



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 15 September 2026

at 6.30 pm

in the Colonel Light Room, Adelaide Town Hall

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Our Adelaide.
Bold.
Aspirational.
Innovative.

INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE
Meeting Agenda, Tuesday, 15 September 2026, at 6.30 pm

Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith
Councillor Maher (Chair)
Councillor Freeman (Deputy Chair)
Deputy Lord Mayor, Councillor Noon and Councillors Abrahamzadeh, Cabada, Couros, Giles,
Martin, Dr Siebentritt and Snape

Agenda

Item		Pages
1.	Acknowledgement of Country At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state: 'The City of Adelaide acknowledges the Kaurna People of the Adelaide Plains as the Traditional Custodians of the land on which we meet today. We acknowledge and honour their spiritual and cultural stewardship of this Country and recognise their deep and enduring relationship with its lands, waters, the sky, and all living things. We pay our respects to Kaurna Elders past and present and recognise the important role of emerging leaders in sustaining and strengthening culture.'	
2.	Apologies and Leave of Absence Leave of Absence: Councillor Giles	
3.	Confirmation of Minutes - 18/8/2026 That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 18 August 2026, be taken as read and be confirmed as an accurate record of proceedings. View public 18 August 2026 Minutes here .	
4.	Declaration of Conflict of Interest	
5.	Deputations	
6.	Workshops Nil	
7.	Reports for Recommendation to Council	
7.1	Consultation - 2026 bp Adelaide Grand Final Event - Terms and Conditions	4 - 15
7.2	Unnamed Public Road off Ward Court	16 - 20
7.3	O'Connell Street Revitalisation Project - 70% Design	21 - 42
7.4	Capital Works Monthly Project Update – August 2026	43 - 59
8.	Reports for Noting Nil	

- 9. Exclusion of the Public** 60 - 63
- In accordance with sections 90(2), (3) and (7) of the *Local Government Act 1999* (SA) the Infrastructure and Public Works Committee will consider whether to discuss in confidence the reports contained within section 10 of this Agenda.
- 10. Confidential Reports for Recommendation to Council**
- 10.1** Glenelg to Adelaide Recycled Water Scheme (GARWS) Recycled Water Services Contract [S90(3) (b), (d)] 64 - 69
- 10.2** Strategic Property Matter [S90(3) (b), (d)] 70 - 79
- 11. Closure**

Consultation - 2026 bp Adelaide Grand Final Event – Terms and Conditions

Tuesday, 15 September 2026

City Infrastructure and Public Works Committee

Program Contact:

Jennifer Kalionis, Associate
Director City Culture

Strategic Alignment - Our Community

Public

Approving Officer:

Jo Podoliak, Director City
Community

EXECUTIVE SUMMARY

The purpose of this report is to seek Council endorsement on the key agreed Terms and Conditions for the 2026 bp Adelaide Grand Final (2026 ADLGF) Prescribed Works Period. The report seeks Council's approval for the CEO or delegate to finalise and execute the final Terms and Conditions between the South Australian Motor Sport Board and The Corporation of the City of Adelaide.

Section 22 of the *South Australian Motor Sport Act 1984* (the Act) gives the South Australian Motor Sport Board (SAMSB) broad powers to access a declared event area and undertake works associated with a motor sport event or other activities, 'reasonably necessary' or incidental to its functions. During a prescribed works period, the Act provides the SAMSB with 'free and unrestricted' access for specified categories of work.

However, the SAMSB must comply with terms and conditions designed to protect the land and require its rehabilitation, as agreed with the relevant council or land occupier. If agreement cannot be reached, the Minister can determine the conditions. For other matters outside the specified works, the council or occupier can impose conditions, subject to the Minister's power to overturn any condition considered unreasonable.

The Act specifically allows conditions aimed at preventing unnecessary damage to land and vegetation, protecting lawful activities, reimbursing councils for their costs and requiring rehabilitation of affected land, including land outside the declared event area.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Receives the letter sent from Mr Andrew Daniels, Presiding Member South Australian Motor Sport Board, to the Lord Mayor on 4 September 2026, as contained in Attachment A to Item 7.1 on the Agenda for the meeting of the City Infrastructure and Public Works Committee held on 15 September 2026.
2. Authorises the Chief Executive Officer or delegate to finalise and execute the final Terms and Conditions between the South Australian Motor Sport Board and The Corporation of the City of Adelaide for the 2026 bp Adelaide Grand Final.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Community An interesting and engaging place to live, learn and visit. An inclusive, equitable and welcoming community where people feel a sense of belonging. Strategic Alignment – Our Economy Adelaide's unique experience and opportunities attract visitors to our City.
Policy	Community Land Management Plan (CLMP) for Victoria Park / Pakapakanthi (Park 16) Adelaide Park Lands Management Strategy Towards 2036.
Consultation	Not as a result of this report
Resource	Not as a result of this report
Risk / Legal / Legislative	<i>Local Government Act 1999 (SA)</i> <i>South Australian Motor Sport Act 1984 (SA)</i> <i>Adelaide Park Lands Act 2005 (SA)</i> <i>Landscape South Australia Act 2019 (SA)</i>
Opportunities	The proposed terms and conditions provide an opportunity to confirm environmental, community, asset protection and operational outcomes for the Adelaide Park Lands and the City of Adelaide while supporting the delivery of a major event.
26/27 Budget Allocation	Not as a result of this report
Proposed 27/28 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The Declarations referred to in this report are in reference to the 2026 bp Adelaide Grand Final, with the end of the Prescribed Works Period proposed to be 7 February 2027.
26/27 Budget Reconsideration	Not as a result of this report
Ongoing Costs	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. On 27 May 2026, the South Australian Motor Sport Board (SAMSB) presented to Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) on the 2026 bp Adelaide Grand Final (ADLGF) and Associated Motor Sport Event, as part of the consultation required under Section 23 (4) of the *South Australian Motor Sport Act 1984* (the Act). The presentation was followed by a report on the SAMSB consultation presented by Administration.
2. On 2 June 2026, a CEO Briefing was held, at which the SAMSB presented on the 2026 ADLGF and Associated Motor Sport Event. Following the CEO Briefing, Administration presented a report to the City Community Services and Culture Committee on the SAMSB's Consultation on the 2026 ADLGF and Associated Motor Sport Event.
3. On 9 June 2026, Council noted the advice of the 27 May 2026 Kadaltilla meeting and approved the following recommendations of the 2 June 2026 City Community Services and Culture Committee: On 12 June 2026, the Lord Mayor wrote to Mr Andrew Daniels, Chair of the SAMSB, providing the feedback and resolutions of Kadaltilla and Council on the 2026 ADLGF and Associated Motor Sport Event consultation from Kadaltilla and Council.
4. On 29 July 2026, Mr Andrew Daniels responded to the Lord Mayor's 12 June 2026 letter, providing detailed responses.
5. On 18 August 2026, Council held a confidential Special Meeting. At that meeting, a confidential report titled 'State Government's Proposal for MotoGP in Eastern Park Lands of Adelaide' was presented and included the 29 July 2026 letter and detailed responses. Subsequently, confidentiality was partially lifted, and the resolution of the meeting and the letter were published.
6. On 21 August 2026, the Lord Mayor wrote to Mr Andrew Daniels, acknowledging his correspondence of 29 July 2026 and advising that a response would be sent in due course.
7. On 1 September 2026, Council approved a letter to Mr Andrew Daniels to be sent by the Lord Mayor proposing the terms and conditions for the 2026 bp Adelaide Grand Final.
8. On 4 September 2026, Mr Andrew Daniels responded to the Lord Mayor, noting that Conditions 1 (Butterfly Conservation Zone) and 2 (Use of Carriageway Park / Tuthangga) are agreed. Mr Daniels provided initial responses to the remaining proposed conditions with suggested clarifications. The letter is in **Attachment A**.
9. Administration proposes the following responses to finalise the key Terms and Conditions for the 2026 ADLGF consultation:

CoA Draft Terms and Conditions	Proposed Final Response (proposed changes in red text)
Condition 1: Declared Area - Butterfly Conservation Zone The Butterfly Conservation Zone, together with the adjacent Revegetation Conservation Zone and Buffer Conservation Zones, is to remain excluded from the Declared Area and is not to be used for motor sport activities, event infrastructure, storage or other event-related purposes.	The Butterfly Conservation Zone, together with the adjacent Revegetation Conservation Zone and Buffer Conservation Zones, is to remain excluded from the Declared Area and is not to be used for motor sport activities, event infrastructure, storage or other event-related purposes.
Condition 2: Carriageway Park/ Tuthangga (Park 17) The area of Park 17 included within the Declared Area is to be limited to the minimum area and time reasonably necessary for the operation of the event and associated pedestrian and shuttle access. No motor sport activity or event infrastructure is to occur outside the agreed area.	The area of Park 17 included within the Declared Area is to be limited to the minimum area and time reasonably necessary for the operation of the event and associated pedestrian and shuttle access. No motor sport activity or event infrastructure is to occur outside the agreed area.

CoA Draft Terms and Conditions	Proposed Final Response (proposed changes in red text)
Condition 3: Native Vegetation Site - per Management Agreement The Native Vegetation Site must be protected and improved. No buildings, structures or improvement shall be erected upon the Land that interferes with the continued existence of the Native Vegetation Site. Only authorised City of Adelaide maintenance vehicles are permitted access to the native Vegetation Site.	The Native Vegetation Site must be protected and improved. No buildings, structures or improvement shall be erected upon the Land that interferes with the continued existence of the Native Vegetation Site. Only authorised City of Adelaide maintenance vehicles are permitted access to the native Vegetation Site. <i>CoA Note: Under a Management Agreement with the Minister for Environment. (Landscape South Australia Act 2019), Council as the Owner is obligated to “protect and improve” the native vegetation site by agreement with the Minister.</i>
Condition 4: Protection of vegetation, biodiversity and Park Lands SAMSB must ensure that all prescribed works avoid unnecessary or reasonably avoidable interference with or damage to vegetation, habitat, soil, drainage infrastructure, pathways and biodiversity values within or adjacent to the Declared Area. Prior to commencement of prescribed works, SAMSB is to provide Council with an agreed environmental protection and monitoring plan identifying relevant exclusion zones, access routes, protection measures, monitoring arrangements, incident procedures and remediation requirements.	SAMSB must ensure that all prescribed works avoid unnecessary or reasonably avoidable interference with or damage to vegetation, habitat, soil, drainage infrastructure, pathways and biodiversity values within or adjacent to the Declared Area. <i>Prior to commencement of prescribed works,</i> SAMSB is to provide Council with an agreed environmental protection and monitoring plan identifying relevant exclusion zones, access routes, protection measures, monitoring arrangements, incident procedures and remediation requirements.
Condition 5: Ecological monitoring and remediation SAMSB is to undertake pre-event and post-event ecological inspections of areas within and immediately adjacent to the Declared Area that may be affected by prescribed works. The inspections are to be undertaken by appropriately qualified independent ecological professionals agreed with Council. Any material damage or adverse ecological impact attributable to the prescribed works is to be documented and remediated at SAMSB's cost in accordance with a rehabilitation plan agreed with Council. A post-event report is to be provided to Council following completion of the prescribed works and any required remediation.	SAMSB is to undertake pre-event and post-event ecological inspections of areas within and immediately adjacent to the Declared Area that may be affected by prescribed works. The inspections are to be undertaken by appropriately qualified independent ecological professionals agreed with Council. Any material damage or adverse ecological impact attributable to the prescribed works is to be documented and remediated at SAMSB's cost in accordance with a rehabilitation plan agreed with Council. A post-event report is to be provided to Council following completion of the prescribed works and any required remediation. <i>CoA Note: SAMSB is asked to provide any ecological monitoring and remediation documentation it undertakes for the 2026 ADLGF as part of its operations under the South Australian Motor Sport Act.</i>

CoA Draft Terms and Conditions	Proposed Final Response (proposed changes in red text)
	Major events of a similar scale would ordinarily require Development Approval, which may trigger an ecological assessment. However, section 25 (2) of the <i>South Australian Motor Sport Act</i> excludes the <i>Planning, Development and Infrastructure Act 2016</i> from applying to works or activities undertaken by, or with the approval of, the Board within a declared area. This means those works are not subject to the ordinary DA process.
Condition 6: Public pedestrian and cycling access SAMSB is to maintain public pedestrian and cyclist access through the Park Lands to the maximum extent reasonably practicable throughout the prescribed works period. Where closure of a pathway is necessary for safety or construction purposes: • the closure is to be limited to the shortest reasonably practicable period; • an accessible alternative route is to be provided; • appropriate advance signage is to be installed; • the affected pathway is to be reinstated immediately following completion of the relevant works; and • established Park Land user groups, businesses and adjacent residents should be informed in advance. Closures and detours to be promoted by the SAMSB online and through social media. The City of Adelaide notes SAMSB's advice that at least one east-west cycling route is intended to remain open, except where temporary closure is required for high-risk works, and proposes that this commitment form part of the agreed terms and conditions.	SAMSB is to maintain public pedestrian and cyclist access through the Park Lands to the maximum extent reasonably practicable throughout the prescribed works period. Where closure of a pathway is necessary for safety or construction purposes: • the closure is to be limited to the shortest reasonably practicable period; • an accessible alternative route is to be provided; • appropriate advance signage is to be installed; • the affected pathway is to be reinstated immediately following completion of the relevant works; and • established Park Land user groups, businesses and adjacent residents should be informed in advance. Closures and detours to be promoted by the SAMSB online and through social media. The City of Adelaide notes SAMSB's advice that at least one east-west cycling route is intended to remain open, except where temporary closure is required for high-risk works and for the Event precinct closure from 12 midnight Wednesday 2 December 2026 to 6:00am Wednesday 2 December 2026. Where practical and safe an accessible alternative route will be provided.
Condition 7: Protection and reinstatement of pathways Existing permeable pathways within the Declared Area are to be protected from damage arising from prescribed works. Where temporary access, construction or event activities result in damage to a pathway, SAMSB is to reinstate the pathway to its pre-event condition, or to an alternative standard agreed with Council, at SAMSB's cost.	Existing permeable pathways within the Declared Area are to be protected from damage arising from prescribed works. Where temporary access, construction or event activities result in damage to a pathway, SAMSB is to reinstate the pathway to its pre-event condition, or to an alternative standard agreed with Council, at SAMSB's cost.

