



COUNCIL

Agenda and Reports

for the meeting on

Tuesday, 8 September 2026

at 6.30 pm

in the Council Chamber, Adelaide Town Hall

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Our Adelaide.
Bold.
Aspirational.
Innovative.

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

Agenda

Item	Pages
1. Acknowledgement of Country The Lord Mayor 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. Acknowledgement of Colonel William Light The Lord Mayor will state: ‘The Council acknowledges the vision of Colonel William Light in determining the site for Adelaide and the design of the City with its six squares and surrounding belt of continuous Park Lands which is recognised on the National Heritage List as one of the greatest examples of Australia’s planning heritage.’	
3. Prayer The Lord Mayor will state: ‘We pray for wisdom, courage, empathy, understanding and guidance in the decisions that we make, whilst seeking and respecting the opinions of others.’	
4. Pledge The Lord Mayor will state: ‘May we in this meeting speak honestly, listen attentively, think clearly and decide wisely for the good governance of the City of Adelaide and the wellbeing of those we serve.’	
5. Memorial Silence The Lord Mayor will ask all present to stand in silence in memory of those who gave their lives in defence of their Country, at sea, on land and in the air.	
6. Apologies and Leave of Absence Nil	
7. Confirmation of Minutes - 25/8/2026 & 1/9/2026 That the Minutes of the meeting of the Council held on 25 August 2026 and the Minutes of the Special meeting held on 1 September 2026, be taken as read and be confirmed as an accurate record of proceedings. View public 25 August 2026 Minutes here and 1 September 2026 here	

8.	Declaration of Conflict of Interest	
9.	Deputations	
	Granted at time of Agenda Publication – 4/9/2026	
	Nil	
10.	Petitions	
	Nil	
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	In accordance with sections 90(2),(3) and (7) of the <i>Local Government Act 1999 (SA)</i> the Council will consider whether to discuss in confidence the reports contained within section 22 of this Agenda.	

Confidential Recommendation/Advice from Committee/s

- 22.** Confidential Recommendations of the CEO Performance Review Panel - 31 August 2026 [s 90(3) (a)] 200 - 205
- 23. Confidential Reports for Council (Chief Executive Officer's Reports)**
 - 23.1** CEO Employment Contract [S90(3) (a)]
To be distributed separately
- 24. Closure**

Tuesday, 8 September 2026
Council

Advice of the Kadaltilla/ Adelaide Park Lands Authority - 27 August 2026

Strategic Alignment - Our Corporation

Public

Program Contact:
Rebecca Hayes, Associate
Director Governance & Strategy

Approving Officer:
Anthony Spartalis, Chief
Operating Officer

EXECUTIVE SUMMARY

Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) is the principal advisor to both the Council and the State Government on the protection, management, enhancement and promotion of the Adelaide Park Lands.

This report presents the advice from Kadaltilla in response to Board deliberations at its meeting held on 27 August 2026 on the following matters:

- Item 5.1 - Cor Infinitus Returned and Services League of Australia SA Branch - Memorial Proposal
- Item 5.3 - Kadaltilla / Adelaide Park Lands Authority 2025/2026 Annual Report

RECOMMENDATION

THAT COUNCIL

1. Notes that Kadaltilla /Adelaide Park Lands Authority met on 27 August 2026.
2. Notes the advice of the Kadaltilla / Adelaide Park Lands Authority from the meeting of the Board held on 27 August 2026, contained in Item 11 on the Agenda for the meeting of the Council held on 8 September 2026 in relation to:
 - 2.1. Cor Infinitus Returned and Services League of Australia SA Branch - Memorial Proposal
 - 2.2. Kadaltilla / Adelaide Park Lands Authority 2025/2026 Annual Report

DISCUSSION

1. Kadaltilla met on 27 August 2026, deliberating on the following matters:
 - 1.1. Cor Infinitus Returned and Services League of Australia SA Branch - Memorial Proposal
 - 1.2. Kadaltilla Advisory Committee Terms of Reference
 - 1.3. Kadaltilla / Adelaide Park Lands Authority 2025/2026 Annual Report
 - 1.4. Progress of the Tentative List Submission for Adelaide and its Rural Settlement Landscapes World Heritage Bid

The Agenda and Minutes for the Kadaltilla Board meeting can be viewed [here](#).

2. Where the resolution of the Committee differs from the recommendation published in the Committee agenda, the Committee's recommendation to the Council is listed first, with the original recommendation provided in grey and italics.
3. Kadaltilla resolved to advise Council as follows in relation to:

- 3.1. Item 5.1 - Cor Infinitus Returned and Services League of Australia SA Branch - Memorial Proposal

THAT THE KADALTILLA / ADELAIDE PARK LANDS AUTHORITY ADVISES COUNCIL:

That the Kadaltilla / Adelaide Park Lands Authority:

1. Endorses the proposal from the Returned and Services League of Australia for the establishment of a Veteran's support and reflection space within Red Gum Park / Karrawirra (Park 12), as contained in Attachment A to Item 5.1 on the Agenda for the meeting of the Board of Kadaltilla / Adelaide Park Lands Authority held on 27 August 2026, subject to the final design being presented to Kadaltilla.
2. Notes the Returned and Services League of Australia has committed to fully fund and project manage the project, with the City of Adelaide providing in-kind design input, oversight, site coordination and necessary approvals.

THAT THE KADALTILLA / ADELAIDE PARK LANDS AUTHORITY ADVISES COUNCIL:

That the Kadaltilla / Adelaide Park Lands Authority:

1. *Endorses the proposal from the Returned and Services League of Australia for the establishment of a Veteran's support and reflection space within Red Gum Park / Karrawirra (Park 12), as contained in Attachment A to Item 5.1 on the Agenda for the meeting of the Board of Kadaltilla / Adelaide Park Lands Authority held on 27 August 2026.*
2. *Notes the Returned and Services League of Australia has committed to fully fund and project manage the project, with the City of Adelaide providing in-kind design input, oversight, site coordination and necessary approvals.*

- 3.2. Item 5.2 – Kadaltilla Advisory Committee Terms of Reference

That the Kadaltilla / Adelaide Park Lands Authority:

1. Approves the draft Terms of References for the Advisory Committee on Population Growth Impacts on the Adelaide Park Lands as contained in **Attachment A** to Item 5.2 on the Agenda for the meeting of the Board of Kadaltilla / Adelaide Park Lands Authority held on 27 August 2026.
2. Approves the progress of the Population Growth Impacts Advisory Committee as the first Advisory Committee to be trialled to assess the resourcing requirements and effectiveness of the Committee structure.
3. Authorises the Administration to:
 - 3.1. Write to nominated member organisations outlining the purpose of the Committee and seeking nominations for membership.
 - 3.2. Convene the inaugural meeting of the Population Growth Impacts Advisory Committee.
 - 3.3. Report back on the resourcing and effectiveness of the Population Growth Impacts Advisory Committee before progressing with the Funding and Investment Advisory Committee and the Return Areas Advisory Committee.

4. Notes that a consolidated update on the establishment and initial activity of the Population Growth Impacts Advisory Committee will be brought to Kadaltilla within twelve months.
 5. Notes that the Presiding Member will write to the Minister for Planning outlining Kadaltilla's intention to establish the advisory committees.
 6. Authorises the Presiding Member, or delegate, to amend the draft Terms of Reference as contained in **Attachment A** to Item 5.2 on the Agenda for Kadaltilla / Adelaide Park Lands Authority meeting held on 27 August 2026, for the purposes of finalising the document.
- 3.3. Item 5.3 – Kadaltilla / Adelaide Park Lands Authority 2025/2026 Annual Report
- THAT THE KADALTILLA / ADELAIDE PARK LANDS AUTHORITY ADVISES THE STATE GOVERNMENT AND COUNCIL:
- That the Kadaltilla / Adelaide Park Lands Authority:
1. Approves the Kadaltilla / Adelaide Park Lands Authority Annual Report 2025/26 as contained in **Attachment A** to Item 5.3 on the Agenda for the meeting of the Board of the Kadaltilla / Adelaide Park Lands Authority held on 27 August 2026.
 2. Approves the Chief Executive Officer, or delegate, incorporating the Audited Financial Statements of Kadaltilla from 1 July 2025 through 30 June 2026 into the Kadaltilla / Adelaide Park Lands Authority Annual Report 2025/26 as contained in **Attachment A** to Item 5.3 on the Agenda for the meeting of the Board of the Kadaltilla / Adelaide Park Lands Authority held on 27 August 2026, to be considered by the Audit and Risk Committee on 23 September 2026.
 3. Notes the requirement, under Clause 6.4.1(c) of the Kadaltilla Charter, to undertake an annual review of the Kadaltilla Strategic Plan in consultation with Council.
 4. Approves that no amendments are required to be made to the Kadaltilla 2023–2028 Strategic Plan.
 5. Authorises the Chief Executive Officer, or delegate, to provide a copy to Council and the Minister of Planning as the Minister responsible for the *Adelaide Park Lands Act 2005* (SA).
 6. Authorises the Chief Executive Officer, or delegate, to make minor, technical or typographical changes to the Kadaltilla / Adelaide Park Lands Authority Annual Report for the 2025/26 financial year as contained in **Attachment A** to Item 5.3 on the Agenda for the meeting of the Board of the Kadaltilla / Adelaide Park Lands Authority held on 27 August 2026.
- 3.4. Item 5.4 – Progress of the Tentative List Submission for Adelaide and its Rural Settlement Landscapes World Heritage Bid
- That the Kadaltilla / Adelaide Park Lands Authority:
1. Receives the report as contained in Item 5.4 on the Agenda for the meeting of the Board of Kadaltilla / Adelaide Park Lands Authority held on 27 August 2026.

DATA AND SUPPORTING INFORMATION

Link 1 - [Agenda for Kadaltilla / Adelaide Park Lands Authority on Thursday, 27th August, 2026, 4.30 pm - City of Adelaide](#)

ATTACHMENTS

Nil

- END OF REPORT -

CEO Performance Review Panel Report - 31 August 2026

Tuesday, 8 September 2026
Council

Strategic Alignment - Our Corporation

Program Contact:
Rebecca Hayes, Associate
Director Governance & Strategy

Public

Approving Officer:
Anthony Spartalis, Chief
Operating Officer

EXECUTIVE SUMMARY

The CEO Performance Review Panel is a formally appointed committee of Council pursuant to section 41 of the *Local Government Act 1999 (SA)* and is required as part of the CEO's Contract of Employment.

This report presents the outcomes of the CEO Performance Review Panel meeting of 31 August 2026.

RECOMMENDATION

THAT COUNCIL

1. Notes that the CEO Performance Review Panel met on 31 August 2026
-

DISCUSSION

1. The CEO Performance Review Panel met on Monday, 31 August 2026 and considered the following items:
 - 1.1. 2025/26 Q4 CEO KPI Progress Report
 - 1.2. CEO Performance Review Panel Meeting Dates
2. The CEO Performance Review Panel also considered the following confidential items:
 - 2.1. 2025/26 CEO Performance 360 Review [S90(3) (a)]
 - 2.2. 2025/26 CEO Remuneration Review [S90(3) (a)]
 - 2.3. CEO Employment Contract [S90(3) (a)]
 - 2.4. Response to CEO Undertaking [S90(3) (b), (d)]
3. The public component of the Agenda with reports for the meeting can be viewed at [Link 1](#).
4. Where the resolution of the Panel differs from the recommendation published in the Committee agenda, the Panel's recommendation to the Council is listed first, with the original recommendation provided in grey and italics.

Resolutions of the Panel

5. Item 5.1 - 2025/26 Q4 CEO KPI Progress Report

THAT THE CEO PERFORMANCE REVIEW PANEL

1. Receives and notes the KPI progress report as contained in Attachment A to item 5.1 on the agenda for the meeting of the CEO Performance Review Panel held on 31 August 2026, outlining progress against the Chief Executive Officer's endorsed 2025/26 KPI Performance Indicators.
2. Recognises the performance of the Chief Executive Officer and commends him on the delivery of the Key Performance Indicators in particular financial management, governance, integrity, stability and delivery in a complex operating environment.
3. Recommends the CEO identify issues around strategic formulation in addition to strategic implementation.

Original Recommendations as printed in the CEO Performance Review Panel Agenda

THAT THE CEO PERFORMANCE REVIEW PANEL

1. *Receives and notes the KPI progress report as contained in Attachment A to item 5.1 on the agenda for the meeting of the CEO Performance Review Panel held on 31 August 2026, outlining progress against the Chief Executive Officer's endorsed 2025/26 KPI Performance Indicators.*

6. Item 5.2 - CEO Performance Review Panel Meeting Dates

THAT THE CEO PERFORMANCE REVIEW PANEL

1. Approves the following meeting dates and times:
 - 1.1. Monday, 7 December 2026, 3:00-5:00pm
 - 1.2. Monday, 1 March 2027, 3:00-5:00pm
 - 1.3. Monday, 7 June 2027, 3:00-5:00pm
 - 1.4. Monday, 6 September 2027, 3:00-5:00pm
 - 1.5. Monday, 6 December 2027, 3:00-5:00pm

7. 2025/26 CEO Performance 360 Review

Considered in confidence pursuant to S90(3) (a) of the *Local Government Act 1999* (SA). The Panel resolved to apply the following confidentiality orders:

Confidentiality Order 1

Orders, in accordance with Section 91(7) and (9) of the *Local Government Act 1999* (SA) and because Item 7.1 [2025/26 CEO Performance 360 Review] listed on the Agenda for the meeting of the CEO Performance Review Panel held on 31 August 2026 was received, discussed and considered in confidence pursuant to Section 90(3) (a) of the *Local Government Act 1999* (SA), that:

1. The resolution, the report, the discussion and any other associated information submitted to this meeting and the Minutes of this meeting in relation to the matter remain confidential and not available for public inspection until 31 December 2031.
2. The confidentiality of the matter be reviewed in in accordance with section 91(3) of the *Local Government Act 1999* (SA).
3. The Chief Operating Officer be delegated the authority to review and revoke all or part of the order herein and directed to present a report containing the Item for which the confidentiality order has been revoked.

Confidentiality Order 2

Orders, in accordance with Section 91(7) and (9) of the *Local Government Act 1999* (SA) and because Item 7.1 [2025/26 CEO Performance 360 Review] listed on the Agenda for the meeting of the CEO Performance Review Panel held on 31 August 2026 was received, discussed and considered in confidence pursuant to Section 90(3) (a) of the *Local Government Act 1999* (SA), that:

1. The resolution, the report, the discussion and any other associated information submitted to this meeting and the Minutes of this meeting in relation to the matter remain confidential and not available for public inspection until 31 December 2031.
2. The confidentiality of the matter be reviewed in in accordance with section 91(3) of the *Local Government Act 1999* (SA).
3. The Chief Operating Officer be delegated the authority to review and revoke all or part of the order herein and directed to present a report containing the Item for which the confidentiality order has been revoked.

8. 2025/26 CEO Remuneration Review

Considered in confidence pursuant to S90(3) (a) of the *Local Government Act 1999* (SA). The Panel resolved to apply the following confidentiality orders:

Confidentiality Order 1

Orders, accordance with Section 91 (7) & (9) of the *Local Government Act 1999* (SA) and on the grounds that Item 7.2 [2025/26 CEO Remuneration Review] listed on the Agenda for the meeting of the CEO Performance Review Panel held on 31 August 2026 was received, discussed and considered in confidence pursuant to Section 90 (3) (a) of the *Local Government Act 1999* (SA), this meeting of the CEO Performance Review Committee, that:

1. The discussion held in confidence in relation to the matter remain confidential and not available for public inspection until 31 December 2031.
2. The confidentiality of the matter be reviewed in in accordance with section 91(3) of the *Local Government Act 1999* (SA).
3. The Chief Operating Officer be delegated the authority to review and revoke all or part of the order herein and directed to present a report containing the Item for which the confidentiality order has been received.

Confidentiality Order 2

In accordance with Section 91 (7) & (9) of the *Local Government Act 1999* (SA) and on the grounds that Item 7.2 [2025/26 CEO Remuneration Review] listed on the Agenda for the meeting of the CEO Performance Review Panel held on 31 August 2026 was received, discussed and considered in confidence pursuant to Section 90 (3) (a) of the *Local Government Act 1999* (SA), this meeting of the CEO Performance Review Committee, do order that:

1. The discussion held in confidence in relation to the matter remain confidential and not available for public inspection until 31 December 2031.
2. The confidentiality of the matter be reviewed in in accordance with section 91(3) of the *Local Government Act 1999* (SA).
3. The Chief Operating Officer be delegated the authority to review and revoke all or part of the order herein and directed to present a report containing the Item for which the confidentiality order has been received.

9. CEO Employment Contract

Considered in confidence pursuant to S90(3) (a) of the *Local Government Act 1999* (SA). The Panel resolved to apply the following confidentiality order:

Orders, in accordance with Section 91(7) and (9) of the *Local Government Act 1999* (SA) and because Item 7.3 [CEO Employment Contract] listed on the Agenda for the meeting of the CEO Performance Review Panel held on 31 August 2026 was received, discussed and considered in confidence pursuant to Section 90(3) (a) of the *Local Government Act 1999* (SA), that:

1. The resolution, the report, the discussion and any other associated information submitted to this meeting and the Minutes of this meeting in relation to the matter remain confidential and not available for public inspection until 31 December 2031.
2. The confidentiality of the matter be reviewed in in accordance with section 91(3) of the *Local Government Act 1999* (SA).
3. The Chief Operating Officer be delegated the authority to review and revoke all or part of the order herein and directed to present a report containing the Item for which the confidentiality order has been revoked.

10. Response to CEO Undertaking

Considered in confidence pursuant to S90(3) (b) & (d) of the *Local Government Act 1999* (SA). The Panel resolved to apply the following confidentiality order:

Orders, in accordance with Section 91(7) and (9) of the *Local Government Act 1999* (SA) and because Item 7.4 listed on the Agenda for the meeting of the CEO Performance Review Panel on 31 August 2026 was received, discussed and considered in confidence pursuant to Section 90(3) (b) & (d) of the *Local Government Act 1999* (SA), that:

1. The resolution, the report, the discussion and any other associated information submitted to this meeting and the Minutes of this meeting in relation to the matter remain confidential until the Service Agreement is signed or on 31 December 2027.
2. The confidentiality of the matter be reviewed in in accordance with section 91(3) of the *Local Government Act 1999* (SA).
3. The Chief Executive Officer be delegated the authority to review and revoke all or part of the order herein and is directed to present a report containing the Item for which the confidentiality order has been revoked.

DATA AND SUPPORTING INFORMATION

Link 1 – [Public Agenda for CEO Performance Review Panel - 31 August 2026](#)

ATTACHMENTS

Nil

- END OF REPORT -

Recommendations of the City Planning, Development and Business Affairs Committee – 1 September 2026

Strategic Alignment - Our Corporation

Public

Tuesday, 8 September 2026
Council

Program Contact:

Rebecca Hayes, Associate
Director Governance and
Strategy

Approving Officer:

Anthony Spartalis, Chief
Operating Officer

EXECUTIVE SUMMARY

The City Planning, Development and Business Affairs Committee considered the following Items at its meeting held on 1 September 2026 and resolved to present to Council the following recommendation for Council determination:

- Item 7.1 – Light Square / Wauwi Traffic and Safety Assessment
- Item 7.2 – Assessment of Long-term Vacant and Underutilised Sites for Housing

RECOMMENDATION

1. **Recommendation 1** – Item 7.1 - Light Square / Wauwi Traffic and Safety Assessment

THAT COUNCIL:

1. Notes that the City Plan identifies a Light Square / Wauwi upgrade as essential to supporting significant residential and employment growth expected within the north-west of the CBD towards 2031, which requires improved transport networks and access to additional green space.
2. Notes the traffic and safety assessment of Light Square / Wauwi prepared by the City of Adelaide with the support of Wallbridge Gilbert Aztec (WGA), as contained in Attachment A to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 1 September 2026.
3. Notes that the traffic and safety assessment confirms that both Option 1 and Option 2 in the draft Light Square / Wauwi Master Plan are feasible, but due to existing constraints on the road network, full delivery of either Option 1 and Option 2 would need to be taken as part of a broader precinct and network scale transport solution.
4. Notes the Light Square / Wauwi Active Travel Report as contained in Attachment B to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 1 September 2026.
5. Notes the City of Adelaide's application under Stream One of the Australian Government's Urban Precincts Partnership Program (UPPP) remains under consideration for broader precinct and network scale planning for Light Square / Wauwi.
6. Notes the short-term works package to target high-impact traffic and safety improvements for Light Square, is currently an unfunded item and will be incorporated into the prioritised program of transport related upgrades currently being developed by the Administration as part of the Integrated Transport Strategy Implementation Plan Item 4.1.4. for funding consideration in future Business Plans and Budgets processes.
7. Requests that the Administration develop concept plans for the short term safety enhancement works with funding through Council's quarterly budget review processes in 2026/27, including the Quarter 1 review process, and future Annual Business Plan and Budget processes.

8. Requests the Administration bring a report back to the November 2026 City Planning, Development and Business Affairs, to finalise and adopt the draft Light Square / Wauwi Master Plan.
9. Notes that the Administration will seek grant funding for the short term works package following the development of the concept plans.

2. **Recommendation 2 – Item 7.2 - Assessment of Long-term Vacant and Underutilised Sites for Housing**

THAT COUNCIL:

1. Receives the outcomes of the 2025/26 strategic project investigating the long-term vacant properties and underutilised land and buildings in the City of Adelaide as contained in Attachment A to Item 7.1 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 1 September 2026.
2. Notes that the 2026/27 Economic Development Strategy implementation project will explore options to mitigate building vacancy.
3. Notes that the findings of the Vacant and Underutilised Sites Assessment will be shared with the State Planning Commission and the Productivity Commission Inquiry into Housing Regulation.
4. Asks the Administration to report to Council no later than December 2026 on Administration's recommendations in relation to the consultation team's recommendations (at para 22) and resourcing required.

DISCUSSION

1. The City Planning, Development and Business Affairs Committee met on Tuesday, 1 September 2026. The Agenda with reports for the public component of the meeting can be viewed [here](#).
2. Where the resolution of the Committee differs from the recommendation published in the Committee agenda, the Committee's recommendation to the Council is listed first with the original recommendation provided in is in grey and italics.
3. The following matters were the subject of deliberation.
 - 3.1. Item 7.1 - Light Square / Wauwi Traffic and Safety Assessment

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS:

THAT COUNCIL

1. Notes that the City Plan identifies a Light Square / Wauwi upgrade as essential to supporting significant residential and employment growth expected within the north-west of the CBD towards 2031, which requires improved transport networks and access to additional green space.
2. Notes the traffic and safety assessment of Light Square / Wauwi prepared by the City of Adelaide with the support of Wallbridge Gilbert Aztec (WGA), as contained in Attachment A to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 1 September 2026.
3. Notes that the traffic and safety assessment confirms that both Option 1 and Option 2 in the draft Light Square / Wauwi Master Plan are feasible, but due to existing constraints on the road network, full delivery of either Option 1 and Option 2 would need to be taken as part of a broader precinct and network scale transport solution.
4. Notes the Light Square / Wauwi Active Travel Report as contained in Attachment B to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 1 September 2026.
5. Notes the City of Adelaide's application under Stream One of the Australian Government's Urban Precincts Partnership Program (UPPP) remains under consideration for broader precinct and network scale planning for Light Square / Wauwi.
6. Notes the short-term works package to target high-impact traffic and safety improvements for Light Square, is currently an unfunded item and will be incorporated into the prioritised program of transport related upgrades currently being developed by the Administration as part of the Integrated Transport Strategy Implementation Plan Item 4.1.4. for funding consideration in future Business Plans and Budgets processes.
7. Requests that the Administration develop concept plans for the short term safety enhancement works with funding through Council's quarterly budget review processes in 2026/27, including the Quarter 1 review process, and future Annual Business Plan and Budget processes.
8. Requests the Administration bring a report back to the November 2026 City Planning, Development and Business Affairs, to finalise and adopt the draft Light Square / Wauwi Master Plan.
9. Notes that the Administration will seek grant funding for the short term works package following the development of the concept plans.

