

# Adelaide the forgotten TOD



David Cooke

South Australia seems fascinated with Transport-Oriented Developments (TODs) to deliver a property masterstroke for Adelaide.

However, in all the excitement, there is one piece of the pie missing – the city.

The CBD appears to have taken a backseat on the TOD bandwagon.

In the State Government's draft 30 year plan for Adelaide, there is a strong emphasis on TOD-style developments linking existing rail and transport corridors in a plan for higher density precincts.

Twelve suburban centre TODs were proposed under this plan with special consideration to one TOD at Bowden on the old Clipsal site and to a capital city TOD in Adelaide's CBD. I'm a member of team TOD, and this type of development has enormous potential for Adelaide.

However, if the CBD is considered as a centrepiece TOD, why has all the recent focus been on the Bowden TOD or other suburban TODs?

Have we forgotten about our most important TOD?

The factors that will make the Bowden TOD successful – a place to live, work and socialise within accessible distance to transport options – are the same urban drivers that the CBD needs.



There is a risk of pulling energy away from the city centre to support the suburbs, and there are only so many retail, residential, commercial and institutional opportunities available and the focus should be to locate these developments within the city to activate the under-

developed south-west and eastern corners.

Adelaide's population has grown to just under 20,000 and if the focus was on the capital city TOD, much needed life could be injected into the CBD and population targets could be reached.

This would also have major benefits to the retail precinct and Rundle Mall.

The CBD could be reinstated as a retail destination of choice and help justify capital outlays on open public spaces such as Victoria Square.

Before charging into the suburbs with a TOD in each hand, the most important one must be completed first and completed right.

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