

KENTSEL KORUMA – YENİLEME - DÖNÜŞÜM KAVRAMLARININ EVRİMİ -2

**YILDIZ TEKNİK ÜNİVERSİTESİ MİMARLIK FAKÜLTESİ
ŞEHİR VE BÖLGE PLANLAMA BÖLÜMÜ
ŞEHİR YENİLEME KORUMA DERSİ
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KENTSEL KORUMA-YENİLEME-DÖNÜŞÜM KAVRAMLARININ GELİŞİMİ

2000'ler : Urban Regeneration ve Urban Renaissance

**KENTSEL YENİDEN OLUŞUM / YENİDEN GELİŞTİRME /
KENTSEL YENİDEN ÜRETİM = KENTSEL DÖNÜŞÜM**

- **Politika ve uygulamalarda daha geniş kapsamlı bakış açıları**
- **1980'lerden daha gösterişsiz projeler**
- **Sosyal eşitsizlikleri – yoksulluğu gidermeyi hedefleyen projeler**
- **Stratejik planlama yaklaşımları**
- **Tarihi miras ve koruma eksenli yaklaşım**
- **Kültür eksenli projeler**
- **Kentsel Yenileme Ortaklıkları:
(Urban Regeneration Companies – URC's):
Kamu-özel sektör arasında daha dengeli rol paylaşımı**

Urban White Paper “Kentsel Beyaz Sayfa / Kitap”

- Kasım 2000’de İngiliz Hükümeti **Kentsel Beyaz Sayfa**
- **12 adet URCs** (Kentsel Yenileme Ortaklığı) programı hazırlıyor.
- Lord Rogers tarafından 1999’da hazırlanan (Urban Task Force) “Kentsel Görev Gücü” belgesi “*Towards an Urban Renaissance*”
- **Kentsel Yenileme Ortaklığı**
 - stratejik bir kentsel yenileme çerçevesi geliştirerek:**
 - Kamu sektörünün görevlerini tanımlamalı
 - Özel sektör yatırımcılarını cesaretlendirmeli
 - Yerel şirketlerin bölgede yatırımcı olmasının yolunu açmalı
 - Alanın özelliklerine dayalı kentsel tasarım kodları geliştirmeli
 - iyi örnekleri paylaşarak merkezi yönetimin politikalarını etkilemelidir.

(Urban Regeneration Companies - URCs)
Kentsel Yenileme Ortakları-KYO

Kentsel Yenileme Ortakları (KYO)

- uzmanlar
- yerel yetkililer
- yatırımcılar
- topluluk temsilcileri

KYO'da katılım ve finans

- ulusal ölçekte : **English Partnership**
(The National Regeneration Agency)
- bölge ölçeğinde: **Bölgesel Kalkınma Ajansları**
(Regional Development Agency)
- yerel ölçekte: **Yerel yönetimler**

İşlevi

- Alanların yenilenmesinde yönlendirici rol ve görev üstlenmek
- Bölgeye yeni yatırımları çekmek
- Bölgedeki tehditleri azaltıcı, fırsatları öne çıkarıcı yaklaşım

Kentsel Yenileme Alanlarında Kentsel Yenileme Ortaklıklarının Uyması Önerilen Kriterler

Kentsel Yenileme Ortaklıkları

- Bölgesel ve yerel önceliklere katkıda bulunmalıdır
- Alanın öncelikli olan sosyal ve ekonomik gereksinimleri ile gelişim fırsatlarını bütünleştirmelidir
- Partnerlere özellikle Bölgesel Kalkınma Ajansı ve Yerel Yönetime net taahhütlerde bulunmalıdır
- Diğer katılımcılarla ve topluluklarla birlikte yapacağı yenileme /geliştirme hedeflerini nasıl gerçekleştireceğini ortaya koymalıdır
- Temel stratejisi kişilerin kaynaklarını geliştirmek olmalıdır.
- Mekandaki düzenlemelerin ve sistemin dağıtımını net olarak yapmalıdır.

