

From Urban voids to Urban Commons-Ex-airports as Urban Voids reuse Case studies of Tempelhofer Feld Airport in Berlin-Germany & Imbaba Airport in Giza-Egypt.

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Abstract

Public spaces play a vital role in urban city life, with all of its components, human activities, and functions, green Areas, etc., where these spaces are widely used by people along the day or during the week. Although This importance increases in the cosmopolitan cities.

The paper discusses how could urban voids among the city be utilized as a public space; examples of these urban voids are ex-airport sites. It also discusses how public spaces are vital for the city life, and how awareness towards these spaces could make a difference, from the view of Reusing Ex Airports Sites, as these sites are usually of significant Areas, that creates an excellent opportunity for the city to be utilized as public spaces, primarily when they are also located in premium locations.

The authors address former airports in cities as urban voids and exceptional cases and examine two case studies (Tempelhof / Berlin, Germany, and Imbaba / Giza, Egypt). They are discussed as potential urban commons while recognizing the cultural, historical, political, economic, and urban complexities and specificities that each of the two cities and the respective countries involves. Considering the different types of both cases, the paper sheds light on the Concept in itself. How people's awareness of their need to the public spaces forced the Government in Germany to Reuse Tempelhof a Public space, meanwhile people in Imbaba Airport Case were ignored& new residential, commercial use(s) were invited to the site adding more traffic, densities, and pollution to the area.

The paper ends with some conclusions that also raise the importance of reusing urban voids in a way that makes people's lives better. Instead of looking only from an economic perspective and how this could add value to the city, with some recommendations of reusing any urban void as a public space full of Human Activities and adding a green/open area(s) for the town.

Keywords

Urban Voids, public spaces, Space reuse, urban commons.

ملخص البحث :

تلعب الفراغات العمرانية العامة في المدينة دوراً محورياً في التكوين العام لعمران المدينة، بكل ما تحتويه من أنشطة إنسانية، ووظائف متعددة ومساحات خضراء يلجأ إليها سكان المدينة على مدار اليوم أو في خلال الأسبوع. وتزداد أهمية تلك الفراغات بصفة عامة في المدن المكتظة بالسكان. ومع تطور وسائل النقل، وتسارعها بشكل كبير، بالإضافة الي الزحف

العمراني في معظمهم عواصم الدول الكبرى، اتجهت حكومات بعض الدول الي انشاء مطارات جديدة بسعة اكبر وقدرات تكنولوجية اعلي، ومع إنشاء تلك المطارات واكتمالها اتجهت تلك الحكومات الي إغلاق مباني المطارات القديمة ، أو الدعوة الي اعادة استغلال مواقعها في إطار خطط استراتيجية متكاملة ويتناول البحث أهمية الفراغات العمرانية العامة داخل المدينة ووعي السكان تجاه تلك الفراغات، من منظور إعادة استخدام مواقع المطارات، حيث تنسم مواقع المطارات بمساحتها الكبيرة، والتي توفر للمدينة مساحات كبيرة قابلة للاستخدام في حالة نقل تلك المطارات لمواقع اخري، ويقوم الباحثون بعمل تحليل ومقارنة لحالتي دراستين لمطاري تمبلهوف بالعاصمة الألمانية برلين، وامبابة بمحافظة الجيزة بمصر، ومع اختلاف نوع المطارين في الحالتين الدراسيتين، الا ان الهدف الأساسي هو دراسة المفهوم بصفة عامة وهو إعادة استخدام موقع المطار وكيف يمكن ان تؤدي إعادة استخدام موقع المطار القديم الي فراغ عمراني عام يضيف للمدينة أنشطة ترفيهية ومساحات خضراء، او يضيف للمدينة استعمالات عمرانية سكنية وتجارية جديدة، قد تساهم في إيجاد مشكلات عمرانية ومرورية وبيئية مستحدثة للمنطقة المحيطة. ويهدف البحث الي القاء الضوء علي أهمية الفراغات العمرانية العامة بالمدينة، مع التركيز علي ضرورة دراسة إعادة استخدام أي استعمالات عمرانية يتم تغييرها لتتحول الي فراغات عمرانية تحتاجها المدينة وسكانها، بدلا من تحويلها الي استعمالات سكنية او تجارية، كما تلقي الضوء أيضا علي وعي سكان المدينة تجاه أهمية هذا الطرح، وكيف كان لمشاركتهم دور هام في حالة مطار تمبلهوف بألمانيا، في حين تم تجاهل رأي السكان في حالة مطار امبابة، وتنتهي الدراسة ببعض النتائج التي تتناول ضرورة إيجاد فراغات عمرانية عامة علي مستوي المدينة مع بعض التوصيات للجهات الرسمية بضرورة توجيه إعادة استعمال الفراغات العمرانية المهملة الي فراغات عمرانية عامة تضج بالحياة ويحتاجها سكان المدينة.

الكلمات المفتاحية:

الفراغات الحضرية، الأماكن العامة، إعادة استخدام الفضاء، المشاعات الحضرية.

Introduction

The urban void is a movement currently hitting several towns. It is the barren old factory backyard where kids are used to playing football; it is the shortcut people prefer to take to get home faster, or the empty piece of land invaded by greenery, and people like to pick nicks there. It is that old empty villa that everyone loves because it is cursed or where drug addicts and offenders run. It is every abandoned industrial site where street artists create a new art gallery. Urban voids are an essential aspect of any urban fabric and considered a confirmation of urban decline (Jadhav, 2011). "Several terms like vacant land, urban-wasteland, underused land, abandoned property, remaining parcel, dead space, defeated area, brownfields and even more new definitions like TOAD... In-rem mortgage land, Terra Incognita, and the like are used to describe such spaces" (Jadhav, 2011). The following sub-categories of urban voids were adapted to this research-based on terms mentioned in Urban Voids ' Temporary Uses. Jadhav's, 2011.

"The city's voids are spaces that disrupt the urban tissue(International Journal Publication | Research Paper Publication and Submission, n.d.), leaving it incomplete and questioning its use. Also named urban ruins, they are at the boundary of personal or public space, without ever contributing to one or the other. Urban voids are memory containers, city fragments, and the" natural "environment; city memories that constitute a random, unplanned garden." (Noll and

Scupelli, 2000 quoted in Aruninta, 2005) Controversial urban voids. Some authors see urban voids as a source of detachment from the immediate surroundings along with happy, pleasant thoughts, hopes, and ambitions expressed by Marjetica Potrc: "Urban voids make daydream easier for us" (Potrc, 1997 cited in Goethe.de). The industrial void can be a blessing. A city's urban voids are considered a break from dense urban fabric (Delaney Ruskeepää, 2012). De Sola Morales also defines empty spaces, unused fields, de-industrialized regions... "Place unclear" (De Sola Morales, 1995). We have temporal, social, and programmatic abilities. She argues that the relationship between "lack of use and sense of freedom evokes the potential of empty urban spaces, yet free and available, the place of possibility" (De Sola Morales, 1995). However, some researchers interpret urban voids as a fracture on the city's bottom. Such areas were removed from urban fabric due to "their vagueness and complexity restricting their attractiveness" (Rahmann & Jonas, 2011). Incomplete, useless spaces are defined as human-made urban ruins (Urbanologics, 2012). Moreover, in his book "finding lost spaces: theories of urban design," R. Trancik argues that these areas have no positive contribution to surroundings or users "(Trancik, 1986).