CoA Draft Terms and Conditions	Proposed Final Response (proposed changes in red text)
	The SAMSB's obligations under this condition are subject to any contributing factors that are the responsibility of Council.
Condition 8: Tree protection No tree within the Declared Area is to be removed, pruned, damaged or otherwise interfered with as a consequence of prescribed works unless expressly agreed in writing with Council and all reasonable alternatives have been considered. SAMSB is to work collaboratively with Council on the placement and protection of trees within areas affected by event infrastructure and prescribed works.	No tree within the Declared Area is to be removed, pruned, damaged or otherwise interfered with as a consequence of prescribed works unless expressly agreed in writing with Council and all reasonable alternatives have been considered. SAMSB is to work collaboratively with Council on the placement and protection of trees within areas affected by event infrastructure and prescribed works. The requirements of this condition do not apply to emergency works that preclude prior written agreement with Council, however in such cases, Council will be notified as soon as reasonably practicable.
Condition 9: Tree canopy enhancement SAMSB is to work with the City of Adelaide to identify additional tree planting and canopy enhancement arising from the event and to fund agreed planting, establishment and associated maintenance costs.	SAMSB is to work with the City of Adelaide to identify any additional tree planting and canopy enhancement arising from the 2026 ADLGF event (if any). A condition to fund agreed planting, establishment and associated maintenance costs will be proposed as part of the Adelaide Circuit Redevelopment Project consultation, which is separate from this 2026 ADLGF consultation.
Condition 10: Replacement public toilet facility The removal of the existing public toilet facility adjacent to the Criterium Track in Park 16 is to be conditional upon SAMSB funding the design, approvals, construction and establishment of a replacement public toilet facility at a location agreed with Council and consistent with the Park 16 Master Plan.	The removal of the existing public toilet facility adjacent to the Criterium Track in Park 16 is to be conditional upon SAMSB funding the design, approvals, construction and establishment of a replacement public toilet facility at a location agreed with Council and consistent with the Park 16 Master Plan.
Condition 11: Council costs SAMSB is to reimburse the City of Adelaide for reasonable costs and expenses incurred by Council as a direct consequence of the prescribed works, including costs associated with inspection, monitoring, protection, reinstatement, remediation and additional Park Lands management requirements. These costs shall be provided by Council to SAMSB in advance of the event dates, or at a time otherwise agreed by both parties.	SAMSB is to reimburse the City of Adelaide for reasonable costs and expenses incurred by Council as a direct consequence of the prescribed works, including costs associated with inspection, monitoring, protection, reinstatement, remediation and additional Park Lands or traffic management requirements. These costs shall be provided by Council to SAMSB in advance of the event dates, or at a time otherwise agreed by both parties, on the basis of the same approach adopted with previous events, with costs agreed in advance where reasonably possible, noting remediation costs can be variable from year-to-year.

CoA Draft Terms and Conditions	Proposed Final Response (proposed changes in red text)
Condition 12: Damage, reinstatement and rehabilitation SAMSB is to be responsible for the cost of repairing and reinstating Council-controlled land, infrastructure, vegetation, pathways and facilities damaged as a consequence of prescribed works or activities undertaken by or on behalf of SAMSB. Reinstatement and rehabilitation are to be undertaken promptly and to the satisfaction of Council.	SAMSB is to be responsible for the cost of repairing and reinstating Council-controlled land, infrastructure, vegetation, pathways and facilities damaged as a consequence of prescribed works or activities undertaken by or on behalf of SAMSB. Reinstatement and rehabilitation are to be undertaken promptly and to the satisfaction of Council.
Condition 13: Monitoring, notification and compliance SAMSB is to provide Council with reasonable access during the prescribed works period to inspect works and assess compliance with the agreed terms and conditions. SAMSB is to immediately notify Council of any material incident involving damage to Park Lands land, vegetation, biodiversity values, infrastructure or public access. SAMSB is to provide Council with a post-event report confirming completion of the agreed reinstatement, rehabilitation and other relevant obligations.	SAMSB is to provide Council with reasonable access during the prescribed works period to inspect works and assess compliance with the agreed terms and conditions. Council will adhere to all site safety protocols and will bear its own costs for any non-requested inspections. SAMSB is to immediately notify Council of any material incident involving damage to Park Lands land, vegetation, biodiversity values, infrastructure or public access. SAMSB and Council are to establish an Operational Service Agreement governing the operational use of the Park Lands during the prescribed works period, including arrangements for irrigation, maintenance, inspections, handover and other agreed operational requirements. SAMSB is to provide Council with a post-event report confirming completion of the agreed reinstatement, rehabilitation and other relevant obligations.
Condition 14: Financial assurance Where an agreed environmental protection and risk assessment identifies a material risk of significant damage or remediation costs, the Council reserves the right to seek appropriate financial assurance from SAMSB to cover reasonable remediation and reinstatement costs. Any financial assurance to be discussed and agreed with SAMSB, having regard to the identified risks and the nature and scale of the prescribed works.	Refer to Condition 12, Council reserves the right to seek appropriate financial assurance from SAMSB to cover reasonable remediation and reinstatement costs.

South Australian Motor Sport Act 1984

10. On 10 September 2026, the Premier (being the Minister to whom the Act is for the time being committed), delegated all his powers and functions under the *South Australian Motor Sport Act 1984* and the *South Australian Motor Sport Regulations 2014* relating to the motor sport events known as the MotoGP Grand Prix of Australia (also known as the MotoGP), the Adelaide Grand Final (also known as the ADLGF) and any works associated with these events, to the Minister for Health and Wellbeing.

11. On 11 September 2026, the Minister for Health and Wellbeing, being the delegate for the Minister responsible for the *South Australian Motor Sport Act 1984*, declared the area, declared the period and declared the prescribed works period for the purpose of staging the 2026 ADLGF commencing 11 September 2026 and concluding on 7 February 2027.
12. The ADLGF is staged by the SAMSB pursuant to powers provided under the *South Australian Motor Sport Act 1984*.
13. Section 22 (2) of the Act provides that:
 - 13.1. (2) *The Board must, in exercising its powers under this section during a prescribed works period with respect to any relevant category of work, comply with—*
 - (a) *any terms and conditions from time to time agreed by the Board with any relevant council or any person having a right of occupation of the land or any part of the land; or*
 - (b) *failing such agreement in relation to any particular matter, any terms and conditions determined by the Minister.*
 - (2a) *The Board must, in exercising its powers under this section with respect to any matter that is outside the ambit of subsection (1a), comply with—*
 - (a) *subject to paragraph (b), any conditions determined by a relevant council or any person having a right of occupation of the land or any part of the land; or*
 - (b) *if the Minister considers, on application by the Board, that a condition under paragraph (a) is unreasonable—any conditions determined by the Minister.*
14. Section 22 (3) of the Act provides that:
 - 14.1. (3) *The terms and conditions that may be the subject of agreement or determination under subsections (2) and (2a) include (without limiting the generality of those subsections) terms and conditions—*
 - (a) *that limit or prevent any unnecessary or reasonably avoidable interference with or damage to the land or anything growing on or built on the land;*
 - (b) *that limit or prevent any unnecessary or reasonably avoidable interference with any activity that may be lawfully carried on on the land;*
 - (c) *that provide for reimbursement of costs or expenses that may be incurred by any relevant council;*
 - (d) *that provide for fair and reasonable compensation for any damage or loss that may be suffered by any person having a right of occupation of any part of the land; (e) without limiting a preceding paragraph, that provide for the management, protection or rehabilitation of land (including land outside the declared area that may be affected by the Board's activities).*

Next Steps

15. Subject to Council's endorsement, the aforementioned key Terms and Conditions for the 2026 bp Adelaide Grand Final will be sent to the South Australian Motor Sport Board.
16. Council authorises the Chief Executive Officer or delegate to finalise and execute the final Terms and Conditions between the SAMSB and The Corporation of the City of Adelaide on behalf of the Council.

ATTACHMENTS

Attachment A – Letter from Mr Andrew Daniels to the Lord Mayor on 4 September 2026

- END OF REPORT -



The Right Honourable The Lord Mayor of Adelaide
Dr Jane Lomax-Smith AM
City of Adelaide
Via email: lordmayor@cityofadelaide.com.au

Dear Lord Mayor

Re: 2026 bp Adelaide Grand Final - Proposed Terms and Conditions for Prescribed Works Period

Thank you for your letter dated 2 September 2026 providing Council's proposed terms and conditions for the relevant prescribed works period under section 22 (2) of the *South Australian Motor Sport Act 1984* (the Act) for the 2026 Adelaide Grand Final event (the Event).

I note particularly that we are in agreement with Conditions 1 and 2 and these will be incorporated in the Declaration under section 20 of the Act. Initial responses to the remaining proposed conditions are outlined below with suggested clarifications on some items.

For completeness, the responses on behalf of the South Australian Motor Sport Board (SAMSB) are directed to the Event only. As you will appreciate from the below, some of the matters you have raised can and will be the subject of further discussion regarding the proposed Circuit Redevelopment Project under an additional process of consultation under section 23 of the Act.

Condition 1: Declared Area - Butterfly Conservation Zone

The Butterfly Conservation Zone, together with the adjacent Revegetation Conservation Zone and Buffer Conservation Zones, is to remain excluded from the Declared Area and is not to be used for motor sport activities, event infrastructure, storage or other event-related purposes.

SAMSB Response: Agreed.

Condition 2: Carriageway Park/ Tuthangga (Park 17)

The area of Park 17 included within the Declared Area is to be limited to the minimum area and time reasonably necessary for the operation of the event and associated pedestrian and shuttle access.

No motor sport activity or event infrastructure is to occur outside the agreed area.

SAMSB Response: Agreed.

Condition 3: Native Vegetation Site - per Management Agreement

The Native Vegetation Site must be protected and improved.

No buildings, structures or improvement shall be erected upon the Land that interferes with the continued existence of the Native Vegetation Site.

Only authorised City of Adelaide maintenance vehicles are permitted access to the Native Vegetation Site.

SAMSB Response: We confirm the Native Vegetation Site will be protected, however improvements to this area will be contemplated as part of the S23 consultation for the Adelaide Circuit Redevelopment works. Otherwise, that is with the words "and improved"

removed, this condition can be agreed.

Condition 4: Protection of vegetation, biodiversity and Park Lands

SAMSB must ensure that all prescribed works avoid unnecessary or reasonably avoidable interference with or damage to vegetation, habitat, soil, drainage infrastructure, pathways and biodiversity values within or adjacent to the Declared Area.

Prior to commencement of prescribed works, SAMSB is to provide Council with an agreed environmental protection and monitoring plan identifying relevant exclusion zones, access routes, protection measures, monitoring arrangements, incident procedures and remediation requirements.

SAMSB Response: We agree with the intent of this condition, but propose that an environmental protection and monitoring plan can be provided for feedback from Council rather than having to agree the plan in advance of the prescribed works commencing. With this amendment, this condition can be agreed.

Condition 5: Ecological monitoring and remediation

SAMSB is to undertake pre-event and post-event ecological inspections of areas within and immediately adjacent to the Declared Area that may be affected by prescribed works.

The inspections are to be undertaken by appropriately qualified independent ecological professionals agreed with Council.

Any material damage or adverse ecological impact attributable to the prescribed works is to be documented and remediated at SAMSB's cost in accordance with a rehabilitation plan agreed with Council.

A post-event report is to be provided to Council following completion of the prescribed works and any required remediation.

SAMSB Response: Extensive documentation with photography is already prepared for handover of each area of the Park Lands which we believe to be adequate for said purpose. Subject to agreeing the scope of pre-event and post-event ecological inspections, we are open to considering this condition further, however we seek further clarification if this will be a requirement for all major events in the Park Lands as SAMSB consider it would be necessary for the Council to undertake consultation with the events industry, as this is a departure in the usual practices for major events.

Condition 6: Public pedestrian and cycling access

SAMSB is to maintain public pedestrian and cyclist access through the Park Lands to the maximum extent reasonably practicable throughout the prescribed works period.

Where closure of a pathway is necessary for safety or construction purposes:

- the closure is to be limited to the shortest reasonably practicable period;
- an accessible alternative route is to be provided;
- appropriate advance signage is to be installed;
- the affected pathway is to be reinstated immediately following completion of the relevant works; and
- established Park Land user groups, businesses and adjacent residents should be informed in advance.

Closures and detours to be promoted by the SAMSB online and through social media.

The City of Adelaide notes SAMSB's advice that at least one east-west cycling route is intended to remain open, except where temporary closure is required for high-risk works, and proposes that this commitment form part of the agreed terms and conditions.

SAMSB Response: For clarity, SAMSB's advice was that at least one east-west cycling route is intended to remain open, except where temporary closure is required for high-risk works and for the Event precinct closure from 12 midnight Friday 20 November

2026 to 6:00am Wednesday 2 December 2026. Where practical and safe an accessible alternative route will be provided. With those amendments, this condition can be agreed.

Condition 7: Protection and reinstatement of pathways

Existing permeable pathways within the Declared Area are to be protected from damage arising from prescribed works.

Where temporary access, construction or event activities result in damage to a pathway, SAMSB is to reinstate the pathway to its pre-event condition, or to an alternative standard agreed with Council, at SAMSB's cost.

SAMSB Response: Subject to any contributing factors that are the responsibility of Council, this condition can be agreed.

Condition 8: Tree protection

No tree within the Declared Area is to be removed, pruned, damaged or otherwise interfered with as a consequence of prescribed works unless expressly agreed in writing with Council and all reasonable alternatives have been considered.

SAMSB is to work collaboratively with Council on the placement and protection of trees within areas affected by event infrastructure and prescribed works.

SAMSB Response: For the purposes of the Event prescribed works this condition can be agreed, subject to any urgent / emergency works that precludes advance agreement in writing with Council, but will be notified as soon as reasonably practical.

Condition 9: Tree canopy enhancement

SAMSB is to work with the City of Adelaide to identify additional tree planting and canopy enhancement arising from the event and to fund agreed planting, establishment and associated maintenance costs.

SAMSB Response: This condition will not apply to the Event prescribed works, however will be contemplated as part of the S23 consultation for the Adelaide Circuit Redevelopment works.

Condition 10: Replacement public toilet facility

The removal of the existing public toilet facility adjacent to the Criterium Track in Park 16 is to be conditional upon SAMSB funding the design, approvals, construction and establishment of a replacement public toilet facility at a location agreed with Council and consistent with the Park 16 Master Plan.

SAMSB Response: This condition will not apply to the Event prescribed works, however will be contemplated as part of the S23 consultation for the Adelaide Circuit Redevelopment works.

Condition 11: Council costs

SAMSB is to reimburse the City of Adelaide for reasonable costs and expenses incurred by Council as a direct consequence of the prescribed works, including costs associated with inspection, monitoring, protection, reinstatement, remediation and additional Park Lands management requirements. These costs shall be provided by Council to SAMSB in advance of the event dates, or at a time otherwise agreed by both parties.

SAMSB Response: Can be agreed on the basis of the same approach adopted with previous events, with costs agreed in advance where reasonably possible, noting remediation costs can be variable from year-to-year.

Condition 12: Damage, reinstatement and rehabilitation

SAMSB is to be responsible for the cost of repairing and reinstating Council-controlled

land, infrastructure, vegetation, pathways and facilities damaged as a consequence of prescribed works or activities undertaken by or on behalf of SAMSB.

Reinstatement and rehabilitation are to be undertaken promptly and to the satisfaction of Council.

SAMSB Response: Can be agreed, on the basis of how this has been done in previous event years.

Condition 13: Monitoring, notification and compliance

SAMSB is to provide Council with reasonable access during the prescribed works period to inspect works and assess compliance with the agreed terms and conditions.

SAMSB is to immediately notify Council of any material incident involving damage to Park Lands land, vegetation, biodiversity values, infrastructure or public access.

SAMSB is to provide Council with a post-event report confirming completion of the agreed reinstatement, rehabilitation and other relevant obligations.

SAMSB Response: Can be agreed, noting Council will need to adhere to all site safety protocols and will bear its own costs for any non-requested inspections. Existing protocol will be followed for incident reporting and provision of post event reports to Council.

Condition 14: Financial assurance

Where an agreed environmental protection and risk assessment identifies a material risk of significant damage or remediation costs, the Council reserves the right to seek appropriate financial assurance from SAMSB to cover reasonable remediation and reinstatement costs.

Any financial assurance to be discussed and agreed with SAMSB, having regard to the identified risks and the nature and scale of the prescribed works.

SAMSB Response: We note the Council position to reserve its right, however this is otherwise covered under condition 12 where SAMSB is responsible for any necessary remediation costs.

We would be delighted to meet with Council to clarify anything further regarding the proposed terms and conditions, and would be happy to review a consolidated set of conditions in light of the responses above for the purposes of reaching agreement.

We note the existing City of Adelaide and SAMSB Working Group that was established in September 2024 and has been meeting regularly since. This continues to be a suitable forum for ongoing communication and consultation between parties for any Park Lands matters.

Please do not hesitate to contact Mark Warren, Chief Executive, via email to samsb@sa.gov.au.

