

**GOVERNMENT POLICY ON
TRANSIT - ORIENTED DEVELOPMENT (TOD)
AND HOUSING DEVELOPMENT
ALONG RAIL STATION**



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National Housing Authority, Thailand
Secretary of Wadhanyu Na Thalang Foundation**

Mission of The National Housing Authority

The National Housing Authority (NHA) was established on February 12, 1973 as a state enterprise. From 1973 – 2015 NHA has constructed housing 705,441 units in Bangkok and regional provinces.

MRTA in collaboration with NHA



National Housing Authority (NHA) and Mass Rapid Transit Authority (MRTA) Housing Development along the Mass Rapid Transits. The project is in collaboration between MRTA and NHA. On September 28, 2012 MRTA signed the Memorandum of Understanding (MOU) with NHA on the joint collaboration project.

MRTA in collaboration with NHA

This joint collaboration is in line with the government policy to synergize the resources of the state enterprise agencies.

NHA and MRTA are state enterprise entities.

The housing development along the mass transit lines will provide the opportunities for the low-income households to own their homes. NHA will construct condominium units to accommodate the low-income housing along the ten mass transit lines.

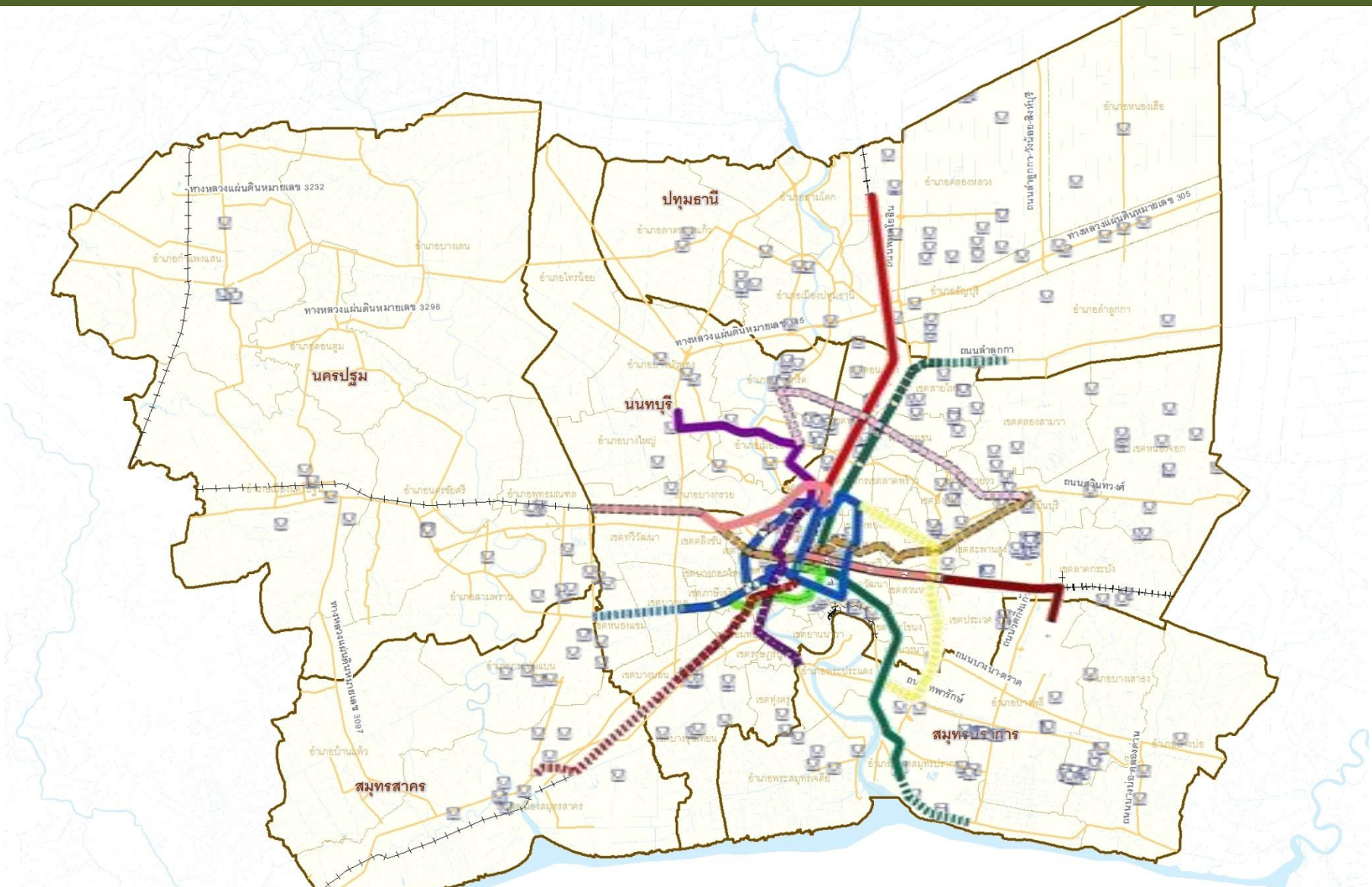
MRTA in collaboration with NHA

Objectives

- To provide housing and develop residential areas in accordance with the concept and directions of urban development.
- To develop self-contained communities with better accessibility to the mass transit system in order to improve people's quality of life and their livelihood.
- To efficiently synergize and optimize the resources of the public sector (MRTA and NHA)