Cities are areas with focused purposes and applications, purpose-filled spaces. Living and industry, culture, transportation, administration, services, recreation. A city map shows no space or void without function ("E-architect—Architecture News—Buildings," n.d.). Where many people and many requirements meet, use limited space optimally. However, urban vacuums exist. And perhaps they're big. Examples include London's old harbor or Berlin's Tempelhofer Feld. They lost their original function, covering areas like entire districts. Urban voids gave new meaning in both cases. In London's once dirty docklands, people today live in apartments overlooking the Thames River. Many towns consider the British capital a model to reuse fallow harbor areas. Today's Berlin Tempelhof area offers space for recreation, sports, culture, and urban gardening, meeting the demands of citizens for free creative space. "Since the turn of the millennium, the trend in Germany has been to prevent cities from growing in their surroundings and consuming free space. Instead, planners concentrated on growing indoors. There was enough space because many warehouses, factories, military barracks, or harbor areas in German cities were abandoned or diminished." Can this happen smoothly, sustainably? "In the future, if cities don't grow into the landscape, we'll have to find the solution inside (Urbanologics, 2012). As mentioned above, This research addresses former airports in cities as urban voids and exceptional cases and examines two case studies (Tempelhof / Berlin, Germany, and Imbaba / Giza, Egypt). They are discussed as potential urban commons while recognizing the cultural, historical, political, economic, and urban complexities and specificities that each of the two cities and the respective countries involves.

The research questions:

This paper questions the possibility of provisional vacant areas and architecture to view transition and growth in overcrowded urban areas. The particular emphasis would be on the Tempelhof region of Berlin. First, in Berlin, we tackle the implications of mapping urban voids. With the help of this cross-section, which slices in different zones in transformation procedure, geographical, temporal, and morphological assets of empty areas are discussed. Problems related to patronage and ownership are also discussed.

The current cross-section serves as the first study to produce an outline for comprehension of urban void conditions in an intimate urban setting. Further studies can continue in sub-and outer groups to get conclusions from a study of specific development, size, and demographic conditions. In addition to it, we discuss the distinct possibility and morphology of urban voids from side to side imperfection ideas, design responses, uses, and rough ideas. By a close investigative of both active and passive qualitative aspects of urban voids, we intend to deliver an insight into what is observed as a potential. We discuss that a considerable growth in open space by the utilization of available and existing vacant land provides the probability of creating a springy network of both large and small open areas accommodating a variety of functions and uses. This paper determines that spaces vacant on a short-term basis can provide counter-perspectives to the standardized urban landscapes. Also, they make contributions in creating a maintained development in the cities that are increasingly growing in the form of a mediator of ecological, cultural, and social transformation processes.

The importance of the research:

Many challenges are facing our cities nowadays, with this high expectation of rapid internal migrations percentages in the coming decades, it is coming essential to think of how the urban functions could be changed or reused, to urban public spaces, providing the vast areas of urban voids that exist among the city. New approaches should be directed towards reusing such urban voids, studying the opportunities of changing them to urban commons highly required by city inhabitants to utilize and interact.

The research hypothesis:

Urban Voids have tremendous potential to improve the area and create a more durable community structure. Reclaiming dead spaces by engaging can overcome these spaces ' interpretation and thus establish healthier shared spaces through raising creativity and convenience. These sites can be seen as high potential in this costly environment(s) and utilized as public urban areas, for example, plazas, just areas to wander here and there, pocket parks, and gathering areas for the public, or areas for events that connect and enrich the public realm. In these crowded metropolitan communities, initiatives are required to identify research and find solutions to increase public spaces.

The research methodology

A pragmatic approach is used, starting by discussing various concepts. A literature review for some theories, afterward, two case studies are selected for international and local practices and models(Tempelhof & Imbaba Ex Airports). Then exposing them to an analytical study to find out the learned lessons with further understanding of how was an urban void differently reused in both cases based on some factors. Ending with some conclusions that shows how important it is reusing urban voids in a way that makes people's lives better instead of looking only from a direct investment perspective and how this could add value to the city. With some recommendations of reusing any urban void as a public space full of Human Activities and adding a green/open area(s) for the town.

Public space and life

fifty percent of the world population is living in urban regions, and According to researches, by the end of 2050, this ratio may become 70 percent. while Most of the regions in the world are

in a struggling position, They are looking for the strategies through which they can tackle the pressure of rapid migration. The issues that happen because of migration towards cities may include poor infrastructure, pollution, housing supply, and homelessness (Fig.1). At this time, communities are dealing with the difficulties that are influencing their lives. Increased economic growth serves as one of the significant challenges in these regions.

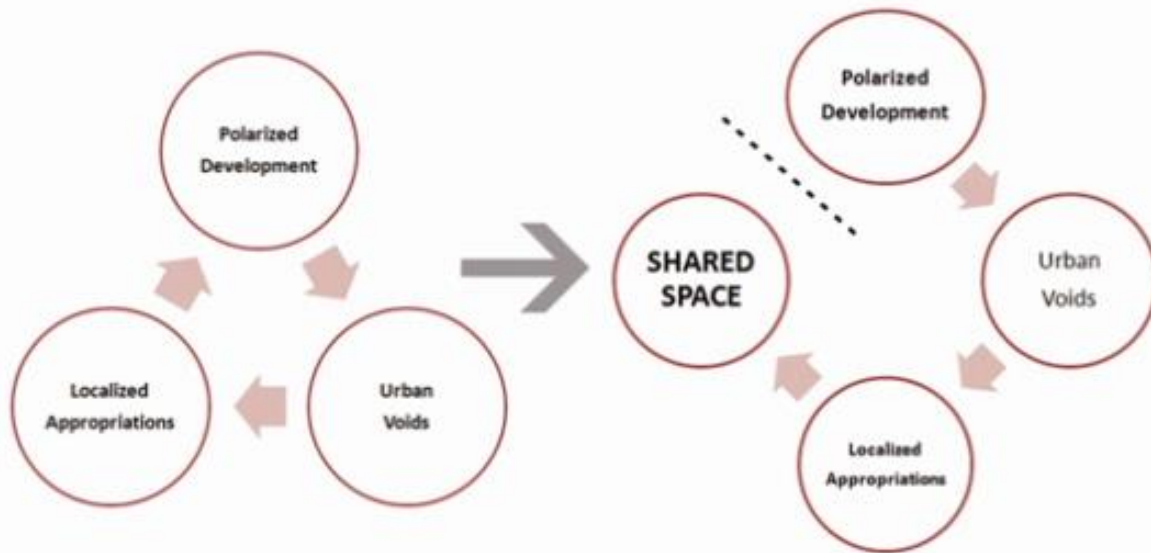


FIGURE 1: SHARING URBAN VOIDS AS A PARADIGM FOR REDEVELOPMENT

Urban voids

Although many types of research have been done, yet the layouts or roles of urban voids are not determined or finalized until now in a definite way. These can be available properties, polluted areas, unused buildings, distant areas, fallow land, and reserve regions. No one of these regions is serving their functioning into the success of urban classification. These areas are taking part in the rupturing of the overall fabric. Usually, people do not notice these spaces, and they just forget them because they are of no use to them. So, they are the outcome of the environment-friendly design. They result from isolating designing sites irrespective of the poor design and urban textile. "Urban voids are undesirable urban areas that need to be redesigned, making no positive contribution to their undefined surroundings, without measurable boundaries and connecting elements in coherent waters" (Trancik, 1986).

