

New Faces of Harbour Cities

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Edited by

Şebnem Gökçen Dünder, Neslihan Karataş,
Hilmi Evren Erdin and Piotr Lorens

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New Faces of Harbour Cities,
Edited by Şebnem Gökçen Dündar, Neslihan Karataş,
Hilmi Evren Erdin and Piotr Lorens

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CONTENTS

| | |
|-----------------------------|------|
| List of Figures..... | ix |
| List of Tables..... | xv |
| Prologue..... | xvii |
| Introduction | xxi |
| List of Abbreviations | xxv |

Part I: The Rising Waterfront: New Faces

| | |
|---|----|
| Chapter One..... | 3 |
| Urban Waterfront Regeneration: Origins of the Issue | |
| Piotr Lorens | |
| Chapter Two | 19 |
| Sustainable Development of the Port–City Interface | |
| Adem Erdem Erbaş | |
| Chapter Three | 35 |
| Comparative Analysis of Contemporary Regeneration of Waterfronts | |
| in Port Cities | |
| Piotr Lorens | |
| Chapter Four..... | 53 |
| Redevelopment of Old Harbour Districts from the Lens of International | |
| Urban Design Competitions | |
| Hilmi Evren Erdin | |

Part II: Port–City Interface: Cases from Europe and Turkey

| | |
|---|----|
| Chapter Five | 85 |
| ‘Urban Regeneration’ Phenomenon in Mediterranean Port Cities: | |
| The Case of Genoa | |
| Adnan Kaplan | |

| | |
|--|-----|
| Chapter Six | 103 |
| Anatomy of an Urban Design Project: Bordeaux' New Garonne Riverbank Volker Ziegler | |
| Chapter Seven..... | 121 |
| Harbour Cities Change Faces and Shape Their Identity during Phases of Development: The Hafencity Project Hamburg Wolfgang Willkomm | |
| Chapter Eight..... | 133 |
| Towards Regeneration of a Mediterranean Port City: The Need for a Strategic Approach TolgaÜnlü and Tülin Selvi Ünü | |
| Chapter Nine..... | 157 |
| Sustainable Urban Development and Logistics Functions in Istanbul Adem Erdem Erbaş | |
| Chapter Ten | 173 |
| Redevelopment of the Gdynia Waterfront: Lessons from the Work of Students Aleksandra Sas-Bojarska | |
| Chapter Eleven | 191 |
| Wind from the Sea: The Potential Role of Offshore Wind Energy in Reshaping Italian Harbour Cities Federico D'Amico | |
| Part III: The Case of Izmir as a Port City | |
| Chapter Twelve | 215 |
| The New Face of a Historical Harbour City: Izmir, Turkey M. Yıldırım Oral | |
| Chapter Thirteen..... | 235 |
| Izmir Port: A Major Debate on the Urban Agenda Neslihan Karataş | |
| Chapter Fourteen | 269 |
| Mixed-Use Regeneration in Izmir Port District Şebnem Gökçen Dünder | |

| | |
|--|-----|
| Chapter Fifteen | 289 |
| Risk, Design and Planning in Waterfront Areas: The Case of Izmir, Turkey | |
| Hayat Zengin | |
| Chapter Sixteen | 307 |
| Izmir Port District in Court: Impact of Jurisdictions on Land Development in the Case of Izmir New City Centre Plan | |
| Levent Ünverdi | |
| Contributing Background Papers | |
| Chapter Seventeen | 333 |
| Architecture and Water: The Solid and the Fluid | |
| Dagmar Eisermann | |
| Chapter Eighteen | 349 |
| The Port and Its Influences on the Near Hinterland | |
| Beril Özalp | |
| Chapter Nineteen | 361 |
| Projects of Izmir Chamber of Commerce for the Inner Bay of Izmir | |
| Hitay Baran and Ümit Çiçek | |
| Contributors | 371 |
| Index | 383 |

