorities, regions such as Galata, which have as much cultural value as the Historic Peninsula, will become secondary and that these areas will continue to be protected under national conservation laws (UNESCO&ICOMOS, 2012). Therefore, as of today, Galata is not included in the buffer zone or the core zone of the Historic Areas of the Istanbul site.

Liverpool entered the World Heritage List in 2004 under the name Liverpool-Maritime Mercantile City and was delisted in 2021 **(Figure 33)**. It is separated from Galata by the fact that the waterfront and hinterland of the town were majorly located in the core zone of the heritage list. Six main zones are included in the list, and the buffer zone has broadly been determined. These six areas include Pier Head Waterfront, where Three Graces are located, Albert Dock, Stanley Dock, Castle Street-Dale Street-Old Hall Street Commercial Area, William Brown Street Cultural Quarter, and

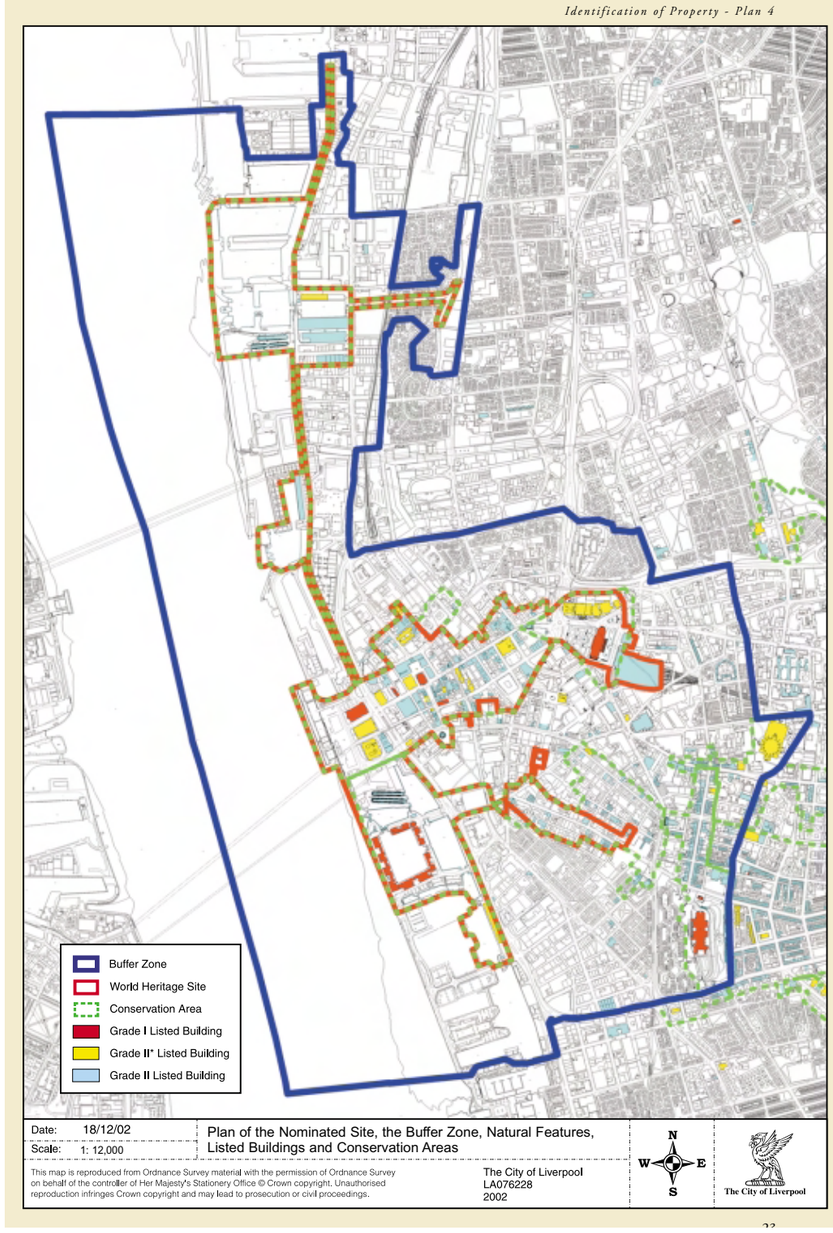


Figure 33: The plan of the Liverpool Maritime Mercantile City (Liverpool City Council, 2003).

Lower Duke Street. From the evaluations made during the listing process by the advisory body ICOMOS (2004), attention was drawn to the fourth building to be built in the parking area in the Pier Head Waterfront area, and it was stated that the restoration process of the protected buildings was completed successfully, but that the planned projects in the privately owned idle areas should be closely examined, especially in the 3rd region. In the same evaluation process, it has also explained its compliance with criteria ii, iii, and iv (ICOMOS, 2004):

"Criteria ii: Liverpool was a major center generating innovative technologies and methods in dock construction and port management in the 18th and 19th centuries. It thus contributed to the building up of the international mercantile systems throughout the British Commonwealth.

Criteria iii: the city and the port of Liverpool are an exceptional testimony to the development of maritime mercantile culture in the 18th and 19th centuries, contributing to the building up of the British Empire. It was a center for the slave trade until its abolition in 1807 and to emigration from northern Europe to America.

Criteria iv: Liverpool is an outstanding example of a world mercantile port city, which represents the early development of global trading and cultural connections throughout the British Empire."

After the listing process, it was noted in decision 30COM 7B.93 that the museum project to be built in Mann Island (due to its proximity to the Three Graces in Pier Head) and the strategic plan of the waterfront transformation project planned for the future should be considered thoroughly (UNESCO, 2006). Apprised critics have been repeated almost every year in this decade, and attention has been drawn to the relationship of the waterfront regeneration project with building heights, construction density, and existing urban structure from the planning stage. The Reactive Monitoring Report prepared in 2011 stated that the museum and other buildings constructed on Mann Island are in an acceptable condition, although they dominate the area where the Three Graces and Albert Dock Warehouse are located (UNESCO&ICOMOS, 2011). Again in the same report, it was emphasized that the problems to be created in the buffer zone and core zone by the high-rise buildings and large-scale constructions that will emerge with the Liverpool Waters project planned to be built in the North Docks will damage the architectural and planning coherence and lose their historical authenticity (UNESCO&ICOMOS, 2011). After this report, Liverpool Maritime Mercantile City was included in the World Heritage List in Dancer by the decision numbered 36COM 7B.93 (UNESCO, 2012). In the annual evaluations made following 2012, the negative effects of the Liverpool Waters Development Project were stated, Liverpool local authority and English Heritage (Historic England) bodies were warned, and additional information and strategic plans to be made were requested by UNESCO. In decision number 44COM 7A.34, it was decided to delete Liverpool Mercantile City from the World Heritage List due to the inadequacy of the project management mechanism, deficiencies in planning, and the state party's failure to fulfill the requirements set by UNESCO, causing damage to the Outstanding Universal Value of Liverpool Mercantile City (UNESCO, 2021).

3.4.2 The Background of National Heritage Legislation and Management in Turkey and the United Kingdom of Britain

Identification of cultural heritage preservation national acts and legislations have developed in different courses when comparing the context of Turkey and the United Kingdom. Among the general reasons for this situation, it is possible to observe sensibility to the subject through the intellectual environment, awareness of the civilians, and continuous cultural attitudes-codes for approaching the conservation of built-up environment. The introduction of comprehensive legislation laws in the UK at the end of the 19th century with the 1882 Ancient Monuments Protection Act canalized preservation principles to the legislation (Saunders, 1983). On the other hand, Turkey's national acts regarding preserving and conserving the historical environment were constitutionalized in the mid-20th century by launching the High Council of Real Estate Antiquities and Monuments in 1951 (Dağıstan Özdemir, 2005).

Significantly, shifting the planning of conservation activities from central powers to local administrations has empowered the provincial protection of heritage sites and buildings. This modification has been presented in the UK together with the Ancient Monuments Act (1931) and Town Country Planning Act (1932) by the introduction of concepts such as "conservation area" and "Building Preservation Orders" that enhance the rights of local powers concerning preservation planning and management (Jahed et al., 2020). Evolving approaches to heritage preservation from centralism to locality were only possible in Turkey in the 1980s. Similar to the phenomena introduced in the UK, the concept of a "conservation development plan" made at the intersection of planning and conservation disciplines and the establishment of regional conservation boards allowed the participation of regional and local actors to manage preservation activities by the establishment of Conservation of Cultural and Natural Property Law in 1983 (Dağıstan Özdemir, 2005). Other prominent issues regarding the Conservation of Cultural and Natural Property Law (1983) in Turkey, the public ownership of cultural and natural assets have been reiterated. It has been emphasized that conservation and restoration works have to be carried out under the supervision of the Ministry of Culture and Tourism, funding of preservation acts, and managerial positions that form the economic infrastructure of conservation activities. This law, which is still in effect, was revised in 2004 and planned to implement an integrated preservation approach with international developments. Among the main innovations were professional chambers, NGOs, and citizens, increasing participation in heritage conservation works, and municipalities having the right to create preservation mechanisms within their bodies to provide conservation services for the registered buildings (Kejanlı et al., 2007).

The existing institutional structure and hierarchy of the cultural heritage preservation mechanism in Turkey start from the Ministry of Culture and Tourism and the General Directorate of Cultural Heritage and Museum, which works under the ministry's control. Regional Boards for the Conservation of Cultural Heritage work within the body of the General Directorate and KUDEB Offices (Conservation, Implementation, and Supervision Offices) that direct

the conservations works on the local scale as an office under metropolitan municipalities, municipalities, and city administration offices **(Figure 34)**.

While examining the United Kingdom of Britain's preservation legislation and practices, the establishment of the "English Heritage" in 1983 by the National Heritage Act held a crucial position regarding the governance of the National Heritage Collection and national conservation mechanism till 2015, when the institution separated into two for the mentioned main tasks, today Historic England acts the primary role for cultural heritage conservation (English Heritage, n.d.). This body initiated to put British standards and approaches in addition to the international objectives and recommendations from universal institutions. From the end of the 19th century to the 21st century,acts and laws have experienced incremental modifications for integration with changing understandings and international conventions.

In the current situation as represented in **Figure 34**, the central government holds control of funding, planning, and policy-making duties via the Department of Culture, Media and Sports (DCMS) and the Department for Communities and Local Government (DCLG), a non-hierarchy to the central government non-departmental public bodies, Historic England and Heritage Lottery Fund, stands as an advisor and funding institutions for cultural preservation activities; moreover, these organizations and central government act together with local governments and private third bodies for certain applications and planning (Council of Europe, n.d.). As mentioned above, common processes between central and local powers have been vital points during the evolution process of heritage legislation. At the same time, the autonomy and influence of non-departmental public bodies liberate the entire process and applications, unlike the system established based mainly on governmental bodies in Turkey.

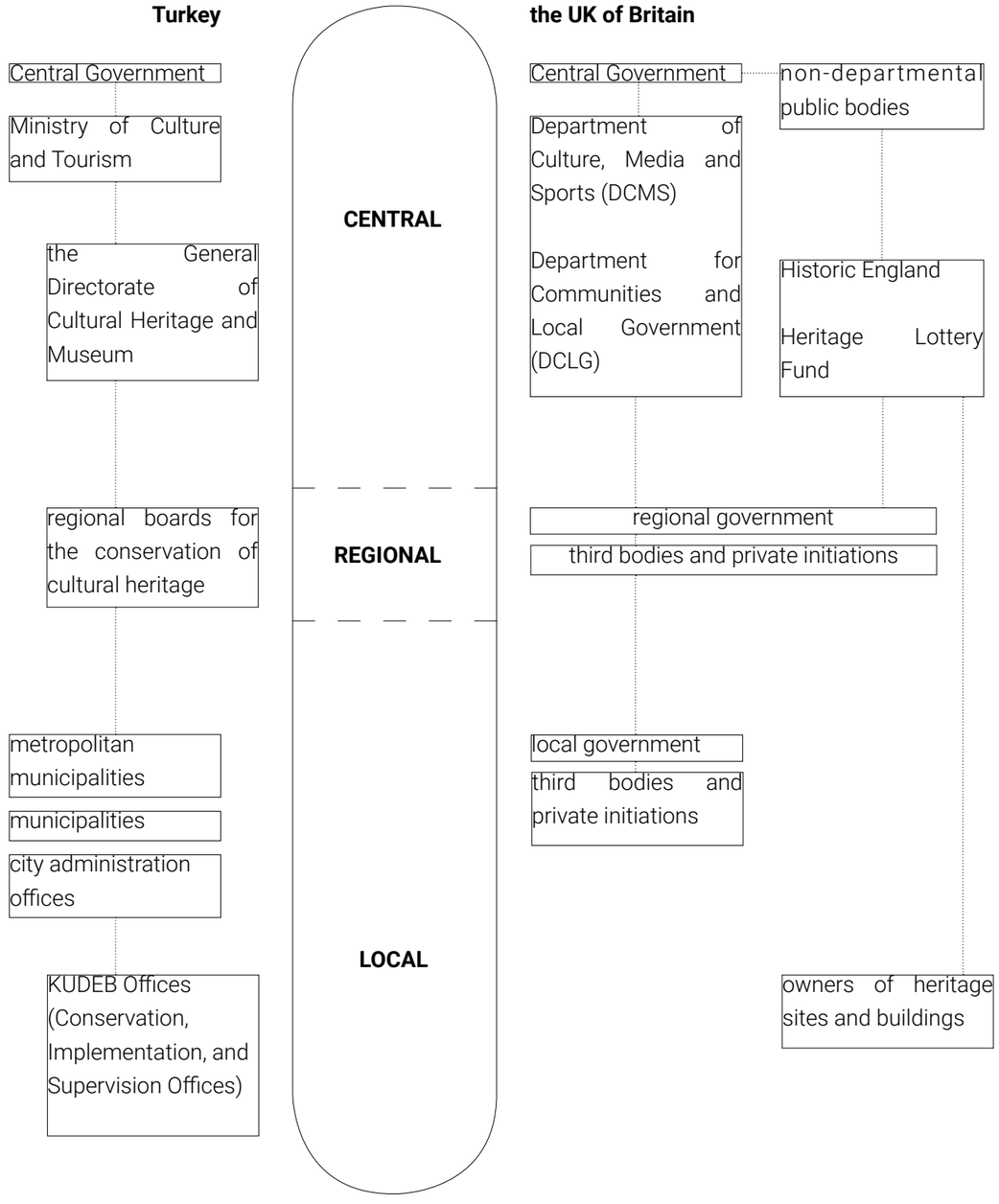


Figure 34: Heritage Management Scheme (Partially reproduced from Council of Europe, n.d.).

3.4.3 National Listing Status of Galata Waterfront

Based on the Conservation of Cultural and Natural Property Law (1983), immovableheritage entities are defined if they meet one of the following criteria: all buildings built up to the 20th century, buildings outside of this period yet get decided to be included in the conservation list under the power of the Culture and Tourism Ministry, buildings located in the preservation zones, buildings that carry importance during the War of Independence and the establishment of the Republic of Turkey without time constraints and residences used by Mustafa Kemal Atatürk, and buildings that contain architectural, historical, aesthetic, archaeological and other values, which are also evaluated by the conservation committees of the Ministry. Moreover, if the building is defined as an immovable heritage entity, permission must be obtained from the High Council of Monuments for restoration works and interventions. All four buildings that are listed as grade I, form the main waterfront heritage of the Galata district **(Figure 35)**.

Grade I: No modifications are allowed inside or outside the buildings specified as the grade I degree of protection. It resembles the highest degree of protection; therefore, any restoration practices must be completed to promote the original features of the buildings.

Grade II: In the buildings that are included in the list in this classification, the original and identity of the building must be preserved yet small-scale interventions which would not create a conflict with the existing value of the building are allowed.

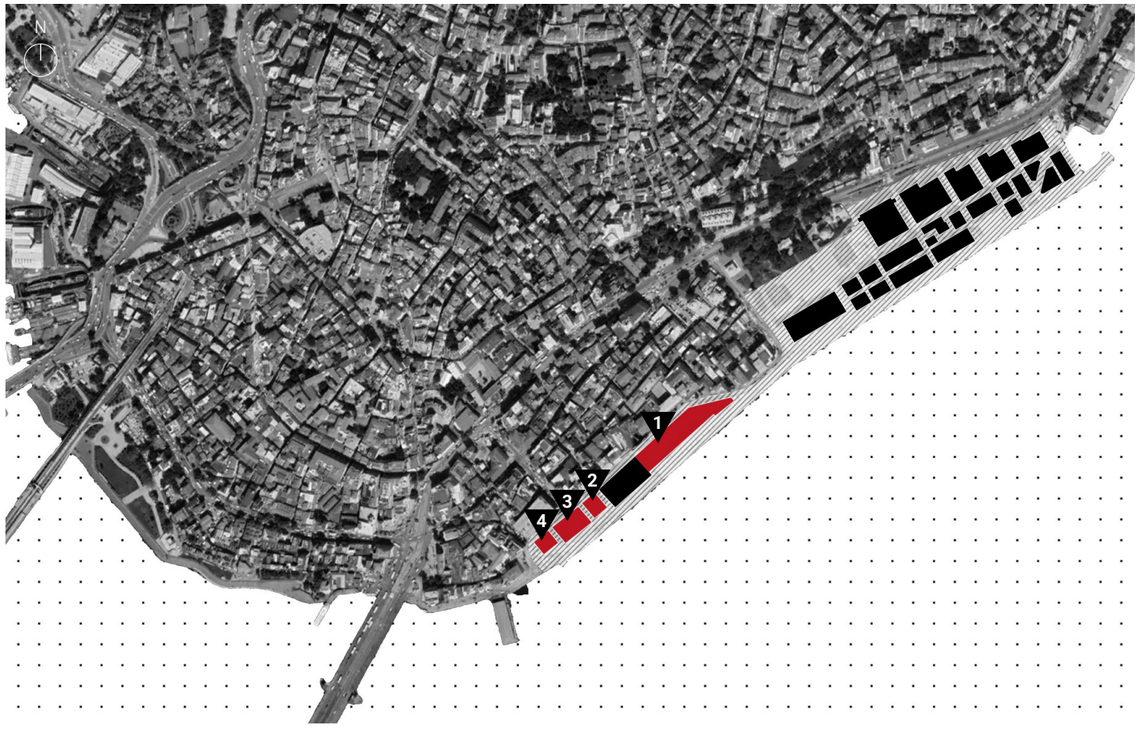


Figure 35: Listed buildings in Galata Waterfront (Adapted from Google Earth, n.d.).

1. Paket Post Office (Galata Custom Building), Grade I

Accessed from Gazete Duvar (https://www.gazeteduvar.com.tr)

2. Çinili Han, Grade I

Accessed from Kültür Envanteri (Caner Cangül, 2011).

3. Karaköy Passenger Hall, Grade I

Accessed from Kültür Envanteri (Caner Cangül, 2015).

4. Merkez Han, Grade I

Accessed from Kültür Envanteri (Caner Cangül, 2008).

3.4.4 National Listing Status of Mersey Riverside

Department for Digital, Culture, Media & Sport (2018) draws a certain framework regarding the conservation of the historical buildings and as a general principle it is specified buildings constructed between the 18th century and the mid-19th century with authentic conditions are broadly listed, 1945 and after requiring a certain evaluation and buildings not at least 30 years old most likely not to be listed due to insufficient time to estimate its value. Furthermore, Department for Digital, Culture, Media & Sport (2018) explains the broadly special architectural and historical interests which define the listing degrees of heritage buildings. Heritage buildings in Liverpool Riverside hold an essential place for planning conservation and regeneration processes. As shown in **Figure 36**, the area accommodates all three types of listed buildings and Albert Dock Warehouse and Royal Liver Building stand out as 1st degree listed buildings.

Based on DCMS criteria (2018):

> "*Grade I buildings are of exceptional special interest;*
> *Grade II* buildings are particularly important buildings of more than special interest;*
> *Grade II buildings are of special interest, warranting every effort to preserve them."*

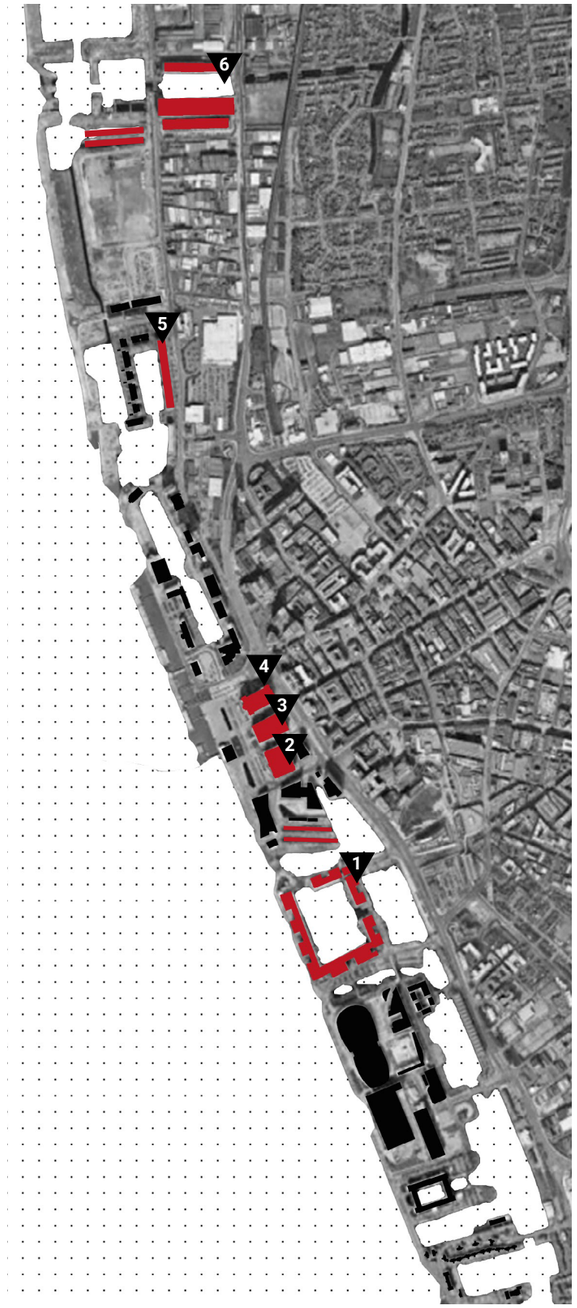
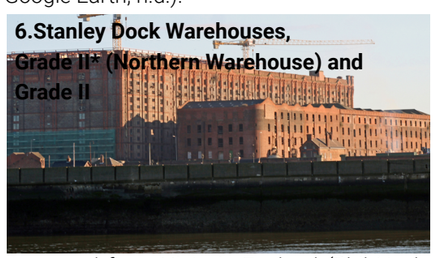
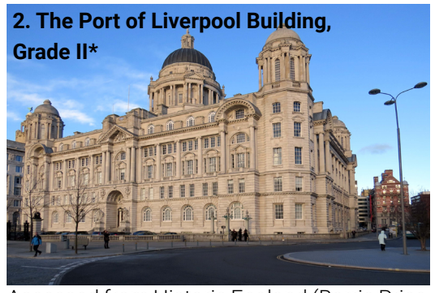


Figure 36: Listed buildings in Liverpool Waterfront (Adapted from Google Earth, n.d.).



Accessed from Historic England (Phil Nash, 2017).