Urban void as a term, as stated in the previous section, requires many typologies. However, research must pursue an urban void classification that relies on the construction variable. As mentioned earlier, the architectural factor affects the future picture of an urban void. Unfortunately, owing to some constraints, such residential voids can not be reused (Northam, 1971).

Classification of Urban Voids.

There are Three main categories pre-set and influenced by Ray Northam's design description (Northam, 1971).

1.Developable.	2.Developable with prerequisites.	3.Undevelopable or Unbuildable.
<ul style="list-style-type: none"> •Such voids are vacancies as parcels that can reach "full usefulness" by merely introducing new roles and uses. 	<ul style="list-style-type: none"> •Such voids have the ability and potential to accommodate new functional uses under specific conditions and with the help of particular prerequisites such as legislation, natural and physical characteristics. 	<ul style="list-style-type: none"> •Such voids can not sustain typical urban development whether their development limits are natural or structural " The natural causes are divided into three main aspects:" extreme cliffs, flood risk, and weak subsurface materials Besides the organizational desire to maintain the void as an open space, the parcel dimension and layout constitute the social constraints that inhibit urban void growth Cross-cutting developability as previously defined and different sub-layers of Urban Voids resulted in a classification chart, as shown in the following figure.

Categories of urban voids

Planning Voids.	Geographical Voids.	Functional Voids.
<ul style="list-style-type: none"> •Voids generated by ineffective or inadequate design procedures. These are produced from unilateral development without knowing the city's structure. These are most evident in the communities and may be viewed by utilizing figure-ground analysis. 	<ul style="list-style-type: none"> •This field is the city's geographical features. Voids are generated between the geographical areas that do not get the attention of architects or city engineers. They leave the environment worthless. Rivers are a good example. 	<ul style="list-style-type: none"> •This category includes empty unused areas in towns. Whether it is not used as it was intended to use it is obsolete, they consume the city's valuable land and make the atmosphere uncomfortable.

Driving Forces behind Urban Voids (socio-political cross-cuts)

According to Bo Grönlund (1994), three factors combat and support the emerging of urban voids from deferent perspectives, The first variable is the competition through the propensity to evolve and transform local small-scale capitalism into globalized, larger-scale capitalism, influencing small-scale handicrafts that lose their interest and emerge as unprofitable which lead to the urban regeneration in general and urban voids as one of the results. The second is

Politics demarcated, e.g., in "The institutionalization of life and urban space through services decided and run from" above and centrally Culture's last mechanism. Culture can create and hinder urban void development through "Technical development and individualistic-focused economic growth, and community leads to a car-dominated society with low population density" (Grönlund, 1994).

Redevelopment strategies: Spatial Reasoning:

Redevelopment approaches vary according to the location of the voids in or outside a city's historic core. Within the old cities, urban voids emerge due either to efforts to reinforce the center's commercial and political dedication, and in this case, the decay of handicrafts and small traditional shops, in addition to space's residential features, will produce emptiness and abandonment. Otherwise, the exodus of commercial and political functions will lead to "a shortage of shops and offices, a shortage of customers and visitors, degradation of services and environment, leaving room for" slums "to develop" Outside the historic city center, urban voids emerge due to urban sprawl; by introducing low-density residential and commercial areas based mainly on car-oriented patterns that generate spatial segregation and social seclusion. Mono-functional nodes, totally planned as large single units like shopping malls, can also create urban vacancies (Grönlund, 1994).

Redevelopment purposes:

Once a gap exists within the urban fabric, it can be reintegrated into the public environment in different ways:

The city beautification:

In this case, The Beautification of a town like Kuala Lumpur was one of the reasons which drew further tourists, stimulating economic growth (Environmental Protection Journal, 2011) Transit, mobility, and traffic congestion issues (Transport hub, parking, park ' n ' ride ...) Recreational open spaces which serve as a means of recreation and provide ' emotional heat ' A UK study conducted. Shows that approximately "80%" of the urban population perceive green urban spaces as a healthy "proportion of outdoor recreational facilities" (Environmental Protection Journal, 2011)

Economic and fiscal benefits:

Environmental protection to preserve and regenerate ecosystems, protecting biodiversity. Here, greenery helps to regenerate ecosystems and protect biodiversity. Thus, vegetation planting in densely urbanized cities is an adequate aid to mitigate and regulate urban climate. Urban greening can reduce air pollution and improve air quality (Ecology Journal, 2011). Besides, a study showed that increasing tree cover in a city by 10 percent could reduce total heating energy by "5-10%" (Environmental Protection Journal, 2011)

Improving living and social welfare as an attempt to re-densify and infill strategies.

Redevelopment Imperatives:

Urban void reintegration depends on two specific characteristics. The possession of the plot or the house often influences the method of regeneration, maintenance, and performance, and whether the ground or the estate is developable or not, as in the case of severe plots and heavily contaminated areas, irrelevant to ownership (Grönlund, 1994). These two factors must be discussed when redesigning an architectural vacuum. Furthermore, land and buildings are assets

"that city governments control, maintain, construct and retain" (Bowman & Pagano, 2004), focusing on the value of ownership aspect. Therefore, the behavior of a city's authorities and their schemes regarding urban voids is predominated by certain imperatives that serve the goals of urban government visions (Bowman & Pagano, 2004). According to Bowman & Pagano (2004), these imperatives are:

The fiscal or financial imperative aims to enhance the city's financial state by maximizing the spatial dimension of city revenue. "Spatial derivation of municipal tax revenue shapes the political strategies of decision-makers on vacant land policies" (Bowman & Pagano, 2004).

A social imperative; mainly related to cityscape image. The message a void interprets is the city's vision. Just as the Belfast peace line and the green line drawn through neighborhoods in Nicosia serve the purpose of separating religious and ethnic groups, vacant land and abandoned structures can serve a similar purpose: although they separate and separate, they also protect (Bowman & Pagano, 2004). Moreover, the value of these lands may be socially higher if they remain unused either as well-manicured urban parks or as a potent reminder that one leaves a particular neighborhood and enters another (Bowman & Pagano, 2004).

Under this necessity, development projects and strategies function as a means to improve land value and identity of the community. "Paul Peterson claims that growth is the only environment that can be successfully affected by public policy" (Bowman & Pagano, 2004). Public policies can be viewed as the product of just one arena or a combination of the three: a fiscal requirement to generate capital and maintain a robust financial situation, a social need to stabilize neighborhoods and to increase or at least maintain property values, and development necessary to improve economic vitality. The predominance of any of these in structuring a city's policy at the time of decision depends on the environment (Bowman & Pagano, 2004).

The relation between the Urban Void and Shared Space.

Shared space or urban void interrelate, This could be defined as a shared space or urban void on a level to be analyzed. It can be remembered that urban void is not a particular term, because what can be interpreted as urban void on a specific scale could become a communal area on an alternative scale or, quite the reverse, a shared place inside the void.

No individual owns an urban void. On the other hand, somebody owns a shared space. So, the void is apolitical, while shared space is political, geographically. Local self-assumptions are caused by scale-dependent political implications. Each urban void needs to be a shared space.