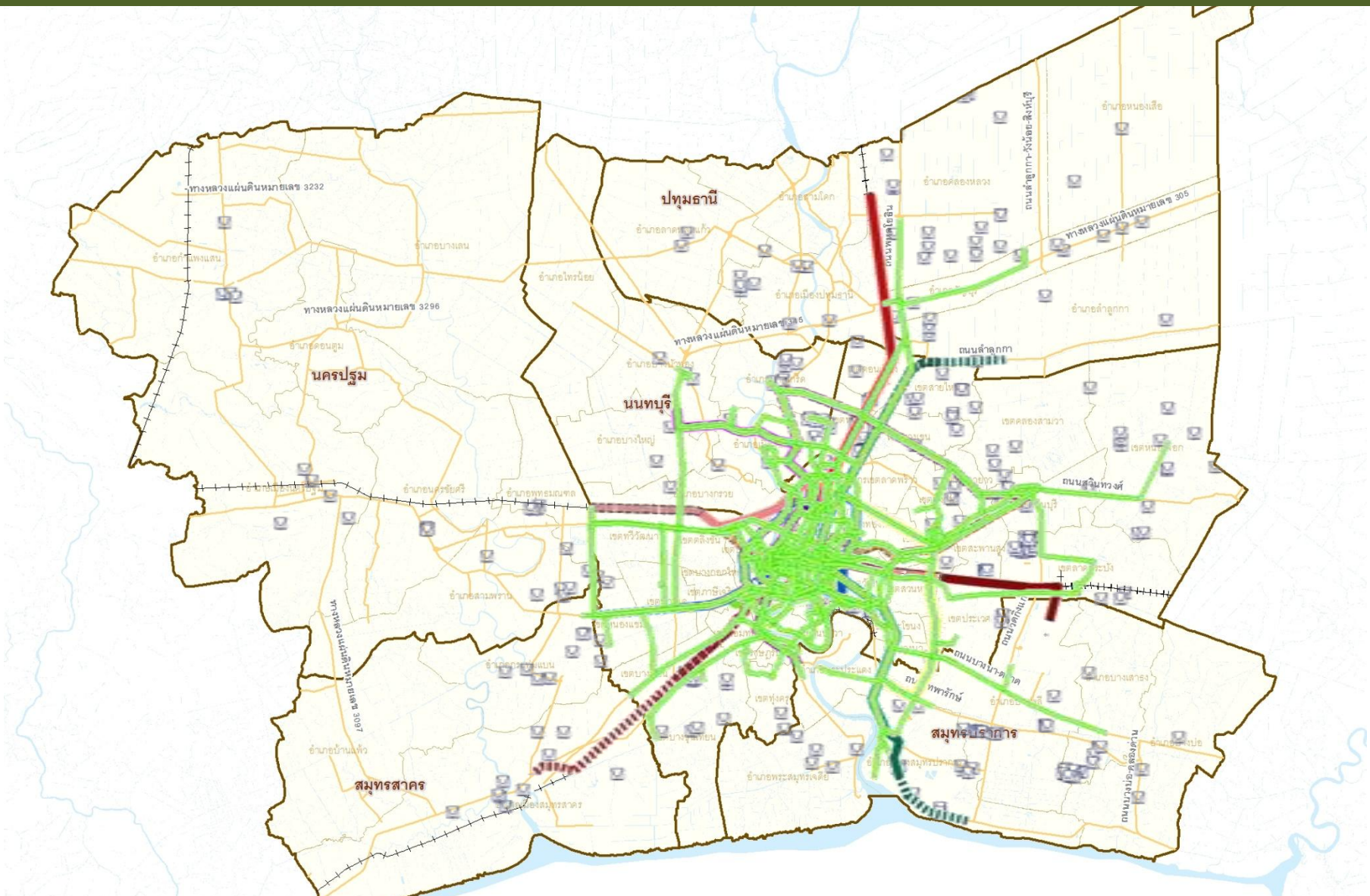
National Housing Project and Transport in BMA