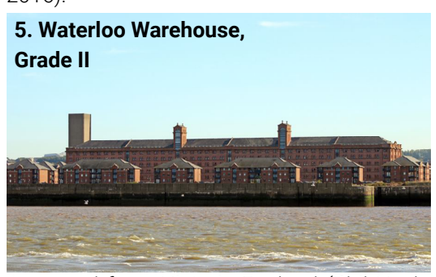
Accessed from Historic England (Christopher Reynolds, 2017).



Accessed from Historic England (Barrie Price, 2016).

Accessed from Historic England (Phil Nash, 2018).

Accessed from Historic England (Barrie Price, 2016).



Accessed from Historic England (Phil Nash, 2017).

3.5 Waterfront Regeneration Strategies and Approaches

3.5.1 Galata Waterfront

Starting from the mid-20th century, the pace of development in Istanbul reached an important point due to the growing weight of the industrial and service sectors. In this context, new objectives and aims revolved around the idea of action for evacuation. It is observed that the areas within the city are transformed physically and programmatically as a result of these economic changes. Inner city ports have also been affected by this atmosphere together with the reasons mentioned in the contextual background subchapter. While Erbil and Erbil (2001) point out this shifting economical dynamics from trade to industrial and service sectors, also illuminates three issues that led to the transformation; these are developing ports all around the country put Istanbul's inner city ports to the secondary position, decentralization of industrial areas all around the Marmara Sea and after the 1980s the construction of ports located outside of the city. Therefore, from the 1980s regeneration and transformation ideas for Galata's port started to be introduced.

Among the prominent aims of the Galata's waterfront transformation, were increased inner city land values and economic rents created through these limited development areas, and providing the city a tourist node with a contemporary cruise port due to the expansion of tourism activities and cruise ship volumes. However, critics raised that these aims could not be integrated with the insufficient infrastructure and public interests.

The process of changing the identity of the Port of Galata was made with

more point decisions rather than setting a general strategy. The waterfront area and warehouses have been used just as a passenger port since the end of the 1980s but the corresponding economic return to this function was not sufficient enough with the existing layout. Because of that reason, Turkey Maritime Organization, a public company responsible for the harbors and ports, the main body decided to develop a framework mainly over the idea of privatization of the Galata's waterfront lands. Under the supervision of the Turkey Maritime Organization, urban design concept projects have been developed by international firms with mixed-use programs including hotels, recreational areas, cruise ports, and offices in 1990 (Cumhuriyet, 1990 as cited in Erbil&Erbil, 2001). At the same time, the area was declared an urban protected area by the No.1 Istanbul Board for the Conservation of Cultural Heritage in 1993 (Uğantaş, 2019). However, in the following year Council of Ministers counter-declared this area as a tourism district which gave the power to control Galata's waterfront development to the central government. This situation changed the whole process and started to conflict of power and interest between central and local authorities. Even though the Chamber of Architects opposed the shifting powers situation and took legal action in 1995, the court rejected their attempts (Erbil&Erbil, 2001).

In the following period, together with the controversial atmosphere of that time, an urban design competition has been launched by the Turkey Maritime Organization for the main guidelines of the transformation in 2001. Even though, the project has not been realized it paved the way for to tender bid process for the privatization in 2005. As a general infrastructure for this development, the built-operate-transfer strategy is used. This was a common approach of Turkish authorities during the first two decades of the 21st century. Based on the designated architectural program composed of cruise port facilities, residential and office buildings, commercial centers, and recreational areas, private companies have offered their bids. However, the court canceled the tender bid due to the objections of the Istanbul Chamber of City Planners. After planning arrangements led by the central government, the second bidding phase was completed in 2013 which takes us to today's transformed Galata waterfront. Many critics regarding the evolution process of the regeneration project were related to the entire focus on private capital and benefits which secondaries the public expectations, and transforming such a historical urban landscape without considering the existing environment.

3.5.2 Mersey Riverside

3.5.2.1 The Earlier Phase, from Initial Development Strategy (1981) to The Strategic Regeneration Framework (2000)

Due to the derelict of Liverpool and port, the regeneration of the city was inevitable while transformation attempts were already practiced in various locations. Importantly, the experiences gained in the UK during the re-development process of the port of London have been also influential in the context of the 1980s. In this period, it was aimed to protect the structures in the port and to reunite them with society by implementing similar works in Liverpool. As briefly mentioned in the urban history section, with the

establishment of the Merseyside Development Corporation (1981), the regeneration processes started. In this early stage, the Initial Development Strategy (1981) was introduced for the regeneration process of Liverpool by the main agent Merseyside Development Corporation and one of the most critical concerns was boosting the image of the city through initial public expenses attracting further developments to be completed by private investors (Lauria, 1994). Lauria (1994) further discusses physical, economic, and social regeneration as the three prominent aims of the Corporation which directly targeted the problems of Liverpool. Within the scope of the Initial Development Strategy, it was planned to regenerate derelict areas with mixed-use plans accommodating industrial, commercial, residential, and leisure programs, and five percent of the areas in the overall plan were located in the Port of Liverpool (Fageir et al., 2020).

Albert Dock was designated as a catalyst for this purpose. Although the complex, which was opened gradually after the restoration and equipped with public programs, brought great interest, it is observed that the general regeneration strategy led certain discussions to the fore. Forming this main agent directly through the central government and adopting a uniform approach was the focus of critics. This order has caused local decision-making mechanisms to be subordinated by the central authority and their effects on the processes to be minimized. However, from another perspective, the continuity of the agent-based single-minded approach regardless of political changes, the benefits in terms of management and decision-making phases, and the advantages it provides in the speed of

implementation have also been concepts that have a positive impact on the process (Adcock, 1984).

3.5.2.2 The Second Phase, from The Strategic Regeneration Framework (2000) to Strategic Invesment Framework (2012)

Within the changing political environment, in the second period of regeneration actions have been deeply affected by central government policies. The introduction of the Urban Renaissance Agenda (1997), clearly drew a new framework for the urban and suburban areas all around the country. Even though non-urban areas have continued to grow faster compared to urban areas, the core of the cities got densified by increasing population (Colomb, 2007). Within this atmosphere, re-urbanization phenomena came to the fore as a new strategy. Therefore, regeneration projects took place under this vast concept.

In Liverpool, this occasion led to the establishment process of Liverpool Vision Urban Regeneration Company in 1999. The management scheme was formed by a consortium of public and private agents. The augmented contribution of Liverpool City Council responded to certain concerns experienced in the previous initiatives. At the same, the integration of private actors and investment with the public agenda was maximized. Within the publication of the Strategic Regeneration Framework in 2000, long-term aims for the regeneration plans were comprehensively designated. These were including the physical transformation of the center and waterfront areas while allowing flexible layout, the potentiality of the development

scenarios, and setting priorities for the transformation phases (SOM, 2000 as cited in Fageir, 2015). Among these sites, the primary intervention areas included waterfront sections; Pier Head, and King Docks.

Even though Liverpool Vision allowed the public-private partnership to a greater extent, this situation also brought unforeseen consequences, especially between involved companies and local authorities. Couch (2013) illustrates two main issues during this era; firstly, property development and land values in the city center became a priority by the private bodies rather than considering connections between the center and surrounding areas which was opposed by the city council but due to the unbalanced representation of both parties in the management scheme companies put their influence more than local government; secondly, conflicts of power in the local authority while they were the promoter of the development and lands under their control but at the same time they were in the decision maker position of environment and planning actions. As a result, economic concerns outweighed the planning decisions and local needs. On the other hand, it is argued that regeneration projects introduced during this period have been realized thanks to the establishment of Liverpool Vision (Wilkinson, 2013 as cited in Fageir et. al, 2020).

After the implementation of development and regeneration projects in the earlier years, cultural heritage perception and contemporary changes in the physical environment got promoted under the main narrative of creating a better environment and re-functioning places to attract people and

capital. Eventually, this strategy grabbed local and international attention and achieved critical recognition such as involvement in the World Heritage List UNESCO in 2004 and the city was awarded as the European Capital of Culture in 2008. This expanded influence and experience in the public-private partnership led to new capital-based urban regeneration processes in the following years.

3.5.2.3 The Current Phase, from Strategic Invesment Framework (2012) to Today (2023)

Especially the introduction of the Liverpool City Center Strategic Investment Framework in 2012 became another turning point for the upcoming processes that are still in the action. This framework outlined itself as a result of successful development processes realized since 2001, and further elaboration of the principles and wider participation of the business bodies. Boosting economical value and investment was the priority of this mission. Moreover, districts were designated with certain concepts; especially in the waterfront area, northern docks were selected for transformation to expand retail and business core to that axis resulting in a controversial waterfront regeneration project, Liverpool Waters.

Integration with local and national planning decisions has been encouraged yet from today's perspective it could be a questionable phenomenon. As a general assessment, it would not be wrong to state that this city's vision to expand the investment and trade volume was successful, but its reflection on the city structure evoked local and international reactions.

3.6 Implementation of the Waterfront Regeneration Programs

3.6.1 Galata Waterfront

3.6.1.1 The Initial Masterplan of Galataport Cruise Port Project (2001)

The Galataport project primarily started to introduce a new cruise terminal to Istanbul; however, the scale and all the functions designated for the area led to a greater transformation and the scope of the project covered the whole waterfront of Galata/Karaköy to Tophane/Salıpazarı area.The urban design project was designed in 2001 by Tabanlıoğlu Architects as a winning tender and could be considered the pedestal of the implemented project today at Galata waterfront. It should be noted this conceptual urban design project has designed for the tender bid processes so it was just a technical supplement; therefore, it has not been applied to the site. However, the distribution of the main functions and architectural program provided a guideline for upcoming periods. According to Tabanlıoğlu (2003) explanations during Voyvoda Street Meetings, before the start of the project, the design team has expanded to other disciplines due to the complex nature of the problems. Moreover, certain case studies were taken into consideration including the ones in Yokohoma, Hong Kong, Barcelona, and Naples in terms of their contextual relationships and similar architectural programs. The architect also stated a broad historical evaluation and research influenced their approach to the project. From the urban scale the close relationship with the Historic Peninsula, the connection of Galata and Beyoğlu districts to the water, and the interconnection of Tophane Square with the other public squares located at its hinterland have been considered during the design process. Furthermore, the main design concerns of the project have been identified with an alternation of the problems of vehicle and

maritime traffic, a subtractive layout than an additive approach, lessening the building masses via different construction systems, preserving the existing shells of the buildings offering changes in the interior layout, integration of the green areas, non-gated public places and critical assessment of urban archeological sites in or nearby of the project site. In light of these concerns, vehicle transportation inside the project site was prohibited besides the service needs, parking lots designed under the cleared Tophane Square, minimized mass for the port terminal, and temporary usage of the empty warehouse as an art museum till the project is completed (Tabanlığlu, 2003).

On the website of the Tabanlıoğlu Architects (n.d.) project description is provided as such:

"Located at a very crucial point in İstanbul, and having survived many centuries as the gate to the sea, the Galata Port reclaims various functions with the new project and will complement an additional value to İstanbul as a center of culture, tourism, and commerce. The project covers over a 1,2km zone with an open area of 100,000 sqm and a construction area of 151,66 sqm, where the existing buildings will be harmoniously renovated respecting their authentic forms and acquiring new functions. Being a customs zone, the shoreline is presently not open to the access of the people of İstanbul. With the realization of the project, both the tourists and the natives of İstanbul will benefit from the offered resources on a 24-hours basis throughout the year. An art museum, hotels, restaurants, bars, fast food joints, all kinds of souvenir shops, shopping centers, office spaces, exhibition and fair areas, car parks, and various sales points will ensure an accountable return as a result of the project."

As can be evaluated from the explanation by the architecture firm restoration of the existing buildings and maximized publicity hold a crucial role in the regeneration process. When the approach of the project in terms of urban design is examined, it is observed that publicity is brought to the fore with the green areas and squares created on the entrance axes. The construction

of Tophane Square in the area surrounded by Kılıç Ali Pasha Mosque, Tophane, Nusretiye Pavilion, Clock Tower, and Nusretiye Mosque, with high historical importance, indicated the respect of the project to historical buildings and spatial sequence. As shown in **Figure 37**, Another positive aspect is that a part of the existing structure located in front of Tophane Square was planned to be partially demolished and the square meets the water element, as it is an influential area for the silhouette of Istanbul and historical buildings located in the waterfront and hinterland.

It was aimed to preserve the listed buildings in the Galata/Karaköy waterside area on the southern part with an adaptive reuse approach, and to refunction the warehouse and custom buildings in the Tophane Quay on the northern

Figure 37: The integration of Tophane Square to the Galataport Project (Adapted from http://mimdap.org/2013/11/galataport-uzeryne-goruthler/).

Figure 38: Perspective render of Galataport (Tabanlıoğlu Architects, 2002).

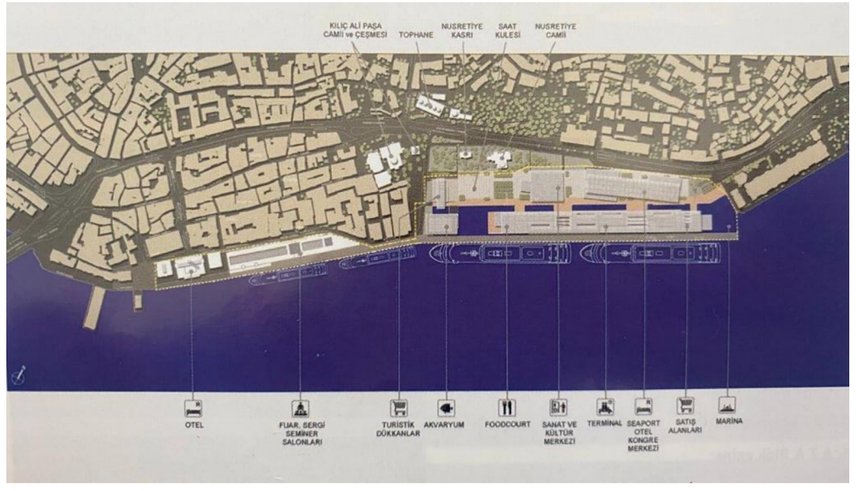


Figure 39: The initial master plan of Galataport (Tabanlıoğlu Architects, 2002).

section with a slightly higher intervention level. The heights of the buildings have been lowered in the coastal areas, and certain vistas are preserved **(Figure 38)**. In addition, the mixed-use areas created in the formation of the architectural program were in a way to support maximized urban use, and a public space that will cover twenty-four hours has been tried to be created. This situation is supported by functions such as an aquarium, tourist shops, foodcourt, culture and art centers, shops, hotels, a marina, and a port terminal **(Figure 39)**. Again, considering the hotel functions built in the Galata/Karaköy section together with the exhibition and fair areas could be an answer in terms of opening the gated functions.

Although the project has not been implemented, within the suggestion of the scope one of the warehouses in the Tophane Quay had been re-functioned in 2004 as the first modern art museum in the city till it was demolished during the Galataport project **(Figure 40)**. This showed the potential of the area for reopening itself to the public.

In the upcoming term, some of the critical changes in the planning and legislation have reshaped the direction and objectives of the project. Since the current Coastal Protection Law at that time has been structured over the idea of an urban common zone, would not allow any construction on the waterfront especially in Galata/Tophane as a protected urban area. Indeed, Tabanlıoğlu (2006) in the panel he participated clearly stated that existing buildings are partially listed and warehouses in the Tophane Quay may not be demolished; if they were, nothing new can be built according

to law. However, with the amendment made in 2010 to Coastal Protection Law, the approval of the plans for the changes to be made in the filling and altered lands on the waterfront was given to the central government and they were exempted from the plans for the protection of cultural and natural assets (Balcıoğlu, 2014). This changed the whole project and paved the way for the construction of new structures.

Before the second tender was made in 2013, warehouse building number five, which will be the Mimar Sinan Fine Arts University Painting and Sculpture Museum and is currently the only surviving building in Tophane Port, was excluded from the scope of the project. As shown in **Figure 41**,This building underwent a significant change by EAA-Emre Arolat Architecture and opened to the public in 2022.

3.6.1.2 Galataport Cruise Port Project (2014-ongoing)

In this background, the new masterplan of the Galataport waterfront regeneration project has been designed by Dror&Gensler and Bea&Norm Architects contributed to the process. The master plan has been revealed in 2014. With the changes made in the legislation, the idea of the construction of new buildings and the demolition of old warehouses has emerged. In this plan, the main concern of the project designers was to open the waterside promenade, which is closed to the public, and to design the main function as an underground cruise terminal structure and to give more space to the above-ground construction area functions. In addition to these decisions, a pedestrian-oriented venue setup was continued in parallel with the vision

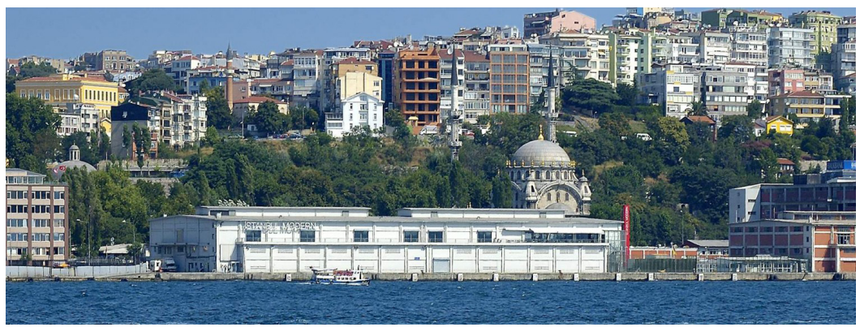


Figure 40: Istanbul Modern Museum before demolishment (Tabanlıoğlu Architects, n.d.).

Figure 41: Mimar Sinan Fine Arts University Painting and Sculpture Museum (Emre Arolat Architecture, n.d.).

introduced by the first project. Moreover, the mixed-use architectural program has been highlighted.

Studio Dror (2014) described the project on its website as such.<

"Dror + Gensler, selected among several international shortlisted firms, have won an invited competition for the masterplan of Galataport, a vital site on the Bosphorus in the heart of Istanbul. Situated across from the Old City, the 110,000-square-meter area includes the Karaköy and Salıpazarı Quays and boasts a cluster of historic landmarks and contemporary cultural icons, including the Istanbul Modern. A significant portion of the site hosts an active cruise terminal and is closed off to the public due to security measures. Its 1.2-kilometer-long boardwalk is restricted to maintenance, deliveries, and the five to six thousand passengers that disembark each ship, depriving the city of breathtaking views.

Dror + Gensler's winning masterplan, which is now under construction, opens up this stretch of coastline for public use through a revolutionary cruise terminal—the world's first underground cruise operation. Made possible by a hydraulic boardwalk and gangway system invented in collaboration with Miami-based interdisciplinary firm BEA, the entirety of the cruise operation's complex logistics takes place underground.

When a ship docks, the boardwalk hatch opens and transforms into a perimeter wall that secures the area. A gangway rises to meet the ship doors and transports passengers to the underground terminal levels. This innovative system reduces the cruise operation's ground-level footprint to a 3.5-meter-wide strip of land that's only in use when and where ships are docked, freeing over 60,000 square meters of accessible waterfront.

Above ground, Dror + Gensler opted to create a vehicle-free, pedestrian-only neighborhood that harmonizes with the city's existing urban fabric and encourages bustling street life through a vibrant mix of shops, restaurants, cultural attractions and offices. Small, pixel-like buildings flank intimate streets and step down in scale towards the waterfront, creating opportunities for rooftop terraces with beautiful views at every level. Large, open plazas respect standing monuments and facilitate moments of reflection and discovery. Elevated walkways weave the neighborhood together, resulting in a multi-layered pedestrian experience. Abundant vegetation frames the experience throughout, creating a lush environment that blends old and new, city and sea."

Urban design approaches do not demonstrate any relation with the historical background of the territory. Therefore, there is a lack of connection with the existing urban structure of the hinterland. Adjacent historical structures including mosques and clock towers are not considered to maximize their existence. Furthermore, previously offered the extension of Tophane Square towards the waterfront, and the definition of a strong public square got replaced by the "water square" located in the middle of the project **(Figure 42)**. As shown in **Figure 43**, this decision also eliminates the silhouette of historic areas. On the other hand, the master plan lacks a demonstration of the connection with the city and the integration of green areas beside the roof gardens.

Waterfront urban pattern created with the new mass articulation in the roadside section resembles similar marks with the previous warehouses.

Figure 42: The masterplan of Galataport Cruise Port Project, Galata/Karaköy Quay is not demonstrated (Studio Dror, 2014).

Figure 43: The changing silhoutte of Galata (https://indigodergisi.com/2020/08/galataport-nusretiye/).

Figure 44: Galataport project site indicated to highlight construction density (Adapted from Salman&Ertuğrul, 2021). Accessed from istdergi

The fragmented formation of buildings located on the waterfront creates a certain silhouette with the gradual height differences from water to city and offers inner streets inside the development area . However, within the density of the project from the perspective of figure-ground analysis, the spatial quality of these inner connections becomes questionable. As shown in **Figure 44**, regarding the construction density of the project, when the master plan of Dror-Gensler is compared to the initial masterplan by Tabanlıoğlu, it is possible to observe commercial areas including shops and food court construction increased more than one and a half times; total office areas raised nearly two and a half times and hotel functions enlarged more than three times (Durmuş, 2009 as cited in Kara, 2022).

A bold decision regarding the underground cruise terminal to create access and control for the custom areas provided from the waterfront with the hydraulic wall systems as a separator **(Figure 45)**. Nevertheless, the ruptured flow of pedestrians during the rush season of cruises becomes critical for the continuous waterfront promenade. In addition, in the Galata/ Karaköy Quay the gated hotel functions do not provide an access to the citizens.

Considering the architectural design decisions, the general cohesion following urban design was achieved via the designation of similar forms and approaches in the Tophane Quay area **(Figure 46)**. The design of large terraces and rooftop access augmented the waterfront location and created multiple vistas for users. Plus, it blurs the differentiation of inner and outer

Figure 45: Galataport project underground cruise port entrance with hydrolic walls (Studio Dror, 2014).

Figure 46: The render of Galataport silhoutte from water (Studio Dror, 2014).

Figure 47: The render of new Istanbul Modern Museum aerial view (Renzo Piano Building Workshop, 2016).

Figure 48: The render of Istanbul Modern Museum directly located in front of historical Nusretiye Mosque (Renzo Piano Building Workshop, 2016).

places. However, the fact that the cruise ships almost create an obstacle effect due to their scale when docking is a situation that breaks the power of this design idea. In this part of the plan, a mixed public architectural program including offices, retail areas, and foodcourts was proposed.

The new Istanbul Modern Museum, which is one of the two buildings outside of the ones designed with similar forms, materials, and architectural features under the principles of urban design project on the Tophane Quay, and designed as an architectural icon in this area to replace the existing Istanbul Modern Museum **(Figure 47)**. Renzo Piano Building Workshop designed this building after the investors requested to work with a canonical architect. As shown in **Figure 48**, reactions were raised due to the location of the building because the new Istanbul Modern Museum cuts the silhouette of buildings such as Nusretiye Mosque in the historical Tophane Square adjacent to the area and the initial plan was suggesting an extension of the square towards to sea instead of another construction. On the website of Renzo Piano Building Workshop (2016), the project described as follows:

"A new building will replace the existing one currently located between the old city streets of the Galata quarter and the existing port cruise terminal. The new museum will become an urban focal point between the old town to the west, the Bosphorus to the south, the Tophane Park to the north and the new Galataport waterside development to the east which replaces the old pier activity. The project enhances the connectivity between these different areas and becomes a social and cultural destination for the city and visitors. The Park at the north of the site, surrounded by historical buildings and confined by a high traffic street is a green lung for the whole Galata area and acts as a buffer zone, sheltering the waterfront and the museum from the city noise."