Yours sincerely



Andrew Daniels

Presiding Member, South Australian Motor Sport Board

4 September 2026

Unnamed Public Road off Ward Court

Strategic Alignment - Our Economy

Public

Tuesday, 15 September 2026

Infrastructure and Public
Works Committee

Program Contact:

Mike Philippou, Associate
Director Strategic Property &
Commercial

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to seek Council's approval to proceed with a 'road process order' to close and transfer the road by way of it being merged with the adjoining land, now owned by 185 Archer Street Developments Pty Ltd.

In 2025 the Genworth Group requested approval to acquire from Council the unnamed public road lettered 'A' on **Attachment A**. At the time, the Genworth Group were to purchase the land adjoining the road to undertake a residential development in partnership with 185 Archer Street Development Pty Ltd.

On 25 February 2025 Council resolved to commence a 'road process' to close and transfer the road to the Genworth Group.

Genworth did not purchase the adjoining land which was ultimately purchased by 185 Archer Street Developments Pty Ltd (noting their partnership in the associated residential development).

185 Archer Street Developments Pty Ltd is to proceed with the residential development notwithstanding Genworth Group's withdrawal from the land purchase. In this regard, although the entity for the 'road process' to close and transfer the road is different, the purpose is the same, being to transfer the road to the adjoining landowner to enable a residential development.

RECOMMENDATION

The following recommendation will be presented to Council on 22 September 2026 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Approves proceeding with a 'road process order' to close the unnamed public road lettered 'A' on Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 15 September 2026 and merge it with the adjoining land owned by 185 Archer Street Developments Pty Ltd or their nominee.
2. Authorises the Chief Executive Officer to take all necessary steps to give effect to the closure of the road lettered 'A' on Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 15 September 2026 and merging of it with the adjoining land.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Alignment – Our Economy Transferring the unnamed public road to 185 Archer Street Developments Pty Ltd will facilitate a residential development.
Policy	The sale of the unnamed public road to 185 Archer Street Developments Pty Ltd (for market value) is consistent with Council's ' <i>Acquisition and Disposal of Land and Assets Policy</i> '.
Consultation	The <i>Roads (Opening & Closing) Act 1991</i> (SA) requires a Council to notify anyone that may be 'affected' by the proposed closure and transfer of a road. Anyone is allowed to object to a proposed transfer or request an easement over the road being closed and transferred. There were no objections or applications received during the 28 day notification period.
Resource	The closure and transfer of the unnamed public road have costs associated with it, including valuation, surveying and legal costs. These costs will be offset by a fee that applicants must pay to the City of Adelaide, which is set (in Council's 'Schedule of Fees and Charges') at \$12,800.
Risk / Legal / Legislative	If Council transfers the unnamed public road, all risk associated with owning the land will be transferred to 185 Archer Street Developments Pty Ltd. The closure and transfer of the unnamed public road to 185 Archer Street Developments Pty Ltd is achieved by utilising the provisions of the <i>Roads (Opening & Closing) Act 1991</i> (SA).
Opportunities	Transferring the unnamed public road to 185 Archer Street Developments Pty Ltd will facilitate a residential development.
26/27 Budget Allocation	Council will receive a settlement in line with market value should Council approve to proceed with the 'road process order'.
Proposed 27/28 Budget Allocation	Not as a result of this report.
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report.
26/27 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Not as a result of this report.
Other Funding Sources	Not as a result of this report.

DISCUSSION

1. In 2025 the Genworth Group requested approval to acquire from Council the unnamed public road lettered 'A' on **Attachment A (the Road)**.
2. A council may close a road and transfer it to an adjoining owner by way of the road being merged with adjoining land. This is achieved by utilising the provisions of the *Roads (Opening & Closing) Act 1991* (SA) (the **Roads Act**).
3. On 25 February 2025, Council resolved to:
 1. *"Approves commencing a 'road process' pursuant to section 5 of the Roads (Opening & Closing) Act 1991 (SA) to close and transfer the unnamed public road lettered 'A' as contained in Attachment A [\[Link 1\]](#) to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 18 February 2025 to the Genworth Group (or a subsidiary of) for 'market value'.*
 2. *Authorises the Chief Executive Officer to make a 'road process order' to close and transfer the public road lettered 'A' as contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 18 February 2025 to the Genworth Group (or a subsidiary of), providing there are no objections or applications for easements in relation to the proposed closure and transfer."*
4. The Council's resolution referred to the Road being transferred to the Genworth Group on the basis it was anticipated that the Genworth Group would be the owner of the adjoining land at the time of the closure of the Road (noting, as above, a road can only be closed and transferred to the owner of adjoining land pursuant to the Roads Act).
5. In accordance with Council's decision, the Administration commenced a 'road process', including by giving notice of the proposed closure of the Road pursuant to the Roads Act. The notice advised that the Road would be closed and transferred to an adjoining owner. In this regard, the notice did not specify that the Road would be transferred to the Genworth Group.
6. Section 13 of the Roads Act provides that anyone could either:
 - 6.1 Object to the proposed closure and transfer of the Road; or
 - 6.2 Request an easement over the Road.
7. No objections or applications for easements were received (including from adjacent landowners or utility providers).
8. The Administration has been informed that the Genworth Group did not ultimately purchase the adjoining land and therefore no longer intends, nor is able to acquire the Road.
9. The adjoining land was ultimately purchased by 185 Archer Street Developments Pty Ltd (noting their partnership in the associated residential development). 185 Archer Street Developments Pty Ltd is to proceed with the residential development notwithstanding Genworth Group's withdrawal from the land purchase.
10. Given that 185 Archer Street Developments Pty Ltd is now the owner of the adjoining land it wishes to acquire the Road to progress the residential development.
11. On this basis, although the entity for the 'road process' to close and transfer the Road is different, the purpose is the same, being to transfer the Road to the adjoining landowner to enable a residential development.
12. The purpose of this report is to seek Council's approval to make a 'road process order' to proceed with the closure and transfer of the Road by way of it being merged with the adjoining land (which is now owned by 185 Archer Street Developments Pty Ltd).
13. 185 Archer Street Developments Pty Ltd has agreed to pay market value for the Road.
14. Now that the notification process has been undertaken in respect of the proposal to close the Road, section 15 of the Roads Act requires Council to decide whether or not to make a 'road process order', which will have the effect of the Road being closed and transferred to the owner of the adjoining land.
15. Section 16 of the Roads Act requires that in determining whether to make a 'road process order' and what order should be made, Council (as the 'relevant authority' under the Roads Act) must have regard to:
 - (a) *Any objections made by any person pursuant to this Act; and*

- (b) *The plans, principles, regulations and other matters to which regard must be had by assessment authorities for determining applications for development authorisation under the Planning, Development and Infrastructure Act 2016 in relation to developments in the area to which the proposed road process relates; and*
 - (c) *Whether the land subject to the road process is reasonably required as a road for public use in view of present and likely future needs in the area; and*
 - (d) *Alternative uses of the land subject to the road process that would benefit the public or a section of the public; and*
 - (e) *Any other matter that the authority considers relevant.*
16. These matters have been considered and are addressed as follows:
- 16.1. In relation to (a), no objections were received.
 - 16.2. In relation to (b), there is nothing in the *Planning, Development and Infrastructure Act 2016 (SA)* that prevents Council from closing and transferring the Road.
 - 16.3. In relation to (c), 185 Archer Street Developments Pty Ltd owns all the land adjoining the Road, which, when combined with the land comprising the Road will form the residential development site. As such, the Road would serve no access function for any party other than 185 Archer Street Developments Pty Ltd.
 - 16.4. In relation to (d), Council considered alternative uses for the land comprising the Road when, on 25 February 2025, it resolved to commence a 'road process'. The report on which the decision was made discussed the need for Council to assess the proposed disposal of the Road against its '*Acquisition & Disposal of Land and Assets Policy*' which, in turn, required Council to consider '*Council's required ownership of the Land or Asset for essential civic purposes*'. Having considered these matters the Council was comfortable that the Road was surplus to needs and could reasonably be closed and transferred to facilitate the residential development of the adjoining land.
 - 16.5. In relation to (e), there are no other matters that are considered to be relevant.
17. Subject to Council's consideration and adoption of the recommendations of this Report, an Agreement for Transfer will be executed with the owner of the adjoining land (185 Archer Street Developments Pty Ltd) and relevant documents will be lodged with the Surveyor-General for review.
18. Upon review, the Surveyor-General can recommend to the Minister for Planning that he should 'confirm' Council's 'road process order'. Where the 'road process order' is confirmed by the Minister, the Road will be legally transferred to 185 Archer Street Developments Pty Ltd when notice of the Minister's confirmation appears in the SA Government Gazette.

DATA AND SUPPORTING INFORMATION

Link 1 – Attachment A to the related Report that went to Council on 25 February 2025.

ATTACHMENTS

Attachment A – Map showing the unnamed public road that is proposed to be closed and merged with adjoining land.

- END OF REPORT -

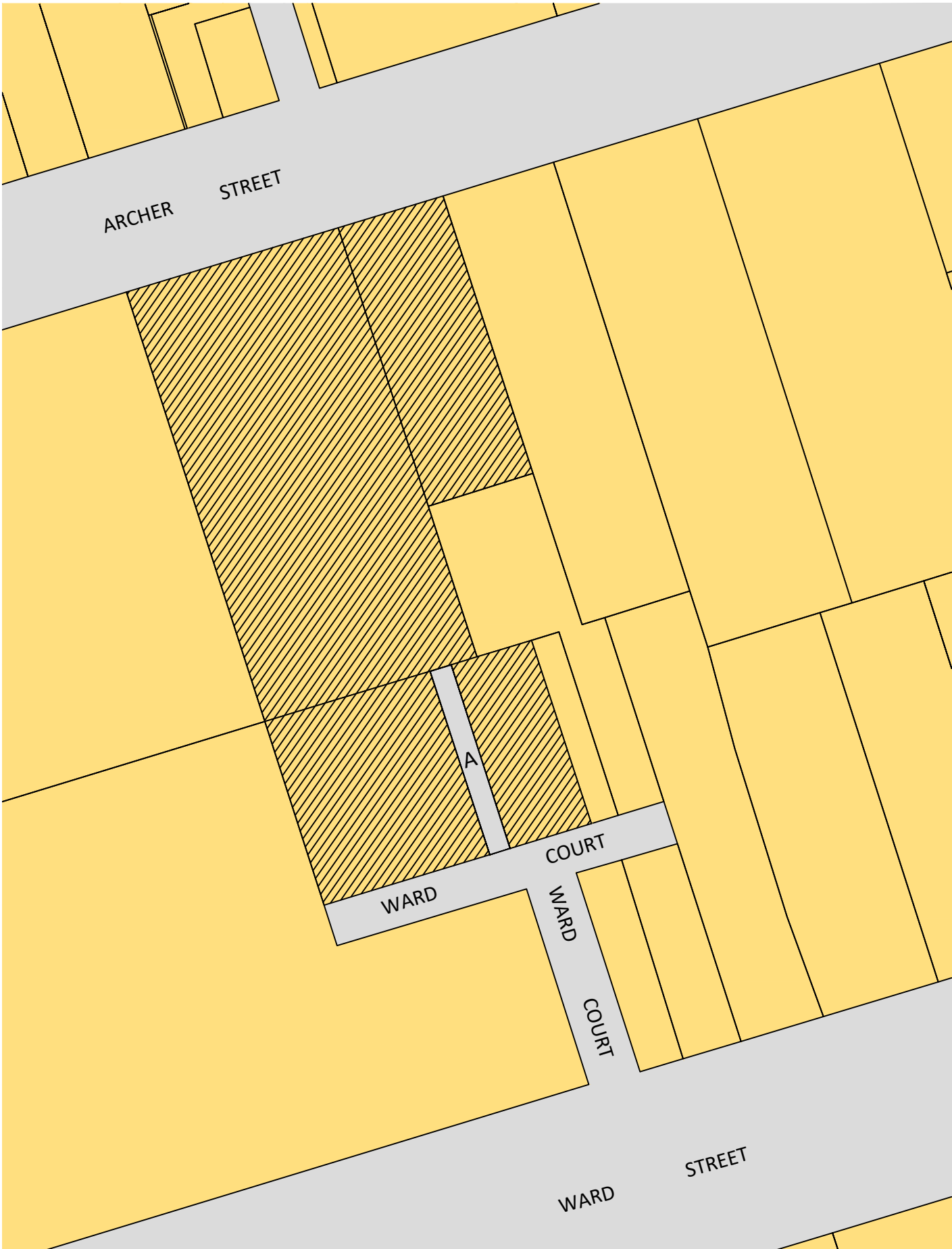
LEGEND



Public Road



Land owned by 185 Archer Street Developments Pty Ltd



O'Connell Street Revitalisation Project - 70% Design

Strategic Alignment - Our Places

Public

Tuesday, 15 September 2026

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director Infrastructure

Approving Officer:

Tom McCready, Director City Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to provide an update to Council on the O'Connell Street Revitalisation Project at 70% Detailed Design for Stage 2, and an overview of the design progress, community and stakeholder engagement planning and delivery staging.

Council approved the Concept Plan at the Council meeting held on 27 August 2024 and a supplementary report was presented at the 26 August 2025 meeting that confirmed removal of the originally proposed bike lane. Since this time the project team has advanced the design through technical investigations, value management and further engagement with key stakeholders.

The design demonstrates how Council's \$15 million new and upgrade investment, in conjunction with broader renewals investment, will deliver community benefits aligned with long term strategic planning and asset management.

A notable change from Concept Design is the removal of four raised pedestrian crossovers at side streets to alleviate flooding risk and significant stormwater infrastructure works. Importantly, seven raised crossings remain in the design.

Independent cost planning has been undertaken, and the project is tracking within budget tolerances, with final costs to be determined following completion of detailed design and procurement.

Stage 1 works to the western side of O'Connell Street between Tynte Street and Archer Street have now commenced.

RECOMMENDATION

The following recommendation will be presented to Council on 22 September 2026 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes that the O'Connell Street Revitalisation Project will continue to finalise detailed design for Stage 2 prior to progressing to procurement for construction.
2. Notes the change from Concept Design to the raised pedestrian crossovers at side streets to ensure no additional flooding risk occurs, as contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 15 September 2026.
3. Endorses the 70% Detailed Design for Stage 2 of the O'Connell Street Main Revitalisation Project, thereby allowing the design to progress to 100% completion.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Delivers a safe, vibrant and accessible main street in line with the City of Adelaide Strategic Plan 2024-2028
Policy	Consistent with Council's Strategic Plan 2024-2028, Main Streets Revitalisation Program, Adelaide Design Manual, City Plan 2036.
Consultation	The project aligns with Council's Community Consultation Policy through early engagement, iterative feedback, and transparent reporting at key milestones. The Project has moved from a consultation phase to inform.
Resource	Delivered within Infrastructure Program with consultant support.
Risk / Legal / Legislative	Key risks include; impact on business during construction, stakeholder concerns regarding the transition from fixed to removable outdoor dining furniture, delays due to unforeseen conditions including underground services.
Opportunities	Increased activation and enhanced economic benefits with improved greening, public amenity and access through a vibrant main street.
26/27 Budget Allocation	Renewal - \$1.242m New & Upgrade - \$3.335m Total Project Investment (including renewal, subject to detailed design and procurement outcomes) - \$29.938m
Proposed 27/28 Budget Allocation	Renewal - \$ 12.3m New & Upgrade - \$ 10.003m
Life of Project, Service, Initiative or (Expectancy of) Asset	New assets are designed for a minimum 25-year service life.
26/27 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Minimise through design. A 2% per annum maintenance cost increase will be expected due to installation of new assets such as additional landscaping and stormwater assets. This value is derived as 2% of the project's New/Upgrade funding component.
Other Funding Sources	\$350,000 via black spot funding for Archer Street/O'Connell Street intersection.