National Housing Project and Transport Network in BMA

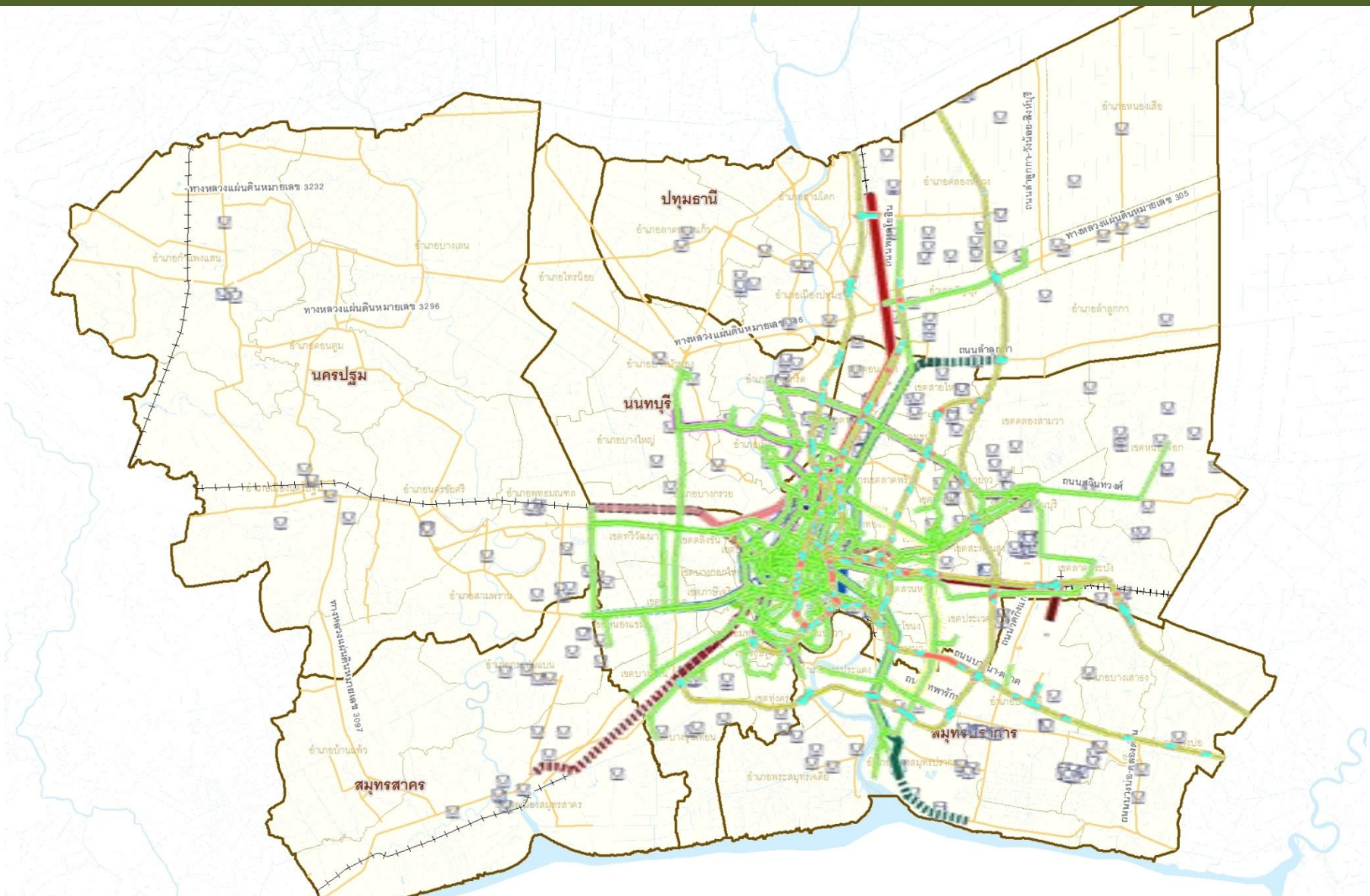


Government policy on TRANSIT - ORIENTED DEVELOPMENT (TOD)
And housing development along rail station

National Housing Project and Transport Network in BMA



National Housing Project and Transport Network in BMA



 National Housing Project  Express

National Housing Project and Transport Network in BMA



Policy of Government MRT 10 Lines

Government policy

On August 23, 2011, The Royal Thai Government declared the Government policy regarding fundamental infrastructure and to speed up the construction of 10 mass transit lines in Bangkok and Metropolitan Region to the House of Parliament under section 3.4 The Government will also provide housing for low-income households for hire-purchase or rent around the mass transit stations.



