

TOWARDS 2050

Discussion Paper

HOUSING DIVERSITY
STRATEGY AND INTEGRATED
TRANSPORT STRATEGY



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1.

Towards 2050:
Why do we need
to plan for the
future?

Our community is growing and changing

The City of Tea Tree Gully is a desirable place to live. Our community is growing and changing. More people are choosing to call this area home than ever before, and the types of housing people need are evolving. Our current housing options can't keep up with demand. We need more homes, and a greater variety of housing types to suit people living alone, couples, families, and those looking to downsize or retire.

There simply isn't enough space for every new home to be on a traditional "quarter acre" block. We need to plan for more diverse housing in neighbourhoods that are well-connected, liveable, and sustainable.

This is not just a local issue, it's happening across Greater Adelaide. We are in the midst of a housing crisis. House prices and rents are rising, mortgage stress is increasing, and more people are at risk of homelessness. To ensure everyone has a place to call home now and in the future, governments, developers, housing providers, and communities must work together.

The State Government's Greater Adelaide Regional Plan (GARP) has started the process of setting out how land will be used to support Adelaide's growth, including the infrastructure needed to make it work. In the City of Tea Tree Gully, the GARP identifies several key areas for growth. Using the GARP as a starting point, Council is continuing to explore what our city looks like in the future, and how our city could support more and different types of housing.

As our community grows, we face important decisions about how we live, move, and care for our environment. How we plan now will shape the future of our city.

Doing nothing is not an option. If we want our neighbourhoods to evolve in ways that reflect our values and meet our needs, we need to plan ahead together.

The City of Tea Tree Gully has a unique opportunity to shape how these ideas come to life. By planning for growth now, we can support a greener, more inclusive future where people of all ages and backgrounds can thrive.

Let's start the conversation

Council wants to hear from the community to understand current and future needs with regards to housing, movement of people and goods and desirable neighbourhoods to deliver on our strategic vision of a 'Thriving community with a quality lifestyle that values its people and natural environment'. We want to understand:

- › What aspects of neighbourhood design matter most to you? Think about the look, feel, and function of your local area. What makes it a great place to live?
- › Where should new housing be located, and what types are most needed? Consider affordability, diversity, and how housing can meet the needs of different people.
- › What services, facilities, and infrastructure are essential for creating liveable, prosperous, and sustainable neighbourhoods? This could include schools, parks, healthcare, public spaces, and utilities.
- › How can we plan transport networks that are convenient, accessible, and support the way we live? Share your thoughts on walking, cycling, public transport, and road connections.

Purpose of This Discussion Paper

This Discussion Paper begins an important conversation about how we grow, adapt, and plan for the future of the City of Tea Tree Gully over the next 30 years. This paper shares key background information, outlines current challenges, and sets the scene for future planning. It's designed to spark ideas, encourage discussion, and help us imagine the kind of city we want to become.

Council invites landowners, residents, businesses, and community groups to get involved.

Your ideas, experiences and feedback will directly shape Council's development of a Housing Diversity Strategy and Integrated Transport Strategy. Ensuring they reflect what matters most to our community. These strategies will underpin Council's City Masterplan, a comprehensive and strategic framework that will guide the spatial development of the City of Tea Tree Gully over the next 30 years.

Through the Housing Diversity Strategy (HDS), we are:

- › Establishing clear principles to guide future growth, including areas led by the State Government.
- › Exploring new opportunities for local infill development.
- › Commencing early planning to understand how these areas will integrate into the broader city and what infrastructure will be required to support them.

In parallel, we're leading the Integrated Transport Strategy (ITS) to ensure new housing is well-connected to roads, public transport, and essential services creating neighbourhoods that are accessible, efficient, and future-ready.

The ITS will provide:

- › A long-term vision for an inclusive and sustainable transport network (roads, public transport, walking, cycling, and parking).
- › Transport networks that support diverse housing options, population growth and changing community needs.
- › Improved local and regional connectivity that allows people to live locally, reducing car dependency.
- › A coordinated framework for infrastructure investment, land use integration, and funding and services advocacy.

Council is listening, planning, and acting. Together, we'll explore what makes our city such a great place to live, from our vibrant neighbourhoods to our strong sense of community. We'll also look at how we can protect and enhance these strengths while tackling big issues like housing affordability, transport and wellbeing.

Your voice matters. This is your chance to help shape a vibrant, inclusive and liveable future for the City of Tea Tree Gully.

We understand that these conversations can be complex and, at times, challenging.

Council recognises that people care deeply about their neighbourhoods. That's why we're committed to working with you to find thoughtful ways to deliver more housing, and a greater variety of housing, while protecting and enhancing the things we all value about the City of Tea Tree Gully.

Planning our neighbourhoods is an opportunity to shape a future that's greener, vibrant and inclusive. A future where everyone has a place to call home.



2.

Understanding the Big Picture - The State of Our City

Our local population is expected to grow and change in the coming years. Gaining a deeper understanding of our community’s makeup is a powerful foundation for planning a future that meets everyone’s needs.

Population

CTTG population
as of 2025

104,437

Median Age

41

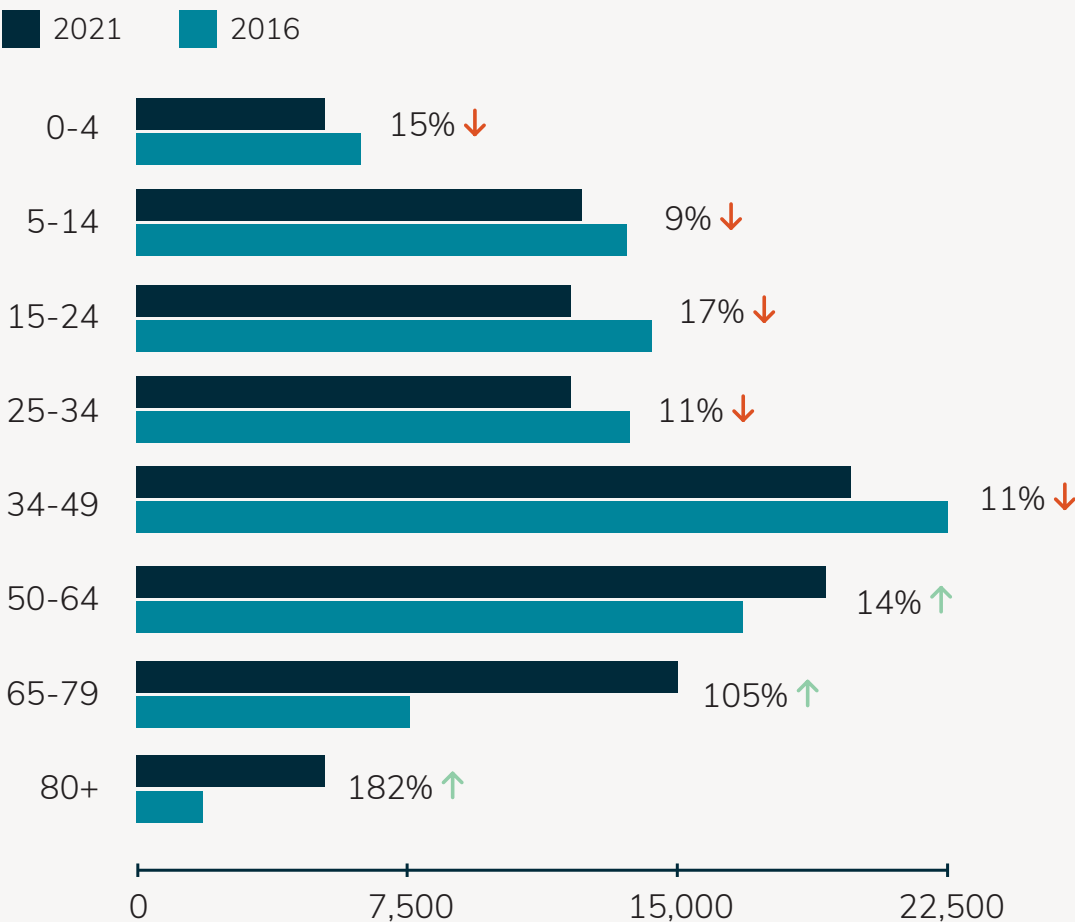
Gender

Male 49.2%
Female 50.8%

Source – Remplan (2025)

Population by age (2001 - 2021)

The City of Tea Tree Gully



Source – City of Tea Tree Gully Growth Options Report (2023)

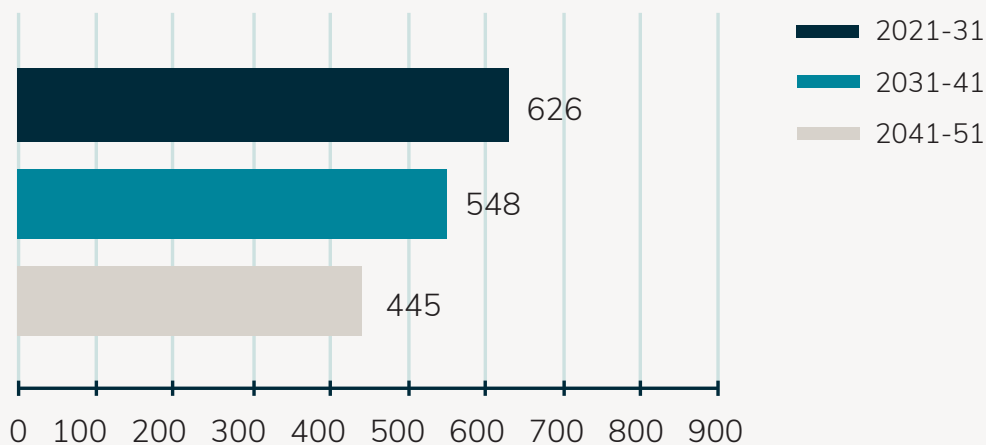
Population Projections

	Current	Low	Medium	High
Growth rates (annual)	0.36%	0.61%	1%	1.4%
Population by 2051	113,753	120,878	133,019	145,161
Additional people	11,087	18,212	30,353	42,495
Additional dwellings required	4,435	7,206	12,011	16,817

Source – City of Tea Tree Gully Growth Options Report (2023)

Annual Housing Targets - GARP

Tea Tree Gully



Source – State Planning Commission, Greater Adelaide Regional Plan (2025)

Household Composition

	TTG No.	TTG %.	SA No.	SA %.
Family households	28,663	74.3	470,498	68.1
Single (or lone) person households	9,157	23.7	197,272	28.5
Group households	774	2.0	23,542	3.4