The Galata Quay section where the listed buildings are located has undergone an adaptive reuse process to host hotel and retail functions. Intervention and

conservation practices applied in this area brought vast criticism because of preservation strategies. Although it was announced that no authentic feature would be harmed because they were under protection at the beginning of the transformation, two canonical waterfront buildings were demolished and rebuilt. Karaköy Passenger Hall, which is located here and considered one of the entrance gates of the city in the modern city memory, has been extensively documented in 1999 and 2014, and the originality and integrity of the design have been highlighted at the end of this evaluations (Polat, 2017). However, as shown in **Figure 49**, besides the back facade facing the street and clock tower, the building has been demolished ("Tarihi Karaköy yolcu salonu yıkıldı," 2017). Demolished parts and interior space articulation have claimed to be preserved; however, since the building is not functioning yet, it is not possible to evaluate practices realized in Karaköy Passenger Hall. Another controversial conservation intervention has been realized in the same area. As shown in **Figure 50**, Galata Custom Building (Paket Post Office) has been demolished besides the building facades and reconstructed (Karakoç, 2017).

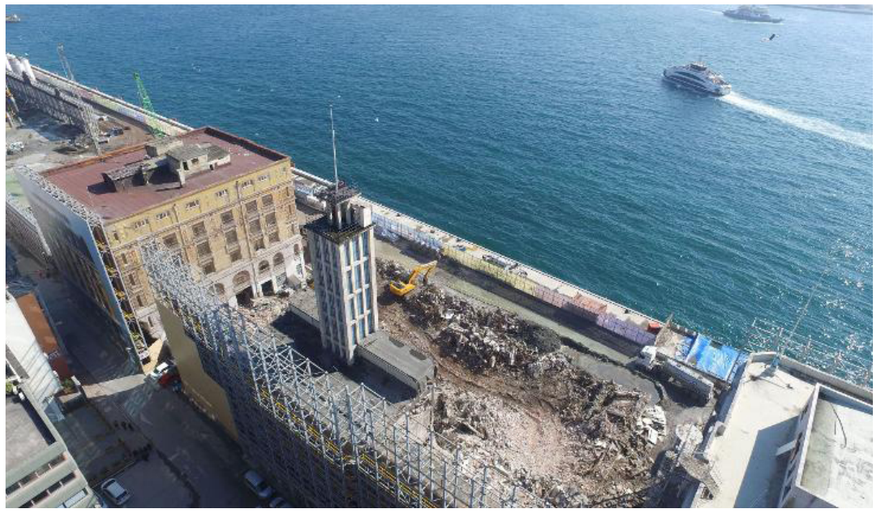


Figure 49: The demolition of Karaköy Passenger Hall (https://www.cumhuriyet.com.tr/galeri/tarihi-karakoy-yolcu-salonu-yikildi-682948).

Figure 50: The demolition of Paket Post Office (https://www.cumhuriyet.com.tr/galeri/tarihi-karakoy-yolcu-salonu-yikildi-682948).

3.6.2 Mersey Riverside

3.6.2.1 Albert and Princes Docks Regeneration Processes (1983-1998)

The earliest examples of urban regeneration activities took place during the 1980s with the initiations of Merseyside Development Corporation. As their flagship project, Albert Dock Warehouse restoration was introduced to the public in 1983 and functioned in 1988. The building was specifically designated because of its historical and iconic value to attract city actors and international investors for upcoming regeneration practices. During this era, a pioneer restoration example got achieved with the main focus on heritage-led regeneration. The authenticity of the building has been preserved and minimal interventions in re-functioning the space were introduced **(Figure 51, 52)**. This was also an opportunity to rethink connections between the waterfront areas and the city center since the waterfront and the city could not get integrated for long years. The port area was a closed enclave. Nevertheless, the architectural program during the renovation was dominantly based on public interests to break the situation.

Cultural activities were consolidated in the buildings and promoted the process, especially the introduction of museums such as The Beatles Story, The Maritime Museum, and most importantly The Tate Modern. Alongside the museums, a mixed-use program was followed, with retail areas, shops, and various attractions. However, following a transformation approach focused on heritage buildings in waterfront areas during this period can be considered a more point-based approach rather than the transformation of a district. Still, this term, which stands out as the quality of the changing space

Figure 51: The derelict state of Albert Dock Warehouse (Philip Collins collection, n.d).

Figure 52: Albert Dock Warehouse, after the rehabilition process (Philip Collins collection, n.d).

and the conservation approach exemplifies the harmony of conservation activities with the regeneration strategy, which make its impact felt not only for Liverpool but also on a global scale.

Following this successful attempt, further developments came after. At the beginning of the 1990s, the development scheme expanded to the northern part of the docks. The regeneration work of Princes Dock, adjacent to Three Graces, started in 1992 within the framework of the master plan prepared by Tibbalds Monro, and the temporary structures and currently idle buildings were cleared in the first stage (Liverpool Waters, 2011). Furthermore, After the eastern part of the site was expanded for new structures and the dock walls were rebuilt, the Crown Plaza Hotel was built and the Princes Parade extended northward on the western part (Liverpool Waters, 2011). After the revision of the master plan made by Taylor Young Urban Design in 1998, the general development scheme and the new masterplan emerged; a footbridge to connect the social areas designed on both sides of the Dock, a 500-car capacity multi-story car park, residential buildings, and office buildings at Princes Half Tide Dock have taken their places in the plan (". . . as Princes Dock plans bear fruit in the city," 1998). This development is currently being continued within the scope of Liverpool Waters.

3.6.2.2 Pier Head Waterfront Developments (2002-2015)

At the end of the 20th century with the establishment of Liverpool Vision Urban Regeneration Company, it is observed that the integration of the city with the waterfront areas was tried to be increased as a result of the preparation of large-scale strategic plans that focus all the city components and districts. Moreover, the main action nodes for the regeneration areas and related focuses on various concepts have been identified by the introduction of the Strategic Regeneration Framework in 2000. In the waterfront area, the northern and southern adjacent of the Albert Dock was designated as focus areas and their connections to other action areas beyond the physical terms got demonstrated. In this context, Fageir (2015) summarizes the possible functions pointed out by SOM in the Strategic Regeneration Framework (2000): In the Pier Head Waterfront was planned to regenerate Strand as a main waterfront boulevard, construction of a new terminal building, a new icon "the Fourth Grace" to attract further developments and alterations in the ground level of Three Graces buildings; furthermore, in the Kings Dock, it has been suggested to investigate potentialities for the public usage and possible developments of water-related attractions, conference, convention, and exhibition areas and leisure activity places for the families.

After these initial investigations and proposals Pier Head Waterfront regeneration action started. It should be noted that this area forms the most critical waterfront district of Liverpool by hosting the main icons "Three Graces" and dominating the skyline. The Fourth Grace project, which will be added to these historical icons and symbolize the rise of the city again, became the focal point of the city with the international architectural competition held in 2002. Selecting the Mann Island area and positioned between Albert Dock and the Three Graces, it was thought that this project would bring an international focus to Liverpool's emerging cultural scene

(Biddulph, 2011). It is also an important part of the plan to create a new image and branding for the city. After the competition, Foster, Rogers, Cullinan, and Alsop were shortlisted for their projects.

In the proposal of Foster+Partners, a prominent skyscraper and another mass attached to a high-rise building extending horizontally to the water draw attention **(Figure 53)**. The architectural program defined in the project description includes a residential, retail, office space, theater complex, common area, and a winter garden designed as a covered square that can house cultural activities (Foster+Partners, 2002). Ken Shuttleworth, the partner responsible for the project, explained the design as follows: *"Combining visionary new buildings and dynamic public spaces with facilities for work, living and leisure, the development will bring life, visitors and vitality to the Pier Head round the clock. With improved public transport services, the Fourth Grace development will create a world-class facility for Liverpool."*

In the proposal of the Richard Rodgers Partnership, two skyscrapers were designated as the main element and connected with the canopy **(Figure 54)**. The 20-storey tower is designed as a hotel, and the 30-storey one is designed as a residential complex. The dock areas, which are closed with a canopy, are thought of as museums, social areas, and offices, and the sustainability elements in the project are highlighted. As Mark Darbon, director of Richard Rogers Partners, stated functionality, creating an axis connecting the city center and the Mersey river, and the design of the waterfront square are the general concerns of the design (Hodgson, 2002).

Figure 53: The Fourth Grace proposal by Fosters and Partners (Foster+Partners, 2002).

Figure 54: The Fourth Grace proposal by Richard Rodgers Partnership (https://archello.com/project/the-fourth-grace).

Figure 55: The Fourth Grace proposal by Edward Cullinan Architects (http://www.skyscrapernews.com/4thgrace.htm).

Figure 56: The winning proposal of the Fourth Grace competition by Will Alsop (http://www.skyscrapernews.com/4thgrace.htm).

In the project proposed by Edward Cullinan Architects, functions such as residential, hotel, and museum are designed as a similar mixed-use program. As seen in **Figure 55**, skyscrapers and their terraced descent to the ground floor formed the formal structure of the project.

At the end of the process, the winning proposal came from Will Alsop. The project, which was created with a sculpturesque approach and is known as The Cloud, consists of three main parts. The “Hill” part, which extends towards the water on the horizontal axis, is programmed with the exhibition areas and auditoriums, the “Cloud” part is decorated with hieroglyphs from Liverpool's history as a place to reflect the city history, the “Living” is the block behind the Cloud, which houses residential functions (Gardiner& Leftly, 2002). Although the form of the project is remarkable, its respect for the skyline is remarkable compared to other projects **(Figure 56)**.

The discussions regarding the form and dominance of the project in such a context eventually led to Alsop’s project cancelation in 2004 due to the increased costs. Biddulph (2011) criticizes the project in terms of the evaluation process and the priority of this development while the city itself needed a vast regeneration program and funding in the city center and the surrounding environment. Nevertheless, in the following timeframe, the development ideas in Mann Island where the Fourth Grace would have been located remained. This brought a new chapter with the new proposals in the area. The Museum of Liverpool was designed by 3XN Architects and opened to the public in 2011. It can be considered that the general design approach

of the project regarding its critical location was respectively modest than Alsop's especially the height of the project. With the explanation of the project, the firm also stated the aim was glorifying the Three Graces rather than competing **(Figure 57)**. 3XN (2011) described their project as such:

"How do we respect history in a modern interpretation?

Museum of Liverpool
Located on a UNESCO World Heritage Site, the Museum of Liverpool's design is reminiscent of the trading ships that once dominated the harbour, while the facade's relief pattern offers a new interpretation of the historical architectural detail in the 'Three Graces.' The enormous gabled windows open out towards the city and the harbour, symbolically drawing history into the museum while simultaneously inviting the curious to look in.

A Sculptural Structure
Located at the UNESCO World Heritage Site between the Albert Dock and the Pier Head, and next to a row of prominent historic buildings dubbed 'The Three Graces' the museum building is conceived as inclined or elevated platforms, gradually forming a sculptural structure. Fully accessible it contributes to the public promenade flow along the Docks. Situated at the Pier Head, the museum is visible from both the river and the city.

A Tribute to History and Present
The design is reminiscent of the trading ships which at one time dominated the harbour, while the façade's relief pattern puts forward a new interpretation of the historical architectural detail in the 'Three Graces.' The enormous gabled windows open up towards the City and the Harbour, symbolically drawing history into the Museum, while at the same time allow the curious to look in.

The outdoor areas around the Museum offer seating with views to the water adding to the dynamic urban environment and serving as a meeting point for locals and visitors alike. The theme is carried through into the Museum of Liverpool's central atrium, with its sculptural sweeping staircase leading up to the galleries further encouraging social interaction."

The neighboring site to the museum also got into the expansion program and was designated as a mixed-use development. The project designed by Broadway Malyan was composed of two quadrilateral-formed buildings and one rectangle-formed building **(Figure 58)** with residential, leisure,

Figure 57: The Museum of Liverpool with Three Graces, a silhouette from the Mersey River (3Xn, n.d).

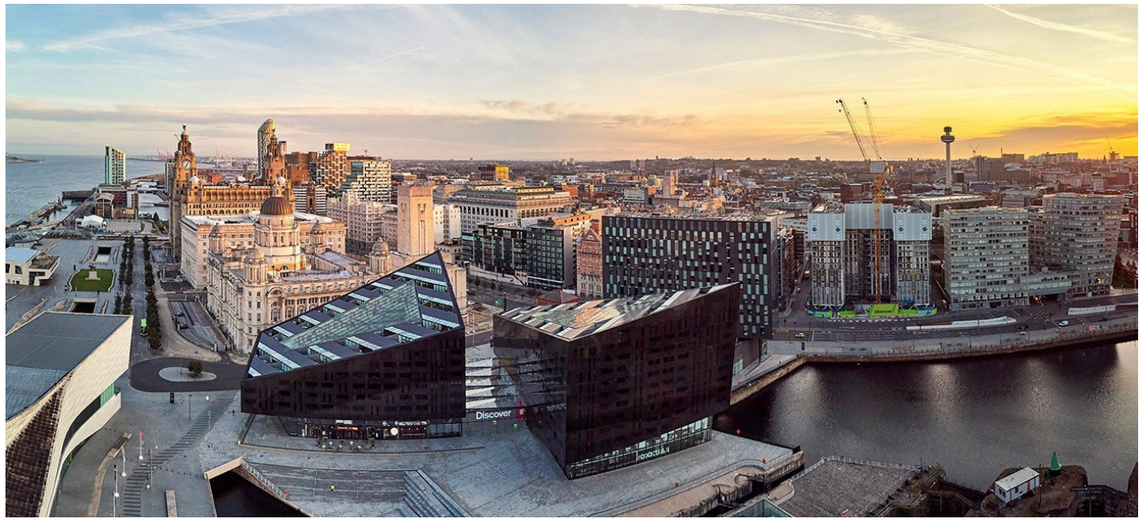


Figure 58: Mann Island Development aerial photograph (https://lancashiredronecompany.co.uk/mann-island/).

and retail spaces, offices, and common areas and was completed in 2015. Similar to The Museum of Liverpool, irregular forms of the buildings were highlighted. The usage of black granite as a cladding material created a certain contrast with the existing environment specifically with the Three Graces. Plus, the reflective surfaces were specifically selected to display the historic environment within. BroadwayMalyan (n.d.) described their project as such:

"Mann Island sits at the heart of Liverpool's Mercantile World Heritage site and is a truly mixed use regeneration project. The geometry of the two residential sculpted wedges relates to Mann Island and the Graving Docks, their profiled roofscapes preserving key views of the historic pier head buildings. Meanwhile, the third linear commercial building relates to the geometry of the Strand and city grid beyond.

Externally the granite facades create a civic scale and the cladding, which is diamond cut polished Shanxi absolute black Granite and glass, ties in with the foreground dock water and maintains a contrast in views with the pale stone historic pier head buildings. As with the dock water, the polished granite also reflects the texture and detail of its surrounding historic setting, providing the building with an ever changing appearance.

...

The scheme incorporates three new major public spaces and a pedestrian foot bridge designed to reconnect Liverpool's city centre to its historic waterfront. The third of these new spaces is a south facing canal basin creating a sheltered waterside leisure destination which forms a key part of the re-animation of the waterfront.

Each of the three spaces have been designed to suit a different purpose; the space adjacent to the canal offers a sheltered south facing space for dining and leisure focused activities, the Winter Garden, a covered public realm providing an informal event and exhibition space whilst the third space opens up the George's dock passage and provides an orientation and meeting space."

3.6.2.3 Kings Dock Developments (2008-ongoing)

In parallel with this, it is observed that new projects were started to be made in Kings Dock in the ongoing process. The development theme of the area, which was already filled in the 1980s and used as a parking lot, was planned as an indoor arena and conference hall complex to be located here. The fact that Albert Dock is adjacent to the southern part has caused the design decisions to be constructed more sensitively. There was not much criticism directed at this program, which was shaped as a result of the needs of the city.

As part of the development scheme, ACC (Arena and Convention Center) was opened in 2008, when the international interaction of Liverpool as the European Capital of Culture was picking up. Although the scale of the building draws attention as it is programmed to host various events, the height and architectural form are designed with respect to Albert Dock. In the process following the ACC structure designed by Wilkinson Eyre, another large-scale project in the field, the Exhibition Center Liverpool was designed by Populous and completed in 2015. Kings Dock has evolved into an event hub with the Exhibition Center Liverpool, which is added to the ACC building with a bridge. In addition to these structures, functions such as a multi-storey car park, hotel and residential were built in the Dock during the process **(Figure 59)**. As of 2022, the area still continues to change and transform, and discussions on the development of the remaining building parcels come to the fore.

Figure 59: Kings Dock Development (https://www.liverpoolecho.co.uk/news/major-visitor-attraction-could-built-12719983).

Figure 60: Liverpool Waters Initial Design (Liverpool Waters, 2011).

3.6.2.4 Liverpool Waters Northern Docks Regeneration Program (2012-ongoing)

Liverpool Waters is an immense waterfront regeneration and development program introduced to the public following earlier attempts in the waterfront area. As shown in **Figure 60**, the project site covers two km length of the northern waterfront section of the city starting from Princes Dock to Bramley Moore Dock and sixty hectares area in total (Liverpool Waters, 2011). The scheme was introduced in 2004 by the main developer Peel Holdings and a permission grant from the Liverpool City Council was given in 2012 (Sykes&Ludwig, 2015). Moreover, Sykes and Ludwig (2015) also point out that after the permission of the local authority the UK government did not involve in the decision-making process and endorsed the Liverpool City Council's permission even though the development program holds a critical stand at the national level. This long-term development process has been planned to continue until 2040.

The first master plan outlined the general principles for the site developments rather than proposing a strict plan for the project. Among the prominent issues of land use, construction ratio, private/public space articulation, the scale of the various proposals, designation of open communal areas, the architectural style, and accessibility addressed (Liverpool Waters, 2011). The mixed-use program of the project, heritage-led design, movement, and connection of the area with the existing built form of the city, energy and resource efficiency, public squares and green areas, historical interest nodes, and vistas were highlighted in the program (Liverpool Waters, 2011).

Furthermore, the most critical point here was the decisions regarding thedensity and scale of the buildings. In the Design and Access Statement document, it is stated that:

"On the basis of commercial research, this form of development with tall buildings is considered by Peel to be particularly important in order to attract international investment and also footloose investment which might otherwise go t other parts of the UK. The Liverpool Waters proposals therefore reinforce the existing "cluster" of tall buildings in the commercial core of Liverpool. A secondary commercial area is also proposed in the Central Docks part of the site with a secondary cluster of tall buildings associated with it accommodated in the vicinity of the former Clarence Dock power station.

Both tall building clusters outlined above reflect and respond to the opportunities for such buildings identified by the Council in the WHS Supplementary Planning Document. Seen In terms of the skyline as viewed from the west, the secondary cluster will mark a northern gateway to the city centre and this will be balanced by a further secondary cluster marking the southern gateway to the city centre located in vicinity of Parliament Street/Chaloner Street (less than 1 km south-east of Albert Dock.)" (Liverpool Waters, 2011, pp 27).

The controversy of the project within the density it brings via the introduction of high-rise buildings and the issue of the new skyline after the implementation tried to be justified. Moreover, the arguments for the creation of new landmark clusters and promises for the architectural quality provided by various architects became another showroom to counter the critics. As shown in **Figure 61**, Seven skyscrapers were planned to be built from 65 meters to 149 meters in the Central Dock, four high-rise buildings 148 meters to 174 meters in the King Edward Triangle, adjacent to Princes Dock, and another three skyscrapers from 60 meters to 196 meters including Shanghai Tower which promoted as the landmark of the project (Liverpool Waters, 2011). The incremental development from south to north with the consideration of the docklands has formed the main phases of

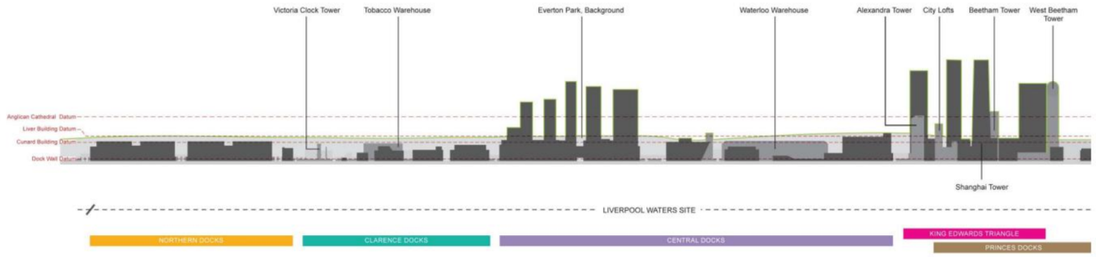


Figure 61: Proposed skyline (Liverpool Waters, 2011).

Figure 62: Revised masterplan of the Liverpool Waters Project (Virtual Planit, 2018).

Figure 63: Aerial night view of revised Liverpool Waters Project (Virtual Planit, 2018).

the project. Immediately after this plan and objectives were shared with the public, negative feedback was raised by English Heritage and UNESCO because of the fact that the project was directly located in the buffer zone of Liverpool Maritime Mercantile City.

Evoked criticism of the plan led to a process for revision in 2018 **(Figure 62)**. City Council initiated to form of a special team primarily concerned over the building height limitations and preservation of the city skyline; as a result, Central Dock developments that mostly hosted the high-rise buildings in the previous masterplan cut in heights beside the two projects, Plaza 1821 16-storey high and Hive City 31- storey high, already in action (Mairs, 2018). Another alteration introduced in the Bramley Moore Dock which was designed for residential purposes replaced with the Football Stadium of the Everton team.

The project is currently being implemented. The first phase of the project in the Princes Dock is mostly completed. Beside Princes Dock, the Isle of Man Ferry Terminal, located in Central Dock, and Everton Stadium, located in Bramley Moore Dock, are under construction. The impact on the future will be critical for the integration of the regeneration program with the city, co-existence with the current urban layout, waterfront heritage, and the skyline of Liverpool **(Figure 63)**. Furthermore, the changing environment and non-stable planning decisions/restrictions create unforeseen circumstances. Therefore, it is a project that should be followed critically in the future.