For ease, Attachments A & B relating to Recommendation 1, Item 7.1, have been included at the end of this recommendation report.

Original Recommendation as Printed in the CPDBA Committee Agenda

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS:

THAT COUNCIL

1. *Notes the traffic and safety assessment of Light Square / Wauwi prepared by the City of Adelaide with the support of Wallbridge Gilbert Aztec (WGA), as contained in Attachment A to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 1 September 2026.*

2. *Notes that the traffic and safety assessment confirms that both Option 1 and Option 2 in the draft Light Square / Wauwi Master Plan are feasible, but due to existing constraints on the road network, full delivery of either Option 1 and Option 2 would need to be taken as part of a broader precinct and network scale transport solution.*
3. *Notes the Light Square / Wauwi Active Travel Report as contained in Attachment B to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 1 September 2026.*
4. *Notes the City of Adelaide's application under Stream One of the Australian Government's Urban Precincts Partnership Program (UPPP) remains under consideration for broader precinct and network scale planning for Light Square / Wauwi.*
5. *Notes the short-term works package to target high-impact traffic and safety improvements for Light Square, is currently an unfunded item and will be incorporated into the prioritised program of transport related upgrades currently being developed by the Administration as part of the Integrated Transport Strategy Implementation Plan Item 4.1.4. for funding consideration in future Business Plans and Budgets processes.*
6. *Notes that the Administration will develop concept plans for the short term safety enhancement works with funding for concept plan development to be considered through Council's quarterly budget review processes in 2026/27 and future Annual Business Plan and Budget processes.*
7. *Notes that the Administration will seek grant funding for the short term works package following the development of the concept plans.*

3.2. Item 7.2 - Assessment of Long-term Vacant and Underutilised Sites for Housing

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS:

THAT COUNCIL

1. Receives the outcomes of the 2025/26 strategic project investigating the long-term vacant properties and underutilised land and buildings in the City of Adelaide as contained in Attachment A to Item 7.1 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 1 September 2026.
2. Notes that the 2026/27 Economic Development Strategy implementation project will explore options to mitigate building vacancy.
3. Notes that the findings of the Vacant and Underutilised Sites Assessment will be shared with the State Planning Commission and the Productivity Commission Inquiry into Housing Regulation.
4. Asks the Administration to report to Council no later than December 2026 on Administration's recommendations in relation to the consultation team's recommendations (at para 22) and resourcing required.

For ease, Attachment A relating to Recommendation 2, Item 7.2, has been included at the end of this recommendation report.

Original Recommendation as Printed in the CPDBA Committee Agenda

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS:

THAT COUNCIL

1. *Receives the outcomes of the 2025/26 strategic project investigating the long-term vacant properties and underutilised land and buildings in the City of Adelaide as contained in Attachment A to Item 7.1 on the Agenda for the meeting of the City Planning, Development and Business Affairs Committee held on 1 September 2026.*
2. *Notes that the 2026/27 Economic Development Strategy implementation project will explore options to mitigate building vacancy.*
3. *Notes that the findings of the Vacant and Underutilised Sites Assessment will be shared with the State Planning Commission and the Productivity Commission Inquiry into Housing Regulation.*

DATA AND SUPPORTING INFORMATION

Link 1 – City Planning, Development and Business Affairs Committee Public Agenda

ATTACHMENTS

Recommendation 1 – Item 7.1 – Attachment A

Recommendation 1 – Item 7.1 – Attachment B

Recommendation 2 – Item 7.2 – Attachment A

- END OF REPORT -

City of Adelaide

Light Square/Wauwi Draft Master Plan

TRAFFIC ASSESSMENT REPORT

WGA250495

WGA250495-RP-TT-0001_B

August 2026

WGA



Revision History

REV	DATE	ISSUE	ORIGINATOR	CHECKER	APPROVER
A	18/07/2025	For information	DJ, AH, AK	JZ	HB
B	27/08/20206	Review Updates	AT	JZ	HB

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1 EXECUTIVE SUMMARY

The City of Adelaide (CoA) has developed a draft Master Plan to assess the feasibility of increasing the usable pedestrian and cyclist space within and around Light Square/Wauwi in the Adelaide CBD. CoA has selected the following two options in to achieve this desire for Light Square/Wauwi:

- Option 1 proposes to relocate the northbound carriageway from the west side of the Light Square/Wauwi to the east side, such that the northbound and southbound carriageways are co-located, and converting the existing 90° angle parking to parallel parking, increasing the space available within the centre of Light Square/Wauwi by up to 15% while providing a seamless connection along the western edge of Light Square/Wauwi.
- Option 2 proposes to retain the northbound and southbound carriageways separated by Light Square/Wauwi, with the number of traffic lanes in the northbound direction reduced from the current three to two lanes and the existing 90° angle parking converted to parallel parking, increasing the open space within the centre of Light Square/Wauwi by up to 9%.



Legend	Existing Light Square/Wauwi	Option 1	Option 2
--- Total area within scope of Master Plan	39,108m ²	39,108m ²	39,108m ²
Area of road surface	18,740m ²	15,260m ²	16,916m ²
Area of road surface removed	N/A	4,096m ²	2,895m ²
Footpaths, lawns and gardens (green space)	20,368m ²	19,752m ²	19,297m ²
Total area of green space	20,368m ²	23,848m ²	22,192m ²
Percentage of green space	52%	61%	56%

Wallbridge Gilbert Aztec (WGA) has assessed the two draft masterplan options for traffic related impacts on various user groups, including development of traffic modelling assessment using Aimsun.

While both options aim to improve safety and amenity for pedestrians and cyclists within and around Light Square/Wauwi, their impacts on various movements through Light Square/Wauwi and on the broader transport network are significantly different.

- Option 1 has a significant impact on public transport as it removes and/or reroutes out-of-service bus movements currently turning or undertaking U-turns at Light Square/Wauwi – impacts on these movements need to be reviewed further in consultation with SAPTA during design development phase.
- Option 2 retains all existing public transport movements at Light Square/Wauwi; however, it was estimated to result in a minor increase in delays due to reduced capacity in the northbound direction.
- Option 1 improves west bound connectivity for Weymouth Street and avoids roundabout or use of footpaths by cyclist connectivity and amenity with an opportunity for an off-road shared use path within Light Square/Wauwi.
- Option 2 is considered to offer negligible improvements to the cycling network and amenities.

- Option 1 offers improved pedestrian connectivity, amenity and safety for the majority of movements as it proposes to replace unsignalised crossings with signalised crossings; there are a number of movements that may experience extended travel times compared to the existing situation.
- Option 2 has minimal impact on pedestrian connectivity and travel times.
- Both options have considered on street parking changes within Light Square/Wauwi to further increase pedestrian and cyclist usable space and safety, and removes reversing into traffic for parked vehicles.

Traffic modelling using Aimsun was undertaken for subarea model extracted from DIT’s Tactical Adelaide Model (TAM) for the project. The traffic modelling findings for the modelled area indicate that:

- Option 1, in its current form and without considering any upgrades to intersections in the wider network from the Light Square/Wauwi, is expected to increase the travel time delays experienced by motorists across the network during the morning peak period. In addition, the modelling indicates a significant redistribution of traffic in the east west direction due to the reduced capacity through Light Square/Wauwi.
- Option 2 performs similarly to the existing network in the morning peak period; however, it is forecast to experience increased delays in the afternoon peak period.
- Delays across the network can be attributed to some of the key intersections, away from the Light Square/Wauwi reaching their capacity during the peak periods.
- Selected travel routes passing through the Light Square/Wauwi (e.g., eastbound, northbound, westbound and southbound) were estimated to experience varying levels of increase or decrease in travel times during the morning and afternoon model periods, as summarised in the table below.

ROUTE	BASELINE	OPTION 1	OPTION 2
Morning Model Period – Average Travel Time in Seconds			
Route 1 – Southbound	164	194 (+18%)	156 (-5%)
Route 2 – Northbound	161	220 (+37%)	170 (+5%)
Route 3 – Eastbound	194	174 (-11%)	208 (+7%)
Route 4 – Westbound	311	430 (+61%)	302 (-5%)
Afternoon Model Period – Average Travel Time in Seconds			
Route 1 – Southbound	147	126 (-14%)	142 (-3%)
Route 2 – Northbound	168	165 (-2%)	190 (+14%)
Route 3 – Eastbound	181	174 (-4%)	182 (+0.7%)
Route 4 – Westbound	187	202 (+8%)	243 (+31%)

Neither option prevents the movements of emergency vehicles, in particular the SAMFS vehicles travelling to/from North Adelaide via Morphett Street/Montefiore Road.

As the two options offer varying results for individual user groups, it will be critical to develop a hierarchy of the user groups to assess and compare the impacts of this assessment and community feedback, such that CoA can identify the preferred option, and balancing an increase in open space with vehicle movements. Both options are feasible and achieve community outcomes at different scales. It is noted that 17% vehicle users have an origin outside of the CBD in the morning of and 49% in the afternoon.

2 INTRODUCTION

2.1 LIGHT SQUARE/WAUWI DRAFT MASTER PLAN

The City of Adelaide (COA) has developed a draft Master Plan in response to the communities design for improved access, activation, safety and amenity for pedestrian and cyclists within and around Light Square/Wauwi. Increasing the usable pedestrian and cyclist space within and around the Light Square/Wauwi through modification to the road traffic movement and on street parking through Light Square/Wauwi.

This draft Master Plan aligns with the City's broader objective to revitalise the West End of Adelaide's Central Business District (CBD), with Light Square/Wauwi identified as a key public green space in the north-west of the city.

The draft Master Plan forms part of the Adelaide Park Lands Management Strategy - Towards 2036, and aims to transform Light Square/Wauwi into a more accessible, greener and safer open space. The site is a key green space in the city's north-west and is central to broader plans to revitalise the West End.

The two draft Master Plan options are shown in Figure 2-1 and Figure 2-2.

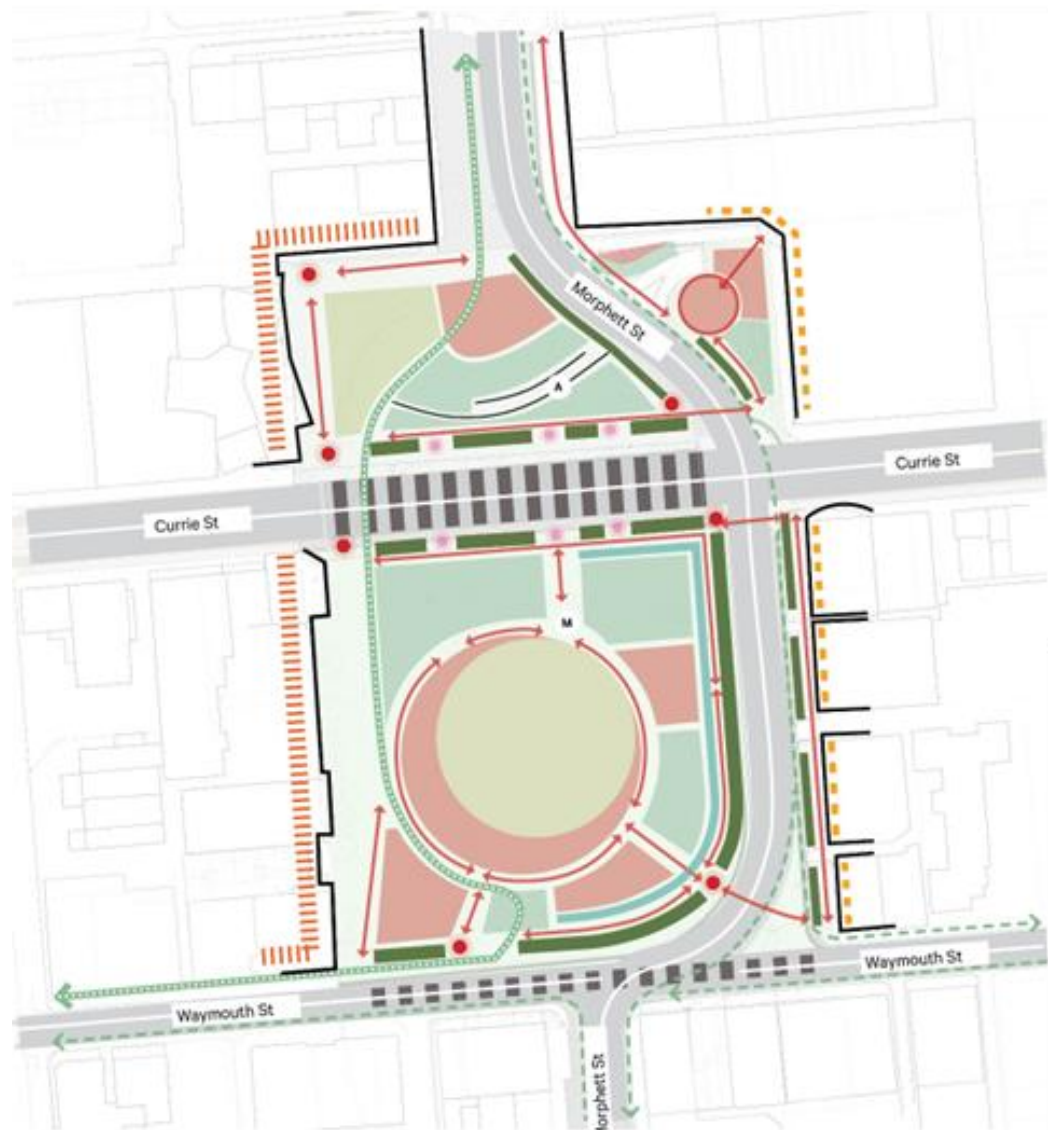


Figure 2-1: Light Square Upgrade Option 1

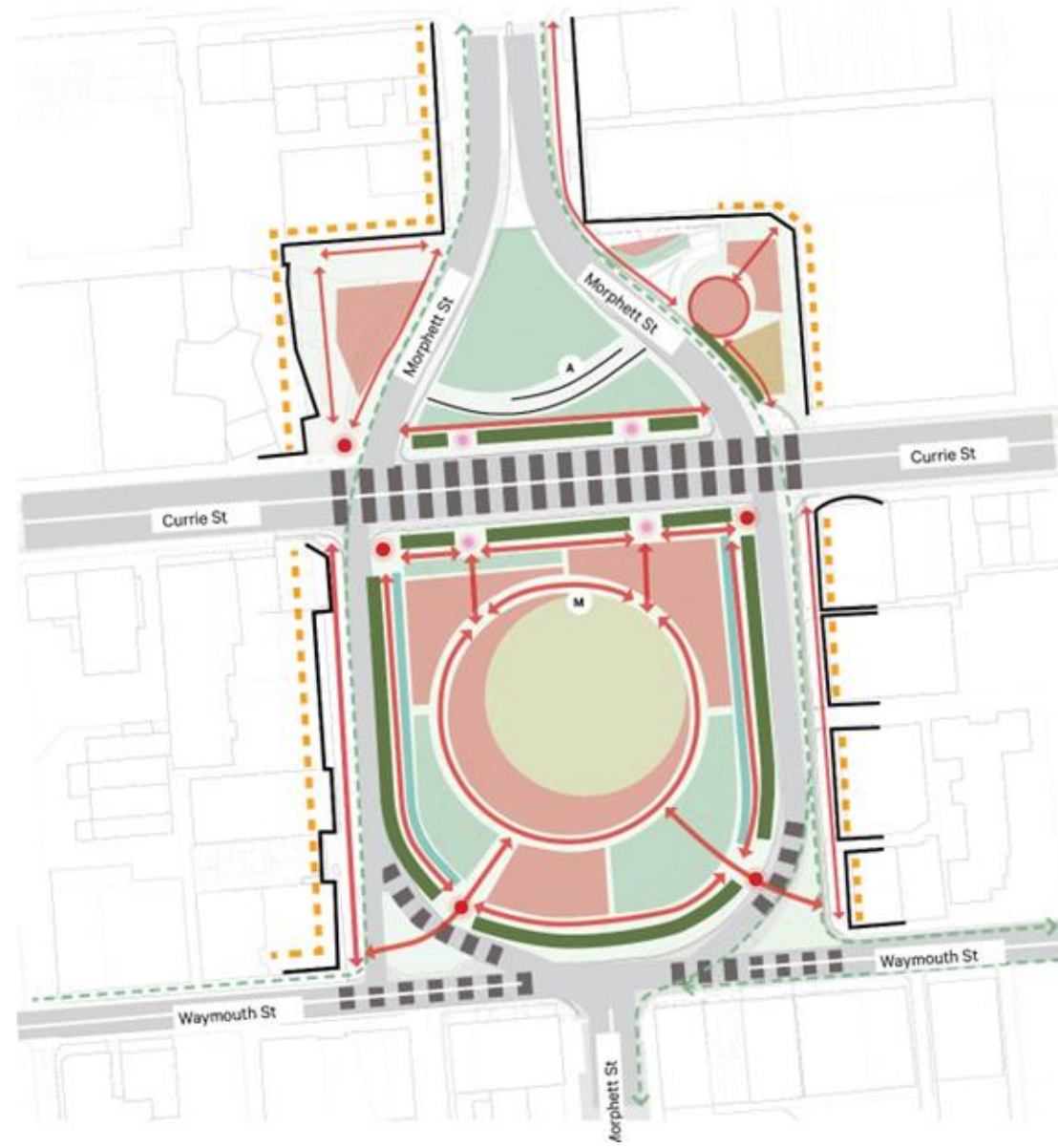


Figure 2-2: Light Square/Wauwi Upgrade Option 2

This report assesses the potential impacts of the proposed draft Master Plan options on passenger vehicles, emergency services, delivery vehicles, public transport, cyclists and pedestrians, accessing and/or passing through the Light Square/Wauwi, as well as an appreciation for potential impacts on the performance of a broader (CBD sub-area) transport network.

The draft Master Plan options for the Light Square/Wauwi upgrade are also included in Appendix A for reference.

3 METHODOLOGY

WGA developed a tailored approach to analyse and compare the two draft Master Plan options to assist the CoA with decision-making and further stakeholder and community engagement on the preferred draft Master Plan option. The adopted methodology was refined through discussions with the CoA and the Department of Infrastructure and Transport (DIT).

3.1 Establish Baseline Conditions

WGA sourced, collated and refined data from various sources, to establish the baseline conditions. Data was sourced from both government agencies and non-government agencies (private service providers). These data sources included the following:

- Location SA & Data SA (GIS layers, e.g., road hierarchy, crash statistics).
- CoA (Viva City Portal – Traffic Volumes, Pedestrian and Cyclist Movements).
- DIT (Average daily and hourly Bus movements through Light Square/Wauwi, Tactical Adelaide Model (TAM) Aimsun model for the study area).
- Strava® (Pedestrian and Cyclist – highly used cycling routes).
- Tom Tom Move® (Peak Period Origin-Destination and Link Traffic Volumes).
- AddInsight® (Traffic Signal phase and splits, loop detector counts, Travel Times).
- SAMFS information on fire truck movements through Light Square/Wauwi.
- Site observations by WGA Engineers during the morning (AM) and afternoon (PM) peak hours.

The collated and refined data was used to develop the baseline conditions that included the following considerations:

- Identifying traffic routes based on hourly traffic using select road links to/from the LS/A.
- Reviewing peak hour travel times along selected routes that would likely to be impacted due to one or both draft Master Plan options for the Light Square/Wauwi.
- Reviewing pedestrian and cyclist desire lines around and through Light Square/Wauwi.
- Reviewing bus movements – through, terminating at and undertaking a U-turn movements at Light Square/Wauwi.
- Emergency vehicle movements.

3.2 Traffic Modelling

A traffic modelling approach, aligning with DIT's Tactical Adelaide Model (TAM) Guidelines (published 30 August 2024), was developed considering the level of detail required for analysing the options. DIT has developed and manages updates to the whole of Adelaide TAM model, and any modelling exercise must be done in accordance with its TAM Guidelines.

Whilst the road infrastructure within the CBD is under the care and control of the CoA, DIT has the joint responsibility to manage and approve any changes to transport infrastructure within the CBD. The traffic modelling approach to compare the two options to the existing situation was developed in consultation with DIT and refined to achieve a balance between the project's draft master plan level of detail and DIT's level of detail for traffic modelling, noting that a detailed analysis will be required in the future to validate the preferred option. WGA's proposed traffic modelling approach is summarised in the Traffic Modelling Scoping Document included in Appendix B.

3.3 Findings

Findings from the traffic modelling and desktop analysis for the baseline (existing conditions) and the two options were compared to assess potential impacts on various user groups (vehicles, buses, cyclists, pedestrians and commercial vehicles).

3.4 Next Steps

The analysis presented in this report is aimed at assisting CoA in comparing the two options and informing the selection of the preferred draft Master Plan option for further design development. Upon selecting the preferred option for Light Square/Wauwi, detailed investigations will be required to validate the findings from the analysis presented in this report and identify and investigate mitigation measures, leading to the development of a detailed design.

4 EXISTING LIGHT SQUARE/WAUWI

4.1 Locality

Light Square/Wauwi is located in the northwestern quadrant of Adelaide's Central Business District (CBD), and forms part of a mixed-use urban environment comprising commercial, institutional (education), health, medium-density residential and student accommodation. Currie Street, Morphett Street and Waymouth Street provide direct access to Light Square/Wauwi.

Currie Street is a key public transport corridor with dedicated bus lanes in both directions. Morphett Street/Montefiore Road provides a key connection to Northern Adelaide and suburbs further to the north and northwest. Waymouth Street provides access to several offices and paid car parks. Waymouth Street is also a key east-west cycling route linking into Pirie Street (to the east of King William Street). Refer to Figure 4-1 for the locality plan.

Hindley Street, which runs parallel to Currie Street on the northern side, is a key destination during the weekend. Whilst Light Square/Wauwi is within a short walking distance from the universities and student accommodation, and less than 200 m from Hindley Street, it has additional capacity for events in the CBD.



Figure 4-1: Locality Plan

4.2 Road Network/Layout

Currie Street, Morphett Street (including northbound & southbound legs through Light Square) and Waymouth Street are all classified as arterial roads under the DIT road hierarchy, attracting relatively high traffic volumes and forming part of key public transport routes.

Hindley Street, Currie Street, Waymouth Street, and Franklin Street are oriented east-west, whilst Morphett Street is oriented north-south. Playhouse Lane is a local street providing access to several off-street car parks.

