

Hanover Region:

Linking settlement and mobility planning

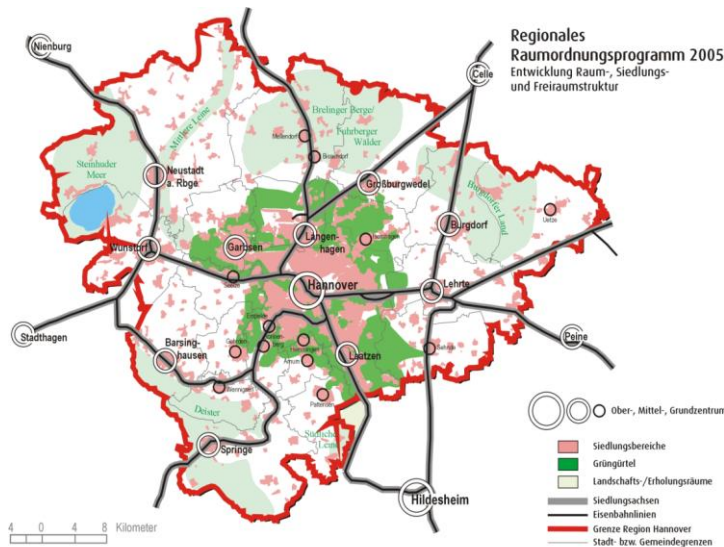
Brussels 28th November 2017

**Presentation by Axel Priebes
Commissioner for Regional Planning
Deputy Chief Executive Officer of „Region Hannover“**



Region Hannover

Hanover Region: spatial structure



- Monocentric urban region (2.300 sq.km)
- City of Hanover: strong core city with central functions for the whole region (and beyond): „Oberzentrum“
- 9 medium size towns („Mittelzentren“)
- Node for the railway system is Hanover Central Station
- Light Rail System in the core area of the region (Hanover and 5 municipalities around)

