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European Council of Spatial Planners
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**ECTP-CEU
YOUNG PLANNERS WORKSHOP**

E-BOOK 2018

**AIRPORTS, CITIES AND
URBAN DEVELOPMENT**

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PRESENTATION

By Ignacio Pemán Gavín, President of the ECTP-CEU

It is a pleasure for me to present this e-book collecting the papers presented in the 7th edition of the ECTP Young Planners Workshop. Since 2011 The European Council of Spatial Planners (ECTP-CEU) organizes this workshop as a way to promote amongst young planners Spatial Planning as the appropriate instrument to achieve an integrated perspective of cities and territories.

This year again, the Young Planners of the workshop experienced how different viewpoints and approaches of different planning cultures can produce a variety of solutions to specific urban and territorial issues.

This edition, the ECTP-CEU proposed a strategic theme specifically oriented on the articulation and integration between cities and airports, considering the increasing importance for the territories and focusing on the issues in strategic planning; such as sustainable mobility and energy efficiency.

Traditional design and airport planning considers the airport as an isolated infrastructure accessed by planes and passengers. But the design of airports, in which the City is in the center and the airport on the periphery is changing to a model where the airport is at the center and the city is developed around it; keeping businesses, enterprises and workers within the global market. Indeed, modern airports go beyond the traffic of aircrafts and provide commercial and industrial activities which often extend beyond the airport area.

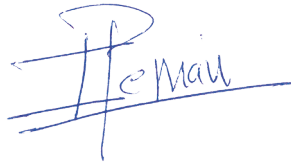
The call for proposals led to a wide range of submissions from many different parts of Europe; the Workshop welcoming participants from Ireland, Serbia, UK, Hungary, Spain, Italy and Turkey. The final works were presented and discussed at the occasion of the Ceremony of the XIth European Urban and Regional Planning Awards in Paris last 18th May 2018.

Different scales of airports and cities and different relationships between urban development were analyzed. Future airports such as Hong-Kong, México and Istanbul presented new perspectives; other airports in city centers -London City- and others in rural areas in former Yugoslavia were discussed.

Not only specific projects were presented; the workshop also analyzed mobility issues such as the case of Budapest. Sustainability and environmental perspectives and new methodologies for planning the metropolitan area of cities were also examined within a general point of view such as the with airports in Spain.

The final papers presented in this e-book propose to all spatial planners, members of the ECTP-CEU member associations throughout Europe, to have interesting documentation on the impact of the airports in cities and territories and about new challenges of airports from a wide range of perspectives.

Finally, let me conclude by thanking Vladan Djokic, member of the ECTP-CEU Executive Committee and representative delegate from corresponding member of University of Belgrade, who has led this edition of Young Planner's workshop. Thanks also to Julian Hills, ECTP-CEU Secretary, for all the support to the workshop and for the layout and graphic design of this e-book.

A handwritten signature in blue ink, appearing to read 'I. Pemán', with a stylized flourish above the name.

Ignacio Pemán

President of the ECTP-CEU

August 2018



AIRPORTS AS A “RESERVE FORCE” OF COUNTRIES IN TRANSITION: CASE STUDY OF FORMER MILITARY AIRPORT IN KOVIN - SERBIA

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After World War II, Military had great political and economic influence, power and land resources, while airports, as a military infrastructure, were considered as a valid asset for the bigger and, at the time, more important image of urbanization and modernization. This paper aims to explore potentials of underused military infrastructure perceived as a critical aspect of the image, quality of place and sustainability in the contemporary globalized world. The focus of the research is on the marginalized military airport in Kovin, city located in the Danube region, northeast part of Serbia.

Having in mind that airports, no matter of their initial character (civil or military), demand substantial areas regarding land use it is especially important to explore the potential of former military airports that are not active anymore. As such former airports represent great spatial potential and need to be explored from various aspects. Focus of this research will be on former military airport in Kovin - Serbia, and authors will explore its potentials and restrictions for further development and influence on surrounding areas. Context of the research is on Serbia, country in transition and its military infrastructure that belonged to former Yugoslav National Army (YNA). During Yugoslav period military buildings and areas were strictly controlled and forbidden for civilians until the 1990s and breakup of Yugoslav state. As such airports are important property both to the state and army and to local municipalities in which they are located.

Development opportunities, strengths and weaknesses possible solutions for the present problems will be analyzed through case study of student project, realized during 2017/18 school year, at the design course at the Master studies at University of Belgrade, Faculty of Architecture. The main assignment for the course was to develop spatial and functional model, while creating a landscape that establishes a connection between the overlooked military infrastructure and its possible civilian use in peacetime conditions. The results of this paper come in form of providing appropriate strategies and possible outputs for urban transformation of military infrastructure to secure high quality of living, promoting and enhancement of cultural and environmental values of the specific site.