Chapter 4

Long Term Spatial Analysis of Waterfront Transformation

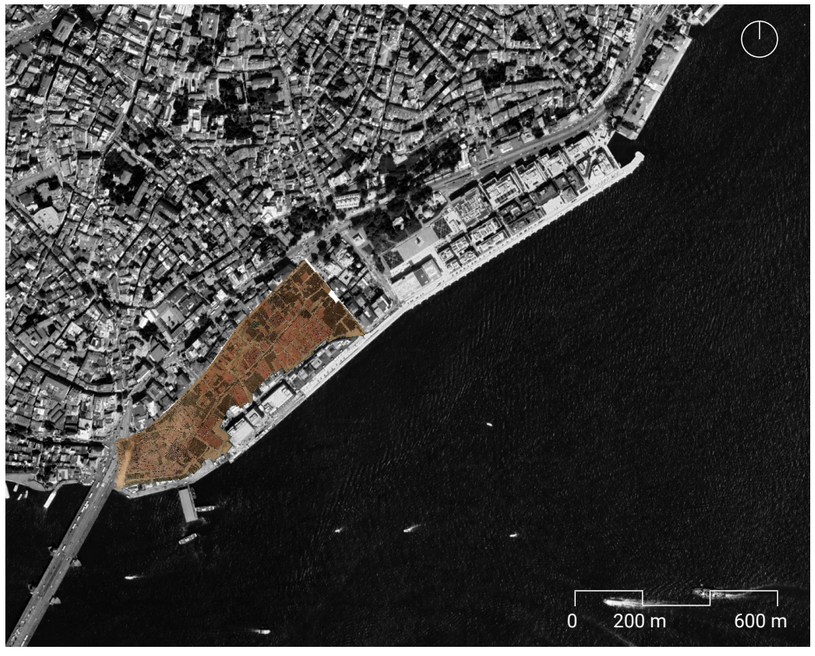
4.1 Cartographic Materials for Analysis

This chapter examines how The Port of Galata and Liverpool Dock Areas with their hinterlands have changed from the mid-19th century to the present. The main content of this part is based on the digitalization and visualization of historical cartographic information. As mentioned in the introduction chapter, following the process of digitalization, the city elements were vectorized on QGIS 3.16 software and then discussed comparatively. This comparison has been made at the scale of the building blocks, and its main focus is to examine the changes in the built-up environment and highlight its connections with the city's history. It has been schematized by considering the changes in city blocks and urban texture, allowing an opportunity to examine the differences in various periods in detail. Primary sources for Istanbul Ostoya Map (1858-1860), Goad Insurance Maps (1905), Pervitich Insurance Maps (1922), and Nirven Insurance Maps (1947-1952) and for Liverpool Edge Hill & Toxteth Park, Kirkdale, Everton, Low Hill from actual survey (1836), Goad Insurance Maps (1888) and Ordnance Survey (1927) have been used. All the historical maps are georeferenced by the author except Edge Hill & Toxteth Park, Kirkdale, Everton, Low Hill from actual survey (1836) that are directly accessed as GeoTIFF raster images from Harvard Map Collection, Harvard College Library; however, they are all vectorized by author.

4.1.1 Galata Waterfront, Istanbul

Ostoya Map (1858-1860)

This historical map of Ostoya was drawn between 1858-1860 on a scale of 1/2000 and showed Galata, Pera, and Pangalti areas. It gives information in different colors about the building materials such as timber and masonry constructions and urban elements like green areas and water features. In addition to that, street names and landmark buildings are highlighted. It holds importance that it reveals the condition of the area before the Great Pera Fire in 1870 (Kınacı&Gülersoy, 2018).



Georeferenced Ostoya Map (partially processed based on research study area) over the current satellite image.

Goad Insurance Plans (1905)

This historical drawing set was produced by Charles E. Charles in 1905 as an insurance plan various locations in Istanbul including 19 folios drawing of Pera and Galata District on a scale of 1/600. As mentioned, destructive fires during the 19th century and the area's modernization led to significant urban fabric alterations. A necessity for insurance survey and production attracted foreign companies to work in Istanbul (Candemir, 2008). Since these maps mainly stress fire risk evaluation, a survey of the buildings regarding their construction and architectural details was provided. The analysis of construction techniques such as vaults, masonry brick, and timber has been described in building material behavior against fire, represented with line weight and symbols. Each color depicts the construction material, and information about buildings' height is written on building parcels that can be extracted from drawings. Observing further data regarding fenestrations, roof systems, and openings is also possible.

Georeferenced Istanbul Goad Insurance Plans (partially processed based on research study area) over the current satellite image.

Pervitich Insurance Plans (1922), and Nirven Insurance Plans (1947-1952)

Pervitich maps were produced in 1922 by J. Pervitich on various scales according to the surveyed area. However, mostly 1/1000 and 1/500 scale drawings were included. The maps have been considered a unique source for the reconstruction of Istanbul. Yet, in relevance, with its representation ways, it may not respond to urban historians' and researchers' expectations (Güvenç, n.d.). This does not change that it provides an essential base for analyzing historic urban areas. Information about building types regarding their construction materials and techniques, roof systems, walls, openings, building heights, street names, and numbers could be extracted from these drawing sets. Nirven Maps could be approached as a continuation of Pervitich maps. They were produced as insurance maps from 1947 to 1952 on a scale of 1/500. Like previous insurance maps, it gives information about building construction material, height, street names, and numbers. In this study, Nirven and Pervitich's Plans are represented in a singular drawing due the absence of drawings on Nirven maps at the Tophane Quay.

Georeferenced Pervitich Insurance Plans, and Nirven Insurance Plans (partially processed based on research study area) over the current satellite image.

4.1.2 Mersey Riverside, Liverpool

Liverpool Edge Hill & Toxteth Park, Kirkdale, Everton, Low Hill from actual survey (1836)

This map shows the Liverpool Urban Area in 1836 on a scale of 1/3240. Based on the information provided, significant urban elements of Liverpool, such as docks, ferry landings, public buildings, and warehouses, were black hatched. Urban blocks, building lots, and street names are also briefly depicted. It also includes additional demographic and historical data on Liverpool besides cartographic information linked to the production process of the map.

Georeferenced Liverpool Edge Hill & Toxteth Park, Kirkdale, Everton, Low Hill from actual survey (partially processed based on research study area) over the current satellite image.

Goad Insurance Plans (1888)

These insurance maps were produced by Charles E. Charles in 1888 for the Liverpool area in different volumes on a scale of 1/480 and 1/4800. It includes building heights, roof structure and materials, openings, wall types, and building materials by different colorization of each building lot. Goad Insurance Map drawing sets also cover detailed surveys of warehouses and dock structures since they were considered a potential risk for fire management, so advanced floor plans and sections of those structures could be found. Further comparison between Istanbul and Liverpool Goad Insurance maps is included in upcoming sections of this study.

Georeferenced Liverpool Goad Insurance Plans (partially processed based on research study area) over the current satellite image.

Ordnance Survey (1927)

Ordnance Surveys are detailed cartographic data prepared annually to document existing UK, and Northern Ireland features in specific timeframes. Within its long history and still today, surveys enlighten details regarding the spatial and formal changes in British-Irish cities such as Liverpool. Cartographic data clearly illustrates urban connections, built and non built areas relations.

Georeferenced Ordnance Survey (partially processed based on research study area) over the current satellite image.

4.1.3 Goad Insurance Maps in Istanbul and Liverpool: Insurance Mapping and Risk Assessment

Fire insurance plans started to be produced in the late 18th century in England due to the necessity of surveying the materialistic and corporal aspects of buildings according to their behavior to assess the risk in case of fires. Goad Company was founded by Engineer Charles E. Goad and dominated the insurance plan sector for a significant time (Rowley, 1985, p. 112). Haworth (1986) also listed the main features of the plans: *"Street names, widths and house number the plans give details with the use of symbols and color of the name and nature of commercial and industrial firms, the number of floors and basements, walling and roofing materials, number position and material of windows, skylights, and shutters, the nature of sources of power and heating, lifts and hoists and fire fighting appliances, the use of individual rooms, and other information about land use and water supply."* Their universal approach has standardized the survey, which allowed them to transfer surveying techniques to different geographies where they mainly practiced in the United Kingdom. These different geographies were primarily associated with foreign capital and companies; one of the main focuses of the survey area was not residential zones but commercial districts (Candemir, 2008).

Among their works, they have also surveyed Liverpool and Istanbul, which especially suffered from great fires during the 19th century. Survey techniques and considerations were nearly identical when their works were compared in contrast to almost twenty years of gap between their

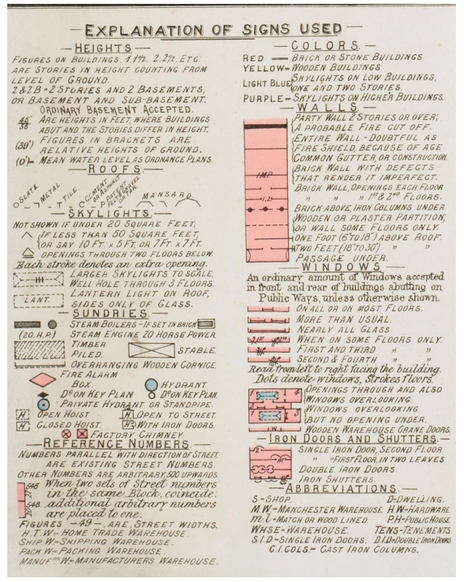
production. Some context-specific features were shown on each map. In the case of Liverpool, the existence of an actual number of warehouses affected to differentiate their usage in the survey. Moreover, land-use of the Liverpool survey could be considered more detailed since offices and dwellings were determined as was done for Istanbul, and corresponding abbreviations pinned shops, public houses, and warehouses.

Similarly, Istanbul Goad Insurance Maps include different architectural elements, and fire protection utilities were specific to the city. It gives construction typology analysis of the area and explains the methods briefly, such as French Vault, Turkish Vault, and "Baghditti," a species of lath and plaster. Furthermore, the Ottoman Empire's fire protection strategies and organizations are briefly explained. For example, fire stations and how many people served at each station, what kind of utilities they have, and which communication system has formed against fire were mentioned.

Goad Insurance Plans of Istanbul, Key plan (Goad, 1905). Accessed from Salt Research

Goad Insurance Plans of Liverpool, Key plan (Goad, 1888). Accessed from British Library

Goad Insurance Plans of Istanbul, Map index/ legend (Goad, 1904). Accessed from Salt Research

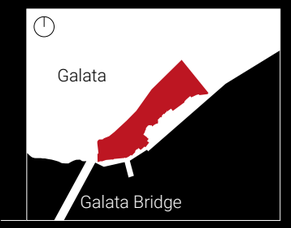


Goad Insurance Plans of Liverpool, Map index/ legend (Goad, 1888). Accessed from British Library

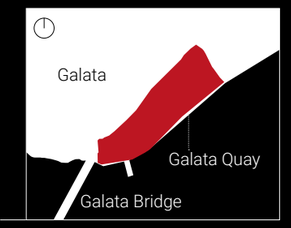
Galata Waterfront, Istanbul

Key Plans*

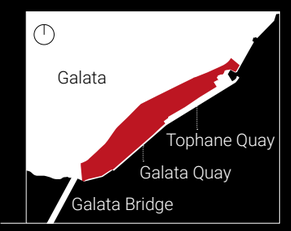
Based on Ostoya Map (1858-1860)

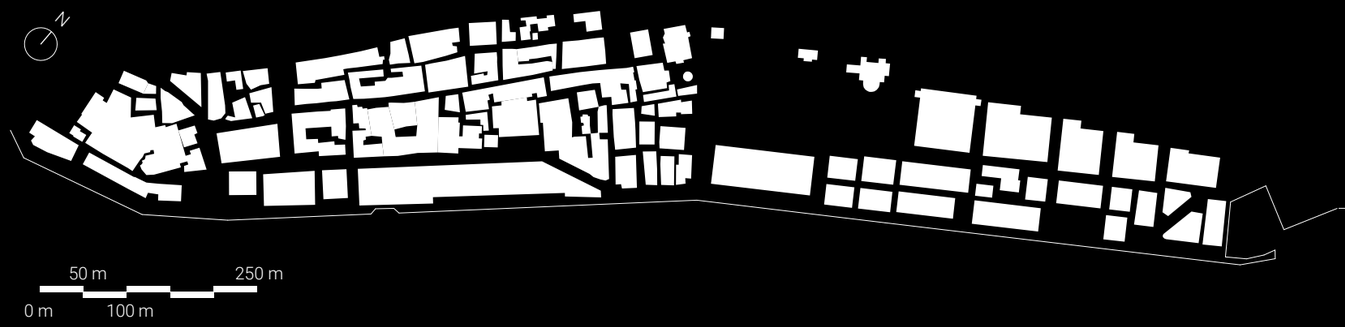


Based on Goad Insurance Plans (1905)

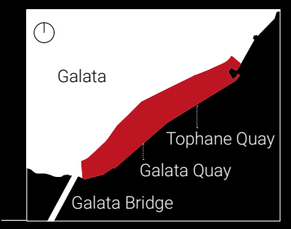


Based on Pervitich Insurance Maps (1922), and Nirven Insurance Maps (1947-1952)





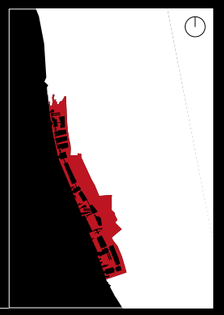
The current situation (2022)



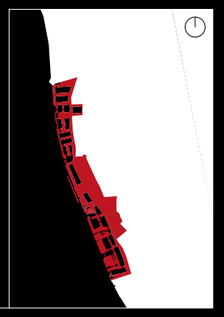
*: Historical Maps are juxtoposed with the current situation.

Mersey Riverside, Liverpool

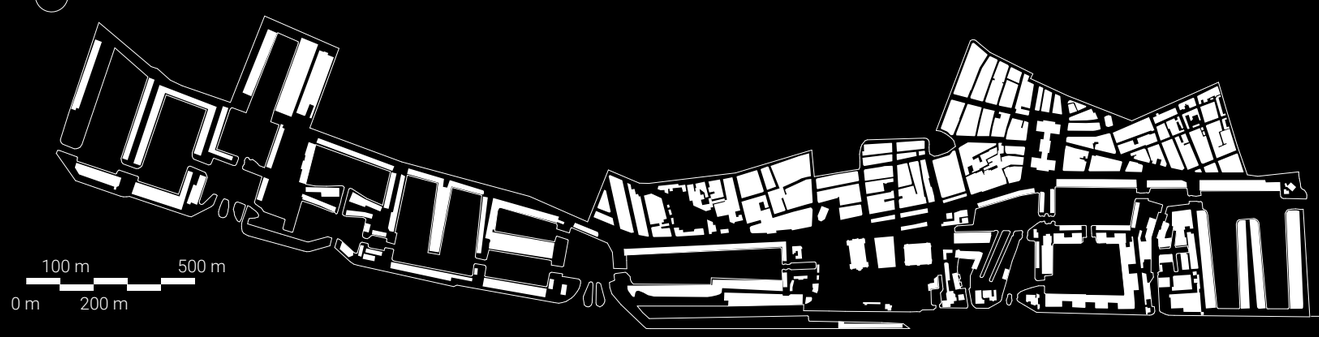
Key Plans*

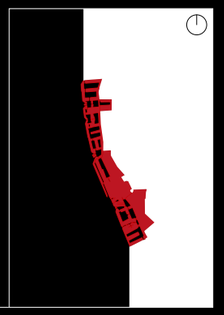


Based on Liverpool Edge Hill & Toxteth Park, Kirkdale, Everton, Low Hill from actual survey (1836)



Based on Goad Insurance Plans (1888)





Based on Ordnance Survey (1927)

The current situation (2022)

*: Historical Maps are juxtoposed with the current situation.

4.2 Shifted Urban Texture and Inner Connections

from the mid-19th century until today

4.2.1 Coastline Transformations

The coastline changes have effects that can lead to rethinking the definitions of the land and water element themselves, above formally determining the coastal-city relationship. This is important as it is a boundary that defines the surface where the water element meets the city beyond a line. In addition, the coastline is considered critical as it is the point where the marine ecosystem and natural-human elements interact. It affects the memory of the space by marking the peripheries of water and human relations.

It is observed that the Istanbul Galata coastline were adjusted formally by filling works several times until the 20th century. However, after the construction of the pier started at the end of the 19th century, the effects of human intervention on the coastline definition came to the fore. The filling of the area hosting custom and commercial buildings was carried out. In this period, it is observed that the development of the quay in the Tophane section, which constitutes the continuation of Galata-Karaköy, came subordinate.

As represented in **Figure 64**, although the Tophane shore gained a straight form with the filling works carried out in the middle of the 18th century, the land border advanced 50 meters with the dramatic filling work in the middle of the 20th century (Ardıçoğlu&Uslu, 2022). This term parallels the time when warehouses were built, which formed an industrial heritage until they were demolished and transformed. The coastline of Galata has undergone minor changes since the second half of the 20th century; it maintains a

similar form until today. However, it is difficult to say that this situation is preserved in the transverse section. Especially within the Galataport Cruise Port Project scope, the central passenger circulation was carried out underground, bringing along the filling and excavation works in the field.

The development of the port area in Liverpool Riverside has experienced significant changes, with the Dock Acts declared gradual from the 18th century to the middle of the 20th century. The human impact and port volume were greater than Galata, and as a result of this reason, it led to drastic effects over the water-land edge **(Figure 65)**. The port infrastructure, which composes the coastline form, has dominated the area since the middle of the 19th century. Again, the organic coastal structure that existed in the same period was replaced by artificial waterfront lines. Land mass towards the river was extended by filling the basins and becoming a land piece in the 21st century. Van der Laar (2016) points out that docks, transportation infrastructure, old port, and the city revealed bifurcation regarding the development of Liverpool's port and its effect on the coastline.

In particular, in Liverpool Riverside Port, sea level rise due to global warming directly threatens the coastline and port area. Maps presented at the Cop26 Climate Summit highlight that in the next ten years, the Liverpool coastline and the port area will be reshaped with inundated sites (Thorp, 2021).

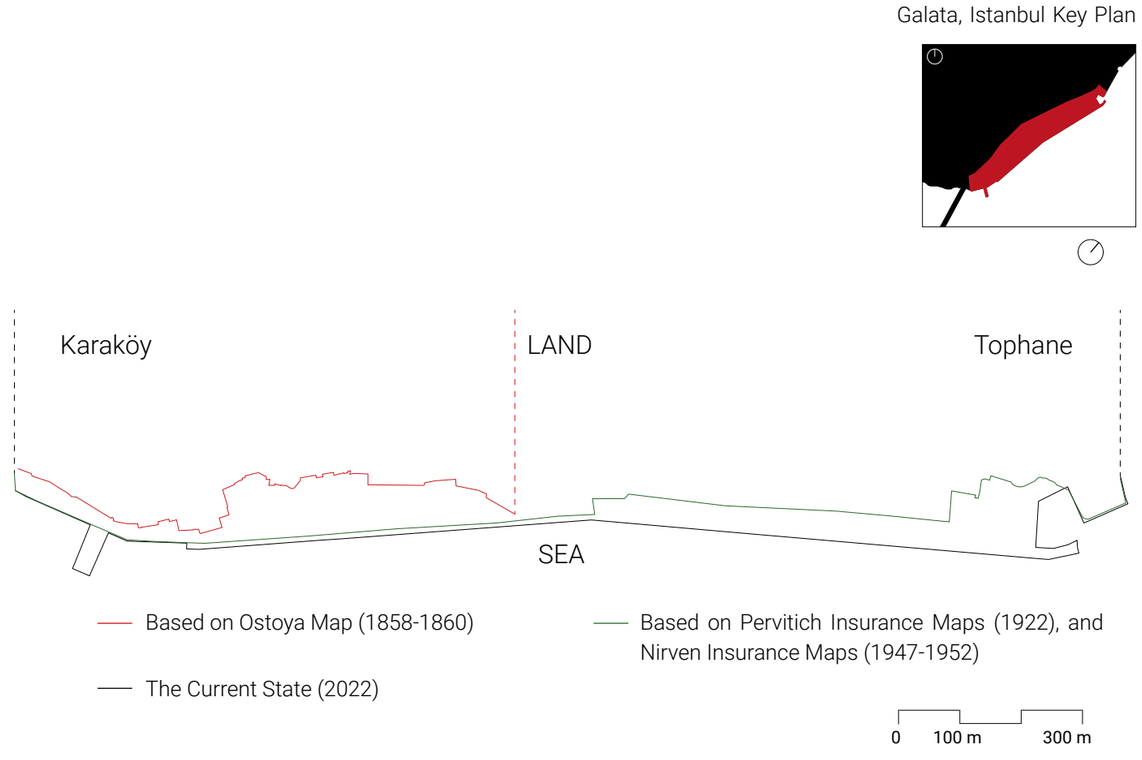


Figure 64: Galata Waterfront Coastline Transformation

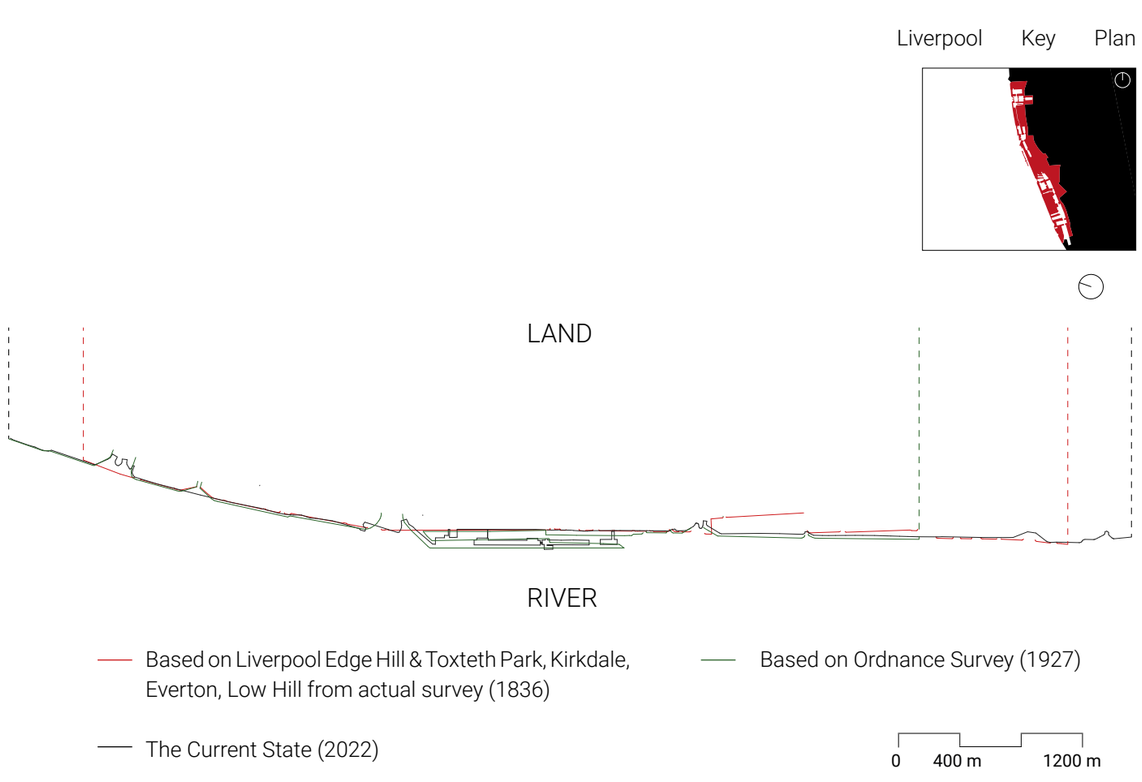


Figure 65: Mersey Riverside Coastline Transformation

4.2.2 Urban Fabric Changes in the Waterfront and Hinterland Areas

This chapter examines the main events and actions experienced over the urban tissue of the case study areas while focusing on the mid-19th century to today while contextualizing urban history and the effects of regeneration processes. The most influential milestones affecting the spatial transformation of the work area determined at the waterfront in Galata can be listed as follows: The settlement policies and studies carried out in Galata with a western sense of municipality and partial autonomy in the 1850s, the emergence of the port infrastructure, whose form is still almost preserved today, at the beginning of the 20th century, changing texture with the destruction of the built environment in the 1950s to modernize the city, the derelict experienced in the port and port influence area after the 1980s, and the waterfront regeneration works in the 21st century **(Figure 66)**.