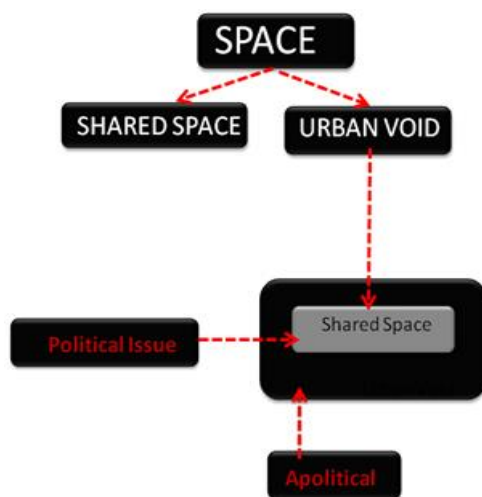


Figure 2: Relationship between Shared Space and Urban Voids.

Examples of former land use which was reused as urban voids

Many of the use of the land in the existing cities are subject to permanent change by users or by authorities based on local administration. This may happen as a result of the change in the need for some kind of use or the absence of this need, and most of the uses that are exposed to this phenomenon are the airports, train stations, mega bus terminals and also the graves yards, as uses that undergo fundamental changes when urbanization sprawls into it.

Accordingly, urban voids appear, rational decision-making towards the future of these areas appears also. The choice is between preparing it for public use and achieving social gains and replacing it as land for public uses, intending to achieve an economic return.

Europe in general and Germany, in particular, are among the countries that have achieved good experiences in this field through several experiences in many cities due to many reasons that are mentioned, one of these experiences GörlitzerBahnhof.

The original GörlitzerBahnhof suffered substantial damage during the [Battle of Berlin](#). The last passenger train services to operate through the station ended on April 29, 1951. Demolition of the site took place on 24 October 1962, at the behest of former Berlin Senator, Rolf Schwedler ([SPD](#)), despite protests by many residents.

In the postwar period, the site was used as a coal depot. Until 1985, freight trains still operated through the GörlitzerBahnhof train lines, supplying nearby storage sheds and a junkyard on the station grounds. During the division of Berlin, a border crossing was erected on the bridge over the Landwehr canal to control the passage of these freight trains. The remains of this border crossing are still visible today, as are a short piece of track to the east of the canal bridge, and two former freight sheds remain from the former station.

Nowadays it is one of the famous parks in berlin, it provides a wide range of social activities, as an urban void. It is a commonplace, an urban garden, and a social gathering hub. Görlitzer Park is widely known as a hotspot for purchasing [cannabis](#).^{[4][5]}



Figure 3: former Berlin GörlitzerBahnhof as one of the transformed urban voids.
The next part of the research focuses on ex-airports as examples of reusing urban voids in different ways.

Ex-Airports as a highly potential Urban Void.

An empty ex-airport site is the size of a large neighborhood or a small town. This everyday simplicity surrounded by urban life is unusual. The new runways were not designed to human scale, so we remember their past lives. An ex-airport amid the urban fabric presents itself as an anomaly, a heterotopia, or a vague terrain. Even for urban planners, their ontological nature remains problematic, and for a good reason: any kind of decision-making about their future is arbitrary with the absent citizens. Some are perceived as a future metropolitan public space or park, while others are threatened by privatization and speculative development. Nevertheless, perhaps both approaches lack something.

Tempelhofer Feld Berlin Former Airport as a case study

Tempelhofer Feld in Berlin's district of Tempelhof-Schöneberg. It is the site of Tempelhof Airport, one of the world's oldest international airports. It is now deserted, appearing as a blank spot on Berlin charts. There are proposals to retain still-existing buildings. In 2008, the eagle-shaped airport, which was quite popular, was closed. After that, it was converted into a public park covered 400-hectare area. Later on, since 2015 (September), the new airport has been taken into consideration for a substitute to a refugee camp in a case of emergency. Tempelhof airport provides an interesting case study, The old Berlin airport (1923-2008) is a vast plot, expressively accused with substantial references from the country's Nazi history. Since 2008, and while hypothetical discussions related to its prospect future have raged, it has consistently been used as a metropolitan space with an identity formed by functioning as a hybrid space much more than a typical park used for provisional activities such as recreation, urban gardening, and art exhibits administered by citizens.

The former airport's considerable prestige and stability started battling the rise of "general ethics" among Berliners.) The concept of "no buildings" expressing the vision of the individuals persuaded the Deputies House in a current poll related to the future of Tempelhof (25/5/2014). The latter was the masterplan design principle for municipal government. The referendum also preserves the Tempelhof Field from purchase, growth, or limited privatization and allows it available to the general public without lasting restrictions. The judgment recognizes the importance of the area as a momentous place and location of tribute as well as supports the future of leisure and entertainment as well as its role as a free air-cooling zone and as a sanctuary for plants and animals. Most importantly, it offers the foundation for a shared future for Tempelhof. More recently, a new activity has been undertaken to conceptualize citizen participation around the theme of "hack Tempelhof," and various projects and initiatives have been developed around this goal, while Tempelhof infrastructure is being used to host Syrian refugees.

Tempelhof, Berlin Former Airport in focus:**The history of Tempelhof Berlin Former Airport**

2013	Planting of the first trees for the development of the Tempelhof parkland.
2013	Planned opening of the “e-THF – Tempelhof Electromobility Competence Centre” as an information point for electromobility, including a showroom and driving experience track.
2012	Tempelhof Airport establishes itself as an international event location for trade fairs and conventions. Other parts of the building are renovated to improve energy efficiency and converted into a creative and start-up center.
2010	Opening of the park “TempelhoferFreiheit” on the former airport premises; it is open from sunrise to sunset.
2009	Trade fairs are held for the first time in the buildings of the former airport.
2008	A referendum seals the permanent closure of the airport.
1996	Berlin, Brandenburg, and the national government, the company shareholders, decide to build the Berlin Brandenburg International Airport (BBI) in Schoenefeld. At the same time, Tegel and Tempelhof will be closed.
1993	The US Air Force hands the airport over to the Berliner Flughafengesellschaft.
1990	After the fall of the Berlin Wall, operations start up again for domestic flights.
1975	Since the airport had reached the limits to its capacity in the 1960s, operations are suspended after the construction of Tegel Airport.
1961	The airport serves as one of several Berlin settings for Billy Wilder's famous film "One, Two, Three."
1951	Tempelhof Airport is released for civil air and freight traffic by the American occupation forces.
1948	During the Berlin blockade from June 1948 to May 1949, Tempelhof Airport becomes the take-off and landing site for the “raisin bombers” which assures the provision of vital supplies for the people in West Berlin and drops sweets, sometimes borne by handmade parachutes, to the delight of the children. A memorial designed by Eduard Ludwig still stands today, reminding us of the three air corridors and bearing the names of the 76 pilots who were killed in accidents during the Airlift.
1945	The forced laborers are freed by the Red Army. In July, the Red Army hands the airport over to US forces. After undergoing extensive repairs, the airport, now called "Tempelhof Central Airport" (TCA), commences operations again.
1939	The construction site of the planned new airport becomes one of the world's most significant assembly buildings for bomber planes. The work is later done by forced laborers brought in from countries occupied by Germany.
1936	The construction of an airport designed to handle six million passengers begins; the scale is in line with the megalomaniac project of a "World Capital Germania." However, this airport is never completed.
1934	At the instigation of the National Socialists, planning begins for a "large airport," and the architect Ernst Sagebiel is awarded the contract for its design.