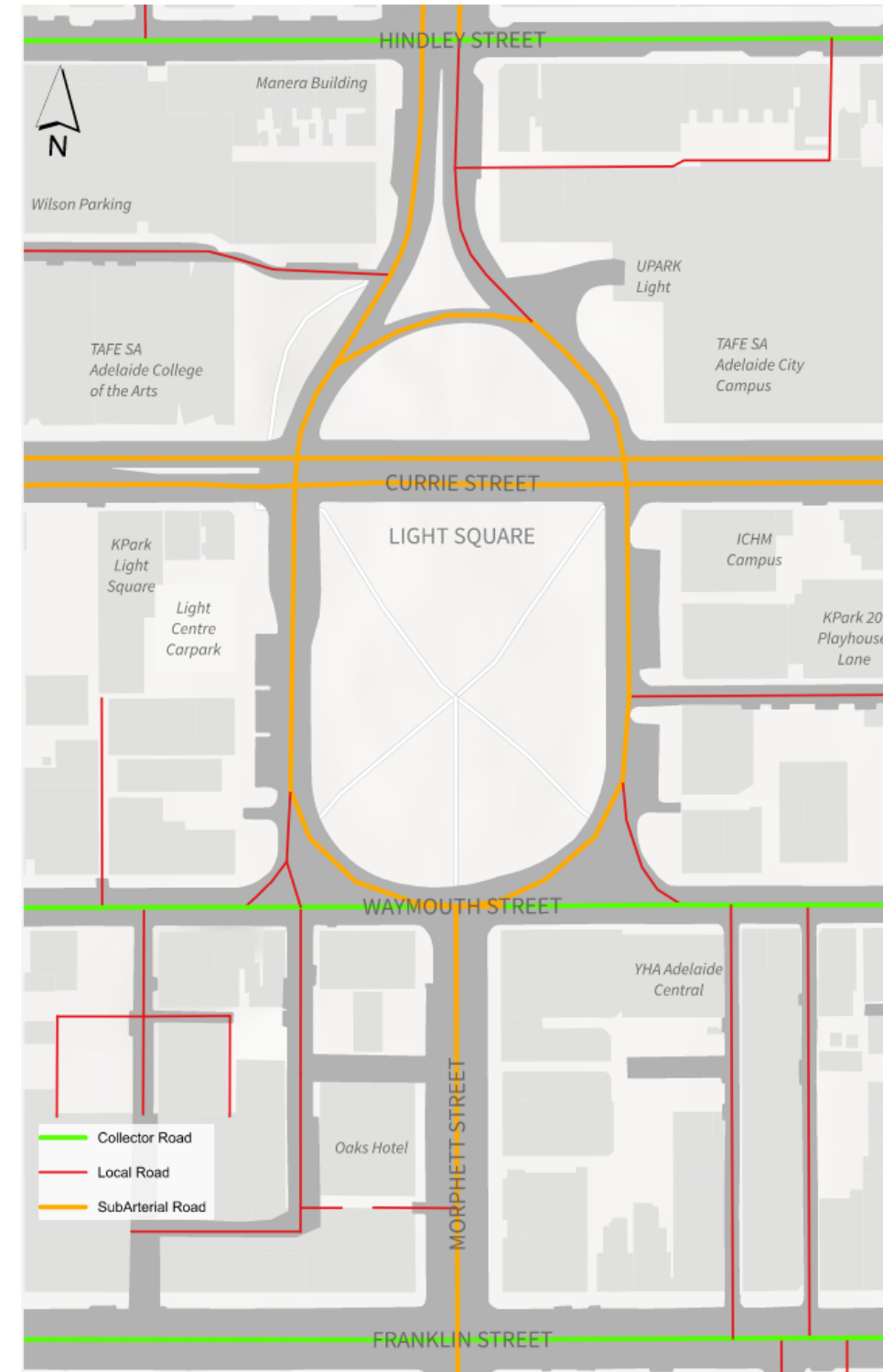


Figure 4-2: Road Hierarchy

4.3 Public Transport Network

Currie Street is classified as a *priority bus corridor* with dedicated Bus Lanes in both directions, operating from 7 am to 7 pm.

Morphett Street (north and south of the Light Square/Wauwi) operate at a standard frequency (service frequency varies from 10 minutes to 1 hour throughout the day)

Light Square/Wauwi is a key node in Adelaide's public transport network. Several bus routes operating along Currie Street terminate near Light Square/Wauwi. Light Square/Wauwi also offers the opportunity for terminating routes to undertake a U-turn (within the Light Square/Wauwi) before starting a new route/service. Several bus routes servicing Morphett Street (to/from south) and Montefiore Road (to/from north) are able to undertake right/left turns at the Light Square/Wauwi to access/exit the Currie Street bus corridor.

The City Connector bus service provides a free, frequent public transport service for travel within the CBD. The City Connector operates along Currie Street and Morphett Street/Montefiore Road, requiring buses to turn right and left at Light Square/Wauwi.

Additionally, the Light Square/Wauwi serves as a key connection for out-of-service buses

- Accessing the bus depot located on Currie Street/Clarendon Street, some 150m west of Light Square/Wauwi.
- Which turn around at Light Square/Wauwi and travel to a bus stop to start a new service.
- Which turn around and use the lay down area along the northern side of Currie Street (as shown in Figure 4-3) to wait before starting a new service.

Information sourced from the South Australian Public Transport Authority (SAPTA) has identified the following bus movements passing through Light Square/Wauwi.

Table 4-1: Average Daily Bus Movements through Light Square/Wauwi

DIRECTION	IN SERVICE	NOT IN-SERVICE	TOTAL
East – West (Through)	1,544	483	2,028
To/from North	260	93	353
To/from South	157	52	229
East-West U-Turns	0	56	56
North-South (Through)	0	23	23
North-South U-Turns	0	4	4
Total	1,961	711	2,682

An average of 2,682 buses are estimated to pass through the Light Square/Wauwi on a daily basis. Nearly 77% (2,051 out of 2,682) of the total buses traverse through the Light Square/Wauwi, i.e., not undertaking a turning movement.

The remaining 23% (631 out of 2,682) of the buses currently undertake a turning movement (right turn, left turn or a U-turn) at Light Square/Wauwi as shown in Figure 4-3, Figure 4-4 and Figure 4-5.

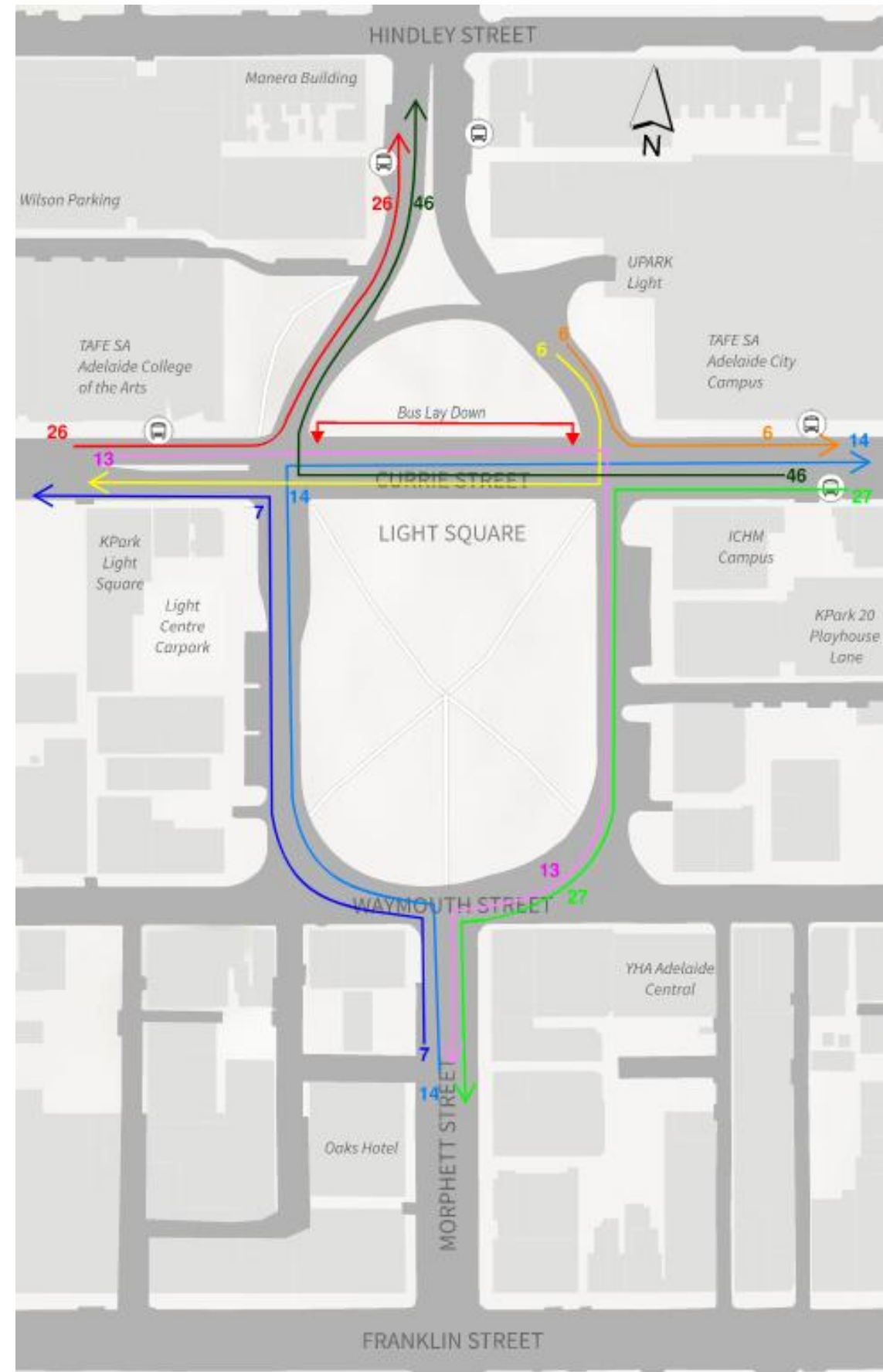


Figure 4-3: In Service Bus Services – Turning Movements at the Square

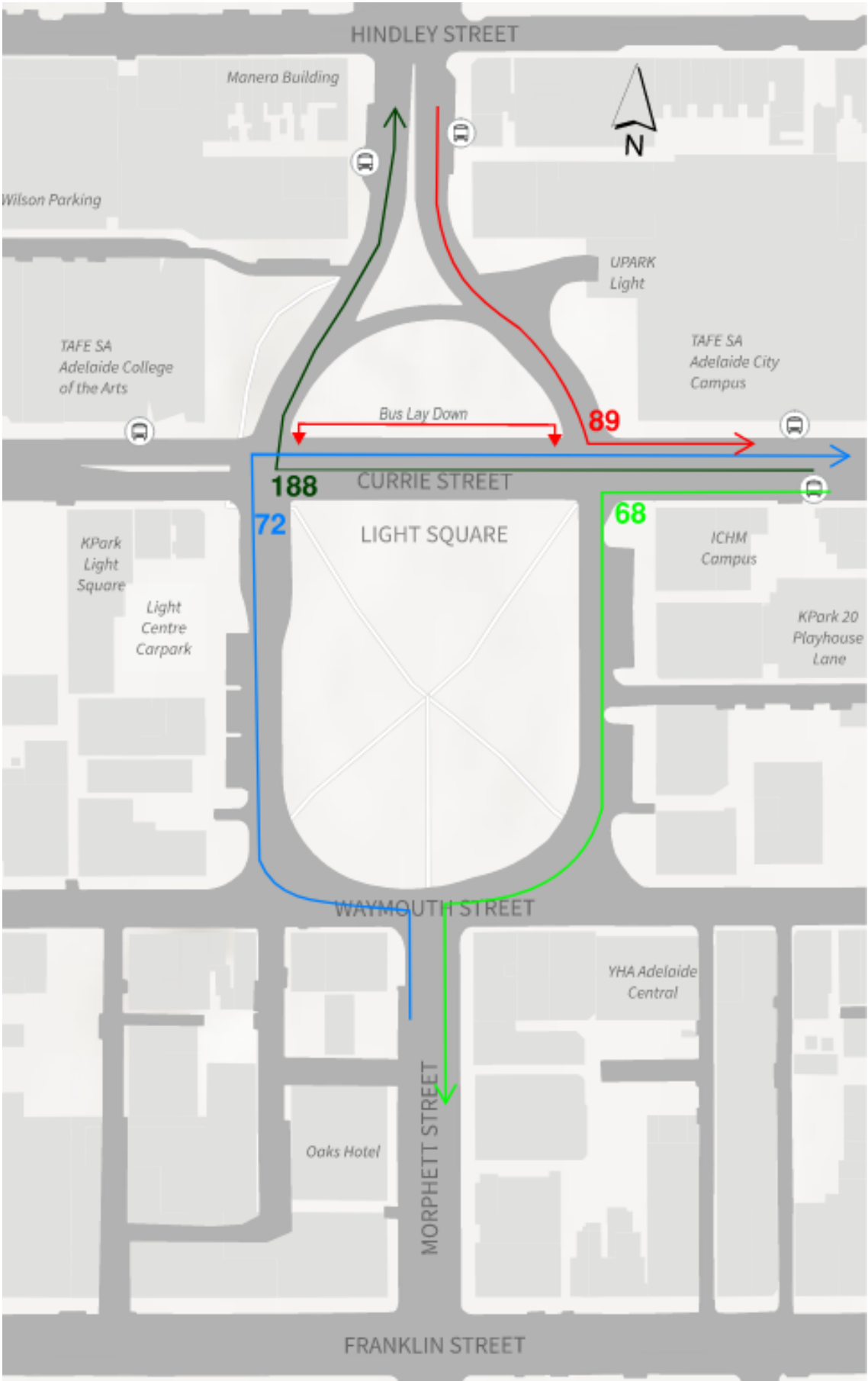


Figure 4-4: NOT In-Service Bus Services – Turning Movements at Light Square/Wauwi

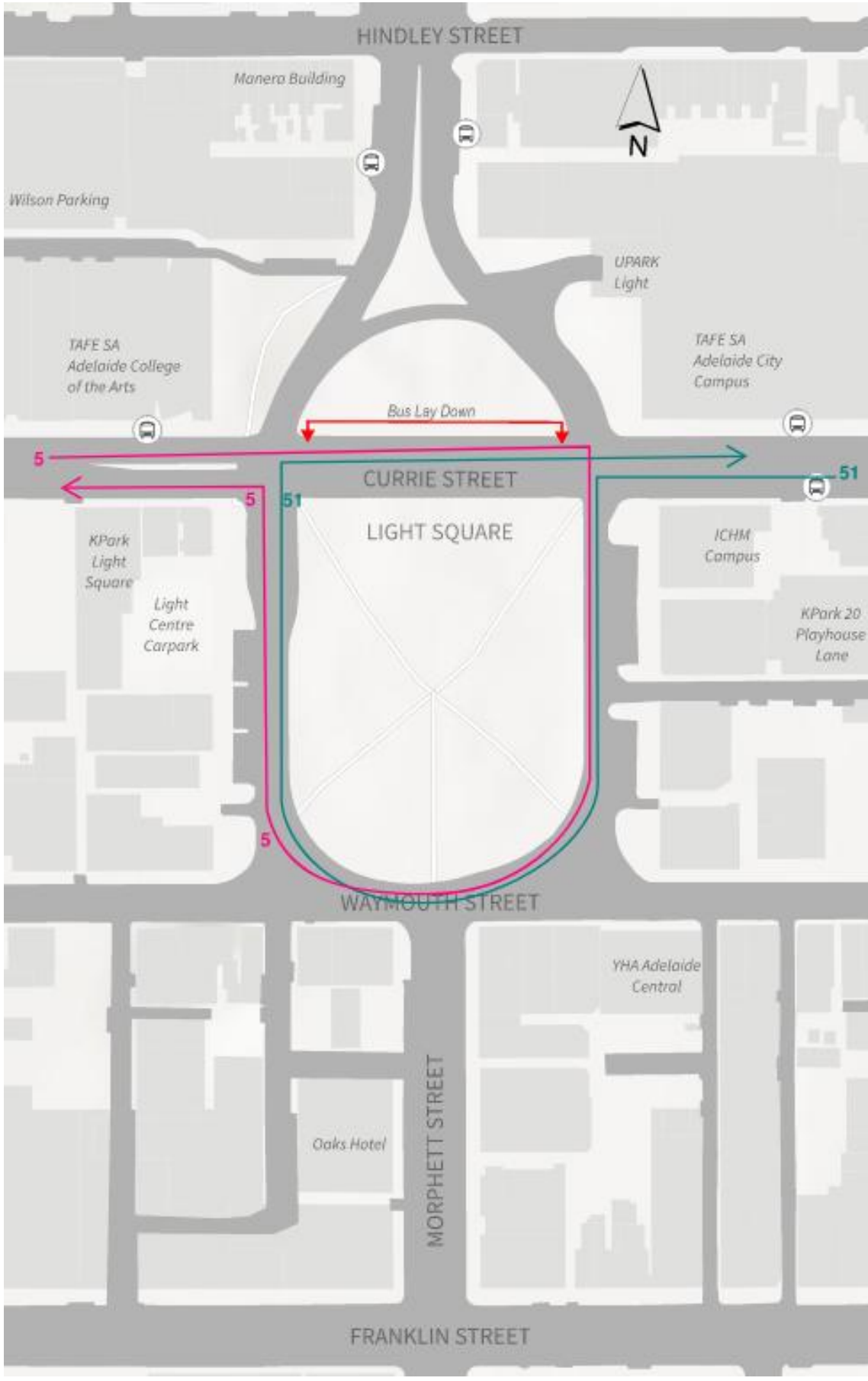


Figure 4-5: NOT In-Service Bus Services – U-Turns at the Light Square/Wauwi

4.4 Pedestrian Connectivity

Pedestrian connectivity within Light Square/Wauwi is considered to be limited for linear travel paths (e.g., east-west/north-south) and poor for diagonal travel paths (southwest–northeast/northwest–southeast) passing through the centre of Light Square/Wauwi.

Footpaths around the external periphery of the Light Square/Wauwi (i.e., along Light Square/Wauwi northbound and southbound legs) are a minimum 3.0 m wide and verge along the western outer edge in the range of 9.0 m. Paved paths are provided through the central Light Square/Wauwi, offering an opportunity to walk through Light Square/Wauwi and reduce overall walking distance for various pedestrian routes. Key pedestrian desire lines observed during the site visit are shown in Figure 4-6.

The following key pedestrian desire lines were observed at through and around Light Square/Wauwi:

1. Northwest (Currie Street) to southeast (Waymouth Street) – through Light Square/Wauwi.
2. Southwest (Waymouth Street) to northeast (Currie Street) – through Light Square/Wauwi.
3. East-west movements along the northern side via Currie Street.
4. East-west movements along the southern side of Waymouth Street.
5. North-south movements along the eastern side of the Light Square/Wauwi.
6. Pedestrians were also observed to use the north-south pedestrian crossing at Waymouth Street and Morphett Street intersection.

The diagonal pedestrian movements were considered to experience a below-average level of service, as pedestrians traversing diagonally through Light Square/Wauwi are required to cross up to four traffic flows:

- Up to two traffic flows at the Currie Street signalised intersection.
- An unsignalised crossing across the southbound (or northbound) leg of Light Square/Wauwi.
- An Unsignalised crossing across the left turn slip lane (to Waymouth Street in the southeastern corner or from Waymouth Street in the southwestern corner).

Diagonal pedestrian movements through Light Square/Wauwi require pedestrians to cross three traffic lanes at an unsignalised crossing in the southeastern corner and two traffic lanes in the southwestern corner. These unsignalised crossings expose pedestrians to a higher crash potential, rendering them unattractive. Site observations identified the following:

- 20 pedestrians (average during peak hour) use the unsignalised crossings in the southeastern corner.
- 30 pedestrians (average during peak hour) use the unsignalised crossing in the southwestern corner.
- 60 pedestrians (average during peak hour) use the signalised pedestrian crossing at the Waymouth Street intersection.



One crash involving a pedestrian, resulting in a minor injury, was reported during the most recent five-year period at the southeastern unsignalised pedestrian crossing. Refer to Section 4.6 for historical crash data analysis.

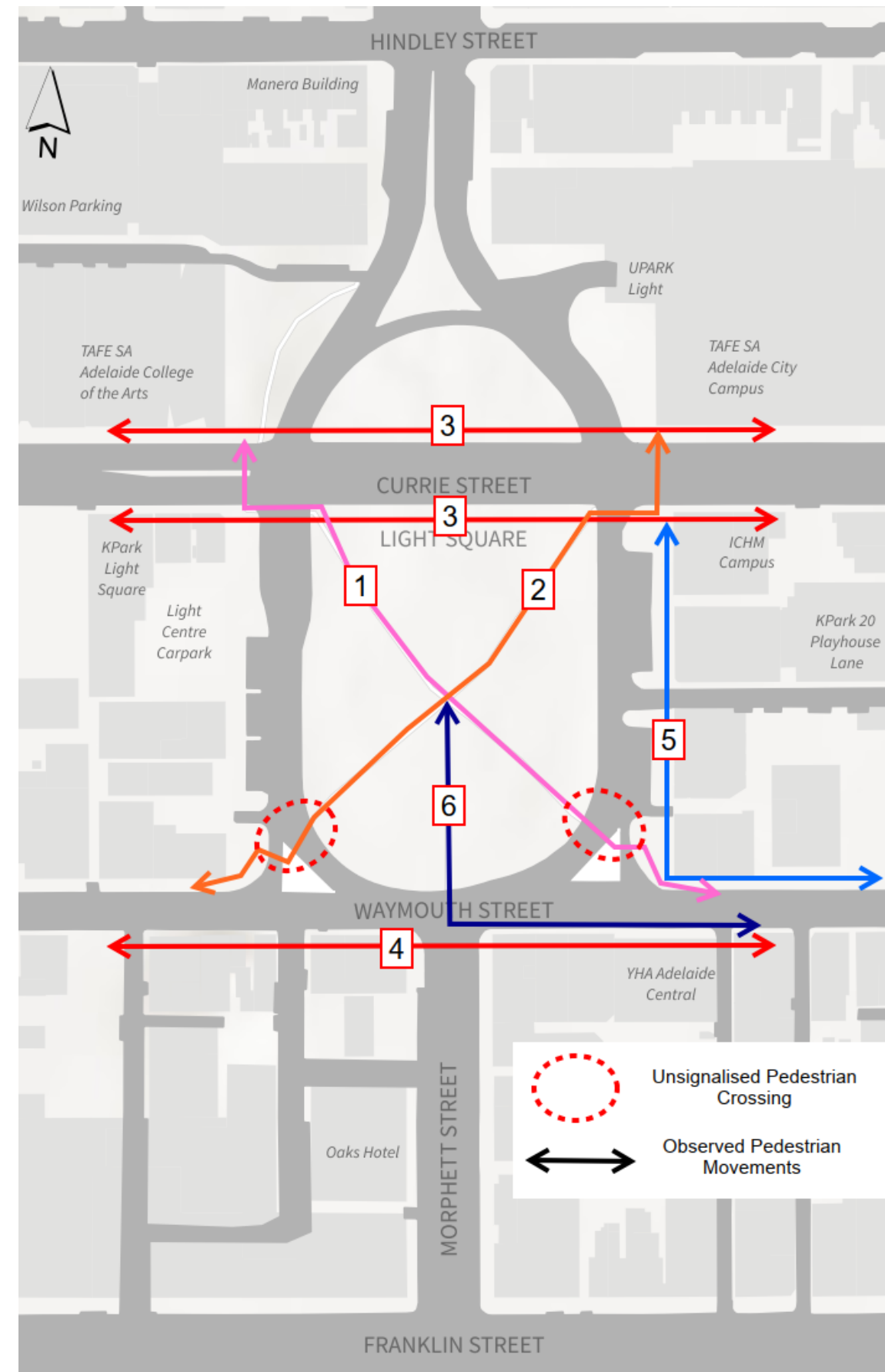


Figure 4-6: Pedestrian Connectivity and Desire Lines at Light Square/Wauwi

4.5 Cycling Connectivity

Light Square/Wauwi forms a key part of the cycling network within the CBD, linking with the key north-south bike route across the River Torrens (Montefiore Road bridge), the River Torrens Linear Trail and east-west bike route on Waymouth Street/Pirie Street.

Dedicated kerbside bicycle lanes are provided in the north-south direction through Light Square/Wauwi. Additionally, off-road sealed paths are provided through the Light Square/Wauwi centre and also a short path in the north-western corner of the Light Square/Wauwi (adjacent to the TAFE SA Adelaide College of Arts). Refer to Figure 4-7 for the existing cycling network at Light Square/Wauwi.