2.5

Average number of people per household

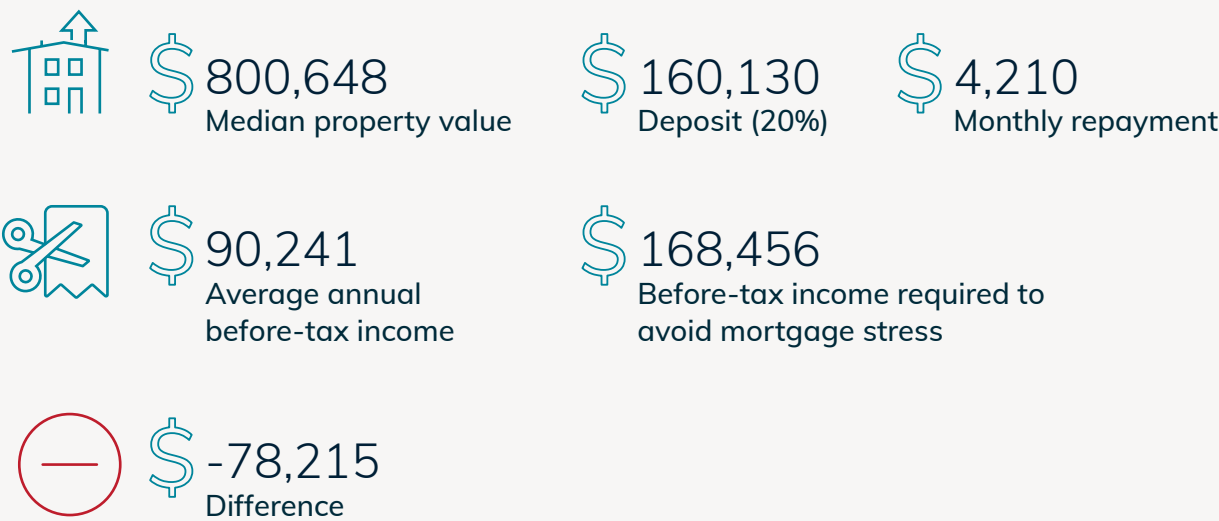


1.9

Average number of motor vehicles per dwelling

Source – Australian Bureau of Statistics, Census of Population and Housing 2021

Annual income needed to afford a house in Adelaide



Source – Canstar (2025)

Dwelling Structure

	TTG No.	TTG %.	SA%
Separate (detached) house	34,400	89.1	78.0
Semi-detached, row or terrace house, townhouse etc	3,172	8.2	14.6
Flat or apartment	966	2.5	6.8

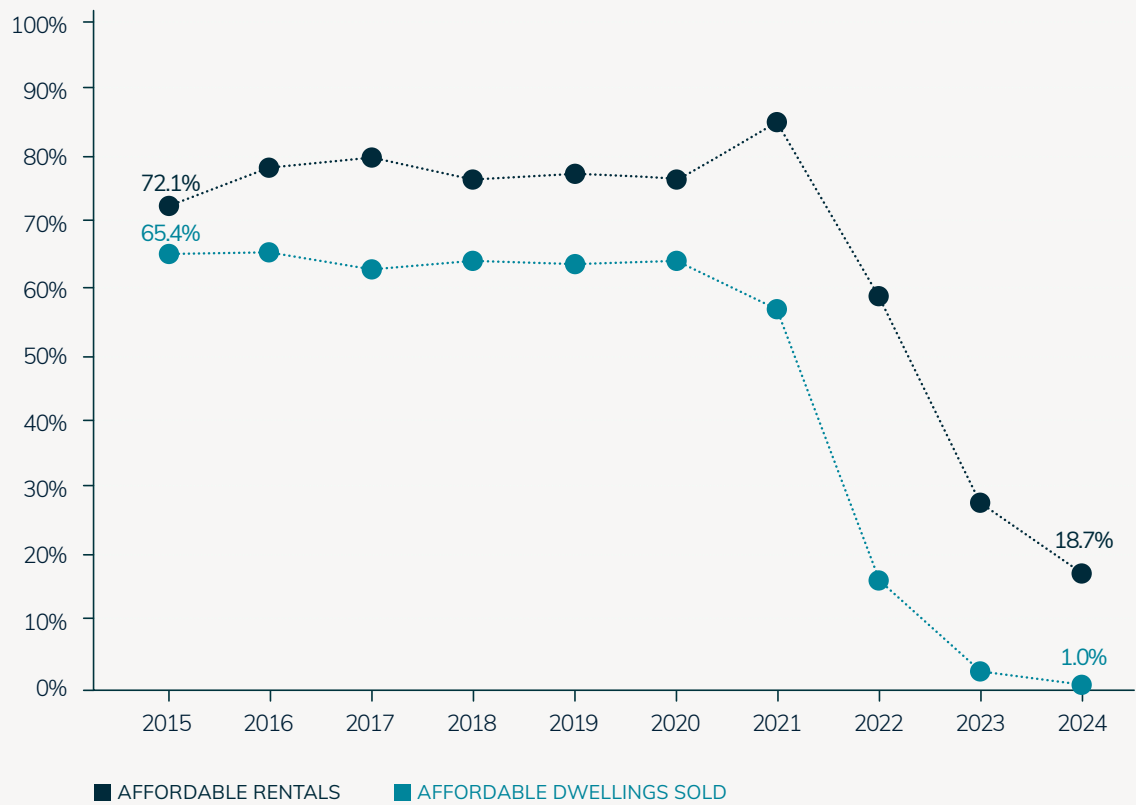
Source – Australian Bureau of Statistics, Census of Population and Housing 2021

Housing Affordability

Median house price in CTTG 2024* Remplan	\$760,000
Median weekly household income	\$1,635
Median monthly mortgage repayments	\$1,517
Median weekly rent (b)	\$330
Homes owned outright	34.8%
Homes owned with a mortgage	43.1%
Homes Rented	18.2%

Source – Remplan 2025

Affordable Dwellings by Calendar Year (%) Remplan



See 'Affordable Housing' definition page 39

Source – Remplan 2025

Car Ownership

Number of cars	CTTG Number	CTTG %	Greater Adelaide %
No motor vehicles	1,835	4.7	7.5
1 motor vehicle	13,022	33.1	35.9
2 motor vehicles	15,375	39.1	35.5
3 or more motor vehicles	8,173	20.8	17.6
Not stated	933	2.4	3.6
Total households	39,338	100	100

Source: Australian Bureau of Statistics, Census of Population and Housing 2021

Mode of Transport

Method of travel to work (2021)



67%
Car



6%
Bus



9%
WFH

Method of travel to work on the day of the Census, top responses - Employed people aged 15 years and over within CTTG and Greater Adelaide (GA).

	2021		2016		2011		2006	
	CTTG%	GA%	CTTG%	GA%	CTTG%	GA%	CTTG%	GA%
Bicycle	0.32	0.99	0.40	1.14	0.41	1.12	0.43	1.23
Bus	7.08	4.52	9.71	5.74	9.68	5.88	9.29	5.78
Car - as driver	65.49	63.33	68.66	66.01	66.63	64.01	65.30	63.04
Car - as passenger	3.85	4.24	4.02	4.53	4.47	5.24	5.15	5.54
Did not go to work	11.13	10.81	10.21	10.53	11.63	11.44	11.99	11.89
Motorbike	0.36	0.42	0.41	0.47	0.42	0.56	0.54	0.62
Taxi/ride-share	0.21	0.29	0.12	0.20	0.17	0.23	0.13	0.24
Train	0.11	1.28	0.21	2.34	0.17	2.07	0.15	2.06
Tram	0.01	0.34	0.01	0.47	0.01	0.36	0.01	0.22
Truck	0.49	0.42	0.55	0.54	0.72	0.70	0.94	0.84
Walked only	0.84	1.92	0.93	2.20	1.05	2.48	1.12	2.68
Worked at home	8.80	9.76	2.92	3.59	2.55	3.21	2.56	3.19
Other	0.97	1.27	1.15	1.44	1.04	1.36	1.00	1.04
Not stated	0.32	0.39	0.66	0.78	1.01	1.32	1.37	1.61

Key Trends



Elderly Boom

80+ Group is projected to experience the most significant growth by 2046, reflecting a broader regional trend of population ageing



Housing Surge

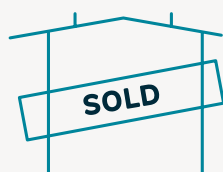
Median house prices in the City of Tea Tree Gully jumped -60% from 2020 to 2024.

12.5%

Of our households are experiencing mortgage stress

40.2%

40.2% experiencing rental stress.



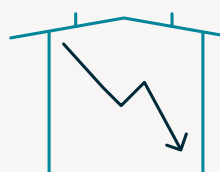
Affordable Sales Collapse

2015: 1,164 Affordable homes sold

(65% of total)

2024: Just 16 sold

(1% of total)



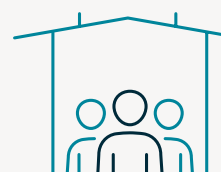
Rental Affordability Decline

2015: 329 affordable rentals

(72%)

2024: 169 rentals

(19%)



Household Shifts (2021–2046)

Lone-person households

+29.4%

Couples without children

+17.3%

One-parent families

+7.2%

Group households

+6.6%

Mode of Transport



Car use has declined slightly since 2016 as more people are choosing to work from home but remains the dominant mode of transport to work.



Public transport (bus) usage is consistently higher in the City of Tea Tree Gully than in Greater Adelaide, although bus usage has declined (-2.63%) since 2016.



Walking and cycling to work is consistently low in the City of Tea Tree Gully (average 1.37%) compared to modest levels in Greater Adelaide (average 3.44%).



Car Ownership

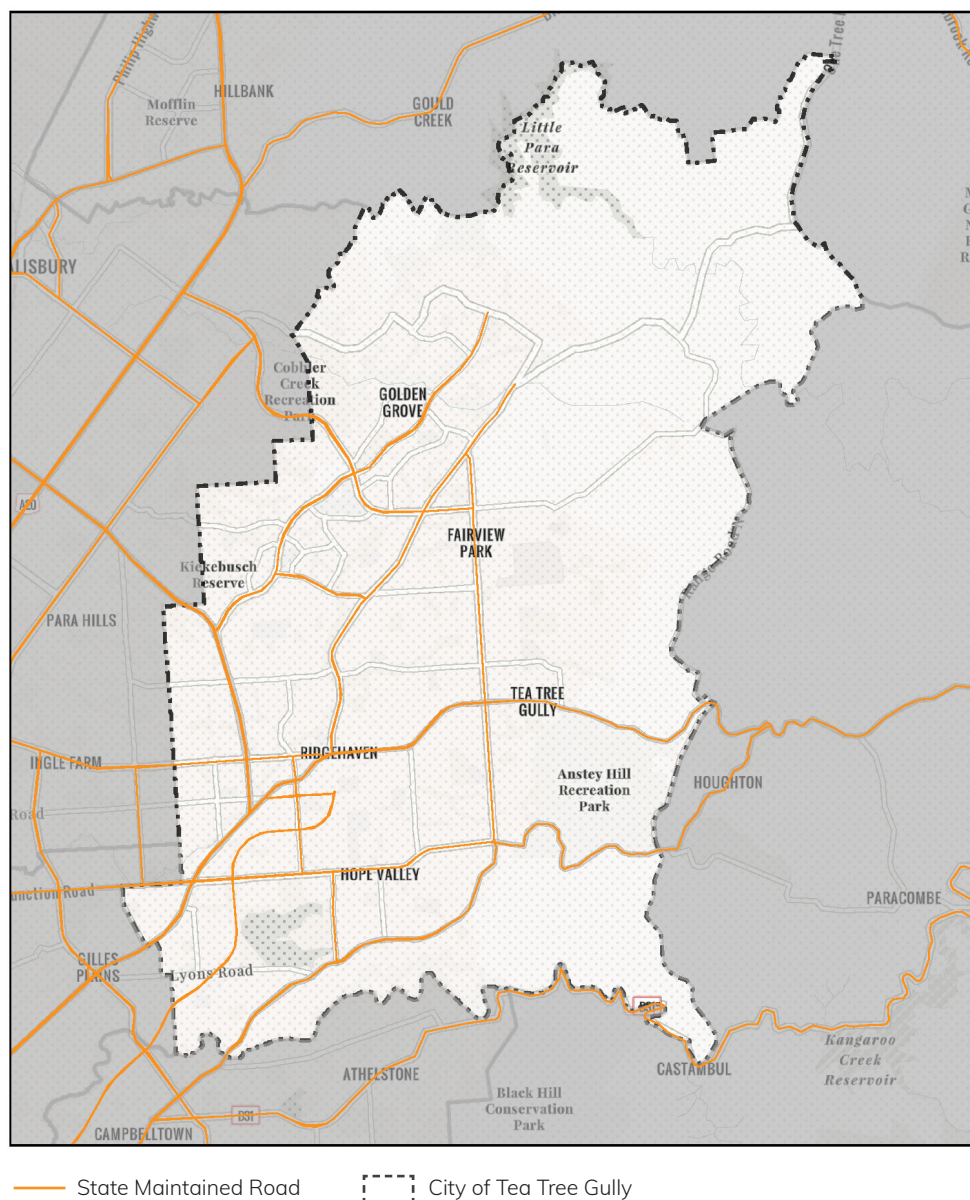
Households in The City of Tea Tree Gully are more likely to own two or more vehicles, a sign of stronger car dependency.