1934	The expansion of the airport begins; Tempelhof becomes the most modern airport of the time, featuring separate functional levels for passenger and post/freight traffic.
1926	The first scheduled flights to Dübendorf (Switzerland) and Munich take off.
1924	The Berliner Flughafen-Gesellschaft mbH. Airport construction only started in 1924. It is the world's first airport with clear underground links (U6, Paradenstrasse Underground).
1923	Air traffic operation begins.
1922	A new central airport is proposed for development on Tempelhofer Feld, although the site was initially intended for a fair-trade area. Nevertheless, instead, a small airport with two wooden buildings, each with a 1,000 square meter zone, was designed.
1909	Orville Wright, who, together with his brother Wilbur was the first person to fly a guided motorized plane, organizes a multi-week air show at Tempelhofer Feld, a former parade ground. In September 1909, he succeeded in remaining in the sky for an hour, setting a new world record of 160 meters elevation.



Figure 4: former Berlin Tempelhofer field Airport was Once the third-busiest airport in Europe

Current uses of Tempelhofer Feld:

Formerly, Tempelhofer Feld was established in 2010 it presented to Berlin one more exclusive feature of the world's biggest green spaces center. At this space, once an airplane left from West Berlin to areas throughout the globe. At this time, there are over 300 hectares of green area for kite-surfing, bird watching, picnicking, planting, strolling, cycling, and much more. Nineteen activities presently effectively exploring different avenues regarding music, public use, and horticulture add to its assortment. The endeavors made a broad scope of exercises and administrations for Berliners, including plan an 'eco' school and mini-golf to the common areas for the community.

Tempelhofer Feld is additionally an asylum for animals and plants. Its size as well as dry, warm, and open environment depicts it can assume a significant job in safeguarding species discovered here. The open, incompletely standard fields of the recreation center are one of Berlin's most noteworthy natural surroundings for winged animal classes in Germany.

The history of Tempelhof is quite eventful yet complicated. Leading early pilots left a mark on the world here in 1883. Deutsche Lufthansa was set up on the Tempelhof landing strip in 1926 and developed the main air terminal pinnacle in 1928. From 1936 to 1941, the Nazis planned an enormous new quarter-circle-molded structure. The landing strip was additionally utilized as Berlin's biggest death camp, lodging, for the most part, political detainees. Constrained workers used to develop military aircraft were held in unforgiving tents at the runway edge. During the 1948/49 Berlin Blockade, the Allies halted West Berlin giving transport from Tempelhof air terminal. It turned into a globally eminent image of protecting opportunity as a US aviation based armed forces air terminal. The air terminal was shut in 2008, and the previous landing strip opened as a recreational and relaxation territory in 2010. In 2015, a data trail was made on Tempelhofer Feld's history reporting parts of its astounding past.

In 2014, Berliners cast a ballot in a choice not to approve expanding on the edge of the landing strip to keep up Tempelhofer Feld as it seemed to be. A law controlling the insurance of Tempelhofer Feld ("Gesetz zum Erhalt des Tempelhofer Feldes"- ThFG), which endorses security destinations and rebuilding targets, came into power in June 2014. A protection and structure procedure built up in a participatory stage traces intends to improve this sizeable open region.

Tempelhofer Feld development and conservation plan:

The previous downtown Tempelhof air terminal has become an energetic and selective urban relaxation zone for Berliners since it opened in May 2010. Consistently, over 2,000,000 individuals, visit Tempelhofer Feld to encounter its open spaces and extensive skylines inside the thickly populated city. Tempelhofer Feld is an exceptional spot, a significant, memorable space worth ensuring, and an abundance of novel open doors for exercises. It offers game, development, and public commitment space. It is both a human trial and an image of a new conjunction. Suitable arranging looks to keep up and build up these extraordinary characteristics later on. Tempelhofer Feld's improvement and preservation plan were made in close collaboration by residents, heads, and Grün Berlin GmbH. Commendable participation among partners will keep on describing Tempelhofer Feld's future arranging.

Civic engagement in Tempelhofer Feld planning processes:

Traditional society has been full of action in progress procedures here from the beginning when, along with the submission on 25 May 2014, Berliners concurred that the unique open space of the old Tempelhof air terminal ought to be utilized for nature preservation just as recreation and amusement. A Tempelhofer Feld Conservation Law (Gesetz zum Erhalt des Tempelhofer Feldes-ThFG) secures a 303-hectare zone isolated into a focal field and encompassing field ring. The middle zone, a 202-hectare room inside the runways, is committed to protecting the open knoll biological system and its widely varied vegetation. The 101-hectare encompassing field can be utilized for impermanent and continuous utilization, urban association activities, exercises, and different administrations.

With the involvement of the public, the ThFG prescribes writing the creation and conservation plan of Tempelhofer Feld. Between (Sep 2014 and May 2016), Berliners functioned along with the Senate Department for the environment and urban development and Grün Berlin GmbH to develop a strategy for development and conservation. The outcome of the process of creating a joint consensus-based development and conservation plan established priorities contained within the ThFG for the preservation of biodiversity, climate, and atmosphere. This project also suggested ways to bring the site's eventful past to life, enabled commemorations, identified careful leisure, recreation, sport and culture field development, and future regulated cooperation among citizens, policymakers, and administrators. Additional measures were built on Tempelhofer Feld affecting five parts, critical focus and' intervention corridors. These are Tempelhofer Damm—recreation and activities, Columbiadam—sport and past, Oderstrasse—community gardens and ventures, Southern flank—peace and quiet and exploration, and Central field—space, water, and forest. A participatory structure ensure the continued involvement of Berliners for Tempelhofer Feld in the future and be assisted by a Charter of Involvement.

On 25 May 2014, Berliners agreed with the poll that the unique green space at the former Tempelhof Airport function as a place for entertainment, vacation, and environmental conservation. The Tempelhofer Feld Preservation Act (ThFG) jelly a most extreme territory of 303 hectares isolated into a focal region and a field hover inside it. The center field, a space of 202 hectares inside the nearby runways, is devoted to safeguarding the biological system of the open knoll and its widely varied vegetation. The 101-hectare external field is intended for impermanent or changeless purposes, ventures for network commitment, sports, and different administrations. The Tempelhofer Feld Preservation Act recommends drafting the improvement and support plan for Tempelhofer Feld with the interest of general society. The Berliners worked with the Senate Department for Urban Development and Environment and Grün Berlin GmbH from September 2014 to May 2016 to build up a recreation center improvement and protection plan. The program concretizes the security and improvement objectives of Tempelhofer Feld and goes about as the reason for future activities advancing recreational and relaxation use. The improvement and support plan likewise incorporates a participatory model to ensure Berliners continue to be involved in the Tempelhofer Feld project.