LIST OF FIGURES

| | |
|--|----|
| Figure 2.1. Characteristics of the City and Port Interface..... | 21 |
| Figure 2.2. Evolution of the Relationship Between the City and Port..... | 24 |
| Figure 4.1. Aerial Photo of East Darling Harbour Competition Area..... | 61 |
| Figure 4.2. Scheme of the Winner of the East Darling Harbour Urban Design Competition by Hill Thalys Architecture + Urban Projects, Paul Berkemeier Architects, Jane Irwin Landscape Architecture..... | 63 |
| Figure 4.3. Modelling Scheme of the Winner of the East Darling Harbour Urban Design Competition | 63 |
| Figure 4.4. Scheme of Richard Rogers Partnership, Lippmann Associates, Martha Schwartz Partners, Lend Lease Developments Pty Ltd. | 64 |
| Figure 4.5. Scheme of PTW Architects, EDAW, Advanced Environmental Concepts | 65 |
| Figure 4.6. Scheme of Project Architecture, Hargreaves Associates and Thom Mayne | 65 |
| Figure 4.7. Scheme of Lend Lease Design, Taylor Cullity Lethlean, JBA Urban Planning, the People for Places and Spaces | 66 |
| Figure 4.8. Boundaries of the “Valencia Del Mar – Marina Real Juan Carlos I” International Planning Ideas Competition Area | 66 |
| Figure 4.9. Scheme of the Winner of the “Valencia Del Mar – Marina Real Juan Carlos I” International Planning Ideas Competition, GMP International Architects and Engineers' Project..... | 69 |
| Figure 4.10. Modelling of the Winner of the “Valencia Del Mar – Marina Real Juan Carlos I” International Planning Ideas Competition, GMP International Architects and Engineers' Project..... | 69 |
| Figure 4.11. Scheme of the Winner of the “Valencia Del Mar – Marina Real Juan Carlos I” International Planning Ideas Competition, Ateliers Jean Nouvel, J. Ribas G. - J. Ribas F. Arquitectos Asociados, Tomás Llavador Arquitectos S.L. | 70 |
| Figure 4.12. Modelling of the Winner of the “Valencia Del Mar – Marina Real Juan Carlos I” International Planning Ideas Competition, Ateliers Jean Nouvel, J. Ribas G. - J. Ribas F. Arquitectos Asociados, Tomás Llavador Arquitectos S.L. | 71 |
| Figure 4.13. Boundaries of the Old Harbour along with Örfirisey in Reykjavik International Competition Area and Its Surroundings..... | 72 |
| Figure 4.14. 5000 and 2000 Site Plan of the Winning Project of the Old Harbour along with Örfirisey in Reykjavik International Competition, Erdem Architects..... | 74 |
| Figure 4.15. Modelling of the Winner of the Old Harbour along with Örfirisey in Reykjavik International Competition. Erdem Architects | 75 |

| | |
|--|-----|
| Figure 5.1. General View of Genoa Waterfront | 91 |
| Figure 5.2. Genoa Port City across the Coastal Domain | 92 |
| Figure 5.3. Some Features of Genoa and the Waterfront..... | 93 |
| Figure 5.4. The Historic Quarter, 2012..... | 95 |
| Figure 5.5. Renzo Piano's Uninterrupted Port Scheme | 97 |
| Figure 6.1. Aerial Photo of Bordeaux, Tramway Network and Garonne Riverbanks Renewal, 2011..... | 105 |
| Figure 6.2. Project ZAC des Queyries by Ricardo Bofill, 1986 | 106 |
| Figure 6.3. Left Bank Design Project by Bertrand Nivellet & Denis Saiz, 1989... | 107 |
| Figure 6.4. Project for the Competition "Bordeaux Port De La Lune" Organized by Arc en rêve – Project by Jean Nouvel & Emmanuel Cattani, 1989..... | 108 |
| Figure 6.5. "Bordeaux' Both Riverbanks" Project by Dominique Perrault, 1994 | 109 |
| Figure 6.6. Urban Design Project of the City of Bordeaux by Agence d'Urbanisme Bordeaux Métropole Aquitaine, 2003 | 112 |
| Figure 6.7. "Strips" Defining the Space Uses between the Waterfront Facades and the River..... | 113 |
| Figures 6.8. Projects for the Garonne Left Bank Design Competition, Quai Des Chartrons..... | 114 |
| Figure 6.9. Garden Strips Close to the Bordeaux Stock Exchange..... | 115 |
| Figure 6.10. Riverfront of the Refurbished Warehouses Hangars 15-20..... | 115 |
| Figure 6.11. Freeway Transformed into a Boulevard | 116 |
| Figure 6.12. Riverfront Promenade and Bike Lane, Multipurpose Platform | 116 |
| Figure 6.13. Tramway Entering the Garonne River Bridge..... | 116 |
| Figure 7.1. Model of the First Buildings – along Am Sandtorkai Street | 123 |
| Figure 7.2. South Elevation - Am Sandtorkai Street | 123 |
| Figure 7.3. Buildings Cantilevering above a Waterside Promenade..... | 123 |
| Figure 7.4. Am Sandtorkai Street with Old Warehouses | 123 |
| Figure 7.5. View through New Building towards Historic Warehouses of Speicherstadt..... | 124 |
| Figure 7.6. Individual Architecture and Materials with the Same Building Profile | 124 |
| Figure 7.7. Brick Tradition Combined with Glass, Mixed-Use Commercial and Residential Building..... | 124 |
| Figure 7.8. Residential Brick Architecture | 124 |
| Figure 7.9. Mixed-Use Residential and Commercial Glass Architecture | 125 |
| Figure 7.10. Contrast of New and Old Structures..... | 126 |
| Figure 7.11. One of the Few Historic Buildings in the Hafencity Area – the Old Warehouse as Maritime Museum..... | 126 |
| Figure 7.12. The Elbphilharmonie Rises behind the Historic Warehouses of the Speicherstadt..... | 127 |
| Figure 7.13. North Elevation of Buildings along Kaiserkai | 127 |
| Figure 7.14. South Elevation of Buildings along Kaiserkai..... | 127 |
| Figure 7.15. Magellanterrace - A Square at the End of Sandtorhafen Basin | 128 |
| Figure 7.16. Promenade along Grasbrookhafen | 128 |
| Figure 7.17. Marco Polo Terrace..... | 129 |