How We Get Around

Road Infrastructure

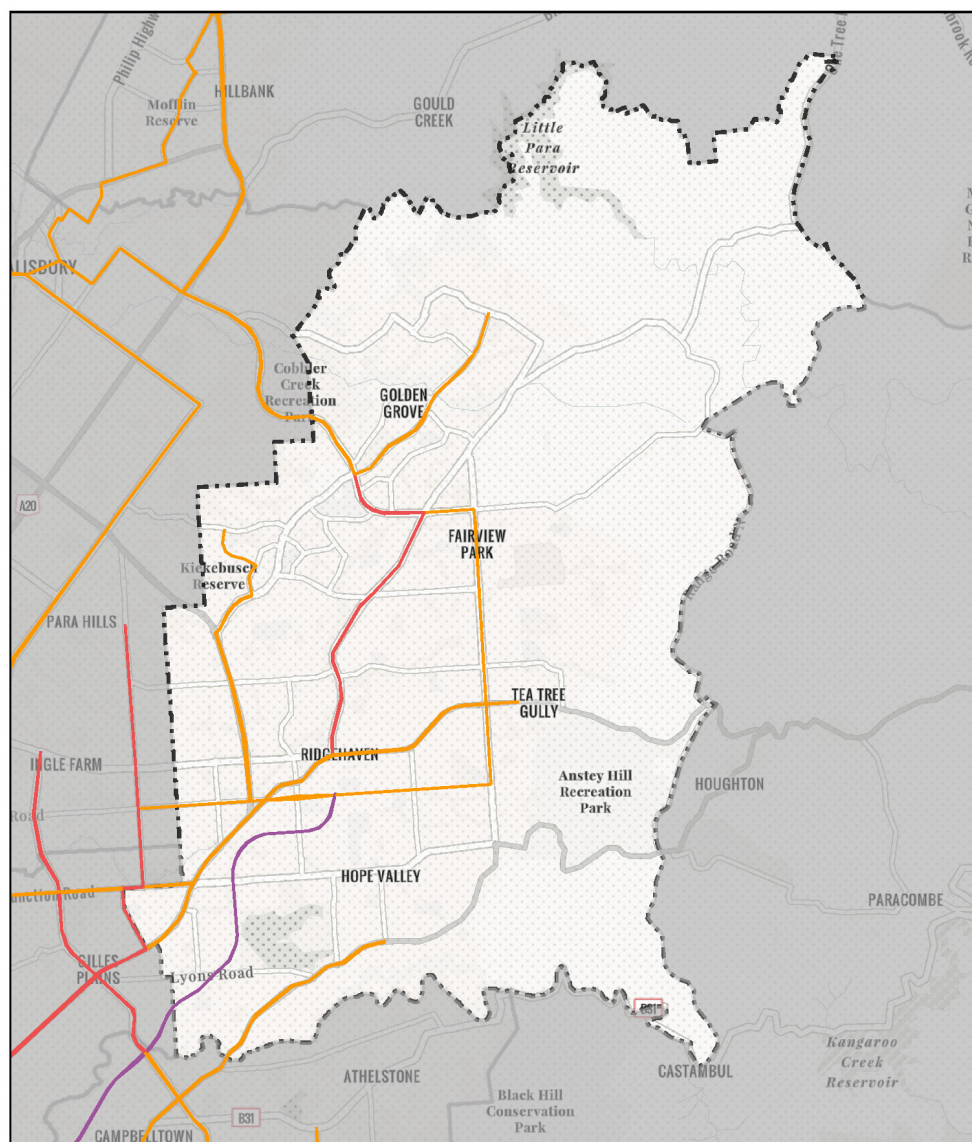
The road network within the City of Tea Tree Gully is made up of an arterial road network (managed by the State Government's Department for Infrastructure and Transport)(DIT) and a network of collector and local roads managed by the City of Tea Tree Gully. Key road corridors such as North East Road, Montague Road, Golden Grove Road, and Reservoir Road provide safe and efficient movement between residential and employment areas. Many local roads within the City of Tea Tree Gully were created through residential land division between the 1960's and 1990's, resulting in clusters of cul-de-sacs connected by arterial and collector roads.



Public Transport

Public transport in the City of Tea Tree Gully is largely provided via buses, with the O-Bahn corridor providing the main route to Adelaide's CBD. The public transport network within the Adelaide metropolitan area is mostly radial, with routes that focus on moving people in and out of the CBD (rather than between suburbs). Bus routes within the City of Tea Tree Gully generally pass through Paradise or Modbury interchanges, with some servicing interchanges further north, such as Golden Grove and Elizabeth.

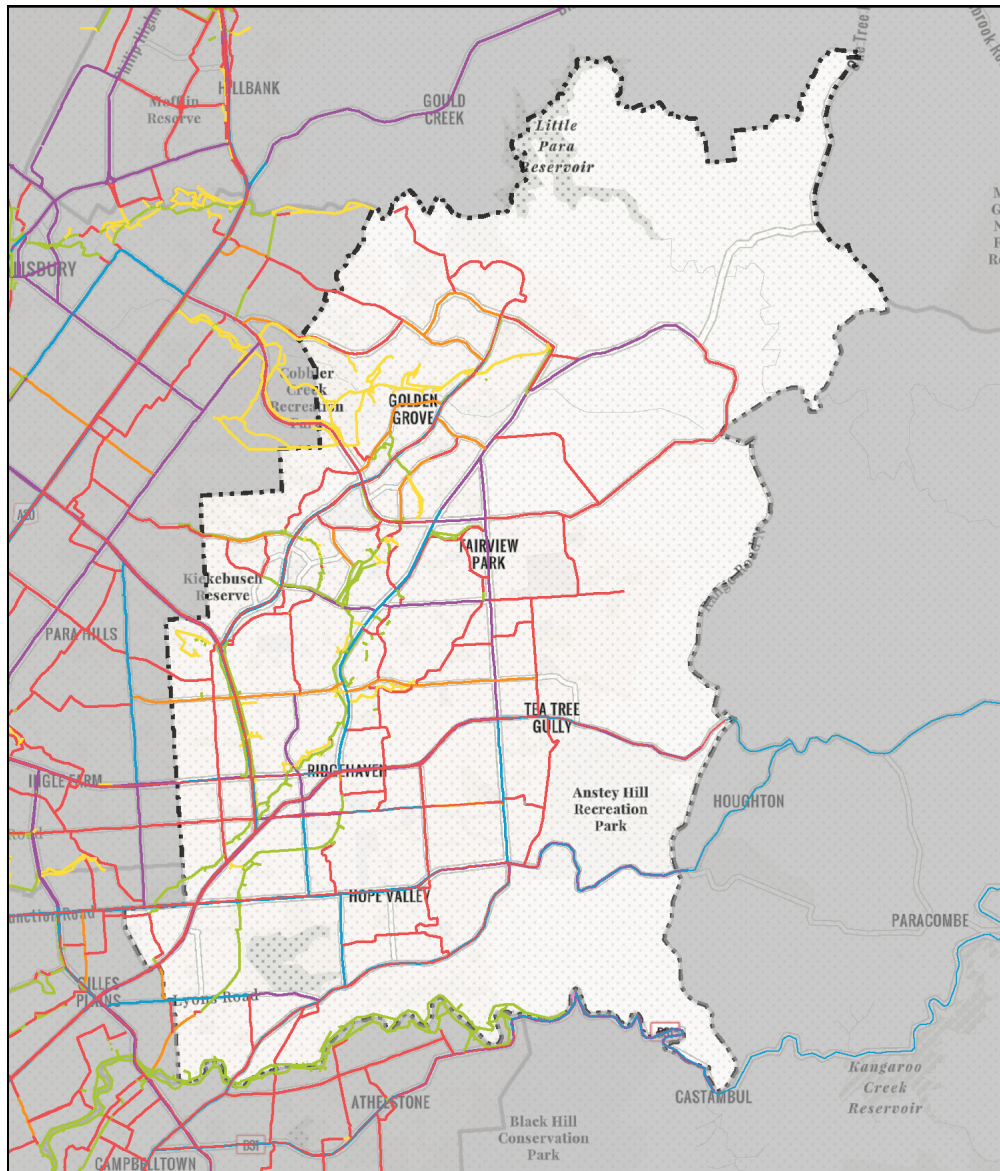
Whilst much of the city is located within walking distance of a bus route, access to high-frequency services is limited, with the O-Bahn and routes to Golden Grove, Surrey Downs and Para Vista providing the main high frequency services within the city. 'High frequency services are those that stop at least once every 15 minutes between 7:30am and 6:30pm Monday to Friday, and every 30 mins in the early morning, at night and on weekends.



- Standard Frequency Corridor
- High Frequency Corridor
- Dedicated Corridor
- - - City of Tea Tree Gully

Active Transport Network

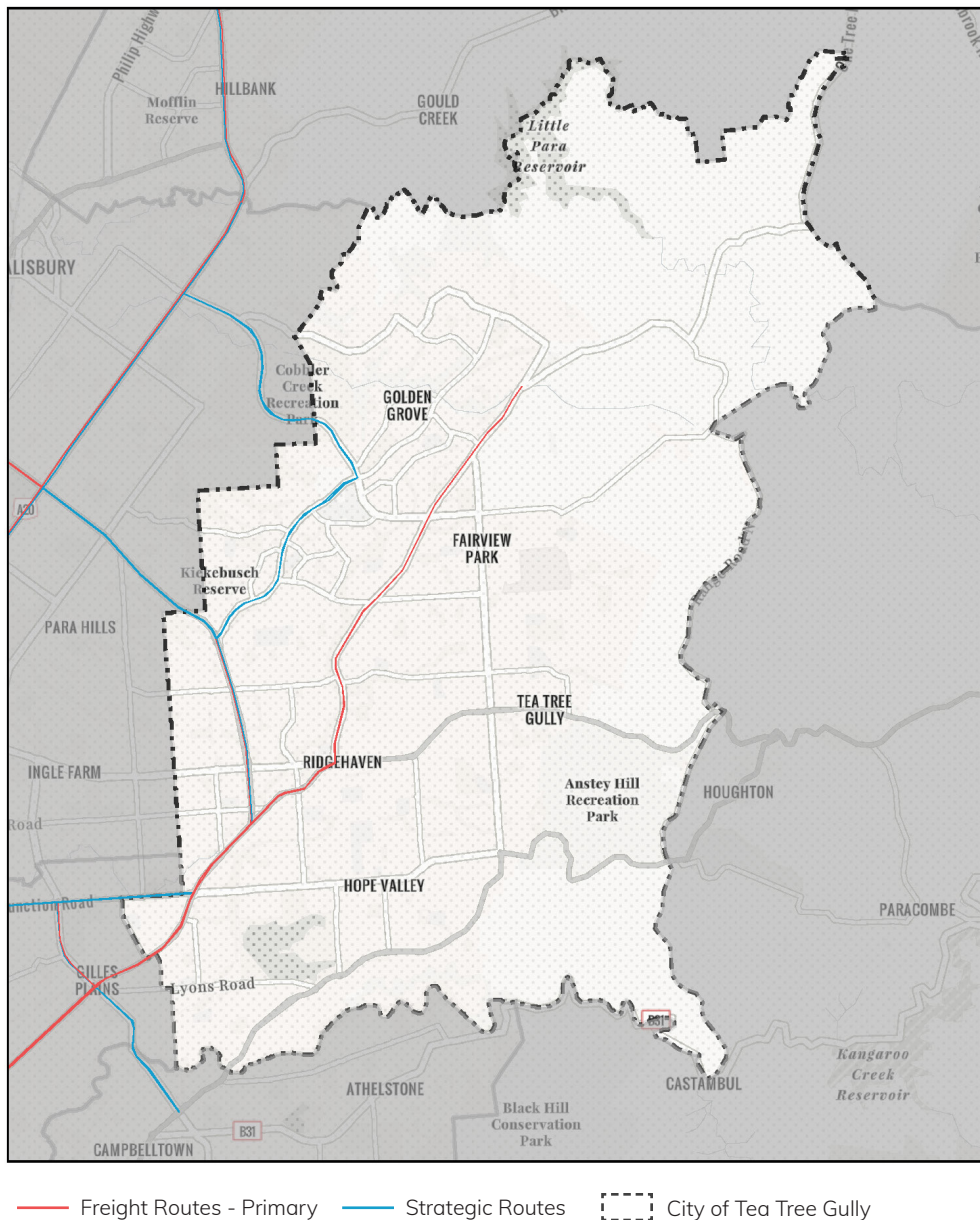
The City of Tea Tree Gully provides an extensive network of walking and cycling paths as well as on-road bike lanes, including links to (or forming part of) South Australia's BikeDirect network, but the infrastructure is fragmented in parts. Gaps in the network and safety concerns make it harder for people to choose walking or cycling as an alternative to other modes of transport.



