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EVALUATION OF ANKARA TRAIN STATION AREA IN THE OLD AND NEW CONTEXT

Ankara Tren İstasyonu Bölgesinin Eski ve Yeni Bağlamda Değerlendirilmesi

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ABSTRACT

The machines introduced by the Industrial Revolution brought radical transformations, including the invention of trains, which led to the emergence of station buildings and campuses. These campuses became focal points of their surroundings, evolving into urban spaces that contributed to local development. The changing environments shaped by railway heritage form an integral part of industrial heritage, influencing the memory and history of cities. Advancements in technology have led to the adaptation of trains, rendering some station buildings insufficient and necessitating new structures. The Ankara Station Campus, a significant example of industrial heritage, has expanded with additions over time. With the introduction of the high-speed train in the 21st century, the first major addition, the Ankara High-Speed Train Station, was inaugurated in 2016. In 2019, part of the campus ownership transferred to Medipol University, which subsequently constructed the Dentistry Faculty Building in 2020 to meet its needs. This study evaluates the architectural and cultural values of the campus buildings. It examines the Ankara High-Speed Train Station and Medipol University Dentistry Building in the context of imitation, emulation, respectful approach, and contrast design criteria, emphasizing their impact on the integrity of the campus as an industrial heritage site.

Keywords: railway, old and new, value-based conservation, heritage, design approach.

ÖZ

Sanayi Devrimi'nin getirdiği makineler, trenlerin icadı da dahil olmak üzere köklü dönüşümler yaratmış ve bu durum istasyon binaları ile kampüslerinin ortaya çıkmasına yol açmıştır. Bu kampüsler, çevrelerinin odak noktaları haline gelerek yerel kalkınmaya katkıda bulunan kentsel mekânlara dönüşmüştür. Demiryolu mirası tarafından şekillenen değişen çevreler, endüstri mirasının ayrılmaz bir parçasını oluşturmakta ve şehirlerin hafızasını ve tarihini etkilemektedir. Teknolojideki ilerlemeler trenlerin uyarlanmasına yol açarak bazı istasyon binalarını yetersiz hale getirmiş ve yeni yapıların

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inşa edilmesini zorunlu kılmıştır. Sanayi mirasının önemli bir örneği olan Ankara Tren İstasyonu, zaman içinde yapılan eklemelerle genişlemiştir. 21. yüzyılda yüksek hızlı trenin hizmete girmesiyle, ilk büyük ekleme olarak 2016 yılında Ankara Yüksek Hızlı Tren Garı açılmıştır. 2019 yılında kampüsün bir kısmının mülkiyeti Medipol Üniversitesine devredilmiş ve 2020 yılında üniversitenin ihtiyaçlarını karşılamak üzere Diş Hekimliği Fakültesi Binası inşa edilmiştir. Bu çalışma, kampüs binalarının mimari ve kültürel değerlerini değerlendirmektedir. Ankara Yüksek Hızlı Tren Garı ve Medipol Üniversitesi Diş Hekimliği Fakültesi Binası; taklit, öykünme, saygılı yaklaşım ve zıtlık tasarım kriterleri bağlamında incelenerek bu yapıların endüstri mirası alanı olarak kampüsün bütünlüğüne etkisi ele alınmıştır.

Anahtar Sözcükler: demir yolu, eski ve yeni, değer temelli koruma, miras, tasarım yaklaşımı.

Giriş

In the 19th century, railway stations symbolized technical progress, with trains serving primarily the upper echelons of society. Stations were designed to provide comfort and good service to these privileged individuals. However, by the 20th century, trains began to cater to the broader public, leading to the evolution of station areas into economically viable spaces for people of all social levels. The influence of railways extended beyond station buildings and connecting streets, impacting production, trade, industry, accommodation structures, and urban bureaucracy. Stations became accessible to everyone and important centers in daily life, serving as news sources and venues for public events. Despite a decline in passenger numbers since the 1950s, the advent of high-speed trains in the 21st century has revitalized station usage. With the proclamation of the Republic, Ankara was envisioned as the "representative" of the new regime's modernization ideals. The construction of Ankara as a modern city was integral to the Republic's success. The railway's arrival in 1892 marked a turning point for Ankara, which was then experiencing one of its poorest periods. Over the years, the station area has evolved significantly, particularly with the addition of the High Speed Train Station in 2016 and the transfer of parts of the area to Medipol University in 2019. This paper aims to explore the historical and architectural values of the buildings in the Ankara Station area, focusing on their significance and the relationship between the old and new structures.