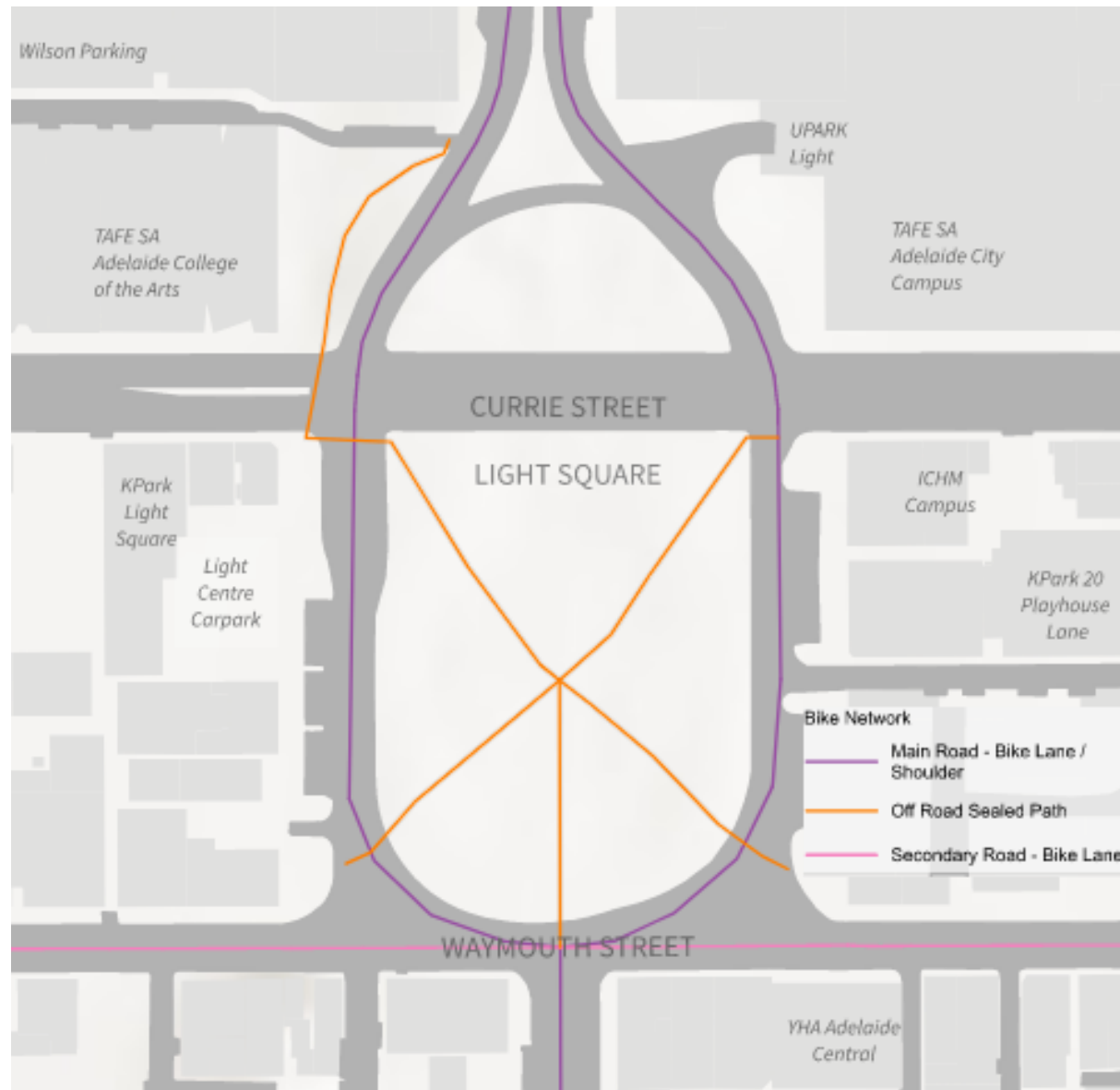


Figure 4-7: Existing Cycling Network at Light Square/Wauwi

The Strava® Metro Map was used to understand the existing cyclists' movements into and out of Light Square/Wauwi and its surroundings. Figure 4-8 and Figure 4-9 show typical cyclist movements during the AM and PM Peak Periods.



Figure 4-8: Typical Cyclist Volumes – AM Peak Period

As shown in Figure 4-8, while both Hindley Street and Waymouth Street have full-time on-street bicycle lanes, and no bicycle lanes along Currie Street, cyclist demand along Hindley Street and Currie Street was observed to be higher than along Waymouth Street (between West Terrace and Light Square) during the AM peak period.

Currie Street is not a designated cycling route; however, data from Viva City Data motion sensors identified cyclists regularly using the road (riding in the bus lane) and footpaths along it.

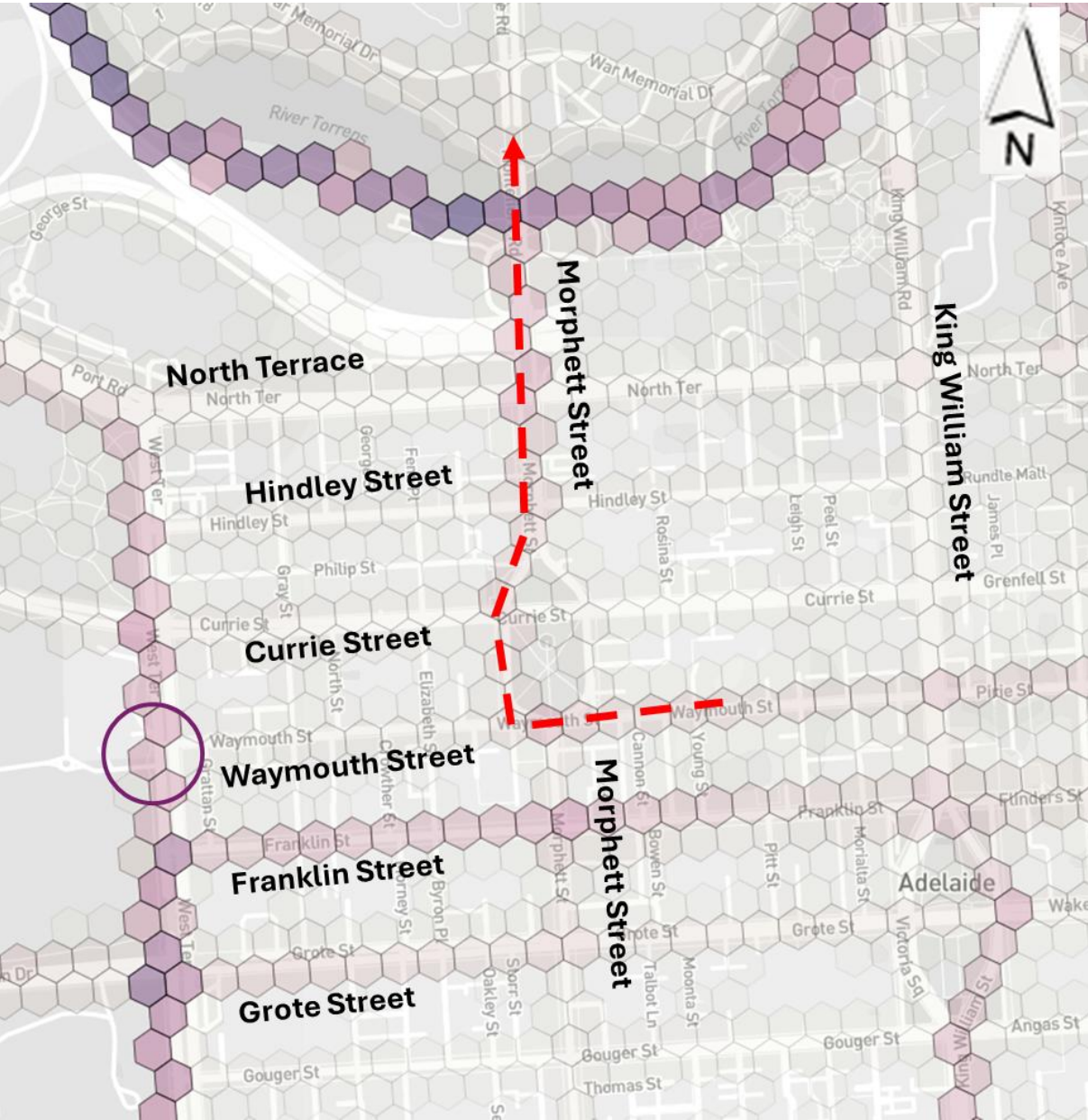


Figure 4-9: Typical Cyclist Movements – PM Peak Period

During the PM peak period, cyclists' demand on Waymouth Street (between Morphett Street and West Terrace) was estimated to be lower than on Currie Street and Hindley Street. Franklin Street was estimated to attract a significantly high demand, possibly due to an unsignalised intersection at West Terrace and Waymouth Street, which requires cyclists to cross up to eight traffic lanes. It appears the westbound cyclist demand shifts to Franklin Street or uses Light Square/Wauwi /Morphett Street to access the River Torrens Linear Park.

4.6 Crash History

Crash History Data for the most recent five-year period (2019 – 2023) sourced from the SA Location Viewer portal was reviewed and findings summarised in this section.

4.6.1 Total Crashes

- The historical crash data indicated that a total of 72 crashes occurred within Light Square/Wauwi. In summary:
- 30% (21 crashes) resulted in casualties, with 8% (6 crashes) requiring hospitalisation due to serious injuries.
 - The remaining 62% of crashes were classified as property damage only.
 - 76% of crashes (55 out of 72) were reported to have occurred at the three signalised intersections.
 - 17% (12 crashes) were classified as rear-end,
 - 21% (15 crashes) were classified as side swipes, and
 - 25% (18 crashes) were right-angle crashes.

Table 4-2: Total Crashes within the vicinity of Light Square/Wauwi

CRASH TYPE	RIGHT ANGLE	RIGHT TURN	REAR END	SIDE SWIPE	HIT PED	HIT FIXED OBJECT	BIKE	TOTAL	TOTAL INJURY	TOTAL PROPERTY DAMAGE
Number	18	7	13	16	15	3	(11)	72	23	49

Site observations have identified that right turns filter on Currie Street, allowing traffic to turn right to travel north (right turn at the western intersection) or south (right turn at the eastern intersection) when a safe gap is identified in the through traffic on Currie Street. Some of the right angle and right turn crashes can be attributed to these filter right turn movements at the traffic lights. A high number of side swipe and rear end crashes (40%) are typically due to driver inattention.

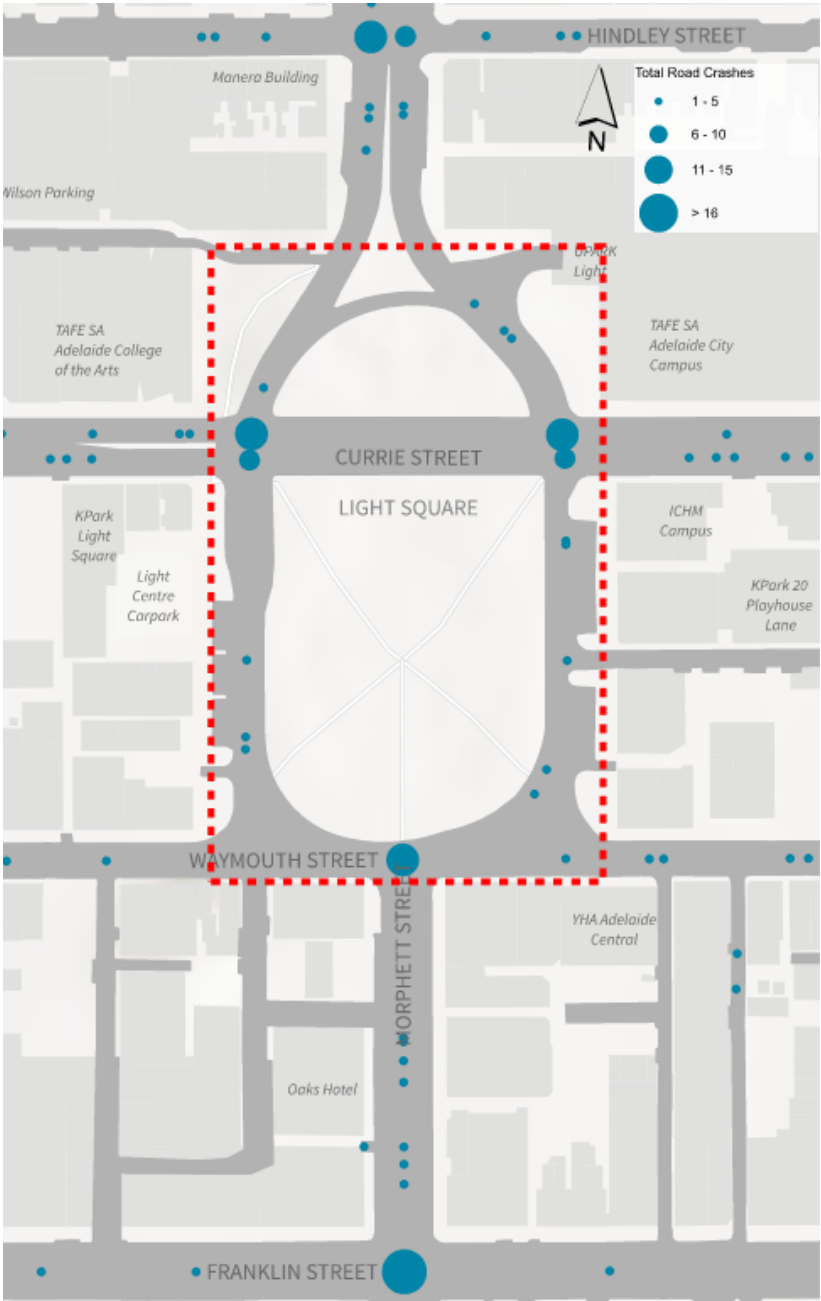


Figure 4-10: Total Road Crashes (Location SA :2019 – 23)

4.6.2 Cyclist and Pedestrian Crashes

A review of the crash data indicated that 26 out of 72 (36%) of crashes involved a pedestrian or a cyclist. As shown in Figure 4-11 the majority of the pedestrian crashes occurred at the two signalised intersections at Currie Street, while the majority of the cyclist crashes were reported at the Waymouth Street and Morphet Street intersection.

Two crashes were reported at mid-block locations where a designated pedestrian crossing is not provided. Four crashes at mid-block locations involving cyclists (3 on the eastern leg of Light Square/Wauwi and 1 on the western leg) were reported.

Six crashes involving cyclists were reported at the Waymouth Street/Morphett Street Intersection, with a significant majority being side swipe crashes indicating potential negligence by motorists.

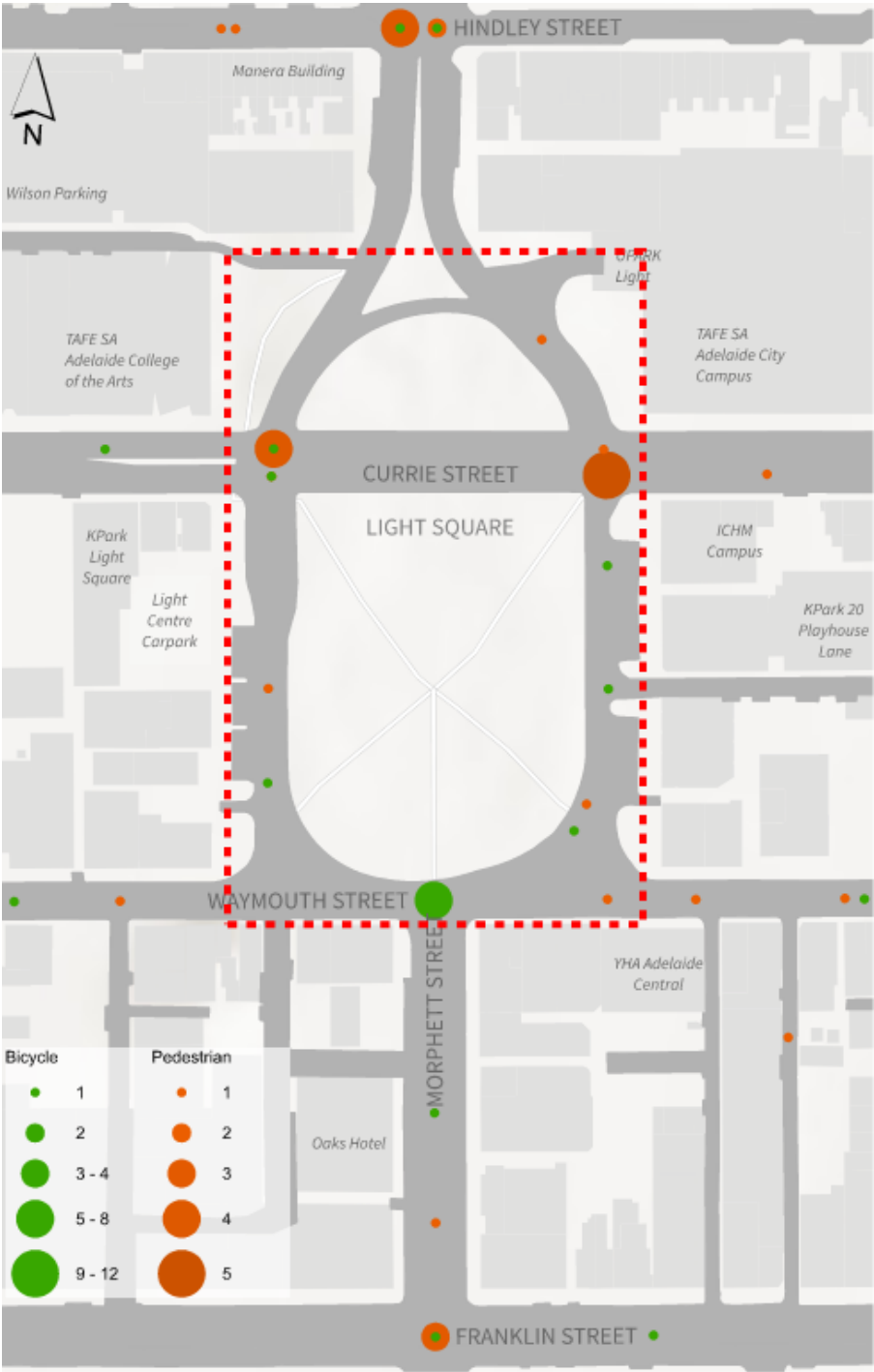


Figure 4-11: Road Crashes Involving Pedestrians and Cyclists (Location SA :2019 – 23)

4.7 Vehicle Movements

4.7.1 Peak Periods

The peak hour for an individual intersection is typically observed to occur between 7:00 am – 9:00 am (morning peak hour) and 3:00 pm – 6:00 pm (afternoon peak hour), the options have the potential to alter traffic movements throughout the day. Hence, traffic analysis is considered a three-hour peak period in the morning (7:00 am – 10:00 am) and in the afternoon (3:00 pm – 6:00 pm), which also aligns with the DIT’s guidelines for the peak periods used for traffic modelling.

Several AddInsight receptors using 3G technology stopped collecting and transferring data since the 3G service disconnected in October 2024. WGA therefore extracted Tom Tom Move® and AddInsight data from August 2024 for consistency.

While it is acknowledged that some of the businesses within the CBD may experience a peak hour between 10am and 3pm, the traffic generation during the business peak hour is not observed to reach the same levels as that of the morning or afternoon commuter peak hours.

4.7.2 Traffic Entering and Exiting Light Square/Wauwi

To accurately identify impacts of the options, it is critical to understand the existing vehicular movement to, from and passing through Light Square/Wauwi. WGA used origin-destination data from Tom Tom Move®, an analytics platform that uses GPS data collected from phones and navigation systems (within individual vehicles) to show discrete vehicle movements.

Figure 4-12 and Figure 4-13 shows the percentage of traffic entering and exiting Light Square/Wauwi from each approach, during the AM and PM peak periods, respectively.

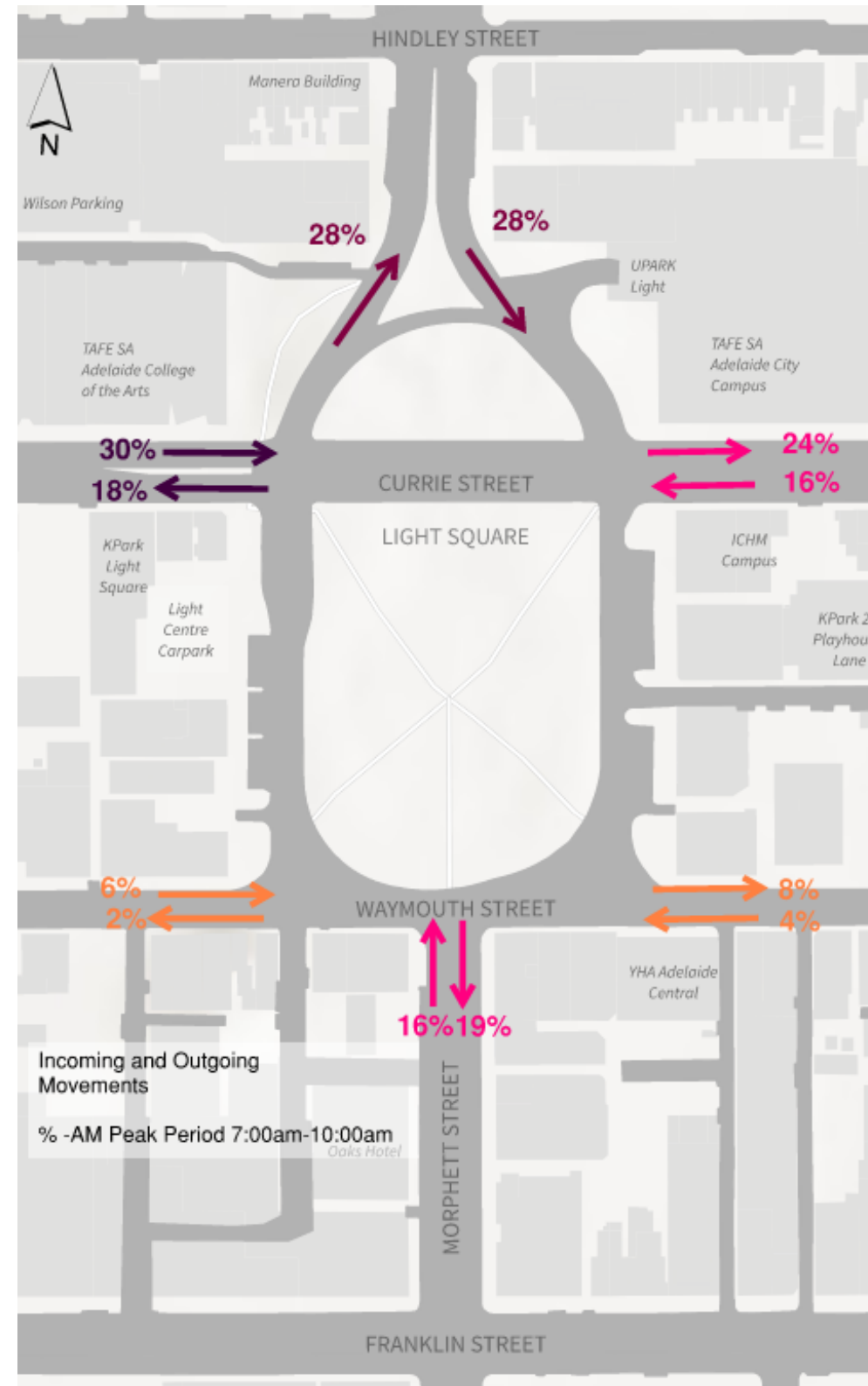


Figure 4-12: Origin Destination AM Peak Period (7:00am- 10:00am)

During the morning peak period, the majority of the traffic was estimated to enter Light Square/Wauwi via Currie Street west (30%), Morphet Street north (28%), Currie Street east (16%) and Morphet Street south (16%). The remaining traffic (10%) entered via Waymouth Street.

