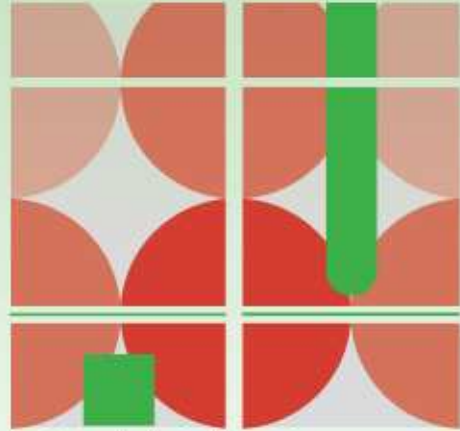


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**2008 NATIONAL  
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FOR NEW URBANISM**

6th – 9th February, 2008





**TOD**

**How does Subi Centro stack up  
13 Years on?**

Andrew Howe

Director

TPG Town Planning and Urban Design

**tpg**

TOWN PLANNING  
AND URBAN DESIGN

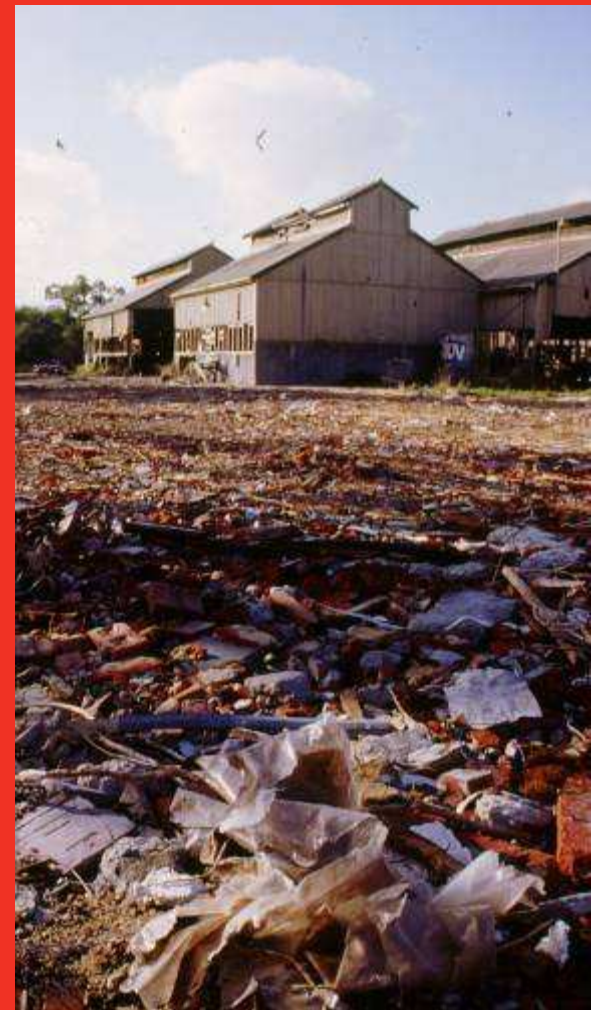
# Regional Context





# Part of Community's vision for growth

- Communities can rarely visualise complex projects
- Subi Centro was no different - nearly didn't happen
- Community didn't see it as TOD
- Train to improve the urban environment
- Current planning process delivers mediocrity - this level of infrastructure too costly to go half way



# Place to come back to

- Subiaco was purely a train station
- Now a thriving mixed use development - until 6pm
- Importantly the structure is in place, just waiting for regulations to change to permit certain uses



# Density Matters

- 1996 - no dwellings
- 2005 - 1500+ dwellings
- 150,000m<sup>2</sup> commercial floorspace
- 9,000m<sup>2</sup> retail
- Rail usage has increased 90%
- Not dense enough - hope with last stage
  