Today, the Ankara Station campus includes various historic and modern structures: Atatürk Residence and Railways Museum (Steering Building) (1892), Ankara Hotel (now Medipol University cafeteria) (1924), Station

Building (1937), Station Casino (1937), Headquarters Building (1938-41), 2 District Building (1930-40) (now Medipol University Rectorate Building), lodgings (now Medipol University classrooms) (1930-40), Ankara High Speed Train Station (2016), and Medipol University Faculty of Dentistry (2020). The station area defines the southwest end of Istasyon Street, which includes socio-cultural sites like Ankara Palas Hotel, Youth Park, Stadium, and Hippodrome, with Ankara Castle at the opposite end. This study will assess the values of the protected buildings within the station area and discuss the interplay between historic and contemporary structures.

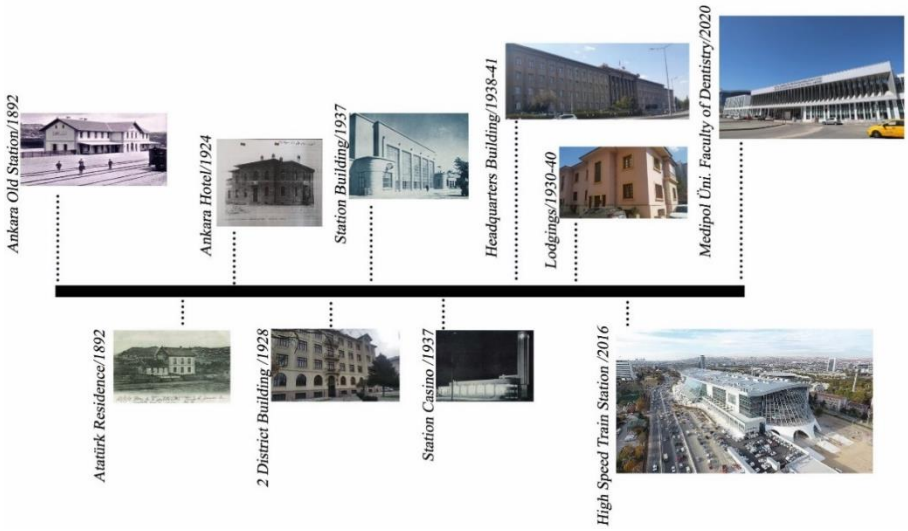


Figure 1. Structures built in Ankara station campus.

1. Historical Environment and Value-Based Conservation

Over time, characters specific to the places where the same or different cultures live have emerged. This originality has led to the formation of historical circles. Studies have been carried out to transfer these environments to future generations. What are the characters that determine the authenticity of the historic environment? What methods should be followed to protect these areas? Such questions have arisen. Human relations and physical conditions, which are in constant change, make it necessary to determine the importance of historical environments. There are different views and practices related to the protection of historical environments that find themselves between the past and the future. Today, the value-based approach, which aims to preserve the values of historical environments, is one of them. Austrian art historian Alois Riegl's article titled "The Modern Monument Cult" in 1902 put forward the first debate on the values of historical monuments

(Riegl, 2015: 70-85). Apart from this study pioneered by Riegl, there are different studies that categorize and explain the values of cultural heritage.

Jokilehto, mentions that the main motive for the protection of cultural heritage is the values it possesses (Jokilehto, 1999: 120-135). In another study; emphasizes that the value attributed by the society to the buildings is decisive in the conservation decision (Zancheti & Jokilehto, 1997: 31-51). It touches on the importance of why and for whom the historical building and its surroundings have values. Determining the values of these structures is a multidimensional issue. It is possible to define the values of the cultural property, to understand the original character of this heritage, and to understand its origin, and to evaluate how and why it has changed over time. Until now, groupings have been made under different headings regarding the values of cultural heritage. Within the scope of this study, an evaluation will be made on the values of the station campuses.

