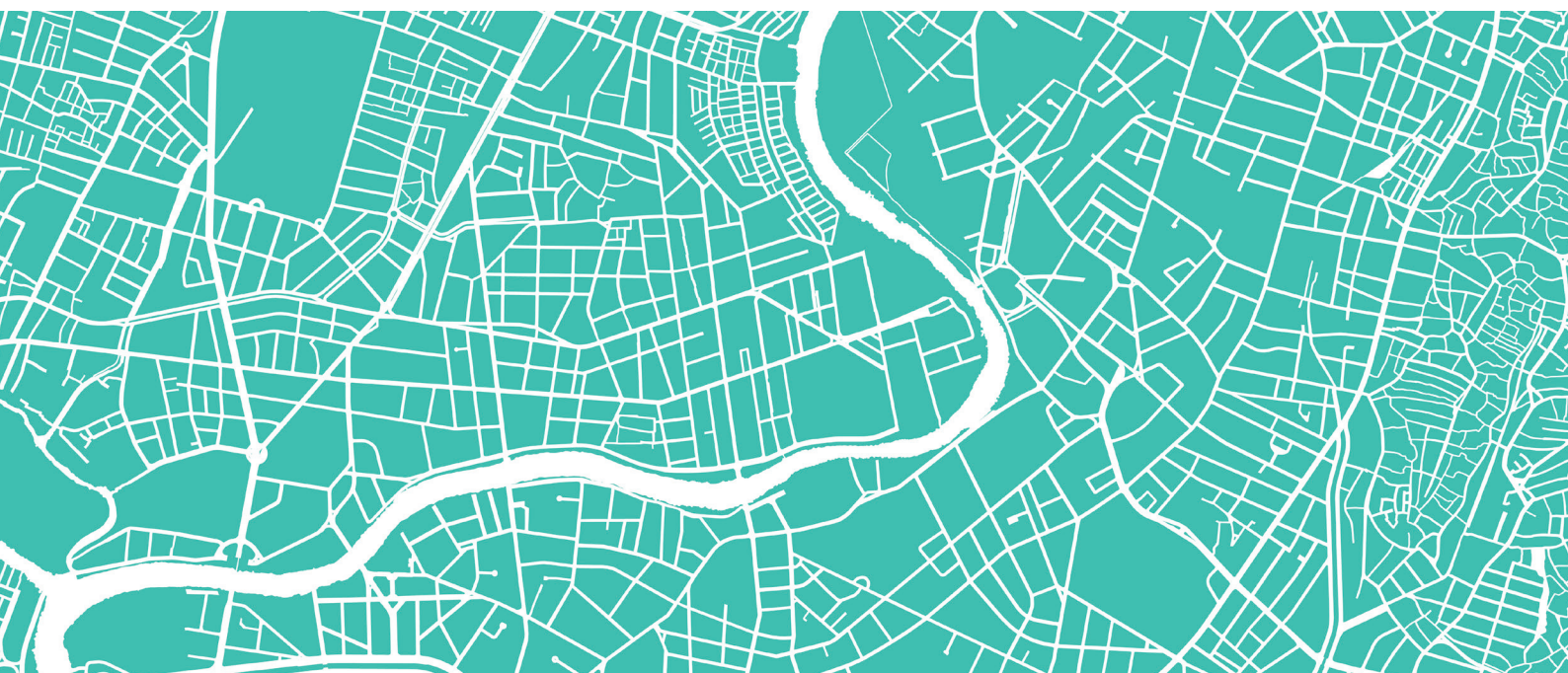




Foreign, Commonwealth  
& Development Office



## Country Level Event

Thailand

13 January 2022

**UKBEAG**  
UK Built Environment Advisory Group

**UN HABITAT**  
FOR A BETTER URBAN FUTURE



# Introduction

## Contents

- 3 Introduction
- 5 Event Overview
- 6 Principal Matters Discussed
- 6 Key Takeaways
- 7 Going Forward
- 9 Attendance
- 10 Links to further information

The Thailand Country Level Event formed part of the Strategic Capacity Development Component being delivered by the UK Built Environment Advisory Group (UKBEAG) in collaboration with UN Habitat, in support of the FCDO Global Future Cities Programme. The programme for the country level event was developed in collaboration with the FCDO, UN Habitat, the Delivery Partner and City Stakeholders and was informed by the findings of a Capacity Needs Assessment that was undertaken by City Stakeholders earlier in the year.