DISCUSSION

Background

1. The O'Connell Street Revitalisation Project was initiated through Council as part of the Main Streets Revitalisation Program. Council approved the concept plan at the Council meeting held on 27 August 2024 as follows:

THAT COUNCIL:

1. *Approves the concept plans for O'Connell Street Revitalisation Project as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 August 2024.*
2. At the Council meeting held on 26 November 2024, Council approved the detailed design for early construction works along the eastern footpath between Archer Street and Tynte Street to align with the opening of the 88 O'Connell Street development. These works were completed and open to the public in December 2025.
3. Additionally, on 26 November 2024 Council resolved to:
 3. *Asks the Administration to review the current main streets program in relation to funding and timing opportunities, with the goal to potentially construct the section of footpath from Archer Street to Tynte Street on the western side of O'Connell Street, within the 2025/26 financial period and that a report is brought back to Council for consideration*
4. Following stakeholder and community engagement in April 2025, at the Council meeting held on 26 August 2025, Council approved the removal of the separated bike lane along O'Connell Street to better accommodate community needs.

THAT COUNCIL

1. *Endorses the proposed changes to the concept design for O'Connell Street Revitalisation Project which reflects the removal of the separated bicycle lane, as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 August 2025.*
2. *Notes construction works have commenced on the Eastern footpath of O'Connell Street between Archer and Tynte Streets as per the Council resolution on 26 November 2024.*
3. *Notes the project update, including an additional engagement summary will be provided to Council once 70% detailed design and construction staging plan is completed.*

Design Status

5. The detailed design has now reached 70% completion. The attached design package (**Attachment A**) demonstrates a coordinated approach to improve pedestrian amenity, accessibility, safety and greening while balancing the operational requirements of business activity and vehicle movements. Work will continue to finalise service coordination and minor detailed changes to design where required.

Stakeholder Engagement Summary

6. Following the decision of Council on 26 August 2025 and noting the 26 November 2024 decision to bring forward construction of the western footpath (between Tynte Street and Archer Street), JPE Architects were engaged to progress detailed design. The detailed design incorporates the feedback received as part of the engagement held during April 2025 where the paver selection and bike lane impacts were primary concerns raised.
7. The O'Connell Street Driver Behaviour consultation was undertaken in parallel to the Main Street project consultation and the feedback received has been considered through the detailed design. The findings of this consultation process were presented to Council on 26 August 2025.
8. The above feedback has shaped refinements to garden bed locations, pavement layouts, outdoor dining spaces and lane configurations and parking/loading. Engagement activities have also informed minimising construction impacts on businesses and ways to support businesses through construction.
9. Targeted engagement has continued with businesses primarily relating to construction related activities and fixed furniture engagement with impacted businesses completed in June 2026.
10. Outcomes from the August 2025 decision were less formally provided through the driver behaviour engagement undertaken along with the fixed furniture discussions with businesses.

11. A project update relating to the construction of the western footpath was communicated via Our Adelaide and a letterbox drop to impacted businesses and residents in May 2026. ([O'Connell Street Revitalisation | City of Adelaide](#)).
12. A project update on the 70% design for the O'Connell Street Main Street Revitalisation Project was presented to the Access and Inclusion Panel on 19 August 2026. The presentation was well received, with panel members expressing feedback and support for the proposed accessibility improvements and recognising the benefits these enhancements will provide for all users of the street.
13. As construction of the western footpath progresses directly impacted businesses will be notified with the contractor maintaining ongoing liaison with businesses throughout the works, an example of which can be viewed here ([O'Connell Street Revitalisation | City of Adelaide](#)).
14. Once 70% Detailed Design is endorsed by Council, further engagement will be undertaken informing the community of the final design. Discussion will be held with businesses and stakeholders in managing onsite construction works and staging.

Construction

15. Construction works along O'Connell Street were fast tracked in 2025 to align with the opening of 88 O'Connell. A breakdown of the completed and planned construction works for the remainder of O'Connell Street are listed below.
 - 15.1. Eastern footpath works between Archer Street and Tynte Street were completed late 2025.
 - 15.2. Western footpath works between Archer Street and Tynte Street have commenced survey and service locating. Contractor established the site in the week commencing 17 August 2026 and construction activities commenced from 24 August 2026 and are expected to be complete by late 2026.
 - 15.3. Works to the Black Spot funded scramble crossing at Archer Street / O'Connell Street intersection have commenced, with manufacturing of mast arm traffic signal poles underway. The crossing is anticipated to be operational in late 2026.
 - 15.4. The remainder of the works along O'Connell Street are expected to commence in mid-2027, pending completion of design and procurement activities.

Design evolution and investigation

16. A scramble crossing at Archer Street / O'Connell Street intersection has been funded under the Black Spot Program to improve safety and reduce incidents. The introduction of a scramble crossing at this location presents traffic design risks when implemented in conjunction with the proposed North-South raised crossings. It is proposed to remove the raised crossings at this location to ensure safety compliance of footpath crossfalls.
17. Proposed raised crossings at Ward Street and Tynte Street would require significant utility service modifications due to large chambers and lids needing relocations and adjustment. These modifications would be unavoidable and incur significant costs.
18. The public space between O'Connell Street and Lombard Street is being explored to activate this space and create additional amenity. Designs will be undertaken during the 2026/27 financial year and presented to Council at a future meeting to be constructed in line with the remainder of the O'Connell Street Revitalisation project.
19. The footpath public realm design has evolved from the endorsed Concept Design, with the continued de-cluttering of the street environment, re-arrangement of street furniture to promote better social interactions and footpath activation, DDA-compliant footpath crossfalls and private property entry points, re-distributing of garden bed extents to align better with everyday kerbside activities and provide a safe step-off zone for on-street parking users.

Stormwater Impacts

20. During design development, modelling of the impacts of the raised crossings on the existing stormwater system was undertaken. Results demonstrated significant increased risk to property flooding due to the introduction of the raised crossings.
21. Mitigation options were considered to redirect stormwater flows away from properties, however, due to the existing stormwater system capacity these options were limited. Removal of different crossovers was modelled to help address the concerns. With the removal of raised crossings at Archer Street, Tynte Street, Ward Street and Barton Terrace East/Childers Street, the design was able to ensure no additional flooding risk to properties.

22. Raised pedestrian crossings to remain at Walter Street, Marian Street, Chapel Street, Wigg Lane, George Street, Gover Street and Roneo Place.
23. Supplementary traffic calming options are being explored in lieu of raised crossing for the four intersections listed above.
24. Proposal to increase the existing stormwater capacity was explored with initial cost estimates between \$15m - \$18m. This was deemed not feasible under the current scope of works and budget. Future stormwater management plans will assess the feasibility around upgrades to the stormwater system.

Asset Renewal Coordination

25. In parallel with the Revitalisation project, we are coordinating the renewal of assets that are at or nearing the end of their useful life. This approach ensures disruption is minimised and the precinct can grow without the need for further major works in the near future. Renewal items generally include:
 - 25.1. Street lighting poles and fixtures.
 - 25.2. Kerb and roads where asset condition required full replacement.
 - 25.3. Isolated stormwater infrastructure.
26. This approach ensures the existing assets are renewed to agreed Council standards through renewal budgets, while all new and upgrade elements are funded through the new and upgrade allocation.

Key Improvements Funded by Council Investment

27. Council's \$15m new and upgrade allocation will fund the major new and enhanced elements that go beyond standard renewal. This includes:
 - 27.1. New footpaths and raised pedestrian crossings, increasing pedestrian amenity and safety.
 - 27.2. Improved public seating and street furniture arrangements to declutter footpath zones and promote more social interactions and footpath activation.
 - 27.3. Upgrades to existing tree surrounds to enlarged garden beds, with low level planting and irrigation to improve footpath amenity and promote healthier streets.

Additional considerations

28. The proposed design has considered no loss of existing parking along O'Connell Street. Additional blue "P" parking signs have recently been installed around Tynte, Archer and O'Connell Streets to direct vehicles to additional parking locations.
29. Due to safety concerns with restricted sightlines at Gover Street it is not possible to construct the originally proposed pedestrian refuge islands. The pedestrian refuge has been removed from scope of the Main Streets Revitalisation project. Investigation of a future Pedestrian Actuated Crossing (PAC), to be funded independently from the Main Street project subject to Business Plan and Budget approvals, is being assessed to be constructed in the future to address the concerns. Closure of the centre median at this location, restricting dangerous vehicle turning movements will still be implemented to improve safety at Gover Street.
30. The Administration has assessed the O'Connell Street corridor and there are adequate widths for a potential future single tram carriageway along the street through the centre median area.
31. Additional consideration has been made to the lighting arrangement to ensure future changes to centre median lighting do not impact lighting requirements for the street.
32. In lieu of the removal of the separated bike lane from the O'Connell Street Revitalisation project, Administration has developed concept plans for Ward Street cycleway (O'Connell Street to Jeffcott Street), Montefiore quick build cycleway, Brougham Place cycleway (connecting Frome Road to Le Fevre Share Path) and pedestrian/cyclist priority crossings at Le Fevre / Barton Terrace East roundabout. These are outside the scope of works of the Main Streets Revitalisation project and are subject to future business plan and budget considerations.

Main Streets Construction Phasing

33. The O'Connell Street Revitalisation works are progressing into major construction following the early footpath works undertaken outside 88 O'Connell between Archer Street and Tynte Street.
34. Construction sequencing for the O'Connell Street Revitalisation project will see the footpath works undertaken initially with impacts to the centre median and road carriageway works at the back end of the construction program.

35. Melbourne Street works will commence at the conclusion of O'Connell Street works with exception of the wombat crossings currently underway. This will ensure manageable impact within the precinct.

Budget and Cost Planning

36. Quantity Surveyor estimates of the 70% Detailed Design confirm sufficient budget allocation.

Next Steps

37. The project will now progress through the final stages of design development, including:
- 37.1. Advancing the detailed design from 70% to 100% to resolve detailed construction documentation, service coordination and authority approvals.
 - 37.2. Inform community and business of final designs and construction staging plan.
 - 37.3. Proceed to procurement via open tender with a target release date late 2026.
 - 37.4. Preparing a prudential report in accordance with Section 48 of the *Local Government Act 1999* (SA) to support Council's consideration of the contract award, anticipated to occur early 2027.
 - 37.5. Subject to Council approval, commencing construction early 2027, noting caretaker period may impact timing around critical procurement activities.
38. These steps will ensure the project is fully resolved, competitively procured and compliant with legislative requirements, and that construction can commence in line with Council's governance processes, coordination with major city projects and events, and strategies to minimise disruption.

ATTACHMENTS

Attachment A – O'Connell Street Revitalisation 70% Design Overview Pack

- END OF REPORT -

Main Streets Revitalisation

O'Connell Street

70% Design Overview Package

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Main Streets Revitalisation – O’Connell Street

70% Design Overview Package

Project Vision

‘The vision for O’Connell Street is to revitalise the street to encourage the residents of, and visitors to, Adelaide to enjoy the special, heritage, retail and dining experiences, village community atmosphere and safer street scape environment whilst catering to all users, now and in the future’

Main Streets Revitalisation – O’Connell Street

70% Design Overview Package

Design Principles



Prioritise Pedestrians

Provide areas to optimise the footpath by improving crossing points across the street and provide thresholds with side street and lane-ways.



Coordinated Street Furniture and Public Art

Rationalise business signage and public street furniture. Work with businesses to remove fixed outdoor dining and replace with removable furniture. Rationalise and locate urban elements within activity zones. Encourage a public art strategy that includes large scale mural opportunities, integrated architectural or landscape architectural work, community art and temporary exhibition and activation spaces.



Optimise Activity Zones

Optimise activity zones to include space for event/activations to replace the community space at 88 O’Connell Street and develop an O’Connell Street brand that represents the community’s experience and desire for the street as a ‘bustling, sophisticated and metropolitan main street.’



Revive, Add Surprise and Sparkle

Establish opportunities to refresh the public realm with new or refreshed materials and public street furniture. Provide a more curated commercial mix designed to be enjoyed as a ‘shopping experience’ rather than shopping for convenience. Clusters of retail/clothing shops and complimentary neighbourhood style hospitality venues such as wine bars.



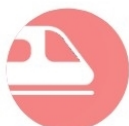
Improve Cycling

Contribute to safe cycling for residents, families, children and commuters that connects with the Adelaide cycleway network.



Robust Greening

Incorporate street tree planting and additional greening to provide valuable shade, amenity and cooling.



Future tram line extension

Ensure design will continue to be serviceable and adaptable in the future when the tram network extension to North Adelaide is endorsed and adopted.

Main Streets Revitalisation – O’Connell Street

70% Design Overview Package

Design Facts

	 Car parking spaces	 Trees and Garden Beds	 Activity Zone (incl: footpath)	 Raised Road Safety Thresholds (number)	 Traffic Speed Limit	 Carriageways
Existing (Current Condition)	77 Parking spaces 19 loading zones	70 trees 0 garden beds	7,290 sq.m	0	50km/h	2 lanes plus 1 lane for right hand turns each way + parking
Asset renewal only						
Concept Design	77 Parking spaces 22 loading zones	79 trees 510 sq.m garden beds	7,125 sq.m (Reduced due to bike lane installation)	13	40km/h	2 lanes plus 1 lane for right hand turns each way during peak hours + bus stops + no parking 1 lane plus 1 lane for right hand turns each way during off-peak hours + parking + bus stops
70% Detailed Design	77 Parking spaces 22 loading zones	97 trees (due to increase along Park 4) 648sq.m garden beds (due to increase in scope to side streets and Park 4 frontage)	7,300 sq.m (due to increase in scope to side streets)	7	40km/h - TBC	2 lanes plus 1 lane for right hand turns each way + parking + scrambled crossing at Archer Street with designated right hand turns + auto pedestrian activation in N-S alignment

Notes:

Refer to Appendix A and Appendix B for further information regarding:

- Transport Patterns
- Precinct Parking Opportunities.

These numbers are based on the Concept and may change during design development.

- The reduction in vehicle speed limit provides a safer pedestrian and bicycle friendly street reconfiguration.
- Increased activity zones allows potential to increase economic vitality.
- Removal of short term parking spaces during peak hours is adequately compensated by easing traffic flow an provision of 2 hour parking in 88 O’Connell Street development.
- An updated street survey and consultation is required with emergency services and service authorities (gas, water, power etc.) to further resolve the design.
- Changes may occur in detailed design due to DIT approval requirements, sight-line assessments, vehicle turn path assessments and safety assessments" or similar.

Main Streets Revitalisation – O’Connell Street

70% Design Overview Package

Design Summary



OVERALL PLAN
N.T.S.

Summary of Features

New footpaths and renewal of road surface and kerbs

Greening – new tree planting to infill already established street tree canopy, to enhance link to surrounding Park Lands.

New raised **threshold crossings** to unsignalized side streets and laneways with a future local speed limit reduction, prioritising pedestrians, improving safety and accessibility.

Reserving a ‘no significant work’ zone along the central median zone of the street for future tram network extension, whilst providing standard renewal improvements at road surface level only.

New road **Lighting** to improve safety.

Street Furniture new coordinated street furniture suite, with delineation of tree and garden bed surrounds

Public Art with Gateway Artwork opportunities at both entries to the streets and at key nodes along the street.

Parking is maintained with on-street parking during off-peak hours with 2-hr parking in 88 O’Connell Street. No overall loss of parking spaces.

Park Lands Connection: Future rejuvenation of Kangatilla Reservoir Park (Park 4) with community activity areas with event infrastructure, perimeter fitness track, picnic and BBQ facilities.

