

## **Hampshire 2050 – Commission of Inquiry**

### **Urban Areas Workshop (Meeting Notes) – 1<sup>st</sup> November 2018**

#### **South Coast Urban Design Group (Chaired by Savills)**

Call for sites is not a good process for planning sustainable places – promoter/developer driven!!

Terrence O'Rourke – successes come from strategic planning. It went wrong with the implementation of the plans – new district councils with a lack of experience and knowledge in delivering the plans – problems with county/district relationship.

Planning needs to look at the need for personal mobility. Ultimately planning is driven by the need for mobility! How to reduce that need – how do we make places/communities where people can do everything they need without the need for travel. Answer is not in transport technology – it remains the key goal of getting away from the need to travel.

Land use planning is fundamental. Need to get people away from reliance on the personal car. Technological solutions more often or not are 'firefighting' attempts to retrofit a solution. Need a fundamental change in approach.

Smart cities – many 'innovative' solutions.... but more problems and lack of belief in the alternatives to current problems and reliance on cars.

Highways is still given prominence in funding, thinking and design.

Step change in Hampshire 2050 – the smartest thing is not to deliver smart highways and smart cars etc. but to focus on the other smarter choices/infrastructure aspects particularly that which reduces personal mobility.

These aren't new problems.....we just keep getting it wrong!! What are the choices we are making that we are getting wrong.....why aren't we learning from mistakes?? What are those mistakes!!

Disconnect between what we want to do as professionals and politicians. At all levels we need to carry politicians with us on the process. Immediate short-term benefit (politics) versus right choices for long term benefits.

Long term future here relies on existing urban areas!!!! Not new Greenfields – Terrence O'Rourke.

#### **Town Centres**

Leadership remains a key element in this agenda. It takes a concerted, joint effort to make a better place!! A good place attracts people which creates a better economy!

What should the contribution of Fareham, Eastleigh, Havant, Gosport, Waterlooville, Andover, Fleet be. This are under performing centres, containing acres and acres of

30's, 40's, 50s, 60's housing estates. These are potentially an opportunity for the future. How do we transform these areas into the areas they could be!! Densities are so much lower in this country than we have abroad.

LEP approach – very much based on 'old fashioned' traditional approach to place making. Old fashioned road schemes, development opportunities etc. Have do we change the approach from top to bottom!!

Shopping centres feel like they are intended to alienate people.

Is there any real prospect of getting town centre regeneration without local government intervention? Only way of having control over the evolution is to have control – and owning the land – this gives best opportunities to include the community aspects, cultural aspects and those elements that the development industry ignore.

Land ownership and control is a key element!! We need mechanism for where there are multiple land interests and control.

Local government problem - doesn't have the ambition necessary for fundamental changes – driving investment, long term view to land ownership and visions.....and never achieves what it sets out to achieve.

Step change needed – revert to plan led system!  
How do we influence lifestyle changes?

Civic leadership, how do we get beyond 5-year outlook of politicians?? DNA of place-making needs to be in place - design led systems rather than political. We base all decisions on technological/engineering solutions rather than looking at fundamental lifestyle choices which would then lead planning.

Need alternatives in place in advance of restricting use of private mobility, car. And we know how to make the most of those opportunities before we do it – for example investing in Crossrail and identifying stations..... but not taking control of the land around those stops in advance, so losing out private sector, where benefits can be lost, both community wise and economically.

Bottom up planning and community led planning role.....need to get people on board and use them as drivers to influence politicians. Settlements to take control and genuinely decide.

Economic model is not giving us the model we need and deserve. What society are we living in, what do people we want and what do they want it to look like?

Natural evolution of spaces will often tell us what people want better than any consultation or strategy!

Adaptability likely to be key element, places and spaces that can evolve over time to house different uses, serve different sectors all without the need to redevelop.

Need a genuine plan-led system.....even today sites being progressed through the Local Plan are often already significantly progressed with planning applications done and ready to go before the Plan has been adopted.

Answer is in the urban areas and increasing the densities. But the key is the details of those areas.....not just housing, but the spaces between, the facilities, the green spaces, the linkages, the opportunities. Regeneration requires an equally plan led approach, not just a small-scale regeneration.

'infrastructure' led planning inevitably leads to undesirable places! Place making requires diversity! All types for all things! High value and low value opportunities – the whole range. Is this achievable if left to the open market! Role for public sector.

Shift to public transport. How do we make that change? Densities of centres along key corridors is in issue. How do you create value and viability, increase the densities of hubs?

Place based approach rather than organisational approach!! Planning authority versus highway authority, rather than all working together for the benefit of the place. Not just a case of Strategic Planning – but connectivity and genuinely working together for the benefit of a place – Planning and Leadership is key!!!

Car free environments – 2 and 3 space developments - making additional spaces remote from houses and communal.....they then become more adaptable and can have their use changed such as turned into green infrastructure or community facilities etc.

Past transport networks that could be rekindled. Previous rail network for Hampshire quite substantial.....how many of those lines could provide opportunities.....if they can/could be protected.

Funding is a key restriction to many of the issues! What are the options around funding/viability – public land ownership??

Planning and Transport still parallel not integrated!

Most of places we love and admire were 'created' without rules and truly evolved to meet the needs of their inhabitants.

Employment/work hubs – shared spaces for 'work from home'. Innovation space, social environment.

Political will.....based on communities! How do we acknowledge the diversity and varying cultures of communities and represent their individual needs and requirements? Culture of people.....what is there desire and choices??

Engagement and place reviews rather than traditional consultations. Designing for people, we have never done this.

Quality of urban extensions – measures to get the quality of those places up as well. How do we engage and influence with the development industry? Politicians are put off backing growth because of the quality of existing developments.

Planning system is very confrontational! Need to help communities to help us shape places. Opposition always remains, but those are not opposing often aren't engaged such as millennials. Need to give communities the confidence that they will be able to shape places, have influence over development, and this includes all sectors.

Politicians – your role is as a steward for your area. What is your vision, legacy for what you want the area to look like in 20/25 years' time? How do we get there?

Lessons to learn - Looking at key settlements around Europe – what are the differences, how do they do what they do, what lessons can be learnt?

Need to focus on the **process rather than the product**!! If we get the process right, then the product will inevitably follow!!!

Town centres provide an opportunity!  
Safeguarding and futureproofing.  
Health and wellbeing as a key driver

This is not about town cramming! Quality attractive places that people want to live in!

## Flip Chart Notes – Role of Town Centres

- Higher density living
- Reducing role of retail/large retail
- Community role
- Need to resolve ownership issues – control of the land
- Civic leadership – willingness to deliver
- Skills to deliver high quality places
- Change lifestyles and direction of choices
- Provide better alternatives – move away from traditional transport choices
- More investment in placemaking
- Adaptable buildings and places = successful and long lasting
- The answer is in the urban areas – but in the detail of quality, open space, infrastructure etc.
- Avoid suburbia, town cramming, zoned places.
- Create mixed use places, diversity
- Integrated response to urban areas
- Car free zones and alternatives to car
- Technology and the ability to have to travel less (work and shopping opportunities)
- Home working is really shared working spaces – hubs
- Plan makers – ask what sort of place do you want to live in?
- Suburbs and urban edge – improve quality and deliver mixed-use, denser, infrastructure to reduce movement