Riegl 1902	Fielden, Jokilehto 1993	English Heritage 1997	Mason 2002	Fielden 2003	Madran, Özgönül 2005	Köksal 2005	Throsby 2006
-Antiquity Value -Date Value, -Reminder Value, -Current Value	Cultural Values; -Relative artistic or technical value, -Rarity value Contemporary Socio Economic Values; -Economic values, -Functional value, -Social value, -Political value	-Cultural Value, -Aesthetic Value, -Entertainment Value, -Economic Value, -Source Value	Socio Cultural Values; -History value, -Cultural symbol value, -Social value, -Spiritual value -Aesthetic value Economic Value; -Use-industry value	-Emotional Value, -Cultural Value, -Usage Value	-Continuity Value, -Date Value, -Recall Value, -Mythological Value, -Artistic and technical value, -Identity Value, -Readiness Value, -Singularity Value, -Group Value, -Diversity Value, -Homogeneity Value, -Economic Value, Functional Value, -Traditional Value, -Educational Value, -Document Value	-Historical Value, -Functional Value, -Cultural Value, -Symbolic Value, -Architectural-artistic Value, -Readiness Value, -Continuity of Use Value, -Identity Value, -Environmental Value (regional, city, national, international)	-Aesthetic Value, -Spiritual Value, -Social Value, -Historical Value, -Identity Value

Table 1. Value grouping of cultural heritage (Bond & Worthing, 2008: 47-101; Madran & Özgönül, 2005; Köksal, 2016; Throsby, 2006; Feilden, 2003; Altın, 2019: 1-6).

Scientific Value: Scientific value is the most basic value that allows us to connect from the past to the present and shed light on the history of humanity. It is linked to international, national events or people. The fact that the capital is Ankara and the structures added to the station area in line with the periodic needs allow us to have information about the needs of the period. It includes not only the periodical needs, but also information about the policy and political progress of the period.

Document Value: Cultural heritage allows us to learn about the production techniques of the period, the materials used, daily life, art, etc. Consid-

ering this situation, every artifact and area with historical value has a document value. Ankara Station area has a document value that reflects the social, cultural and societal characteristics of the period that it belongs to.

Group Value: It is defined by Madran and Özgönül on two different planes; vertical (such as the combination of different phases in archaeological sites, especially mounds) and horizontal (such as Ottoman complexes consisting of different building types) (Madran & Özgönül, 2005: 70; Altın, 2019: 1-6). With the Republican Period, the station campuses were built as complexes that could meet their own needs. Station campuses, lodging, education unit, post office, restaurant, etc. It contains units of different functions (Altın, 2019).

Continuity of Use/Functionality Value: It is related to the socio-cultural, political and economic life of the society in the period of the building and the needs arising from them. Giving the structure current functionality is related to its use value (Madran & Özgönül, 2005). From the date of its construction to the present day, the station area has been subjected to changes in function, addition of new buildings or demolition in line with the needs. For example, the old station building, which was built in 1892 when the train arrived in Ankara, became unable to meet the needs after Ankara became the capital and the historical Ankara Station, which is still in use, was built instead. The YHT building was added behind the historical Ankara station, which was insufficient in line with the advancing time and needs. Every building in the station compound has a use value.

Socio-Cultural Value: It involves the interrelation of cultural assets and social concepts. In other words, it is related to the meaning of buildings, objects and places for people. Cultural heritage contains socio-cultural values because it creates a sense of individual and social identity and a "sense of place". The socio-cultural values of cultural heritage are related to the relationships established between cultural assets and society. Everything that contributes to the formation of place has meaning as part of a larger whole. Railway transportation has had lasting effects on social and urban life since the Ottoman period. Ankara Station Campus has preserved its existence for many years as a symbol of modernization and the entrance gate to the city. The Station Campus was established with a system that can meet its own needs. The railroad workers who continued their existence within this system became a community known as "railroaders".

Technical-Artistic Value: For cultural heritage, technical and artistic values are often used together. These values are used for practical skills based on experience (Feilden & Jokilehto, 1998: 19). Sensory perceptions such as color, smell, scale, material, sounds are within the scope of this value (Bond & Worthing, 2008). The construction technique, workmanship or the original material of the building, etc. constitute the technical/art value. The buildings, landscapes and sculptures built in the Ankara Station area have artistic value with their spatial organization, facade layout and use of materials, reflecting the architectural understanding of the period. The station buildings constructed in the city centers were given special meaning and value by aiming to be the symbol of the modern Republic of Turkey. When the economic conditions of the period and the city are taken into consideration, it is seen that the buildings of the I. National Architecture Period are mostly large-scale buildings.