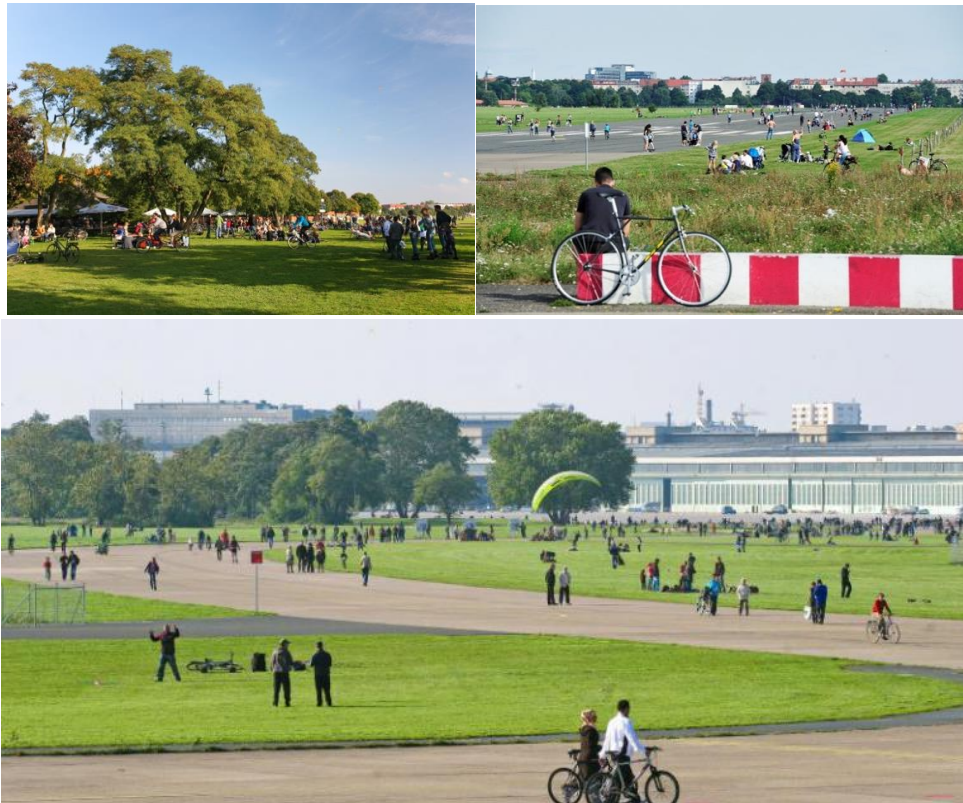


Figure 5: current uses of Tempelhofer Feld

Tempelhof Future uses:

Berliners chose the poll on 25 May 2014 that the one of a kind green space at the previous Tempelhof Airport would go about as a scene for culture, diversion, and natural protection. The Tempelhofer Feld Protection Act (ThFG) sets up an all-out district of 303 hectares isolated into a focal territory and a zone edge inside it. The center field, a zone of 202 hectares inside the contiguous runways, is devoted to safeguarding the biology of the large knoll and its widely varied vegetation. The 101-hectare external field is worked for transitory or perpetual use, programs for network commitment, amusement, and different offices. The Tempelhofer Feld Conservation Act endorses composing the development and protection procedure for Tempelhofer Feld with the contribution of general society. The Berliners worked with the Senate Department for Urban Development and Environment and Grün Berlin GmbH from September 2014 to May 2016 to build up a recreation center improvement and preservation plan. The arrangement concretizes the wellbeing and improvement needs of Tempelhofer Feld and goes about as the reason for future undertakings advancing recreational and relaxation use. The advancement and support plan frequently incorporates a participatory technique to guarantee Berliners keep on being associated with the Tempelhofer Feld activity.

Imbaba Airport – Giza Egypt as a case study:

Imbaba refers to a suburb of North Giza, northwest of Gezira Island and west of the Nile and central Cairo, under Giza Governorate. Embaba Airport was a pilot training airport in the Cairo neighborhood of Giza, which was demolished in 2002 due to security concerns relating to buildings encroaching on airport property.

The project of “Urban Regeneration and Development of Imbaba Airport:



Figure 6:Imbaba Airport area current status.



Figure 7:Layout Master Plan for the Development Project of Imbaba Airport.

Concept

The plan of the Imbaba scheme depends on steady relocation inside the limits of the land-covering air terminal as the critical way to deal with the advancement and decrease of populace thickness and upgrade of movement inside the district to assist move with peopling to the new air a terminal area neighborhood. The primary target of the Imbaba Urban Upgrade Project is to improve the reconciliation of Imbaba, one of the most thickly populated and spontaneous urban zones in Egypt, with the whole city of Cairo by giving essential offices, foundation, and administrations to its 700,000 populace. This is the primary leader project to be completed in an initiative (U P F I) at the Urban Projects F. UPFI targets advancing and creating maintainable

and imaginative urban activities that fill in as best practice models and are possibly replicable. The program gives Imbaba fundamental foundation and administrations, for example, instructive organizations, wellbeing units, a general emergency clinic, play areas, youth focuses, an understudy sports town, open parks, green regions, a local board, a shared vault, Giza Red Crescent Society, a mail station, fire detachment, and police headquarters, social focuses, a kids' administrations unpredictable, an old people

Activity	Area
Residential Area	52.4 acres
Safari Park (Imbaba Airport Park)	38 acres
Investment Services Zone	69 Acres
Main Services Center	26.6 Acres.

The Report of North Giza Development Project 2007.

Development Profiles:

The project aims to promote local economic growth, increase employment and extend services, accredit the use of market instruments in partnership with the state, not borrow any threats or needless burdens from the state budget for the procedure of development, and focus on improving the urban environment and increasing protected open spaces, taking into account social factors.

Development of Innovative Bodies:

Another model has been made in the arranging and structure of private neighborhoods as another arrangement for the networks in the locale of Imbaba, because of the accompanying. In essence, division of the city into homogeneous private classes, improvement of two blended utilize persons on foot tomahawks associating the local location and the recreation center, meeting tomahawks in the focal point of the mid-vacuum zone, help for the buildup. The separation in the inside between the shopping road and the shops and private carports entrance and the facility of services related to administration, health, and education is 600 meters.

The administrative and regulatory structure for the development project, made up of two major institutions, is one of the most creative structures in the Imbaba improvement program:

- Initial institution: the steering committee to prepare
- Second institution: the establishment of development firm Giza Gardens

A company of joint-stock was set up between the administration of Egypt, the agent of the Governorate of Giza, and a national bank. Since this kind of association has been set up, especially right now, the foundation of a business entity among Giza and one of the accomplished national banks hold a proper recipe for giving the money related assets to the advancement procedure, especially in the underlying phases of execution.

The Giza Governorate is the essential supporter of the Imbaba Development Program, with a maximum expense of € 100 million, with a specialist financial fire up measure of € 20 million, covering 20 percent of the maximum spending plan. The project is private cooperation with the General Urban Planning Authority, economic experts, cultural experts, urban specialists, and experts in various other fields that works for the requirements of this project. The Central

Agency for Public Mobilization and Statistics (CAPMAS), NGO individuals, residents and administrators from the northern region of Giza, the French Dev Organization.

To engage and serve the participants in the decision-making process, over 145 NGOs require to work for the development procedure.

Evaluation of the Project:

"The framework speaks to great logical intuition as it centers around giving individuals existing offices. The more extensive end-all strategy includes ransacking landowners of their properties under a law that permits the legislature to attest that property on the off chance that it falls inside a comprehensive strategy assigned for the open good. The former senior member of the Urban Planning Faculty answered to the media.



Figure 8, a google map, is showing accessibility to the project.

The scaffold extension, found in another satellite picture, is approaching culmination, The extension bends north as it passes the railroad with a slight bend. The street expansion (costing around LE 500 million) decrease pressure on the famous al-Mehwar, the main course right now accessible to associate midtown/Zamalek/Mohand to the Ring road. Extension. Road.



Figure 9 a google map showing theme park

The 28-acre park area is to the west of the new road extension and north of the railway, which once defined the planned city limits in this part of Giza. Seen in this new satellite image, the park (costing about LE90 million) looks near completion and may be open to the public by the end of this year, although that may be an impossible possibility.