- Need to set minimum average densities





# Density Matters



**Subiaco Gardens - First Subdivision -  
1996**



**Subiaco Gardens - 2005**

# Create a defined centre

- Horses for courses
- Subi centro needed a supporting centre
- New TOD's need to be THE centre.
- Give primacy in structure planning





# Get the parking right

- Urban forms follow parking
- Case by case
- Off peak important
- Teaser parking
- Interim
- Long term
  
- Break rules



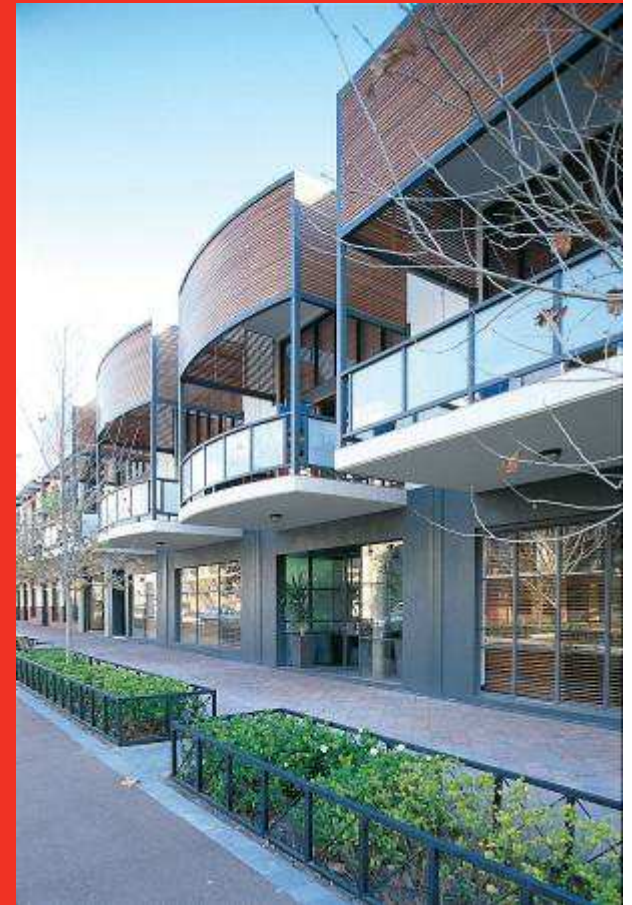
# Design transit with development in mind

- Transit should be a service like any other pipe or wire.
- Subi was designed by transit engineers and then handed to planners and civil engineers.
- A few metres further east and a metre deeper would have saved a lot of civil engineering costs and created more valuable land parcels.
- Land use planning outcomes to lead the design process, not transit routes