2. New Building Design Criteria in Historical Environment

Today, population growth, migration, economic and technological developments cause changes in the dominant life styles in society. These changes require physical environments to be in constant motion. These changes also affect cities. The need to re-functionalize old buildings or to build additional structures has emerged. These arrangements affect the environments in which they are located and have a direct or indirect impact on historical integrity. In this context, the act of building new structures in the historic environment assumes the important function of preserving the past and its context, while reflecting the characteristics of the era in which it is located and transferring them to the future. Ensuring historical-cultural continuity despite the economic, social and cultural changes of the age is directly proportional to the protection of historical environments and the quality of new construction in these environments (Kılıç, 2015). The elements, design criteria and methods considered in the design of buildings to be located in the historical environment are an important issue. Doğan Kuban says the following about the relationship between old and new:

> In the context of a holistic environmental design, even if it is accepted that the historical texture is a fixed data in the balance to be established between old and new, a change of function is a necessity to keep these areas alive. However, two more practical questions arise. One of these is the status of vacant land in old neighborhoods, and the other is the incompatibility of new buildings built in old neighborhoods before the plan and conservation

> decisions with the old texture and old building styles. After the city plans define a general land use and a function as a result of it, the main design problem is the street or square facades that will be created by the new buildings together with the buildings that make up the old texture. The restorer or the architect who will do the design usually encounters three different situations: 1. Design of an old building changing function, 2. Facade design of new buildings (infill facades) to be built on vacant lots where no information is available, which will allow the facade restitution of the existing building, 3. Design changes in the façades of buildings built in old textures to harmonize with the environment (Kuban, 1965: 20-21).

There are many ways of thinking and acting on design criteria in the historic environment. The common approach in design approaches is to take reference from the historic fabric. In some examples, it is seen that the model of imitation or interpretation of the existing historical texture emerges. In some examples, completely different approaches are preferred. In general, we can summarize them under three headings; 1. Approaches based on style, 2. Connectionist approaches, 3. Prescriptive approaches (Baytin 2000:6-51).

When it comes to the historical environment, the form, material, construction technique and style of the new design is a subject of intense debate. The method of designing the new building to be located in the historical texture is one of the important points to be decided for the designers. Kapubağlı (2004) states the following on this subject; "The new building to be designed in environments of historical and architectural importance involves more problems than the one to be designed in an ordinary environment. The most important of these is the problem of harmony; it requires both reflecting today's needs, possibilities and understanding, and approaching the inheritance from the past with respect. What is essential is mutual exchange." (Kapubağlı, 2004). Within the scope of the new old relationship, it was determined that four different methods were adopted in the designs. These approaches are as follows;1. Imitation, 2. Emulation (Simile), 3. Respectful approach, 4. Contrast.

Imitation: This approach involves transferring (in other words, copying) the damaged historic building to the new building/stake designed without making any changes in its features such as size, facade, massing, etc. (Ateş Can & Uyguralp, 2022: 27-39). According to Velioğlu (1992), this method is based on borrowing the elements used intensively in the historical building and using them one-to-one (Velioğlu, 1992). Although there are experts who

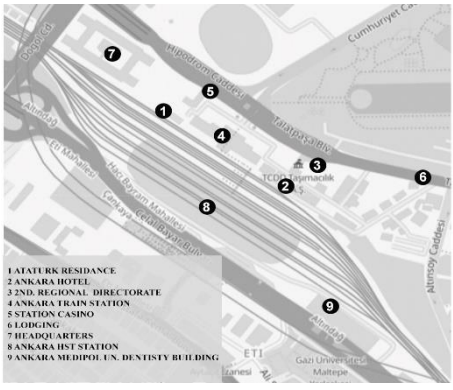
argue that this method is beneficial for the continuity of the historical environment in the public memory, there are also some who criticize it. Branca (1979), one of the experts who adopted this approach, argues that the elements referring to the past in the historical environment can be used as they are (Branca, 1979: 45-46). Krier argues that industrial culture is not interested in the beautiful and therefore its materials and techniques should not be used in the renovation of beautiful historic buildings (Krier 1984: 28).