- | | |
|---|--|
| — Commuter Cycling Route | — Off Road Sealed Path |
| — Sport/Training Cycling Route | — Main Road |
| — Secondary Road | — Secondary Road - Bike Lane |
| — Main Road - Bike Lane/Shoulder | — Off Road Track |
| City of Tea Tree Gully | — Local Road |
| | — Other |

Freight Network

Freight routes provide safe and efficient access for freight vehicles accessing commercial and industrial areas. These routes are designed to be efficient provide reliable travel times throughout the day for heavy vehicles, especially when freight and commuter peak periods coincide. DIT identifies strategic freight routes through the Functional Hierarchy for South Australia.



Strategic Parking Infrastructure

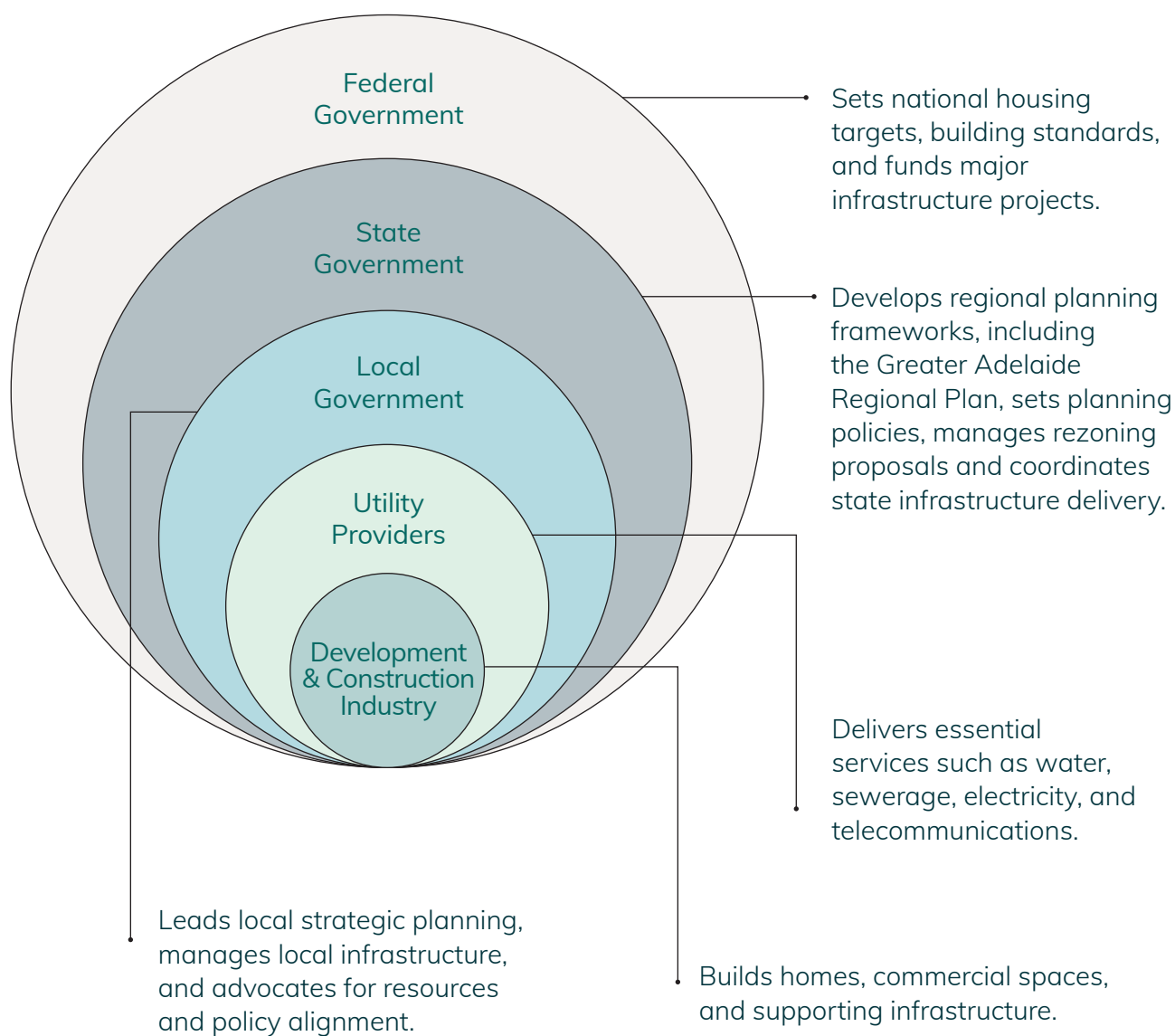
Within the City of Tea Tree Gully, Park'n'Ride facilities are provided at the Golden Grove and Modbury Interchanges. These facilities (provided by the State Government) encourage the use of public transport by allowing commuters to drive the 'first and last mile' of their journey.

3.

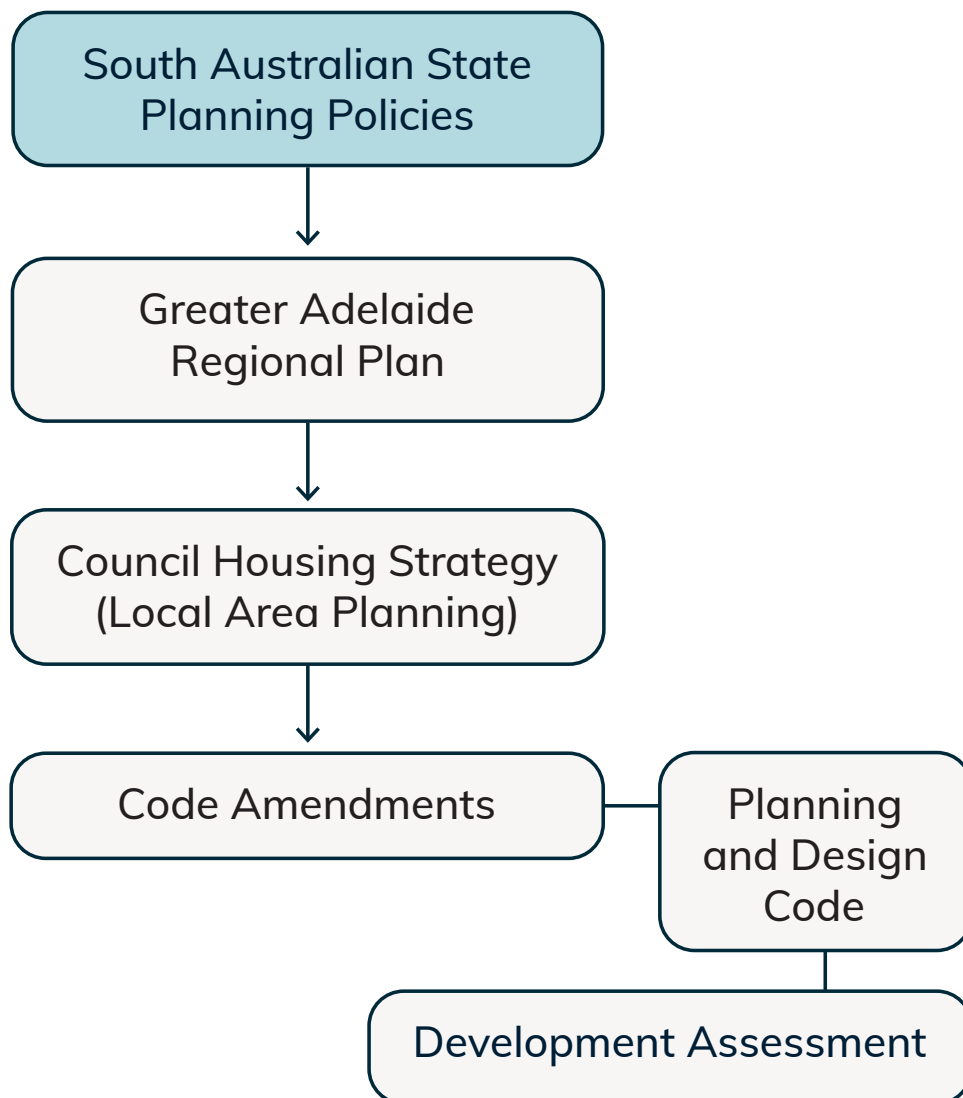
Our City's Role in the Greater Adelaide Regional Plan

In collaboration with its communities, local governments play a vital role in shaping how communities grow and evolve. As the level of government closest to the community, Council has a unique understanding of local needs, challenges, and opportunities. This insight enables Council to plan for growth in a way that reflects the character of our neighbourhoods and supports the wellbeing of our residents.

Noting the Council sits within a network of stakeholders who all contribute / influence how urban growth is shaped. Below is a summary of relevant roles and responsibilities.



A snapshot of the South Australian Planning Framework and how it functions is below.



The **Greater Adelaide Regional Plan (GARP)** is the South Australian Government's key planning strategy for shaping the future of our region. It sets out a clear vision to 2051, identifying where new homes, transport links, services, and green spaces are expected to grow; ensuring development happens in a coordinated and sustainable way.

The plan promotes housing diversity, protects natural assets and supports integrated transport planning. Released in March 2025, this latest version includes:

- › A **strategic framework** for managing growth across Greater Adelaide.
- › An **implementation plan** that outlines responsibilities for delivery.

As part of its approach to urban development, the GARP identifies **two types of infill investigation areas**, summarised below:

Type of Area	State Significant Infill Areas	Local Infill Investigation Areas
Who's responsible?	State Government	Local Council
What are they?	Areas chosen by the State Government for major housing development.	Areas identified by for smaller-moderate scale housing or redevelopment.
Why are they important?	They can support higher density living, often near public transport, and may involve state-owned land or major infrastructure.	They reflect local priorities and are shaped through community input and council planning.
How are they planned?	Through coordinated efforts across state agencies.	Through council-led planning and engagement with the community.