National Housing Project along Mass transit line



SOURCE : <http://www.oknation.net/blog/print.php?id=793494>

Purple Line : located near Bang
Phai depot,
area 14 rai or 2.24 Ha.

Purple Line : located near Bang Phai depot, area 14 rai or 2.24 Ha.



สัญลักษณ์

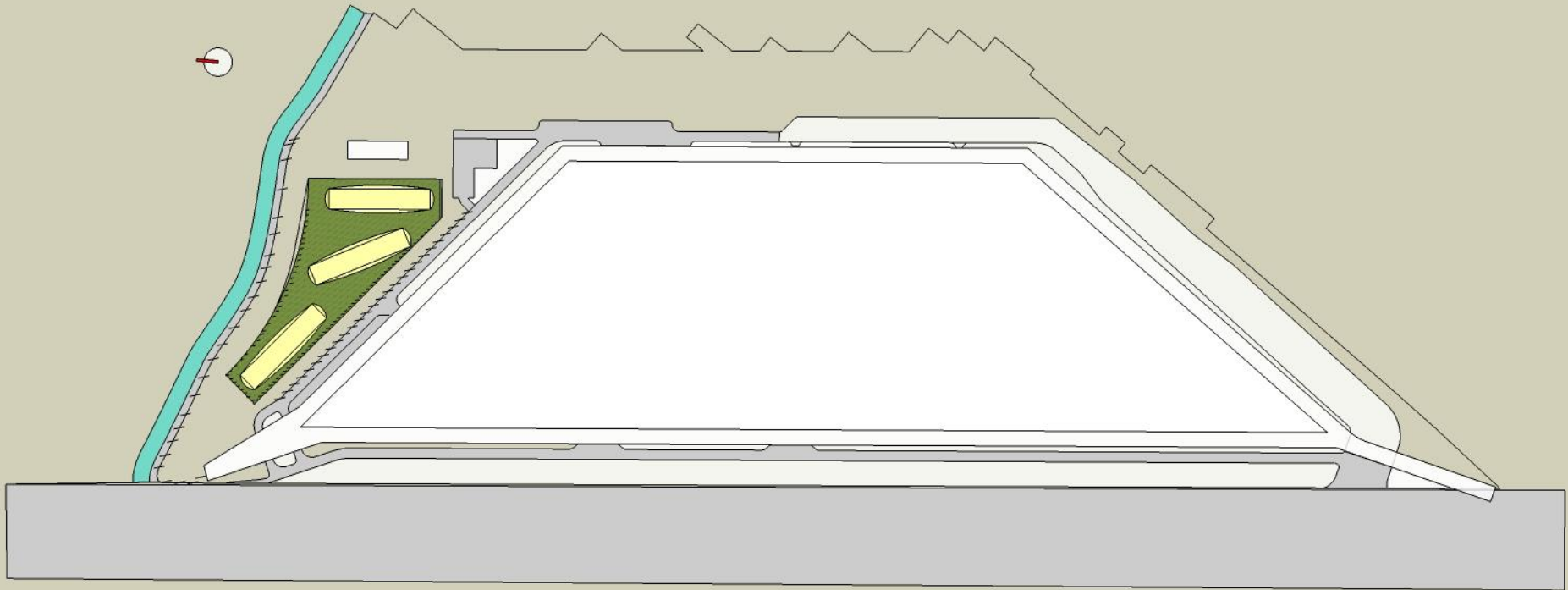
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- สีน้ำเงิน
- สีม่วง
- สีส้ม
- สีเขียว
- สีเขียวอ่อน
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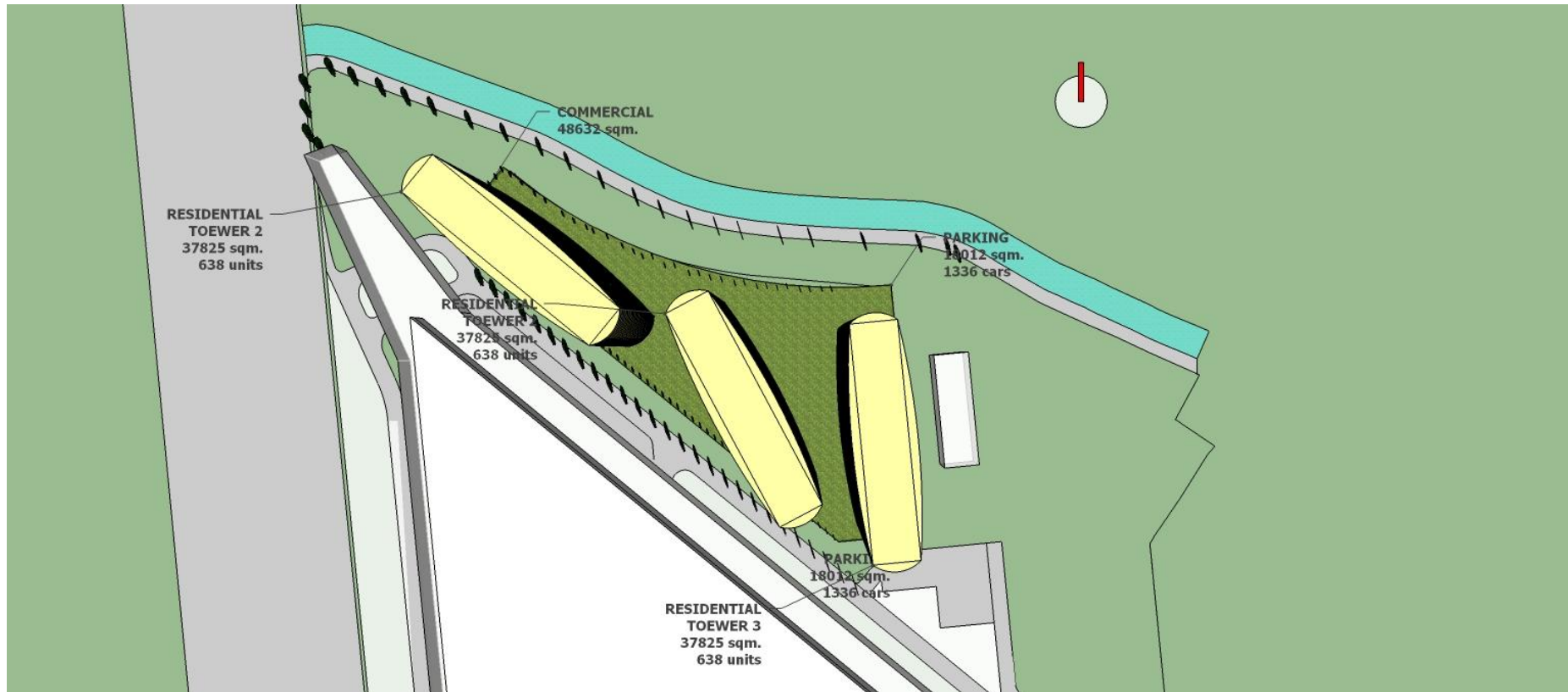
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ที่มา : ข้อมูลแผนที่ฐาน ArcData ESRI
 สำรวจเดือนตุลาคม พ.ศ. 2553
 จัดทำโดย : การออกแบบจัดตั้ง
 ฝ่ายวิชาการพัฒนาที่อยู่อาศัย
 กรุงเทพมหานคร
 โทร 02-351-6564