Introduction

This research aims to explore potentials of underused military infrastructure perceived as a critical aspect of the image, quality of place and sustainability in the contemporary globalized world. The focus of the research is on the marginalized military airport in Kovin, city located in the Danube region, northeast part of Serbia. The aim of the study is to research of the potentials and restrictions of the abandoned military infrastructure for the urban development of the surrounding area in the peacetime period

The methodology that will be used is the case study of the student projects, done as a part of the Master studies of Architecture, University of Belgrade-Faculty of Architecture, school year 2017/2018.

The expected result is creating strategies and possible outputs for urban transformation of military infrastructure in order to secure the high quality of living, promoting and enhancement of cultural and environmental values of the specific site.

Context

The context of the research is on Serbia, a country in transition and its military infrastructure that belonged to former Yugoslav National Army (YNA). During Yugoslavia, military buildings and areas were strictly controlled and forbidden for civilians until the 1990s and breakup of the Yugoslav state.

The socialist period between the years 1945 and 1992 should be regarded as the most intense period of this part of Europe, whose influences are still present and noticeable in the present days. The importance of the Yugoslav National Army in the new socialist state was founded on the idea of the Army as a safeguard of the whole political and societal system. Enjoying the special status, followed by the property regulations parallel to state-owned land, the building industry of military objects was blooming. In the light of wider political events, such as the Cold War, establishing of the Non-Aligned Movement, and the political departure from Stalin's politics, the strengthening of the military infrastructure was one of the main aims of the urban development of socialist Yugoslavia. During this time, the vast areas of land in the proximity of urban settlements were strictly controlled by the military force and had a status of the forbidden places for the civilians.



Fig. 1 Geographical position of Kovin municipality in Serbia; Fig. 2. Fig.3; Relation between military airport and city area of Kovin

After 1948 and the split from the USSR politics, the new-formed geopolitical situation has put Yugoslavia on the third side of the Cold War, as one of the founders of the Non-Aligned Movement in 1961., Yugoslavia has positioned itself as an important actor in a new political world map. Despite its formal political neutrality, positioned between Eastern and Western block, the state had to constantly enhance the defense forces. In such condition, building the military infrastructure had a crucial role in maintaining peace, safety, and readiness of the community to react in the case of the sudden destabilization of the international relations. Balancing between the East and West, the famous quote of the president Josip Broz Tito describes the scale of the ideology and propaganda considering the state in which Yugoslavia was in the: “Work as there will be hundred years of peace, prepare as the war could be tomorrow.”

With the break up of Yugoslavia and the overall economic weakening of the state, the Army lost its privileged status. The political disturbance during the 90s and the democratic changes following the political fall of Slobodan Milosevic after 2000, deprived the Army of its previous advantaged positions in the political scene of Serbia. The economic disempowerment of the Army was the result of the new regulations defining the role of the military forces in the new pro-European political climate of Serbia. Such was the adoption of the law disbanding the obligatory military service for the civilians, which meant the serious drop in the capacity, cuts in the budget and the creation of the redundant spaces and land properties. The process resulted in the creation of the vast abandoned zones near and within the urban areas.