| | |
|---|-----|
| Figure 7.18. Sandtorpark and Office Buildings - Speicherstadt Warehouses in the Background | 129 |
| Figure 7.19. Primary School Katharinenschule with Rooftop Schoolyard | 129 |
| Figure 7.20. A Prominent Location for the New Hafencity University Building | 130 |
| Figure 7.21. Landmarks Marco Polo Tower, Unilever Building and Cruise Ship | 131 |
| Figure 7.22. Temporary Cruise Centre Made of Sea Containers | 131 |
| Figure 7.23. Ships and Boats Belong to the Hafencity's Faces | 131 |
| Figure 8.1. Public Space System of Mersin and the Silhouette of the City at the Beginning of the Twentieth Century and in the 1930s | 140 |
| Figure 8.2. Preserved Historic City Centre of Mersin in the Urban Plan, Prepared by Hermann Jansen, 1938 | 141 |
| Figure 8.3. The 'Platform', Constructed along the Seashore of Mersin through Reclaiming Land from the Sea, the Late 1960s | 142 |
| Figure 8.4. The Changing Silhouette of the City from the 1970s to the End of the 20 th Century | 143 |
| Figure 8.5. Project to Redefine the Relationship of Customs Square with the Sea | 144 |
| Figure 8.6. Cultural and Exhibition Centre of Metropolitan Mersin Municipality, Constructed in the First Decade of the 2000s | 145 |
| Figure 8.7. The Methodology of Mersin Historic City Centre Regeneration Strategy | 149 |
| Figure 8.8. The Concept Diagram of Mersin Historic City Centre Regeneration Strategy | 151 |
| Figure 9.1. Location of Istanbul in International Logistics | 167 |
| Figure 9.2. Proposed Harbour and Logistics Facilities in Istanbul | 168 |
| Figure 10.1. Europe- Poland - Gdansk Agglomeration | 173 |
| Figure 10.2. Gdynia-Historic Plans versus Current State | 175 |
| Figure 10.3. Gdynia: City – Port Relation within 60 Years of History. Student of Architecture Diploma Work | 176 |
| Figure 10.4. White-facade Architecture of “Gdynia’s Modernism” | 177 |
| Figure 10.5. The Sea and the City – Attractions | 177 |
| Figure 10.6. Landscape of Gdynia between the Forested Hills and the Sea | 177 |
| Figure 10.7. Tall Ship Races in Gdynia | 178 |
| Figure 10.8. Waterfront of Gdynia – Existing State of Fisherman’s Pier | 179 |
| Figure 10.9. Międzytorze in Gdynia: Existing “Post – Railway” Area | 180 |
| Figure 10.10. The Spatial Policy Relating to Port Development, Study of Circumstances and Directions of Gdynia Development (2008) | 181 |
| Figure 10.11a, b. The Directions of Gdynia Development Alternative I and II | 182 |
| Figure 10.12. Fisherman’s Pier, Spatial Plan from 2009 and Its Probable Visualization | 183 |
| Figure 10.13. The Area of Student Diploma Works in Relation to the City of Gdynia | 184 |
| Figure 10.14. Diploma Work “Gdynia - Fisherman’s Pier Development” | 185 |