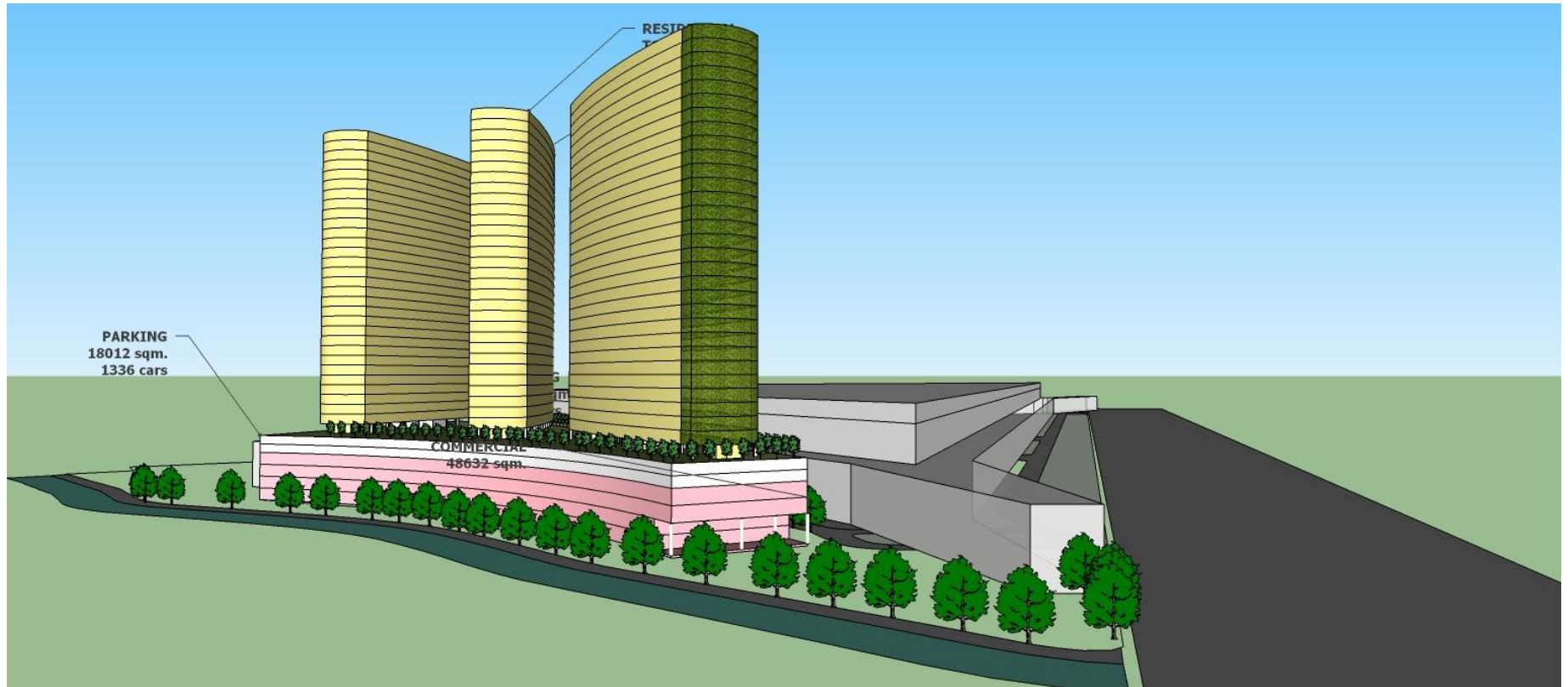
Master Plan



Master Plan



Perspective



***Pink Line : located near
Minburi depot
area 218 rai or 34.88 Ha.***

Pink Line : located near Minburi depot area 218 rai or 34.88 Ha.