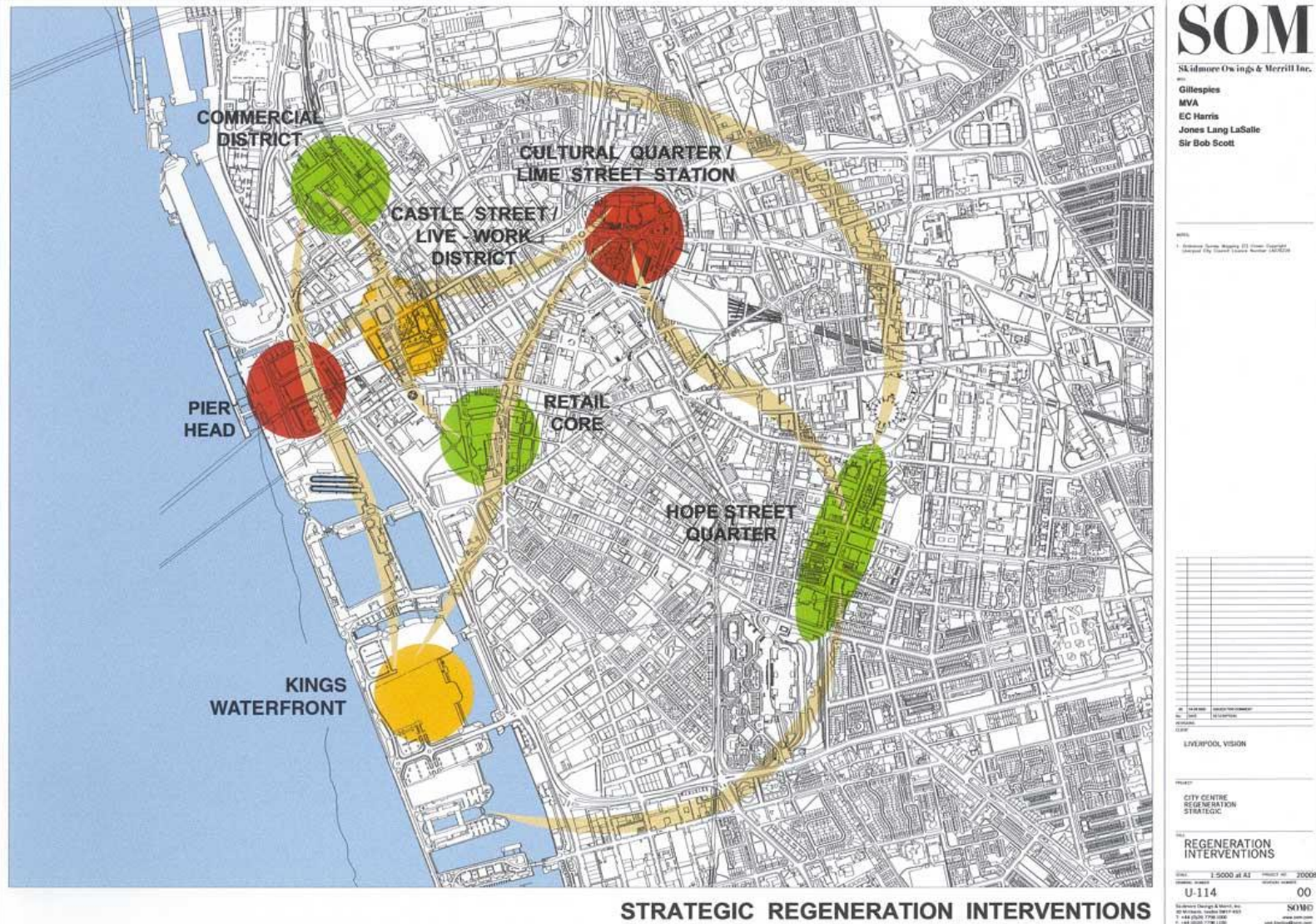
English Partnerships (THE NATIONAL REGENERATION AGENCY)