Additional Traffic Controls and modifications for safer crossing and reduced vehicle accidents.

As recommended in the CoA North Adelaide Local Area Traffic and Parking Management Plan (2017), vehicle speed limits are being reviewed with the aim to introduce a **speed limit reduction** for O’Connell street, reducing the number of vehicular accidents.

Future Pedestrian Actuated Crossing (PAC): The feasibility and impact of a PAC near Gover Street will be assessed to improve safety when crossing the street improving access bus services, street offerings and North Adelaide Primary School.

Main Streets Revitalisation – O’Connell Street

70% Design Overview Package

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Design Driver - Heritage

Piccadilly Cinema / 1940 / Art Deco



Oxford Hotel / 1859 / 1884 / Italianate



Archer Hotel / 1849 / Boom Era

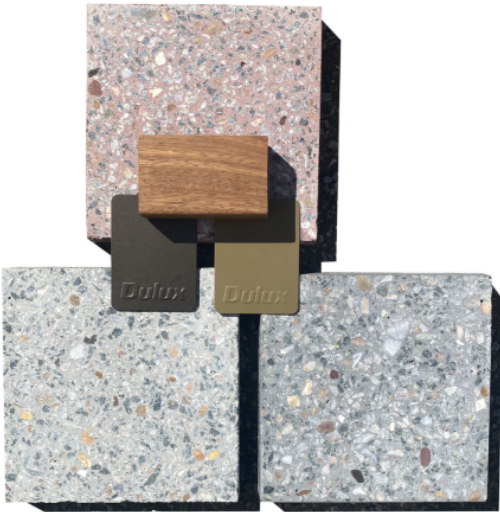


Heritage Materials



Materials Palette

Bronze, Spotted gum

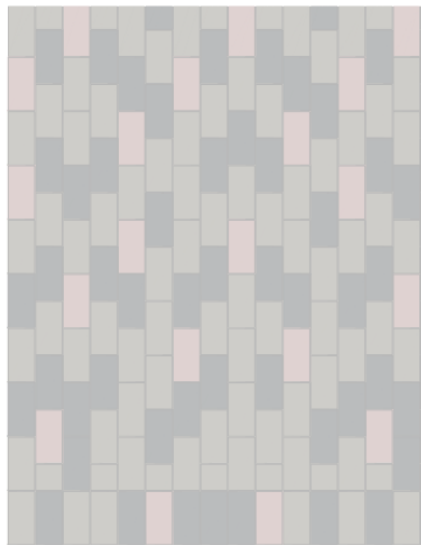


Main Streets Revitalisation – O’Connell Street

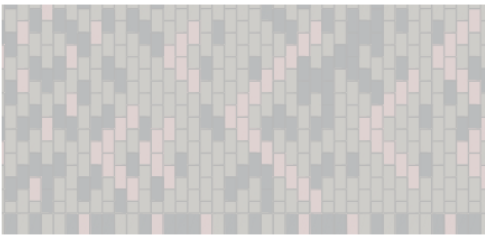
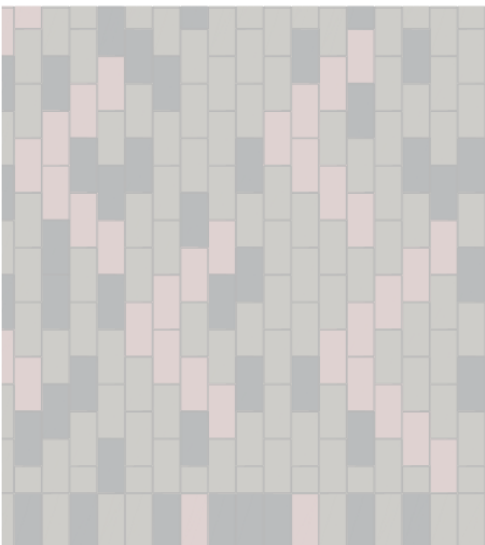
70% Design Overview Package

Paving Strategy

Primary Paving - Type 1
(design from 88 O’Connell)



Paving Type 2- Chevron



Paving Type 3a
Heritage buildings



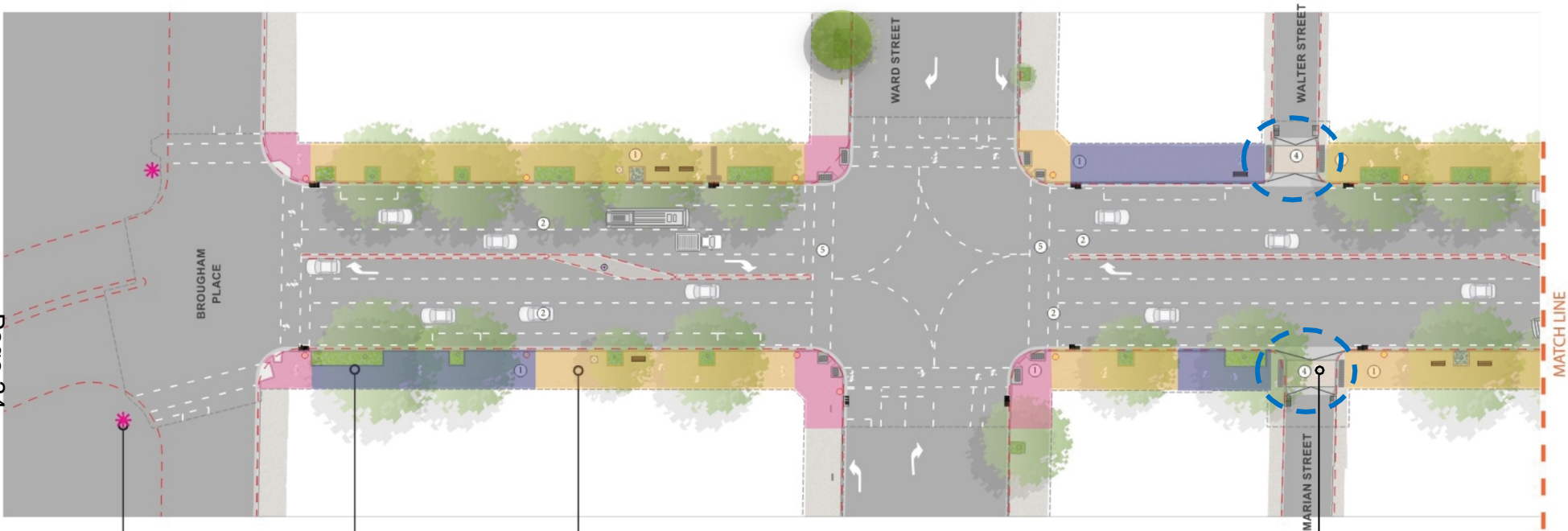
Chevron brass inlay



70% Design Overview

O'Connell Street - PLAN 1 of 5

Page 34



GATEWAY ARTWORK OPPORTUNITIES

Celebrate destination venues with iconic public art

INCREASED PLANTING

Understorey planting maximised where possible, while considering space required for parking and outdoor dining areas.

OPTIMISED FOOTPATHS

Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

RAISED THRESHOLD

facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

0 5 10m
Scale 1:500 @ A3

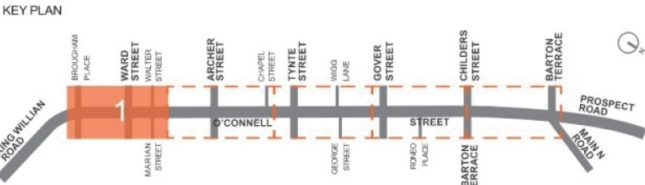


PAVING LEGEND

- Paving Type 1 – Primary Paving
- Paving Type 2 – Chevron (nodes)
- Paving Type 3a – Heritage building frontages

LEGEND

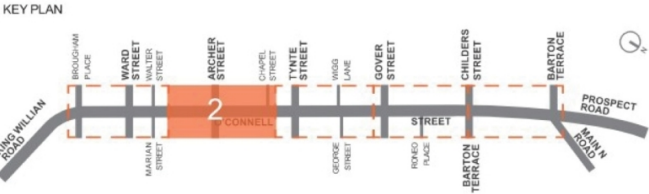
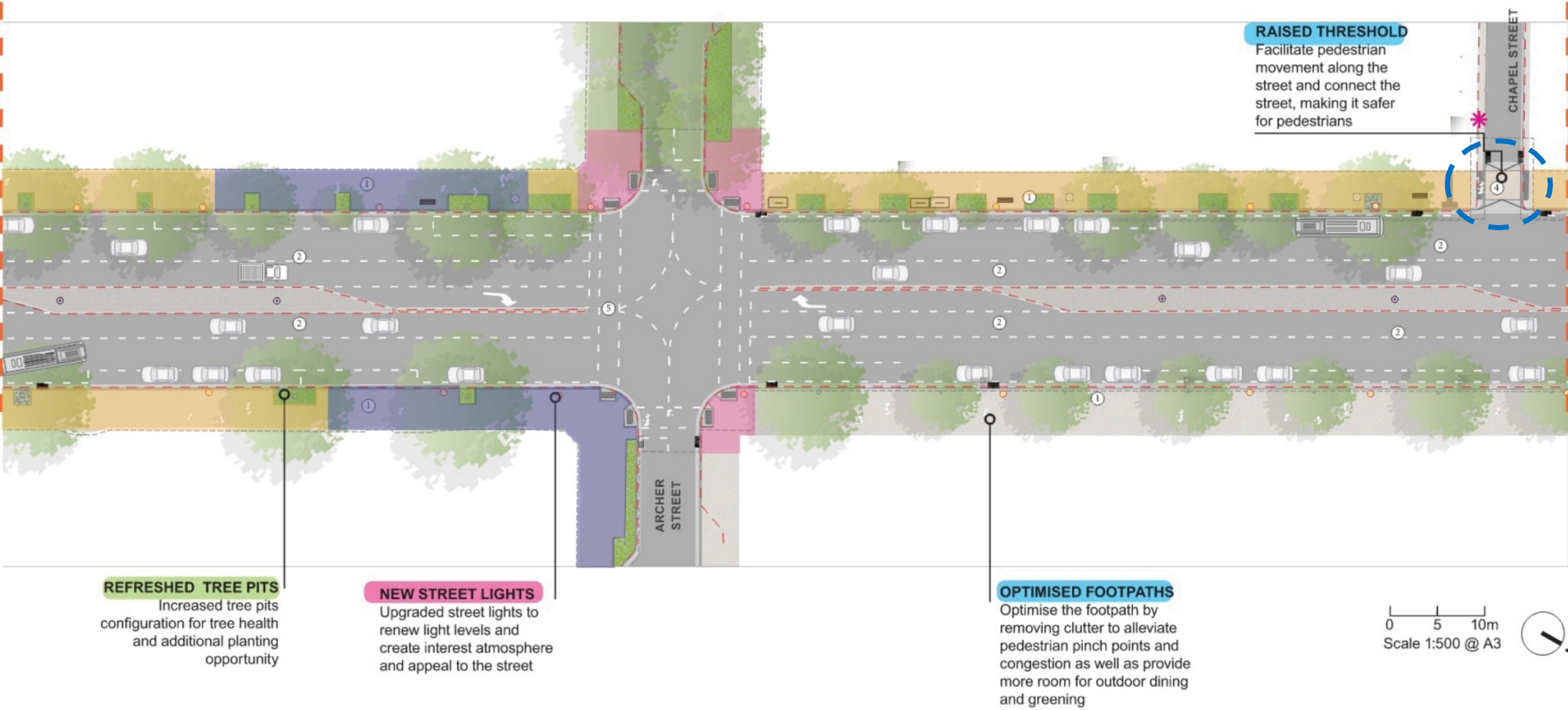
- EXISTING TREE
- NEW TREE
- GARDEN BED
- PERMEABLE PAVEMENT
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- TACTILES
- KERB RAMP
- BENCH
- UPGRADED BUS SHELTER
- DOUBLE CATCHPIT
- BIKE RACK
- BIN
- NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE
- FAUX HERITAGE LIGHTS RETAINED
- PUBLIC ART OPPORTUNITIES
- NEW FOOTPATH PAVEMENT
- NEW ROAD SURFACE
- DRIVEWAY
- RAISED THRESHOLD PAVEMENT
- UPGRADED PEDESTRIAN CROSSING



70% Design Overview

O'Connell Street - PLAN 2 of 5

Page 35

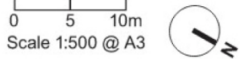


PAVING LEGEND

- Paving Type 1 – Primary Paving**
- Paving Type 2 – Chevron (nodes)**
- Paving Type 3a – Heritage building frontages**

LEGEND

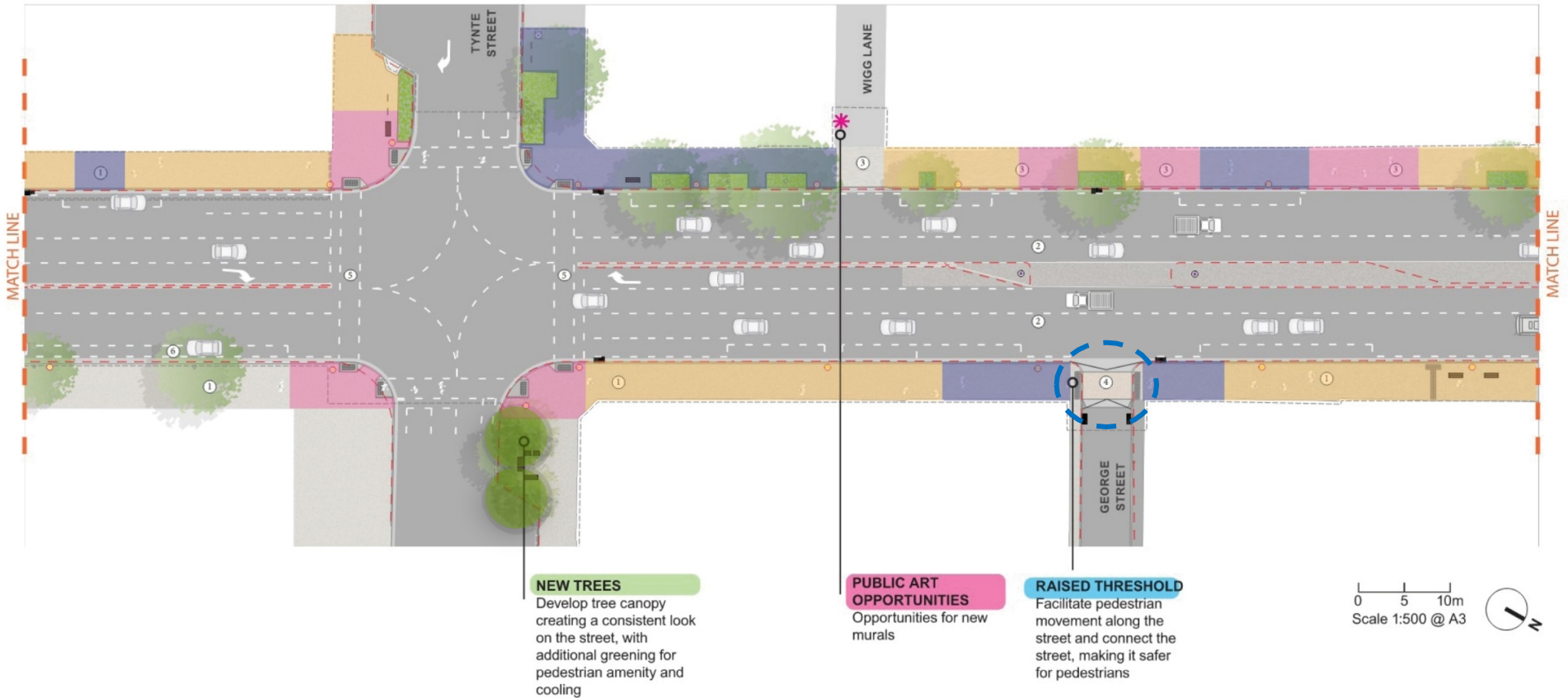
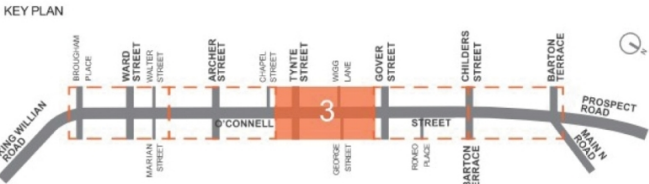
- | | | | |
|--------------------|----------------------|--|--------------------------------|
| EXISTING TREE | EXISTING KERB | DOUBLE CATCHPIT | ① NEW FOOTPATH PAVEMENT |
| NEW TREE | EXISTING AWNING | BIKE RACK | ② NEW ROAD SURFACE |
| GARDEN BED | PROPERTY BOUNDARY | BIN | ③ DRIVEWAY |
| PERMEABLE PAVEMENT | TACTILES | NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE | ④ RAISED THRESHOLD PAVEMENT |
| | KERB RAMP | FAUX HERITAGE LIGHTS RETAINED | ⑤ UPGRADED PEDESTRIAN CROSSING |
| | BENCH | PUBLIC ART OPPORTUNITIES | |
| | UPGRADED BUS SHELTER | | |