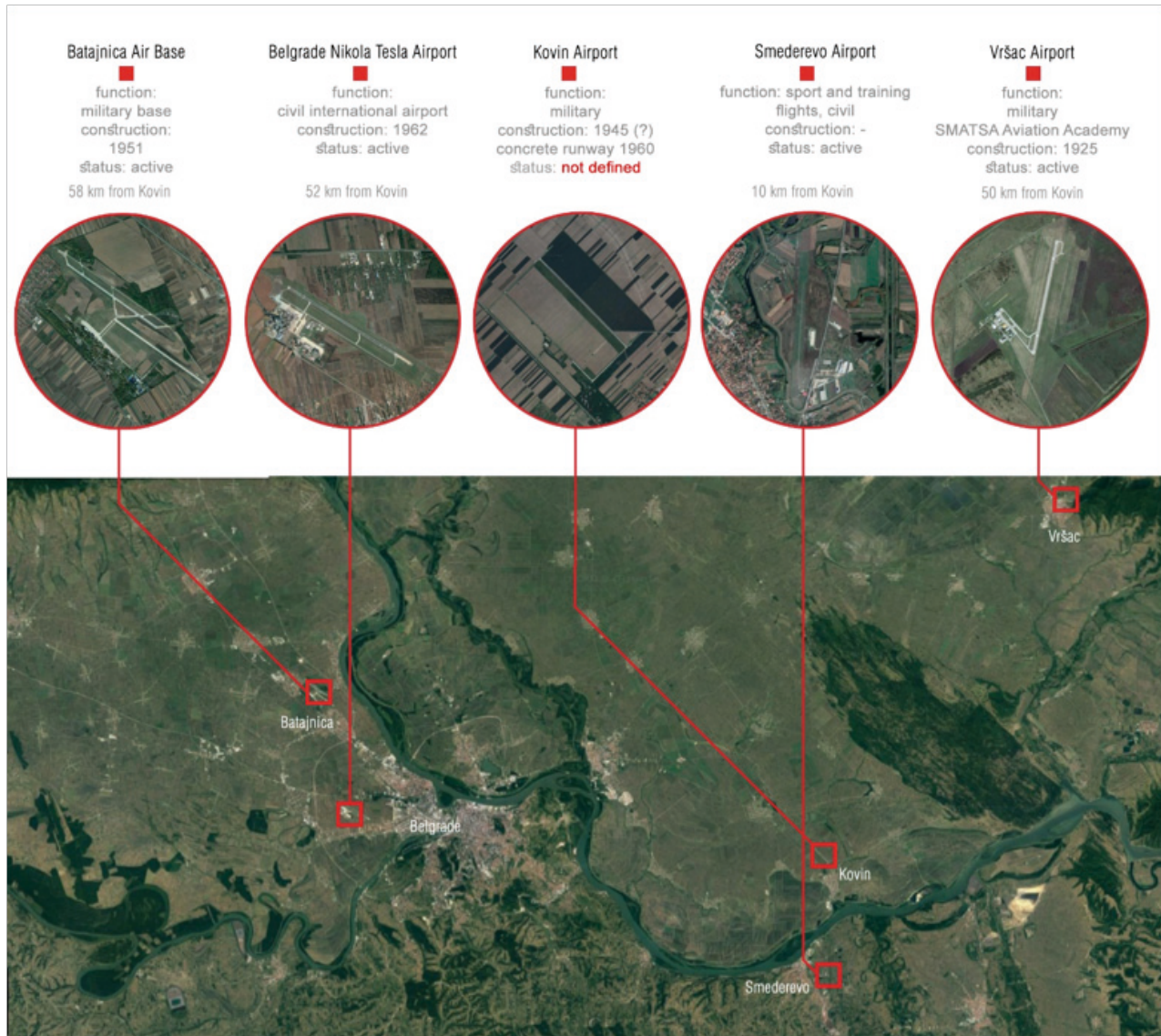


Fig. 4. Relation of Kovin airport and four other airports in the radius of 50 km

There are 10 military airports currently in the Republic of Serbia, 3 of which are actively used for its original purposes. (Batajnica, Vršac, Bor). Kovin airport is located in the southeastern part of Vojvodina region, 45 km from Belgrade.

According to the information gained from the Museum of Aviation in Belgrade, the airport in Kovin was reserved for the forced landing of the aircraft from currently the largest international civil airport in Serbia, Belgrade Nikola Tesla Airport in Surčin. In 1998 one of the planes from the JAT Airways made forced landing at Kovin airport. Since then the airport has been predominantly and informally used for public purposes, as it had been abandoned after the decline of the military power. In addition, the airport directorate asked the Army of Serbia for a permission to open the area for public use, as it was the part of the wider government plan for the conversion of the former military infrastructure back in 2006. The airport consists of the asphalt and grass runway, dimensions 2184x30 meters, and it is connected with two regional roads. It is predominantly operating as a multipurpose public space, is the shortcut for the transportation traffic and car drivers passing on their way from Belgrade and Vojvodina to Vršac, Smederevo, and Romania, or as a practice site for the local drivers. Nowadays, in the light of the recent political events, the airport is regaining its former military function, hosting the international military exercise called "Slavic brothers", organized by Serbian Army in collaboration with the Russian and Belorussian Armies in 2016 and 2017.

Subject Description

After the democratic changes in the first decade of 2000, a switch in the planning practice for these areas on different levels took part. The conversion of the military land and objects and its functional transformation has been an ongoing process in Serbia, part of which is having former military bases transformed into residential areas. Although taking vast areas inside and outside of urban settlements, these infrastructural objects are functionally and symbolically lost in the contemporary cultural context. Being the places of reverence and places deprived of permanent function and barriers, the military infrastructure will be reexamined in this paper through questioning its role in the contemporary cultural, societal and ideological context. Starting from the theoretical standpoints, the aspects of the analysis of the abandoned military infrastructure will be defined and applied to critical reading and comparison of the Case studies (Student design proposals). It is expected to understand the strengths and weaknesses of different approaches to urban planning and transformation of former military infrastructure and how they may be further developed and enhanced.