| | |
|---|-----|
| Figure 10.15. Diploma Work “Gdynia - Development between the City and the Harbour” | 187 |
| Figure 10.16. Gdynia – The Possibilities of the Development between the City and the Port, (Markešić & Zieniuk, 2011) and the Diploma Work - Visualization of the Waterfront Area from the Sea – The New Marina, | 188 |
| Figure 10.17. Gdansk University of Technology – Exhibition Hall – Students Competition..... | 189 |
| Figure 11.1. a) Centralized Logistics System, with One Location Logistics & Production in Bremerhaven; b) Decentralized Logistics System with Remote Locations Logistics & Production | 195 |
| Figure 11.2. Bremerhaven Industrial Expansion | 196 |
| Figure 11.3. Titanic Quarter Design Proposal Collage..... | 197 |
| Figure 11.4. Bird’s Eye View of Belfast Harbour with Sites Being Developed .. | 197 |
| Figure 12.1. Urban Growth Potentials of Izmir in the Aegean Region..... | 215 |
| Figure 12.2. Ecumenapolistic Effects in Western Turkey | 216 |
| Figure 12.3. Territorial Peculiarities..... | 216 |
| Figure 12.4. First & Second Settlements of Izmir | 217 |
| Figure 12.5. Western Anatolia in Antique Era | 218 |
| Figure 12.6. The Inner Harbour Shown on the Piri Reis Map..... | 219 |
| Figure 12.7. Social Stratification-Land Use | 220 |
| Figure 12.8. Harbour and the Hinterland..... | 220 |
| Figure 12.9. Growth in the 19th Century..... | 221 |
| Figure 12.10. New Suburbs | 221 |
| Figure 12.11. Custom’s Warehouses | 223 |
| Figure 12.12. Dockside at the end 19 th century | 223 |
| Figure 12.13. Twin Harbours in Izmir by 1950..... | 223 |
| Figure 12.14. The New Harbour in the 1950s- Boundaries of Izmir in 1950 and 1970..... | 224 |
| Figure 12.15. Izmir and the Regional Development..... | 225 |
| Figure 12.16. Official Master Plan for Izmir-1973..... | 226 |
| Figure 12.17. Risks to the Regional Environmental Potentials | 227 |
| Figure 12.18. Alsancak Harbour after 2000 | 228 |
| Figure 12.19. Alsancak Harbour after 2000 | 228 |
| Figure 12.20. Today’s Luxury Hotels and the 19 th century Harbour | 228 |
| Figure 12.21. New Metropolitan Boundaries with 50 km in Radius | 229 |
| Figure 12.22. The Approved Plan for 2030 | 230 |
| Figure 12.23. Urbanized Region of Izmir & GNP Ratios in Turkey | 230 |
| Figure 12.24. Demand Increase Between the Years 2004 – 2020 | 231 |
| Figure 12.25. Structural Synthesis for 2030 in the Urbanized Region of Izmir..... | 232 |
| Figure 13.1. Ports of Izmir from Past to Present..... | 236 |
| Figure 13.2. Izmir Port | 239 |
| Figure 13.3. Use of the Port..... | 240 |
| Figure 13.4. Izmir Port | 241 |
| Figure 13.5. Izmir Port | 242 |
| Figure 13.6. The Ports in Izmir..... | 249 |
| Figure 13.7. Cruiser Port..... | 251 |

| | |
|---|-----|
| Figure 13.8. Cruise Port and Loading Port in Izmir | 253 |
| Figure 13.9. Deep Waterway Project..... | 256 |
| Figure 13.10. Squares and Port..... | 257 |
| Figure 13.11. Port Viaducts..... | 258 |
| Figure 13.12. Port Viaducts..... | 258 |
| Figure 13.13. Different Parts in the New City Centre Plan | 260 |
| Figure 13.14. Master Plan for the New City Centre | 261 |
| Figure 13.15. Master Plan of the New City Centre..... | 261 |
| Figure 13.16. Major Modes of Transportation and the Port | 263 |
| Figure 13.17. Existing and Proposed Railroad Line | 263 |
| Figure 14.1. Rendering for Izmir Port District – I | 276 |
| Figure 14.2. Rendering for Izmir Port District – II..... | 277 |
| Figure 14.3. Rendering for Izmir Port District – III | 277 |
| Figure 14.4. Master Plan for Izmir Port District..... | 278 |
| Figure 14.5. Folkart Towers – Architectural rendering | 280 |
| Figure 14.6. Urban Waterfront of Alsancak – Three Generations of Buildings, 19 th century, 1970s, 2010s..... | 282 |
| Figure 15.1. Housing Investments in Karşıyaka on the Northern Axis | 297 |
| Figure 15.2. Floods in the Coastal Subzones of Izmir..... | 298 |
| Figure 15.3. Izmir Waterfront and Its Coastal Subzones | 299 |
| Figure 15.4. Natural Environment and Coastal Areas Under Pressure in Izmir | 301 |
| Figure 16.1. 04.01.1973, Izmir Metropolitan Area Master Plan: Scale 1:25000, Approved by the Ministry of Public Works and Housing. | 312 |
| Figure 16.2. 1978 Revision of Izmir Master Plan..... | 313 |
| Figure 16.3. 1989 Revision of Izmir Master Plan: Scale 1:25000 | 313 |
| Figure 16.4. Izmir New City Centre Master Plan-Scale 1:5000, Approved 07.07.2003. | 314 |
| Figure 16.5. Izmir New City Centre Master Plan Revision Scale 1:5000, Approved on 18.02.2005 (First Revision)..... | 315 |
| Figure 16.6. Izmir New City Centre Master Plan Revision: Scale 1:5000, Approved on 13.03.2006 (Second Revision). | 316 |
| Figure 16.7. Izmir New City Centre Master Plan Revision: Scale 1:5000..... | 317 |
| Figure 16.8. Izmir New City Centre Master Plan Revision: Scale 1:5000, Approved on 16.04.2010 (Fourth Revision)..... | 318 |
| Figure 16.9. Boundaries of the Plan on the 1:5000 Scale-Aerial Photo Colouring by Author; Area Subject to Repeated Annulment Actions..... | 318 |
| Figure 16.10. Overall View of Southern Parts of the Planned Area Subject to Annulment Actions | 319 |
| Figure 16.11. Overall View of Northern Parts of the Planned Area Subject to Annulment Actions | 319 |
| Figure 16.12. Planning Boundaries Subject to Annulment Actions | 321 |
| Figure 16.13. Distribution of Annulment Actions Brought Against the Plan on the Parcel Scale | 324 |
| Figure 16.14. Jochen Brandt Design – First Prize in International Urban Design Idea Competition for Izmir Port District; | 324 |