- **Kaliteli, sürdürülebilir büyümeyi desteklemek için Merkezi Yönetim tarafından desteklenen ulusal ölçekteki kentsel yenileme ajansıdır**
- **Stratejik bölgelerde kendi çalışma programlarını geliştirirler**
- **Eylem alanları “brownfield” arazilerdir**
- **Kamu ve özel sektör ortaklıkları ile çalışırlar**
- **Tasarım, inşaat ve sürdürülebilirlik açılarından yüksek standartlar ararlar**
- **Yaratıcı yöntemleri tasarlar ve teşvik ederler**

Liverpool Vision: URC- Kentsel Yenileme Ortaklığı

"Liverpool kent merkezini fiziksel ve ekonomik olarak ticari yatırımlar, konut gelişimi, boş vakitleri değerlendirme ve turistik yatırımlar için cazip hale getirmek..."





ZONE 1 - WATERFRONT

STRENGTHS

- Potential World Heritage Site
- Internationally recognised image
- 3 Graces - Liver, Cunard and Port of Liverpool buildings
- Key access point
- Few ownerships - large plots facilitate delivery
- Recognised tourist destination - Albert Dock

WEAKNESSES

- "Severance" from main core City Centre
- Limited public transportation connections
- Exposure to adverse weather conditions
- Inconsistent environmental quality
- Lack of activity and function
- Lack of waterspace management strategy

OPPORTUNITIES

- The fourth Grace!
- International Gateway Facility for ferry and cruise ship activity
- Integrated Terminal
- Create high quality public space
- Introduction of new uses, eg. festival market, 'Café Society', arena, high quality residential, new cultural building, conference centre
- Opportunity to demonstrate high quality office building
- Major international public building on King's Dock
- Improved connections to City Centre
- Conversion of The Strand into an urban boulevard

ZONE 1 - WATERFRONT

Liverpool's waterfront is the City's most important feature. Historically, heavy dock activities limited public access to much of the River Mersey frontage. Today that is no longer the case and areas of the river that had previously been inaccessible have become the focus for public events and activities. The best example of this form of regeneration is the renovation of Albert Dock as a mixed-use development and tourist attraction. Going forward it would be appropriate to consider a vision for the waterfront that would maintain and encourage public access and use, and in considering projects for the waterfront special attention should be given to those that have an element of public use. In summary, the waterfront should be considered the **front garden of the City** and consideration given to all building, pedestrian and vehicle access, and landscape interventions that support that image.

PIER HEAD

Internationally, the best-known image of Liverpool is the view from the River Mersey overlooking the Pier Head. In the past, the Pier Head was the point of departure for emigrants to the New World whilst today it serves as the arrival point for visitors using the Isle of Man, Dublin and cross-river ferries, and international cruise ships. The opportunity to **expand the passenger ferry and cruise ship activity** can provide the genesis for a revitalised Pier Head. The Pier Head had also, historically, served as a terminus for land-based public transport to allow the simple interchange between boats, buses, trams and underground trains. The proximity of James Street Station provides the opportunity to reintroduce a transport interchange facility at Mann Island.

The Three Graces provide the skyline image of the City from the water and opportunities exist to **add buildings of architectural significance** to this composition. To the south, adjacent to the Maritime Museum, an open site could provide the opportunity for a new cultural institution and the image of the new Guggenheim Museum in Bilbao immediately comes to mind. To the north, a vacant parcel in the Princes Dock development could provide the location for a mixed-use office, residential and passenger ship reception building. In addition to their contribution to the skyline effect, these two new interventions further define the waterfront garden area.

To coordinate existing car parking in the area and in anticipation of additional requirements for ferry passengers and visitors to the

new facilities, a **new car park** is proposed beneath a redesigned Pier Head Garden.

Active ground floor uses in the Three Graces will help contribute to a vibrant Pier Head and can serve as an attraction in their own right. The Festival Markets found at the harbours in Baltimore and Boston might serve as a model for the redevelopment of these areas.