Emulation (Simulation): This method, which is accepted by many designers, interprets the reference from the historical texture and carries it to the present day. It produces buildings that revive the traces of history. The important point in this approach is the rate of emulation (Zeren, 2010).

Respectful Approach: This method encompasses the design of a new building or addition that does not stand out in its historic environment in terms of material, form and scale, and at the same time expresses itself. In this approach, there is a philosophy of producing the new with a simple form and not getting in the way of the old. Although the new building carries the style of its period, it remains in the background. It is the historical structure and texture that matters (Zeren, 2010).

Contrast: It is known as the deliberate use of contrasting design elements such as proportion/scale, material, color, texture, etc. in the historical environment (Büyükmıhçı & Kılıç 2015; 125-132) Velioğlu states that the aim of this method is to harmonize contemporary materials, technology and architectural understanding by making the historical texture and its own unique texture more prominent (Velioğlu 1992).

3. Ankara Station Area in The Context of Old-New



Map 1. Station area

Below are the values of the buildings in the Ankara Train Station campus and the design approach of the high-speed train station and Medipol University Faculty of Dentistry.

Existing Buildings at Ankara Station Campus

Name of the Structure	Year of Production	Intended Use and Architectural Features	Values
Atatürk Residence	1892	Station buildings and other structures were built in the cities reached by the railroad in order to meet the necessary needs. Atatürk Residence is one of these buildings. Along with the station building, an administration building was also built in the Ankara Station Compound. The building was used as the Headquarters and Residence of the Commander-in-Chief upon Atatürk's arrival in Ankara on December 27, 1919. Between 1919 and 1922, the preparations for the operational plans of the War of Independence and the negotiations and signing ceremony of the agreement with the French on October 21, 1921 were held in this building. Until 1964, the station building was used in different functions such as hotel, police station and Railways Accounting Directorate. In 1964, it was decided to turn it into a museum and today it is used as the Atatürk Residence and Railways Museum in the National Struggle. Designed as two blocks, the eastern block of the building was built as two floors on the basement floor. The west block has one floor. Period-specific plaster was used on the facade. The basement floor of the building is separated from the other floors by using cut stone. The main entrance is emphasized with a projection along 2 floors. There are 2 entrances in the east block. Crenellated windows were preferred in the building. Cast mosaic and wood were used as flooring materials.	-Historical Value, -Reminder Value, -Readiness Value, -Continuity of Use, -Group Value
Ankara Hotel (Current use: Ankara Medipol Un. Dining Hall)	1924	The arrival of the railroad in the city led to an increase in the density of people. Since Taş Han could not meet the increasing need for accommodation in Ankara, it became necessary to build a new hotel. In order to meet this need, the project of 'Ankara Hotel' was prepared in 1924 by Kemal Sütha Esen, the architect of railways. This first hotel in Ankara was designed by taking into account the needs of a modern accommodation structure. It has a design that includes a bathroom and toilet. With these features, it is seen that the Ankara Hotel differs from the accommodation structures of the Ottoman Period. The building was used as T.C.D.D. General Directorate, 2nd Regional Chief Directorate and Accounting Directorate between 1924-1964. T.C.D.D. Education Department between 1980-1988, and in 1990 T.C.D.D. decided to use the building as T.C.D.D. Museum and Art Gallery. As of 2019, it was transferred to Ankara Medipol University. Designed with a simple architectural approach, the building has a rectangular plan scheme. Like most of the buildings built in the early 20th century, it was built with 2 floors on a half basement floor plan. Ankara stone, a local material, was used on the facade. Overhangs were used on both floors to emphasize the entrance. From the main entrance on the north façade, the building is entered by a staircase with 4 steps. The entrances from the west facade are provided by a staircase with 7 steps and iron railings. There are 2 balconies carried by stone consoles on the north and west facades. A stone belt was used on the facade to separate the basement floor plan from the other floors. The use of different window types on each floor, which is a characteristic of the I. National Architecture Period, is also observed in this building. The north and south facades of the building are symmetrical to each other, but the stone balcony on the north facade is not present on the south facade, and windows are used instead of balconies.	-Historical Value, -Reminder Value, -Readiness Value, -Continuity of Use, -Group Value
2nd Regional Directorate (Current use: Ankara Medipol Un. Rectorate)	1928	Completed in 1928, the building is the work of Architect Kemaleddin Bey. It was designed as a residence for deputies coming from Istanbul. The building was used for different functions such as General Directorate, Railway Vocational High School and 2nd Regional Directorate. The building, which has a U plan scheme parallel to the road, was built with 4 floors and a half attic floor over a half basement. The ground floor façade is differentiated with the use of arched windows. The other windows are rectangular. The entrance opening in the center of the building prevents the large mass of the building from creating an obstacle for the user. There are balconies on the floors above the opening. The central part is symmetrically projected from the ends and these projections are differentiated as half attic on the roof. Wide eaves and hipped roof, which are the characteristics of the architecture of the period, were also used in this building. There are skylights on the roof. The front facade is simpler than the rear facade.	-Historical Value, -Reminder Value, -Readiness Value, -Continuity of Use, -Group Value
Ankara Train Station	1937	The project, which was intended to reflect the modern face of Ankara, was given to Sekip Akalın. The construction of the station begins in 1935. The building with its symmetrical, long horizontal mass is located parallel to Talatpaşa Boulevard in accordance with the Jansen plan. The mass organization of the building is symmetrical with three floors above the basement. The entrance is defined by circular stair blocks on both sides of the entrance and large glass surfaces. The entrance hall also welcomes the station square. The building consists of 3 different masses. The mass where the main entrance is located is designed as three floors above the basement, the mass on both sides is designed as two floors above the basement, and the mass on the right end is designed as a single floor above the basement. The reinforced concrete structure is clad with pink Ankara stone and the geometry of the building is emphasized by not using ornamentation. The upper floors of the masses on either side of the main entrance are used as lodging. On the ground floor, there is a post office, a restaurant and units belonging to the Station Directorate.	-Historical Value, -Reminder Value, -Symbolic Value, -Social Value, -Continuity of Use, -Group Value