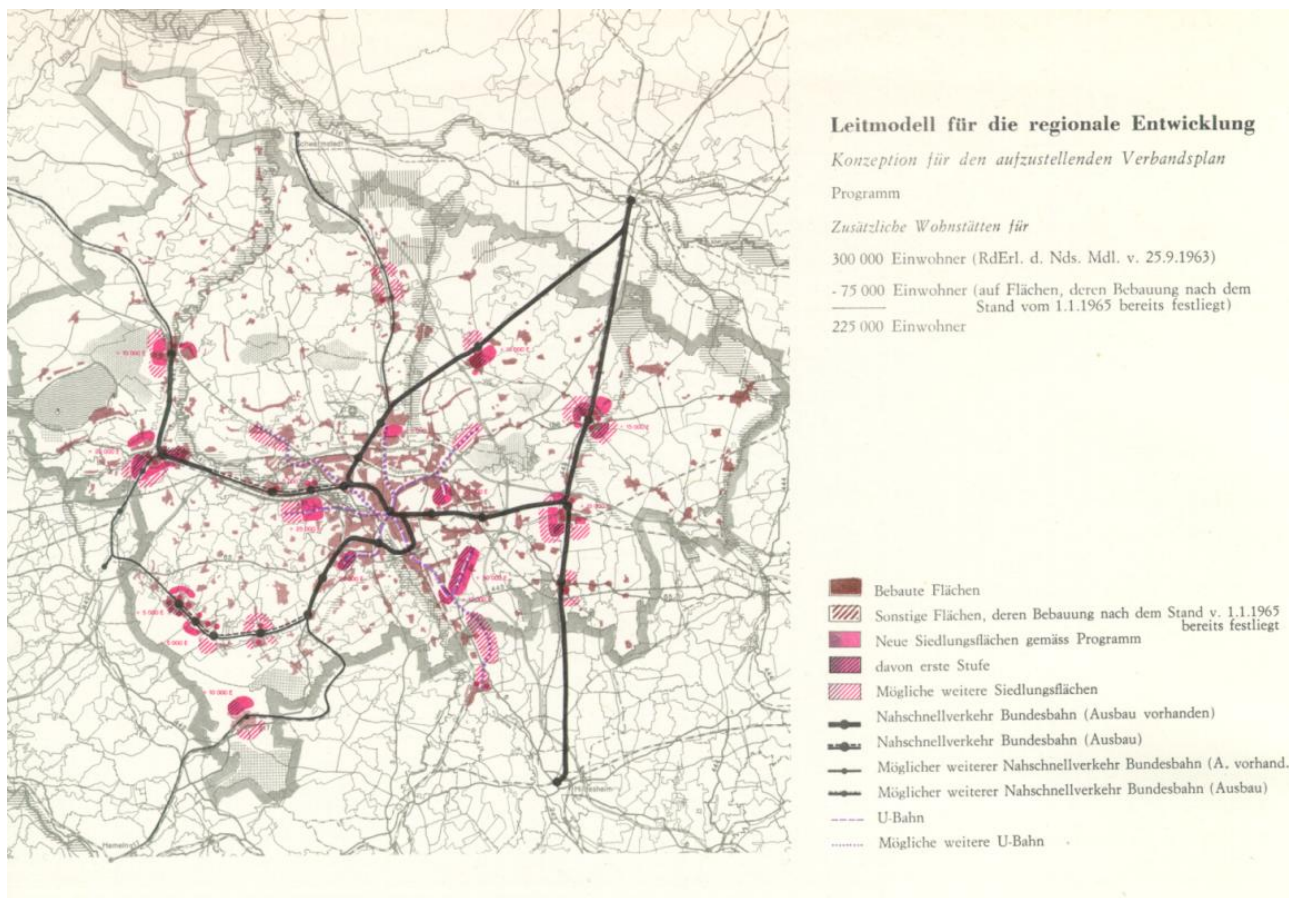
Regional planning in the Hanover Region

- Compulsory regional planning since 1963, new regional plan just approved by the state authority
- Region is responsible for both regional planning and regional transport planning
- Regional plan has to be in accordance with state planning
- Binding framework for regional and local development
- Local authorities, other public bodies (and in some cases also private bodies) are bound to the rules of the regional plan
- Public participation compulsory

Strategic Themes in current Hanover Regional Planning

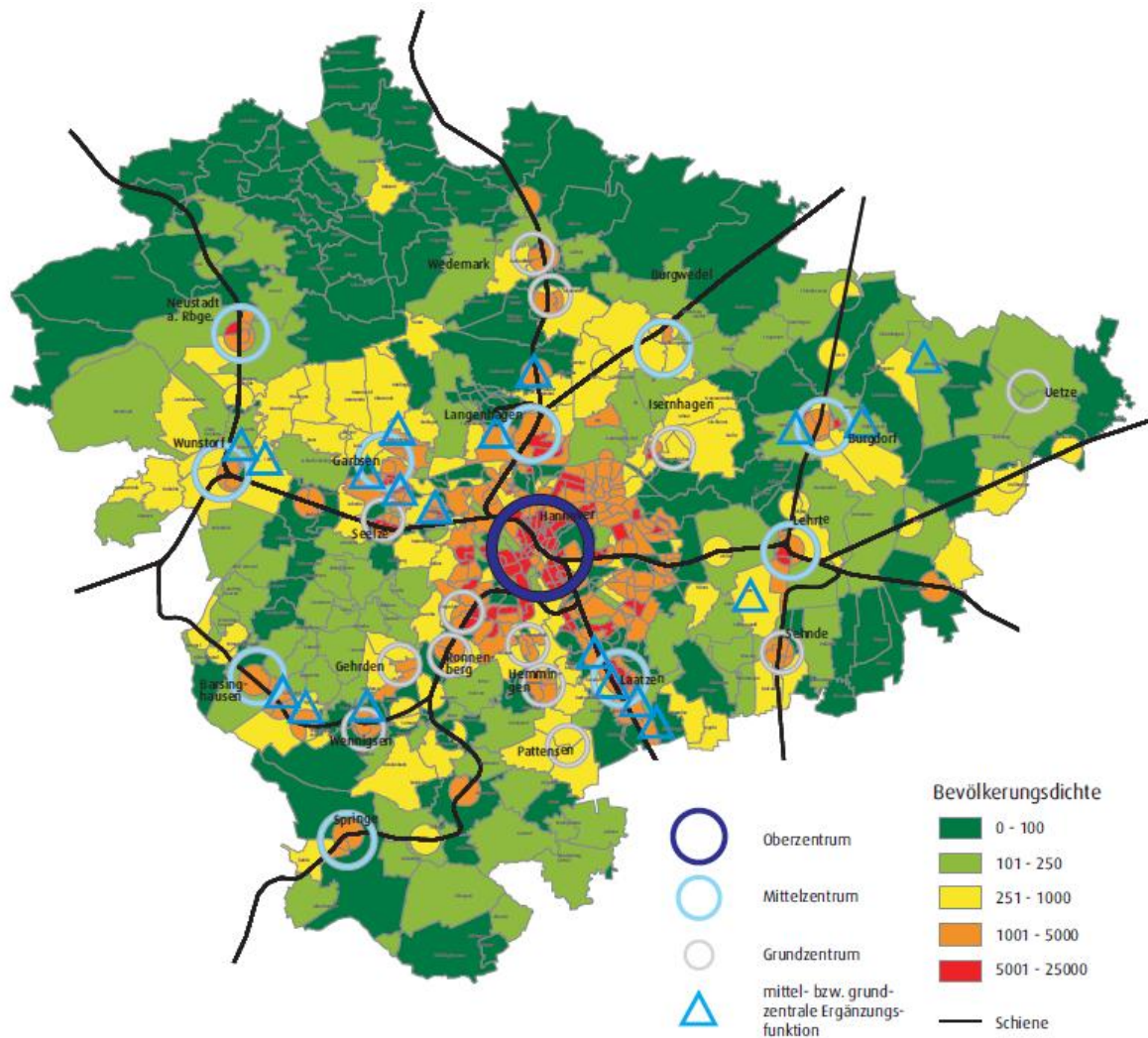
- Settlement planning linked to public transport („Transit Oriented Development“)
- Preserving a strong core city, but also strong town centres in the surrounding municipalities (principle of „decentral concentration“)
- Preparing and developing industrial areas in good locations
- Growth boundaries, preventing urban sprawl to secure quality of landscape
- Climate protection and fostering new energies
- Restrictions on shopping center development to preserve retail functions in the town centres