Finally, the perception of the Pier Head as being out of from the rest of the City Centre by The Strand must be overcome. Studies are underway to determine if a tunnelling scheme for the road is appropriate. An alternative approach is to reduce vehicle traffic

Aerial view of the Three Graces and Pier Head



Guggenheim Museum, Bilbao



PIER HEAD

FOCUS AREA:

The Pier Head including the Strand frontage, vacant parcels to the north and south, and the waterfront garden

STRATEGIC OBJECTIVE:

Transform the Pier Head into a world-class urban environment that reinforces its function as a key City Centre Gateway and visitor destination.

KEY INTERVENTIONS:

- Redesign the Strand as a "maritime boulevard"
- Activate the ground floors of the "Three Graces"
- Construction of a "Fourth Grace"
- Construction of a Mixed-Use Terminal Building
- Redesign of the Pier Head Garden to incorporate an underground car park
- Improvements to Ferry and Cruise Liner facilities
- Development of a Mann Island Transport Interchange
- Provision for a Family Attraction

ESTIMATED CAPITAL COST (TOTAL):

£ 163,050,000

NEXT STEPS:

- Create a City Centre Forum with all key stakeholders
- Begin preparation of a master plan of the area to test interventions



- A. The Strand
- B. The Three Graces
- C. Site of Fourth Grace
- D. Site of Mixed-Use Terminal Building
- E. Pier Head Garden
- F. Mersey Ferry Terminal
- G. Isle of Man & Irish Ferry Pier

- H. Cruise Liner Pier
- I. Mann Island Transport Interchange
- J. Car Ferry Approach and Garden
- K. Infill Building Opportunity

Meeting the Strategic Goals

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
☐	☒	☐	☐	☐	☒	☒	☐	☒	☒	☐	☒



A VIEW OF THE FUTURE

COMMERCIAL DISTRICT (BUSINESS EXCHANGE)

FOCUS AREA:

The traditional business district of Liverpool, centred on Old Hall Street; extending to the Strand on the west, Pall Mall on the east, Leeds Street on the north and Chapel Street on the south

STRATEGIC OBJECTIVE:

Create a world-class business exchange providing the appropriate space and environment for new and existing business to flourish.

KEY INTERVENTIONS:

- Establish a Northern Gateway
- Streetscape enhancement of Old Hall Street / Tithebarn and adjoining streets
- Activate the ground floors of buildings on Old Hall Street
- Provide new public open spaces as foci for new and existing office buildings
- Establish Commercial Action Area
- Exchange Flags, refurbishment of office space
- Improve connections to Exchange Flags
- Introduce Branding Programme - *Business Exchange*
- Improve entries to Moorfield Station
- Connect to Princes Dock
- Provide links to the north, across Leeds Street

ESTIMATED CAPITAL COST (TOTAL):

£ 242,800,000

NEXT STEPS:

- Create a City Centre Forum
- Develop a master plan for the Commercial Action Area

Meeting the Strategic Goals

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
●	○	●	●	○	●	○	○	●	●	●	●



- A. Old Hall Street
- B. Existing buildings
- C. Northern Gateway into the City Centre
- D. Entry to Moorfield Station
- E. New Public Open Space
- F1. Beetham Tower (proposed)
- F2. New Hall Place / Corner Project (under construction)

- F3. Redevelopment of Richmond House (proposed)
- F4. New Building Opportunity
- F5. New Building Opportunity
- F6. Moorfield Development Site (proposed)
- G. Proposed redevelopment area
- H. Refurbishment of Exchange Flags

CULTURAL QUARTER / LIME STREET STATION

FOCUS AREA:

The cultural facilities, St George's Hall, St John's Gardens, Lime Street Station and the surrounding streets

STRATEGIC OBJECTIVE:

Reinforce the Cultural Quarter as a cultural destination and Lime Street Station as a quality Gateway to the City.