Analyzing the problem of abandonment of military airports in a modern context, with the focus on the case of Kovin airport, the general and specific characteristics of the abandoned places will be emphasized in reference to the relevant contemporary theoretical discourse. General characteristics include spatial and functional fragmentation of the neglected zone of the periphery of the city, free infrastructure as a certain unused capacity, and character of indeterminacy as a result of the loss of the primary function that makes it free for new interpretations and appropriations. As a specificity, we can distinguish the identity of the space retained in design and aesthetics that testify to the time and the ideology in which the airport was established.

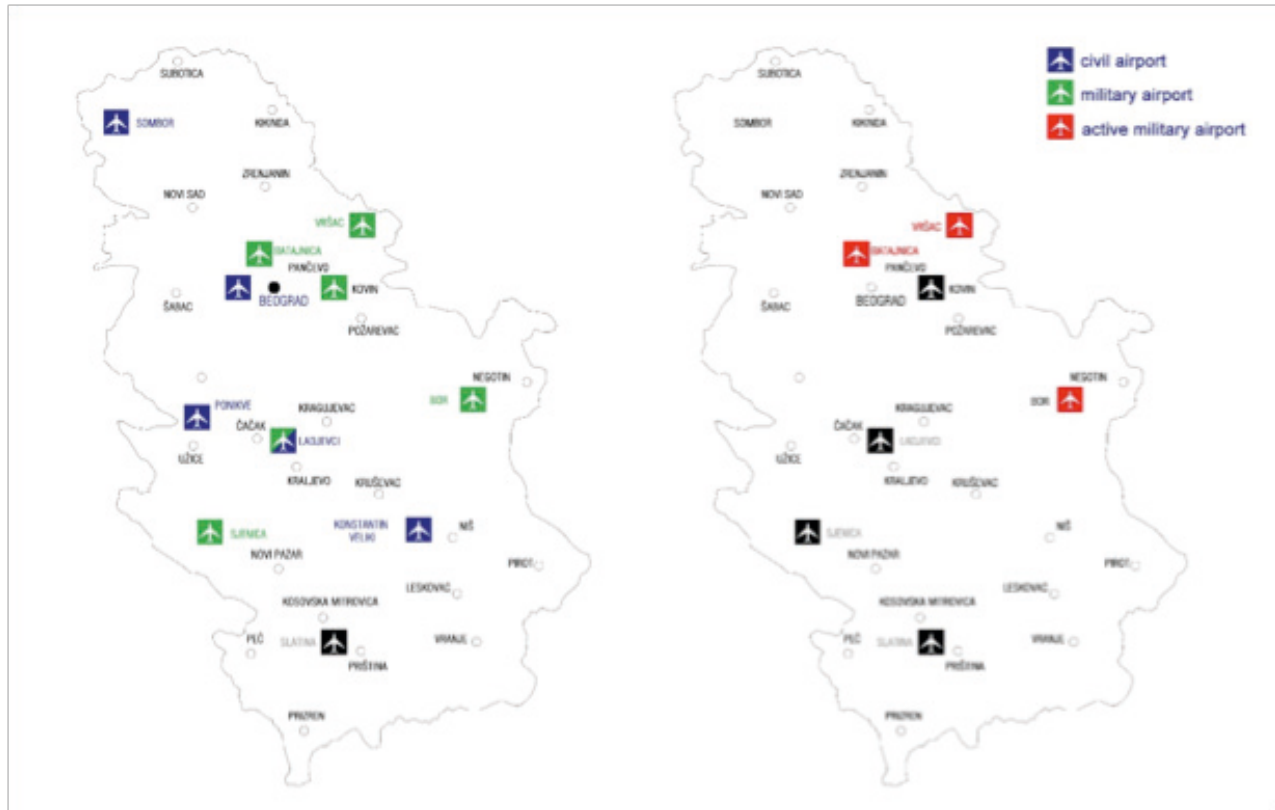


Fig. 5. The map of active and inactive airports on the state level

Analysis/Research

Fragmentation and infrastructure

According to Lefebvre, segregation in society and space can act simultaneously and successively, and it can be spontaneous (directed by income or ideology), voluntary (forming of separate spaces), programmed (enacting the law and plans). (i) The phenomenon of segregation from the ecological point of view refers to the economic and physical degradation of parts of the city, while from a formal aspect refers to the decline of the power of the city's significance and degradation of urban character. By losing the previous sense caused by the change of ideology, the military airport remains a separated fragment of the city, indexing the failure of its past. (ii) In the context of contemporary urban planning, the aforementioned problems could become potentials. With the spread of spectacular, thematic spaces for relaxing and shopping, empty spaces as visually specific dominant, are suitable for a new urban