The site is an inviting expansion to the extensive rundown of parks in Cairo, generally covered on display. There are unmistakably a more significant number of parks in Cairo than individuals acknowledge, however numerous in suburbia are concealed, unmaintained, practically out of reach due to their security when available, and so forth. However, the fundamental issue with the parks in Cairo is that they are not so much under the supervision of a city-wide association, a division of parks. On the other hand, different parks have a place with the governorate, others to the lodging segment, others to the farming service, and different partners. Obviously, the most well-known park in the town, Al Azhar, is controlled by a subcontractor, which is the thing that the new park makers of Imbaba are attempting to copy. The investigation from last May states that the activity of the recreation center, which was set up with open assets, is present during the time spent offering amount.

The park was created with a cultivating theme, attempting to review the provincial inceptions of Imbaba. A la mode stops have a long history in Cairo, with the noticeable 1917 Japanese Garden (Helwan) and 1935 Abdalucian Garden (Zamalek), just as a few other broadly demonstrated nurseries. However, the rural past of Egypt is less about exoticism, and that is only the tip of the iceberg, in fact, about legacy. The setting is relied upon to be kitsch, limiting itself to a lot of signs and names. The format incorporates subtleties, for example, the "crop design," towers for pigeons, and a water wheel.



Figure 10 theme park proposed by the project

The park was planned with a theme of horticultural, attempting to review the country's legacy of Imbaba. Polished parks have a long history in Cairo, with the noticeable 1917 Japanese Garden (Helwan) and 1935 Abdalucian Garden (Zamalek), just as a few other broadly planned nurseries. However, the rustic past in Egypt is less about exoticism, and the sky is the limit from there, well, about legacy. The setting is relied upon to be kitsch, restricting itself to a lot of signs and marks. The format incorporates details, for example, the "crop design," towers for pigeons, and a water wheel.



Figure 11 a google map showing the residential area

Further north, right between the park to the south and the Ring Road to the north, there is a vast area about 40-50 acres in size where modern houses (consisting of about 3500 flats) were constructed. The housing element is probably an essential part of this project, yet it seems to be the worst part of planning and construction. The new satellite image shows the usual housing blocks published by the Ministry of Housing. There is no development strategy to be deciphered here; what was built was thousands of similar building blocks organized more predictably than what the ministry intends to substitute.

In the large parcel of land home, a few thousand families do not have a transparent street network. Because there are no clearly defined streets, the buildings are not built to face the streets; we only float in space. No planned relationship exists between the various components of this development project (the highway, the lake, and the housing). We are just lying side by side as if they were not being prepared at once. The highway also acts as another fault line, equivalent to many across the region where on one side is the urban-developed area and on the other is the state-developed area. Although there may be a lack of services in the (informal) community area (there are sanitation and water problems), there is always a sense of community, kin networks, civic pride, and belonging.

The government can provide piped water and adequate sanitation all along the road, although it continues to benefit from public urbanism forty years later. Such housing blocks and their haphazard configuration seem like any housing developments that the state has built since the 1970s show little evolutionary development in architecture and urban planning.

While highway, park, and new housing are invited, considering their significant expenses, this kind of improvement venture misses the mark regarding potential. It additionally shows indeed that the whole arranging framework in Egypt is profoundly imperfect, with unreasonably numerous offices, services, contractual workers, subcontractors, and foundations clamoring with numerous bureaucratic obstacles just to harvest rather unremarkable outcomes. Government/network organization remains the glaring issue at hand in that capacity issues keep on being consigned to the edges as manageable networks are about stupendous dreams, yet about excellent administration and more grounded nearby procedures. The life of this park,

parkway, and these loft squares begin when strip cutting is done, and the clergymen never again lead site visits. Long haul the executives without appropriate administration structures, which enable the gathering dangers changing this incredible undertaking into business as usual.

