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### Publication date

2017

### Document Version

Final published version

### Citation (APA)

Tanis, F. (2017). *Re-thinking Istanbul's waterfronts: Halicport and Galataport projects*. 328. Abstract from 30th Annual Aesop Congress 2017, Lisbon, Portugal.

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Keywords: collective spaces system, coastal areas planning, coastal areas planning tools, theoretical framework of evaluation.

## 1269 | RE-THINKING ISTANBUL'S WATERFRONTS: HALICPORT AND GALATAPORT PROJECTS

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**ABSTRACT:** Istanbul has wide and prosperous heritage. Karakoy and Halic waterfronts host part of them. Both districts are located in the core of the city, where Bosphorus and Golden Horn meet. This study focuses particularly former port & shipyard facilities together with their built environment and their transformation.

Shipyards and former port facilities on waterfronts became derelict and vacant after deindustrialisation and containerisation. Istanbul has currently undertaken waterfront regeneration projects in Karakoy-Warehouse District and Halic Shipyards located on Golden Horn, which are commonly known as Halic Port and Galataport Projects.

Each district has unique character within the complexity and multi-layered accumulated naval history. Shipyard itself had shaped its built environment, military imperial school of naval engineering was founded in order to raise qualified naval engineers, labor class, who worked in shipyards moved to the neighbourhood around the shipyard and settle down, mosques were built for the community, and other all required functions had been directly influenced the Halic and its territory due to producing ships for the empire. Karakoy is a former port area, which has been partly transformed in time. Today, cruise ships approaching to the passenger terminal, however handling facilities are no longer in use for port actions. Waterfront is not considered as public space due to passenger terminal and dereliction of shipyards.

The terms of waterfront revitalizations, redevelopments and regeneration projects as scholars call in recent decades, are not new phenomenon in the wide research field, however, development process, approaches, and planning strategies are heavily depending on the development level of countries and cities. Waterfront regeneration projects from each decade have been evolving hand in a hand. Each project is an opportunity to observe outcomes and address idealized planning approaches and strategies. In the broader scale, Istanbul is chosen by the author in order to discuss how this knowledge can be embedded in forthcoming regeneration projects' development strategies. On one hand, the paper aims to analyze planning approaches in European Regeneration Projects and to engage some ideas for Istanbul's waterfront's future. On the other hand, it especially focuses on re-emerging species with water and asks how waterfront areas can be transformed into public spaces for beneficial uses of public interests. In order to address this question, selected waterfront regeneration projects and shipyard transformations' development approaches will be examined in terms of creating public spaces. Apart from bringing ideas for development projects, the study aims to assess the extent discussion further planning strategies.

## 1274 | NARRATIVE AS A TOOL FOR DIALOGUE BETWEEN PAST AND FUTURE OF A PORT CITY

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**ABSTRACT:** Port cities have invaluable heritage, which had been shaped in multi-cultural atmosphere through their diverse network. However, they have been transformation in tangible and intangible sense around the world since 1960s. Early examples were applied in North America, continued in other port cities later on. Most of the contemporary spaces in former port areas are not related directly to port actions. Regeneration projects usually answer the purpose of housing, offices, cultural buildings, educational buildings, public utilities and recreational uses etc.

Contemporary spatial figures are erected in former port areas and created spaces for present day users. Tangible historical references of city usually influence design and planning approaches. But do designers and planners include intangible references to further developments as well? Today, port cities are becoming more coastal cities which are located on waterfront with lack of port atmosphere. Port related

spaces that are mostly first and second generation port facilities' heritage left to be abandoned after port actions declined, and regeneration projects are no longer producing spaces for the sake of maintaining port activities. Although port is not a physical part of city core anymore, port still makes money. Port actions created important network owing to geographical value during the history, city thus gained considerable socio economic power and brought value to city dynamics. As a consequence, city still works perfectly and very attractive for stakeholders, investors, as well as employees. Even though some of 3rd generation ports might be administrated by cross-border based companies and host only cargo handling facilities within city borders, it still finances the new face of port city that are implied in former port areas, therefore port still influences its city in terms of architecture and urbanism.

Despite port city still under affection of port, there is a lack of connection to its accumulated port culture. This paper asks and aims to examine: Can port city narratives be used as a tool for dialogue between its past and future and maintain the port culture for future?