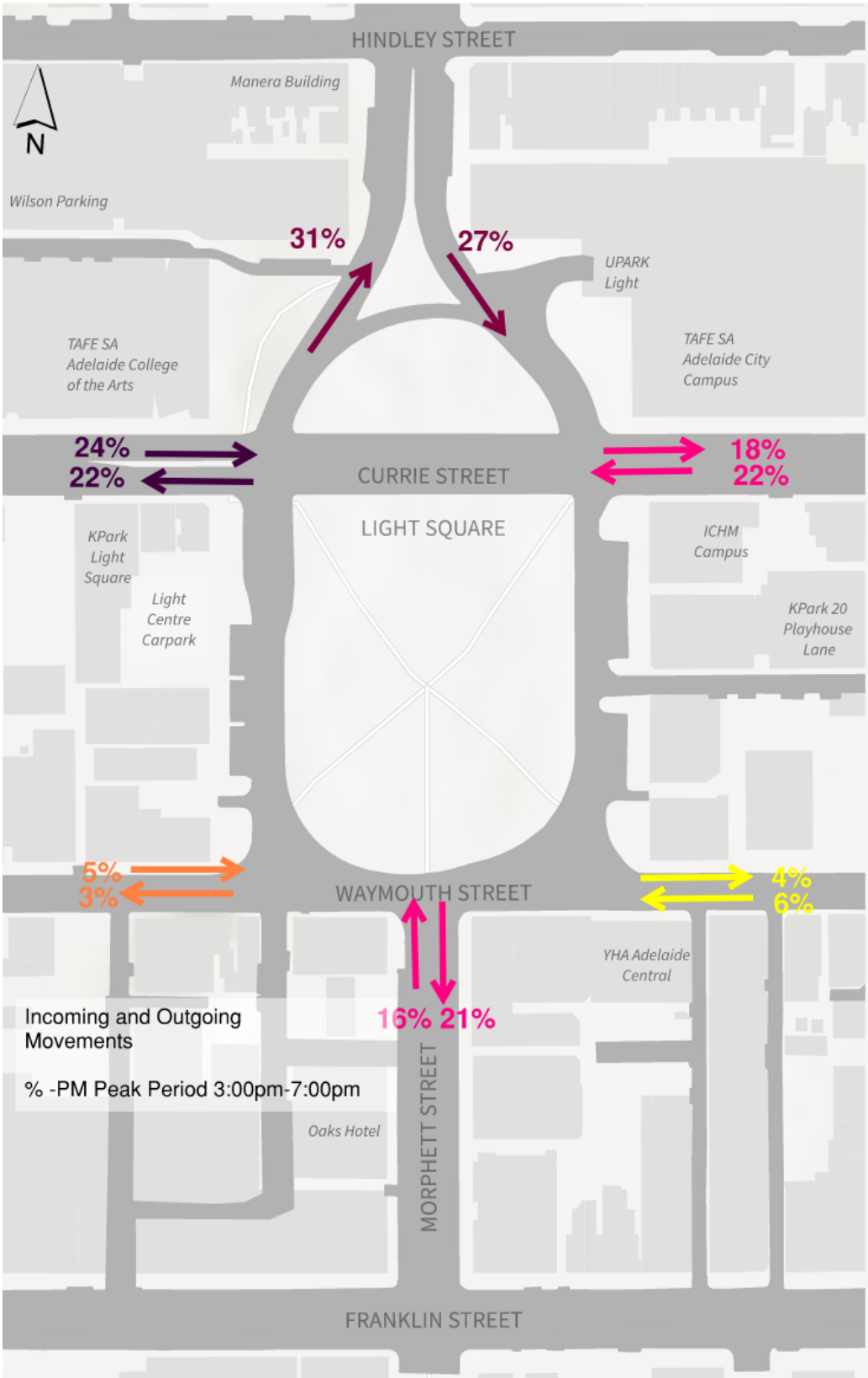


Figure 4-13: Origin Destination PM Peak Period (3:00pm - 7:00pm)

During the afternoon peak period, the majority of the traffic was estimated to enter Light Square/Wauwi via Morphett Street north (27%), Currie Street west (24%), Currie Street east (22%) and Morphett Street south (16%). The remaining traffic (11%) entered via Waymouth Street.

Nearly a third (31%) of the traffic leaving Light Square/Wauwi was estimated to travel north on Morphett Street, with Currie Street (east and west legs) and Morphett Street south contributing similar splits, between 18 to 21%.

4.8 Emergency Vehicle Movements

The South Australian Metropolitan Fire Services (SAMFS) station is located on Wakefield Street in Adelaide CBD. It is understood that bridges on King William Street and Frome Road across the River Torrens have a load limit of 26 tonnes, which restricts the movements of SAMFS fire trucks. As such, Montefiore Road (via Light Square/Wauwi) provides the only access to and from North Adelaide for SAMFS vehicles; the alternative access routes via the inner ring route would be significantly longer. The most direct route between the Wakefield Fire Station and North Adelaide passes through Light Square/Wauwi. Both options propose retaining the north-south traffic movement as it currently feasible.

Currently, there is no coordination of traffic signals for emergency vehicles in within Light Square/Wauwi; however, this could be developed as part of the preferred option. Implementing signal coordination has the potential to significantly reduce emergency response times and improve overall traffic flow.

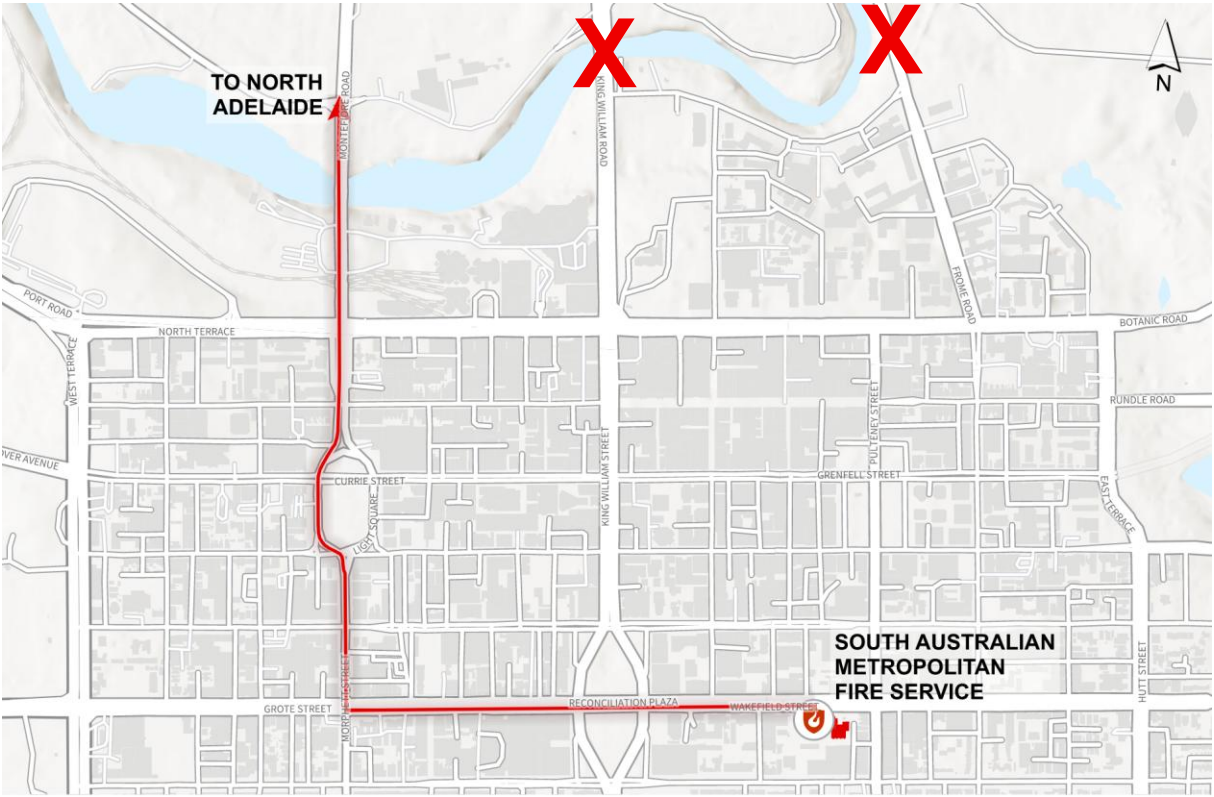
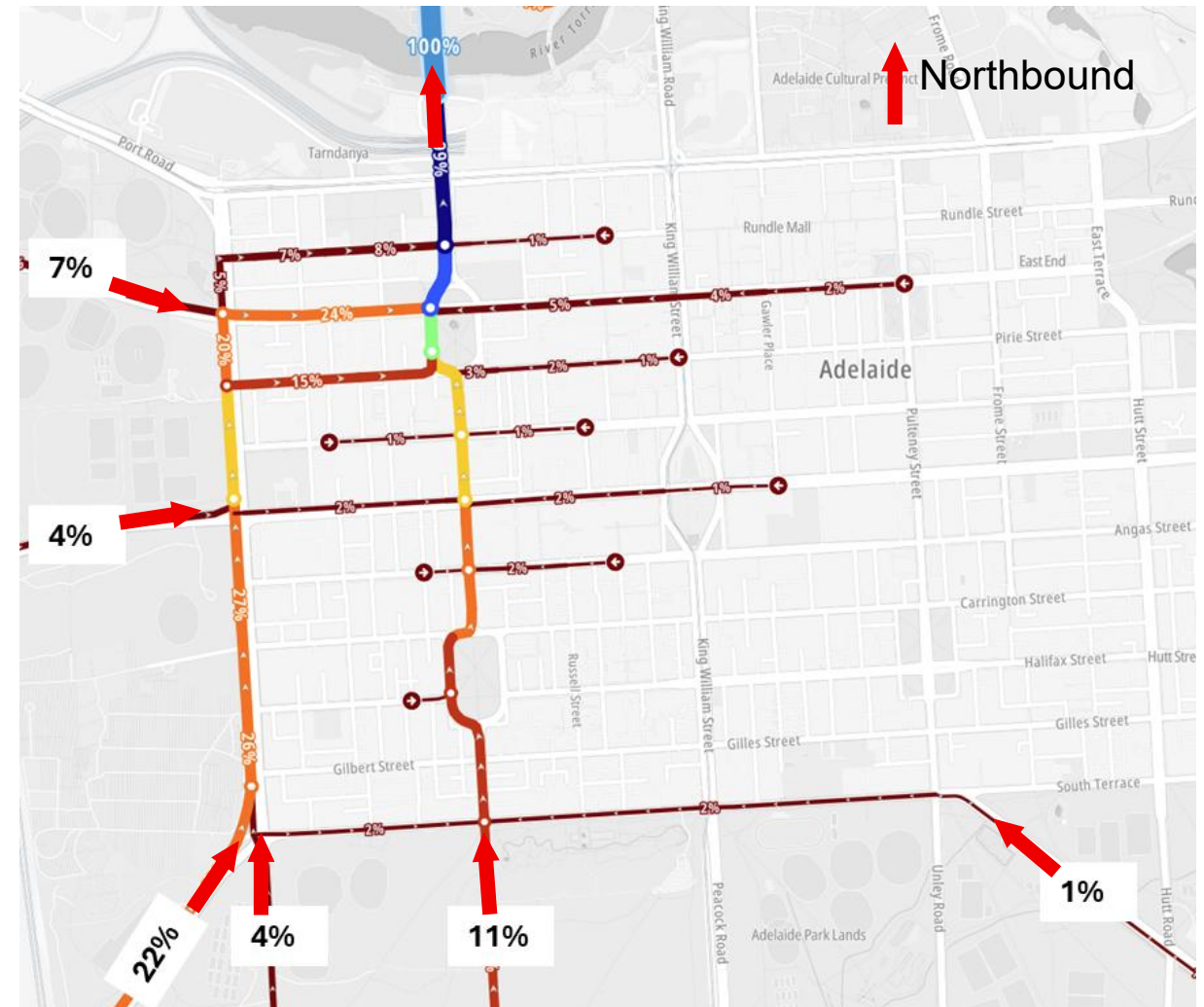


Figure 4-14: Emergency Vehicle Route

4.9.1 Traffic From/To North

During the afternoon peak periods, over a quarter (27%) of the traffic travelling in the southbound direction on the Montefiore Road bridge was estimated to have a destination outside the CBD.



During the afternoon peak period, nearly a third (49%) of the traffic travelling northbound on the Montefiore Road Bridge originated outside the CBD.

4.9.2 Substitute for Restricted Right Turns at King William Street Intersections

As shown in Figure 4-17, a small 5% in the AM Peak Period and 10% in the PM Peak Period, of the traffic undertaking right turn from Currie Street to travel north on Morphett Street/Montefiore Road, was estimated to originate to the east of King William Street.

Similar to Currie Street, up to 5% of the traffic turning right at Weymouth Street to travel north through Light Square/Wauwi was estimated to originate from the east of King William Street.

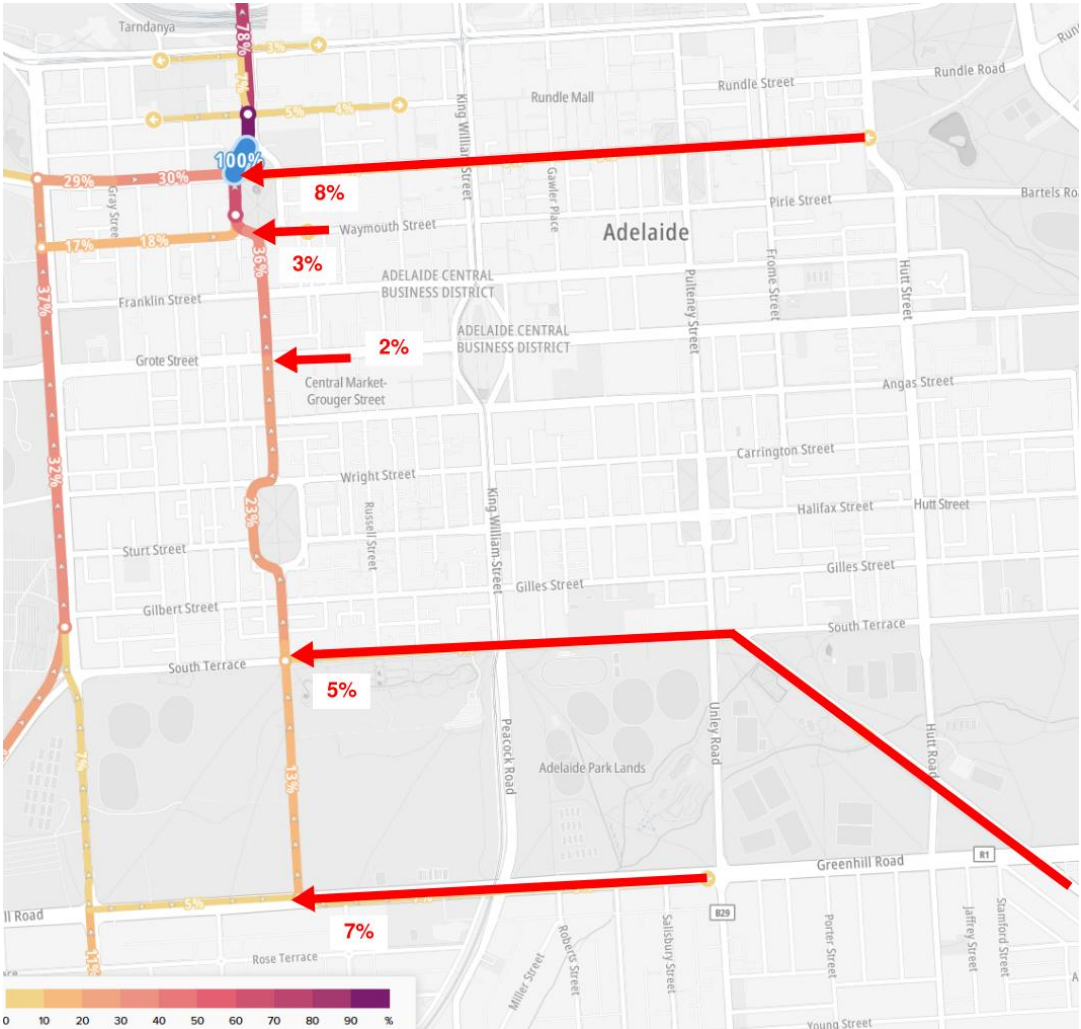


Figure 4-17: Substitute for Restricted Right Turns at King William AM Peak Period

4.10 Parking

4.10.1 On-Street Parking

Time-restricted, paid, on-street parking is provided on both the eastern and western sides of Light Square/Wauwi, with each side configured with 19 angled (90°) parking bays. The existing parking provision at Light Square/Wauwi is summarised in Table 4-3.

Table 4-3: Existing Parking Provision at Light Square/Wauwi

STANDARD BAYS	ACCESSIBLE BAYS	LOADING ZONE	TOTAL
Light Square/Wauwi – East Leg			
13 standard bays 2 Plug in Electric Vehicles 2 with no parking during 8am – 6pm*	1	1*	16
Light Square/Wauwi – West Leg			
17 standard bays 2 Permit Zone bays*	1	-	18

* not included in parking provision calculations

Thus, a total of 34 parking bays, including 30 standard bays, 2 accessible bays, 2 EV bays and 2 accessible bays, are provided at Light Square/Wauwi Two (2) bays on the eastern side, with parking restrictions during daytime (no parking 8am – 6pm), and two (2) permit bays on the western side were not counted in the general parking calculations due to the existing parking restrictions for these bays. These four bays, however, increase the total parking provision at Light Square/Wauwi to a total of 38 bays.



Figure 4-18: Light Square/Wauwi – Eastern Side Parking Conditions

Additionally, on the western side, there is a motorcycle parking area located immediately north of the Light Centre Carpark’s access.

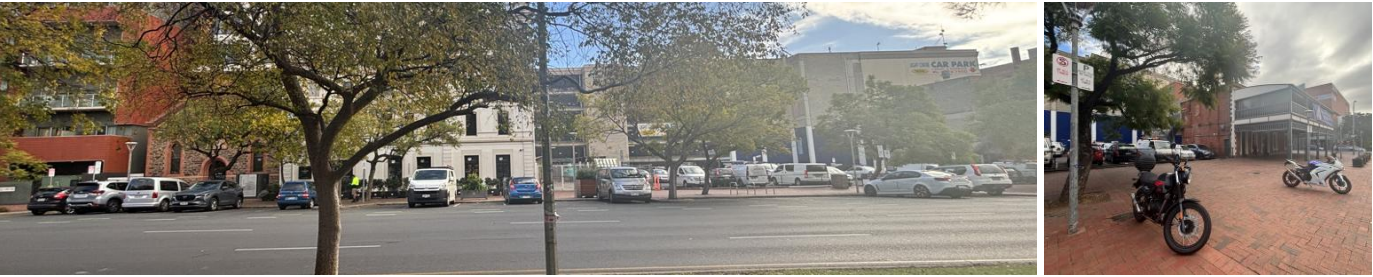


Figure 4-19: Light Square/Wauwi – Western Side Parking Conditions

The CoA has installed in-ground sensors to monitor the usage of on-street parking and loading zones throughout the CBD. Table 4-4 shows the maximum utilisation of these spaces during paid parking hours. Analysis of the sensor data revealed that the peak period for parking demand on both sides of the street occurs between 6:00 PM and 8:00 PM.

Table 4-4: On-Street Parking Utilisation

PARKING LOCATION	TIME PERIOD	MAX UTILISAITON (%)
Light Square/Wauwi – East Leg	Average (during paid hours)	54%
	Peak (6:00 pm – 8:00 pm)	85%
Light Square/Wauwi – West Leg	Average (during paid hours)	56%
	Peak (6:00 pm – 8:00 pm)	60%

Accessible parking bays were estimated to experience a consistent 46% utilisation on both sides, while the loading zone averaged 30%. Two Electric Vehicle bays on the eastern side were occupied on average 56% of the time.

Site observations identified that during the morning peak period, the northeastern area (just south of Currie Street intersection) was frequently used for drop-offs.

The on-street angle (90°) parking on both sides of Light Square/Wauwi has 4.8 m long parking bays allowing up to 0.6 m overhang over the kerb. Up to 5.8 m manoeuvring space is provided between the bicycle lanes. The overall arrangement provides up to 15.6 m width between the traffic lane and the kerb, which exceeds the Australian Standard (AS2890.5-2018) for On-street Parking requirements of 13.7 m for 90° angle parking.

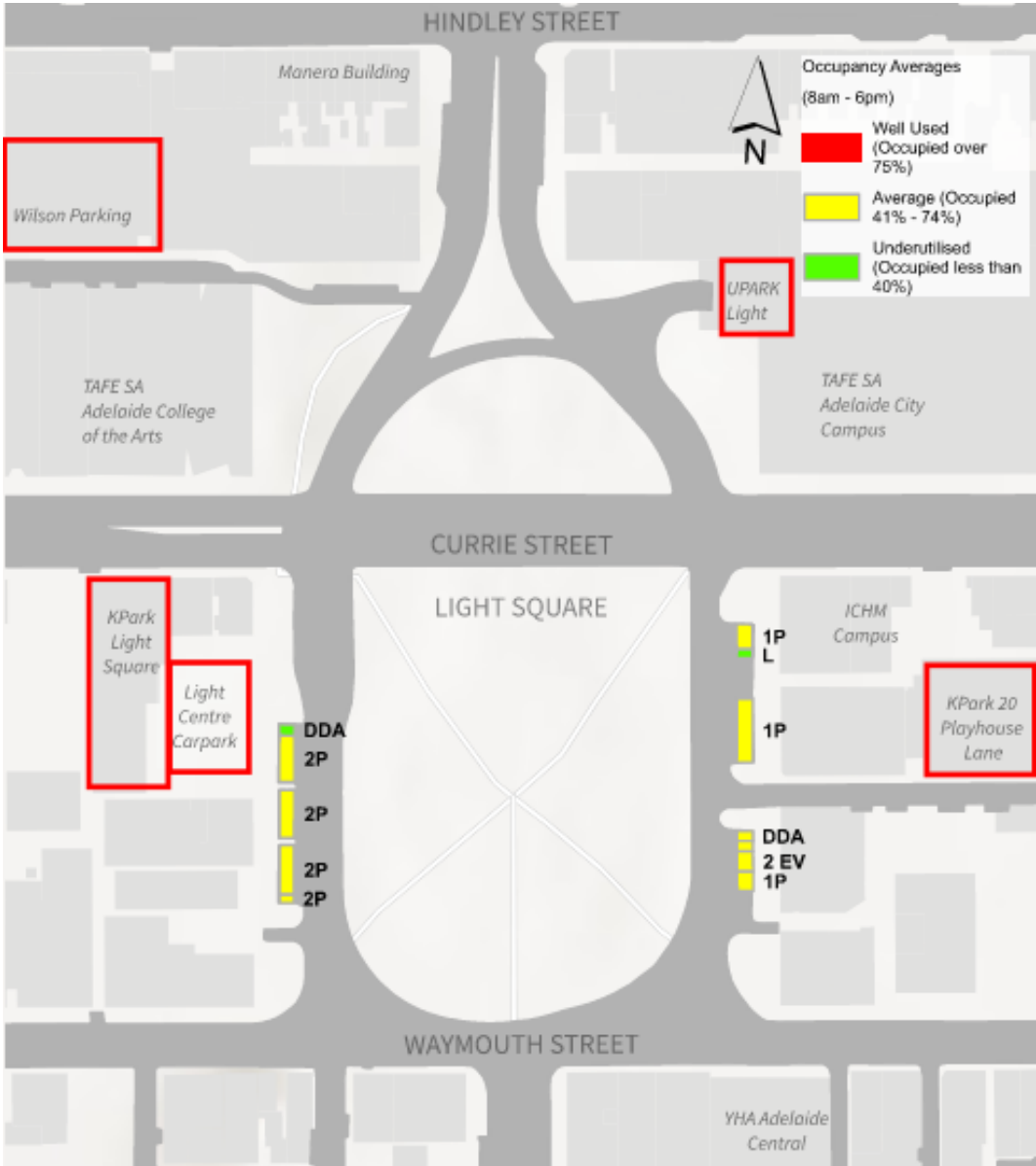


Figure 4-20: Parking Utilisation in the Light Square/Wauwi

4.10.2 Off-Street Parking

There are a multiple of undercover paid car parks in the vicinity of the Light Square/Wauwi, as shown in Figure 4-20.