70% Design Overview

O'Connell Street - PLAN 3 of 5

Page 36



NEW TREES
Develop tree canopy creating a consistent look on the street, with additional greening for pedestrian amenity and cooling

PUBLIC ART OPPORTUNITIES
Opportunities for new murals

RAISED THRESHOLD
Facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians



PAVING LEGEND

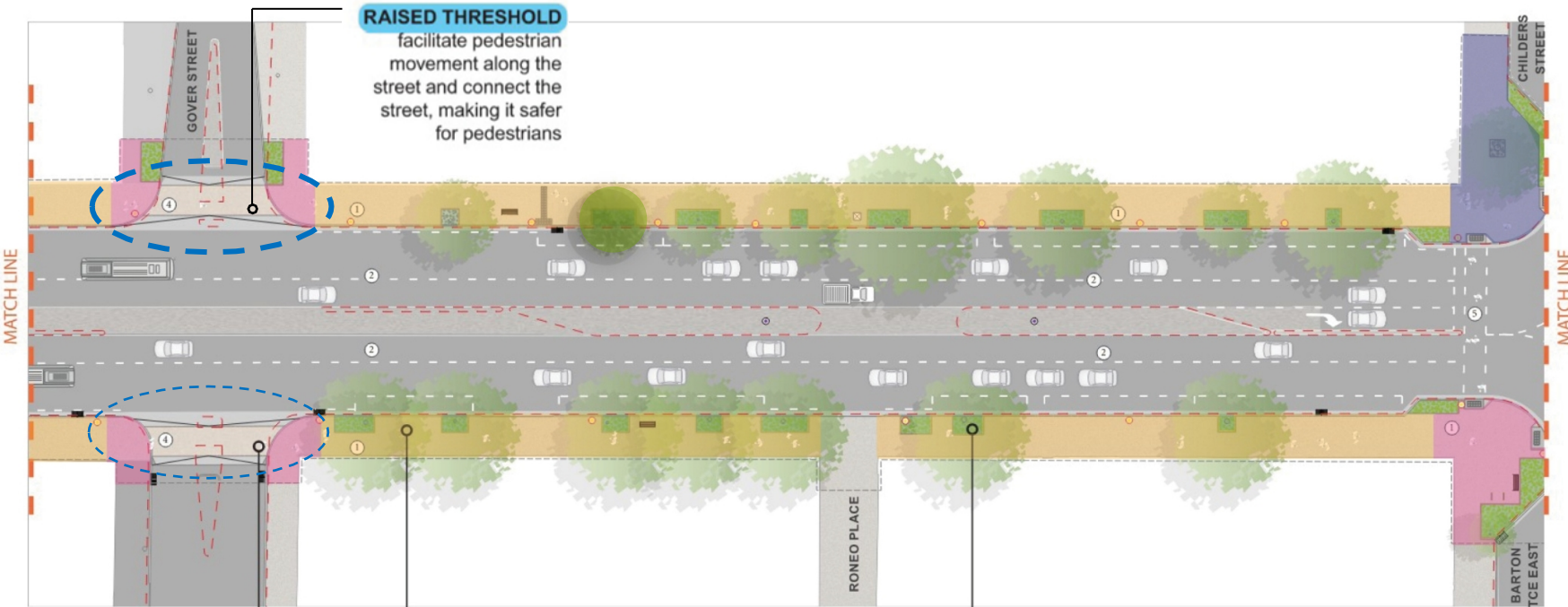
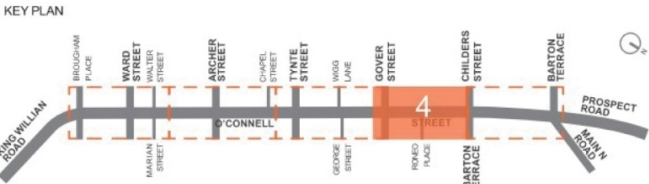
- Paving Type 1 – Primary Paving**
- Paving Type 2 – Chevron (nodes)**
- Paving Type 3a – Heritage building frontages**

LEGEND

- EXISTING TREE
- NEW TREE
- GARDEN BED
- PERMEABLE PAVEMENT
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- TACTILES
- KERB RAMP
- BENCH
- UPGRADED BUS SHELTER
- DOUBLE CATCHPIT
- BIKE RACK
- BIN
- NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE
- FAUX HERITAGE LIGHTS RETAINED
- PUBLIC ART OPPORTUNITIES
- 1 NEW FOOTPATH PAVEMENT
- 2 NEW ROAD SURFACE
- 3 DRIVEWAY
- 4 RAISED THRESHOLD PAVEMENT
- 5 UPGRADED PEDESTRIAN CROSSING

70% Design Overview

O'Connell Street - PLAN 4 of 5

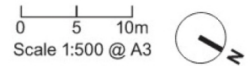


RAISED THRESHOLD
facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

RAISED THRESHOLD
facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

OPTIMISED FOOTPATHS
Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

REFRESHED TREE PITS
Increased tree pits configuration for tree health and additional planting opportunity



PAVING LEGEND

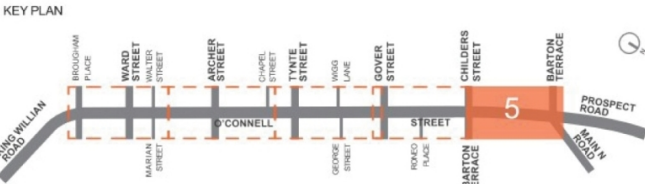
- Paving Type 1 – Primary Paving**
- Paving Type 2 – Chevron (nodes)**
- Paving Type 3a – Heritage building frontages**

LEGEND

- EXISTING TREE
- NEW TREE
- GARDEN BED
- PERMEABLE PAVEMENT
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- TACTILES
- KERB RAMP
- BENCH
- UPGRADED BUS SHELTER
- DOUBLE CATCHPIT
- BIKE RACK
- BIN
- NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE
- FAUX HERITAGE LIGHTS RETAINED
- PUBLIC ART OPPORTUNITIES
- 1 NEW FOOTPATH PAVEMENT
- 2 NEW ROAD SURFACE
- 3 DRIVEWAY
- 4 RAISED THRESHOLD PAVEMENT
- 5 UPGRADED PEDESTRIAN CROSSING

70% Design Overview

O'Connell Street - PLAN 5 of 5



MATCH LINE
Page 38

OPTIMISED FOOTPATHS

Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

PUBLIC ART OPPORTUNITIES

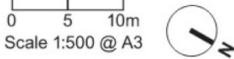
Installation of themed public art along shared area adding movement unique elements to the street

SAFE CYCLING

Re-direct cyclists onto a new and connected shared path network

GATEWAY ARTWORK OPPORTUNITIES

Celebrate destination venues with iconic public art



PAVING LEGEND

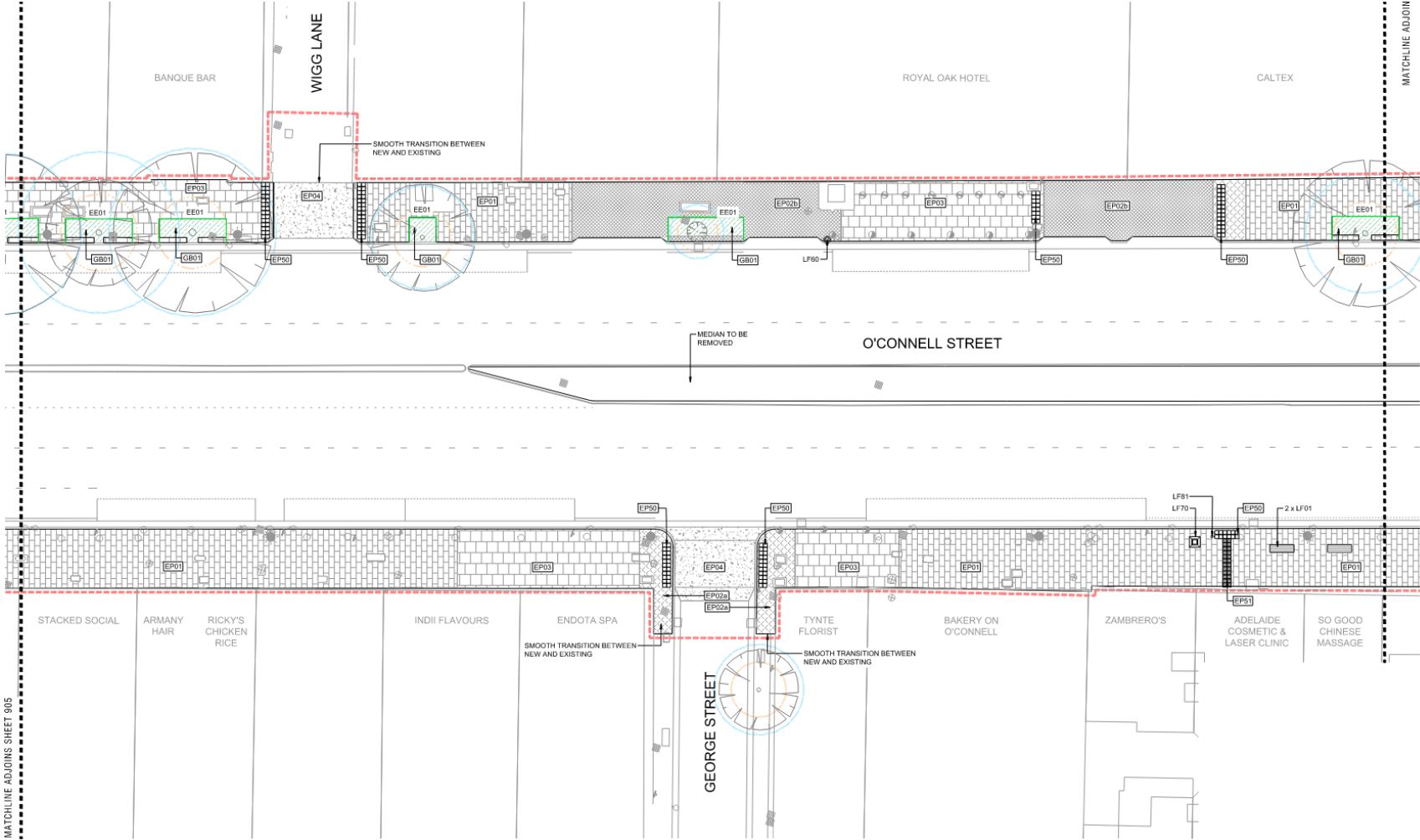
- Paving Type 1 – Primary Paving
- Paving Type 2 – Chevron (nodes)
- Paving Type 3a – Heritage building frontages

LEGEND

- | | | | |
|--------------------|----------------------|--|--------------------------------|
| EXISTING TREE | EXISTING KERB | DOUBLE CATCHPIT | ① NEW FOOTPATH PAVEMENT |
| NEW TREE | EXISTING AWNING | BIKE RACK | ② NEW ROAD SURFACE |
| GARDEN BED | PROPERTY BOUNDARY | BIN | ③ DRIVEWAY |
| PERMEABLE PAVEMENT | TACTILES | NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE | ④ RAISED THRESHOLD PAVEMENT |
| | KERB RAMP | FAUX HERITAGE LIGHTS RETAINED | ⑤ UPGRADED PEDESTRIAN CROSSING |
| | BENCH | PUBLIC ART OPPORTUNITIES | ⑥ SHARED PATH |
| | UPGRADED BUS SHELTER | | |

Main Streets Revitalisation – O’Connell Street
70% Design Overview Package
Detailed Design (Excerpt)

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Main Streets Revitalisation – O’Connell Street

70% Design Overview Package



Existing

Page 40

Design

Artist’s Impression of
streetscape treatment
(looking south)



Main Streets Revitalisation – O’Connell Street

70% Design Overview Package



Existing

Page 41

Design

Artist’s Impression of
streetscape treatment
(looking north)



Main Streets Revitalisation – O’Connell Street

70% Design Overview Package



Existing

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Design

Artist’s Impression
of raised threshold
at side street

Capital Works Monthly Project Update – August 2026

Strategic Alignment - Our Corporation

Public

Tuesday, 15 September 2026
Infrastructure and Public Works Committee

Program Contact:
Mark Goudge, Associate Director
Infrastructure

Approving Officer:
Tom McCready, Director City
Infrastructure

This report provides a summary view of the Capital Works Program delivery and financial performance as of 31 August 2026 including a snapshot of headline projects either complete or in progress, future procurement activities and upcoming community consultation and engagement activities.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL THAT COUNCIL

1. Notes the Capital Works Program Update for August 2026 as contained within this report and Attachment A to Item 7.4 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 15 September 2026.
-

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Corporation Strategy, Value and Efficiency - Strategic and Capital Projects are delivered on time and on budget (target 75%)
Policy	Not as a result of this report
Consultation	Consultation and / or engagement to various levels as required for the delivery of each project has or will be undertaken.
Resource	Projects delivered through a combination of Council resources, contract staff and external contractors and suppliers.
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
26/27 Budget Allocation	This report tracks capital works performance against the 2026/27 Capital Works budget of \$111.422m.
Proposed 27/28 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Life expectancy of assets varies by asset class.
26/27 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Ongoing costs for the maintenance of new and/or renewed assets will be factored into future Asset Management and Maintenance Plans, Business Plans and Budgets.
Other Funding Sources	Projects reported on are primarily funded from Council's Capital Budget, however various State and Federal grant funding opportunities have been leveraged against a number of projects.

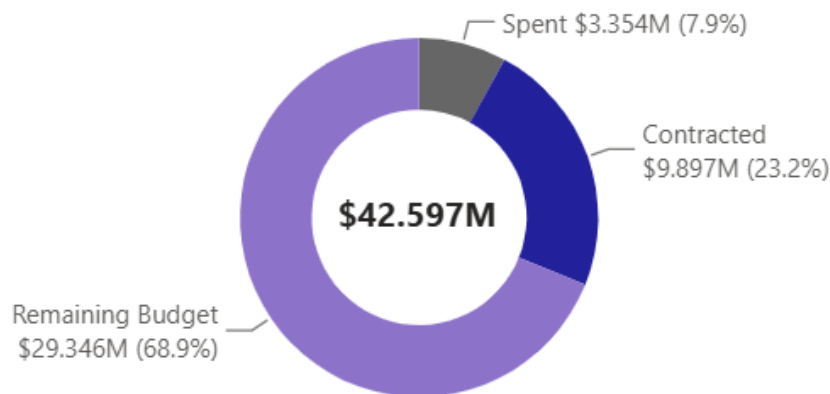
DISCUSSION

The total Capital Expenditure Budget for 2026/27 approved by Council is \$111.422m.