Since 1965: Entity of settlement and transport as a guiding regional planning principle



Greater Hanover development scheme (1965)

Population density and railway system in Hanover Region



Theory: Principles of Transit Oriented Development (TOD)

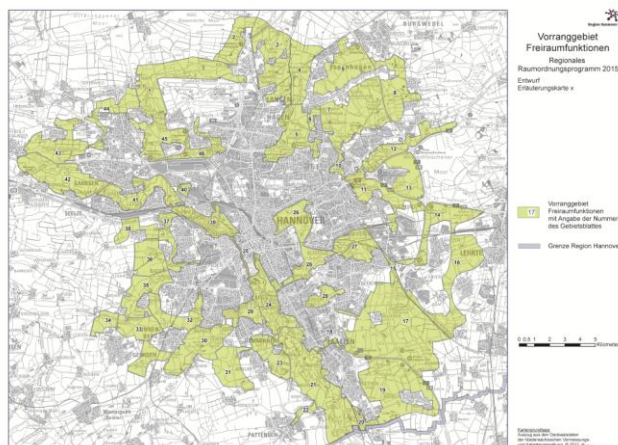
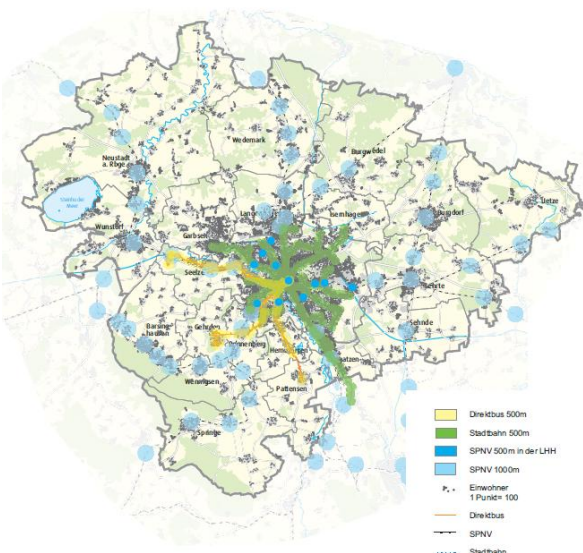
- TOD focuses urbanization growth around stations on commuter-rail lines, an important urban-regional approach
- Compact mixed-use development, including shopping, multi-unit housing, and small-lot single-family homes, is connected by convenient walkways within an 800 m radius of the station.
- Providing walkable employment opportunities would further enhance a low-vehicle-use community
- Although TOD emphasizes development and transportation, it could be noticeably improved by a focus on greenspaces in the community.