As it relates to the City of Tea Tree Gully the GARP has identified the following state significant and local infill investigation areas.

State Significant Infill Areas

1. Modbury Precinct

The Modbury Precinct, located 14 kilometres north-east of Adelaide's CBD along North East Road, is a key regional centre in the City of Tea Tree Gully. It brings together major health, education, retail, transport, and recreational facilities, including Modbury Hospital, Tea Tree Plaza, the O-Bahn Interchange, and Tea Tree Gully TAFE. The precinct also features important community assets such as Civic Park, Waterworld, the Modbury Sports Hub, and the City's Civic Centre, all connected by the natural corridor of Dry Creek. This mix of services and infrastructure makes Modbury a vibrant and accessible destination for residents and visitors alike.

The Modbury Precinct is well serviced by the existing public transport network, with the Modbury Interchange provided centrally within the precinct, providing access to the O-Bahn and high frequency bus corridor to the north (along Golden Grove Road), as well as other standard frequency corridors. Consideration will need to be given as to how car traffic, associated with future development of this area will be distributed to the adjacent arterial road network (Montague Road/Reservoir Road). Pedestrian and cycling provisions should be made throughout the area to connect to existing nearby paths such as the River Torrens Linear Park Trail and the O-Bahn Bikeway.

Council understands the importance of the Modbury Precinct as an area of State Significance and an area of investigation for further neighbourhood and centre regeneration. Council has partnered with the State Government and invested heavily in the precinct since 2015 in line with the Modbury Precinct Activation Policy which has in turn, stimulated investment by the private sector. It is important that continued investment, revitalisation and activation of the precinct continues in the short and medium term as a priority to build on the work that has already been undertaken to revitalise this major activity centre.

2. Dernancourt

Spanning the borders of the City of Tea Tree Gully, City of Port Adelaide Enfield and Campbelltown City Council, this state significant infill area is focused around the Paradise Interchange. A small portion of the suburb of Dernancourt (within the City of Tea Tree Gully) is included within the area. The site is intersected by the River Torrens Linear Park Trail and the O-Bahn Bikeway. As part of detailed investigations into this infill area, a review of the O-Bahn Bikeway and connections should be undertaken, specifically the on-road portion spanning Brookvale Road.

3. North East Road (Holden Hill)

Situated at the boundary of the City of Tea Tree Gully and the City of Port Adelaide Enfield, this area has been identified as a State Significant Infill Area along North East Road. It features a concentration of commercial properties and presents opportunities for redevelopment.

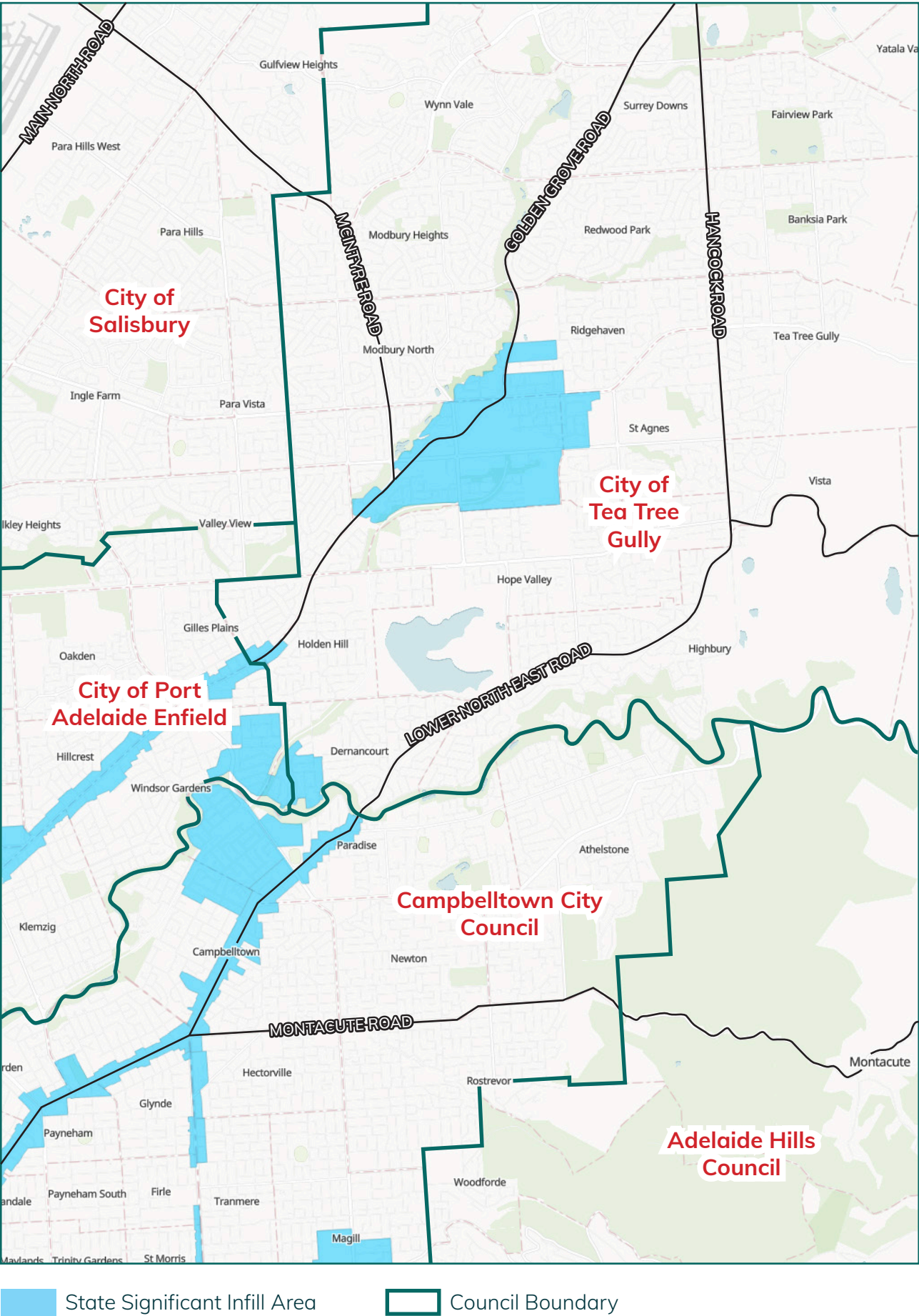


Questions

When thinking about the state significant infill areas in the Great Adelaide Regional Plan:

What do you value about these areas?

What needs to be considered as these neighbourhoods change?



Local Infill Investigation Areas

Councils are expected to undertake Local Area Planning to set housing and employment targets, identify infrastructure needs, and establish timelines for delivery. While the focus will be on areas already identified, councils can also propose new areas based on local priorities and opportunities. These strategies are to be completed by early 2028 and will help shape future updates to the Greater Adelaide Regional Plan. Council's investigations as part of the City Masterplan will shape the response to the GARP regarding how and where new housing should be planned for.

1. Golden Grove

Centred around The Grove Shopping Centre, this local centre includes the Golden Grove Interchange, a variety of retail and personal services, and is adjacent to several schools. The Golden Grove Park'n'Ride provides 443 car parking spaces, enabling commuters to transition from private vehicles to public transport. The area naturally functions as a community hub and presents opportunities for infill development. To support this role, detailed investigations should consider reviewing public transport frequency to enhance the existing bus network. Additionally, given the proximity of schools, improvements to pedestrian and cycling connections should be explored to promote active transport options.

2. Modbury North

Encompassing parts of Modbury North and Modbury Heights, as well as neighbouring suburbs within the Cities of Salisbury and Port Adelaide Enfield, this area features aged housing stock that presents opportunities for infill development. It contains several local activity centres and is in close proximity to Tea Tree Plaza and surrounding commercial and employment zones. As part of detailed investigations, pedestrian and cycling infrastructure between key destinations should be reviewed to ensure safe and convenient connections. Additionally, public transport services in the area are currently limited and warrant further assessment to improve accessibility.

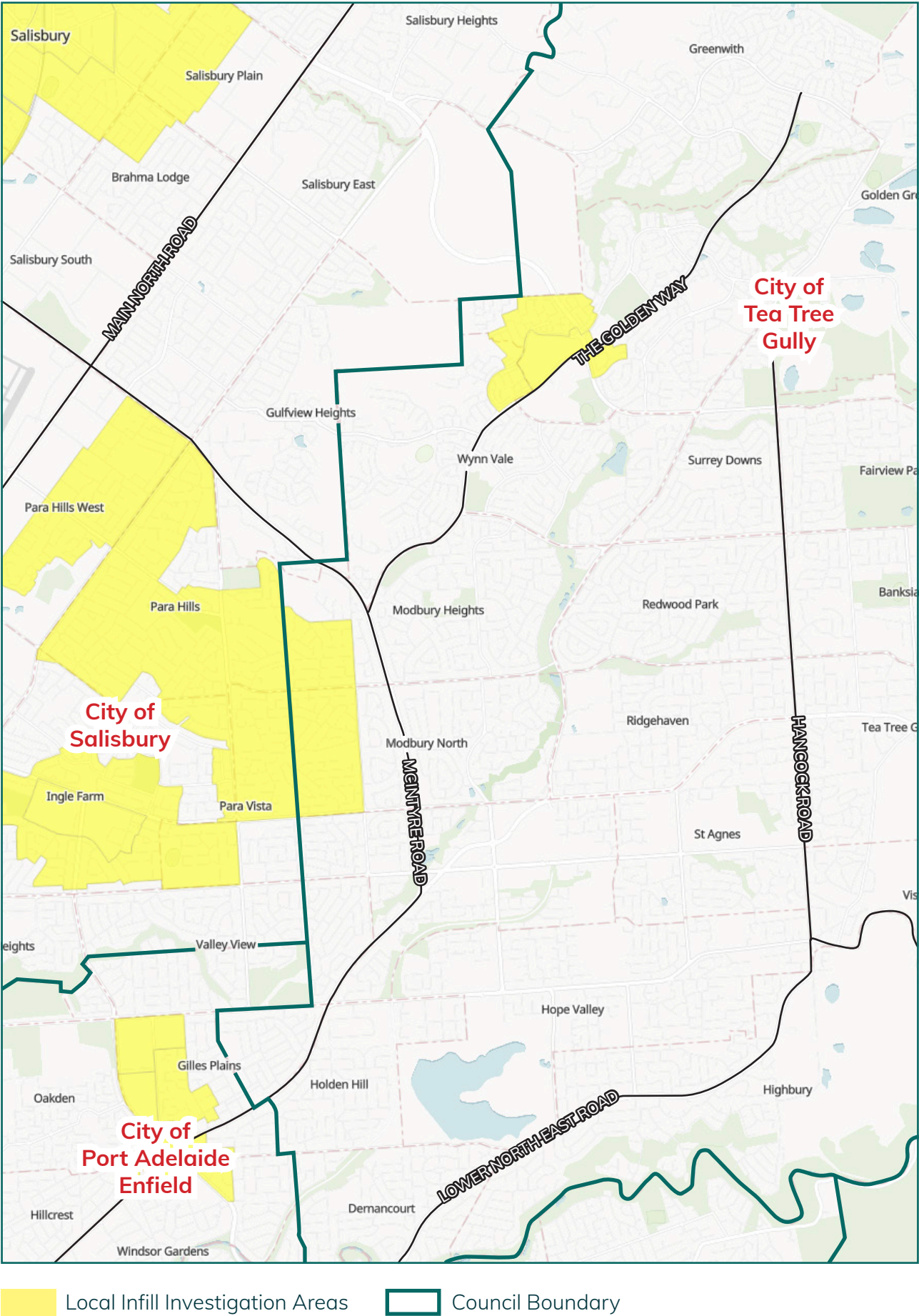


Questions

When thinking about the local infill investigation areas:

What do you value about these areas?