# Plan for a mix of uses

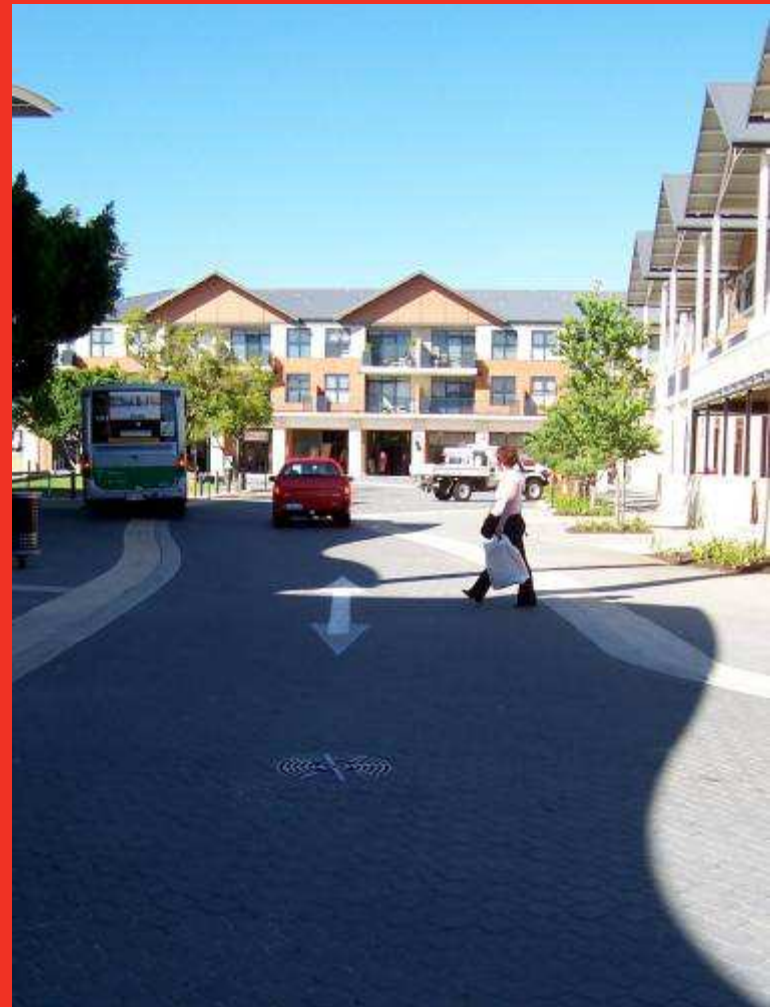
- Vertical or horizontal it doesn't matter
- Subi has made vertical mixed use accepted
- Not restricted by arbitrary plot ratios





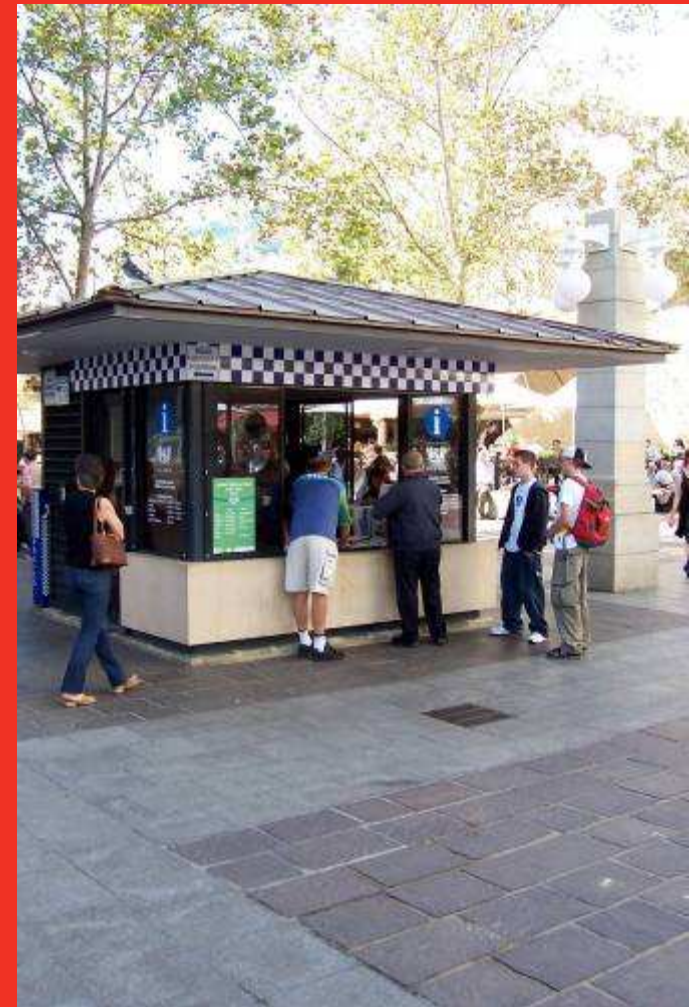
# Plan for cars / Design for pedestrians

- Urban environment in Subi contrary to LA standards
- Kerbless, multi serviced, flexible.