Similarly, the main events effective in the transformation of the Liverpool waterfront and its hinterland can be listed as follows: In the middle of the 19th century, the transportation and trade volume of the port reached the pick point, which revealed the new structures such as docks and warehouses, the reflections of commerce activities that developed in the second half of the 19th century on the built environment, the introduction of mass transportation technologies in the early 20th century, devastating effects of the Second World War, dereliction of the port and city since the middle of the 20th century, urban and waterfront regeneration activities carried out after the 1980s **(Figure 67)**. While examining major alterations experienced in the Galata waterfront's urban tissue, changing dynamics and mentality of the Empire within the second half of the 19th century hold the critical

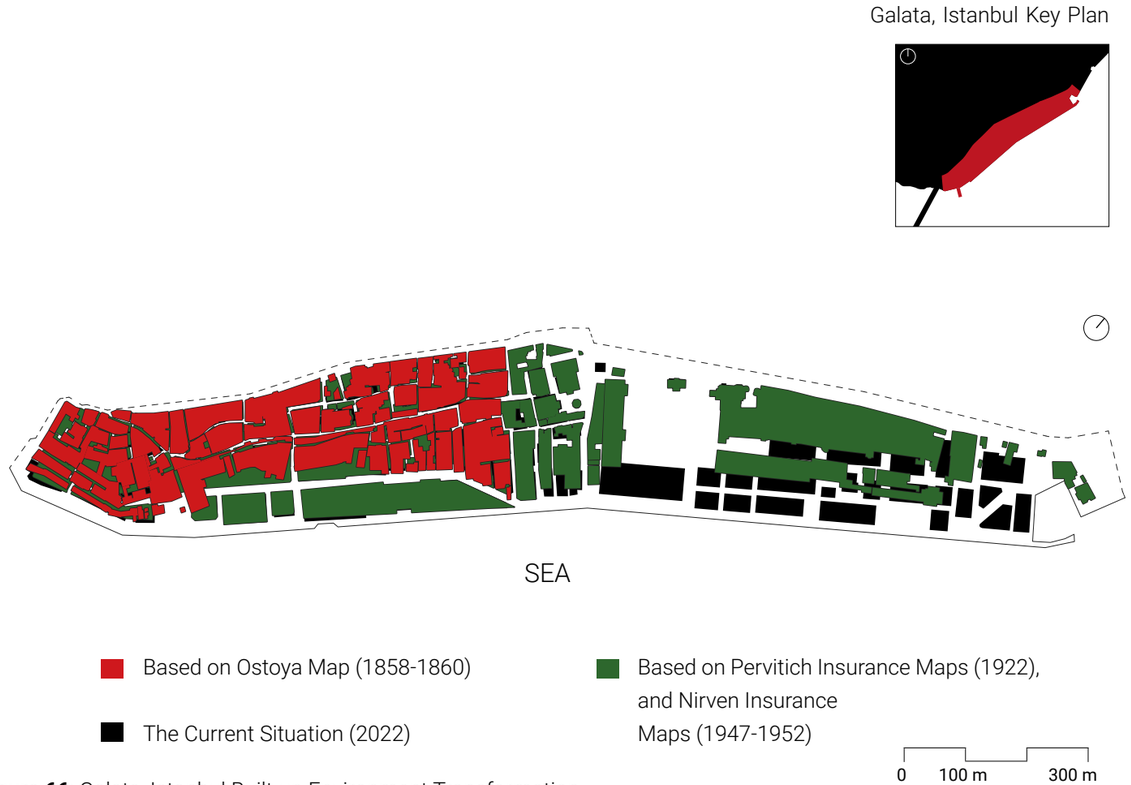


Figure 66: Galata, Istanbul Built-up Environment Transformation

Figure 67: Liverpool Waterfront Built-up Environment Transformation

place for understanding broader phenomena for responding to the cause-and-effect relationship behind. As mentioned in previous chapters, this specific timeframe exhibited modernization and westernization attempts in the country. Ötkünç and Coşkun (2012) emphasize that the process of urban tissue change is realized by foreign communities, consulates, and municipalities while relatively minimizing the pressure of central power; therefore, it is understood that the will and vision of the civilian population were effective in this transformation processes. Especially expansion of the settlement through the destruction of the historical fortification walls led to a development process of the area as a commercial and trade node. This has been reflected in new architectural typologies and the introduction of open public spaces such as Karaköy Square, which can be considered a gate to the city's Historic Peninsula. Simultaneously, force major events such as fires during the time led to inevitable changes in the urban connections and patterns. Even though this was not a recently experienced phenomenon, the 1877 Kemeraltı Fire deeply affected residential and commercial buildings due to the timber construction and narrow streets (Özyurt, 2007). As a result, Özyurt (2007) points out that the expansion of the existing urban connection structure and the introduction of a new settlement plan were made by considering the building and parcel juxtaposition. This change could also be seen in comparing Ostoya Maps and Goad Plans with the cul-de-sac layout's opening and enhancing the vertical connections to the main arteries. The widening of Kemeraltı Street, which determines the western border of the study area, is a significant change that occurred in this period. However, compared to the same maps, it is observed that the timber structure's dominance was slowly replaced by masonry or brick constructions, especially in the waterfront hinterland. Moreover, it must be noted that the transition from timber buildings to masonry buildings gradually developed due to fires and planning legislation (Batur, 2000).

In the following periods, the realization of the quay project at the end of this term shaped Galata's waterfront form, while waterfront architecture and built heritage followed at the beginning of the 20th century. Further commercial building developments were completed within the social, architectural, and urban context changes. This broad transition period also brought different architectural styles and international effects beyond the vernacular Ottoman approaches.

Extraordinary events, I.WW, occupation of Istanbul, and transition of the Ottoman Empire to a new national modern Turkish Republic, experienced in this half-century later ruptured developments not only in the Galata but in the context of Istanbul. The urban layout and pattern were mainly preserved; instead, the replacement of construction material is visible in the building scale, where most timber-constructed buildings were transformed into brick-masonry construction. However, it is also important to emphasize that the study area and hinterland of the Galata waterfront contain primarily historical, religious, and commercial heritage buildings that are restricted to extensive alterations. Succeeding controversial spatial arrangements realized around the 1950s that important heritage buildings were destroyed to expand vehicle transportation infrastructure. These arrangements and

Figure 68*:* Altered areas in the hinterland of Galata Waterfront

destructions have been explained as a glorification of Istanbul by introducing new squares and roads. On the contrary, this resulted in the annihilation of heritage buildings and urban components. In Galata, one of the places that suffered the most from these destructions, the urban fabric got affected to a large extent. Especially within the boundaries of the case study area, three critical interventions were implemented. Regardless of their chronicle order, since they have all completed in the same timeframe and action, firstly, the northwestern axis, Kemeralti Street, is designated as the main artery of the shoreline connection, which led to an expansion of the road as a continuation of Galata Bridge, following alteration realized on the southern edge, Karaköy Square was constructed, and lastly Maliye Caddesi as a new street which vertically connects Kemankeş Street to Kemeralti Street. In the works on Kemeraltı Street, the historical buildings on the axis were trimmed, their facades were accordingly modified, and expropriation and demolition were carried out **(Figure 68)**. Within the treated buildings, Greek and Armenian Orthodox Churches draw attention. Similarly, the demolition carried out during the expansion of the Karaköy square ended with the destruction of the department store, commercial buildings, and the D'arango-designed mosque on the square, which defines this area. With the opening of Maliye Street, it is seen that the buildings on this axis in the area were demolished. When the Pervititch and Nirven plans are compared with today's Galata, it is evident that the urban structure of the area has changed with the dominance of urban connecting elements. Introducing the new roads fortified the connections of inner areas to the main axis for responding to the increasing vehicle transportation volume. This has also

reflected itself over the built-up area by split or shrieked building plots. Apart from this, spatial changes were made in the heritage buildings during the transformation and re-functioning of the existing usage purposes.

Similarly, influential milestones over the urban pattern of Liverpool's waterfront were experienced starting from the mid-19th century. The overlap with the change of spatial articulation of Liverpool city and port history points to some periods of change in the light of the cartographic materials examined. The first is the period from the 19th century to the first quarter of the 20th century; the port gained a strong identity and spatialization thanks to increased maritime transportation volume and industrial developments. In the mid-19th century, the export volume of the port of Liverpool corresponded to 45% of the entire United Kingdom (Giles&Hawkins, 2004). It is observed that the existing dock structure expanded and improved, especially when the survey in 1836 and the 1888 Goad plans were compared. The increase in the construction around the docks and the formation of the waterfront industrial texture is another phenomenon that needs further attention. One of the critical changes observed is the construction of organized and large-scale warehouse structures that were integrated with docks designed around them in a linear form. Warehouse structures expanding on the north and south axis started to dominate the shoreline. These warehouses have come to a critical position with their monumentality and created the heritage of Dockland (Pendlebury, 2017). Even though the warehouse structures built in the past were located on the same streets as the dwellings, the warehouses representing this period created urban sections where their identities were strengthened and almost exclusively with these typologies (Giles&Hawkins, 2004). Again in this period, it is seen that the canonical warehouse typology has spread to the city, starting from the Albert Dock Warehouse. Warehouse structures built on Stanley and Wapping Docks are also noteworthy in the following process. The opening of the Tobacco Warehouse, which was built at the end of the 19th century, as the largest brick warehouse in the world is a manifestation of the developing typology of this timeframe. Giles&Hawkins (2004) emphasize that among the standard features of warehouses that developed in the 19th century, the living spaces in the warehouse, which was defined as a merchant house, separated, transformed from fragmented forms into singular structures, and their scales changed thanks to the developing construction techniques.

In addition, the port area development and drastically increased trade activities in the city affected its proximity, which promoted the introduction of civil and commercial architectural typologies in that area. In the upcoming periods, especially at the beginning of the 20th century, attempts to monumentalize the city with massive architectural pieces located at the waterfront became concrete manifestations of the leading port of the United Kingdom, coinciding with the time Three Graces was constructed.

As noted, even though the city layout, urban fabric, and buildings suffered from the destructive effects of World War II and caused significant changes in socio-economical life, the authenticity of the city elements have been preserved to a large extent (Liverpool City Council, 2003). The

canonical warehouse structures located in the port area were repaired. As the destruction center was the port area, some of the most characteristic buildings situated nearby, including the Customs House, India Buildings, the Corn Exchange, and the Central Library and Museum, also got damaged, in addition to warehouses (Liverpool City Council, 2003). It brought further destruction in the following period, especially in the case of Liverpool Customs House. Despite damages and fires that occurred during the Blitz of May 1941, the building shell remained for another seven years till the controversial demolishment decision was made (Weston, 2022). Similarly, Cotton Exchange Buildings' distinctive front facade got demolished during the 60s due to decreased volume and changing usage.

While the effect of the regeneration activities in the 21st century on the urban waterfront structure was observed in Pier Head Waterfront with the introduction of Mann Island Development and Kings Dock in the first decade, the change in Kings Dock is particularly striking because of the overall transformation of the area **(Figure 69)**. However, the most critical part where the spatial change that occurred in this period can be observed in Liverpool waterfront is the axis where the North docks are located. Existing built environment infrastructure, other than the listed buildings located here, has vanished as part of the derelict and regeneration processes. As shown in **Figure 69**, the changes in Princes Dock and Waterloo Dock are critical in this sense. Within the scope of the ongoing Liverpool Waters project, a new development direction and a new urban texture will be observed in the near future.

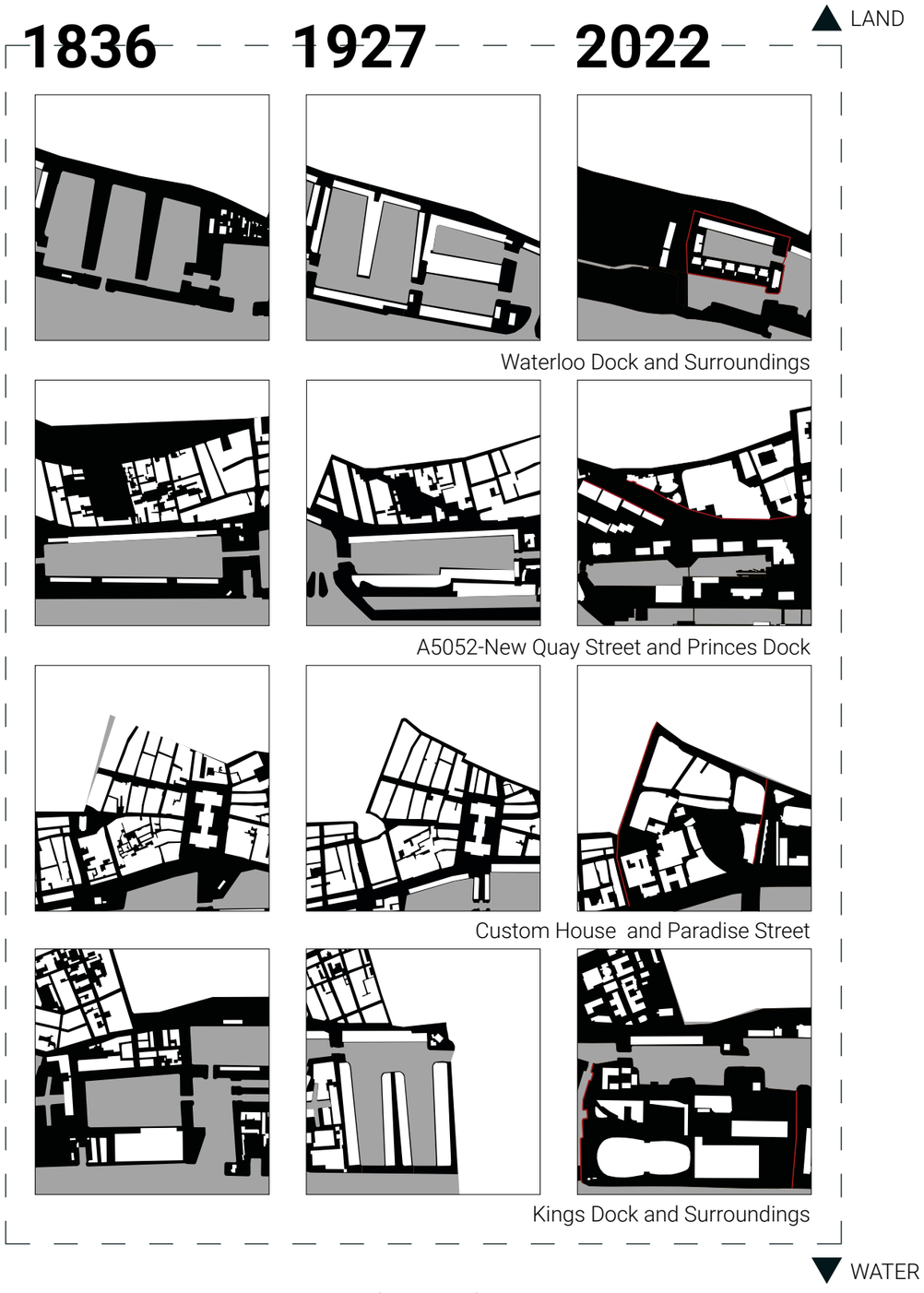


Figure 69: Altered areas in the hinterland of the Port of Liverpool

Among the common reasons that changed the urban layout of the two cities, the importance of the modernization movements, which started in the 19th century and continued in the 20th century, is critically observed. Subsequently, developments in the field of transportation, especially the integration of public transportation with the city, and an increase in the use of individual vehicles brought significant changes to the city structure. Another reason is the natural disasters, such as fires in both locations, and the construction materials and techniques that emerged in response to this forced the revision of the structures in the areas. It is observed that buildings made of materials non-resistant to fire, such as timber, were necessarily rebuilt in the areas of the two cities that have undergone a change. In addition to natural disasters, catastrophic events such as the World Wars also showed themselves as destruction in Liverpool and halted the existing coastal development in Galata. The main observed difference is that in Liverpool, which has been able to provide continuity in the changing situation and context, especially in the administrative sense, it has been observed that the city structure maintains its continuity in parallel with this. However, especially in Istanbul Galata, changing political approaches have affected urban planning and related actions and brought drastic changes despite its deep-rooted history.

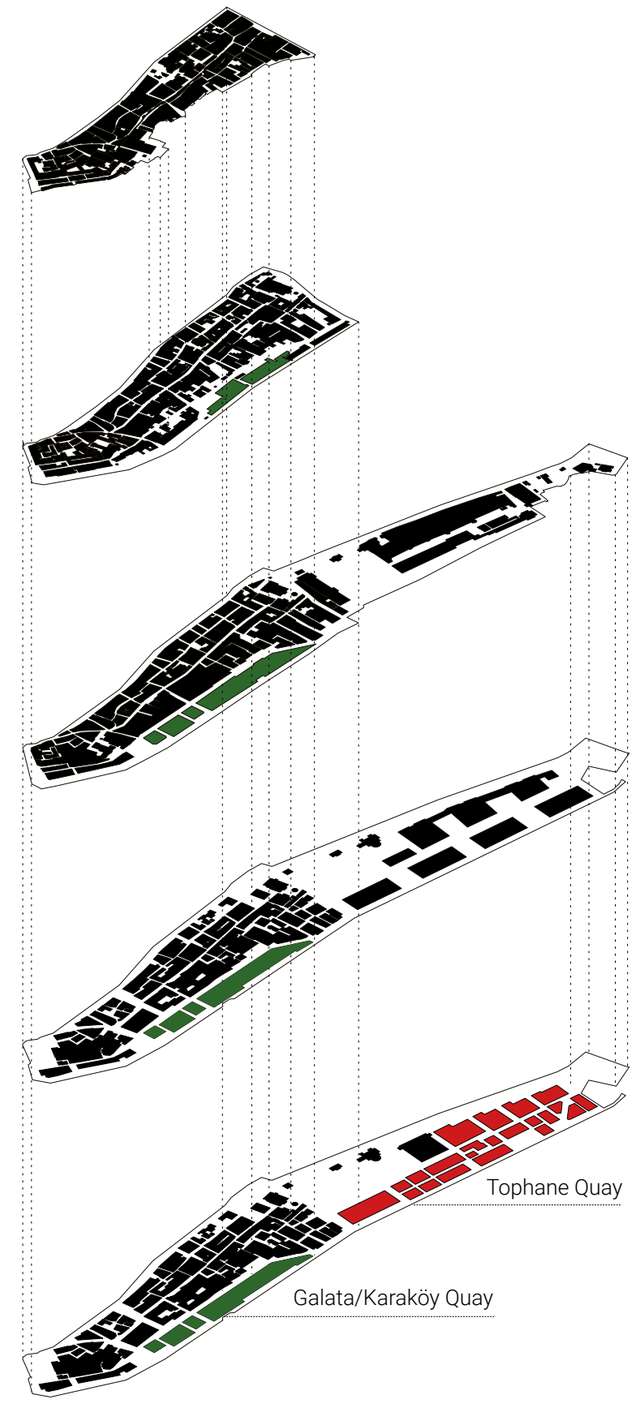
4.2.3 Spatio-functional Transformation of Port Areas

As mentioned before, the modernization of the port and its construction, similar to the ports on the other Mediterranean coasts, were discussed during the period until its construction at the Galata dock, which coincided with the end of the 19th century. The construction process of the port begins with the concession agreement with French constructor and mariner Marius Michel. With this agreement, the central authority determined the methods of expropriation, filling areas, construction areas, infrastructure services, and the integration of the port with the city; in addition, within the framework of the resulting plan, it has been stated that the existing port building parcel areas were 12,338.25 square meters and the total parcel area after construction have been designated as 23.887.50 square meters (Sulamacı, 2018). After the port construction, forming the port structures started one decade later due to special reasons arising from the agreement and cyclical problems. Subsequently, three buildings on the Galata quay, Galata Custom Building, Merkez Han, and Çinili Han, were constructed, eventually becoming the waterfront scene's symbols. However, these improvements in the area also caused an interruption of publicity in the waterfront section. Later, Karaköy Passenger Hall, built in 1940, was added next to these landmarks.

The spatial changes at the Tophane quay were primarily realized within the sphere of responding to the storage functions required by the increasing maritime trade and transportation. For this problem, under the leadership of the Istanbul Chamber of Commerce, it was possible to rent and use the

buildings on the Tophane quay as warehouses between 1927-1929 (Memiş, 2022). After this short period, the Ford Motor Company Istanbul Assembly Factory, an important development in the economic history of Turkey, started its activities in 1929 at the exact location. Beyond architectural and urban history, certain privileges were provided to Ford Company with the laws defined as the first free trade zone in the history of the Republic of Turkey (Odman, 2011). Although this development did not cause significant formal changes, it was an important phenomenon that changed the area's identity and emphasized the industrial heritage. Production and transportation continued, with a decrease, until the company was liquidated in 1944.

The transformation movement in the 1950s on the urban layout paved the way for a series of new investments within the city; one of them was the warehouse complex built on the Tophane quay. This complex, which includes seven warehouse structures, not only responds to the modern storage and office functions but also became an entry point for Cruise ships in the 1970s (Taheri, 2013, as cited in Özdamar, 2016). Once again, with its changing identity, Tophane quay continued its functions until the 1990s, but its usage was minimized in the following period. Warehouse buildings that were not used in the 2000s were reshaped as artistic hubs and museums, their architecture was preserved in general, and they were turned into public spaces with minor changes. In the construction of the Galataport project, the Tophane Quay has lost its existing texture to a great extent and has lost the layers of the past except for a converted warehouse that now is used as Paint and Sculpture Museum.



1850s
Galata as a primitive port

1900s
After the construction of the Galata quay and emergence of the main port buildings

1920s
Tophane Quay gaining an industrial identity and serving primarily Ford Motor Company

1950s
development of warehouse structures at Tophane dock, industrial functions

2020s
state of the quays after the waterfront regeneration project, primarily house cruise ship port and mixed-use program

Figure 70: The Port of Galata Spatial Evolution

As a general assessment, it is observed that the Port of Galata had the characteristics of a primitive port until the beginning of the 20th century with the construction of the Galata Quay. The port, which expanded on the Tophane axis in the 1920s, became industrialized. In the 1950s, the port's area of influence expanded with the construction of modern warehouses in the Tophane section. Towards the end of the 1980s, it was used only for sea transportation, and today it has become a waterfront region, whose main function is a cruise port, but predominantly with mixed-use developments **(Figure 70)**.

The areas to be examined on the Liverpool shore are Albert Dock, Pier Head Waterfront, Kings Dock, and Northern Docks (Princess Dock to Brunswick Dock). These areas were chosen because of a critical review of the transformations they have undergone or are planning to be realized.

While Albert Dock still dominates the waterfront silhouette with its iconic structure today, it housed small-scale port services and storage areas before its construction, as seen in the 1836 survey. In 1839, dock engineer Jesse Hartley proposed the construction of an enclosed dock warehouse that would operate similarly to St. Katherine Dock in London, and in 1841, the Dock Act passed parliament, and its construction began (Liverpool Museums, n.d.). Subsequently, with the construction of the dock and warehouse in 1846, it became the north star of the period with its construction techniques, scale, and program. The most prominent feature of this progressive structure is the first fireproof building on Liverpool dock that has been damaged by fires for years. Liverpool, an essential location for the Battle of the Atlantic during World War II, was also used as a base to support the navy. However, although the structure was damaged during the May Blitz of 1941 process, it survived the war. With the changing local and global dynamics, it has been restored since the 1980s and has gained an utterly public identity.