1. The Capital Works Program is itemised as follows:
 - 1.1. New and Upgrade Projects are identified through Council's Strategies and Plans and defined as complex in nature, installation of new infrastructure and upgrades to existing infrastructure. The revised funding allocated within the 2026/27 financial period totals \$42.597m
 - 1.2. Renewal Projects are grouped against multiple asset categories and are directly aligned to maintenance service levels contained within Council's Asset Management Plans. The funding allocated within the 2026/27 financial period totals \$68.825m
2. The monthly Capital Works update provides the status of these two capital programs as at the end of each calendar month.

New and Upgrade

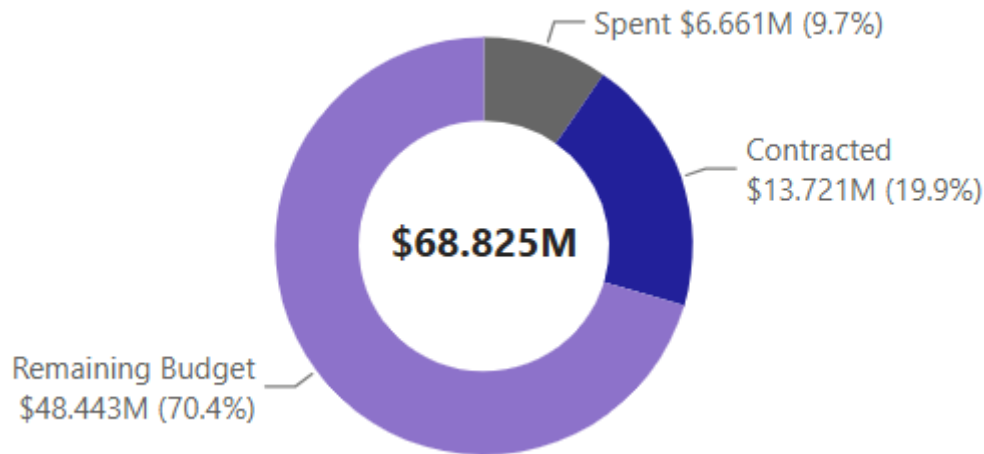
3. New and Upgrade Projects as of 31 August 2026 reflect \$3.354m in spend and a further \$9.897m in contracted works.



4. New and Upgrade Summary:
 - 4.1. Examples of New and Upgrade Projects within this category:
 - 4.1.1. The Botanic Creek Rehabilitation project is well advanced, with construction progressing successfully.
 - 4.1.2. Construction is well underway on the Golden Wattle Park / Mirnu Wirra (Park 21 West) Community Sports Building Redevelopment project, which is being delivered through a partnership between Council and Office for Recreation, Sport and Racing (ORSR).
 - 4.1.3. Construction of the new raised signalised pedestrian and cyclist crossing on Glen Osmond Road has commenced this month.
 - 4.1.4. Construction of the Peacock Road Cycle Route project commenced this month.
 - 4.1.5. The O'Connell Street Revitalisation project has commenced construction on the western stage, opposite 88 O'Connell Street.

Renewal Projects

5. Renewal Projects as of 31 August 2026 reflect \$6.661m in spend and a further \$13.721m in contracted works.



6. Renewal Project Summary:

- 6.1. 4 projects have reached practical completion in the month of August 2026, including:
- 6.1.1. Footpath Renewal - Bonython Park / Tulya Wardli (Park 27) - West of Victoria Bridge (Morphett Bridge)
 - 6.1.2. Footpath Renewal - Rymill Park - Diagonal Footpath heading from Central Area south toward Bartels Road
 - 6.1.3. Heavy Patching - King William Road and War Memorial Drive Intersection
 - 6.1.4. Road Resurfacing - Ifould Street - Frome Street to Daly Street
- 6.2. Examples of Renewal Projects within this category:
- 6.2.1. The Park 9 Basketball Court Resurfacing project has been completed, providing a renewed surface and improved user experience.
 - 6.2.2. The Victoria Square / Tarntanyangga Footpath Renewal is currently under construction
 - 6.2.3. City-wide LED Street Lighting Renewals have been delivered along Kermode Street, Glover Avenue, Unley Road, Flinders Street, King William Street and Frome Street

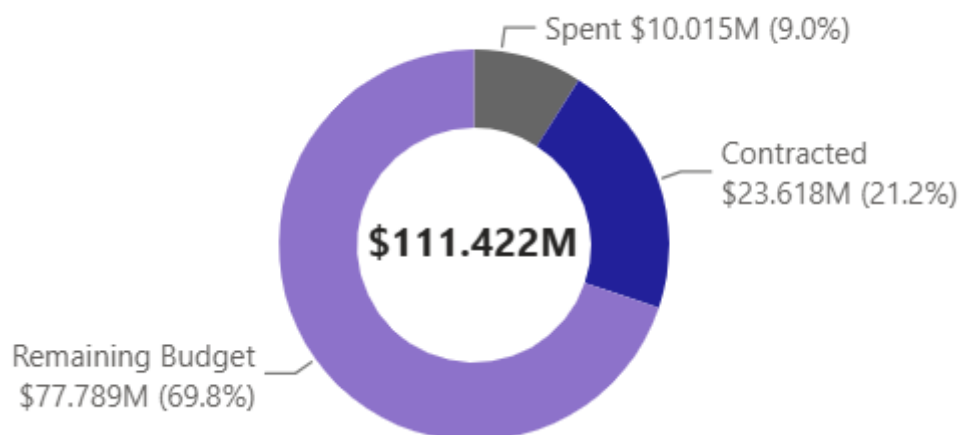
Greening Adelaide Streets

7. Information on activity that occurred during the month of August:
- 7.1. There are 88 trees in the Design/Designing and Planned stage of the greening Adelaide streets program.
 - 7.2. Procurement has commenced to deliver 13 trees in Pulteney Street and Rose Street during September.
 - 7.3. Planting season commences in September (spring).

Capital Works Program

8. There are 322 projects within the approved program in the 2026/27 financial year.
- 8.1. There are 95 projects at the initiate, concept and design stage with a total value of \$21.638m.
 - 8.2. There are 227 projects in the Delivery stage with a total value of \$89.785m.

9. The total expenditure against the Capital Works Program to the end of August 2026 is \$10.015m spent with a further \$23.618m contracted, totalling \$33.634m in the first two months.



10. Summary of commitments and expenditure by asset class for August 2026.

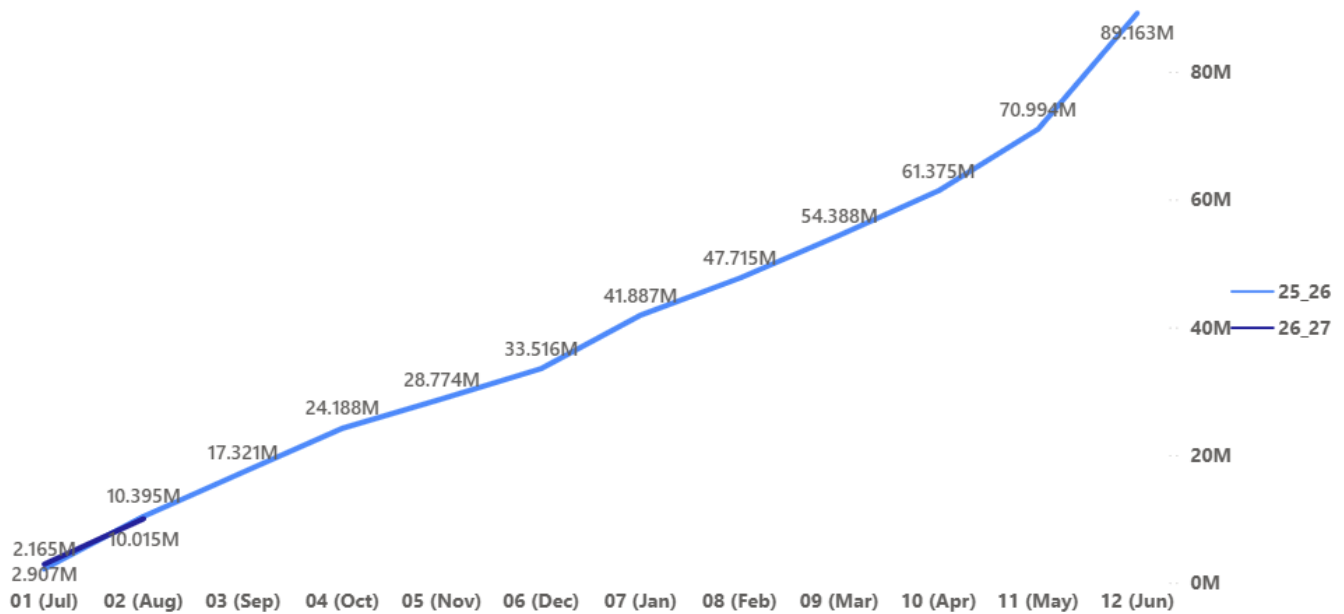
Capital Works	No. of Projects*	Approved Budget	Commitments	Expenditure	Remaining Budget
New/Upgrade Projects	84	\$42.597M	\$9.897M	\$3.354M	\$29.346M
Water Infrastructure	2	\$1.390M	\$0.215M		\$1.175M
Urban Elements	1		\$0.020M		(\$0.020M)
Transport	9	\$14.617M	\$2.112M	\$0.403M	\$12.101M
Traffic Signal	2	\$2.290M	\$1.148M	\$0.135M	\$1.007M
Streets	4	\$0.794M	\$0.591M	\$0.012M	\$0.191M
Plant and Fleet	5	\$0.600M	\$0.450M	\$0.012M	\$0.138M
Park Lands Assets	1				
Light'g & Electrical	2	\$0.093M	\$0.000M	\$0.001M	\$0.092M
Buildings	24	\$7.851M	\$3.238M	\$0.740M	\$3.874M
New/Upgrade Projects	34	\$8.261M	\$2.124M	\$1.351M	\$4.786M
Corporate Overhead		\$6.702M	\$0.000M	\$0.701M	\$6.001M
Asset Renewals	255	\$68.825M	\$13.721M	\$6.661M	\$48.443M
Water Infrastructure	4	\$2.023M	\$0.710M	\$0.269M	\$1.044M
Urban Elements	33	\$3.647M	\$2.030M	\$0.309M	\$1.308M
Transport	87	\$27.762M	\$3.084M	\$0.918M	\$23.760M
Traffic Signal	6	\$2.060M	\$0.747M	\$0.234M	\$1.079M
Streets	1		\$0.278M	\$0.000M	(\$0.278M)
Plant and Fleet	2	\$3.749M	\$0.080M	\$0.235M	\$3.433M
Park Lands Assets	10	\$0.765M	\$0.096M	\$0.141M	\$0.528M
Park Land Assets	9	\$0.739M	\$0.007M	\$0.038M	\$0.693M
Light'g & Electrical	33	\$3.645M	\$1.402M	\$0.454M	\$1.789M
ICT Renewals	8	\$1.237M	\$0.000M	\$0.002M	\$1.235M
Buildings	57	\$14.025M	\$3.226M	\$2.272M	\$8.527M
Bridges	4	\$0.180M	\$0.087M	\$0.073M	\$0.020M
Asset Management	1	\$1.383M	\$1.973M	\$0.432M	(\$1.022M)
Corporate Overhead		\$7.610M	\$0.000M	\$1.284M	\$6.326M
Total	322	\$111.422M	\$23.618M	\$10.015M	\$77.789M

* Inclusive of combined New & Upgrade and Renewal projects.

11. Examples of those works completed or in progress are reflected in **Attachment A - Capital Works August Update**.
12. Works in Progress (WIP) is the capitalisation of projects within ten weeks following Practical Completion.
WIP KPI - 70% (noting we are not ten weeks into the new financial year).

Capital Works Year on Year Spend Profile

13. The spend profile for August 2026 reflects a capital spend of \$10.015m year to date, compared to \$10.395m in August 2025.



Future Procurement Activities

14. The following procurement activities are currently being undertaken or will commence shortly.
 - 14.1. Procurement at Evaluation and Negotiation:
 - 14.1.1. Micromobility Operators.
 - 14.1.2. Adelaide Visitor Experience Centre – Fitout Contractor.
 - 14.1.3. Gouger Street Revitalisation.
 - 14.1.4. Pirie Street Improvements.
 - 14.1.5. Parking Guidance Solutions.
 - 14.1.6. Flagstone Pavers.
 - 14.1.7. Smart Parking Sensors.
 - 14.1.8. Wombat Crossing Design Services.
 - 14.1.9. Albert Bridge - Deck Resurfacing and Joints Renewal - Design Consultancy Services.
 - 14.2. Procurement to commence shortly:
 - 14.2.1. Mary Lee Park (Park 27B) - New Community Sports Building.
 - 14.2.2. James Place Upgrade.
 - 14.2.3. O'Connell Street Revitalisation.
 - 14.2.4. Public Toilet Renewal – Lefevre Park / Nantu Wama (Park 6) Playground and Hindmarsh Square.
 - 14.2.5. Community Buildings - Standardised Design.

- 14.2.6. Upgrade for Corporate GIS and City Map IT Systems.
- 14.2.7. Colonel Light Centre Electrical Infrastructure Renewals.
- 14.2.8. Full Lighting & Electrical Asset Renewals - Mansfield Street & Gresham Street.
- 14.2.9. Kintore Avenue Improvements.
- 14.2.10. Footpath Renewal.
- 14.2.11. Gover Street Pavement.
- 14.2.12. Footpath Condition Audit.
- 14.2.13. Mackinnon Parade Flagstone pavers.
- 14.2.14. South Parklands Creek Reach 7.

Future Community Consultation and Engagement Activities

15. The following community consultation and engagement activities are currently underway or planned:
- 15.1. **Main Streets Revitalisation - Melbourne Street** - INFORM - Ongoing engagement with businesses and stakeholders throughout the construction phase, including updates on project progress, upcoming works and associated impacts.
 - 15.2. **Main Streets Revitalisation - O'Connell Street** - INFORM - Direct engagement with affected businesses and stakeholders before and during construction to provide information on project timing, activities and potential impacts.
 - 15.3. **City Bikeway/Adelaide Park Lands Trail - Glen Osmond Road & Sir Donald Bradman Drive** - INFORM - Project communications and email updates to relevant stakeholders regarding upcoming works, traffic impacts and project progress.
 - 15.4. **George Street North Adelaide - localised traffic improvement** - INFORM - Post Consultation - Close-the-loop communications to inform the community and stakeholders of consultation outcomes and next steps for the project.
 - 15.5. **Peacock Road Cycle Route** - INFORM - Community and stakeholder communications associated with the project.

Grant Funding Confirmed

16. The table below reflects the year-to-date position relating to achieved funding.

Grants awarded in 2026/27		
Grant Scheme	Project	Grant Amount
Black spot	Hutt Street and Halifax Street intersection	\$408,000
Black spot	Morphett Street and Gilbert Street intersection	\$120,000
Special Local Roads	Pulteney Street (Grenfell Street to Halifax Street)	\$756,000
Special Local Roads	Sir Donald Bradman Drive – West Terrace to Railway Bridge	\$401,000
Total		\$1,685,000

17. The information provided reflects the second month of the 2026/27 financial year. For further details on the 2026/27 Capital Program, the Council Member Corporate Dashboard has a dedicated Capital Works section.

