

Councillor Martin - QoN - Government Gazetted Golf Course Plan

Tuesday, 23 June 2026
Council

Council Member
Councillor Phillip Martin

Public

Contact Officer:
Mike Philippou, Acting Director City
Infrastructure

QUESTION ON NOTICE

Councillor Phillip Martin will ask the following Question on Notice:

'Could the Administration advise, to the best of its knowledge, in light of the State Government's recent admission that not all trees have been removed in preparation for its North Adelaide Golf Course Project whether;

1. The balance of almost 200 trees could be removed from the area identified in the maps referenced in the Government Gazette in April, 2026 as "B Project Site" and encompassing an area extending south from the north west corner of the approximate junction of Park Terrace and Port Road and including John E Brown Park
2. This area is to be the location of a golf driving range with car parking
3. Any permits have been granted to allow testing for, or information provided that suggests, a building will be part of the driving range facility, and, if so,
4. Information about the foot print and number of storeys that comprise the building is known?'

REPLY

1. On 27 April 2026, the North Adelaide Public Golf Course (NAPGC) was vested to the State Government in accordance with *North Adelaide Public Golf Course Act 2025* (NAPGC Act).
2. The Act defines the roles and responsibilities associated with the care and control of the areas defined as Project Site and Support Zone
3. The Project Site area (as shown in the GRO Plan and can be viewed [here](#)) is under the full care and control of the South Australian Government. This area includes Pirltawardli / Possum Park (Park 1) and John E Brown Park (Park 27A).
4. The Support Zones are all the Council roads which create a boundary around the existing golf course plus the Red Ochre, Torrens Weir control room, Par 3 kiosk and associated car park area. The Support Zones remain in Council ownership but provide rights to the South Australian Government to use (and alienate) these areas for the purposes of construction activities.
5. The State Government has not identified how many trees will be removed from the 'B Project Site' (John E Brown Park).
6. The Department of the Premier and Cabinet (DPC) website provides a concept design ([NAGPC_MAP_A4.pdf](#)) for the golf course and shows the future driving range on John E Brown Park. There is no evidence on the concept plan of car parking on this area.

7. As John E Brown Park (Park 27A) resides within the area designated as B Project Site and is vested to the State Government in fee simple, there is no obligation for permits to be issued by Council.
8. A bore hole investigation Licence was issued by Council earlier in the year post the introduction of the NAPGC Act (but prior to the handover date of 27 April 2026). This Licence included John E Brown Park. The purpose of the investigation was not provided as part of the application.
9. DPC has not advised Council of any future buildings to be developed on land designated as B Project Site. The concept plan, link provided above, does not identify any built form.

Staff time in receiving and preparing this reply	To prepare this reply in response to the question on notice took approximately 6.5 hours.
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Councillor Martin - QoN - Lohrman Street

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Contact Officer:
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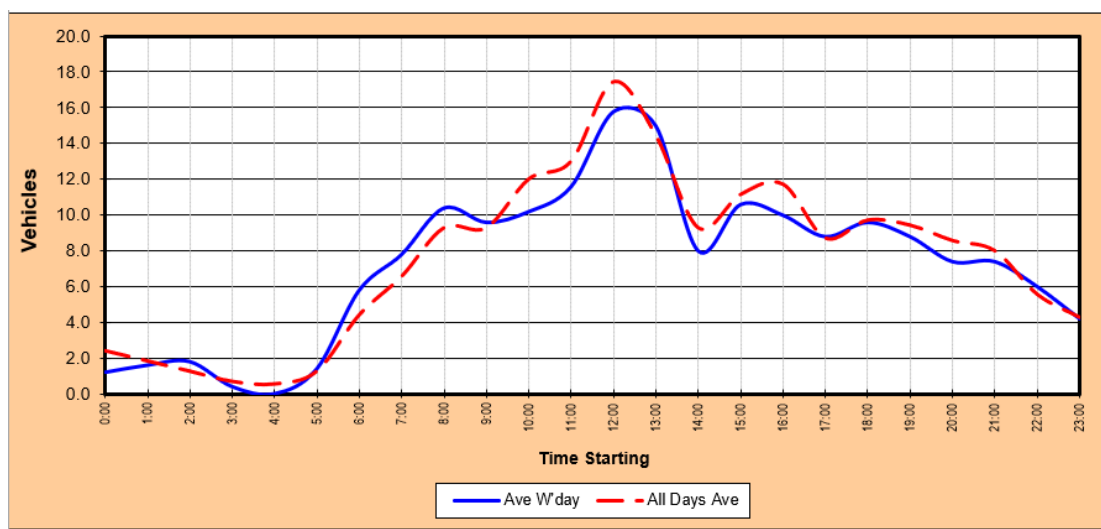
QUESTION ON NOTICE

Councillor Phillip Martin will ask the following Question on Notice:

'Noting Council on November 11th last year, adopted a motion, addressing resident concerns, asking "... the Administration to monitor traffic on Lohrman Street with a view to recommending to Council, as necessary, any changes to improve public safety and residential amenity.." and the that Administration recently advised it had begun recording traffic movements on Lohrman Street pending a report to Council, could the Administration advise why it has begun a public consultation ([Link 1](#)), that includes the same residents, to begin construction of a protuberance on George Street with the stated aim of directing all non residential traffic from George Street into Lohrman Street?'

REPLY

1. Following Council's decision on 11 November 2025, the Administration undertook a continuous seven-day traffic count on Lohrman Street between Sunday 28 April and Saturday 2 May 2026.
2. Key findings from the traffic counts were:
 - 2.1. On average across the seven days there were 181 vehicles per day travelling on Lohrman Street (two-way), with 143 of these travelling southbound.
 - 2.2. The peak hourly volume was 16 vehicles which occurred between noon and 1:00 pm.
 - 2.3. Vehicle speeds were found to be low, with the average speed found to be 13.9 km/h and with the 85th percentile speed at 17.5 km/h.
 - 2.4. Traffic volumes decreased late at night and were very low particularly between midnight and 5:00 am.



3. Based on the findings of the traffic counts, the Administration considers changes to improve public safety and residential amenity on Lohrman Street are not considered necessary as:
 - 3.1. The number of vehicle movements along Lohrman Street, including more dominant southbound travel, are within the expected range for the number of properties on the streets and the nature of the surrounding network.
 - 3.2. The vehicle speeds are low and below the critical Safe System speed for people walking/wheeling, which is 30 km/h, and would result in lower noise than higher speeds typically found on City of Adelaide streets.
4. The purpose of the protuberance (and associated signage) on George Street has the aim of discouraging all non-residential traffic (that enters George Street from O'Connell Street) from continuing along George Street (past the intersection with Lohrman Street) as this section of George Street is a 'no through road' with restricted turn around space along the road length.
5. The protuberance is also required to enable a 'no through road' sign on George Street to be correctly placed at the point where George Street becomes a dead-end section of road in line with Australian Standards.
6. The protuberance on George Street will not increase the number of non-residential vehicles entering George Street from O'Connell Street, rather it will only provide more clarity to drivers who have already entered George Street by making them more aware of the point where turns need to be made (beyond which there is a dead end) to avoid unnecessary U-turns and associated risk of property damage.
7. The survey data collected indicates drivers already have a preference to travel south along Lohrman Street and the changes proposed on George Street are not expected to result in significant change in vehicle volumes or speeds on Lohrman Street.

Staff time in receiving and preparing this reply	To prepare this reply in response to the question on notice took approximately 5.5 hours.
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