What needs to be considered as these neighbourhoods change?



Recent Council Planning

In preparation for and in response to GARP, Council has been undertaking its own strategic planning to identify housing needs, transport opportunities and challenges facing our community to enable us to drive the development of local place-based solutions.

A Vision for a Prosperous City – Background Report (2023)

Developed first, this report provided Council with a robust evidence base to guide strategic planning. It assessed current trends, challenges, and opportunities across six key domains:

1. People and wellbeing
2. Housing
3. Economy
4. Transport
5. Community infrastructure and services
6. Environment

In line with these components, it offers targeted recommendations to support sustainable growth and community prosperity.

Prosperity is defined holistically, encompassing economic performance, health, equality, and environmental sustainability. The recommendations focus on enhancing liveability, improving transport and housing diversity, and fostering green urban environments.

The report offered targeted recommendations to support sustainable growth and enhance liveability, housing diversity, and green urban environments. It also highlighted the need for coordinated long-term planning across land use, infrastructure, and community services. These insights laid the groundwork for future strategic initiatives and became a catalyst for the City Masterplan project.

Growth Options Report and Background Investigations (2023)

Building on the Prosperous City vision, the Growth Options Report was developed to guide long-term strategic planning in response to projected population growth, housing demand and infrastructure needs. Supported by detailed background investigations, it analysed demographic trends, land supply, housing affordability, and development potential across the municipality.

The report also responded to the GARP Discussion Paper released in 2023, identifying opportunities for targeted urban renewal, infill development, and infrastructure upgrades. It outlined a vision for a well-connected, inclusive and sustainable city, and presented 12 recommendations for short, medium and long-term growth.

As part of preliminary investigations, the following key areas were identified for further consideration and investigation:

1. Modbury Precinct
2. Protection of character areas
3. Urban transit corridors and river corridors
4. Strategic infill sites
5. Urban renewal of ageing housing stock
6. Greenfields and brownfields development within existing urban growth boundary
7. Revitalisation of the Golden Grove Suburban Activity Centre.

To support our vision of creating thriving neighbourhoods, the following areas of investigations were also identified:

- › Working with our major employers
- › Reviewing employment and commercial land supply
- › Understanding land use requirements for community facilities and recreation centres
- › Undertaking open space planning
- › Reviewing the O-Bahn, mass transit corridors and cross suburban public transport connections

This work has shaped the strategic framework for the CMP. Ensuring future development is responsive, resilient and aligned with community needs and aspirations.



Questions

As our community changes, what is important to you:

- › Housing choice
- › Connections
- › Housing design
- › Open Space
- › Affordability
- › Services (Health, Education, Social)
- › Liveability
- › Employment.
- › Transport

4.

A Community Informed Vision – the City Masterplan

The City of Tea Tree Gully is growing and changing. As more people move into our community, we're seeing new pressures especially when it comes to finding suitable, affordable and available housing. If we don't plan ahead, these challenges could make existing issues worse and affect the quality of life for both current and future residents.

To respond to this change thoughtfully and strategically, the City of Tea Tree Gully is developing a City Master Plan (CMP). This long-term vision will be a comprehensive and strategic framework that will guide the spatial development of the city over the next 30 years. The CMP will be shaped around eight key themes, each addressing critical aspects of our city's future.

Strategic Plan 2030 Themes

Community

Economy

Environment

Places

Leadership

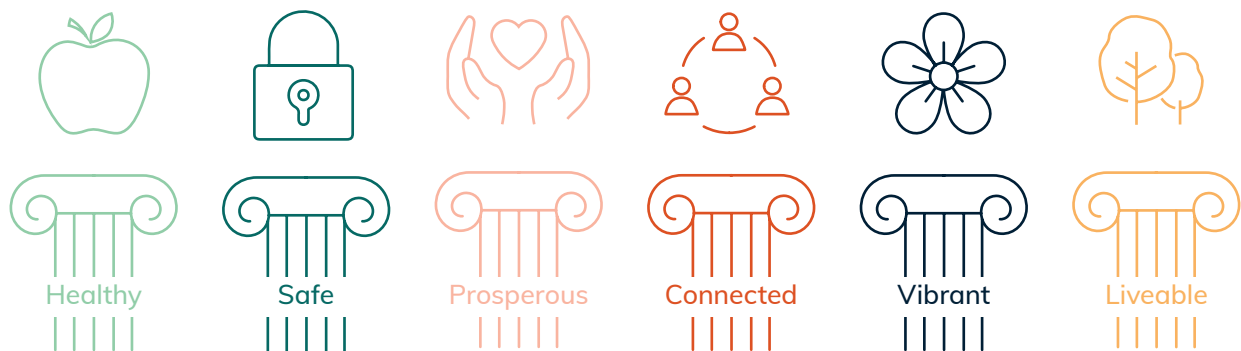
City Masterplan Vision and Principles								
Theme	Housing Diversity	Integrated Transport	Productive Economy	Sustainable & Resilient Environment	Open Space	Recreation	Social & Community Infrastructure	Strategic Land
High level summary	Zoning regulations, housing policies, growth areas, identifies precincts, high level infrastructure requirements	Proposed transportation corridors, public transit routes and multimodal infrastructure	Identification of economic hubs, mixed-use areas and business development zones	Green infrastructure, flood management areas, climate change impacts, waste management and sustainable energy integration	Location accessibility and inclusivity of open space	Location accessibility and inclusivity of recreation areas, identifies current and future precinct masterplan requirements	Upgrade and co-location opportunities of community facilities and social infrastructure	Catalyst sites and sites of strategic importance to assist with delivery of strategic outcomes

Starting with Housing and Transport

Council is beginning the CMP with a focus on housing diversity and integrated transport. These are the building blocks of a liveable city. They shape how people live, move and connect with each other. They are also key to realising our community's shared vision:

“A thriving community with a quality lifestyle that values its people and natural environment.”

The CMP supports Council's Strategic Plan 2030, which is built on six wellbeing pillars:



There's a strong link between our built environment and our wellbeing. When we plan for a mix of housing, services and better transport options, we help create liveable neighbourhoods, ensuring that everyone young and old, families and individuals can enjoy safe, affordable, and connected lives.

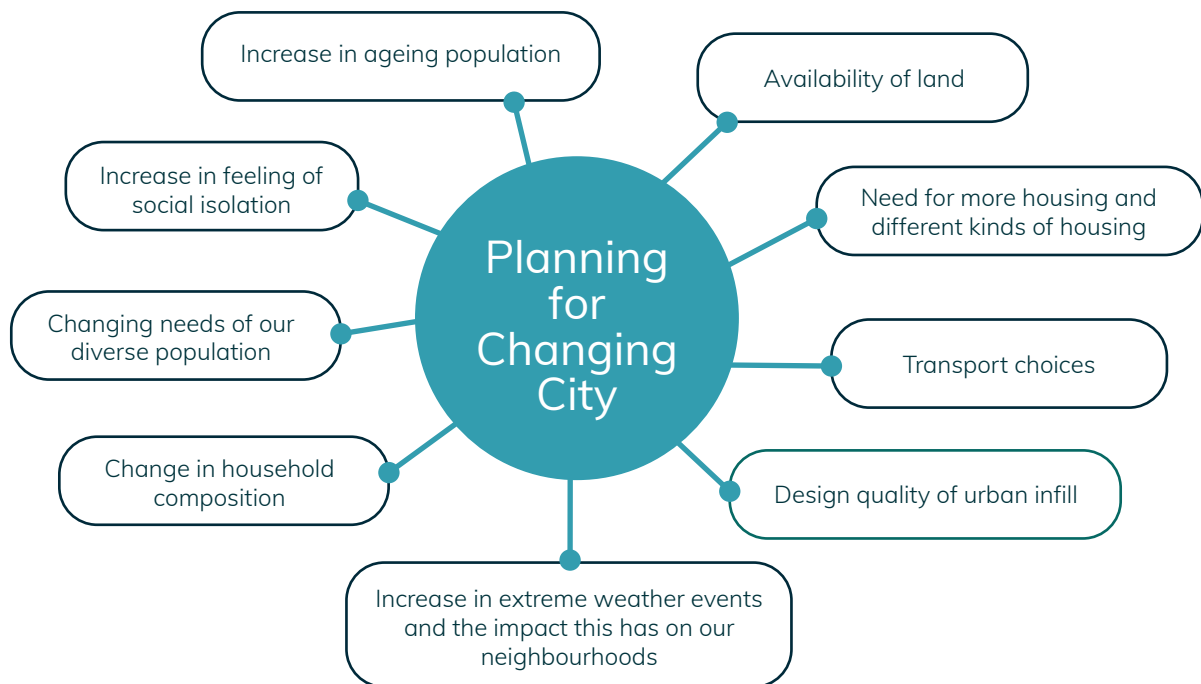
Planning for a Changing City

Projections indicate that Greater Adelaide's population could grow by up to 670,000 people over the next 30 years, a 46% increase from today. The city is set to play a pivotal role in accommodating and supporting this significant growth.

The city is entering a new phase of urban development. In the past, growth happened through traditional expansion developing new housing on the edges of the city by converting open land into suburbs. But most of that land has now been used.

This means future growth will look different. Instead of expanding outward, much of it will happen through infill development. Adding new homes within existing neighbourhoods. This approach allows us to make better use of existing infrastructure, support local services, and create more diverse housing options close to where people already live, work, and play.

To do this well, we need to think about the bigger picture. Our CMP must respond to challenges that affect not just our city, but also our region, state, and country. Council's State of the City Report¹ and Strategic Plan 2030² identifies some of these strategic challenges as:



Council's Growth Options Report (2023) gives us a strong starting point. It highlights key issues and provides a snapshot of where our community is now, helping us plan for what's next.

Focusing on housing diversity and integrated transport is essential to building a city that works for everyone. As we shift to infill development, we have a chance to shape growth in a way that addresses these challenges. This is our opportunity to plan for a future that reflects our values and supports our community's long-term vision.

Doing Infill Better

Residential infill refers to the development of new housing within established urban areas. Typically by replacing older homes or subdividing larger blocks to create additional dwellings. In appropriate locations, this approach is a strategy for accommodating population growth while minimising urban sprawl and protecting valuable agricultural and environmental land.

Currently, infill development is occurring in a largely ad hoc manner, driven by individual opportunities rather than coordinated planning. This fragmented approach can result in inconsistent outcomes and missed opportunities to enhance neighbourhoods.

When thoughtfully planned, in appropriate locations, infill can contribute to vibrant, liveable communities, bringing more people closer to jobs, public transport, shops and essential services. This helps neighbourhoods thrive both socially and economically.

A coordinated approach, guided by sound planning principles and supported by appropriate infrastructure, can ensure infill development enhances local character, leverages existing assets, and contributes to a more inclusive and sustainable future.

What does a thriving community look like?



Healthy



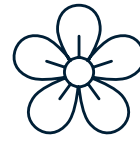
Safe



Prosperous



Connected



Vibrant



Liveable

Extensive research tells us that there are a number of factors that contribute to community wellbeing and we have embraced these as the six wellbeing pillars that underpin our Strategic Plan.

Thriving communities are healthy, providing opportunities for people to achieve physical, mental and social wellbeing. This includes being able to access nutritious food, housing, quality education, transport, physical activity, quality health care, social connections and social justice, as well as having the opportunity to achieve goals.