ATTACHMENTS

Attachment A – Capital Works Projects in Focus – August 2026

- END OF REPORT -

Capital Works August Update

Infrastructure & Public Works Committee

This report provides an overview of Capital Projects either complete or progressing for the month of August 2026.



Central Market Arcade Redevelopment

New/Upgrade



The Adelaide Central Market Arcade redevelopment continues to make strong progress, with approximately 300 personnel working on site.

Both the north and south towers are now structurally complete, with façade works finished. Internal fit-out works are continuing throughout the south tower and podium, and up to Level 37 of the north tower.

The project is reaching substantial completion with elements associated with the penthouses, sally port, building interface (including fire interconnections) and defects remaining to be rectified.

Evaporative plant works within the existing Market UPark with major plant and equipment

installed via a mobile crane from Gouger Street.

Footpath works along Gouger Street and Grote Street close to completion helping shape a more welcoming and attractive public realm around the Market precinct.

As the project progresses, these improvements will support a more connected and vibrant city destination for residents, visitors and businesses.



Botanic Creek Rehabilitation

New/Upgrade



Construction of the Botanic Creek rehabilitation is progressing across the Adelaide Park Lands, with works underway to improve the condition, water quality and environmental health of Botanic Creek.

The project is rehabilitating sections of Botanic Creek across the Adelaide Park Lands, with works focused on improving the condition and resilience of the watercourse, reducing erosion and supporting improved water quality and environmental outcomes.

Works will help slow and better manage stormwater flows, reduce erosion and improve the quality of water moving through the catchment before it reaches the River Torrens / Karrawirra Pari.



Construction commenced in July and is progressing well, with the current stage remaining on track for completion by the end of September. Works are being carefully coordinated around winter weather conditions and the Park Lands events calendar to minimise impacts on park users and scheduled events.



Once complete, the rehabilitation will create a healthier and more resilient creek environment, with improved aquatic and native vegetation, stabilised creek banks and enhanced habitat and biodiversity. Renewed paths and pedestrian infrastructure will also make it safer and more enjoyable for people to move through and experience this part of the Park Lands.



Golden Wattle Park / Mirnu Wirra (Park 21 West) Community Sports Building Redevelopment

New/Upgrade

The redevelopment of the community sports building at Golden Wattle Park / Mirnu Wirra (Park 21 West) is progressing, with the project set to deliver a modern, fit-for-purpose facility that better supports sporting clubs and the wider community.



The existing building has reached the end of its useful life and will be replaced with a contemporary community sports facility based on the concept design endorsed by Council in December 2024. The new building will provide improved facilities for sporting and recreational activities and create a more functional, accessible and welcoming space for

people using the Park Lands.



The redevelopment is supported by a \$1.5 million grant from the Office for Recreation, Sport and Racing (ORSR), contributing to the delivery of the new community sports facility at Golden Wattle Park / Mirnu Wirra (Park 21 West).



The project is now progressing through delivery, building on the detailed design and planning undertaken to ensure the new facility responds to the needs of sporting groups while respecting its important Park Lands setting.



Once complete, the redevelopment will replace ageing infrastructure with a high-quality community facility, supporting greater

participation in sport and recreation and ensuring Golden Wattle Park / Mirnu Wirra continues to provide welcoming and functional spaces for the community.

Bundey's Paddock / Tidlangga (Park 9) Basketball Court Resurfacing

Renewal

The basketball court renewal in Park 9 has been completed, providing a safer, refreshed and more versatile recreation space for the community to enjoy.



The project involved removing and replacing the ageing asphalt surface, applying a new protective pavement coating and introducing updated court line marking within the existing footprint. The new layout has been designed to expand opportunities for different activities, making better use of the existing space and encouraging a broader range of recreational use.



Additional care was taken during construction to manage the impacts of wet weather and ensure the quality and durability of the finished surface.



The renewed court provides an improved playing surface, reduces ongoing maintenance requirements and creates a more inviting space for informal sport and recreation, supporting greater community use and enjoyment of the Adelaide Park Lands.



Victoria Square / Tarntanyangga Footpath Renewal

Renewal

Works have commenced on the renewal of asphalt footpaths across the southwest, southeast and northeast quadrants of Victoria Square / Tarntanyangga, improving the condition, safety and accessibility of pedestrian connections through one of Adelaide's most prominent public spaces.



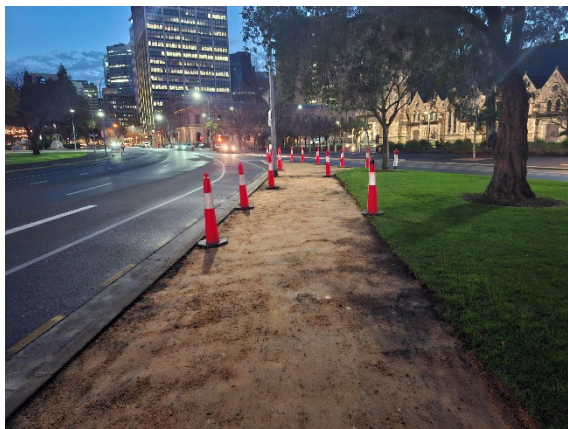
The project will replace ageing footpath surfaces to provide safer, smoother and more comfortable routes for the many residents, workers and visitors who move through the Square each day. Construction methods and material selections have also considered opportunities to reduce embodied carbon and improve the long-term performance of the renewed paths.



The project has also explored opportunities for additional street trees and water-sensitive urban design features, supporting broader efforts to increase shade, urban greening and climate resilience within the city.



Once complete, the renewed footpaths will improve pedestrian safety and accessibility, extend the life of this important infrastructure and reduce ongoing maintenance requirements.



The project highlights Council's investment in maintaining and enhancing Victoria Square / Tarntanyangga, improving this important civic space for the thousands of people who use and visit the city centre each day.

Glen Osmond Road Crossing

New/Upgrade

Construction has commenced on a new raised signalised pedestrian and cyclist crossing on Glen Osmond Road, improving safety and connectivity along the Adelaide Park Lands Trail and Belair-City Bikeway.



The new pedestrian and cyclist-activated crossing will provide a safer and more accessible way for people to cross Glen Osmond Road, with new traffic signals, lighting and associated road and civil works. The raised design will help slow approaching vehicles, improve visibility and provide greater protection for people walking and cycling across this busy road.

Glen Osmond Road forms an important gateway into the city but also intersects with a key walking and cycling route through the Adelaide Park Lands. The new crossing will address this point of conflict by providing a dedicated and controlled connection across the road, improving continuity of the Park Lands Trail and making journeys safer and easier for people of all ages and abilities.



The project will strengthen connections between the city, Park Lands and inner southern suburbs, supporting people travelling between Parkside, Unley and the city by foot or bicycle. It will also complement recent improvements delivered along the Glen Osmond Road corridor, contributing to a safer and better-connected network for active travel.



With construction now underway, the project represents another important step in improving how people move to, from and through the Adelaide Park Lands. Supported by the Australian Government road safety funding, the new crossing will deliver a lasting safety improvement at a key location while encouraging more accessible and connected walking and cycling journeys.

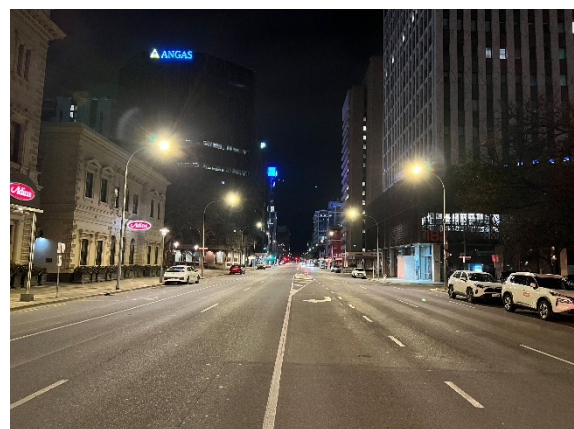
City-wide LED Street Lighting Renewals

Renewal

Council has completed a significant program of LED street lighting renewals across six key city locations, replacing ageing street lights with modern, energy-efficient LED technology.



Renewals were delivered along **Kermode Street, Glover Avenue, Unley Road, Flinders Street, King William Street and Frome Street**, following detailed design completed in the previous financial year. The new LED luminaires provide improved lighting quality and reliability while reducing energy consumption and ongoing maintenance requirements.





To minimise disruption to residents, businesses and people travelling through the city, installation works were undertaken at night when traffic volumes were lower. The new lighting has been designed to meet Council's current public lighting standards while providing consistent lighting across streets, footpaths and intersections.



The completed renewals will reduce electricity use and associated operating costs, improve the condition and performance of Council's public lighting network and provide clearer, more reliable lighting for people walking, cycling and driving at night.

Delivered as part of Council's City Deal commitment, the program represents an important investment in modernising city infrastructure, reducing energy consumption and creating safer, more efficient and better-lit streets for the community.

Peacock Road Cycle Route

New/Upgrade

Construction has commenced on a new protected cycleway along Peacock Road, delivering a safer and better-connected cycling route between South Terrace, the Adelaide Park Lands and the city's wider cycling network.



Peacock Road is one of the busiest commuter cycling routes into and out of the city and provides an important connection to the Mike Turtur Bikeway and cycling routes through the Park Lands. The project will upgrade the existing painted bicycle lanes with quick-build protected lanes, using flexible separator posts to provide greater separation between people cycling and moving vehicles.



The improvements will provide a safer and more comfortable route for people of different ages and cycling abilities, particularly those who may not feel confident using the existing

on-road painted lanes. By improving this key connection, the project will make cycling a more practical option for travelling to the city, accessing the Park Lands and connecting with surrounding cycling networks.



The new cycleway will also complement planned cycling improvements in the City of Unley, strengthening connections between Adelaide and the inner southern suburbs and supporting a more continuous cycling network.

Supported by \$500,000 through the Australian Government's National Road Safety Program, the project will deliver safer and more accessible active transport infrastructure, providing more choice in how people travel to and from the city while helping reduce congestion and encouraging healthy, sustainable transport.

Exclusion of the Public

Agenda Item 9

Tuesday, 15 September
2026

Infrastructure and Public Works Committee

Program Contact:

Anthony Spartalis, Chief
Operating Officer

Public

Approving Officer:

Michael Sedgman, Chief
Executive Officer

EXECUTIVE SUMMARY

Section 90(2) of the *Local Government Act 1999 (SA)* (the Act), states that a Council may order that the public be excluded from attendance at a meeting if the Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.

It is the recommendation of the Chief Executive Officer that the public be excluded from this Infrastructure and Public Works Committee meeting for the consideration of information and matters contained in the Agenda.

For the following Reports for Recommendation to Council seeking consideration in confidence

- 10.1** Glenelg to Adelaide Recycled Water Scheme (GARWS) Recycled Water Services Contract [section 90(3) (b) & (d) of the Act]
- 10.2** Strategic Property Matter [section 90(3) (b) & (d) of the Act]

The Order to Exclude for Items 10.1 and 10.2:

1. Identifies the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
2. Identifies the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
3. In addition, identifies for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.

ORDER TO EXCLUDE FOR ITEM 10.1

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE:

1. Having taken into account the relevant consideration contained in section 90(3) (b) & (d) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Infrastructure and Public Works Committee dated 15 September 2026 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 10.1 [Glenelg to Adelaide Recycled Water Scheme (GARWS) Recycled Water Services Contract] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Grounds and Basis

This Item contains commercial in confidence, financial information which are to be treated in confidence and the disclosure of which could reasonably be expected to confer a commercial advantage on a person which whom the Council is conducting business, prejudice the commercial position of the Council and prejudice the commercial position of the person who supplied the information and confer a commercial advantage to a third party.

The disclosure of information could reasonably prejudice the commercial position of the Council with respect to its contractual negotiations as well as prejudice the commercial position of parties who have supplied the information.

Public Interest

The Infrastructure and Public Works Committee is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of this information may prejudice Council's contractual dealings.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Infrastructure and Public Works Committee dated 15 September 2026 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 10.1 [Glenelg to Adelaide Recycled Water Scheme (GARWS) Recycled Water Services Contract] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (b) & (d) of the Act.

ORDER TO EXCLUDE FOR ITEM 10.2

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE:

1. Having taken into account the relevant consideration contained in section 90(3) (b) & (d) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Infrastructure and Public Works Committee dated 15 September 2026 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 10.2 [Strategic Property Matter] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Grounds and Basis

This Item is confidential as it contains certain confidential information (not being a trade secret) the disclosure of which could reasonably be expected to confer a commercial advantage on a person which whom the Council is conducting business, prejudice the commercial position of the Council and prejudice the commercial position of the person who supplied the information and confer a commercial advantage to a third party.

The disclosure of information in this report could reasonably prejudice the commercial position of the Council with respect to its commercial dealings with the land as well as prejudice the commercial position of parties who have supplied intellectual property and commercial in confidence information.

Public Interest

The Infrastructure and Public Works Committee is satisfied that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of the information in this report, including certain financial information and further direction, may prejudice Council's contractual dealings with respect to a strategic land holding. In addition, information within this report contains the intellectual property and commercial in confidence information of parties who have supplied information which if released could negatively impact Council. On this basis, the disclosure of such information may severely prejudice the City of Adelaide's ability to influence the proposal for the benefit of the City of Adelaide and community in this matter.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Infrastructure and Public Works Committee dated 15 September 2026 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 10.2 [Strategic Property Matter] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (b) & (d) of the Act.

DISCUSSION

1. Section 90(1) of the *Local Government Act 1999 (SA)* (the Act) directs that a meeting of Council must be conducted in a place open to the public.
2. Section 90(2) of the Act, states that a Council may order that the public be excluded from attendance at a meeting if Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.
3. Section 90(3) of the Act prescribes the information and matters that a Council may order that the public be excluded from.
4. Section 90(4) of the Act, advises that in considering whether an order should be made to exclude the public under section 90(2) of the Act, it is irrelevant that discussion of a matter in public may -
 - (a) *cause embarrassment to the council or council committee concerned, or to members or employees of the council; or*
 - (b) *cause a loss of confidence in the council or council committee; or*
 - (c) *involve discussion of a matter that is controversial within the council area; or*
 - (d) *make the council susceptible to adverse criticism.*
5. Section 90(7) of the Act requires that an order to exclude the public:
 - 5.1 Identify the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
 - 5.2 Identify the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
 - 5.3 In addition identify for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.
6. Section 83(5) of the Act has been utilised to identify in the Agenda and on the Report for the meeting, that the following reports are submitted seeking consideration in confidence.
 - 6.1 Information contained in Item 10.1 – Glenelg to Adelaide Recycled Water Scheme (GARWS) Recycled Water Services Contract
 - 6.1.1 Is not subject to an existing Confidentiality Order.
 - 6.1.2 The grounds utilised to request consideration in confidence is section 90(3) (b) & (d) of the Act
 - (b) information the disclosure of which –
 - (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or prejudice the commercial position of the council; and
 - (ii) would, on balance, be contrary to the public interest.
 - (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which—
 - (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
 - (ii) would, on balance, be contrary to the public interest.
 - 6.2 Information contained in Item 10.2 – Strategic Property Matter
 - 6.1.1 Is not subject to an existing Confidentiality Order.
 - 6.1.2 The grounds utilised to request consideration in confidence is section 90(3) (b) & (d) of the Act
 - (b) information the disclosure of which –
 - (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or prejudice the commercial position of the council; and
 - (ii) would, on balance, be contrary to the public interest.

- (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which—
 - (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
 - (ii) would, on balance, be contrary to the public interest.

ATTACHMENTS

Nil

- END OF REPORT -

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