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Government policy on TRANSIT - ORIENTED DEVELOPMENT (TOD)
And housing development along rail station

Master Plan

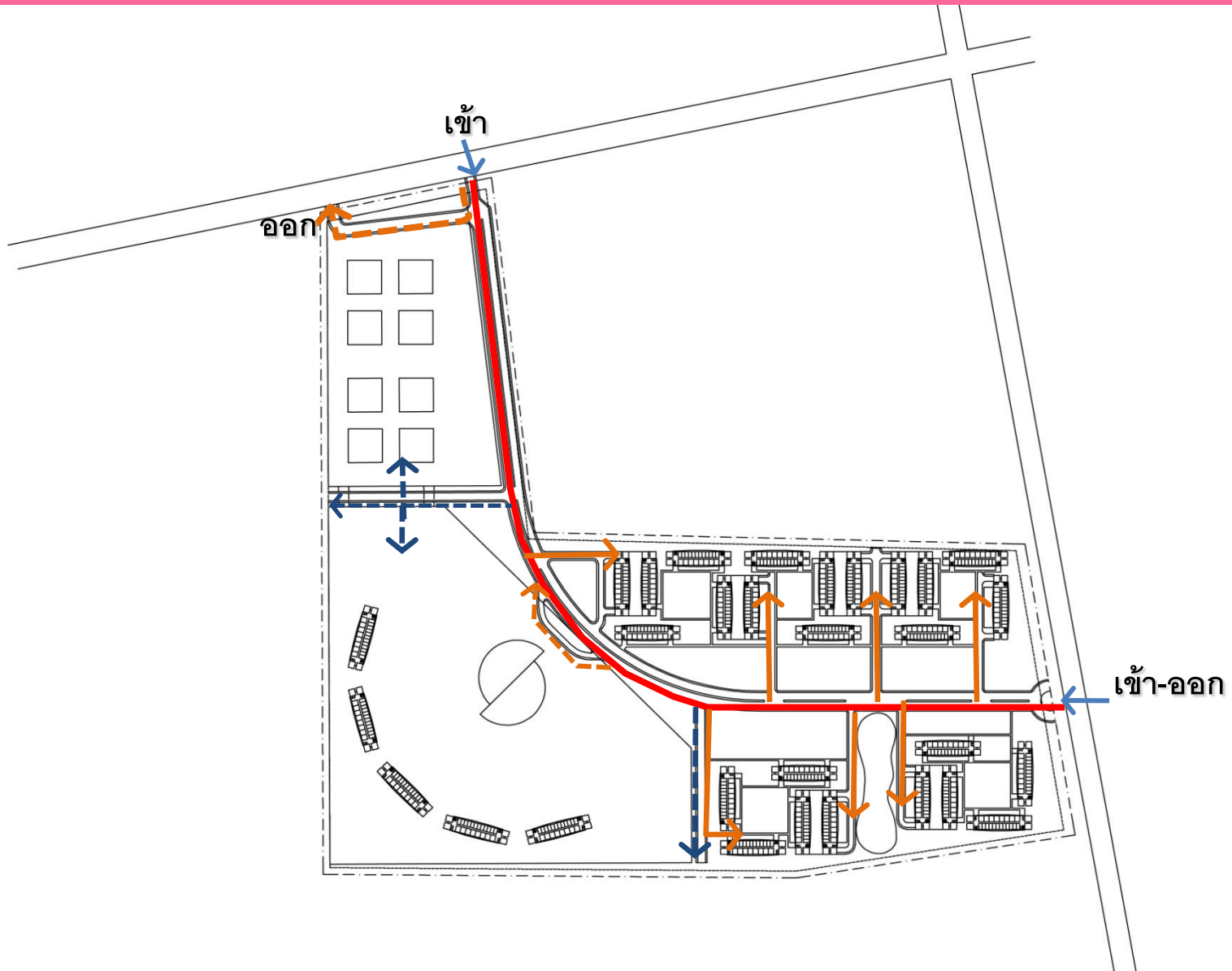
LAY-OUT



Master Plan

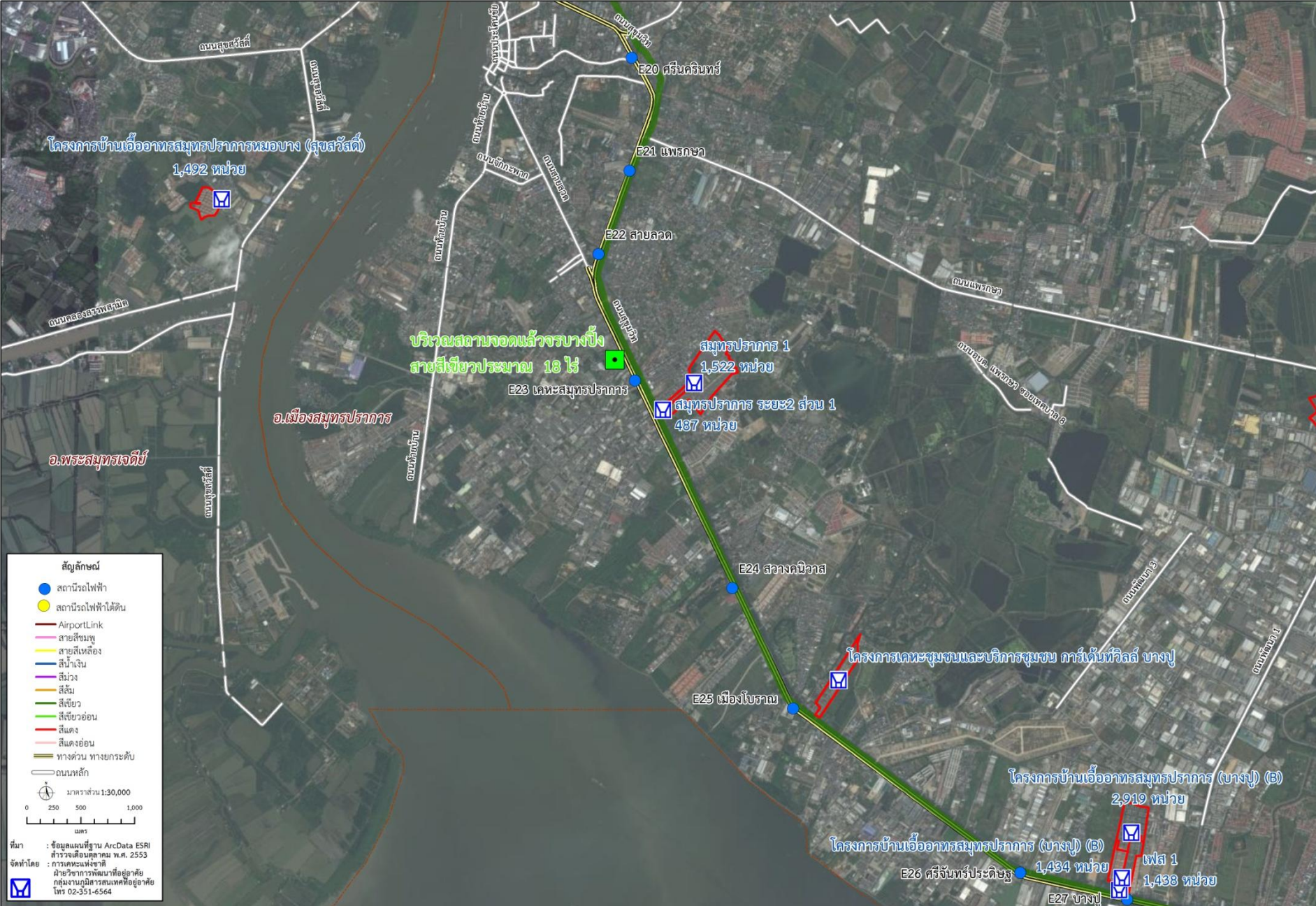


Road Layout



Green Line : located around
Bang Pling park and ride
area 18 rai or 2.88 Ha.

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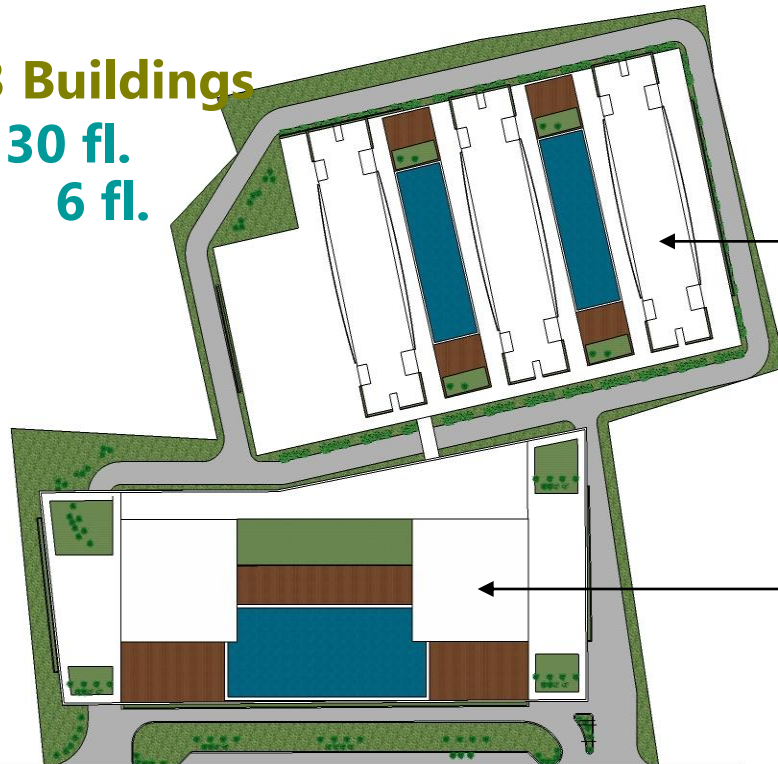
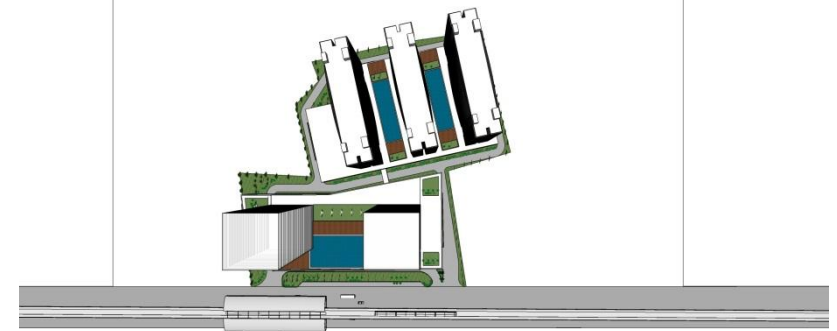
Layout

- Office 2 Buildings

- office 37 fl.
- parking 6 fl.

- Residential 3 Buildings

- Residential 30 fl.
- parking 6 fl.



Residential

Office Building

Perspective

Office 2 Buildings 43 fl.