Source: Richard T. T. Forman: Urban Regions: Ecology and Planning Beyond the City (Cambridge 2008)

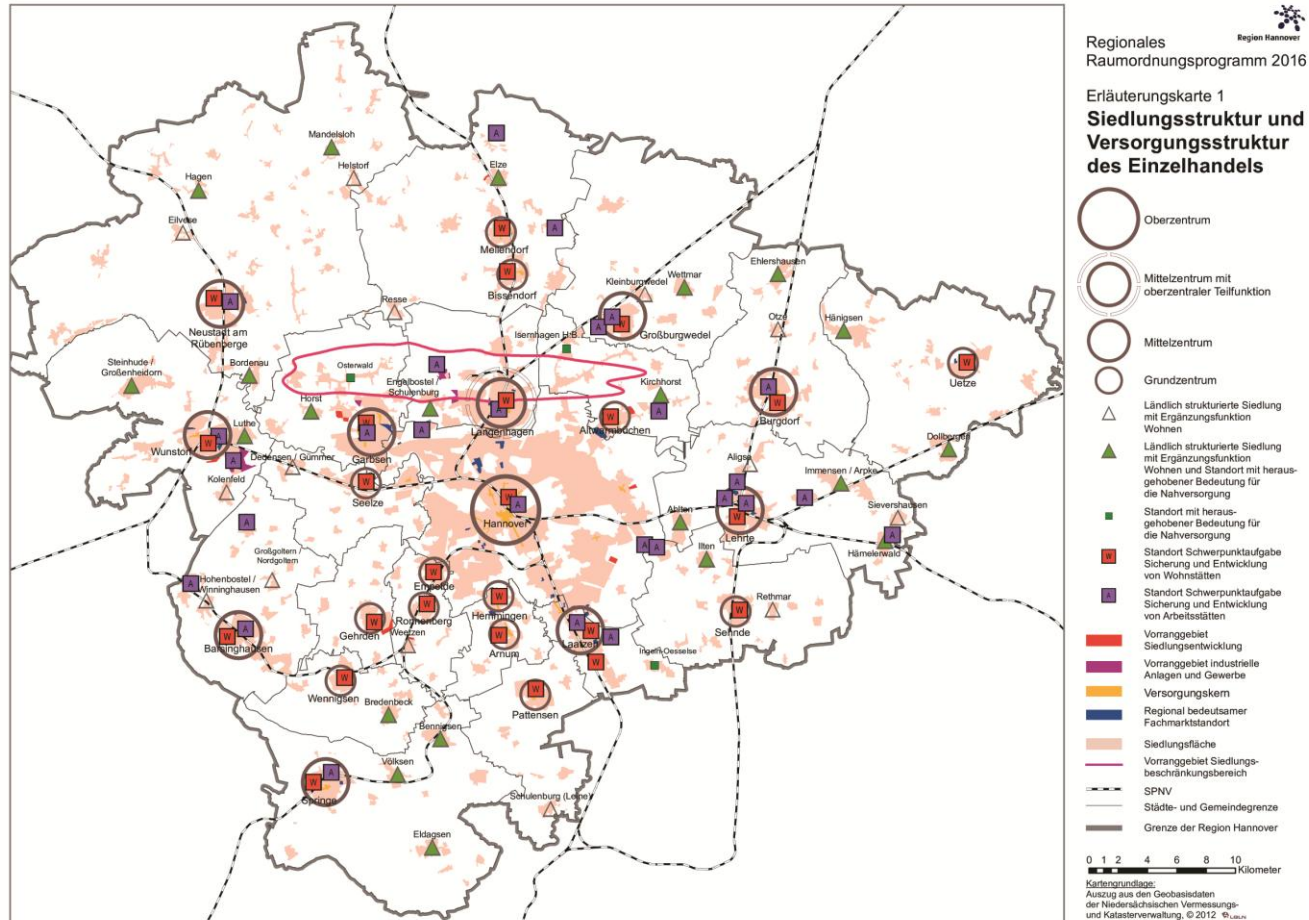


Principles and instruments for TOD in Hanover Region

- Settlement concentration on places with good technical infrastructure, especially around stations
- Higher density within a 1.500 m radius around stations
- Open space system in the core of the region (binding growth boundaries)
- Growth restrictions for small villages without infrastructure



