

The Re-Cycle of secondary airports and new opportunities for the territory

ADES Research - ESPON 2013 Project

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Low Cost Airport
Girona Airport, Cataluña, Spain



Military ParkAirport
Weeze Airport, Dusseldorf

ADES Research_ESPON 2013 Project

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Policy:

How important are airports as drivers of economic success in peripheral regions?

Research:

What is the optimal amount and optimal mix of traffic infrastructure for different types of peripheral regions?

What is the quantitative and qualitative influence of regional airports to the regional economy?

Motivating questions

- Does infrastructure influence the development of territories?
- Could the recycling of infrastructures be an opportunity to implement the sustainable growth of peripheral regions in Europe?
- Is it possible to implement the infrastructural system without losing the quality inherent in the landscape and cultural values of the territory?
- **How do airport infrastructures affect the landscape and how are these affected by the surrounding territorial and urban context?**



Airport Landing
Juliana Airport, St. Maarten



Icon Airport
Madrid Barajas Airport

How can these be re-used, re-generating themselves, their central role and the surrounding territory?

The central issue is now to investigate the possibility of recycling existing airport infrastructure and to re-use and maximize their potentiality through development strategies.

*On Hold Airport
Lleida Alguaire Airport, Cataluña, Spain*

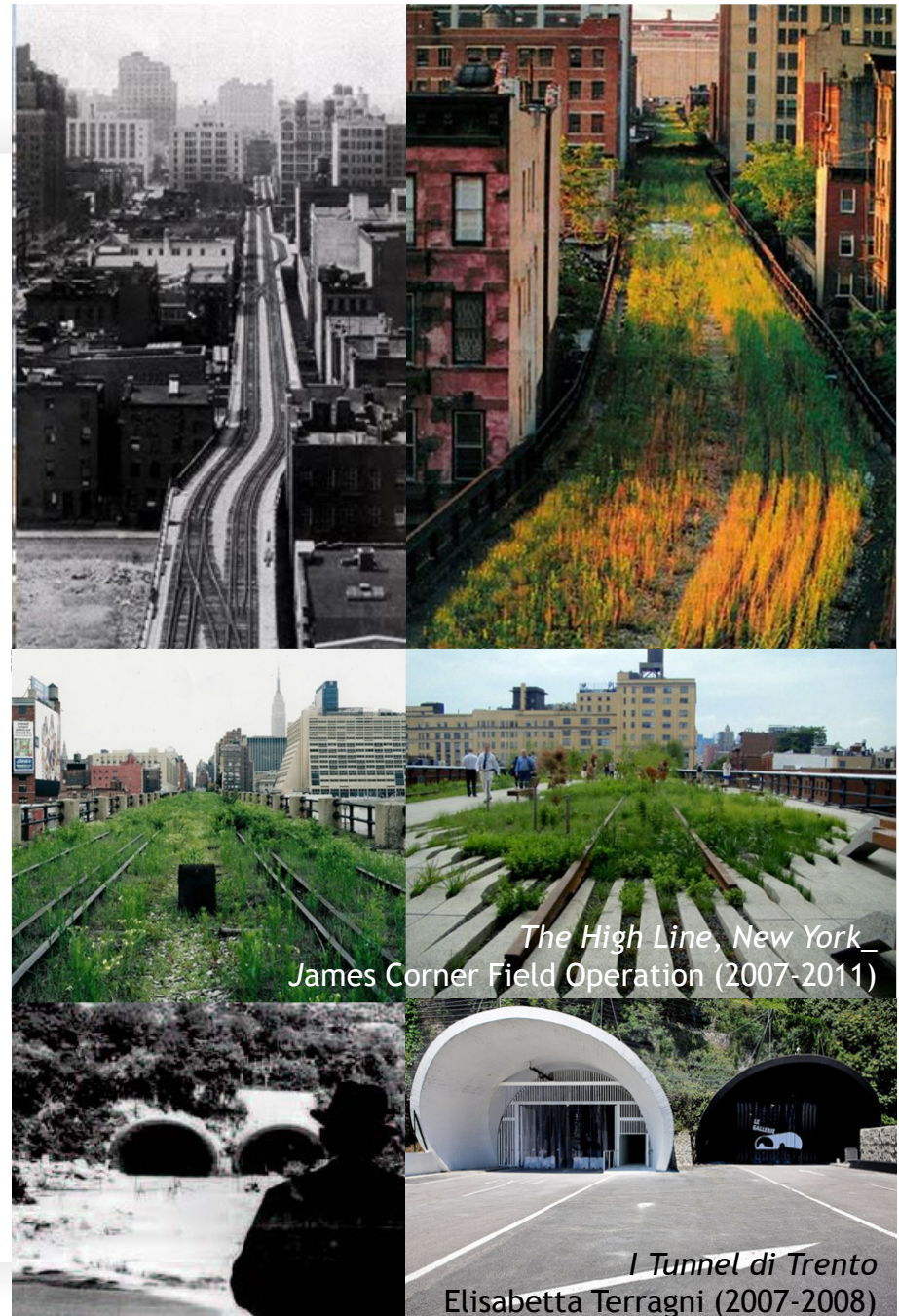
Re-use it!