Thriving communities are safe, where people can be at home and move around in public places without fear and without risk of harm or injury.

Thriving communities are prosperous, where individuals are experiencing growth and success and have access to diverse employment and education opportunities, businesses are doing well and the economy is diverse and resilient.

Thriving communities are connected, where individuals participate in meaningful activities and there are opportunities to participate in community life and decision making. People have a sense of purpose about achieving their goals and feel a sense of belonging and connection to the area in which they live.

Thriving communities are vibrant, where people enjoy spending time. These communities have a clear identity and character, people can experience and express art and culture and the history and heritage of the area is valued.

Thriving communities are liveable, where places and spaces are desirable and accessible, offering housing choices, quality recreation facilities, diverse employment opportunities and transport options for people at all stages of life.



Questions

What matters most when it comes to future housing and growth?

What matters most to you about your local neighbourhood?

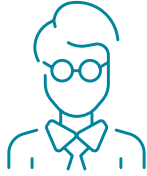
What are the qualities that give the City of Tea Tree Gully a unique character that we should retain and enhance?



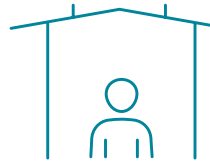
5.

Homes for Everyone

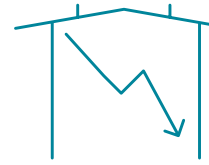
As the City of Tea Tree Gully grows and evolves, so too must its housing.
The data is clear: we're seeing:



A sharp rise in
older residents



A surge in lone-
person households



A steep decline in
housing affordability

These shifts demand more than just additional homes they require a broader mix of housing types in the right locations, supported by transport, services and infrastructure.

The State Government sets the planning policy that enables infill development. However, Council is committed to being proactive in this space. We want to shape outcomes that reflect our community's values informed by meaningful public input and designed to deliver long-term benefits.

What Is Housing Diversity?

Housing diversity means offering a wider range of dwelling types to suit different household sizes, life stages, and income levels. This includes traditional detached houses, but also semi-detached homes, townhouses, apartments and other forms of housing. It's about creating choice for young singles, growing families, downsizing retirees and everyone in between.

Importantly, housing diversity is also about renewing existing housing stock. Across many communities, including ours, there is growing recognition that some people in our community want to downsize but often feel constrained by the lack of suitable options. By increasing the variety of housing available, we can provide opportunities for people to have access to homes that are more suitable for their needs.

Common Housing Types

- › Standalone Dwellings
 - › Detached Houses: The most common type of home, typically accommodating a single household on its own allotment.
- › Attached Dwellings
 - › **Semi-detached Houses:** Two homes that share a common wall, each with its own entrance and private yard.
 - › **Townhouses:** Multi-storey dwellings, usually with shared walls. Living areas are often on the ground floor, with bedrooms above.
 - › **Terraces:** A row of single-occupancy homes, typically two or more storeys, sharing side walls with neighbouring dwellings.
 - › **Apartments:** Homes located within a multi-unit building, where residents live above, below, or beside one another. Can range from small walk-ups to larger complexes.



Why It Matters in the City of Tea Tree Gully

The City of Tea Tree Gully has long been dominated by detached homes. But that model is no longer keeping pace with our changing demographics.

Our population is ageing, household sizes are shrinking, and affordability is plummeting.

At the same time, we've almost entirely consumed the land identified for urban growth. This means future growth must look different from what we're used to. The current housing mix simply isn't meeting community needs.

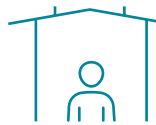
By planning for greater diversity, we can ensure that future development supports a range of lifestyles and income levels while also protecting the areas that contribute to our unique character and cherished way of life.

Facilitating Housing Choice

Recent analysis by SGS Economics and Planning (A Vision for a Prosperous City 2023) highlights a clear mismatch between the housing available in the City of Tea Tree Gully and what residents need or desire. Many older residents want to downsize but face a shortage of smaller, more suitable homes. At the same time, families struggle to enter the market due to limited supply, and those unable to afford private rentals are left with few alternatives. Addressing this imbalance means increasing housing diversity and affordability. Ensuring everyone has access to a home that suits their needs and stage of life.



Young people entering the housing market.



Lone-person households seeking affordable and more manageable homes.



Empty nesters looking to downsize while staying in their community.



Older residents needing accessible, low-maintenance housing.



Low-income households seeking affordable rental options.



Essential workers needing housing close to jobs and transport.

Housing That Supports Everyone

Affordable Housing

Affordable housing is accommodation where a low or moderate income household pays no more than 30% of their annual income to rent or buy. With housing costs rising sharply, affordability is no longer just a challenge it's a crisis. In 2015, 65% of homes sold were considered affordable. By 2024, that number had dropped to just 1%. Addressing this requires targeted strategies to increase the supply of affordable homes, particularly for first-time buyers, low-income households, and essential workers.

Historically, initiatives such as those led by the South Australian Housing Trust have played a foundational role in expanding access to affordable housing. Building on this legacy, contemporary efforts must be scaled and adapted to meet today's urgent demand.

Rental Options

A healthy housing system includes a strong and stable rental market. The City of Tea Tree Gully needs more rental properties that are secure, well-maintained, and priced within reach. This includes both private rentals and community housing options that offer long-term stability for individuals and families.

Supported Accommodation

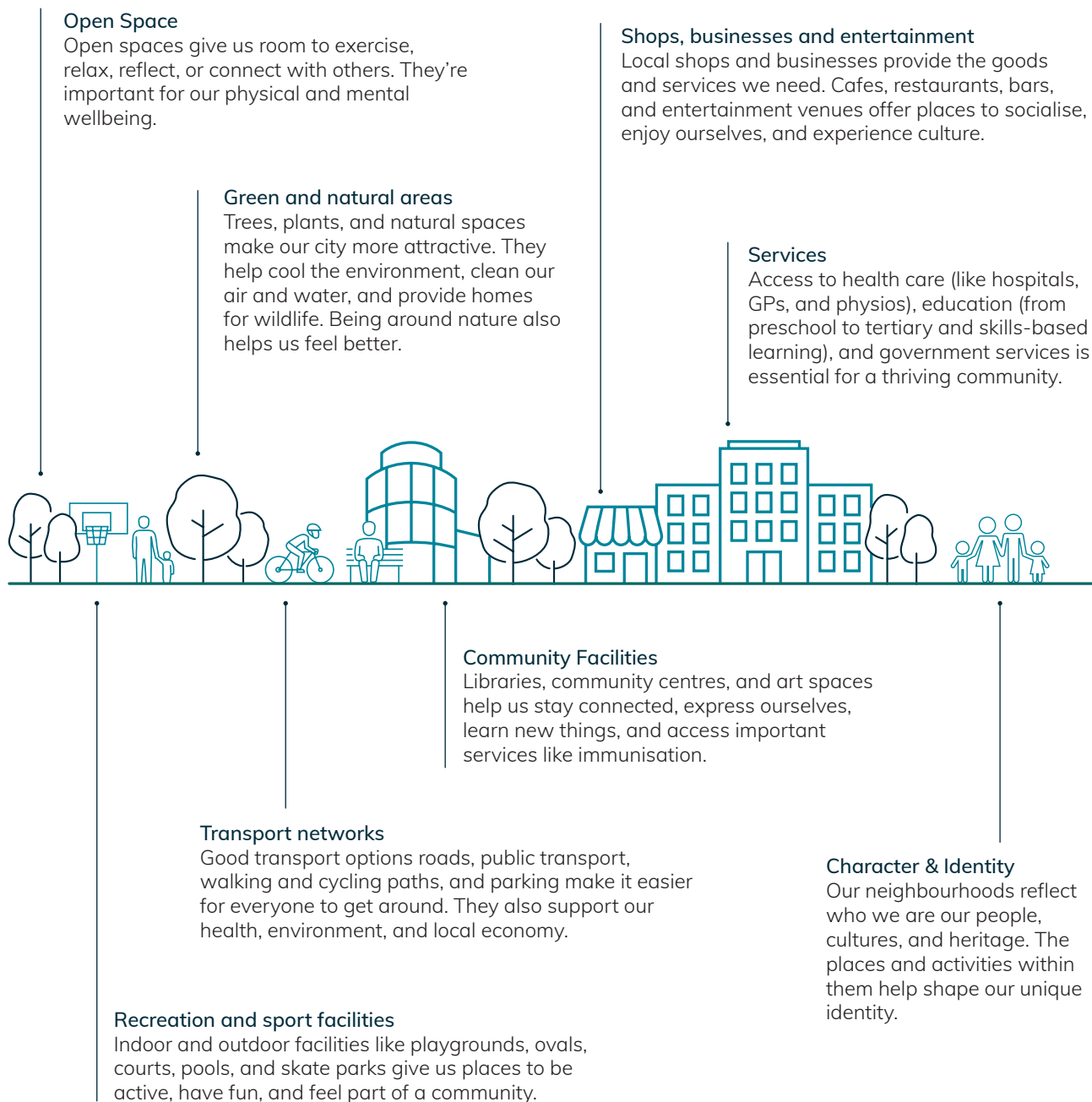
Some residents need more than just a roof over their heads, they need housing that comes with support. Whether it's older adults, people with disabilities, or those experiencing crisis. Supported accommodation plays a vital role in ensuring dignity, safety, and inclusion.

Together, these housing options form the foundation of a more inclusive, resilient, and thriving neighbourhood, one where everyone has a place to call home.

A neighbourhood is more than a group of houses. What's on your doorstep matters a lot. Having well designed streets with access to transport choices, open space, recreation and community facilities, services, shops and entertainment creates neighbourhoods we love.

These things support our wellbeing, provide places to connect, celebrate our diversity and help drive a prosperous local economy and sustainable environment.

Planning for our growing population means encouraging housing in the right places where our community can easily access the services and places that will continue to make the City of Tea Tree Gully a great place to live. It can also mean creating new or updating open space, facilities and business precincts to meet changing community needs.



Questions

What do you think are the most important characteristics of great neighbourhoods?

Where do you think new housing and growth should be encouraged to best utilise access to the spaces facilities and infrastructure we already have?

What types of housing do you think is needed to meet the community's changing needs?

6.

Connecting Communities, Enabling Opportunities

Transport plays a big role in shaping how sustainable and liveable our city is. When homes, jobs, schools, and services are close together, people can walk, cycle, or take public transport instead of relying on cars. This makes our streets safer and more vibrant.

An integrated transport strategy means planning for all types of movement, walking, cycling, buses and cars and making sure they work together. It also means making transport accessible for everyone, regardless of age, ability or income.



Car Dependency and the Importance of Providing Transport Choice

The prevailing pattern of development in the City of Tea Tree Gully between the 1960s and 1990s has produced a series of self-contained residential precincts connected by collector and arterial roads. Within and around many of these neighbourhoods, cul-de-sacs, looping local streets and wide connector roads limit permeability and make direct trips on foot, bicycle and bus difficult. As a result, car travel has become the most flexible and convenient transport choice for many. However, high levels of car dependence come at a cost: increased traffic congestion (and expensive road upgrades to fix it), higher household expenses, reduced physical activity, and environmental impacts. Plus, over time, an over-reliance on cars ends up disadvantaging those who cannot drive due to age, income or disability, preventing ongoing or full participation in community life.

A balanced transport network is one that offers several viable and reliable alternatives to the car. This means creating safe and direct walking and cycling connections, providing frequent and accessible public transport, and designing streets and neighbourhoods that bring destinations closer to where people live. When people have the freedom of choice, they are empowered to select the mode that best suits their trip whether that's the affordability of a bus trip, the speed of an O-Bahn trip, the health benefits of walking, or the flexibility of riding a bicycle.