4.10.2.1 UPark by City of Adelaide

Data was sourced for the UPark Light Square/Wauwi located at the rear of the TafeSA campus and UPark Topham Mall, both operated by CoA. Other car parks are not operated by CoA, hence occupancy data was not available.

Data for UPark Light Square/Wauwi facility indicated that the majority of traffic movements into the car park occurs between 8:00 am and 9:00 am, with 50% of the total car park capacity arriving during this time. This aligns with the discounted early bird entry cutoff period at 9.30 am and TafeSA classes start times. Similarly, highest traffic movements (exit) from the car park were observed to occur between 5pm and 6pm, again aligning with the end of business hours including that of TafeSA.

Data for UPark Topham Mall also indicated peak hour movements occurring between 8.00 am and 9.00 am, and 5.00PM and 6.00PM. UPark Topham Mall is accessible via the northern leg of the signalised intersection at Waymouth Street and Bentham Street.

4.10.2.2 KPark

KPark operates three car parks at/ near Light Square/Wauwi:

- 149 Currie Street – with two-way access off Currie Street (Approximately 260 spaces).
- 53 Light Square – directly accessible from the northbound leg of Light Square/Wauwi (Approximately 70 spaces).
- 20 Playhouse lane – accessible from the southbound leg of Light Square/Wauwi and Gilles Arcade linking to Currie Street (Estimated 375 spaces).

The KPark facility at 53 Light Square/Wauwi has its only access from the northbound leg of Light Square; thus, all traffic entering and exiting uses the northbound leg of Light Square/Wauwi.

Site observation identified traffic to/from the KPark facility on Playhouse Lane entering and exiting Light Square/Wauwi during peak hours.

4.10.2.3 Care Park

Care Park operates the Henry Waymouth Car Park (100 Waymouth Street) located at the northern end of Young Street. The subject car park has 680 parking spaces with main (two-way) access from Young Street and an exit-only access onto Bloor Court, offering an easy egress for vehicles to Currie Street.

5 LIGHT SQUARE/WAUWI REIMAGINED

5.1 Draft Master Plan Options

5.1.1 Option 1 – Light Square/Wauwi Northbound Carriageway shifted to the east

Option 1 for Light Square/Wauwi proposes to shift the northbound carriageway of Light Square/Wauwi between Waymouth Street (southern end) and Philip Street (northern end) to the east.

The potential relocation of the northbound carriageway to the east will necessitate converting the 90° parking on the eastern side of Light Square/Wauwi to parallel parking, thereby improving safety and increasing available space in Light Square/Wauwi. While the northbound carriageway will be shifted adjacent to the southbound carriageway (to the east of Light Square/Wauwi), access to the Light Centre Car Park, waste removal and emergency access to properties along the western edge of Light Square/Wauwi (69 to 79 Light Square/Wauwi must be maintained).

Option 1 will result in the following movements being removed:

- Northbound right turn from Light Square/Wauwi (at Currie Street western intersection)
- Westbound right turn from Waymouth Street to Light Square/Wauwi northbound
- Southbound right turn from Light Square/Wauwi (to travel westbound on Waymouth Street)
- Northbound U-Turn and right turn into UPark TafeSA car park
- Pedestrian Crossing at the western intersection on Currie Street

Option 1 will:

- Introduce a new movement that currently is not provided for – Eastbound through movement on Waymouth Street.
- Rearrange the pedestrian crossing at Waymouth Street and Morphett Street to provide crossings across all four approaches to the intersection.

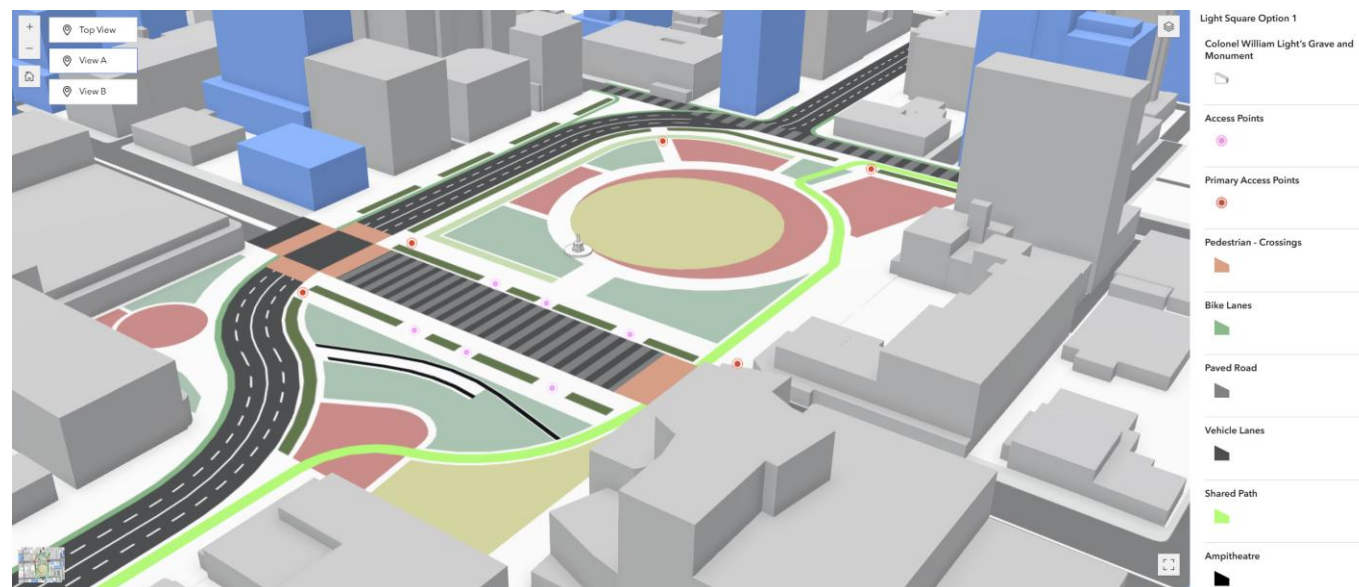


Figure 5-1: Light Square/Wauwi – Draft Master Plan Option 1

Under existing conditions, vehicles travelling eastbound on Waymouth Street can travel north on Light Square/Wauwi (western leg), turn right onto Currie Street, turn right onto Light Square/Wauwi (eastern leg) and turn left onto Waymouth Street to travel eastbound. This movement will be simplified through the provision of eastbound through movement on Waymouth Street.

Left turns at the Currie Street and Light Square/Wauwi (eastern intersection) and Waymouth Street and Morphett Street intersection will be retained.

Option 1 can also include converting 90° angle parking on both sides of Light Square/Wauwi to parallel parking, which will reduce the overall parking provision from the existing 38 spaces to 20 spaces in Light Square/Wauwi and increase the green space within and around Light Square/Wauwi.

The relocation of the northbound carriageway, along with the parallel parking, can increase the usable space in the Light Square/Wauwi by up to 9% whilst returning the western edge of Light Square/Wauwi for Park Lands purposes.

5.1.2 Option 2 – Reduced and Relocated Northbound and Southbound Carriageways

Option 2 proposes to reduce the number of northbound lanes (on the western leg of Light Square/Wauwi) from the current three lanes to two lanes.

Option 2 can also include conversion of the current 90° angle parking on both sides of the Light Square/Wauwi to parallel parking, which, along with the removal of one northbound traffic lane, can increase the usable space in Light Square/Wauwi by up to 15%.

Option 2 will retain all existing traffic movements at the three signalised intersections, as well as pedestrian crossings.

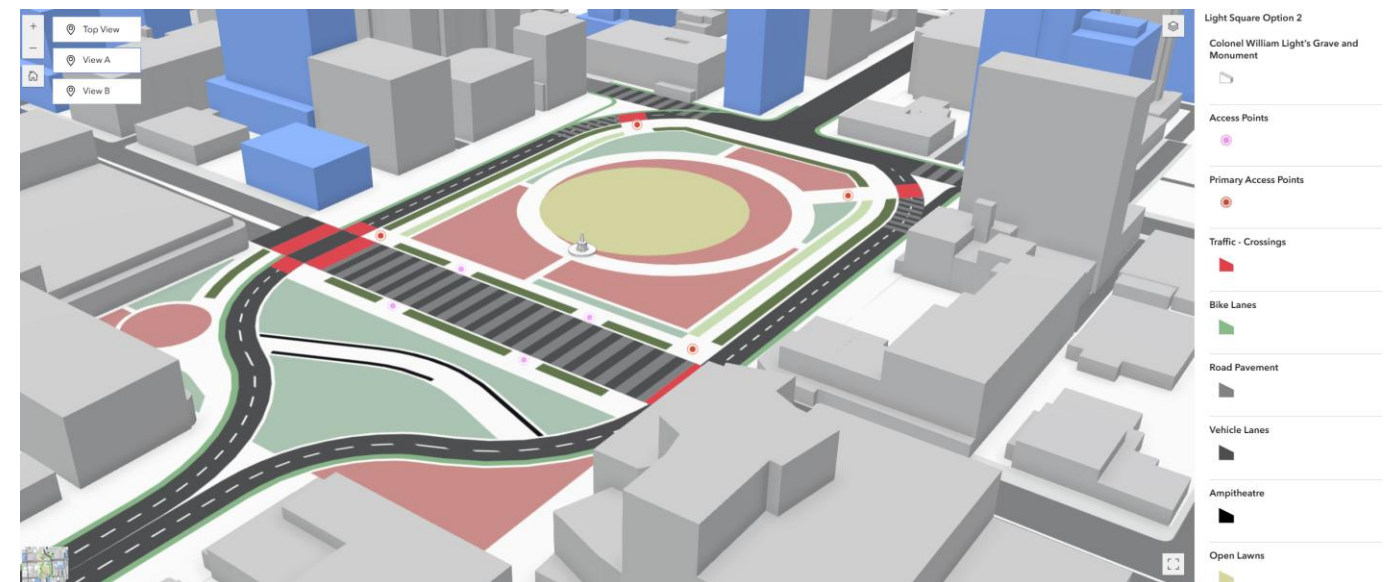


Figure 5-2: Light Square/Wauwi – Draft Master Plan Option 2

5.2 Impacts on On-Street Parking and Loading Zone

Vehicles manoeuvring into and out of the 90° angle parking spaces are required to cross the bicycle lane when parking and exiting these bays, thus increasing the potential of a crash's severity. Research (Elvik and Vaa, 2004) has found that converting angle parking to parallel parking can reduce casualty crashes by up to 35%.

Both options proposed can accommodate converting the existing 90° parking to parallel parking, which, while improving safety, will reduce the parking provision within Light Square/Wauwi. The conversion of the existing parking to parallel can achieve up to 18 parking spaces – nine (9) spaces on both the eastern and western legs of Light Square/Wauwi, resulting in a loss of 20 parking spaces (from the existing 38 bays, including the 2 permit and 2 out-of-business-hours parking spaces). Refer to Table 5-1 for impact on on-street parking within Light Square/Wauwi.

The parking provision estimated in Table 5-1 is the overall kerbside parking space availability. Allocation of these parking spaces for various user groups, e.g., Accessible parking bays, EV charging bays, loading bays, would need to be determined during the concept design phase of the project.

Table 5-1: Impacts on On-Street Parking

LOCATION	EXISTING 90° PARKING	PARALLEL PARKING	CHANGE
Western Side	19	9	-10
Eastern Side	19	9	-10
Total	38	18	-20

5.3 Impacts on Bus Movements

Both options retain the east-west and north-south through movements, thus not impacting the bus movements travelling through Light Square/Wauwi.

Option 1 proposes to remove right and U-turn movements as described in Section 5.1.1 which will impact the ability of in-service and not-in-service buses undertaking these turning movements at the Light Square/Wauwi as discussed below.

A significant number of non-service buses currently use the Light Square/Wauwi to perform U-turns; a majority of buses start a new service at a bus stop near Light Square/Wauwi, while others use it to turn around and head in another direction. These (U-turn) movements cannot be accommodated under Option 1.

Buses currently doing a U-Turn within Light Square/Wauwi will need to use the bus depot located on Currie Street, approximately 120 m west of the Light Square/Wauwi. All other bus movements may be redirected to Grey Street, located approximately 300 metres west of Light Square/Wauwi or to West Terrace where a new signalised intersection may be required.

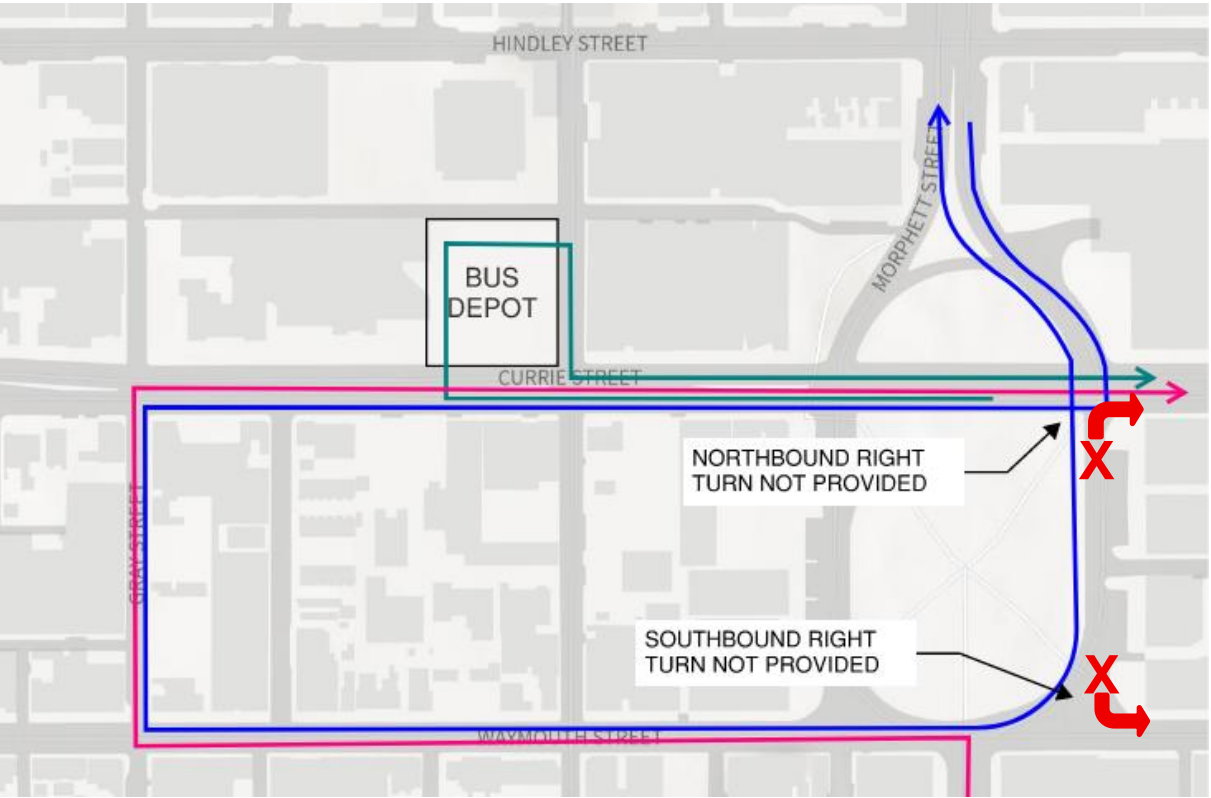


Figure 5-3: Bus Rerouting – Draft Master Plan Option 1

Option 2 retains all the turning movements at the three signalised intersections in Light Square/Wauwi, thus not impacting on any bus movements currently passing ‘through’ or undertaking a turning movement within Light Square/Wauwi.

Table 5-2: Impacted Bus Movements through Light Square/Wauwi

DIRECTION	IN SERVICE	NOT IN-SERVICE	TOTAL	OPTION 1	OPTION 2
Northbound Right Turn (Light Square/Wauwi to Currie St eastbound)	72	14	86	Use Grey Street	No change
Westbound U-Turns	0	51	51	Use bus depot	No change
Eastbound U-Turns	0	5	5	Use Grey Street	No change
Northbound U-Turns	0	2	2	Use Grey Street	No change
Southbound U-Turns	0	2	2	Use Grey Street	No change
Total	72	74	146		

Grey Street is a relatively narrow two-way street with on-street parking (on the western side) and also forms part of cycling network with sharrows in the southbound direction. The feasibility of buses turning into and out of Grey Street at its intersections with Waymouth Street and Currie Street, and potential impacts on the on-street parking and cyclist movements will need to be assessed.

The alternative route will be for the buses to travel to West Terrace, however, as the West Terrace and Waymouth Street intersection is unsignalised, it may result in excessive delays during peak hours when it is difficult to turn right out of Waymouth Street. Should West Terrace be considered for the bus turnaround route, signalisation of the subject intersection may be required to facilitate safer and efficient bus movements.

5.4 Impacts on Off-Street Parking Accessibility

Option 2 retains all existing movements at the signalised intersection within Light Square/Wauwi thus not impacting accessibility of off-street paid car parks.

Option 1, however, proposes to remove some of the right turn and U-turn movements within Light Square/Wauwi and adversely impacts accessibility for abutting properties and off-street car parks as discussed below.

5.4.1 Properties Along the Northbound Leg of Light Square/Wauwi

The draft Master Plan Option 1 will shift the northbound carriageway to the east of Light Square/Wauwi, impacting the accessibility of the KPark facility at 53 Light Square/Wauwi, which has its only access from the northbound leg of Light Square/Wauwi.

5.4.2 Properties Along the Southbound Leg of Light Square/Wauwi

Option 1 will shift the northbound carriageway to the east of Light Square/Wauwi , which is not considered to impact access arrangements for properties along the southbound leg of Light Square/Wauwi and the car park on Playhouse Lane.

5.4.3 Waymouth Street

- Option 1 will:
- Remove the southbound right turn and U-turn movements from Light Square/Wauwi (southbound leg) at the Waymouth Street/Morphett Street Intersection.
 - Remove the westbound right turn from Waymouth Street to the Light Square/Wauwi northbound leg.

The removal of southbound right turn and U-turn movements can impact the accessibility of properties along the northbound leg of Light Square/Wauwi, including the KPark facility at 53 Light Square/Wauwi.

The removal of the westbound right turn movement from Waymouth Street can impact traffic exiting from the Henry Waymouth and UPark Topham Mall car parks. Traffic exiting from these two car parks was observed to use Waymouth Street to travel north (Morphett Street/Montefiore Road).

As the Henry Waymouth Car Park (100 Waymouth Street) has a secondary exit linking to Currie Street (via Bloor Court), the impact of removing the westbound right turn at the signalised intersection is likely to be minor compared to the UPark Topham Mall, which has its only access from Waymouth Street. Traffic from the UPark Topham Mall, which is currently turning right at the Waymouth Street/Morphett Street intersection to travel north, will be forced to use alternative routes, e.g., travelling south on Bentham Street, turning right at Franklin Street and turning right at Morphett Street before travelling north through the Light Square/Wauwi.

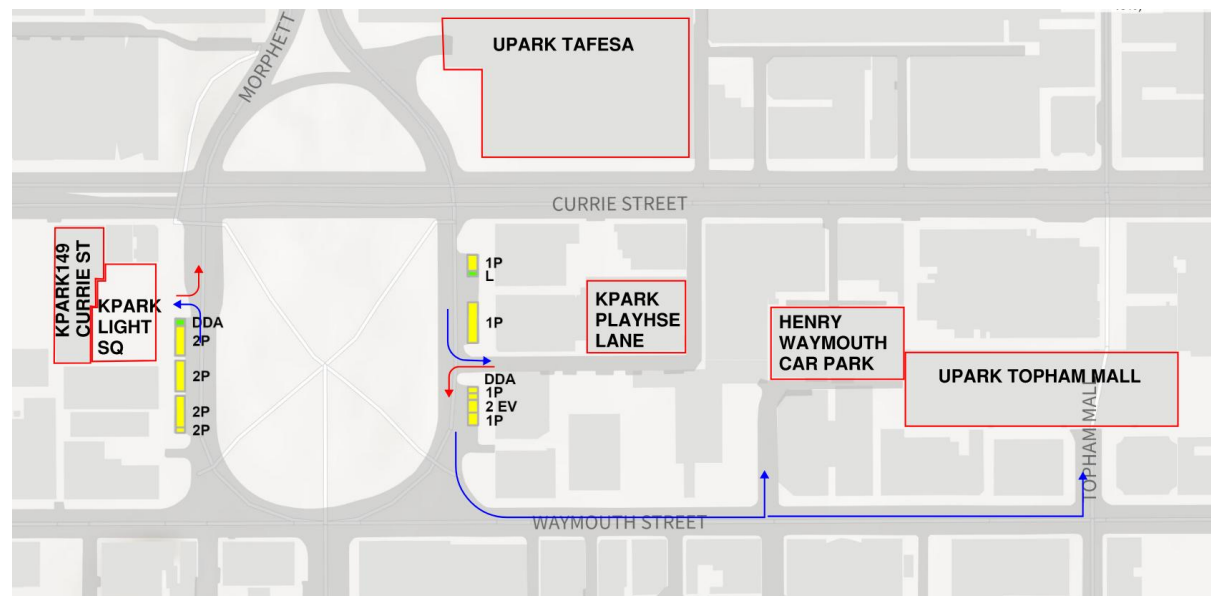


Figure 5-4: Off-street Car Park Accessibility

5.5 Impacts on Active Transport Users

5.5.1 Draft Master Plan Option 1

Option 1 presents an opportunity to retain on-street bicycle lanes in the north-south direction along Morphett Street or relocate to an off-road shared use path either through Light Square/Wauwi or along the eastern edge. Details of such a shared use path will need to be developed in during the detailed design phase, and through engagement with the internal and external stakeholders.

With the additional walking to/from the Currie Street east intersection, Option 1 was estimated to:

- Add up to 2 minutes (120 seconds) of delay for the walk between northwest (Currie Street West) and southeast (Waymouth Street East).
- Add up to 2 minutes (120 seconds) of delay for the walk between northwest (Currie Street West) and southwest (Waymouth Street West).
- Not impact on other pedestrian movements through the Light Square/Wauwi.

