ACNU08

2008 NATIONAL CONGRESS OF THE AUSTRALIAN COUNCIL FOR NEW URBANISM

Brisbane

6th – 9th February, 2008
TOD

How does Subi Centro stack up 13 Years on?

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Regional Context

- Redevelopment Area
- City Centre
- Subiaco
- Kings Park
- Swan River
- Fremantle to Guildford Rail line
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
- 150,000m² commercial floorspace
- 9,000m² 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 suburban 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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