understanding of the environment (Gottdiener 1997). (iii) Empty vacant spaces are underused infrastructure prepared to support any activity, according to Castles, leaving enough space for its redefinition by urban planning and architecture according to the modern context. (iv)



Fig. 6. Economic and physical degradation

Indeterminacy and freedom

By reflecting on the majority of abandoned sites in the post-socialist context, the reason for their negligence could be also found in the absence of the awareness and the passive relation towards these urban voids. Despite the negative connotations, the theory recognizes the positive sides of this problem, selecting the indeterminacy as a huge potential of historic places. (v) The absence of interest makes these sites underused in the spatial sense, providing them at the same time with a certain predominant semantic void. De Sola-Morales notices the strengths of the space which are unused, unclear and uncertain in its indeterminacy and freedom which comes with it. (vi) That way these spaces deprived of the concrete role in the new urban surrounding (but also its new ideological surrounding), give its users the opportunity not only to passively use them through the mere observations and sublime, but also to stimulate the active usage, through creative approach, freedom of use, appropriation, reaction and experimentation. (vii)



Fig. 7. Freedom and appropriation of the abandoned space

The identity of the space

Identity, as a category readable in the appearance of historical sites, is the testimony of the ideology of the time in which it remains trapped. The appearance of past time evident in spatial and aesthetic characteristics encourages the idea of acontextuality and otherness as a value in the contemporary environment that Foucault explains with the term heterotopy. (viii)

Although they are present in a modern context, they remain experientially absent through the inability to identify with the environment. These spaces accumulate time and are perceived as lost and untouchable. The character of indeterminacy is further emphasized by the sensual and emotional properties of the state of decay. Accordingly, the poetic experience is not only the result of values readable in the aesthetics of ruins but also the accumulated time that generates the memory as a method of a new experience.

Apart from being perceived as absent and different, these spaces incorporate time which provides them with multilayered meanings. (ix) Their insufficiently known past, as well as the adaptability to the present, make these spaces vague, and therefore open to new interpretations. (x) As such, according to Lefebvre, they carry the potential of understanding the past, constructing the present and suggesting the future presenting tools, which at its very core offers the idea of multiple reading of the cityscape. (xi)



Fig. 8. Reading the hidden layers of identity

Development opportunities, strengths and weaknesses possible solutions for the present problems will be analyzed through the case study of the student projects, realized during 2017/18 school year, at the design course at the Master studies at the University of Belgrade, Faculty of Architecture. The main assignment for the course named The Architecture of Peacetime: the Urban transformation of Kovin airport was to develop a spatial and functional model while creating a landscape that establishes a connection between the overlooked military infrastructure and its possible civilian use in peacetime conditions. The results of this paper come in form of providing appropriate strategies and possible outputs for urban transformation of the military infrastructure to secure the high quality of living, promoting and enhancement of cultural and environmental values of the specific site.

The task of the students was to first establish relationships with context elements, through an analytical approach, and explore through an integrated approach the relationship of potential stakeholders and resources that can contribute to the creation of a comprehensive strategy for the urban development of the site.

The Case Studies

From the theoretical potentials, the research recognizes crucial aspects that have focused concepts:

Fragmentation and infrastructure - infrastructural aspect; indeterminacy and freedom - environmental aspect; the identity of the space - cultural aspect. In this way, they identify the aspects that through the individual projects explore the overall importance of the site for the transformation of the local environment, and they will be grouped in this study according to the following criteria:

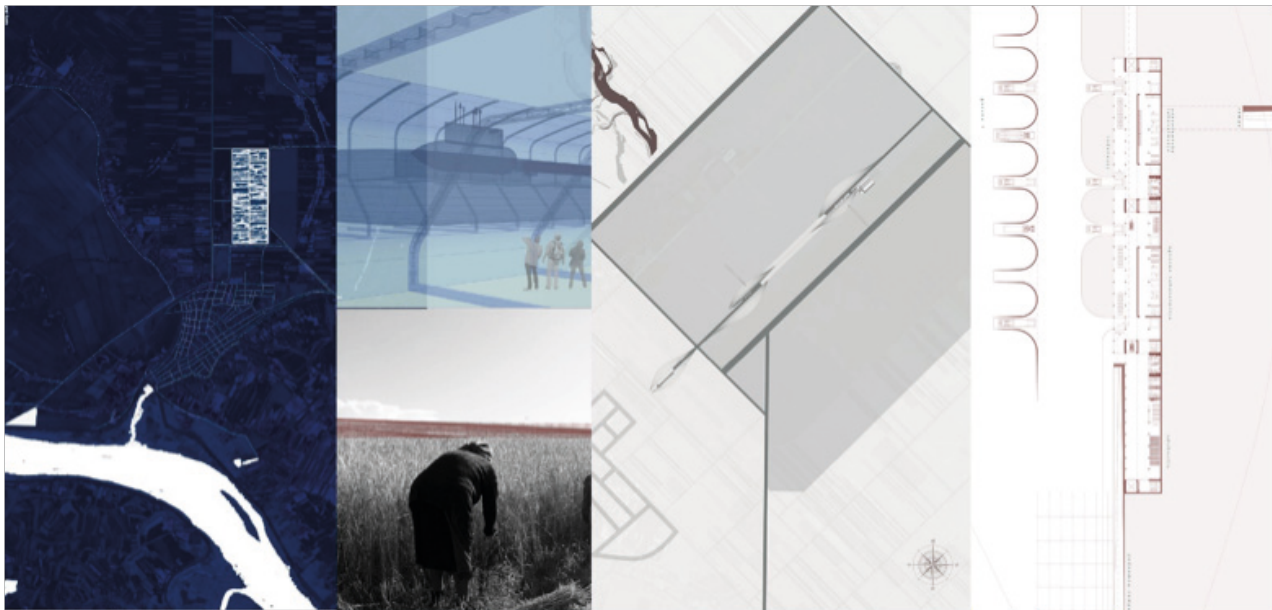


Fig. 9. Infrastructural transformation (students: Katarina Dimitrijević, Slaviša Berać)

1. Infrastructural aspect: this group contains works that directly use their site's potentials in relation to its significance in the wider region while retaining its original function of the airport. Within this criterion, the work for the establishment of a river fleet of the Republic of Serbia could be categorized, as it is exploring the importance of the international waterway and the proximity of the Danube River to the urban development of the city of Kovin. It uses the existing network of irrigation canals and ponds to connect the abandoned airport with the river and underwater coal mine. Also, we can include a work dealing with the analysis of the potentials of the agricultural land for the establishment of a food supply system for the needs of commodity reserves. By referring to the fact that the 20% of the Kovin population is working in the processing industry, the project proposes the solution for the enhancement of the transport, production, and storage of the food stocks.

2. Environmental aspect: this group analyzes works dealing with the idea of using existing natural resources of the site, such as arable land, water, wind, geothermal sources, for the design of the system and the way of exploitation, but also the solution of the hazardous situations that historically accompany the surrounding region (floods, fires). Additionally, such projects consider establishing a new public service, a firefighter's academy with the practice site, which addresses the frequency of fire in the summer period on the Balkan Peninsula and uses Kovin airport as a strategic place. Furthermore, in this group we could include a work that proposes a forming of a regional research center for the protection of rare plants and endangered species from the province of Vojvodina, transforming the occupied function of the airport into a public garden. By planning a network of indoor and outdoor green areas, the project transforms the abandoned airport into a public landscape for leisure, recreation, education, and art.