Table 2. Value grouping evaluation of existing buildings in Ankara station campus within the scope of their values and design approach.

Existing Buildings at Ankara Station Campus			
Name of the Structure	Year of Production	Intended Use and Architectural Features	Values
Station Casino	1937	Built together with the Ankara Station building, the building is a part of the station with a circular line. Its architect is Şekip Akalın. Gar Gazinosu holds an important place in the social memory of the city. It has gained importance as a place where local and foreign guests dine and dance to music with their families. Gar Gazinosu was used as the Turkish Airlines Terminal for a period. The restored gazino currently serves as a restaurant. The height of the tower on the north façade is 32 meters. The large stone columns seen in the hall were brought from Hereke. There are 6 columns 10 meters long. Each column consists of five pieces of two meters each. The cornice on these columns is covered with Hereke stone. The Station Gazinosu was built on a single floor and another floor was added later on.	-Historical Value, -Reminder Value, -Continuity of Use, -Aesthetic Value -Group Value
Lodging (Current use: Ankara Medipol Un. Classrooms)	1930-40	The lodging buildings, which are thought to have been built between 1930-1940, are referred to as 'Double Officer Houses' in archive records. There are two entrances on the front façade and three entrances on the rear façade. The original construction of the building is in the form of two lodgings with independent entrances. Due to the increasing needs over time, it was transformed into five separate lodgings by making additions. The two-storey building built on a half basement floor has a rectangular plan scheme. The parts where the main entrance is located were made prominent by protruding. Paint over plaster was used on the façade of the hipped-roofed lodging building. The façade is designed with a simple understanding, far from ornamentation.	-Historical Value, -Reminder Value, -Continuity of Use, -Group Value
Headquarters	1938-41	Upon the need for a general directorate building for the railroad, the construction of the building designed by architect Bedri Uçar was completed in 1941. The building was constructed on the axis of Ankara Station Building and Station Gazinosu. The building has a rectangular plan scheme and consists of 4 floors above the basement. The entrance of the building is emphasized with columns. Columns and entrance stairs are covered with andesite material. Natural lighting is provided with a roof lantern in the gallery. The flooring material of the gallery is marble, while the other spaces are parquet, linoleum and tile mosaic. Sections called wings were added to the building in 1970. The main entrance and two fire exits are located on the façade facing Talatpaşa Boulevard. There are two entrances on the south façade where the train line is located.	-Historical Value, -Architectural-Art Value, -Continuity of Use, -Group Value
Name of the Structure	Year of Production	Intended Use and Architectural Features	Design Approach
Ankara HST Station	2016	Ankara YHT Station is located south of the historical station. The main entrance is provided from Celal Bayar Boulevard. YHT Station includes different functions such as office, hotel, shopping center and parking garage. It is intended to be a dynamic structure that reflects contemporary architectural understanding and utilizes high technology. The building was constructed using steel, reinforced concrete and prefabricated systems. Terracotta coating is used on the façade.	Contrast
Ankara Medipol Un. Dentistry Building	2020	Completed in 2020, the design of the dentistry building utilizes angular forms. The façade of the 2-storey building has long windows with narrow width. The dividing elements used between the windows and the windows on the façade refer to the Station Building and the General Directorate Building. The main entrance of the building has been retracted and depth has been added to the main entrance. On the upper floor, the façade, which protrudes from the building as a mass, refers to the entrance of the Station Building with the dividers used between the windows.	Emulation (Similé)