Pier Head Waterfront area, one of the locations that have undergone significant formal changes on the shores of Liverpool, stands out today by hosting the Three Graces and post-regeneration museums and mixed-use areas. As shown in the cartographic materials prior to its construction, this area was the George Dock, the third dock built in Liverpool; additionally, this area stood out with the city's first public bath. However, Figueiredo (2003) emphasizes that by the 1890s, the George Dock became dysfunctional as its scale and depth were insufficient to build new ships. In the following process, the public bath was demolished, and the dock was filled at the beginning of the 20th century, which led to the city's icons being built here.

Besides being one of the first docks in Liverpool, the Kings Dock area is of critical importance for the city's image as it is located adjacent to Albert Dock. The dock became inactive over the years and was filled in the 1980s and used as a car park (Maliene et al., 2012). Mixed-use areas have developed with the regeneration scope at the beginning of the 21st century. The area is defined as the northern docks stretching from Princes Dock to Brunswick Dock, highlighted by its canonical warehouses and the changes it

has realized in the last century. The port, which has expanded on the northern axis since the 19th century, houses many new docks and warehouses, such as Stanley Dock and Waterloo Dock. When the Goad Plans of the 19th century and the current situation are compared, it is seen that the existing industrial fabric has disappeared outside of the canonic warehouses, and the docks have been filled with a decrease in their use. Moreover, northern docks have been preparing for the most critical regeneration project to be realized in the upcoming period.

When the general development cycle of the Port of Liverpool is examined, it continued this progress until the middle of the 20th century as an industrial waterside port area that started to spatialize from the beginning of the 19th century. Port development continued on the north and south axis of the city center and the identity of the port was reinforced. At the beginning of the 20th century, the port districts close to the center were opened for public use with civil developments. The port area, which has been idle since the 1980s, has been completely transformed with a mixed-use program **(Figure 71)**.

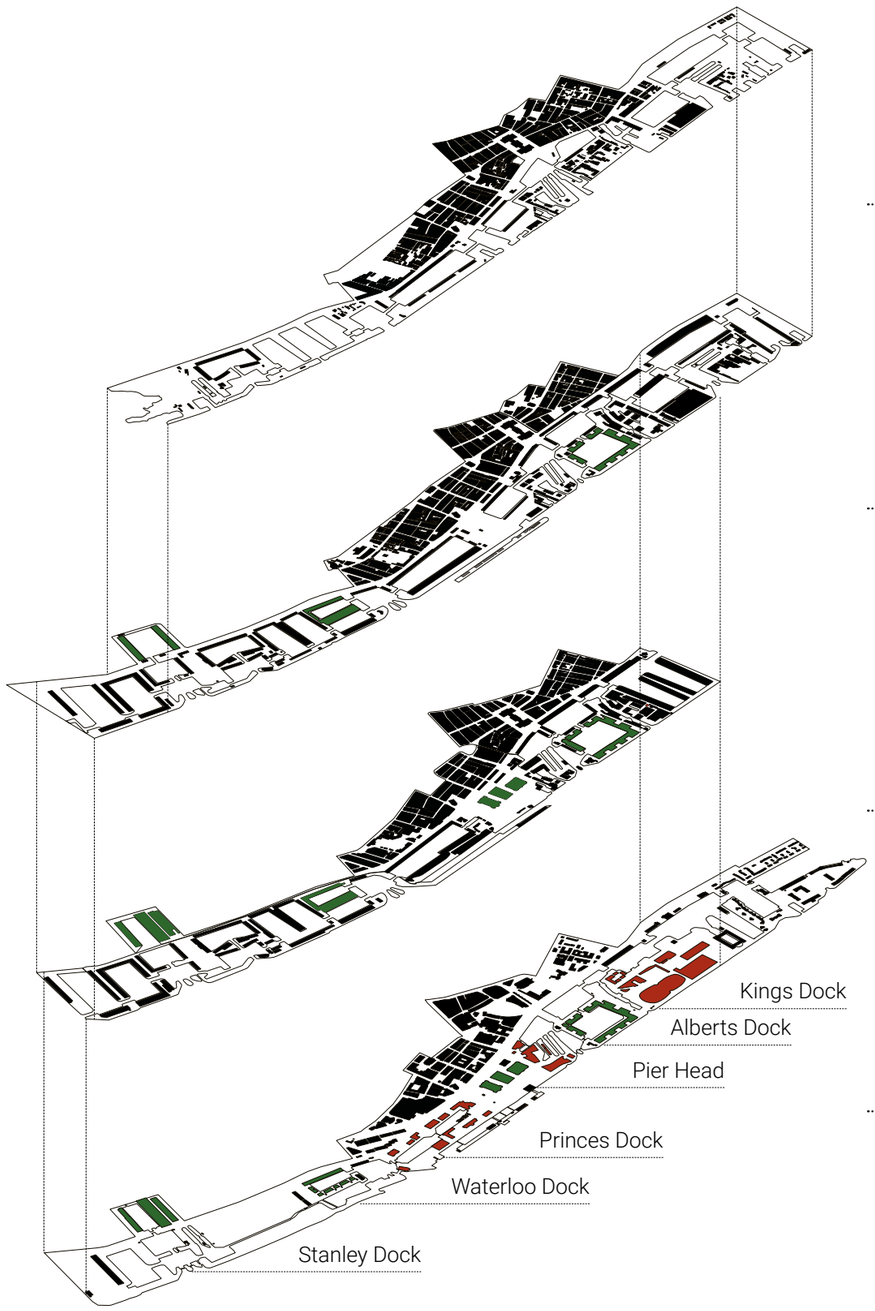


Figure 71: The Port of Liverpool Spatial Evolution

4.3 Preservation Approaches to the Listed Buildings

Based on the discussions introduced in the listed buildings and the implementation of the regeneration program chapters, the waterfront heritage of Liverpool is predominantly composed of warehouse structures from the 19th century. Other typologies that also considered a part of the built heritage constructed at the beginning of the 20th century. Similarly, in the case of Galata, waterfront architectural heritage came to the fore in similar terms. In the Tophane Quay, the periodical destruction and construction cycles prevented to focus on a multi-layered formation of the waterfront. Moreover, after the Galataport Project warehouses vanished from the image except for one that was outside of the project's extent.

It should be noted that conservation approaches are showing a trend that is parallel to the development of regeneration strategies. However, the main differences are caused because of the sensibility towards the heritage perception; control and regulation mechanisms' role and dominance over ongoing transformations determine the framework of interventions. In terms of the quality of conservation works realized in the Port of Liverpool, a consistent pattern is observed even though the actors have shifted throughout the process. Authenticity and historical value of the buildings are considered the prime elements to conserve. On the other hand, the general approach in Galata was the destruction of the listed buildings and reconstruction of them to adapt to the new functions. However, the dominance of privatization, the lack of information shared with the public, and the creation of private spaces still do not answer whether the interior space articulation and authenticity are preserved or the plasticity of the reconstruction.

4.3.1 Galata Waterfront, Istanbul

4.3.1.1 Galata Custom (Paket Post Office) Building (1911)

In the following period of the Galata dock construction, the first structure defined in this area was the Galata Customs Building, also known as the Paket Post Office. Although it is not possible to reach clear information about the architect of this building, which was completed between 1907-1911, its identification with memory in the urban and waterfront environment that defines this area has made it a special symbol beyond its physical features. It stands out as one of the first concrete structures in this geography. The general form and style of the building are inspired by Baltic, Caucasian neoclassical, neo-Baroque, and art nouveau styles; in this sense, it resembles an eclectic style (Aktemur, 2013). When the plan scheme is examined, it is observed that the northwestern part of the building was used for customs-related tasks in a rectangular form. The southeastern part is in a triangular form and has lost its authentic plan scheme characteristics depending on the changing usage purposes.

Aktemur (2013) also emphasizes that the modifications applied in the building during the public service process do not reflect the actual characteristics and harm the structure. In addition to being a customs building located on the quay, its facade on one of the principal streets of the Karaköy District has boosted its public identity. Although it was registered and taken under protection from the first degree in 2015, only the front facade and short side walls on the seaside were preserved within the scope of the Galataport port project, and the interior and the part facing the street were demolished (Karakoç, 2017). It was rebuilt within the extent of the same project and turned into a shopping center as the last of the changing usage program throughout history.

Key Plan

Paket Post Office before the reconstruction process (https://gazetemanifesto.com/2017/karakoyde-bir-yikim-daha-paket-postanesi-yok-edildi-86465/).

After reconstruction process of Paket Post Office (https://www.galataport.com/tr/gorseller).

4.3.1.2 Çinili Han (1911) and Merkez Han (1914)

Two significant civil architectural pieces were built on the Galata dock following the construction of the Customs Building. These three structures have been the only works that define this place, especially at the beginning of the 20th century.

The first of these is the building known as Çinili Han. The architect of Çinili Han, whose construction started in 1910, is unknown, and it was an office building used by private companies. After the deprivatization process, it has been used as the headquarters of the Customs Office. The rectangular formed building has five floors, and another was added in the upcoming period. Its tile decorations and color left a symbolic effect on the dock area and Galata silhouette. It is eclectic references in terms of building style. Even though the building is registered on the first-degree protection list, while the restoration works were carried out within the scope of the Galataport project, the added floor was changed, the outer shell was preserved, and the interior was largely rebuilt. It has been re-functioned as a hotel.

Another building, Merkez Han, has a privileged spot as it is located at the entrance to the quay from the square. Like Çinili Han, this building, whose construction started in 1910, has features of art nouveau style. It is a public building with six floors and has served as Maritime Enterprises' Headquarters for many years. Although it was listed as the first degree and taken under protection, as seen in other examples, after being privatized and included in the Galataport project, it was re-functionalized as a hotel as a critical example of adaptive reuse.

Key Plan

A: Merkez Han
B: Çinili Han

Merkez Han before the restoration process (Siska, n.d.).

Çinili Han before the restoration process (Caner Cangül, n.d.). Accessed from Kültür Envanteri.

The exterior render of restoration proposal (The Peninsula Hotels, n.d.). Accessed from https://www.luxurytraveladvisor.com/hotels/peninsula-istanbul-debut-february-2023

4.3.1.3 Galata-Karaköy Passenger Hall (1940)

After using different buildings as passenger lounges, it was decided to build a passenger hall in Galata Dock that could represent Istanbul to respond to the increasing international sea voyages. This is one of the developments emphasizing that the area has undergone an identity change beyond maritime trade.

While the architectural competition in the preparation process was opened in 1936, the construction of Rebii Gorbon's project, which was chosen a year later, was completed in 1940.

Reflecting the architectural effects of the period, the building carries the characteristics of a modern and international style that represents the modernized Turkish State. It is considered that the Karaköy Passenger Hall, with its planning process and architectural features, was built with a progressive attitude, at least within its context. At the same time, it has the distinction of being the first Marine Passenger Lounge in terms of the architectural program in Turkey.

Sitting on a rectangular plot, it draws attention with its tower and seaside balcony. The ground floor is used as a passenger waiting room, while the upper floors accommodate social, service, and office functions. Although the registration of the building was taken under protection, it was demolished within the scope of the Galataport project. This destruction brought great debates but could not prevent the city from losing its heritage. It was rebuilt within the extent of the project and serves as a hotel.

Key Plan

Karaköy Passenger Hall before the reconstruction process. (Caner Cangül, n.d.). Accessed from Kültür Envanteri.

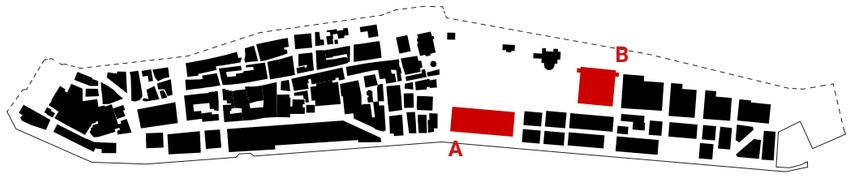
The exterior render of restoration proposal (The Peninsula Hotels, n.d.)

4.3.1.4 Entrepot No. 4 and Entrepot No. 5 (1958)*

In the changing and transforming coastline, it has started to take place in industrial architectural works as well as examples of civil architecture. Warehouses built for storage and offices, especially in the 1950s, concentrated on the Tophane Quay and dominated the building typologies there. Especially the change in the urban fabric experienced in the middle of the century, the demolition of the military structures from the Ottoman period in Tophane Quay paved the way for these developments (Özdamar, 2016).

The warehouse buildings, which also reflect the modern building style of the period, were designed by one of the influential architects, Sedat Hakkı Eldem. These structures, which were used as storage and offices until the 80s, started to be used as the entrance gates of the cruise ships to the city with the increasing passenger volume (Taheri, 2013 as cited in Özdamar, 2016).

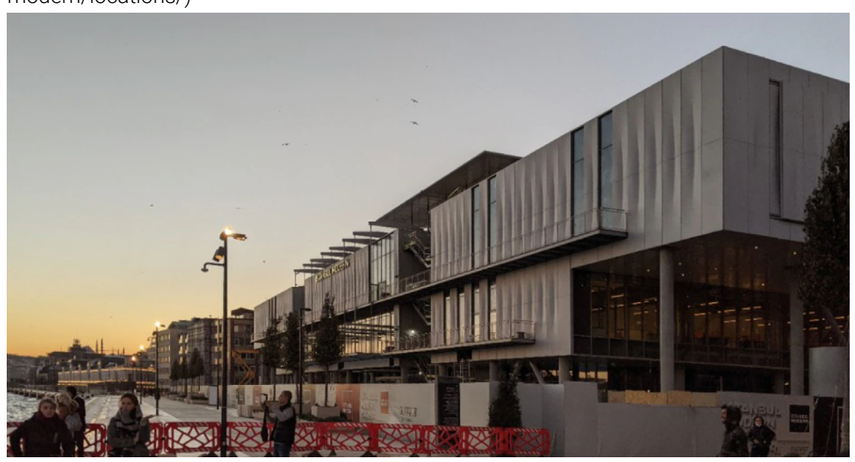
The first of the two critical structures in this area is the example where the building was converted into a warehouse and used as an art gallery. In this transformation project realized by Tabanlıoğlu Architecture, the original features of the building were preserved, and the Istanbul Modern Art Gallery was opened to the public. It has also gained international importance, especially as it is one of the main exhibition venues of the Istanbul Biennial. An art museum designed by Renzo Piano was built at the point where this building, known as the Entrepot No. 4, was demolished during the construction of the Galataport project.



Key Plan

A: Entrepot No. 4
B: Entrepot No. 5

Istanbul Modern Museum before demolision (https://ocula.com/institutions/istanbul-modern/locations/)



New Istanbul Modern Museum (Pasta, 2022). Accessed from Domus Magazine

*Even though these two buildings are not listed, they have included in the list thanks to their importance during the transformation processes.

Another noteworthy warehouse building was transformed into a museum in the last decade. Architect Emre Arolat has undertaken the transformation project of the building, which serves as the Mimar Sinan Fine Arts University Istanbul Painting and Sculpture Museum. This transformation can be considered an architectural design project rather than a conservation practice. Although the existing reinforced concrete structure and façade articulation are preserved in the project as an idea, it is observed that the building has lost its authentic elements to a large extent, especially in space articulation.

The demolition of one of these two structures and the reconstruction of the other with partial preservation are significant in evaluating the place of protection of modern period works in the context of Turkey. The fact that the buildings are not registered results in this point of view. The spatial continuity of the port area and the possibility of reading into its different layers have been interrupted due to these changes.

Entrepot 4 warehouse building (https://www.arkitera.com/gorus/resim-heykel-muzesi-ilk-izlenim-ve-ardindan-gelen-tuhaf-bir-hafiflik/#_edn1).

After the transformation of the building, MSGSÜ Paint and Sculpture Museum (https://www.arkitera.com/gorus/resim-heykel-muzesi-ilk-izlenim-ve-ardindan-gelen-tuhaf-bir-hafiflik/#_edn1).

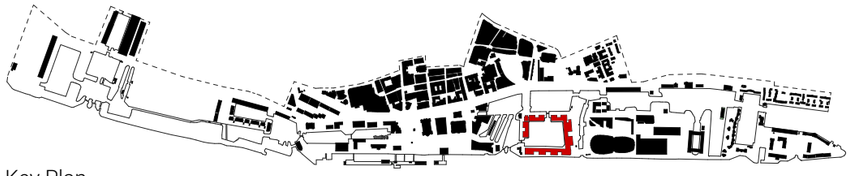
4.3.2 Mersey Riverside, Liverpool

4.3.2.1 Royal Albert Dock Warehouse Complex (1846)

Liverpool Albert Dock Warehouses is considered one of the buildings that express the identity of Liverpool's waterside trade and port, and then preserve its importance to a great extent by applied conservation practices. This complex, constructed in the middle of the 19th century, occupies a critical place in the urban memory with its location and size.

Albert Dock Warehouses, with five floors and a total area of 92000 square meters, have been constructed with stone, brick, and iron and have created an utterly fireproof structure (Williamson, 1988). Williamson (1988) also explains that exterior load-bearing brick walls and interior slabs rest on iron cast beams and columns, while tension forces are eliminated by attaching iron tiebars to exterior walls from a cross-section of the floors. It references other warehouse structures of the period as spatial articulation and plan schemes. When the general remarks section of the Goad Insurance Plans (1888) is examined, it is observed that the fragmented form of the buildings is used to store different elements. In addition to the structure and design of the building, the use of natural light and active air circulation has increased the quality of the space while being evaluated by today's sustainability standards (Liverpool Museums, n.d.).

Almost unused in the middle of the 20th century, the complex was first registered in Grade I status in 1952. It was restored in the 80s during the conservation activities carried out by Merseyside Development Corporations to revitalize Liverpool. Within the framework of conservation interventions loyal to the original structure, it is used within a public-oriented architectural program, which includes museums and leisure activities.



Key Plan

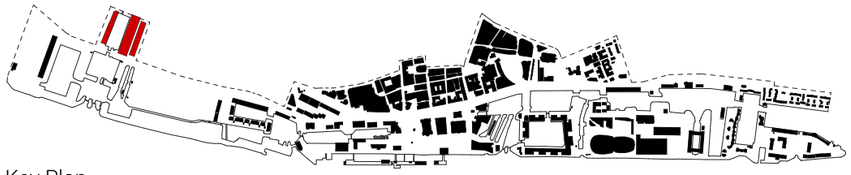
Aerial view of Albert Dock, 17th August 1980 (https://www.liverpoolecho.co.uk/news/nostalgia/gallery/liverpools-iconic-albert-dock-through-10018293).

Royal Albert Dock Warehouse Complex after restoration process (https://www.liverpoolecho.co.uk/news/nostalgia/gallery/liverpools-iconic-albert-dock-through-10018293).

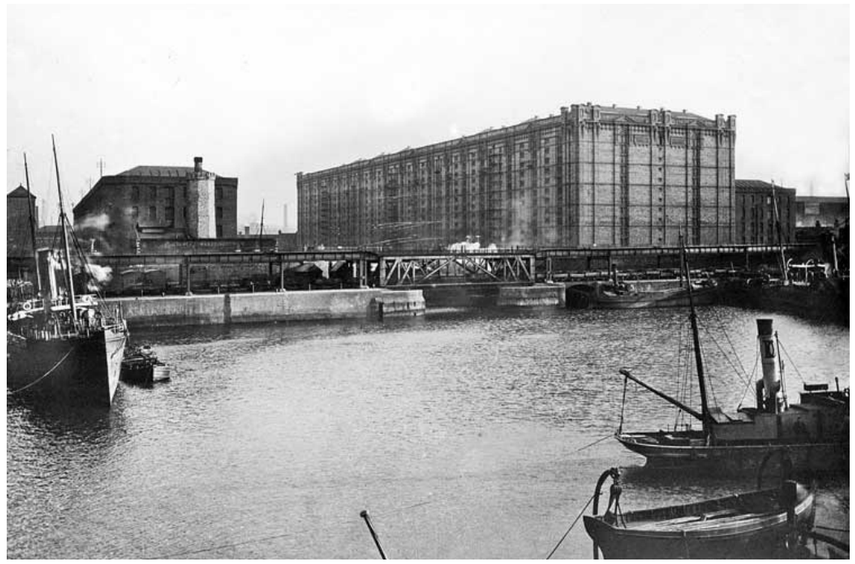
4.3.2.2 Stanley Dock Warehouse Complex (1855, 1901)

The Stanley Dock Warehouse Complex project, whose construction was completed in the period following the Albert Dock Warehouse Complex, has monumental importance in the city, especially with its unprecedented scale. Its relationship with Albert Dock can be attributed not only to the fact that they were constructed in a similar timeframe but also that they were both designed by dock engineer Jesse Hartley. In addition to the North and South warehouses and Hydraulic Pumping Station completed in 1855, a 14-story tobacco warehouse was built in 1901. The eastern part of the North warehouse was destroyed in World War II and rebuilt in 1953 (Power, 2017). These warehouses, which refer to the industrial buildings of the Victorian period, can be evaluated in parallel with the Albert Dock Warehouse complex in terms of structure and materials used. The Tobacco Warehouse is considered the most extensive brick warehouse in the world. This consideration is critical in emphasizing the universal value of its monumentality and scale beyond Liverpool's borders.

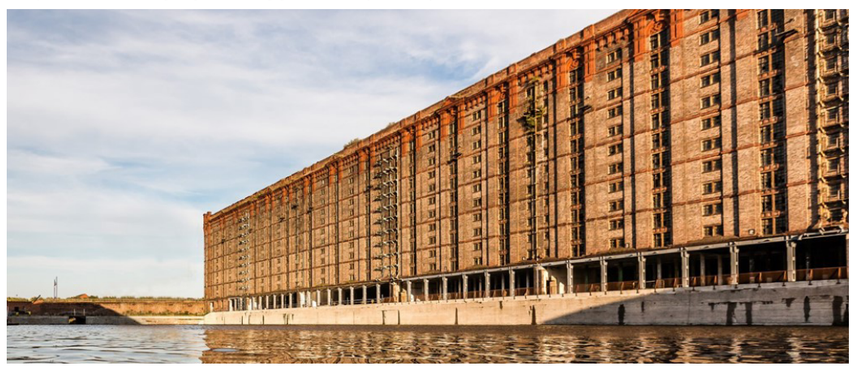
North Warehouse was registered as Grade II*, South, and Tobacco Warehouses were registered as Grade II in 1975 and are under protection. The gradual decline of its use for many years and its loss of importance since the second half of the 20th century made it inevitable to change the usage program of the building. Stating that the problems brought by its scale in terms of conservation practice and economic feasibility should be taken into account, it is now owned by a private company and has been restored with minimal intervention. In this sense, it can be shown as one of the most crucial heritage-led regeneration applications. After its re-functionalization, its program was reshaped as mixed-use.



Key Plan



Historical image of Stanley Dock (https://stanleydock.com/history-heritage-stanley-dock-liverpool/72w5v0gkrgvn5dsigg2muhciq6k452).



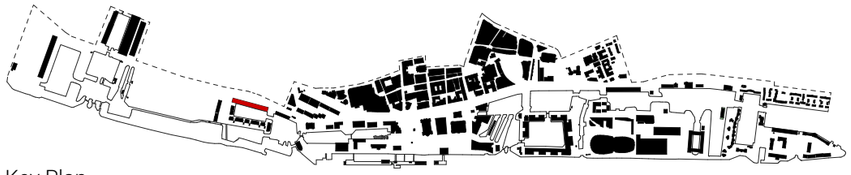
Tobacco Warehouse the current situation (https://www.tobaccowarehouse.co.uk/gallery/).