Settlement system: „decentralized concentration“



Rapid transit system in Hanover Region and beyond (S-trains, since EXPO 2000)



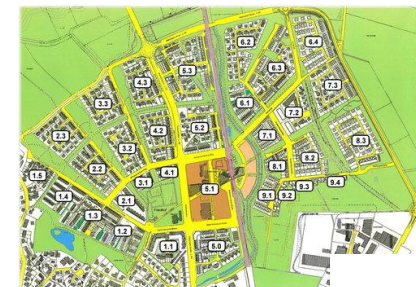
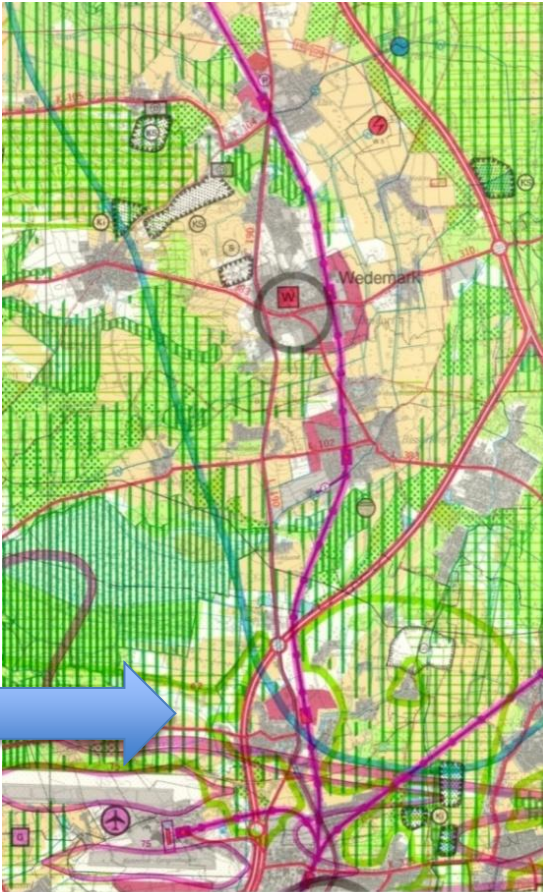
S-Bahn Hannover

Die S-Bahn Hannover verkehrt im 60-Minuten-Takt, der auf den Linien (S4) und (S5) abschnittsweise auf einen 30-Minuten-Takt verstärkt wird.