Table 2 (continued). Value grouping evaluation of existing buildings in Ankara station campus within the scope of their values and design approach.

3.1. High Speed Train Station

In the early 2000s, rail transportation came back on the agenda with the High Speed Train. As a result of this trend, the HST Station was built in Ankara in 2016. According to Walter Benjamin, the history of railway architecture is a multi-layered history of interruptions and overlaps. When it is desired to create a graphic of the history of stations, it can be said that stations become

the emblem of the city on their own, become a monument as the entrance gate to the city, and become a machine at the intersection of traffic. Every change that has affected the public over time has also changed and transformed the stations (Ferrarini, 2004). Today, in addition to their main function, stations also house shopping malls, museums, cafes, restaurant units, cultural centers, monuments that have had a profound impact on society, etc. (Şahin, 2017:57-71). Ankara YHT Station is located southern of the historic railway station (Figure 2). The main entrance is provided from Celal Bayar Boulevard. YHT Station includes different functions such as office, hotel, shopping center, parking garage. It is intended to be a dynamic structure that reflects the contemporary architectural approach and utilizes high technology. The building was constructed using steel, reinforced concrete and prefabricated systems. Terracotta coating is used on the facade. When the building is considered within the scope of old-new, it can be evaluated in the category of "contrast" among the methods mentioned above. It is observed that with the technology used, it makes its own unique texture prominent, but it cannot harmonize with the buildings in the historical station area. In the words of Tektaş and Akalın, it creates the perception of an "out of place" building that can belong anywhere (2020: 64-72).

When the building, which is intended to respond to the needs of the age, is evaluated with the date 2022, it is observed that the rented spaces changed hands in a short time, and some spaces have never been rented since the date of construction, so it was designed larger than necessary. This situation has caused the Ankara Station building, the main element of the station area, to be crushed in scale, as can be seen in Figure 2, when we look towards the station from Station Street. It can be said that even if it has a design of the size needed for the following years, it is not in harmony with the buildings in the station area.

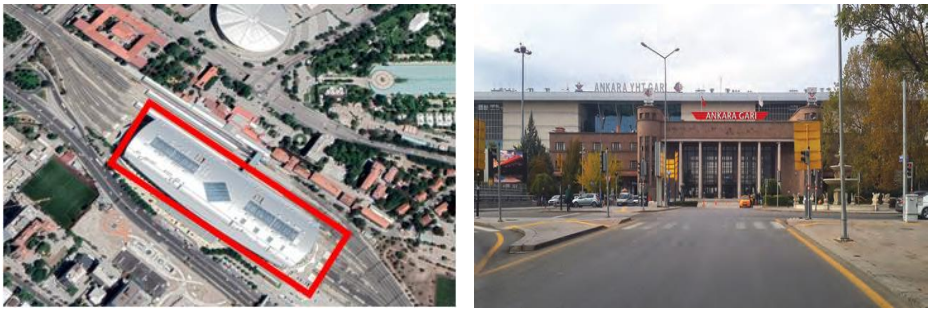


Figure 2-3. High Speed Train Station (URL-1); Silhouette of Ankara Station (Tektaş & Akalın, 2020: 72).