The aim of the event was to build upon the momentum of the programme and to draw on the experience of a range of subject matter experts to consider some of the issues to be addressed as the projects move from design to implementation. Its objective was to consider what it takes to deliver successful Transit Oriented Development together with the importance of Governance & Collaboration in the delivery of Integrated & Inclusive Urban Planning.

The event was supported by a range of Subject Matter Experts (SMEs) who brought their knowledge and expertise to bear. The contributions from the Subject Matter Experts were also informed by the six topics which formed part of the Thematic Programme that had been delivered earlier in the year, namely:

- 1 Integrated & Inclusive Planning
- 2 Governance & Collaboration
- 3 Evidence-based Design & the Effective use of Data
- 4 Project Finance & Procurement
- 5 Implementation & Enforcement, Monitoring & Evaluation
- 6 Leadership & Change Management

The purpose of this document is to serve as a summary of the main contributors and the principal matters discussed.



Effective integrated planning works at all scales (i.e. national, regional, district and local) and needs to be inclusive (i.e. it should address the needs of all stakeholder groups, including vulnerable and marginalised groups and communities). To achieve this, it will typically include provision for a range of consultative and/or participatory planning activities.

# Event Overview

## Part I, Framing & Knowledge Sharing

- 1.1 Welcome and introductory remarks:** Mr Peter Oborn from the UKBEAG welcomed participants and outlined the background to the UKBEAG's contribution to the programme. Ms Boonyarat Kittiworawut, Country Director for Economics and Sustainable Development at the British Embassy Bangkok offered introductory remarks and was followed by Mr. Krian Gyos Sudlapha, Deputy Governor of Bangkok.
- 1.2 Short Project Presentation 1:** Mr Arsa Sukkhang, Director of the Drainage Information System Division at the Drainage & Sewerage Department at **Bangkok Metropolitan Administration (BMA)** provided an overview of their project to develop a Flood Management Decision Support System.
- 1.3 Short Project Presentation 2:** Ms Thipawan Saenchan, City Planner at the Urban Planning Office in the City Planning and Urban Development Department provided an overview of their project for a Transit Oriented Development plan for the Khlong Bang Luang area of the city.
- 1.4 Short Project Presentation 3:** Mr Prasopsook Pimpagovit, Deputy Director General, at the Strategy and Evaluation Department at the Bangkok Metropolitan Administration provided an overview of their project for an Integrated Data Hub.
- 1.5 Discussion and Q&A:** The presentations were followed by a discussion including reflections from SME's and the Delivery Partner on potential barriers and next steps.
- 1.6 Key Takeaways & Concluding Remarks**

## Part II, Workshop 1, Delivering Transit Oriented Development

- 2.1 Mr Shahrukh Wani**, Urban Economist at the **International Growth Centre** delivered a short presentation on the importance of Transit Oriented Development in the context of wider economic development.
- 2.2 Mr Peter Runacres**, Development Director at **Argent** delivered a presentation on the development of the Kings Cross urban regeneration project, at one time one of Europe's largest regeneration projects and an example of transit oriented development.
- 2.3** Mr Shahrukh Wani, then offered some reflections on where there could be learnings for Bangkok from the Kings Cross project.
- 2.4 Plenary Discussion and Feedback**
- 2.5 Reflections**

## Part III, Workshop 2, Achieving Integrated & Inclusive Urban Planning

- 3.1** Mr Shahrukh Wani, Urban Economist, International Growth Centre offered opening remarks about the important of integrated planning and outlined key benefits.
- 3.2 Mr Jörn Peters**, Principal Urban Planner and **Ms Ei-Lyn Chia**, Principal Urban Designer at the **Greater London Authority** delivered a presentation on delivering the London Plan focusing on the importance of linking land use planning with strategic planning using case studies to illustrate their points.
- 3.4 Plenary Discussion and Feedback**
- 4.0 Key Takeaways & Next Steps**
- 4.1 Closing Remarks:** FCDO Global Future Cities Programme Advisor, Mr Natee Thong-Chan offered concluding remarks.



# Principal Matters Discussed

The following provides a summary of the key matters discussed during the Global Future Cities Programme's (GFCP) Thailand Country Level event, the objective of which was to consider what it takes to deliver successful Transit Oriented Development together with the importance of Governance & Collaboration in the delivery of Integrated & Inclusive Urban Planning.