# Include civic uses

- Agreed - Sore point in Subi Centro
- LA wanted project (developer) to pay for civic uses
- However not clear what was needed
- Including open space - just more





# Demonstration Projects

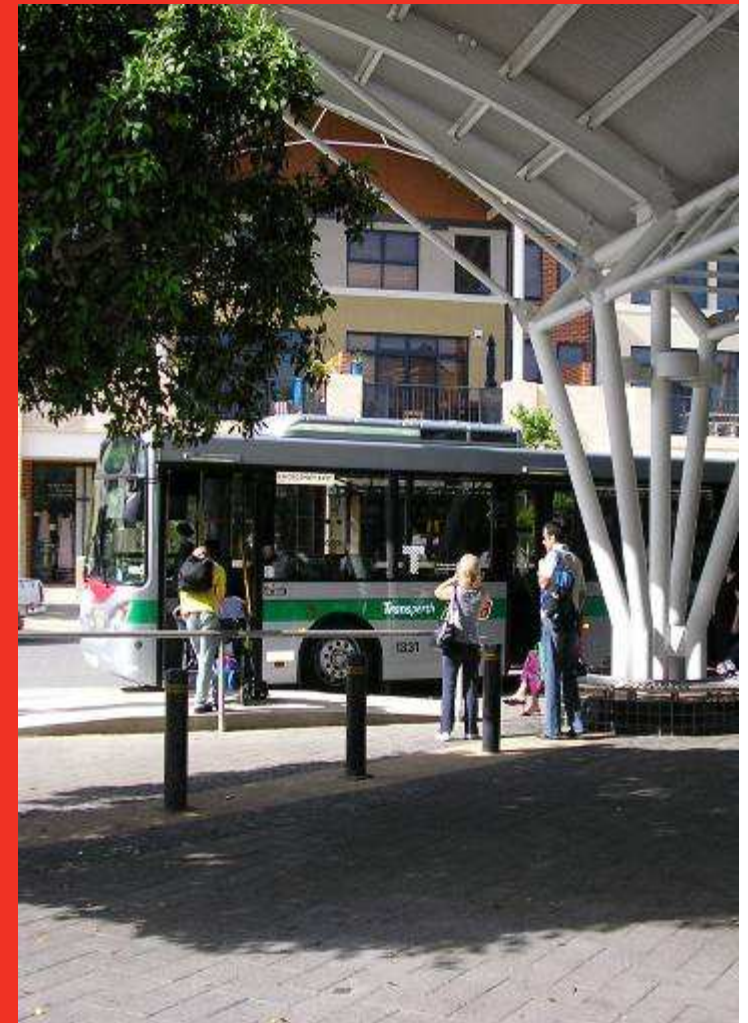
- Subi Centro has provided that role
- Fortunately it is a good (urban) example
- Now need some good sub-urban models





## Which leads me to-

- TOD is public policy not real estate development
- Need state level support
- Reserves to provide as of right land uses
- To protect infrastructure
- Need to extend this principle

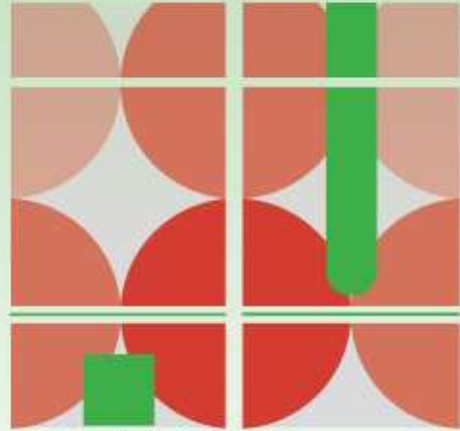


# TOD Reserve

- Defined areas around transit nodes in MRS
- Include policy on:
- Defined time frames for amendments
- Deregulation of trading - similar to tourist zones
- Minimum average densities
- Special parking provisions in schemes
- Planning led design process



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