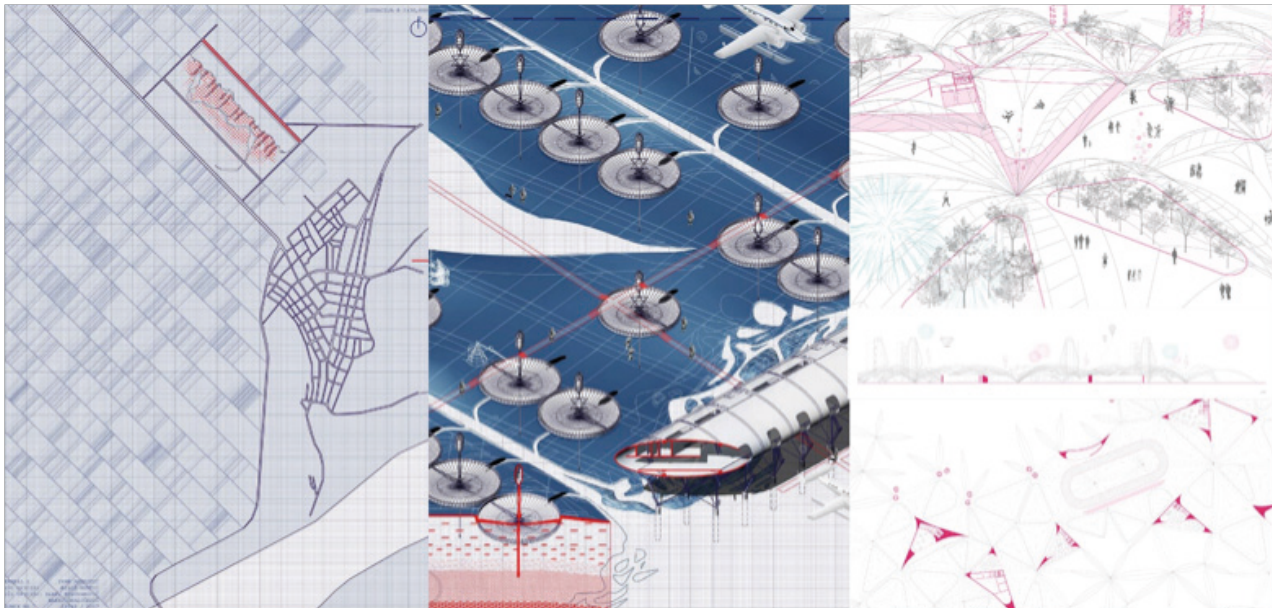


Fig. 10. Environmental studies and exploitation of resources (students: Dezire Tilinger, Dušica Pašić)

3. Cultural aspect: The projects which could be classified in this group base their research on the significance of the location for the local community and planning the activities that could directly affect the revival and integration of the airport into the life of the city. Works dealing with the research of historical layers of the site, starting from the remains of the Roman border town of Contra Magnum, through medieval fortifications and the History of the Banat military border, to the establishment of an open-air park with the recreational zone, referring to the Museum of Aviation in Belgrade. Also, these group of projects symbolically interprets the current political and social situation, transforming the airport into the reception centers for migrants, dealing with the issues of social housing and housing in transit. In these group, we could also classify the projects which are linking the transformation of this city fringe into a innovation and technological center, regarding the current IT industry and distribution of power. These models of development include a temporal dimension, proposing the successive sprawl of the urban areas, relating it to the growth of the nearby regional and national centers (Smederevo, Pančevo, Vršac, Belgrade).

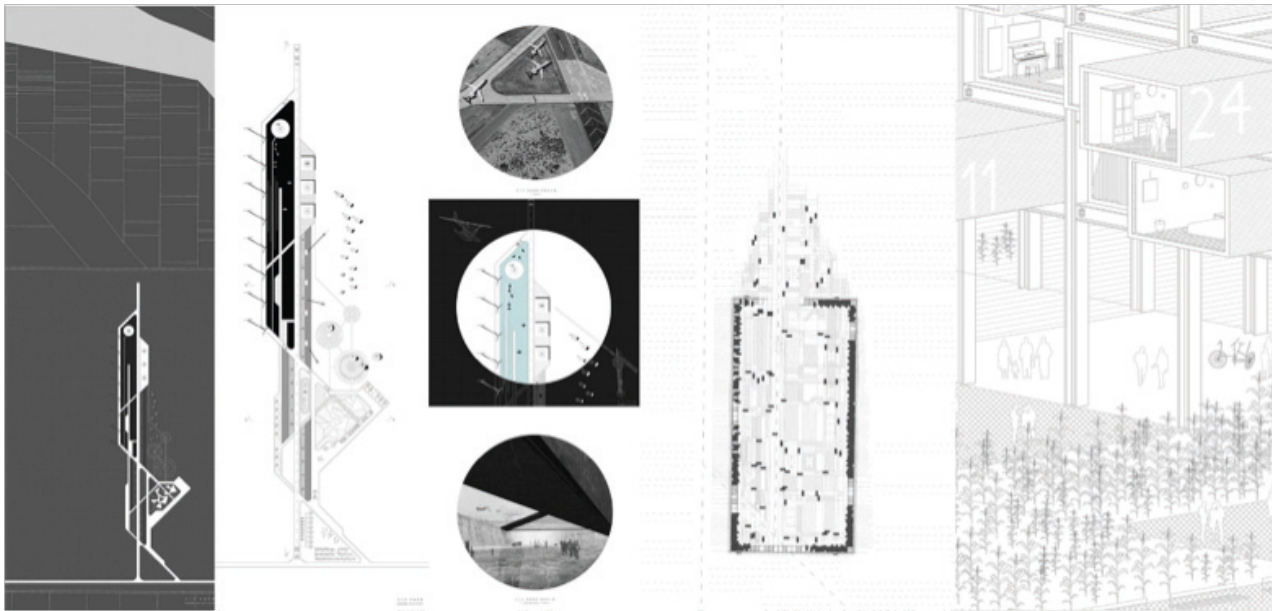


Fig. 11. Culutral redefinition of the airport (students: Danica Pavičević, Đorđe Đurica)