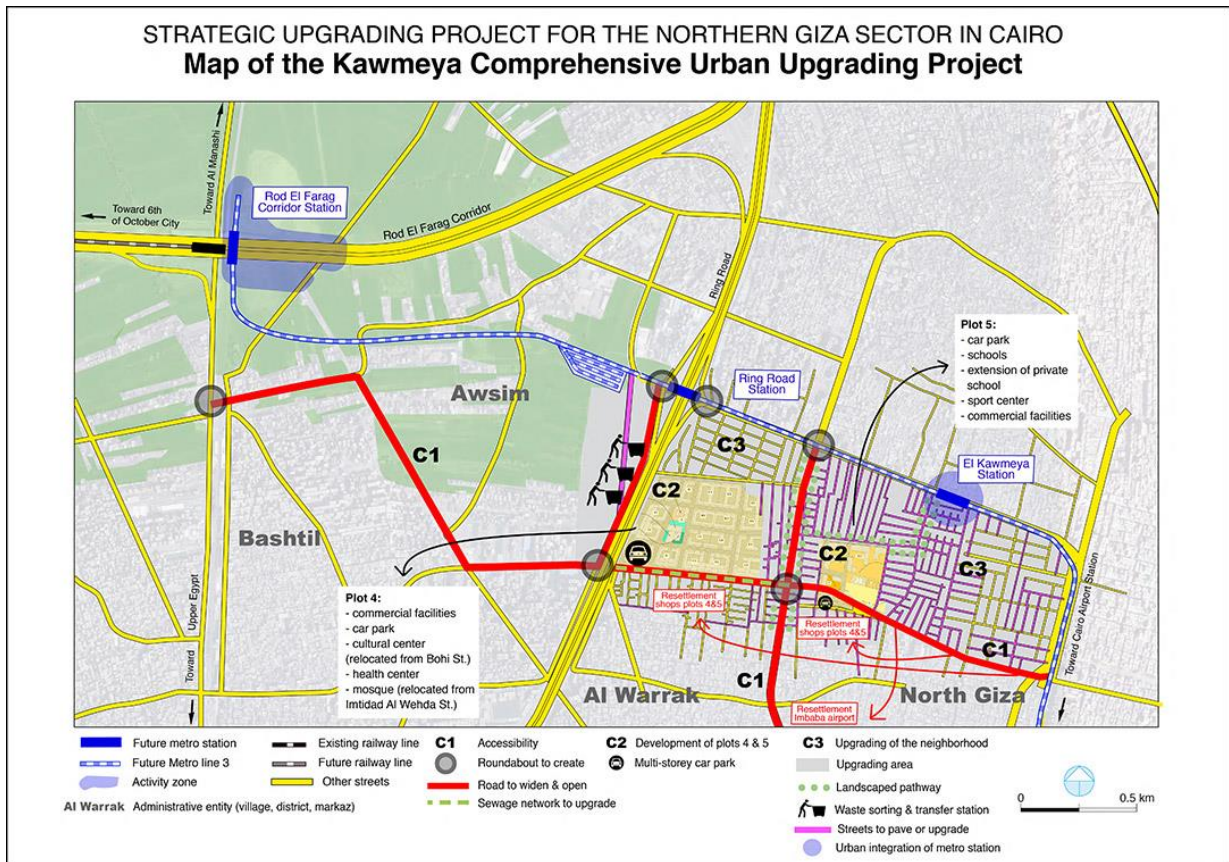


Figure 12 strategic upgrading project of the Northern Giza Sector

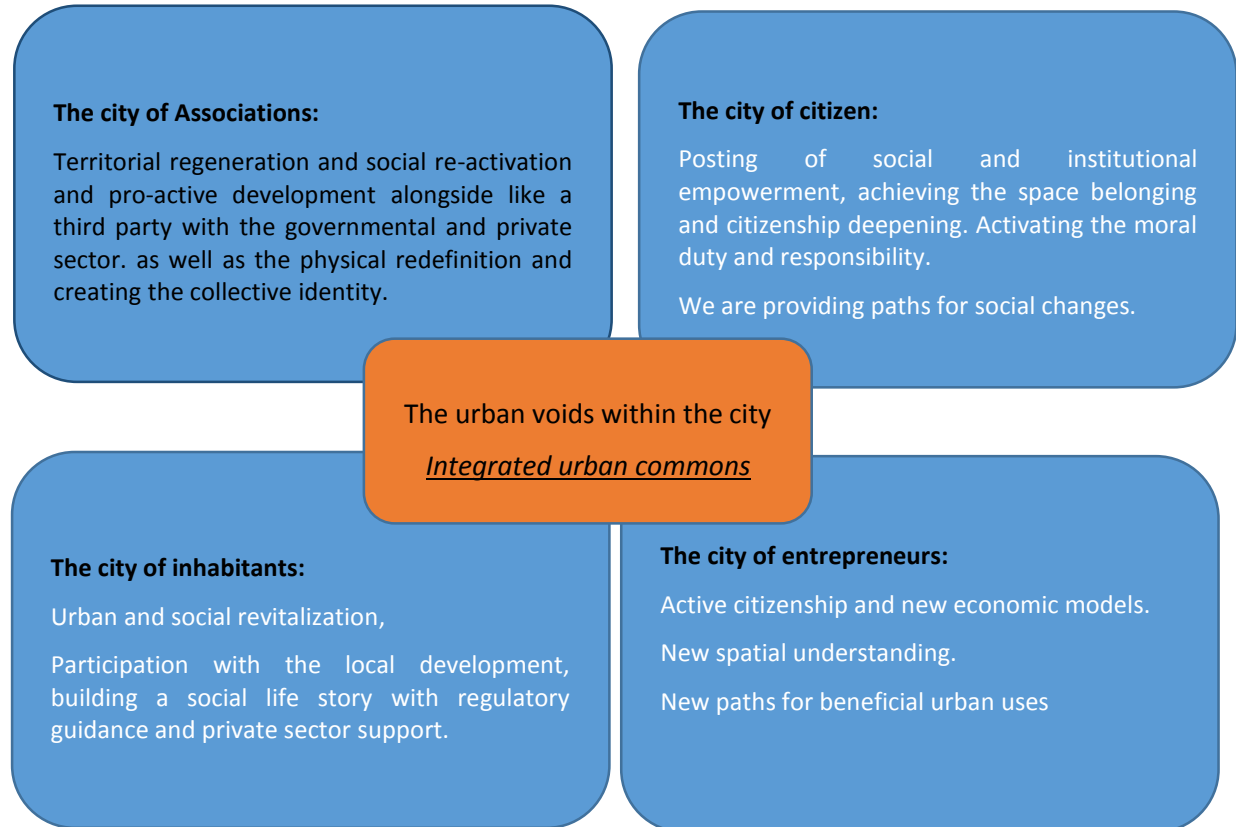
Results And Discussions

Spatial development and increasing migration result in different requirements and establish variations in supply according to regional planning and current needs. A misperception of the future demand, while in planning, sometimes creates significant or less competition for the arrangements made.

It is noted that physical voids surroundings are mostly occupied with public events, motions, and vehicle traffic. The potential use of these spaces can be highly efficient as it can be beneficial in terms of social life improvements, aesthetics, usability, and increased accessibility. Such spatial vacuums can be used as storage, public open area for the central or regular market, public garden, green space, rainwater harvesting, night shelter, meeting space for residents and citizens of the city in general, and more.

Who ought to do what?

Types of stockholders and the task of each party.



Conclusion

Greater Cairo served as a typical case to demonstrate the differences in particular voids and common aspects among different kinds of recycling interventions, regeneration, and renewal. Hence, the detailed investigation of urban space grows the non-organic reaction. Also, it affirms the unfeasibility of thinking on a single path of planning. GCR is changeable and elusive. However, it has to create its future based explicitly on characteristics. Their requirements are discussed by the government and local individuals. We cannot locate empty urban places. Though what matters is the initiatives of these projects. So, there is a requirement to fill places with individuals, personalities, actions, images, lift insights, structures, and objects. In this way, there is the possibility to turn the voids into the urban environment. Different impressive strategies should be implemented. Change and recovery players and actions that focus on the physical change of either social or urban perspective need to cooperate. The productive activity incorporates cooperation and a situation that moves center from specific antiquities or territories to the more comprehensive advancement definition weakening on the whole urban framework. This hierarchical framework can be concluded by introducing regional portrayals planned for putting top-down and base up intercessions into correspondence by giving an alternate portrayal syntax or inferred composing, that does not exist in the tasks yet all the while. The essential components of this new punctuation of portrayal, the urban voids, become the basic units from which to restart and, as configurable components taken exclusively and in their entire structure, give the explained maps, comprehended as strategies for portrayal yet besides as apparatuses of

thinking and arranging the capacity to adjust to the dynamic and sophisticated yet, besides, opposing (Fioretti, 2015).

- 1- A framework for the public area (NGOs, Government employees, and community members) needs strong native leadership so that public areas can be promoted.
- 2- The loop (wish to bring change, a good idea) idea is of utmost importance, as the desire to bring some positive changes into the world in meaning would help create better communities.
- 3- Identifying the opportunity to find empty spaces in the city and leveraging the place's full potential use of public assists in the overall procedure.
- 4- We allow people to have public areas where they can enjoy their quality time if they would like to be a part of building public parks.
- 5- Alter spaces that are in use into enjoyable labs that residents may use quickly and see proof that improvements happen.
- 6- Represent an "action preparation system," which creates a level of understanding related to a position that can make long-term alterations.
- 7- Influence partnership with local corporations, along with better community contribution and more reliable areas.
- 8- Before launching long-term procedures and significant constructions of the area, we encourage an interactive opportunity and approach to experiment, assess, and then develop the intent of the community.
- 9- Implementation of an authentic tactic to bring transformation throughout the city over time. LQC solutions and neighborhood purchasing may be implemented on the larger scales. These implementations may develop under-performing areas.

Recommendations

Hence, the current paper demonstrates a perspective in urban and social science that requires to be merged into the governance and mechanism of urban development. The availability of these methodologies, tactics for the renewal of urban areas, strategies and frameworks for adopting and promoting regions, and recycling of some specific areas can assist.

Bearing in mind that this paper does not advocate for this in absolute terms, but rather that it put social needs in mind, also gives it the priority because of its importance that sometimes exceeds direct economic returns, social returns are not insignificant.

This is by developing governance mechanisms that enable the local community to be a partner in decision-making, and it is not excluded that it will be later used by the local community at all levels to exploit these voids to achieve economic returns, but keeping it as an urban social space, in what is known as profitable urban void.

This field is most exciting yet essential to work on. Inclusive regeneration of the urban areas is required to get some free space and to get rid of issues that cities are facing. Also, there is the necessity of new pacts that can provide strength to the potential aspects by connecting with the social, financial, and economic parties.

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