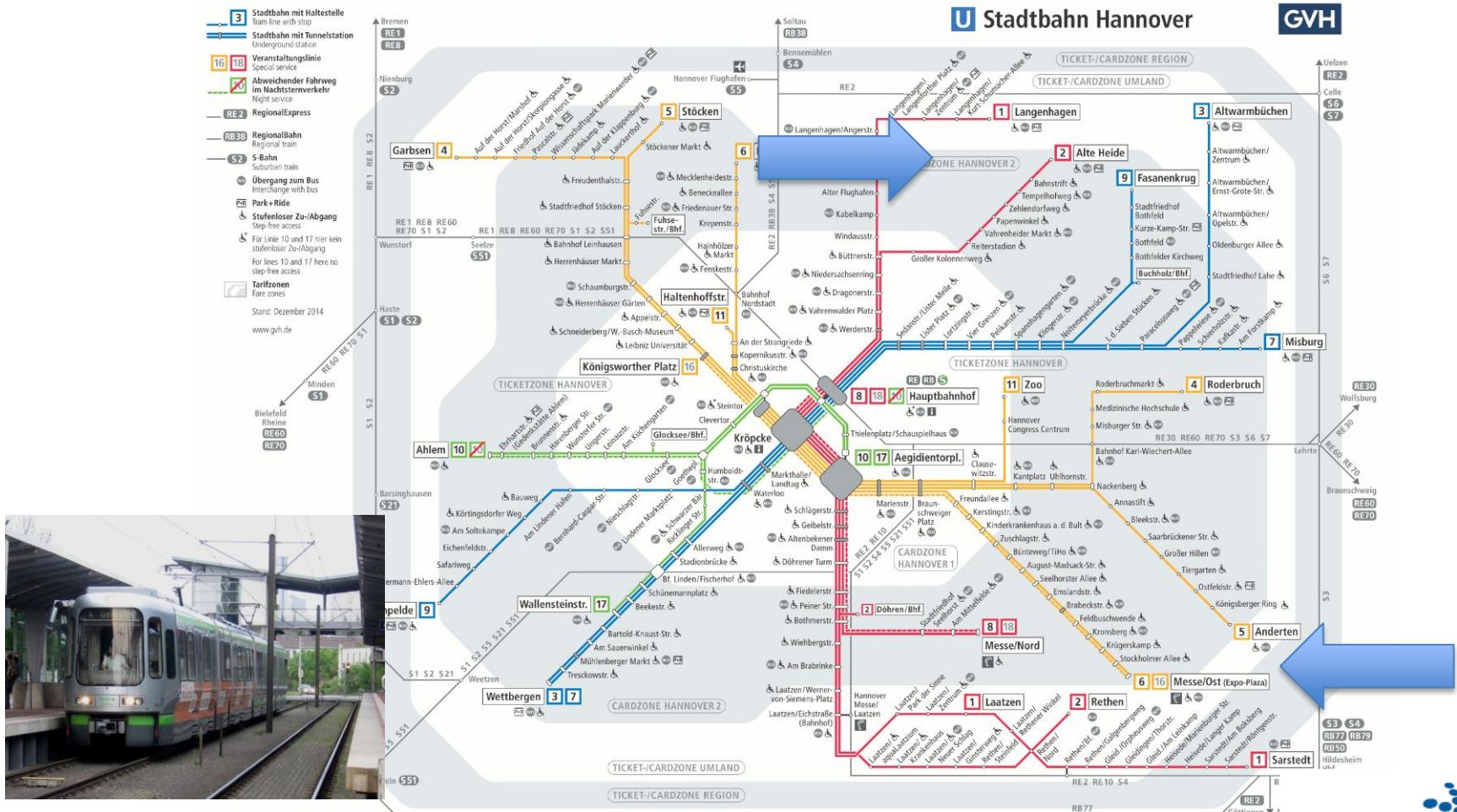


Transit Oriented Development in Hanover Region: The Weiherfeld example (City of Langenhagen)

- S-trains since 2000
- Station revalued
- Housing and retail around the station
- 5.000 people living around the station



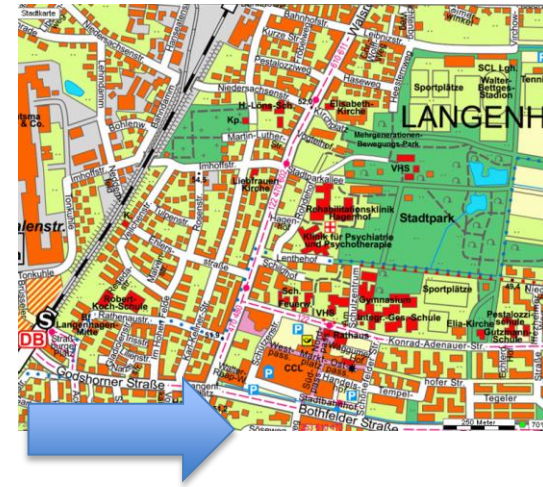
Light Rail System in the core area of Hanover Region



Transit Oriented Development in Hanover Region: The Langenhagen City Center example



- 1991: opening of light rail to Langenhagen
- New station situated at new City Center, node for light rail and local busses
- CCL (shopping center) enlarged recently



Map and areal photo: City of Langenhagen

Transit Oriented Development in Hanover Region: The South Kronsberg example (City of Hanover)

- Station Messe-Ost since 2000 (World Exhibition EXPO 2000)
- Northern part of Kronsberg settlement ready in 2000, southern part fixed in regional and local planning (to be realized from 2018)
- Entrance to southern settlement area, shopping planned near station



Drawing above: City of Hanover

**Thank you very much
for your attention!**

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