The context changes the economic frame but it also brings into the foreground specific conditions in the construction of cities and territories, put aside for a long time, but that may return to be expendable and important values. It's a time of reflection and **re-use** of what has already been produced.

Recycle means to create new value and new meaning. *Another cycle is another life.* Recycling is the ecological action that pushes into the future by transforming the existing waste in the prominent figures and producing the city's culture, the beauty and the urban quality.¹

The concept of reuse has always been present in the city and in architecture, however, **the conditions in which it proposes the *reuse* change.**

¹ Mosè Ricci (2010). *New Paradigms: REDUCE_REUSE_RECYCLE the city (and landscapes)*. Ciorra P., Marini S. (curated by), (2011). *Recycle. Strategies for Architecture, city and planet*, Electa, Milan.



Airports Aftelife

Case studies

Airport infrastructure for its dimension and relations with the territory, **is a potential catalytic agent and an activator of contexts**: airports as generators of development in peripheral regions but also as generators of a new image for the area and of themselves.

The primary aspect related to the recycle of small airports is the requalification and development of a good level of accessibility, allowing these to become **dynamic centralities** for the surrounding territory. In fact, more accessible larger scale national and international trade has often overshadowed these territories.

Accessibility is therefore fundamental and central resource for territories, helping them to attract and **re-activate** diverse incoming flows, such as tourism, but also activities related to commerce, culture, education, health, agriculture, high-tech or energy.

Nowadays, it's necessary and urgent to value the airports recycling strategy (**pre-cycle**) to anticipate the inexorable decline of these structures and to activate recovery processes in synergy with the different urban and territorial realities.

1 Dismissed Airports > Urban Expansion + Parks



Stapleton Airport > Stapleton City
Denver



Munich Riem Airport > Messestadt Riem
Germany

2 *Dismissed Airports > Urban Parks*



Crissy Field Park
San Francisco



Tempelhof Park
Berlin

3 Postmodern Airports



Business Park in Airport
Skavsta Airport, Sweden



High Tech Aerospace
Liege Airport, Wallonie

4 ON Hold Airports



*Villanova d'Albenga Airport
Savona, Italy*



*Lleida Alguaire Airport
Cataluña, Spain (2009)*



Often in the case studies the solution proposed for the re-use (re-conversion) of obsolete or poorly used airports is to transform them into **urban parks**.

Others case studies found, up until now, are all examples of recycled airports that were once peripheral but have now been englobed in the urban context becoming physical centralities of the city simplifying their reconversion into urban facilities. However many problematic airports studied no longer present themselves in the potential range of urban expansion.

How can the **operative strategies** for these airports be **recalibrated** to accommodate their physical contexts?

Can the strategies applied be **integrated** to the continuation of their use as air traffic transportation facilities?

How can these integrated strategies be evaluated **with respect to their territorial context**?

The peripheral context of airports generates interest but also a limit as urban growth, in this moment of crisis, is very slow therefore making their possible central role in urban development very difficult.

Recycling airports could become an operative strategy for other urban transformations.

The reconversion of airport infrastructure could increment quality and development of the surrounding urban and social condition.



*Frankfurt am Main
Germany (2004-2006)*

Osmotic airports infrastructure: a place to live before a place to leave.



Pre-Cycle Airport: strategy before Airport decline.

A strategy that *pre-views* what can be done before the airport is closed and that can re-act to the deep decline slope.

“NO flights..but thousand rabbits”
“Ni un avión..pero si miles de conejos”

Thank you

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