4.3.2.3 Waterloo Warehouse (1867)

Waterloo Warehouse, one of the important symbols of the Liverpool maritime period, has a vital place today as a reflection of the city's identity, although its purpose of use and program have changed. This building, located on the Waterloo Dock, which came into use in 1834, actually includes not only architectural but also engineering milestones with the development of storage technology.

It was designed as a bricks masonry 6-storey building in 1867, and the entrance floor, designed as open colonnades, was created to maximize the integration of vehicles and rail vehicles with the building (Liverpool City Council, 2003). Furthermore, it can be examined in three main sections elevator bays, two-storey towers, and housing cranes and headgear (Liverpool City Council, 2003).

Its primary purpose is to be used as a grain warehouse, and it represents a first in the world as a warehouse that works entirely depending on the central energy source. In a sense, it could be considered an equivalent to the Albert Dock Warehouse Complex located at the northern dock in terms of its effects and importance to its hinterland. The building was taken under protection in 1975 and registered as a Grade II Listed Building. It has been rehabilitated following its originality and is currently used for residential purposes. Within the scope of the Liverpool Waters project, which is currently planned to be implemented, the discussions that the visual connection with water will be cut off and that the transforming environment will suppress this heritage are still current.



Key Plan

Historical image of Waterloo Warehouse (https://www.liverpoolpicturebook.com/2013/12/the-development-of-liverpool-docks.html).

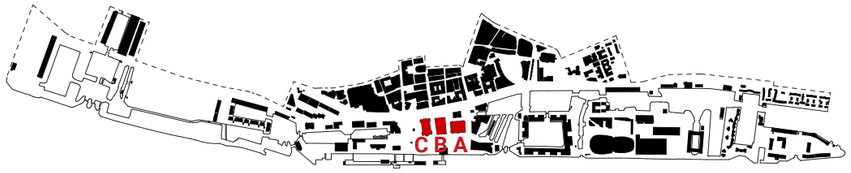
Waterloo Warehouse after renovation process (https://www.savebritainsheritage.org/campaigns/item/585/SAVE-urges-planners-to-re-think-infill-plan-for-Liverpools-historic-docks).

4.3.2.4 Three Graces, The Port of Liverpool Building (1907), Royal Liver Building (1911), Cunard Building (1916)

In addition to the industrial heritage of Liverpool, which has become the second most key node in Britain with the effects of maritime trade and industrialization, at the beginning of the 20th century, its civil architectural heritage began to come to the fore. Three buildings known as the Three Graces were built on the filled site of George's Dock and have become landmarks of the city.

The first of these structures, the Port of Liverpool Building, was completed between 1904-1907. Designed by Thornley, Briggs, and Wolstenholme for the Mersey Docks and Harbor Board Office, the central dome is thought to have been taken from a 1902 competition for the Anglican Cathedral Architecture Competition (Historic England, n.d.). It shows the general architectural features of the Edwardian baroque period buildings, and reinforced concrete frames were used as a building material. Although some parts were damaged during the aerial bombardment during World War II, the parts made after the war were reconstructed. In the ongoing process, it was registered at Grade II level in 1966 and was taken under protection. It was restored at the beginning of the 21st century and continued to be used as a contemporary commerce structure.

The second building completed in this area was the Royal Liver Building. As a result of the construction works that started in 1908, it was put into service in 1911 and was designed by architect W.Aubrey Thomas. The building,



Key Plan A: The Port of Liverpool Building, B: Cunard Building, C: Royal Liver Building

Three Graces (https://liverpoolunderlined.co.uk/destination/the-three-graces/).

The Port of Liverpool Building (https://kga.co.uk/port-of-liverpool/)

which has a monumental effect with its height and tower structures, has also become one of the leading examples of the period, with the use of reinforced concrete in a structural sense the evaluation of Sutherland (2001). After being used as the headquarters of the Royal Liver Assurance Company for many years, it was listed as the Grade I in 1966 and was taken under protection. While it was renovated following the original by adding social and technical facilities in the recent period, its architectural program has not changed widely.

Cunard Building was built as the last of these three building complexes located in the same area. The building, designed by Willink & Thicknesse between 1913-1916 and as the headquarters of the Cunard Steamship Company, resembled the features of the Italian palazzo style (Historic England, n.d.). The building was listed and registered as Grade II in 1966, simultaneously as its other two neighboring buildings. It is still used for commerce related activities today, as a result of structural strengthening and preservation works in the recent period.

Royal Liver Building (https://www.liverpoolecho.co.uk/news/liverpool-news/whats-inside-royal-liver-building-12038075)

Cunard Building (https://marketingliverpool.co.uk/3-graces-5/).

Chapter 5

Conclusion

Waterfront areas are transitional zones that are constantly in the action of change. Natural and human-caused alterations inevitably occur in different periods and reshape human perception and understanding of these thresholds. As it has been mentioned in nearly every chapter of the thesis, these periods of change got shrieked in the latest epochs mainly thanks to technological development. This led to a situation of the derelict in the inner-city port areas in the last decades. A necessity was raised to answer the re-adaptation of former port areas into the city structure. Starting from the 1960s, waterfront regeneration programs were introduced in different strategies in various geographies. From that time till now, the fragility of these transformations and their relation with the existing port infrastructure and the port hinterland's urban texture have been a critical phenomenon.

Following this background, this research aimed to discover the correlation between historical inner city port transformations in the long term yet focusing primarily on the regeneration processes while contextualizing them with their urban history. Within the comparative approach, Galata Waterfront in Istanbul and Mersey Riverside in Liverpool were selected as research study areas considering their globally recognized historical importance, multi-layered environment, and controversial revitalization processes they have experienced. In that sense, Galataport and Liverpool Waters projects stand out in the last decade.

On the basis of the thesis, following the historical background; waterfront revitalization processes analyzed over the built heritage, strategies, approaches, and implementation phases. Expanding the topic over the long term allows evaluation of differences and similarities experienced during the transformation of waterfront areas in both cases. Moreover, investigating the issues through a comparative approach, especially in two distinct geographies further extends the concept's comprehensiveness.

However, it is crucial to stress the topicality of the subject and still ongoing implementations in Galata Waterfront and Mersey Riverside restrict post-application impact studies. Especially the long-term phasing of the Liverpool Waters does not yet reveal the effect of the project over the area and even in the whole region. Similarly, another challenge observed during the research in the Galataport was primarily the ongoing restoration implementations in the Karaköy Quay because reconstructed listed buildings are nearly completed but a general analysis of the situation is not possible due to the insufficient public information. Therefore, it is still questionable whether the authenticity and original space articulation are preserved or not.

In light of these investigations and limitations outlined above, discussions and reflections are exhibited in the following last part.

5.1 Discussions and Reflections

After examining these two cases with an inductive method, it is important to highlight the points that will carry them to a wider framework.

One of the most important issues to start the discussion is the necessity of establishing a well-structured legislative and planning groundwork to define the boundaries of the implementation processes in the waterfront areas revitalization. While avoiding the comprehensive evaluation of urban regeneration strategies and background in the UK and Turkey, it is crucial to stress beyond the waterfront areas as can be seen in the case of Galata waterfront, ever-changing standards and legislations for the favor of capital and investment that depends on the circumstances bring unfortunate results. The inability to define the objectives of the transformation processes, the subordination of urban actors, and the ignorance of public benefits indicate a general lack of infrastructure to outline these regeneration programs. As seen in **Table 2**, due to the size of the economic rent to be created in the transformation process on the Galata coastline, firstly the local government was eliminated from the process; followed by the conforming legislations based on the project; finalized by the autonomy of the fully privatized administration of the investors that can not propound an inclusive scheme. Similarly, the current phase of the waterfront revitalization process in Liverpool illustrates comparable concerns even though it started as the transformation of the physical environment into coherence with clear strategies and objectives prior to implementation. However, prioritized economic expectations outweighed social and urban dynamics in the latest period. When the project scales are considered, it is understandable to form

a proper investment background for successful implementation yet the balance should have been preserved.

Two case areas exhibit different regeneration strategies with various approaches. In Mersey Riverside, the creation of the cultural and heritage-oriented strategic approach, which started in the 20th century, with an intensively public-supported investment scheme revealed developments based on the public programs. However, the impact of these projects on the urban scale was insufficient, especially since the main objective here was to take a stance against the shrinkage situation of the city. In the continuation of this situation, the effect of the rebranding efforts of the town, which was revealed in the second phase, can be summarized as the creation of new city icons, which is the dominant approach started at the end of the 20th century, a transformation strategy to be built on this. As an economic infrastructure, a consortium was created where public-private stakeholders came together. It can be argued that it is an optimal solution in line with the determined objectives, although it creates questions during the implementation phase. Simultaneously the developments in the Mersey Riverside, the initial attempt at waterfront regeneration started in the Galata waterfront. As can be seen in **Table 2,** rather than reinforcing a strategy, it was desired to provide maximum economic benefit through privatization. This has led to an inadequate understanding of transformation, devoid of project objectives. The lack of supervision of this great freedom left to the private sector and even the elimination of the restrictions imposed by law and planning has left no room for any other actor other than those who

realize and get benefited from the investment. Interestingly, the third phase of Liverpool's waterfront regeneration under the dominance of the Liverpool Waters project, shows similar problems due to the public-private stakeholder balances could not be established despite comprehensive strategic plans. This is the main issue in the transformation process of the two historical waterfront zones today. At the same time, not allowing these perspectives to be expanded by different actors reduces the subject to primarily reading and criticizing physical transformations.

At this point, when the physical transformation of the areas is evaluated, it is observed that a wide-scale construction and the images of the waterfront have changed in the last ten years when the most critical interventions took place. Going such an intense construction can be considered a factor that breaks the spatial continuity of the former inner-city ports. Carta (2010) emphasizes especially waterfronts should not be considered areas aimed to be densified but the transformation should be achieved via a quality-oriented vision that can guide. Moreover, it is almost inevitable for these rapidly changing areas to lose their spatial identity and relation with the urban context. As Bruttomesso (2011) points out the fact that port and city relation in the current situation is a distinct concepts that can not be integrated. While it is necessary to carry out applications based on the existing dynamics in these areas that have been articulated for years and come to the fore with their multi-layered formation; there is a situation that ignores the context and authenticity. This does not go beyond the provision of standardized and sterilized places. Bruttomesso (2001) also stresses

beyond the similar construction archetypes, alike dimensional layouts and organization proposed in different contexts just create a repetition of places that can not be differentiated. This dilemma reveals an important question of whether the new layer realized through revitalization processes in the waterfront co-exists with the existing urban features and built heritage or not. Through two fragile cases, the challenge to channel these two phenomena to each other does not seem spatially or conceptually possible. However, it is possible to make these periods permeable to catalyze adaptivity to each other with the proper phasing of the regeneration program. In that sense, the first two periods introduced in the case of Mersey Riverside could be an important term to learn from.

When considering the compatibility of built heritage and waterfront regeneration programs, two issues are critical in the examined cases. The first is the perception of waterfront areas, following the defunctionalization of inner-city port areas after the 1980s, as heritage sites, and cities turning them into a cultural branding tool. In this regard, Liverpool's direct emphasis on this identity and its inclusion on the UNESCO World Heritage list as Liverpool Maritime Mercantile City is an important example. This sensibility successfully reflected itself over the concrete applications on the building scale, contrary to the approaches observed in the Galata. It should also be noted here that the differences in the perception of heritage and in relation that the applications in two opposite geographies should be considered which goes beyond these two cases. However, the level of destruction and reconstruction implemented in Galata; perhaps more importantly, their rehabilitation to gated functions breaks the link between heritage and society. Liverpool, on the other hand, is opened to the public with the canonical rehabilitation projects that emerged in the process that started with Albert Dock and with the preference for community-oriented use. This is a valuable approach to the continuity of the urban memory. The second issue is the preservation of the urban texture and historical urban landscape that exists. As stated in the previous paragraphs, the inability of the existing environment to juxtapose with the new environment built during the regeneration reduces the well-preserved heritage buildings to an image of Liverpool. Even that image was not preserved in Galata, and within the dominant structure of a total transformation, architectural heritage entities nearly disappeared. Transformation processes, where the weight of the idea of conservation is ignored or justified through the phenomena, should be carefully considered, especially in the waterfront areas. It is of great importance that the heritage assets are taken as the focus and the development and transformation zones are determined accordingly. As a matter of fact, examining this debate over two historical inner-city ports located in and around UNESCO Heritage Sites sheds light on the approach of international authorities on the subject. The phases and effects of a dramatic transformation that put Liverpool Maritime Mercantile City off the list should not be ignored. Similarly, the warnings made by UNESCO regarding the Galataport project point to similar concerns **(Table 2)**. Unfortunately, investment-oriented policies have overtaken the understanding of cultural protection. This has made the cultural heritage lose its role, power, and weight in these two locations.

Galata, Istanbul

Mersey Riverside, Liverpool

1990-2005	2005-2013	2013-today		1981-2000	2000-2012	2012-today
Area was declared as urban protected area (1993), Area was declared as tourism district (1994), The former masterplan of Galataport (2001), The first tender bid process (2005)	Alterations in Coastal Protection Law that allow further constructions in the site (2010), European Capital of Culture (2010)	The final tender bid process (2013), the masterplan of Galataport (2014), Demolition of listed buildings (2017), Demolition of Istanbul Modern Museum (2018)	**Notable Events**	Masterplan of Princes Dock got introduced (1992), Masterplan of Princes Dock is revised (1998)	The Fourth Grace Competition (2002), Entry to UNESCO WHL (2004), Liverpool Waters Development Scheme (2004), European Capital of Culture (2008)	Permission is granted to Liverpool Waters by Liverpool City Council (2012), Liverpool Waters Masterplan is revised (2018), Liverpool is deleted from UNESCO WHL (2021)
Tophane Quay	Tophane Quay	Galata/Karaköy and Tophane Quays	**Area of Intervention**	Alberts Dock, Princes Dock	Pier Head Waterfront, Mann Island, Kings Dock	Northern Docks (Princes Dock to Bramley Moore Dock)
mixed-use development (not implemented)	transformation of Entrepot No. 4 as Istanbul Modern Museum (former)	*Galataport* mixed-use development (cruise port terminal, commercial areas, hotels, museum etc.) MSGSU Paint and Sculpture Museum New Istanbul Modern Museum	**Implementations**	Rehabilitation of Albert Dock Warehouse, Destructions and new developments in Princes Dock	Mann Island Development (The Museum of Liverpool and mixed-use buildings) Kings Dock Development (Arena and Convention Centre, Exhibition Centre)	*Liverpool Waters*, Mixed-use development (skyscrapers, stadium, port terminals etc.)
	UNESCO (2006) including Galata to the buffer zone (not realized), **UNESCO (2006, 2008)** Galataport as a possible threat, **UNESCO (2007)** Impact studies are asked		**Cultural Heritage**		**UNESCO (2006)** Mann Island Museum critics, **UNESCO (2011)** domination of Mann Island Development over the area noted	**UNESCO (2011)** Liverpool Waters skyscrapers may damage historical authenticity, **UNESCO (2012)** entering World Heritage List in Danger and strategic plans requested, **UNESCO (2021)** de-listing Liverpool Maritime Mercantile City
Tourism-led regeneration Invesment-led regeneration	**Culture-led regeneration (temporal)**	**Tourism-led regeneration, Invesment-led regeneration**	**Strategy and Approach**	**Heritage-led regeneration** main strategies: Initial Development Strategy (1981)	**Design-led regeneration** main strategies: Strategic Regeneration Framework (2000)	**Invesment-led regeneration** main strategies: Strategic Invesment Framework (2012)
privatization (built-operate-transfer), main stakeholders: Royal Caribbean Consortium, Privatization Administration	main stakeholders: Istanbul Foundation for Culture and Arts, Turkey Maritime Organization (temporal)	**privatization (built-operate-transfer),** main stakeholders: Doğuş Group, Bilgili Holding, Privatization Administration	**Method**	**agent** main stakeholders: Merseyside Development Corporation	**public and private partnership** main stakeholders: Liverpool Vision Urban Regeneration Company	**private focused public and private partnership** main stakeholders: Liverpool City Council, Peel L&P
exclusion of local authorities from the equation by the central government, ignored urban dynamics because of privatization	laws were changed for the project rather than making the projects comply with the legal framework, public reaction was ignored	Demolition-reconstruction of built heritage, density of the project scope, ignored historical context, fully focused on private investors	**Criticality**	Limited impact area, the lack of integration between different actors and stakeholders in the model	Intervention area proximity and dominance over the built heritage, conflict of power between private developers and local authority	Changes of the city image via new developments, ignored public benefits, lack of context consideration

Table 2: The summary table of Galata Waterfront and Mersey Riverside Transformation Processes

References

Adcock, B. (1984). Regenerating Merseyside Docklands: The Merseyside Development Corporation 1981-1984. *The Town Planning Review, 55*(3), 265–289.

Akın N. (2002). *19. Yüzyılın Ikinci Yarısında Galata ve Pera* (2nd ed.). Literatür Yayıncılık.

Aktemur, A. (2013). Batılılaşma Dönemi Istanbul Mimarisinden Eklektik Üslupta Bir Yapı: Galata Rüsumat (Gümrük) Binası (Eski Paket Postanesi). *Güzel Sanatlar Enstitüsü Dergisi, 0*(28), 1-17 .

Allison, J. E. (1953). The Development of Merseyside and the Port of Liverpool. *The Town Planning Review, 24*(1), 52–76.

Aughton, P. (2008). *Liverpool: a People's History* (3rd ed.). Carnegie Publishing.

Ardıçoğlu, R., & Uslu, A. (2022). Kıyı dolguları sonrası Tophane Bölgesi'ndeki morfolojik değişimlerin mekân dizimi yöntemiyle incelenmesi. *Megaron, 17*(1), 151-165.

Aydın, A. (2021). İngiltere emperyalizminin Osmanlı İmparatorluğu'ndaki yansıması: Baltalimanı Ticaret Anlaşması. *Journal of Awareness, 6*(3), 101-114. https://doi.org/10.26809/joa.6.3.02

Bahçekapılı, Y. (2018). *Kent Merkezinde Toplumsallaşma Pratikleri: Karaköy Örneği*. [Master's thesis, Istanbul University]. Istanbul University Research Repository. http://nek.istanbul.edu.tr:4444/ekos/TEZ/58052.pdf

Balcıoğlu, A. (2014, November 21). 10 Maddede Galataport'un Hikâyesi. *Bianet.* https://m.bianet.org/bianet/siyaset/160111-10-maddede-galataport-un-hikayesi

Batur, A. (2000). Galata and Pera 1 A Short History, Urban Development Architecture and Today. *ARI The Bulletin of the Istanbul Technical University, 55*(1).

Biddulph, M. (2011). Urban design, regeneration and the entrepreneurial city. *Progress in Planning, 76*(2), 63-103.

Bird, J. (1963). *The Major Seaports of the United Kingdom.* Hutchinson of London.

Bogdanović, J. (2016). The Relational Spiritual Geopolitics of Constantinople, the Capital of the Byzantine Empire. In J. Bogdanović, J. J. Christie, & E. Guzmán (Eds.), *Political Landscapes of Capital Cities* (pp. 97–154). University Press of Colorado.

Bozkurt, İ. M. (2010). İstanbul Kentiçi Toplu Ulaşım Tarihi Literatürü. *Türkiye Araştırmaları Literatür Dergisi, 8*(16), 355-366.

BroadwayMalyan. (n.d.). *Mann Island.* https://www.broadwaymalyan.com/projects/mann-island/

Bruttomesso, R. (2001). Complexity on the waterfront. In R. Marshall (Ed.), *Waterfronts in Post-industrial Cities* (pp. 39-51). Spon Press.

Bruttomesso, R. (2011). Port and City: from integration to coexistence. In J. Alemany & R. Bruttomesso (Eds.), *The Port City of the XXIst Century New Challenges in the Relationship between Port and City* (pp. 102-117). RETE Publisher.

Bulloch, W.P., Rogers, J.R., Bulloch, K.J. (2017). Highlights of the Landmark Liverpool and Manchester Railway and River/Canal Crossings. In C.N. Dunn & B.V. Weele (Eds.), *World Environmental and Water Resources Congress 2017* (pp. 365-372). American Society of Civil Engineers. https://doi:10.1061/9780784480595.033

Cambridge Dictionary. (n.d.). Waterfront. In *dictionary.cambridge.org dictionary*. Retrieved January 15, 2023, from https://dictionary.cambridge.org/dictionary/english/waterfront

Candemir, Y. (2008). *Istanbul Goad Haritalarının Bilgi Sistemine Aktarılması ve Güncel Durum ile Karşılaştırılması* [Master's thesis, Gebze Institute of Technology]. Gebze Institute of Technology Research Repository.

Carta, M. (2010). Dal waterfront alla città liquida. In M. Savino (Ed.), *Waterfront d'Italia. Piani, politiche*, *progetti* (pp. 28-35). FrancoAngeli.

Çelebi, M. E. (2011). Galata ve Pera'da Otel Yapılarının Gelişimi (1840-1914). *Sigma Journal of Engineering and Natural Sciences,* (3), 300-307.

Çelik, Z. (1993). *The remaking of Istanbul. London*. University of London Press.

Clemens, P.G.E. (1976). The Rise of Liverpool, 1665-1750. *The Economic History Review, 29*(2), 211–225. https://doi.org/10.2307/2594311

Colomb, C. (2007). Unpacking New Labour's 'UrbanRenaissance' Agenda: Towards a Socially Sustainable Reurbanizationof British Cities?. *Planning, Practice& Research, 22*(1), 1-24.

Couch, C. (2003). Urban Regeneration in Liverpool. In C. Couch, C. Fraser, S. Percy (Eds.), *Urban Regeneration in Europe* (pp. 34-55). Blackwell.

Council of Europe. (n.d.). *United Kingdom - England Cultural Heritage Policy.* https://www.coe.int/en/web/herein-system/united-kingdom-england

Çöl, N. (1999). *XV.- XVI. Yüzyıllarda İstanbul'da Kent Dokusu - Yapı Kuruluşları İlişkisi* [Doctoral dissertation, Istanbul University]. Istanbul University Research Repository. http://nek.istanbul.edu.tr:4444/ekos/TEZ/33266.pdf

Dağıstan Özdemir, M. (2005). Türkiye'de Kültürel Mirasın Korunmasına Kısa Bir Bakış. *Planlama, 1*, 20-25.

Davies, P. J. (1980). Liverpool and West Africa: Some economic and social aspects of a maritime connection. *Newsletter (Museum Ethnographers Group), 10*, 23–28.

Demirkent, I. (2006). *Niketas Khoniates'in Historia'sı (1180-1195) İstanbul'un Haçlılar Tarafından Zaptı ve Yağmalanması*. Dünya Aktüel Yayıncılık.

Deniz, A. (2019). Osmanlı Devletinin 18. YY Kadarki Deniz Ticaretinde Liman Kentlerine Genel Bakış. *Avrasya Uluslararası Araştırmalar Dergisi, 7*(19), 375-389.

Department for Digital, Culture, Media & Sport. (2018). *Principles of Selection for Listed Buildings.* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757054/Revised_Principles_of_Selection_2018.pdf

Douglas, P. (1936). The Port Of Liverpool. *Journal of the Royal Society of Arts, 84*(4361), 811–834.

Earle, P. (2015). *The Earles of Liverpool: A Georgian Merchant Dynasty*. Liverpool University Press.

Egberts, L. (2020). Heritage in European Coastal Landscapes—Four Reasons for Inter-regional Knowledge Exchange. In C. Hein (Ed.), *Adaptive Strategies for Water Heritage Past, Present and Future* (pp. 325-344). Springer.