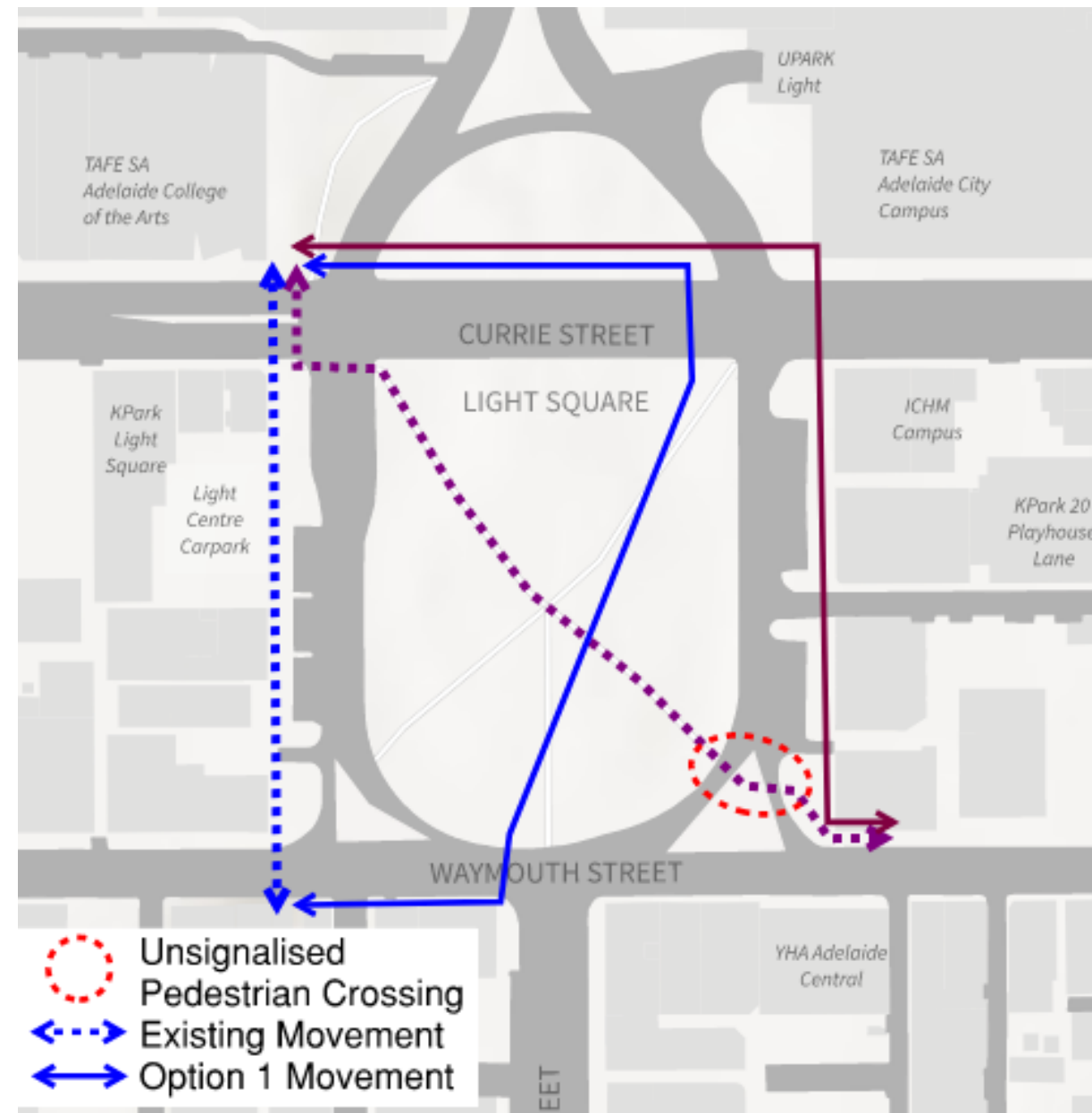


Figure 5-5: Impact on Pedestrian Movements – Option 1

As Option 1 removes the western signalised intersection on Currie Street and Light Square/Wauwi, future development of Option 1 should include a provision of pedestrian crossing (either a refuge or a signalised crossing) at the same location to minimise these impacts.

While Option 1 will impact on some of the pedestrian movements, it also improves some other pedestrian movements as shown in Figure 5-6.

In particular, the removal of unsignalled crossings at the southwestern and southeastern corners of the Light Square/Wauwi will minimise the need for pedestrians to cross flowing traffic and improve the signalised crossing at Morphett Street/Waymouth Street Intersection.

These improvements can yield similar savings (reduction of up to 120 seconds/2 minutes) in travel times for pedestrians through Light Square/Wauwi.

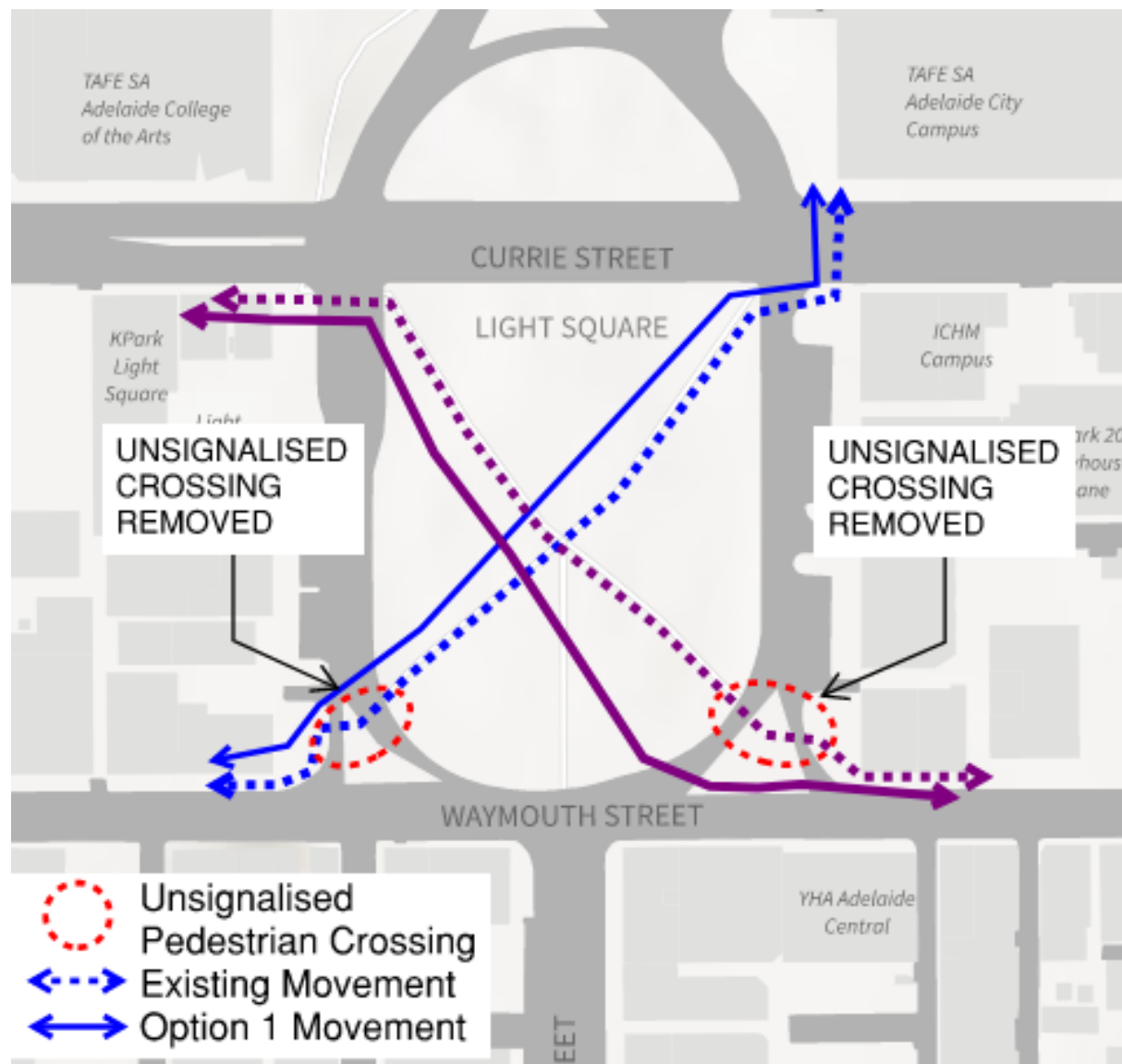


Figure 5-6: Improved Pedestrian Movements – Option 1

5.5.2 Draft Master Plan Option 2

Option 2 retains all existing intersection movements, and is not considered to adversely impact pedestrian and cyclist movements through Light Square/Wauwi.

6 TRAFFIC ANALYSIS

6.1 Draft Master Plan Options

To ensure a robust analysis of these two proposed options WGA engaged with DIT to obtain approval to use their TAM model for this assessment. Any changes that impact the potential routing of traffic can have impacts outside the project area and DIT's TAM model can consider this without having to prepare a new model. Additionally, DIT being the authority that also manages and operates the public transport network is a key stakeholder in the performance of this corridor to ensure the key east – west public transport bus link through Currie and Grenfell Streets is not impacted.

The modelling generally follows the DIT development processes but is also tailored to suit the unique design and movement changes proposed for Light Square/Wauwi upgrade options.

The Model extents was identified through discussions and collaboration with CoA and DIT, as shown in Figure 6-1.

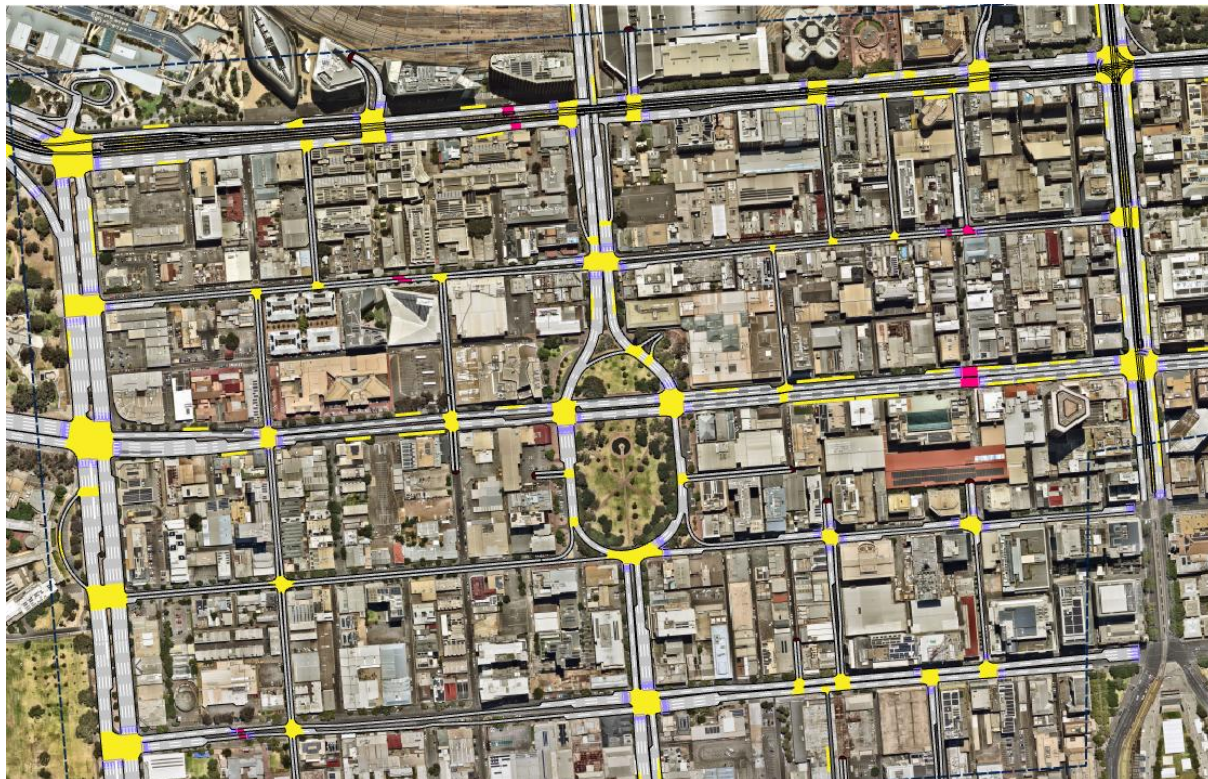


Figure 6-1 Modelling Area

The traffic modelling was undertaken using AIMSUN Next for the following two scenarios:

- TAM Subarea Base Case (BC2024)
- TAM Subarea Project Case models (PC-O1 and PC-O2)

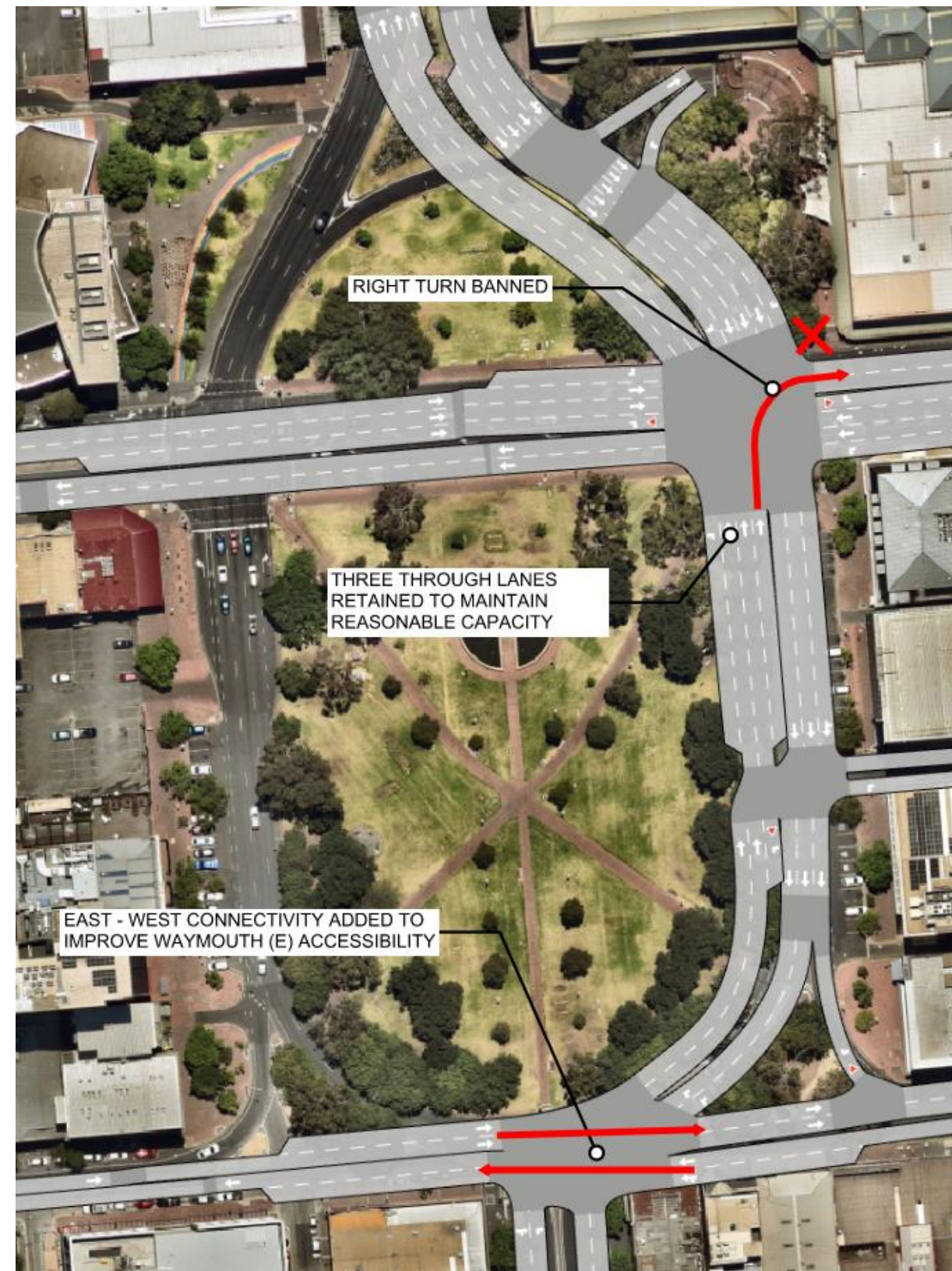


Figure 6-2 Option 1



Figure 6-3 Option 2

6.2 Modelling Summary

Outputs from the AIMSUN traffic model for the baseline condition and two options were compared, and the findings are summarised in this section. Only key (non-technical) outputs have been included for clarity.

The modelling outputs summarised in this section include the following:

- Delay graphs for the extent of the area modelled.
- Travel times for key movements.
- Volume plots for key movements.

Our findings provide a comparison of how the overall performance of the selected subarea network and changes to travel times along key travel routes passing through Light Square/Wauwi.

6.2.1 Average Delay (network)

Network average delay is a key indicator of performance as it considers the delay above free flow conditions averaged across every vehicle present within the study area. Whilst the differences between these profiles may be in the order of seconds, when evaluated across the entire study area for up to 45,000 vehicles during peak periods this can be a significant increase in delay. The evaluation is based on the average delay per vehicle in seconds as shown in Chart 6-1 (Morning Peak Period) and Chart 6-2 (Afternoon Peak Period).

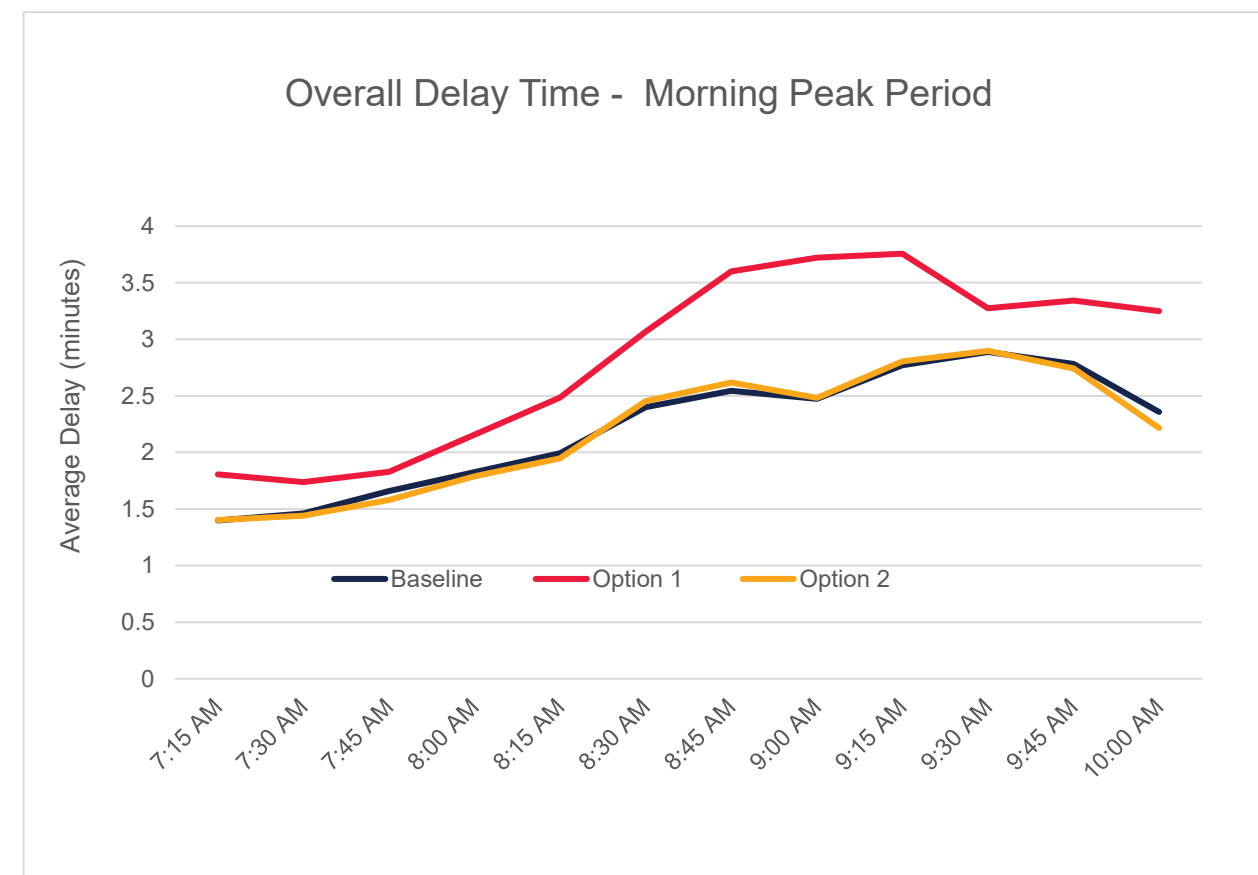


Chart 6-1: Model Performance - Overall Delay in the Morning Model Period

Option 1 results in a one minute delay during the AM period but comparative levels with the base line during the PM period. This is primarily due to the reduction in intersection performance by transferring the demand from two signalised intersections to one. The current dual intersection arrangement provides additional capacity in the form of being able to maintain all turning movements without additional phases being required to be added to the site specifically with the right turns from the north and south approaches being able to be run concurrently with the north/south through movements. By changing to a single site these are required to be run in a separate phase which results in reduced capacity with the only option to improve by adding capacity in the form of additional lanes at the intersection.

Some traffic does direct to the new through movement added to the Waymouth and Morphett Road Intersection but not with enough capacity to ameliorate the delays at the single intersection on Currie Street that was previously serviced by two intersections.

In summary the combination of reduced capacity of a single site and the requirement for traffic to reroute to alternative corridors which are also at capacity results in increased delays for Option 1 in its current form. Some changes were considered and added to the current Option 1 in the form of retaining three through lanes for northbound traffic at the intersection of Currie Street and Morphett Road but primarily the reduced capacity is resulting in traffic being pushed to parallel east – west corridors in an attempt to balance delays as shown further within Section 6.3. Whilst outside the scope of this analysis if Option 1 is a key priority it is recommended all movements be considered for the Currie Street intersection with increased capacity and or consider further enhancements/capacity at the Waymouth Street and Morphett Road Intersection to manage the demands from the car parks to the east of this site.

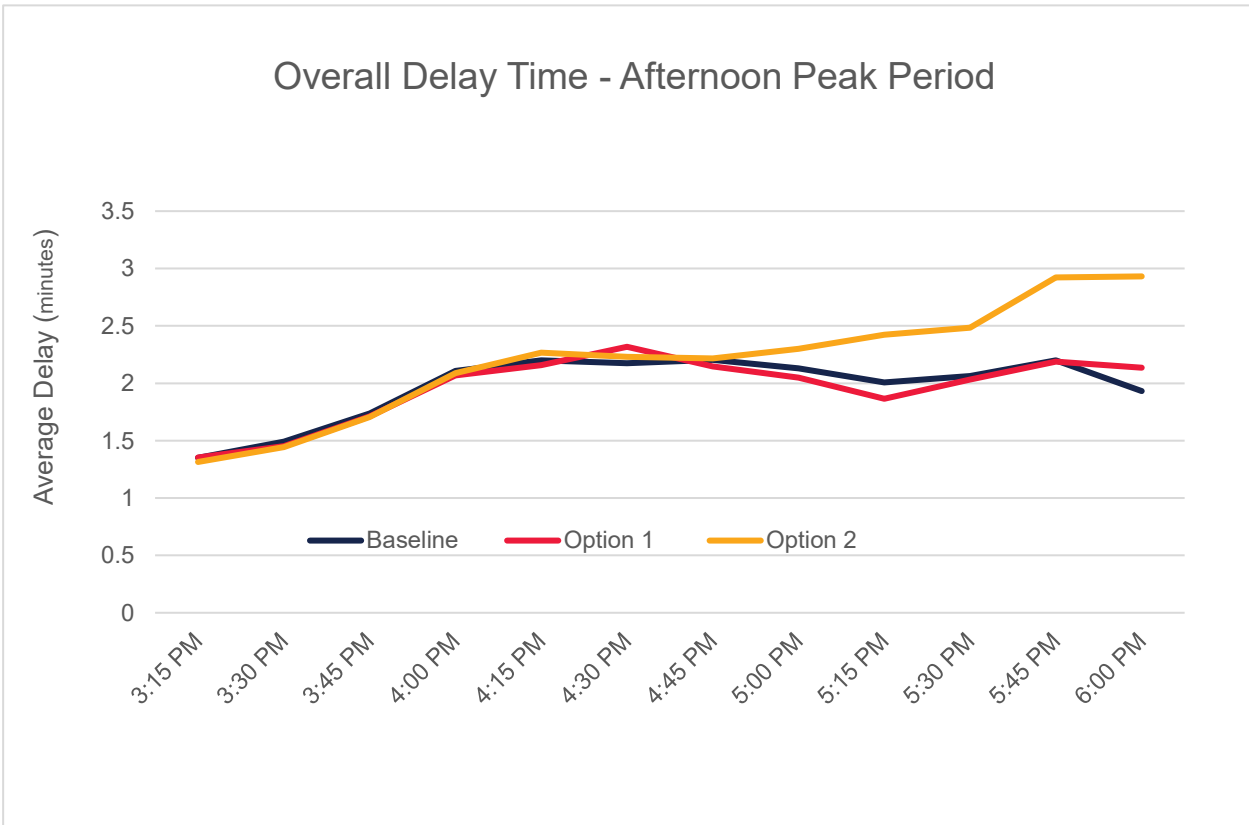


Chart 6-2: Model Performance - Overall Delay in the Afternoon Model Period

Option 2 typically performs within a reasonable margin of the current baseline performance with little difference during the AM peak period. Some delays are experienced during the PM peak period as a result of the reduced northbound capacity for traffic exiting to the north across the Morphett Road bridge as the priority is required to be maintained for east – west flows across Currie Street.