Bangkok's population has grown rapidly over the past three decades: from 1.6 million people in 1986 to 5.7 million in 2019. This rapid growth, and associated complexity in governance, has led the government to strengthen innovation and inter-departmental collaboration. Further, the Bangkok Metropolitan Administration (BMA) has worked with the GFCP to support better planning to improve services for the current population and prepare for the city's future growth. Work has focused on three areas:

- **Data integration and inter-departmental cooperation for integrated planning** creating the operational, strategic, and technological foundations for the BMA to develop an integrated data hub. The roadmap that describes this development has been created through 32 workshops, with over 80 use-cases and a standardised data framework identified. Further work will include the creation and maintenance of an integrated dataset at departmental level.
- **Transit-oriented development** approaches are being developed that integrate land-use planning and transport investments to revitalise the area surrounding the Khlong Bang Luang Area, to help create a diverse economy and community. The appropriate area for this development was identified through a baseline analysis which included a broad planning strategy, with high level land-use planning and a conceptual urban design plan. Subsequently, a design and implementation strategy was created, to be followed by the implementation of the project on the ground.
- Piloting a **decision support system for flood management** and warning system. This will include a flood model developed for the Lat Phroa areas and with a focus on rainfall forecasting. Further work will include extracting recommendations from this model for flood emergency response and setting up a web-based application to support decision-making.

## Key Takeaways

The cross-cutting takeaways from the session include:

- Good land-use planning is based on five core principles:
  1. Facilitating residential and commercial density, without which the city sprawls leading to negative economic and environmental impact.
  2. Keeping adequate space for transport links and other public spaces.
  3. Considering the positive and negative 'spill over' effects of individual and commercial actions while promoting the positive and mitigating the negative aspects.
  4. Connecting land use planning with strategic planning to provide long term certainty to investors.
  5. Being proactive and taking a long-term approach.
- A **proactive public communications strategy** is required as part of public investment and planning. The example from London's King's Cross development shows the necessity of engaging proactively with the local community throughout the project life cycle, especially for highly visible urban regeneration projects. This can be done through an integrated planning process like The London Plan that includes a months-long consultation process inviting feedback from the citizens of the city. This is essential in building a 'common purpose' behind strategic plans and projects and promotes inclusive developments.

Bangkok  
Thailand



- **Urban plans must balance providing long time horizons with sufficient flexibility.** The Kings Cross development showcased this need: the project required a multi-decade funding horizon while allowing the developers to amend the project based on changing needs through building flexibility into the design process.
- **Cross-country lessons** provide valuable takeaways for Thailand to leverage and contribute to. For example, the development of The London Plan, which establishes a planning hierarchy in the city and city-wide objectives, shows what a roadmap to a comprehensive urban plan could look like. Closer to Thailand, the example of transit-oriented developments in Hong Kong shows how a city can build a compact urban environment that allows people to connect without using cars.
- **Land-based financing** is an under-tapped source of revenue for Bangkok and can be particularly useful when seeking investment in transit-oriented development. This is because any investment in improving transport connectivity, or changing the use of land, tends to increase the value of nearby land, which can be partially captured to pay for public investments. The example of Hong Kong's Rail+Property model shows how this can be made possible. The participants further stressed the importance of getting the timing and community buy-in right when considering land-based financing instruments, such as land readjustment schemes.
- The **benefits of transit-oriented development** can be widespread and the pilot project near the Khlong Bang area provides a valuable template to replicate city-wide. Potential benefits can include a positive impact on economic productivity levels due to a concentration of economic activity facilitated by accessible transport.

## Going forward

For the future, the interventions (and future interventions) can benefit from:

- A focus on **capacity development**, so that government agencies can effectively implement these projects. Targeted support to build capacity can unlock significant results. For example, there is a lack of capacity development available in flood modelling.
- **Cross-departmental government collaboration is necessary** for the complex, interconnected, and long-term investments that are needed for transit-oriented development, and data systems for decision making. Integrated, collaborative governments can also provide coordination benefits that attract private investments, as was the case of King's Cross development in London.
- For the transit-oriented development intervention, the **project financing** needs a clear and deliberate focus to support the implementation. This includes how the project can leverage national and international investors.



The aim of the strategic capacity development component is to complement the other elements of the Global Future Cities Programme, to consider some of the barriers and enablers to sustainable urbanisation and to help achieve the programme's long-term impact.