| | |
|---|-----|
| Figure 16.15. Primary Land Use Zones by Different Districts in the Master Plan: Scale 1:5000. Mapping by Author | 325 |
| Figure 16.16. Master Plan on the Scale 1:5000 - 2003 | 326 |
| Figure 16.17. Master Plan on the Scale 1:5000 | 326 |
| Figure 16.18. Building Density (TAR) Zones in the Master Plan of 2003. | 327 |
| Figure 16.19. Building Density (TAR) Zones in the Master Plan of 2010. | 327 |
| Figure 17.1. Villa Hadriana | 334 |
| Figure 17.2. Granada Patio de la Acequia | 335 |
| Figure 17.3. Katsura | 336 |
| Figure 17.4. Claude Nicolas Ledoux - St. Cloud, Cascades - Brighton Pier UK | 337 |
| Figure 17.5. De La Warr Pavilion, Bexhill-on-Sea by Eric Mendelsohn and Serge Chermayeff | 338 |
| Figure 17.6. America's Cup Building by David Chipperfield Valencia, 2006. | 339 |
| Figure 17.7. Sea Bath by Alvaro Siza, Porto Matosinhos | 340 |
| Figure 17.8. "The Blur" by Diller Scofidio, Yverdon les Bains, Swiss Expo 2002. | 341 |
| Figure 17.9. Island on the Mur by Studio Acconi, Graz. | 341 |
| Figure 17.10. Restaurant at the Lake Cauma, Ch | 342 |
| Figure 17.11. Harbour Bath, Copenhagen | 343 |
| Figure 17.12. National Opera House, Oslo..... | 345 |
| Figure 17.13. National Opera House, Oslo..... | 345 |
| Figure 17.14. National Opera House, Oslo..... | 346 |
| Figure 17.15. National Opera House, Oslo..... | 346 |
| Figure 17.16. National Opera House, Oslo..... | 346 |
| Figure 18.1. Views of Izmir | 349 |
| Figure 18.2. Views from Alsancak Port | 351 |
| Figure 18.3. Zoning in the Planning Area | 355 |
| Figure 18.4. View from Turan District. | 355 |
| Figure 18.5. View from Salhane District. | 356 |
| Figure 18.6. Sketch on the Aerial Photo of Port and Its Near Hinterlan. | 357 |
| Figure 18.7. Master Plan of New Central Business District | 357 |
| Figure 19.1. General View of Izmir | 362 |
| Figure 19.2. Projects of Izmir Chamber of Commerce for the EXPO 2015. | 363 |
| Figure 19.3. Bridge / Tunnel Crossing Alternatives | 363 |
| Figure 19.4. EXPO 2015 Projects | 364 |
| Figure 19.5. Üçkuyular Cruise Port Project..... | 366 |
| Figure 19.6. İzmir Alsancak Port Projects | 367 |
| Figure 19.7. Pasaport Port Jetty Project..... | 367 |
| Figure 19.8. Pasaport Port Tunnel, Concert Area, Boutique Hotel, Platform, Show Pools and Lighthouse - Cafe Projects..... | 368 |

Unless otherwise stated, all figures are either produced by authors themselves or taken from their personal archives.