3.2. Medipol University Dentistry Building

Completed in 2020, the design of the dentistry building belongs to T-Cod Architecture. Designed with 2 floors, the facade of the building has elongated glass elements. Angular forms are used in the building. When the building is considered within the scope of the old new, it can be evaluated in the category of "emulation" among the methods mentioned above. The windows used on the façade and the dividing elements used between the windows refer to the columns used to emphasize the entrance in the Station and Headquarters buildings (Figure 4, 5, 6). In the Head Office building, the user enters the building through the main entrance, which is emphasized with columns that continue the height of the building and is set back. In the station building, the columns are again used at the height of the floor, the entrance is retracted, but the mass with the main entrance is designed in front of the right and left wings of the building. In the dentistry building, the main entrance is also retracted, but the floor-length columns used in other buildings are referred to with dividers used between windows on the facade that protrudes from the building as mass on the upper floor. With this, it is seen that the facade length columns used in the Headquarters and Station Building are designed by interpreting them with contemporary architecture instead of using them as they are. In the first two buildings, the columns have a bearing feature due to architectural necessity. However, in the dentistry building, the carriers are provided with contemporary carrier systems and the vertical elements used on the facade can be seen to emulate the buildings of the period in question in the station area. Likewise, it is also observed that the storey height and building form are respectful and in harmony with the buildings in the station area.

Figure 4-5. Head Office Building (URL-2); Historical Station Building (personal archive).

Figure 6. Medipol University Dentistry Building (personal archive).

Assessment

Burman defines railway heritage as a broad concept that includes railway archives, rolling stock, railway structures such as passenger buildings, workshops, warehouses, lodgings, bridges and viaducts, urban and rural areas integrated with these structures and the entire line, industrial facilities, and all movable objects related to the railway such as furniture, clocks, scales, etc. (Burman, 1997). In the words of Sezginalp and Sezginalp; It includes interior architectural and structural elements such as station areas, passenger buildings (stations), platforms, marquees, lodgings, administrative buildings, locomotive depots, switchmen's huts, signal structures, water towers, ticket offices, benches, seats, emblems, old station nameplates, doors, bells, window joinery, floor coverings (Sezginalp & Sezginalp, 2020: 36-40). As Burman and Sezginalp's statements suggest, a railway is the name given to a group formed by bringing together objects belonging to different uses. As Yıldız points out, the general identification of station compounds with station buildings leads to a lack of awareness of other buildings, and in this case conservation efforts are reduced to the scale of a single building (Yıldız, 2019: 10). The understanding of conservation at the scale of a single building for station compounds is an important problem in the process of transferring the values of the railway heritage, which is a whole with all its technical and support units, to the future in its entirety (Altın, 2019: 1-6). The Venice Charter (1975) emphasizes that when preserving architectural products, all buildings of cultural value should be considered in a broad perspective, including their surroundings (Ahunbay, 2017).

Conclusion

Ankara Train Station campus represents an important industrial heritage of the city with its historical and architectural values. In this study, the integrity of the old and new buildings in the area and their design approaches

are examined within the framework of value-based conservation principles. As a result of the examinations, it has been observed that the campus should be preserved as a whole, but new additions create different effects in terms of harmonizing with this integrity. Ankara High-Speed Train Station has created a unique identity by adopting the principle of contrast in its design, but it is evaluated as a building that does not establish a sufficient connection with its surroundings and is poorly integrated into the historical texture. On the other hand, Medipol University Faculty of Dentistry Building was designed by emulation method by taking reference from the existing buildings in the region, thus it was able to adapt more to the architectural language of the campus. These findings reveal the importance of architectural approaches that both respond to contemporary needs and integrate with the historical fabric in the design process of new buildings in historical environments. In the context of the Ankara Train Station campus, it is emphasized that conservation policies should be shaped by taking into account the group value of the entire area, not individual buildings. The preservation of the historical and cultural context and the balanced relationship of new buildings with this context will form the basis of a sustainable conservation approach.

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