Conclusions

By analyzing the general characteristics of the problem of abandoned spaces of the city, the theory sets out the potentials that make them affirmative in the contemporary context. In addition to the aforementioned, taking into account the specificity of the analyzed area of the Kovin military airport, with emphasis on the characteristics of military architecture, the position in the peripheral part of the city and a strong ideological background, the method of research through the project reveals new possible roles of the analyzed infrastructure in the field of urban planning and the possibility of transformation of similar spaces in contemporary context.

Student works suggest the introduction of new public functions, which contribute to the use of the infrastructure potential of abandoned space and its redefinition. By comparing the student proposals, one can recognize the certain absence of limitations when it comes to relating the airport to its immediate surrounding. Since the current demographic trends imply that the current number of dwellers (33 722) is about to drop in the future, what should be further discussed is the sustainability of the projects which rely their program solely on the activities of the locals. Moreover, having in mind the proximity of two big civilian airports, in Belgrade and Timisoara (Romania), the projects which propose maintaining the original function should reexamine the economical aspect of such proposals according to the fluctuation of passengers on both airports.

On the other hand, projects which address the redefinition of this area as a wider public recreational zone, with the new public functions, should be further developed. Through integral planning, these projects link the leisure, tourism and innovation sectors in a way to redefine this indetermined area as an open space for its citizens, which offers them rich and versatile content. Furthermore, the projects having the local resources used for addressing the acute problem of hazardous situations, are at the same time raising the awareness of such situation and imply directions for future planning practices in the area.

In conclusion, the subject of work is not necessarily limited to exploring the local context of the Kovin settlement, but also defining the importance of the airport in relation to the wider region. Urban and architectural research of students is important as it in a pragmatic way questions the future conversion of military infrastructure, asking several important questions: meaning and treating the cultural heritage in a contemporary context, the importance and attitude towards the built and the natural environment, as well as the relationship of the former and current socio-cultural context through the research of the behaviour and the need of the user. Also this specific methodology that combines student projects with real life problems, such as abandoned military areas, could be used to develop various models for future interventions not only in Serbia but also on more regional level. Having in mind that the question of former military infrastructure is and its contemporary use is present in many countries in this region, these models could be of great use in future regional and urban planning.

Footnotes

- (i) Lefebvre, H. (1996). *Writings on Cities*. Blackwell Publishers, Oxford.
- (ii) Accidental heterotopias of suggestive antimodern heterogeneities index the failure of the cities past, Dawdy, S. L. (2010). "Clockpunk Anthropology and Ruins of Modernity". *Current Anthropology*, 51/6, 761-793.
- (iii) Gottdiener, M. (2001). *The Theming of America: media fantasies and timed environments*, Colorado, Oxford OX2: Westview Press
- (iv) Space as a material support of the time-defined social and space as neutral background through which the elements are moving. Castelss, M. (2009). "Prostor protoka, prostor mesta: Materijali za teoriju urbanizma informacionog doba". Further reading: Đokić, V., P. Bojanić (ur.). *Misliti grad*. Univerzitet u Beogradu – Arhitektonski fakultet, Beograd. 204-218.
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- (vii) Landry, Ch: *The Art of City Making*. Sterling, VA: Eartscan, London 2006. Spaces outside of the realm of public perception, as a free zone liberated from market and political demands become a freeground for the experimental thinking.
- (viii) Foucault, M: "Of the Other Spaces". *Diacritics*, 16/1, 22-27,1986.
- (ix) Bachelard, G: *The Poetics of Space*, Orion Press :New York 1964. Defines a features of space through the relationship between man and specific perception of the space in memories.
- (x) Edensor, T: *Sensing the Ruin, Senses & Society*, 2/2, 2007, 217-232. The spaces belonging to the past theorists define as palimpsest, spaces that incorporate time and carry multi-layered meanings.
- (xi) Lefebvre, H: *Writings on Cities*, Blackwell Publishers, Oxford 1996.

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