LIST OF TABLES

| | |
|--|-------|
| Table 1.1. Evolutionary Stages of the City – Port Interrelation | 6 |
| Table 1.2. Stages in the Development of the City – Port Structures | 7 |
| Table 3.1. Examples of Transformation Programmes in Former Port Areas in Cities of the World..... | 38 |
| Table 3.2. Comparison of Selected Regeneration Programmes for Former Port Areas, Considering the Methods for Their Realization. | 39 |
| Table 3.3. Comparison of Types of Waterfront Structures | 41-42 |
| Table 3.4. Comparison of the Waterfront Regeneration Programmes | 43-44 |
| Table 3.5. Comparison of Methods for Waterfront Revitalization | 46-47 |
| Table 3.6. Types of Adopted Strategies and Implemented Programmes for Use | 48-49 |
| Table 9.1. Urban Development Issues and Proposed Logistic Areas in Istanbul. | 169 |
| Table 13.1. Characteristics of Izmir Port..... | 241 |
| Table 13.2. TCDD Izmir Port Data (2010 - 2011 Period)..... | 242 |
| Table 13.3. Handled Groups of Products in TCDD Izmir Port during the Period of 2006-2012..... | 243 |
| Table 13.4. Comparison of Annual Tonnage by Different Groups of Cargoes..... | 244 |
| Table 13.5. Different Modes of Handled Cargoes in TCDD Izmir Port by 2006-2012. | 244 |
| Table 13.6. Container Traffic in TCDD Izmir Port by 2006-2012. | 245 |
| Table 13.7. Changes in Rates of Import and Export | 247 |
| Table 13.8. Container Handling Amounts in Izmir Alsancak Port-TEU (2011)..... | 248 |
| Table 13.9. Ships Visiting Izmir Alsancak Port (2011) | 248 |
| Table 13.10. Number of Travels and Tourists Arriving in Izmir by Cruise Ships | 252 |
| Table 13.11. Number of Ships and Passengers from Foreign Ports, 2004-2011 | 252 |
| Table 16.1. Distribution of Annulment Actions against the Plan between 2003- 2012 by Type..... | 320 |
| Table 16.2. Distribution of Objections by Subject in Annulment Actions on Parcel-Scale | 323 |

PROLOGUE

Waterfronts kept their prominence for ages in history. While settling by the water has always been a major factor in urban development, waterfront cities gained power not only for their natural port characteristics, but also for advantages of defense. Owing to the facts that waterfronts were always points of attraction as well as distribution defining the main transportation network and urban development, connecting cities with the outer world and providing for continuous redevelopment of urban land, waterfront cities always had a more distinctive identity when compared to other cities. A great portion of today's population and important world cities are by the water.

In the course of urbanization, port cities initially began to act as the core of all economic activities, where port districts were the most attractive quarters. Through concentration of production activities at collective centres, globalization trends entailed the need for greater ports and this was followed by relocation of harbour activities independently far from central areas of the city. This may be deemed as the reason why port districts and port cities began to lose their distinctive characteristics. Technological developments, intermodal freight transport using containers and changes in ship dimensions all played a considerable part. While the port-city interface was based on strong connectivity for centuries, the advances in technology and emerging needs required the port to become distinct from the city while sheltering different logistic functions of its own. This paved the way for new changes in urban macro form development, while waterfront districts gradually lost their initial role and function. As port districts took their place within industrial zones in close relation to historical centres, impacts of deindustrialization caused these valuable parts of the city to become abandoned brownfield sites to be regenerated. Thus, regeneration and redevelopment of port districts and surrounding waterfront sites were put on the urban agenda, availing for creation of new urban spaces where industrial buildings are converted into social, cultural or commercial uses, altogether giving a brand new urban image.

Considering the changes in port activities, from the end of the 18th century to the current times, the relation of the port and the city has always been guiding urban development, as a major factor in urban identity.

While there are those cases where harbour activities have long moved out from the central areas of the city, there also are cities like Kobe, Hamburg, Antwerp and Piraeus, which keep their harbour city character without any distinct change in location. Such cities are also remarkable for having succeeded in integration of their ports with the city without causing any challenges, but instead undertaking crucial social, economic and recreational functions. In addition to their commercial importance, port districts also appear to include a variety of social and cultural facilities as they shelter different cultural, national and ethnic groups. Therefore, they are significant not only for their commercial activities, but also for their touristic implications. This remains the reason why current efforts give the integration of port districts with the city a pivotal place, while this involves moving some port activities to other locations and gaining waterfront areas back into public use for purposes of tourism, industrial heritage-led regeneration and recreation.

Enriched with technological opportunities as well as socio-economic dynamics, the presence of water as an asset that increases the quality of living in urban environments is given a primary role in urban regeneration. This stems from the reason why waterfront areas offer rich potential for sustained urban development through socio-cultural and recreational facilities creating prestigious places that aid in urban identity upgrading. In other words, waterfront regeneration offers great opportunities for economic development and urban competitiveness today. The ability to compete becomes synonymous to developing brownfield port areas for more public uses through integrating these sites with central parts of the city, while using their historical reference in the creation of new points of attraction. Connecting the waterfront areas with the city indeed contributes to urban competitiveness under conditions of the global era.

The changing role of port activities due to technological developments since the 1960s has given cities the opportunity to regenerate brownfield port areas and gain a brand new urban image. In parallel to the rising importance of harbour cities throughout the world, waterfront regeneration of port districts can be deemed as the changing faces of port cities within competitive frameworks. Taking its name from a one-day international event titled "*New Faces of Harbour Cities*" in Izmir, Turkey in 2010, this book focuses on waterfront regeneration of port cities. Such regeneration has played a significant role and will evidently keep its significance in urban development as a major factor enhancing the quality of life in cities, while giving them a brand new image, with a new "face". Departing from the general theory of urban regeneration, the cases from different cities in Turkey and the world make a qualitative contribution concerning the

extent of the impact of port areas upon spatial and socio-economic development of cities. Dwelling upon the matter of waterfront regeneration in port districts as the new attraction centres of cities, the authors discuss the issue from a broad range of different perspectives, sometimes bringing criticizing views in terms of risks involved and other times informing about the richness of opportunities the “*new faces of harbour cities*” may bring.