# Attendance

## Key Stakeholders

Bangkok Metropolitan Administration (BMA)

---

## Subject Matter Experts

International Growth Centre

Greater London Authority, Central Planning Team (GLA)

---

Argent LLP

---



# Links to Further Information

Copies of the following presentations delivered during the course of the event can be found here:  
<https://tinyurl.com/mryfju5m>

---

Included below are a number of links which we hope participants will find useful:

**Parameters for Regeneration, Work in Progress for King's Cross Central:**  
<https://www.argentcloud.co.uk/f/NftoC9itzt#folder-link/?p=a6da8888-83a3-4b56-8198-9f3c5d517d4f>

---

**London Plan 2021:**  
<https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/london-plan-2021>

---

**Affordable Housing and Viability Supplementary Planning Guidance:**  
<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/affordable-housing-and-viability-supplementary-planning-guidance-spg>

---

**Royal Docks and Beckton Riverside Opportunity Area:**  
<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/opportunity-areas/londons-opportunity-areas/royal-docks-and-beckton-riverside-opportunity-area>

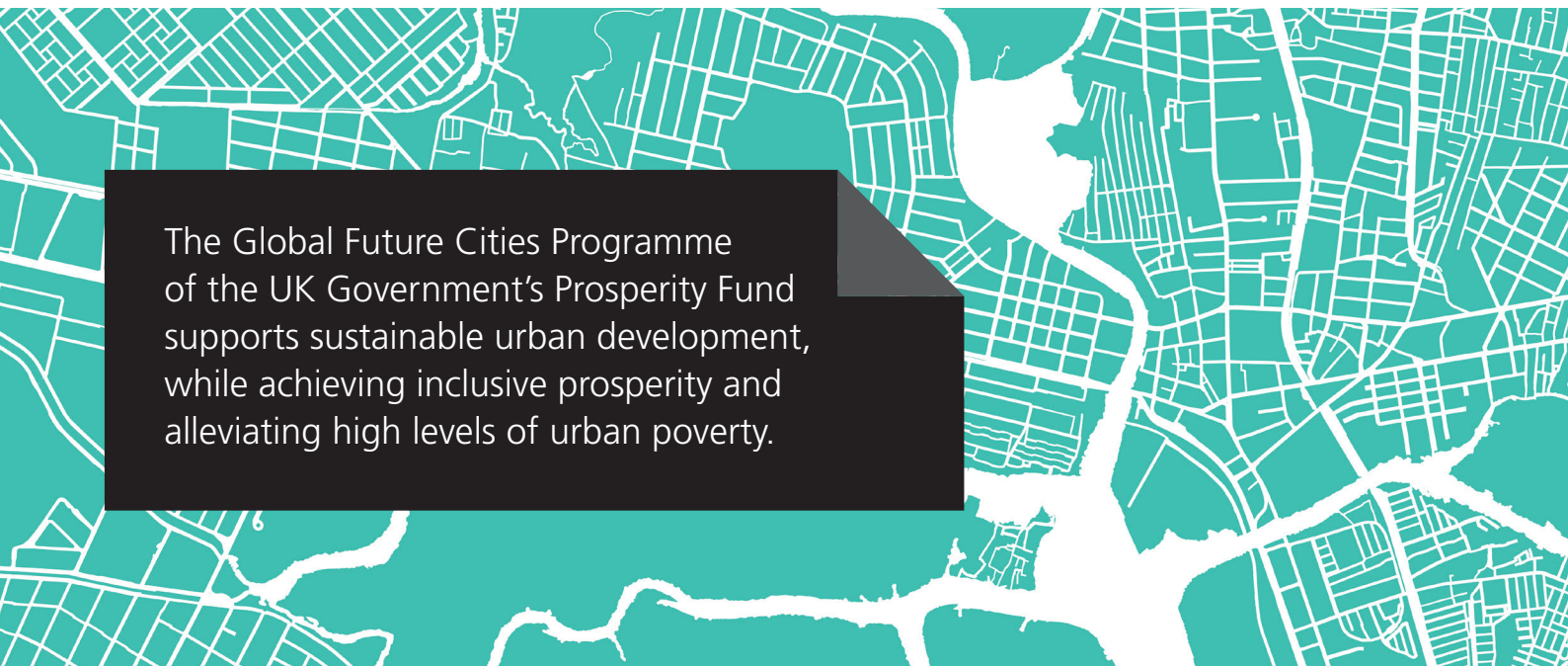
---

**Planning Data Map:**  
<https://apps.london.gov.uk/planning/>

---



For further information about the programme, please contact  
Adrian Malleson at [adrian.malleson@riba.org](mailto:adrian.malleson@riba.org)



The Global Future Cities Programme  
of the UK Government's Prosperity Fund  
supports sustainable urban development,  
while achieving inclusive prosperity and  
alleviating high levels of urban poverty.