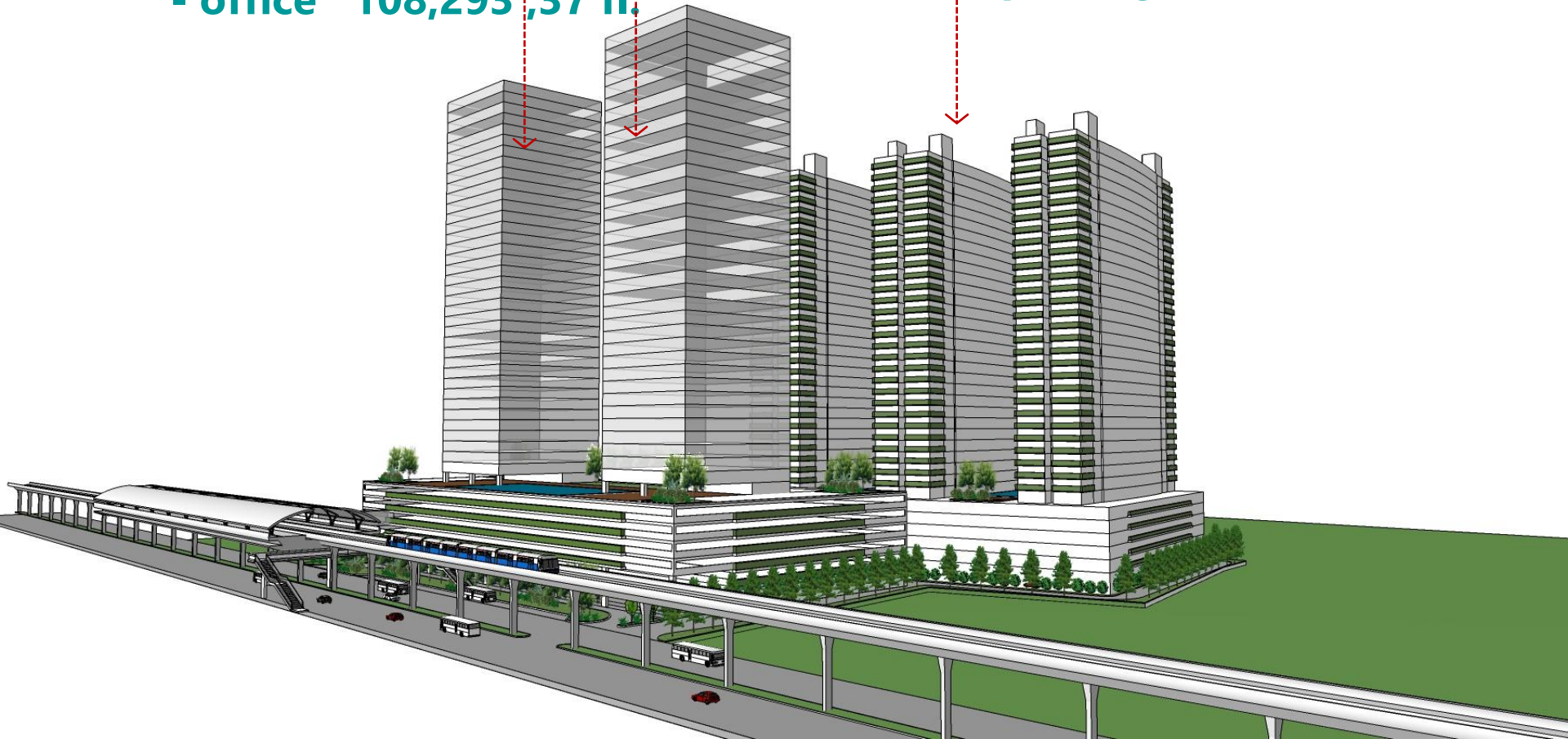
- commercial 6 fl. 46,411 sqm.

- office 108,293, 37 fl.

Residential 3 Buildings -

Residential 154,704 sqm., 30 fl.

- parking 6 fl.



Perspective

Residential 3 Buildings 30 fl.

- Residential 30 fl.

154,704 sqm.

720 Units/Buildings
2,160 Units/3 Buildings

-Commercial parking

-Bus 15 cas

-Minibus 21 cars

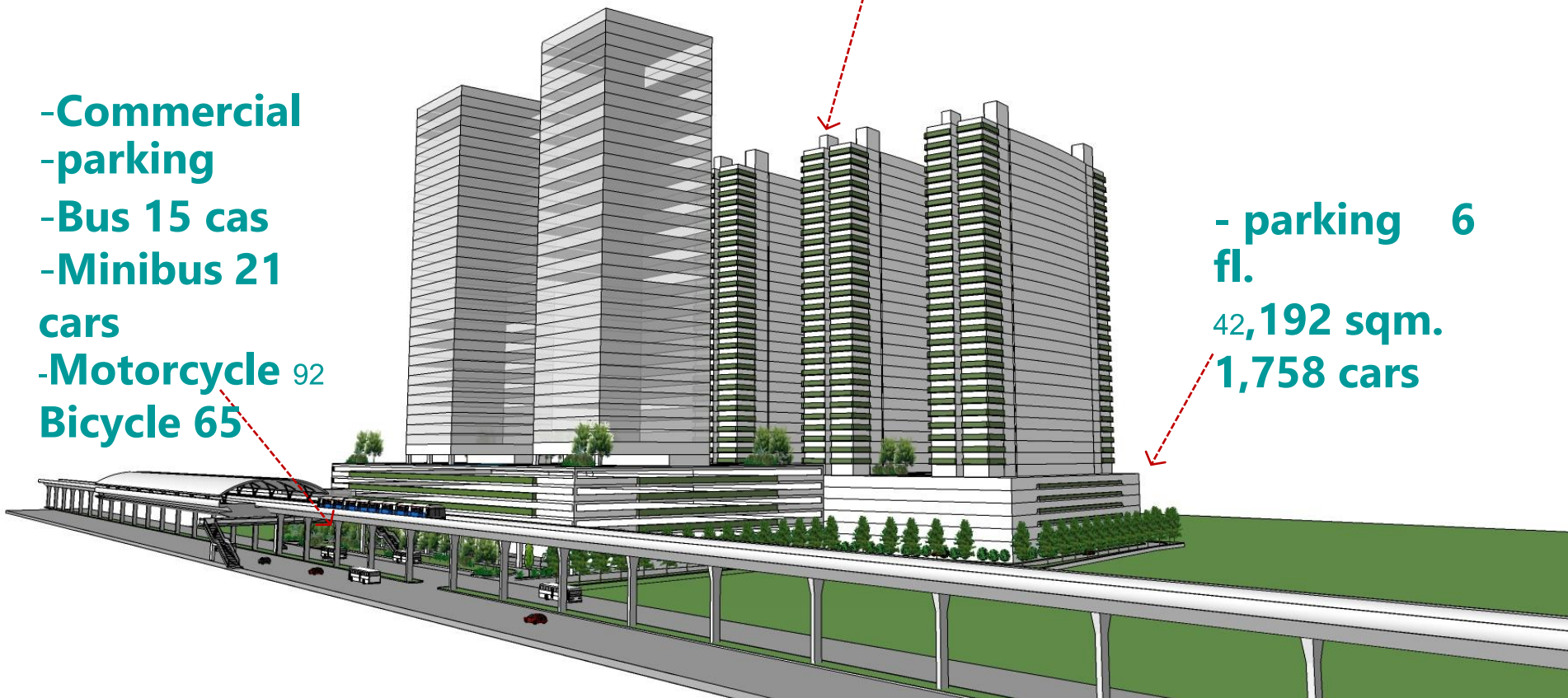
-Motorcycle 92

Bicycle 65

- parking 6 fl.