English Heritage. (n.d.). *Our History*. https://www.english-heritage.org.uk/about-us/our-history/

Erbil, A., & Erbil, T. (2001). Redevelopment of Karaköy Harbor, Istanbul: Need for a new planning approach in the midst of change. *Cities, 18*(3), 185-192.

Erdoğan, B. (2011). *Galata Kent Surları ve Koruma Önerileri* [Master's thesis, Istanbul Technical University]. Istanbul Technical University Research Repository. https://polen.itu.edu.tr/items/88a03bab-2278-44be-895e-e30e13c43d78

Eroğlu, A. H. (1999). Doğu Batı Kiliselerinin Ayrılış Nedenleri. *Dini Araştırmalar, 2*(5), 387-413.

Ertuğrul, A. (2009). XIX. Yüzyılda Osmanlı'da Ortaya Çıkan Farklı Yapı Tipleri. *Türkiye Araştırmaları Literatür Dergisi, 7*(13), 293-312.

Fageir, M. (2015). *Urban Regeneration and the Transformation of the Urban Waterfront: A Case Study of Liverpool Waterfront Regeneration* [Doctoral Dissertation, University of Nottingham]. University of Nottingham Research Repository.

Fageir, M. (2015, November). *Sustainable Urban Regeneration: Learning from Liverpool's Experience* [Paper Presentation]. Architects' Fourth Scientific Conference, Khartoum, Sudan.

Fageir, M., Porter, N., Borsi, K. (2020). Contested grounds; the regeneration of Liverpool waterfront. *Planning Perspectives, 36*(3), 535-557.

Ferrari, E., & Roberts, J. (2004). *Liverpool- Changing Urban Form.* Federal Cultural Foundationof Germany Shrinking Cities Project. http://www.shrinkingcities.com/fileadmin/shrink/downloads/pdfs/WP-II_Manchester_Liverpool.pdf

Ferrari, E., Hagemann, A., Lee, P., Müller, N., Roberts, J. (2004). *Statistical Data: Manchester/Liverpool.* Federal Cultural Foundation of Germany Shrinking Cities Project. http://www.shrinkingcities.com/fileadmin/shrink/downloads/pdfs/WP-II_Manchester_Liverpool.pdf

Figueiredo, P. (2003). Symbols of Empire: The Buildings of the Liverpool Waterfront. *Architectural History, 46*, 229–254.

Fosters+Partners. (2002). *Liverpool Ark- Designs for the Fourth Grace unveiled in Liverpool.* https://www.fosterandpartners.com/news/archive/2002/11/liverpool-ark-designs-for-the-fourth-grace-unveiled-in-liverpool/

Gardiner, J., & Leftly, M. (2002, November 15). Cream of UK architects unveil designs for Fourth Grace. *Building*. https://www.building.co.uk/news/cream-of-uk-architects-unveil-designs-for-fourth-grace/1023298.article

Giles, C., & Hawkins, B. (2004). *Storehouses of Empire: Liverpool's Historic Warehouses.* English Heritage.

Gönül, H., & Gürsel, E. (2016). Karaköy Liman Bölgesi Dönüşüyor Farkında Mıyız?. *mimar.ist,* (57), 94-101.

Güvenç, M. (n.d.). The Pervititch maps: An unfinished research project for Istanbul. In *Istanbul in the Insurance Maps of Jacques Pervititch* (pp. 11-20).

Hartley, D. (2012). Review article [Review of the books, Liverpool One: Remaking a City Centre by David Littlefield & Liverpool: Shaping the City by Stephen Bayley]. *The Town Planning Review, 83*(1), 111-122.

Haworth, R. (1986). [Review of British Fire Insurance Plans, by G. Rowley]. *Imago Mundi, 38*, 111–113.

Hein, C. (2016). Port cityscapes: Conference and research contributions on port cities. *Planning Perspectives, 31*(2), 313-326.

Hein, C., Luning, S., van de Laar, P. (2021). Port City Cultures, Values, and Maritime Mindsets: Defining What Makes Port Cities Special. *European Journal of Creative Practices in Cities and Landscapes, 4*(1), 7-20.

Historic England. (n.d.). *Royal Liver Building and Cunard Building, Liverpool, Merseyside*. https://historicengland.org.uk/services-skills/education/educational-images/royal-liver-building-and-cunard-building-liverpool-2503

Historic England. (n.d.). *Port of Liverpool Building, Liverpool, Merseyside*. https://historicengland.org.uk/services-skills/education/educational-images/port-of-liverpool-building-liverpool-2501

Hodgson, N. (2002). My high hopes for this great city. *Liverpool Echo.* https://www.liverpoolecho.co.uk/news/liverpool-news/high-hopes-great-city-3557489

Houghton, A. (2018). Liverpool's Magnificent Seven - the buildings that shouldn't have been pulled down. *Liverpool Echo.* https://www.liverpoolecho.co.uk/news/liverpool-news/liverpools-magnificent-seven-buildings-shouldnt-14150689

Hoyle, B. (1989). The Port-City Interface: Trends, Problems and Examples. *Geoforum, 20*(4), 429-435.

Hoyle, B. (2000). Global and Local Change on the Port-City Waterfront. *Geographical Review, 90*(3), 395-417.

Huang, W-C., Chen, C-H., Kao, S-K., Chen, K-Y. (2011). The concept of diverse developments in port cities. *Ocean & Coastal Management, 54*(5), 381-390.

ICOMOS. (1985). *World Heritage List No. 356.* https://whc.unesco.org/en/list/356/documents/

ICOMOS. (2004). *Liverpool (United Kingdom) (No 1150)*. https://whc.unesco.org/en/list/1150/documents/

Jacoby, D. (2001). The urban evolution of Latin Constantinople (1204–1261). In N. Necipoğlu (Ed.), *Byzantine Constantinople: Monuments, Topography and Everyday Life* (pp. 277-297). Brill.

Jacoby, D. (2019). After the Fourth Crusade: The Latin Empire of Constantinople and the Frankish States. In J. Shepard (Ed.), *The Cambridge History of the Byzantine Empire c.500–1492* (pp. 759-778). Cambridge University Press.

Jahed, N., Aktaş, Y. D., Rickaby, P., & Bilgin Altınöz, A. G. (2020). Policy Framework for Energy Retrofitting of Built Heritage: A Critical Comparison of UK and Turkey. *Atmosphere, 11*(6), 674.

Johnson, B. (n.d.). *Liverpool.* Historic UK The History and Heritage Accommodation Guide. https://www.historic-uk.com/HistoryMagazine/DestinationsUK/Liverpool/

Kafesciğlu, Ç. (1996). *The Ottoman Capital in the Making: The Reconstruction of Constantinople in the Fifteenth Century* [Doctoral dissertation, Harvard University]. Harvard University Research Repository.

Kara, F. E. (2022). *Karaköy ve Salıpazarı Limanı'nın Tüketim Odaklı Mekansal Dönüşümü: Galataport Istanbul.* [Master's thesis, Bursa Uludağ University]. Bursa Uludağ University Research Repository. https://acikerisim.uludag.edu.tr/handle/11452/29703

Karakoç, N. (2017). Tarihi Paket Postanesi'nin Cephesi Kaldı. *Arkitera*. https://www.arkitera.com/haber/tarihi-paket-postanesinin-cephesi-kaldi/

Karakuyu, M., Tezer, S.T., & Balık, H. (2010). İstanbul'un Tarihsel Topoğrafyası ve Literatür Değerlendirmesi. *Türkiye Araştırmaları Literatür Dergisi, 8*(16), 33-60.

Kejanlı, T., Akın, C.T., Yılmaz, A. (2007). Türkiye'de Koruma Yasalarının Tarihsel Gelişimi Üzerine Bir İnceleme. *Elektronik Sosyal Bilimler Dergisi, 6*(19), 179-196.

Kınacı, M. Ö., & Gülersoy, N. Z. (2018, July). *An Evaluation of the Urbanization Process of Galata (İstanbul) in the 19th CenturyThrough the Maps of Huber, d'Ostoya and Goad* [Paper presentation]. The 18th International Planning History Society Conference, Yokohama.

Kokot, W. (2008). Port Cities as Areas of Transition – Comparative Ethnographic Research. In W. Kokot, M.Gandelsman-Trier, K. Wildner, A. Wonneberger (Eds.), *Port Cities as Areas of Transition* (pp. 7-24). Transcript Verlag.

Kuban, D. (1970). İstanbul'un Tarihi Yapısı. *Mimarlık Dergisi, 5*, 25-48.

Küçüksipahioğlu, B. (2011). Osmanlı Öncesi İstanbul Tarihi. *Akademik Araştırmalar Dergisi,* (47), 25-47.

Kültürel Varlıkları Koruma Kanunu, 2863. (1983). https://www.mevzuat.gov.tr mevzuatmetin/1.5.2863.pdf

Lauria, M. (1994). *Waterfront development, urban regeneration and local politics in New Orleans and Liverpool* (Working Paper No.2). The University of New Orleans College of Urban and Public Affairs (CUPA) Working Papers, 1991-2000. https://scholarworks.uno.edu/cupa_wp/2/

Liverpool City Council. (2003). *Maritime Mercantile City Liverpool Nomination of Liverpool- Maritime Mercantile City for Inscription on the World Heritage List.* https://whc.unesco.org/uploads/nominations/1150.pdf

Liverpool Museums. (n.d.). *History of the Albert Dock Information sheet 2.* https://www.liverpoolmuseums.org.uk/archivesheet2

Liverpool Museums. (n.d.). *Construction, heyday and decline.* https://www.liverpoolmuseums.org.uk/royal-albert-dock-liverpool/construction-heyday-and-decline

Liverpool Waters. (2011). *Conservation Management Plan for the Protection, Conservation and Preservation of Heritage Assets.* https://issuu.com/christopherm.gibson/docs/conservation_management_plan

Liverpool Waters. (2011). *Liverpool Waters Planning and Regeneration Statement.* https://issuu.com/christopherm.gibson/docs/planning_and_regeneration_statement

Magdalino, P. (2002). Medieval Constantinople: Built Environmentand Urban Development. In A. E. Laiou (Ed.), *The Economic History of Byzantium:From the Seventh through the Fifteenth Century* (pp. 529-537). Dumbarton Oaks Research Library and Collection.

Mairs, J. (2018, May 16). New visuals emerge of development risking Liverpool's UNESCO World Heritage status. *Dezeen.* https://www.dezeen.com/2018/05/16/liverpool-waters-masterplan-revised-unesco-world-heritage-site/

Maliene, V., Wignall, L., Malys, N. (2012). Brownfield Regeneration: Waterfront Site Developments in Liverpool and Cologne. *Journal of Environmental Engineering and Landscape Management, 20*(1), 5–16.

Mantran, R. (1970). L'Empire ottoman et le commerce asiatique aux XVIe et XVII e siecles, Islam and the Trade of Asia. *Islam and the Trade of Asia. Colloquim of the Arear Eastern History Group Oxford* (pp. 169-179). University of Pennsylvania Press.

Mantran, R. (2001). *İstanbul Tarihi* (T.Tunçdoğan, Trans.). İletişim Yayınları. (Original work published 1996)

Memiş, Ş. (2016). Osmanlı Deniz Ulaşımında Yaşanan Sorunlara Yolcu Vapurları Karikatürleri Işığında Farklı Bir Yaklaşım. In R. D. Özbay & C. Yapıştıran (Eds.), *VIII. Türk Deniz Ticareti Sempozyumu Bildiriler Kitabı* (pp. 202-221). Istanbul Yayınları.

Memiş, Ş. (2022). İstanbul Ticaret Odası'nın İlk İştiraki: Tophane Ambarları İdaresi 1927-1929. *Mavi Atlas, 10*(1) , 235-263.

Merritt, J. E. (1960). The Triangular Trade. Business History, 3(1), 1-7. https://doi.org/10.1080/00076796000000012

Meyer, H. (1999). *City and Port Urban Planning as a Cultural Venture in London, Barcelona, New York, and Rotterdam: changing relations between public urban space and large scale infrastructure.* International Books.

Misselwitz, P. (2004). *Liverpool City Profile.* Federal Cultural Foundation of Germany Shrinking Cities Project. http://www.shrinkingcities.com/fileadmin/shrink/downloads/pdfs/WP-II_Manchester_Liverpool.pdf

Mitler, L. (1979). The Genoese in Galata: 1453–1682. *International Journal of Middle East Studies, 10*(1), 71–91.

Muir, R. (1907). *A History of Liverpool* (2nd ed.). Publication for the University press of Liverpool by Williams & Norgate.

Müller-Wiener, W. (2001). *İstanbul'un Tarihsel Topografyası, 17. Yüzyıl Başlarına Kadar Byzantion-Konstantinopolis-İstanbul* (Ü. Sayın, Trans.). Yapı Kredi Yayınları.

Necipoğlu, G. (1992). *Architecture, Ceremonial, and Power: The Topkapi Palace in the Fifteenth and Sixteenth Centuries.* MIT Press.

Notteboom, T., & Rodrigue, J-P. (2005). Port regionalization: towards a new phase in port development. *Maritime Policy & Management, 32*(3), 297-313.

Odman, A. (2011). Serbest Mıntıka'dan Amerikan Pazarına Tophane Rıhtımı: FORD Motor Company Exports Inc., İstanbul Otomotiv Montaj Fabrikası (1925-1944). *Tarih ve Toplum Yeni Yaklaşımlar,* 12, 71-93.

Okur, E. (2011). *Galata Surlarının Yıkım Süreci* [Master's thesis, Istanbul Technical University]. Istanbul Technical University Research Repository. https://polen.itu.edu.tr/items/690acd98-073a-48f9-bcd9-d54a9cd42be8

Orçun Kafesçioğlu, F. (2016). 19. Yüzyılın İkinci Yarısından Günümüze Galata/Karaköy'de Kent Morfolojisi ve Yapı Türlerinin İncelenmesi. *Idealkent, 7*(18), 174-203. Retrieved from https://dergipark.org.tr/tr/pub/idealkent/issue/36793/419092

Orlandi, L., & Ivkovska, V. (2021). From Galata to Pera: Shifting Borders in Ottoman Society (1453–1923). In S. Girginkaya Akdağ, M. Dinçer, M. Vatan, Ü. Topçu, İ. Maro Kırış (Eds.), *The Dialectics of Urban and Architectural Boundaries in the Middle East and the Mediterranean, The Urban Book Series* (pp. 79-95). Springer.

Öncel, A. D. (2010). *Apartman Galata'da Yeni Bir Konut Tipi.* IFEA/Kitap Yayınevi.

Öncel, A. D. (2012). 19. Yüzyıl Ortasından 20. Yüzyıl Başına Karaköy Meydanı ve Yakın Çevresinin Dönüşümü. *Mimar.ist Dergisi,* (46), 69-76.

Ötkünç, A., & Coşkun, B. S. (2012). Bir Yaratıcı Küme Örneği: Galata. *idealkent*, 7, 84-109.

Özdamar, E. G. (2016). Transforming the historical waterfront: An(r/t)repo in Istanbul. *on the w@terfront, 44*, 7-19.

Özyurt, E. D. (2007). *19. Yüzyılın İkinci Yarısı ve 20. Yüzyıl Başındaki Yangınlar Sonrası Galata'da Kentsel Dokunun Değişimi ve Korunmuşluk Durumunun İncelenmesi* [Master's thesis, Istanbul Technical University]. Istanbul Technical University Research Repository. https://polen.itu.edu.tr/items/74d555df-9e5f-4bd8-8b5c-8212cbd73195

Parkinson, M. (1985). *Liverpool on the Brink: One City's Struggle Against Government Cuts.* Policy Journals Ltd.

Pendlebury, J. (2017). The Historic Urban Landscape of the Liverpool Waterfront: The Three Graces in a New Perspective. In H. Porfyriou, M. Sepe (Eds.), *Waterfronts Revisited: European Ports in a Historic and Global Perspective* (pp. 108-122). Routledge.

Petsimeris, P. (1996). Liverpool: From a city of its port to a city with a port. *Ekistics, 63*(376-378), 17-26.

Polat, E. O. (2017). Korumak için Yıkılan Karaköy Yolcu Salonu. *Mimarlık*, (394), 10-11.

Power, M. (2000). Creating a port: Liverpool 1695-1715. *Transactions of the Historic Society of Lancashire & Cheshire*, *149*, 51-71.

Power, P. (2017, January 10). Regeneration of Stanley Dock, Liverpool. *Historic England.* https://historicengland.org.uk/whats-new/debate/recent/northern-powerhouse/regeneration-stanley-dock-liverpool/

Renzo Piano Building Workshop. (n.d.). *Istanbul Modern.* http://www.rpbw.com/project/istanbul-modern

Rodwell, D. (2008). Urban Regeneration and the Management of Change. *Journal of Architectural Conservation, 14*(2), 83–106. https://doi.org/10.1080/13556207.2008.10785025

Rowley, G. (1985). British Fire Insurance Plans: The Goad Productions, c. 1885- c.1970. *Archives, 17*(74), 67.

Sağlam, H.S. (2018). *Urban Palimpsest at Galata & an Architectural Inventory Study for the Genoese Colonial Territories in Asia Minor* [Doctoral dissertation, Polytechnic of Milan]. Polytechnic of Milan Research Repository.

Saunders, A. D. (1983). A Century of Ancient Monuments Legislation 1882–1982. *The Antiquaries Journal, 63*(1), 11–33.

Schubert, D. (2008). Transformation Processes on Waterfronts in Seaport Cities – Causes and Trends between Divergence and Convergence. In W. Kokot, M.Gandelsman-Trier, K. Wildner, A. Wonneberger (Eds.), *Port Cities as Areas of Transition* (pp. 25-46). Transcript Verlag.

Schubert, D. (2014). Three Contrasting Approaches to Urban Redevelopment and Waterfront Transformations in Hamburg: "Strings of Pearls", Hafencity and IBA (International Building Exhibition). In S. Nan, J. Reilly, F. Klass (Eds.), *Water and Cities Managing a Vital Relationship* (pp. 124-137). Drukarnia Ksiezy Werbistow.

Sharples, J., & Stonard, J. (2015). Built on commerce: Liverpool's central business district. Historic England.

Sharples, J. (2018). 'The Visible Embodiment of Modern Commerce': Speculative Office Buildings in Liverpool, c. 1780–1870. *Architectural History, 61*, 131–173. https://doi.org/10.1017/arh.2018.6

Skyes, O., Brown, J., Cocks, M., Shaw, D., & Couch, C. (2013). A City Profile of Liverpool. *Cities, 35,* 299-318.

Sykes, O., & Ludwig, C. (2015). Defining and Managing the Historic Urban Landscape: Reflections on the English Experience and Some Stories from Liverpool. *European Spatial Research and Policy, 22*(2), 9-35.

Studio Dror. (2014). *Dror for Galataport.* https://www.studiodror.com/for/galataport-full/

Sulamacı, B. (2018). *19. Yüzyılda Galata Limanı: Surdışı Kıyı Bölgesinin Değişimi ve Dönüşümü.* [Master's thesis, Istanbul Technical University]. Istanbul Technical University Research Repository.

Sutherland, J. (2001). Introduction. In J. Sutherland, D. Humm, M. Chrimes (Eds.), *Historic Concrete: background to appraisal* (pp. 1-10). MPG Books, Bodmin.

Tabanlıoğlu, M. (2003). *Galataport* [Speech transcript]. Salt Research Archive. https://archives.saltresearch.org/bitstream/123456789/161714/1/ECOBARCE038.pdf

Tabanlıoğlu, M. (2006, November 15). *Birinci Oturum* [Transcripted Panel Speech]. Eğrisiyle Doğrusuyla Galataport, Istanbul, Turkey.

Tabanlıoğlu Architects. (n.d.). *Galataport.* http://www.tabanlioglu.com/project/galataport/

Tarihi Karaköy yolcu salonu yıkıldı. (2017, February 23). *Cumhuriyet.* https://www.cumhuriyet.com.tr/galeri/tarihi-karakoy-yolcu-salonu-yikildi-682948

Tekeli, İ. (2009). *İstanbul ve Ankara İçin Kent İçi Ulaşım Tarihi Yazıları*. Tarih Vakfı Yurt Yayınları.

Thorp, L. (2021). COP26: Map shows parts of Merseyside that could be underwater in 10 years. *Liverpool Echo.* https://www.liverpoolecho.co.uk/news/liverpool-news/map-shows-parts-merseyside-could-22041882

Türker, O. (2007). *Galata'dan Karaköy'e Bir Liman Hikayesi*. İstanbul, Sel Yayıncılık.

Uğantaş, D. (2019, August 26). Tartışılan Galataport'ta sona doğru; buraya nasıl gelindi; projenin özellikleri neler?. *T24. https://t24.com.tr/haber/galataport,836567*

UNESCO. (n.d.). *The Criteria for Selection.* https://whc.unesco.org/en/criteria/

UNESCO. (2006). *State of Conservation (Historic Areas of Istanbul) (Decision 30 COM 7B.73).* https://whc.unesco.org/en/decisions/1159

UNESCO. (2006). *State of Conservation (Liverpool - Maritime Mercantile City) (Decision 30 COM 7B.93).* https://whc.unesco.org/en/decisions/1180

UNESCO. (2007). *Historic Areas of Istanbul (Turkey) (Decision 31 COM 7B.89)*. https://whc.unesco.org/en/decisions/2910

UNESCO. (2012). *Liverpool – Maritime Mercantile City (United Kingdom of Great Britain and Northern Island) (C 1150) (Decision 36 COM 7B.93).* https://whc.unesco.org/en/decisions/4754

UNESCO. (2021). *Liverpool – Maritime Mercantile City (United Kingdom of Great Britain and Northern Island) (C 1150) (Decision 44 COM 7A.34).* https://whc.unesco.org/en/decisions/7638

UNESCO., & ICOMOS. (2008). *Report on the Joint World Heritage Centre / ICOMOS Mission to the Historic Areas of Istanbul.* https://whc.unesco.org/en/list/356/documents/

UNESCO., & ICOMOS. (2011). *Report on the Joint UNESCO-ICOMOS Reactive Monitoring Mission to Liverpool – Maritime Mercantile City*. https://whc.unesco.org/en/list/1150/documents/

UNESCO., & ICOMOS. (2012). *Report on the Joint World Heritage Centre / ICOMOS Reactif Monitoring Mission to the Historic Areas of Istanbul*. https://whc.unesco.org/en/list/356/documents/

Van de Laar, P. T. (2016). Bremen, Liverpool, Marseille and Rotterdam: Port Cities, Migration and the Transformation of Urban Space in the Long Nineteenth Century. *Journal of Migration History, 2*(2), 275-306.

Westbrook, N., & Van Meeuwen, R. (2017). The translation of Constantinople from Byzantine to Ottoman, as revealed by the Lorck Prospect of the city. In B. Neil, & A. Brown (Eds.), *Byzantine Culture in Translation* (pp. 192-220).

Weston, A. (2022). Lost building that stood in city centre before Liverpool ONE development. *Liverpool Echo.* https://www.liverpoolecho.co.uk/news/liverpool-news/gallery/lost-building-stood-city-centre-24369058

Williamson, C. (1988). Remedial grout injection of buildings. *Construction and Building Materials, 2*(3), 145-147.

3XN. (2011). *Museum of Liverpool*. https://3xn.com/project/museum-of-liverpool

. . . as Princes Dock plans bear fruit in the city. (1998). *Architect's Journal.* https://www.architectsjournal.co.uk/archive/as-princes-dock-plans-bear-fruit-in-the-city