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Hilmi Evren Erdin and Piotr Lorens*

INTRODUCTION

The aim of this book is to set out and discuss the matters and issues concerning the pursuit of achieving waterfront regeneration in harbour cities. In both structure and content the book has brought to the fore the links between the general theory of regeneration and the related practice in many harbour cities of the world. The concern is to highlight the origins of the issue and the specific circumstances giving cities their “*new faces*” through waterfront regeneration.

In using the term “*new faces*”, the meaning points to the changing image of harbour cities where the port-city interface appears to evolve in time. As displayed in the widely accepted and quoted model study of Hoyle in related literature -which is also repeatedly mentioned throughout this book- there are different phases of port-city interrelation. It is possible to trace these phases from the rising importance of port cities with developments in international trade to the fall of port districts under circumstances of deindustrialization, and then finally to the rising importance of port districts as regenerated new attraction centres in serve of the entire city. These ups and downs reveal that no matter what the change in the level of relation between the port and the city may be (in both spatial and economic terms), port cities will always have the potential to act as important centres in the world economy.

Offering noteworthy potential, abandonment of port districts gives new opportunities in gaining brownfield port areas back into public use through their comprehensive revitalization. In a much different layout of urban activities, where logistic activities are replaced by those of culture-led, mixed-use-led, event-led or property-led regeneration, port districts once again provide for the creation of new domains of entrepreneurial activity including the creation of new workplaces in the service sector i.e., new chances for further progress in urban competitiveness. This picture depicts that port cities move on with their mission as places of economic and cultural exchange, but this time with a brand new “face”. Thus, the word “face” is central to the book.

From the lens of complex processes of waterfront regeneration issues, it can be noted throughout the pages of this book that at one point the term “new faces” refers to a range of *opportunities* offered for economic dimensions concerning entrepreneurship, while at another it involves the

risks of regeneration in spatial, legal, social, cultural or environmental terms. To investigate the nature and complexity of waterfront regeneration better, the scrutiny of experiences of different cities included in this book provides a wider picture. It is possible to find all dimensions: economic, social, legal, environmental and cultural dimensions of urban waterfront regeneration of harbour cities throughout the related chapters. The structure therefore involves a broader look from theory to practice and from global to local.

The main discussion always dwells upon the fact that port cities today keep their significance via employing significant regeneration programmes in post-harbour areas, which either completely or partially embrace investment programmes concerning transformation of degraded spaces into new downtown functions. In all cases, the outcome gives “new faces” to harbour cities, the successes and failures of which can be traced through the coming chapters.

As mentioned earlier, the origin of this book dates to a one-day international event sharing the title of this book “*New Faces of Harbour Cities*” held in Izmir in cooperation with Dokuz Eylul University, Faculty of Architecture in Turkey and Gdansk University of Technology, Faculty of Architecture in Poland. It appears that the richness of the presented cases and identification of place-specific challenges and potentials brought the enthusiasm to further open the discussion to a wider group of academics to broaden the scope of cases involved.

The book is the product of these three years following the event, where Part I focuses on the general theory of regeneration with implications and comparisons between different harbour cities; Part II looks at the phenomenon of port-city interface with cases from Europe as well as Turkey, and displays a broad set of experiences from Mediterranean cities to European cities. It questions the phenomenon of regeneration with existing challenges and opportunities from one perspective, the role of local governments from another, and the role of green energy in re-launching the productive role of harbours from an asymmetrical point of view; and finally Part III provides detailed discussion on the many facets of a city, namely Izmir, in the context of a developing country, and ranging from legal aspects of planning to environmental and cultural challenges. Clearly displayed is the tension between the goal of urban waterfront regeneration, and the conflicting practice based on logistics and related industrial facilities. Though each discussion manifests one side of a multi-faceted framework, they merge at the point where the lack of any overall regeneration strategy may result in undesired outcomes concerning urban development in general.

The book also provides a place for those presentations of the one-day event that were not carried on for further research. The final section therefore includes background papers witnessing the time of origination of the book.