KEY INTERVENTIONS:

- Removal of the Churchill Way flyovers
- Improve environmental quality and pedestrian connectivity in the area through the rationalisation of traffic routes
- Re-configure the entrance to the Queensway Tunnel
- Redesign the entrance to Lime Street Station in keeping with the scale and grandeur of the building
- Redesign St John's Gardens as an accessible, public open space
- Streetscape enhancement of surrounding streets
- Introduction of commercial use of St George's Hall and St John's Gardens
- Refurbishment of St George's Hall

ESTIMATED CAPITAL COST (TOTAL):

£ 129,900,000

NEXT STEPS:

- Ensure that the *European Capital of Culture Committee* adopt and progress this intervention
- LCC to coordinate and fund public realm and traffic enhancements with relevant agencies
- Develop a master plan for the removal of the highway flyovers and the re-configuration of the Queensway Tunnel entrance

Meeting the Strategic Goals

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
●	●	○	○	○	●	●	○	●	●	○	●



- A. Lime Street
- B. Highway Flyovers - to be removed
- C. Opportunity to expand Museums and Libraries
- D. Tunnel entrance - to be reconfigured
- E. St John's Gardens
- F. Lime Street Station
- G. Entry to Lime Street Station (removal of shops)

- H1. New Building Opportunity
- H2. New Building Opportunity (above tunnel entry)
- I. St John's Shopping Centre (potential for redevelopment)
- J. Pedestrian links to John Moores University and the north
- K. Potential new entrance to existing underground rail station



EXISTING CONDITION



A VIEW OF THE FUTURE

	<i>Strategic Goals</i>											
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
<i>Action Area</i>												
THE PIER HEAD	○	●	○	○	○	●	●	○	●	●	○	●
COMMERCIAL DISTRICT	●	○	●	●	○	●	○	○	●	●	●	●
CASTLE STREET / LIVE-WORK DISTRICT	●	●	○	●	○	●	●	●	●	○	●	●
CULTURAL QUARTER / LIME ST STATION	●	●	○	○	○	●	●	○	●	●	○	●
RETAIL CORE	●	●	●	●	○	●	●	●	●	●	●	●
KING'S DOCK	○	○	●	●	○	●	●	○	●	●	●	●
HOPE STREET QUARTER	●	●	○	●	○	●	●	○	●	●	○	●
<i>Supporting Themes</i>												
CAPITAL OF CULTURE	●	●	○	○	●	○	●	○	●	●	○	●
CONNECTIVITY	●	○	●	○	○	●	●	●	●	●	○	●
COMMUNITY ENGAGEMENT	●	○	●	○	●	●	○	○	●	○	○	○
REINFORCING CITY COMMUNITIES	●	○	●	●	○	●	○	●	●	○	●	○
BUSINESS DEVELOPMENT	○	○	●	●	●	●	○	●	●	○	●	●

“Liverpool Vision”unda

Eşikler:

- **Kamu imajı**
- **Mülkiyetin değeri**
- **Çevre kalitesi**
- **Temel ulaşım konuları**

Eylem Alanları:

Yedi adet (harita üzerinde işaretli)

Pier Head, Commercial District (Business Exchange), Castle Street / Live-work District, Cultural Quarter / Lime Street Station, Retail Core, Kings Waterfront, Hope Street Quarter

Desteklenecek konular:

- **2008 yılı Avrupa Kültür Başkentliğini gerçekleştirmek**
- **Hareketliliği güçlendirmek**
- **Kamu alanının gözetilmesi**
- **Topluluk sözleşmelerine uyulması**
- **İş alanlarının gelişimini desteklemek**
- **Kentteki grupların dayanıklılığını artırmak**

KENTSEL KORUMA-YENİLEME-DÖNÜŞÜM KAVRAMLARININ GELİŞİMİ

Başarının Önkoşulları

- Kentsel dönüşüm sürecinin arkasında mutlaka yasal bir dayanak ve kentsel politikanın bulunması
- Kentsel dönüşüm sürecinin ülke-bölge-kent bütünü-mahalle ölçeklerinin tümünü kapsaması ve tutarlı bir yaklaşımla ele alınması
- Kentsel dönüşüm bölgesinin geleceği konusunda etkin roller üstlenen kamu, özel kesim ve sivil halk temsilcilerinin özgün bir ortaklık modeli çerçevesinde toplanması
- Program ve projesi olan bütün aktörlerin uygun bir rol ile sürece dahil edilmesi
- Çözüm ortaklığı içinde yer alan bütün aktörlerin arasında güç dengesinin oluşturulması