42,192 sqm.

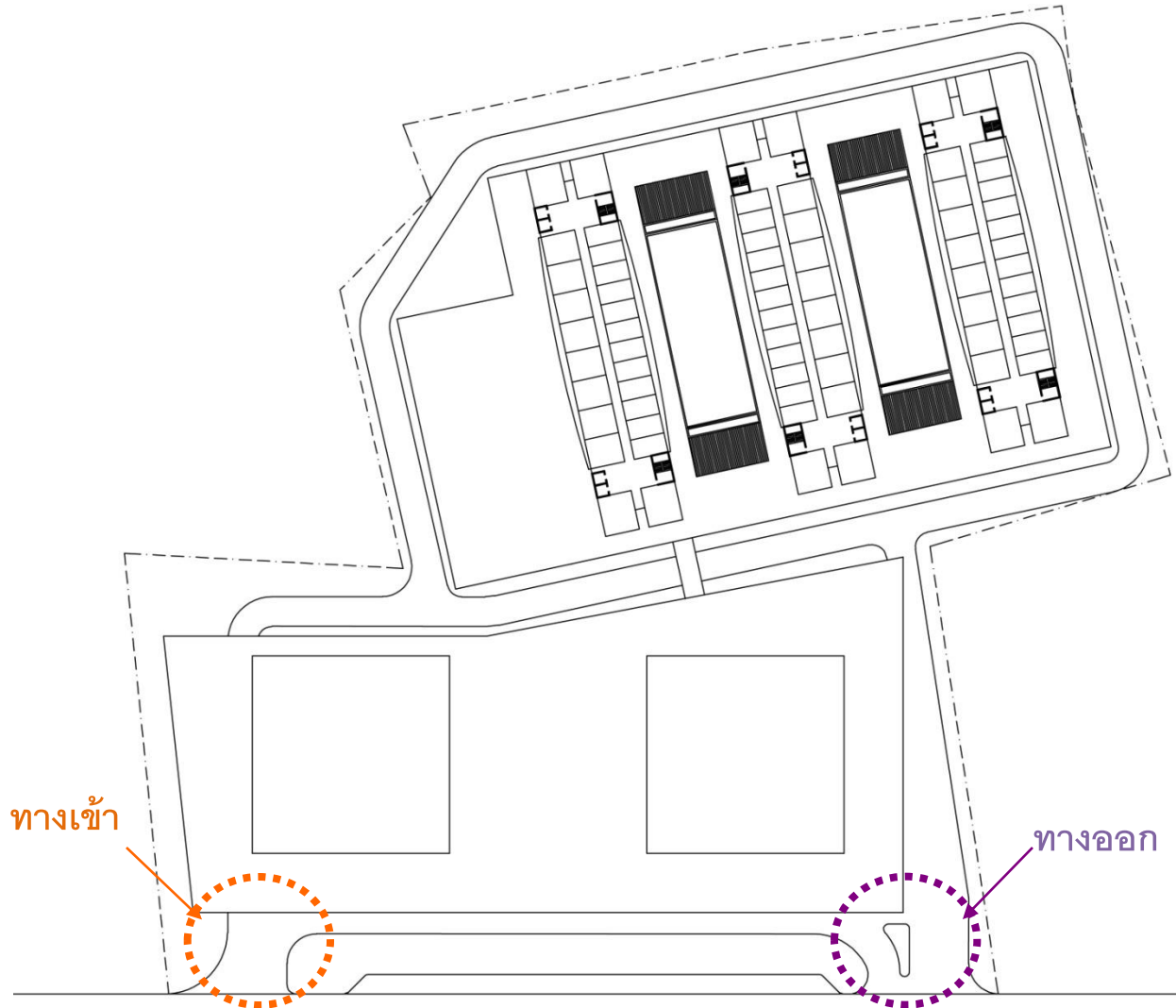
1,758 cars



Perspective



Road Layout



Lessons

1. Transport and housing policies should be integrated
2. They should be key of city planning which results in just and inclusive cities
3. Transport should go to scale with affordable and efficient services
4. Transport and housing policy should strengthen communities and create opportunities

Summary of NHA & Pacific Rim Council on Urban Development (PRCUD)

11 -13 March 2013

- Long-existing NHA projects are not being densified to take advantage of their high land value, high accessibility locations.
- The accessibility gap between low-middle and middle-high income households is widening in Bangkok. NHA programming is not improving this situation.
- How well is NHA positioned to take advantage of the large amounts of accessible land that will be opened up around new stations?

Summary of NHA & Pacific Rim Council on Urban Development (PRCUD)

11 -13 March 2013

- Accessibility premiums generated by MRT locations are among the highest in East Asia; this positive externality is not being captured for public projects.
- At the micro level, there is often poor connectivity between MRT stations and their surroundings.
- There is limited integration between land use planning, road and parking planning, and MRT stations.
- NHA should purchase land near future MRT stations to implement innovative land development/financing mechanisms to deliver affordable housing units (<1 million Baht). Different mechanisms can be explored: cross-subsidization; PPP projects; land banking; etc.
- NHA projects near MRT stations should extend catchment areas of stations through para-transit.

Summary of NHA & Pacific Rim Council on Urban Development (PRCUD)

11 -13 March 2013

- Parking should be limited in NHA projects near MRT to encourage use of MRT.
- NHA should take advantage of FAR bonuses shortly to be enacted by BMA Town & Country Planning and should lobby for more substantial future FAR bonuses.
- In developing new TOD areas, NHA should plan and facilitate delivery of local public services (schools), retailing (shopping), and private services (entertainment, retailing).
- A walkable environment should be constructed with seamless connections to stations.
- NHA should put in place mechanisms to gain support of residents / tenants to regain control of highly accessible properties
- In key TOD nodes NHA should work with private partners to create better residence–jobs balance.