Şebnem Gökçen Dündar

LIST OF ABBREVIATIONS

| | |
|----------|--|
| AC | America's Cup |
| ASI plan | Piano dell'Area per lo Sviluppo Industriale – Industrial Development Area Plan |
| CBD | Central Business District |
| CCP | Chamber of City Planners |
| CIAM | International Congress of Modern Architecture |
| ESDP | European Union Spatial Development Perspective |
| EZI | Ente Zona Industriale – Industrial Zone Authority |
| FAR | Floor Area Ratio |
| GAR | Ground Area Ratio |
| GDP | Gross Domestic Product |
| GNP | Gross National Product |
| HCU | HafenCity University |
| IZTO | Izmir Chamber of Commerce |
| IMM | Izmir Metropolitan Municipality |
| LPI | Logistics Performance Index |
| MMI | Metropolitan Municipality of Izmir |
| NREAPs | National Renewable Energy Plans |
| NRT | Net Register Tonnage |
| O&M | Operation & Maintenance |
| OIZ | Organized Industrial Zone |
| OWF | Offshore Wind Farm |
| OWI | Offshore Wind Industry |
| OWSC | Offshore Wind Supply Chain |
| PETRA | Pan-European Transportation Networks |
| PIA | The Planning Institute of Australia |
| PRG | Piano Regolatore Generale or Municipal General Plan |
| PRP | Piano Regolatore Portuale – Port Plan |
| SPI | State Planning Institute |
| TAR | Total Area Ratio |
| TCDD | Turkish Republic State Railways |
| TEU | Twenty-foot Equivalent Unit |
| TEN-T | Trans-European transport network |
| TGV | (High-Speed Train) |
| TurkStat | Turkish Statistical Institute |
| UPP | Urban Pilot Project |



PART I
THE RISING WATERFRONT:
NEW FACES

CHAPTER ONE

URBAN WATERFRONT REGENERATION: ORIGINS OF THE ISSUE

PIOTR LORENS

1. Introduction

Areas by water have been a natural place of human settlement. Now, almost half of the world population lives on water. Human settlements, often located on natural seashores, rivers and lakes, have not only profited from such a location, but have to a large extent influenced them (Hudson, 1996). In the case of cities, towns and settlements on the sea, their location has been linked to the economic use of the sea, they have often been founded as *inter alia* fishermen's hamlets. Gradually, along with the development of trade, including maritime trade, these hamlets have been adapted to more advanced roles: commercial ship havens and shipyards having appeared. Often these locations have been the outposts for deep seafarers and corsair or navy bases. With time, these sea settlements have also become summer-time resorts, attracting inlanders by their pleasant climate, landscapes and seascapes (Zaremba, 1962).

The process described above pertains to the majority of port cities in the world. In Europe, the beginnings of ports go back to the Ancient Era or the Middle Ages. The port cities of the New World are much younger, dating back to the 17th – 19th century; however, their evolution, although much more accelerated than that in Europe, has not differed much from the earlier European models (Konvitz, 1978).

Developing port cities have increasingly become the most important elements of the world economy, parallel to the development of international trade, colonial conquest and industrial revolution. They have become centres for cultural exchange, symbolizing also the links between the areas of different histories and experience and being the venues for the integration of a given region (the background of the port city) with the rest of the world's civilizations (Hoyle, 1998). This exceptional position of port

cities has been caused by, among other things, the dominance of water and sea transport in the world trade, which was only reduced after the invention of the railway.

At present, the seaport is defined as "the place of the change of means of transport from an inland into a water-bound one". This definition, however confining it may be for the significance of the contemporary port, has been quoted in literature and reflects well the shift of emphasis from port cities as such into specialized terminals and stevedore venues. The seaport, however diminished its significance may be, is still considered an important centre for economic and cultural exchange; nevertheless, its development, whether historical or contemporary, mostly depended on its geographic location and its relation to both the inland background (region) and other port centres (Hoyle & Pinder, 1981).

The relation of a port to its regional background is especially important. Whenever a port has been developed, whatever its location and tasks may be, it functions as the gate to a wider area – the region that is a natural support. However, this relation has varied throughout ages, along with the development of new transport technology and the evolution of the ports themselves as a consequence of changing backgrounds, e.g. the region changes its borders.

Notwithstanding the factors mentioned above and for the needs of this article, the basic significance is that of the relation between a port and its city, not the analysis of the evolution of the port itself, its technology and/or economy. This article will concentrate particularly on the so-called "waterfront", which is the junction between the city and a body of water. This notion embraces the area located on a natural water container, such as a lake, a river or the sea, even if the pertinent literature, confines the term almost exclusively to cities which are ports and, within their structure, to the areas where urban and port structures meet (Vallega, 1993). This area, dubbed in the English mode as "the interface", is the zone of both commercial and spatial conflicts as well of cooperation between different subjects. This especially concerns the city-port relation, both in administrative and economic and/or spatial understanding (Hoyle, 1998).

This junction area, hereinafter called "waterfront", has never been delimited once and for all within an urban structure. It has either expanded or shrunk, or been shifted throughout the history of every maritime centre; yet, it has to date, embraced such elements as specialized urban functions (including recreation), port-related industries and services, and warehouses and store yards. What also falls within its limits are the often infamous "port districts" (also called "sailor towns"), offering all assortment of services addressed to seamen and ship owners (Hilling, 1998).