It should always be remembered that encouraging transport choice is not about getting rid of cars. Instead, it's about ensuring that nobody is forced to drive because they have no other viable options. In a resilient transport system designed around people, a decision to drive should be one option among many.



The O-Bahn:

A Jewel in the Crown of Adelaide's North-Eastern Transport Network

A good example of forward-thinking transport planning is the Adelaide O-Bahn. The busway system running between the Adelaide CBD and Tea Tree Plaza. The O-Bahn corridor was initially identified in the 1960s Metropolitan Adelaide Transport Study (MATS) as the “Modbury Freeway”. However, due to various factors, including community opposition and the need for a more cost-effective solution, the freeway concept was adapted into the O-Bahn busway.

The O-Bahn opened in 1986, running between the CBD and Paradise, and was later extended to Tea Tree Plaza in 1989. It is now a key part of the public transport network in the northeastern suburbs. It has a unique design whereby buses run on a dedicated concrete track, allowing for faster travel within a confined corridor. The ability of buses to travel on-road means that multiple ‘spur’ connections can be provided beyond the busway’s three interchanges, improving access to the O-Bahn beyond its fixed corridor.

A significant proportion of City of Tea Tree Gully residents work in the City of Adelaide. This is a likely factor in the higher proportion of City of Tea Tree Gully residents who travel to work by bus in comparison with the wider metropolitan area.

Whilst routes like the O-Bahn provide fast and convenient access to and from the CBD, other parts of Adelaide are less accessible due to Adelaide’s radial public transport system (meaning most routes travel to and from the CBD with few cross-suburban routes provided). For example, retail offerings in Modbury are less accessible to residents in the wider Adelaide metropolitan area and emerging employment hubs such as health precincts in Woodville and Elizabeth, as well as industrial and technology precincts in Port Adelaide, Wingfield and Edinburgh, are less accessible to City of Tea Tree Gully residents via public transport.

In addition, access to medical appointments, sporting clubs or social gatherings are often located in local or neighbouring suburbs. Without direct services, people who rely on public transport may find these trips so time-consuming or complicated that they reduce their visitation or participation.

A lack of frequent bus services within the City of Tea Tree Gully also reduces reliance on buses to get around, with ‘high frequency’ services only provided between Modbury Interchange and Golden Grove Interchange.



Walking and Cycling in the City of Tea Tree Gully

The City of Tea Tree Gully has a well-established network of walking and cycling infrastructure, with many existing footpaths and shared use walking and cycling paths constructed through historical land division. Given the age of many of these footpaths in the City, they tend to be narrow and have difficulty catering for modern day levels of use and user types (bicycles, scooters etc.). Connectivity between precincts and across road corridors is also an issue.

The city's suburban off-road shared use path network includes paths along the River Torrens Linear Park, O-Bahn Bikeway and Dry Creek Trail, all of which are well utilised for recreation and commuting. In addition, unsealed trails at Cobbler Creek and Anstey Hill Recreation Park provide settings for more challenging walks and rides in scenic, natural settings. The remainder of the cycling network is generally made up of on-road facilities that require riders to share the road with cars. For much of our community, on-road facilities do not provide sufficient safety for cycling to be adopted as a mode of everyday transport. Particularly for less confident bicycle riders such as women, children and older adults.

Expansion of safe and direct connections between residential areas, existing paths and trails, transport hubs and commercial precincts has the potential to increase participation in walking and cycling, which will assist in reducing car dependency and ensure healthier, more connected communities.



The Parking Conundrum

Parking is often a controversial subject for our community, whether it's complaints about not enough available parking at a destination (such as a hospital, school or shopping centre) or complaints about parked cars causing congestion in local streets.

Parking issues directly relate to car dependency. That is, the more we drive the more we need to park our vehicles at the end of our journey. The availability of parking therefore has a strong influence on how we choose to travel. For example, when parking is abundant and inexpensive, it reinforces car use by making driving the most convenient option, even for short trips. This contributes to more traffic congestion, wear and tear on roads. In contrast, when parking is limited, priced to reflect demand, or managed strategically to prioritise access for those who need it most, people are more likely to consider alternative modes such as public transport, walking, and cycling.

The relationship between parking and car dependency is therefore circular: more parking encourages more driving, which in turn creates pressure for provision of even more parking. Breaking this cycle requires balancing parking supply with broader transport and land-use goals. Approaches such as prioritising short-term parking near activity centres, improving access via active and public transport and not providing more parking than necessary can help reduce reliance on private vehicles while still ensuring that businesses, community services and residents have the access they need.

Of course, parking issues are more complicated around public transport hubs, such as park-and-ride facilities. Whilst such facilities improve accessibility to public transport and minimise parking congestion 'downstream', they can lead to parking congestion in 'upstream' locations. Providing accessibility to public transport hubs for multiple modes of transport is key to minimising such parking impacts.

How we manage parking also reflects how we value space: for example, whether public and private space for storing vehicles is seen as more valuable than other uses, such as green space or space for movement in our local streets, living space in our homes or leasable space on a commercial development site.



Moving Goods and Services Within Our City

Naturally, population growth will increase our community's demand for goods and services. It will become increasingly important to provide a reliable freight network to ensure that supermarkets, retailers, construction sites, health services, and local businesses can access the supplies they need in the most efficient manner. Maintaining these networks is also vital to avoid local network traffic congestion and preserve road safety. A well-planned freight network also helps minimise noise and amenity impacts on residential areas, while ensuring businesses remain competitive and resilient in meeting community demand.



Housing Diversity and Transport

Housing diversity works best when paired with strong transport connections. Higher-density housing should be located near public transport, strategic walking and cycling paths, shops, and essential services, ensuring that people can get to where they need to go and access the goods and services they need in a timely and cost-effective way. Well-connected neighbourhoods support active lifestyles, vibrant communities, and better liveability outcomes.



Liveable Neighbourhoods

Trees, parks, and natural areas are essential for a liveable city. They help cool our streets, manage stormwater, and provide habitat for wildlife. They also support our mental and physical wellbeing by giving us places to relax, exercise, and connect with nature. As we build more homes, we need to devise more innovative ways to protect and expand our green spaces. We know that roads and associated spaces (verges, footpaths and medians) make up a significant proportion of all public land within our City. We also know that the paths and trails located in our most natural and scenic settings are among the best used. Designing our streets to support tree planting, greening, walking, cycling and social interaction is an effective way to foster greater connection between people and nature and improve the liveability of our neighbourhoods.

The ITS will help guide how people move around the City of Tea Tree Gully. It will include clear goals like increasing public transport use, improving access to important places, and making our roads safer.

Local residents will be involved in shaping the plan, especially around walking, cycling, and making streets safer and easier to use. The strategy will also help the Council ask State and Federal Governments for support to improve major roads and public transport important for making housing more diverse and accessible.

The City of Tea Tree Gully is growing and changing. With smart planning, investment, and community input, the City can build a transport system that supports new neighbourhoods and makes life better for everyone. The ITS will:

- › Create transport options that match how people live, work, and travel.
- › Support new housing and growth with better, more sustainable ways to get around.
- › Work with state and regional plans to build a greener, more inclusive city.

Together with the HDS, the ITS is a key part of the City of Tea Tree Gully's plan for a connected, liveable, and thriving future.

In order to support our goal of liveable neighbourhoods, we need to consider:

Key Focus Areas	What the ITS will deliver
Road Network Enhancements and Corridor Planning Advocacy	Identify and prioritise opportunities for key road upgrades to manage congestion and improve traffic safety and flow.
Improve Public Transport Access and Integration	Investigate connectivity to the O-Bahn and other bus services. Explore partnership opportunities with the State Government to review route optimisation and service frequency.
Promote Walkable, Connected Neighbourhoods	Identify gaps in footpath and cycling infrastructure, including shared use paths and local connections. Walkable neighbourhoods designed with close access to shops, services, employment and education opportunities enables people to meet their daily needs close to home via a short walk or bicycle ride.
Support Housing Diversity Through Transport	Identify key transport nodes that support diverse housing options, future population growth, and changing community needs. Advances compact urban form and targeted infill near transport nodes.
Equitable Access	Support transport networks in becoming accessible for people with disabilities, older adults, and families.
Freight and Commercial Access	Protect strategic freight routes and support access to commercial centres and industrial areas.

How the ITS aligns with Council's Strategic Plan 2030:

Healthy

Promotes walking, cycling, and active travel; reducing car dependence and pollution.

Safe

Improves road safety, safety for people on bicycles, and footpath connectivity.

Prosperous

Enhances access to jobs and economic centres; supports freight and service movement.

Connected

Builds seamless connections across all modes and neighbourhoods.

Vibrant

Enables vibrant town centres with well-connected public spaces and mixed-use growth.

Liveable

Delivers equitable, accessible transport; integrates with housing, open space, and services.

How the ITS will be delivered:

Key Stakeholders	What's their role?
Federal Government	Funds major transport infrastructure; sets safety and emissions standards.
State Government	Manages arterial roads, public transport network including the O-Bahn, and major road corridor upgrades.
City of Tea Tree Gully	Plans and maintains local roads, paths, traffic management, and leads local engagement and strategy delivery.
Developers	Deliver upgrades through development conditions (e.g. new roads and footpaths, road widening).
Community	Participates in community engagement; provides insights into needs and barriers to mobility.



Questions

How can our roads, parking, public transport, walking and cycling networks better enable your lifestyle or work?

What do you like about the streets in your neighbourhood?

What improvements would make you more likely to walk or cycle (e.g. wider paths, more paths away from traffic, better lighting, safer road crossings, secure bike parking)?

Are there places you would like to walk or cycle to, but currently find it difficult or unsafe?

Do you have any issues with freight or heavy vehicle use of our roads?



7.

Towards 2050 – Join the Conversation

So, what matters most to you about how we plan for the future of our city?

Council now invites residents, landowners, businesses, and community groups to get involved. Your ideas, experiences, and feedback will directly shape the City Masterplan by ensuring it reflects what matters most to our community.

The development of the City Masterplan is beginning with a focus on housing diversity and integrated transport. These are the building blocks of a liveable city. They shape how people live, move, and connect with each other.

We want to understand what matters most to our community when it comes to housing and growth and what essential infrastructure is required as we head towards 2050.

We know these conversations can be challenging - we want to work with you to find ways to deliver more housing while protecting and enhancing the things you value about the City of Tea Tree Gully.



Join the Towards 2050 conversation

In the future, more people will be living here, let's talk about:

- › What you love about your local area
- › The types of housing and infrastructure needed to meet our community's changing needs
- › How we make our city a great place for current and future residents.

Have your say by 5pm, Friday 5 December 2025:

- › Find out more or share your thoughts online
- › Attend a community workshop or chat pop-ups
- › Nominate to be part of a representative Community Panel.

›



www.yoursay.cttg.sa.gov.au



(08) 8397 7444

8.

Next steps

NEXT STEPS

Your feedback will be used to help develop a Housing Diversity Strategy and Integrated Transport Strategy. These two strategies will underpin those 2 key themes in the City Masterplan.

This is only the start of the conversation.

Your input at this early, strategic stage is vital, it helps guide the direction and development of the strategies before decisions are made. Further feedback from the community will be sought as the strategies are developed.



Phase 1: Background research to inform discussion paper



Phase 2: Community Conversation



Phase 3: Develop and refine principles of Housing Diversity and Integrated Transport Strategy



Phase 4: Detailed investigations



Phase 5: Community Engagement



Phase 6: Finalise strategies