6.2.2 Travel Time Plots Key Routes Morning Model Period

The subarea model’s performance (average delay) was compared for the Baseline and two draft Master Plan options, for the AM Model Period (7:00 am-10:00 am) for the following key routes:

- Route 1 – Morphett Street/Montefiore Road (N) to Morphett Street (S): Southbound Travel Route
- Route 2 – Morphett Street (S) to Morphett Street/Montefiore Road (N): Northbound Travel Route
- Route 3 – Currie Street (West) to Currie Street (East): Eastbound Travel Route
- Route 4 – Currie Street (East) to Currie Street (West): Westbound Travel Route

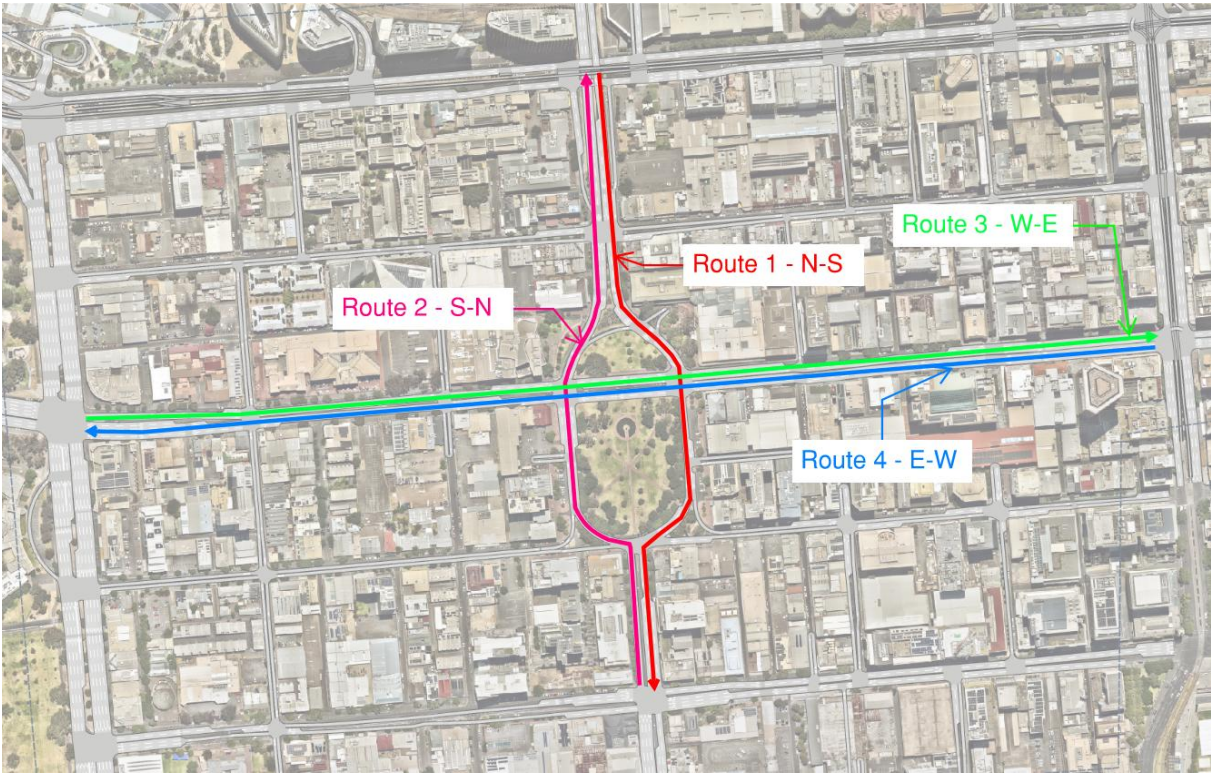


Figure 6-4 Key Travel Routes

The average travel times for the four selected routes are summarised in Table 6-1.

Table 6-1: Peak Hour Travel Time Comparison for Selected Routes

ROUTE	BASELINE	OPTION 1	OPTION 2
Morning Model Period – Average Travel Time in Seconds			
Route 1 – Southbound	164	194 (+18%)	156 (-5%)
Route 2 – Northbound	161	220 (+37%)	170 (+5%)
Route 3 – Eastbound	194	174 (-11%)	208 (+7%)
Route 4 – Westbound	311	430 (+61%)	302 (-5%)
Afternoon Model Period – Average Travel Time in Seconds			
Route 1 – Southbound	147	126 (-14%)	142 (-3%)
Route 2 – Northbound	168	165 (-2%)	190 (+14%)
Route 3 – Eastbound	181	174 (-4%)	182 (+0.7%)
Route 4 – Westbound	187	202 (+8%)	243 (+31%)

When compared to the baseline conditions, individual routes were estimated to experience varying levels of increase or decrease in travel times for the two options and from the morning model period to the afternoon model period. For example:

- Routes 1 and 2 in Option 1 were estimated to experience an increase in travel time in the morning model period but a reduction in the afternoon model period.
- Route 3 in Option 1 was estimated to experience a decrease in the morning model period but an increase in travel time in the afternoon model period.
- Route 4 in Option 1 was estimated to experience an increase in travel times during both the morning and afternoon model periods.
- Route 1 in Option 2 was estimated to experience a reduction in travel times during both the morning and afternoon model periods.
- Routes 2 and 3 in Option 2 were estimated to experience an increase in travel times during both the morning and afternoon model periods.
- Route 3 in Option 2 was estimated to experience a decrease in the morning model period but an increase in travel time in the afternoon model period.

Average travel times for each travel route are presented in Charts 6-3 to Chart 6-10.

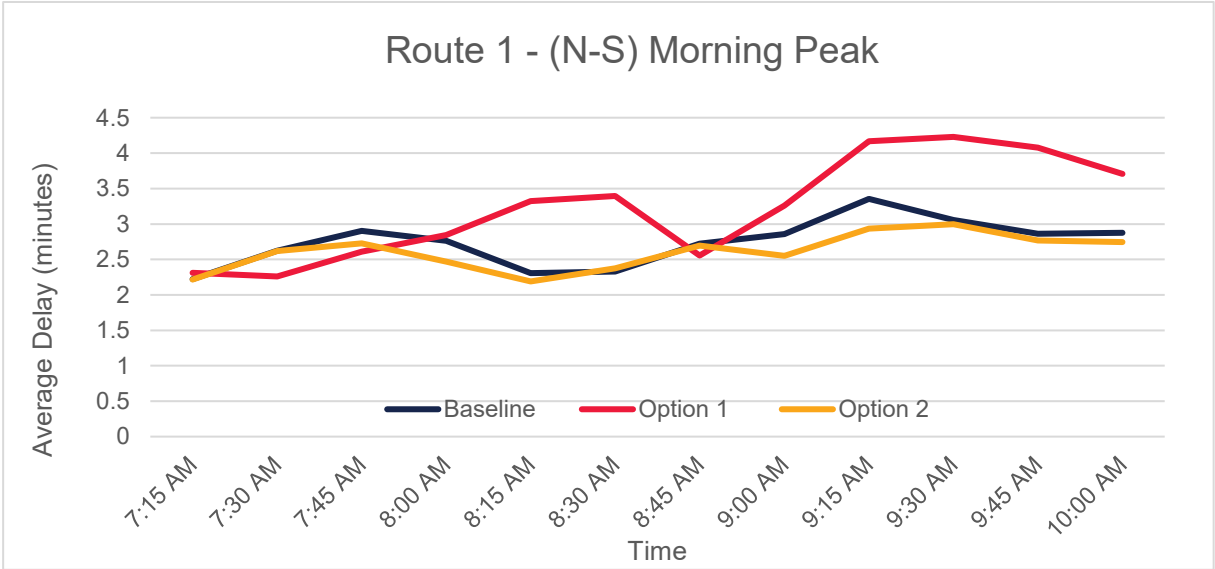


Chart 6-3: Montefiore Road/Morphett Street – Light Square/Wauwi – Morphett Street (N-S) Morning Model Period

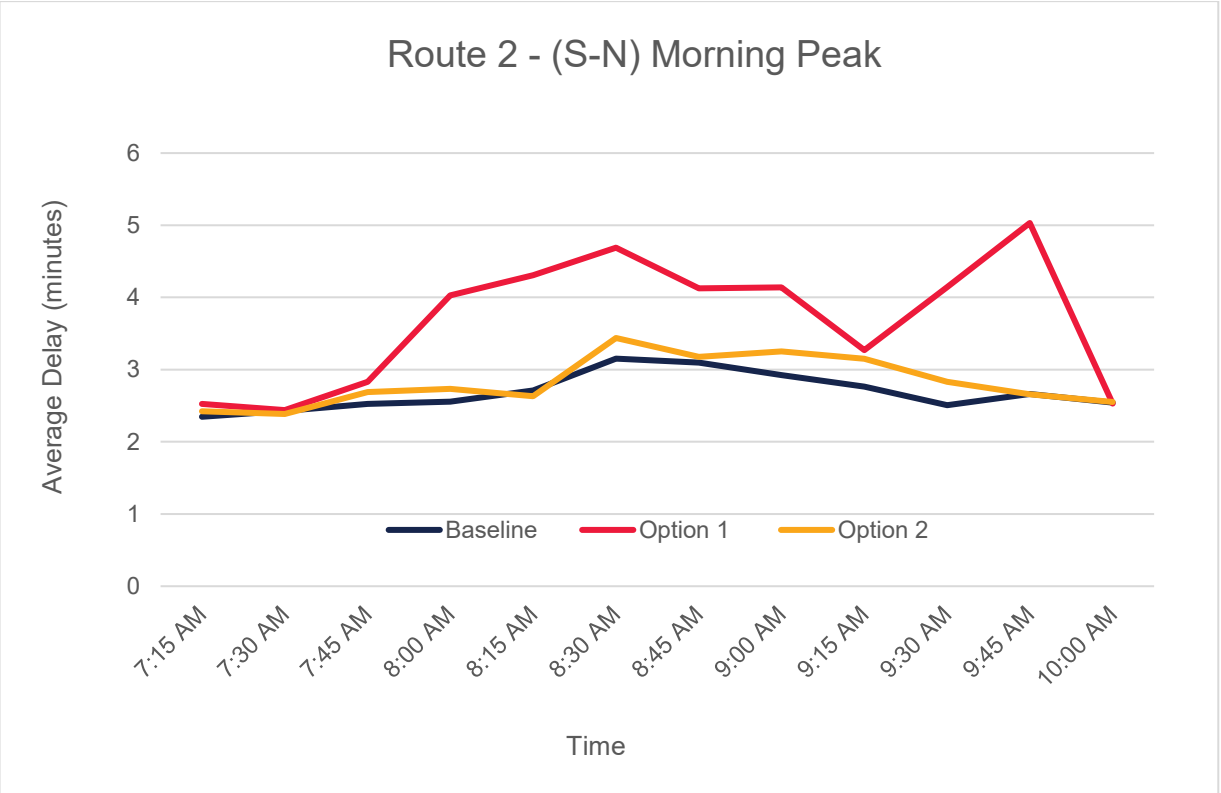


Chart 6-4: Morphett Street – Light Square/Wauwi – Morphett Street/Montefiore Road (S-N) Morning Model Period

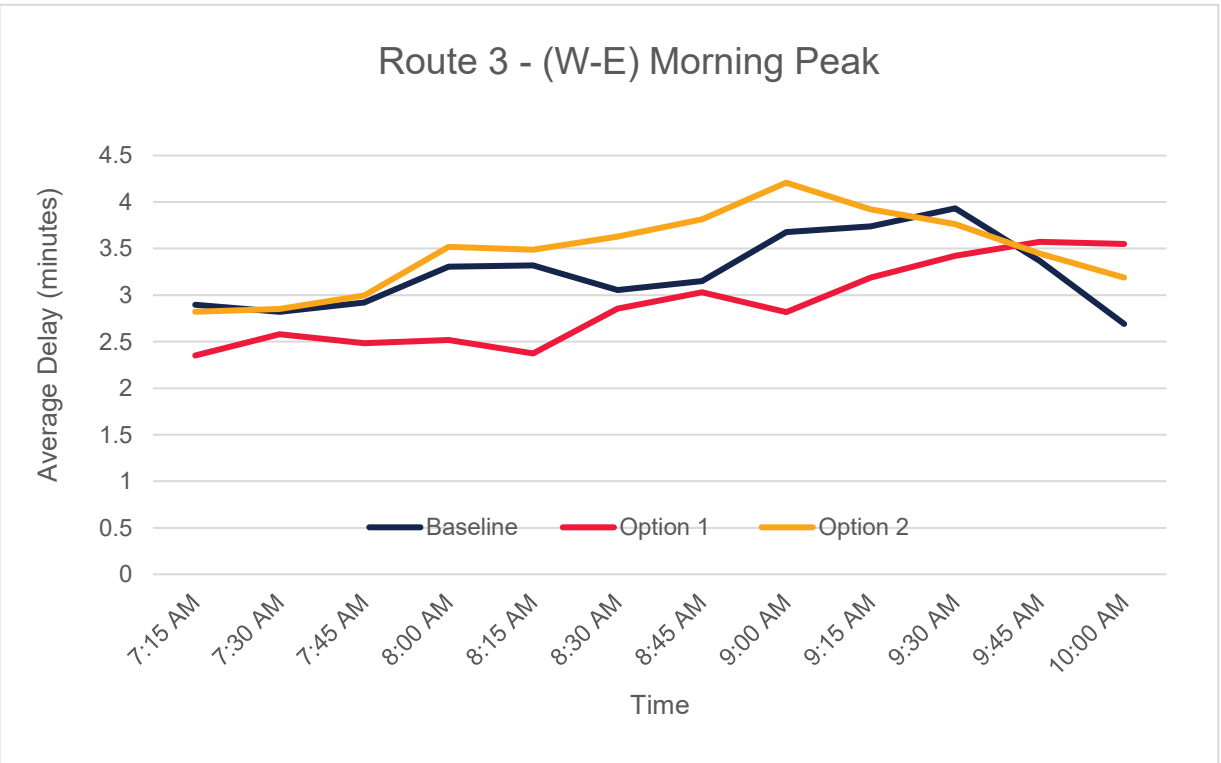


Chart 6-5: West Terrace – Currie Street – Grenfell Street (W-E) Morning Model Period

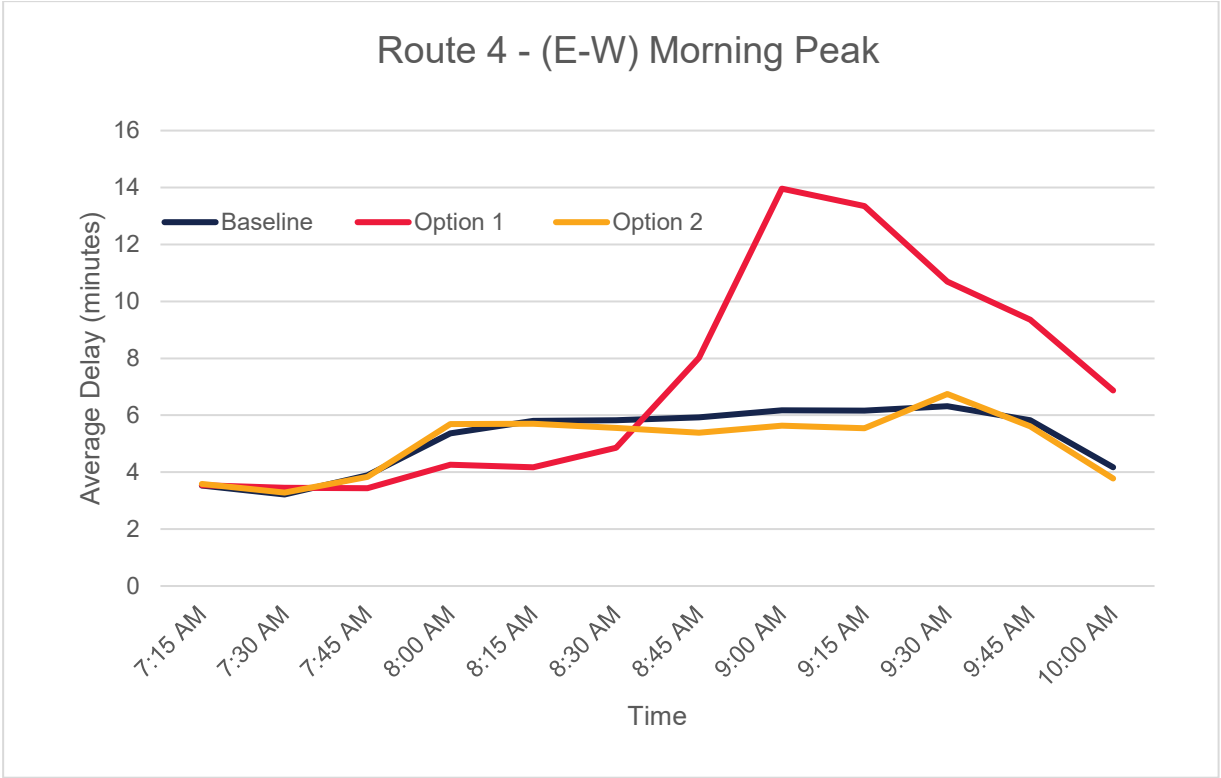


Chart 6-6: Grenfell Street – Currie Street – West Terrace (E-W) Morning Model Period

6.2.3 Travel Time Plots Key Routes Afternoon Model Period

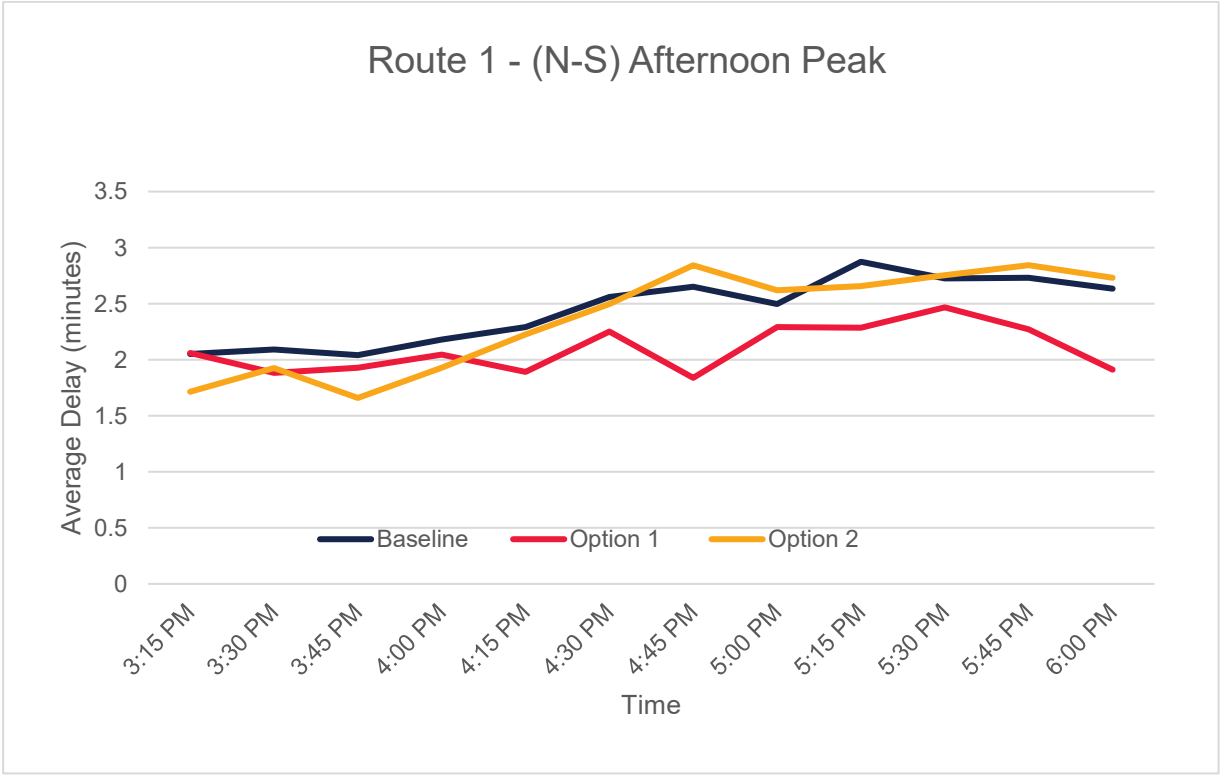


Chart 6-7: Montefiore Road/Morphett Street – Light Square/Wauwi – Morphett Street (N-S) Afternoon Model Period

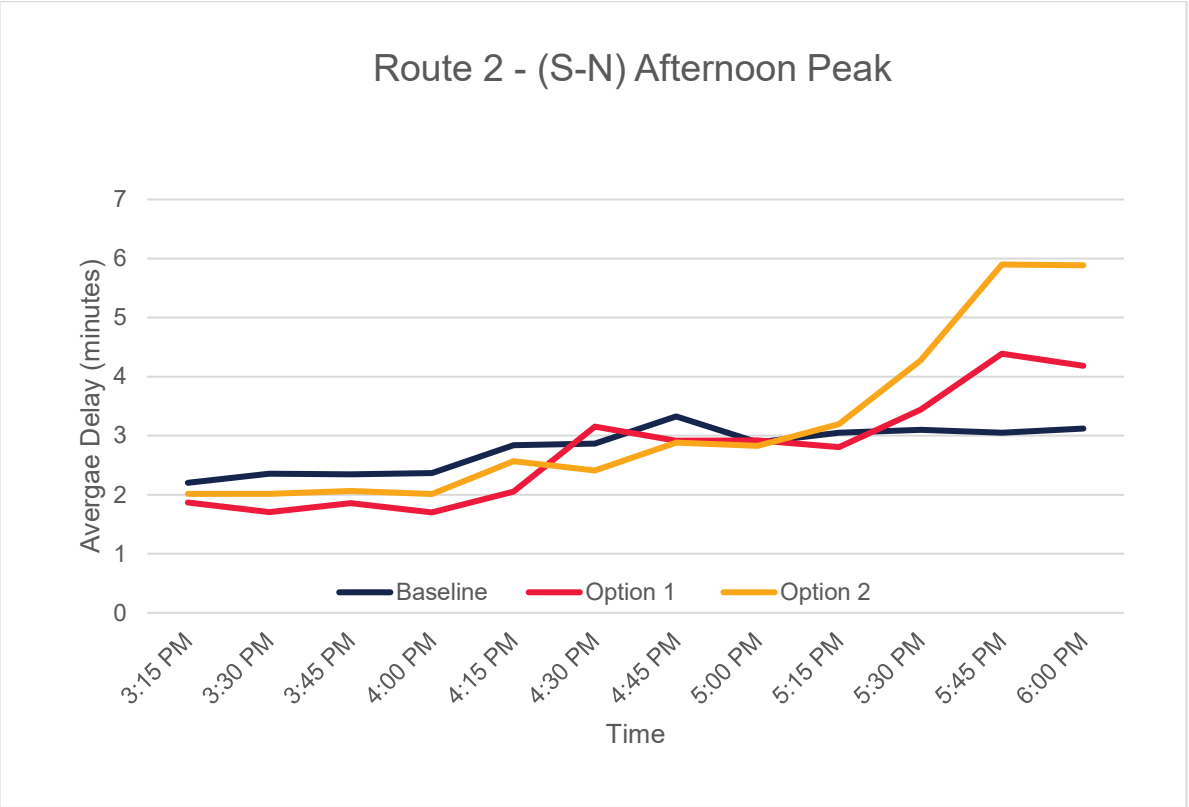


Chart 6-8: Morphett Street – Light Square/Wauwi – Morphett Street/Montefiore Road (S-N) Afternoon Model Period

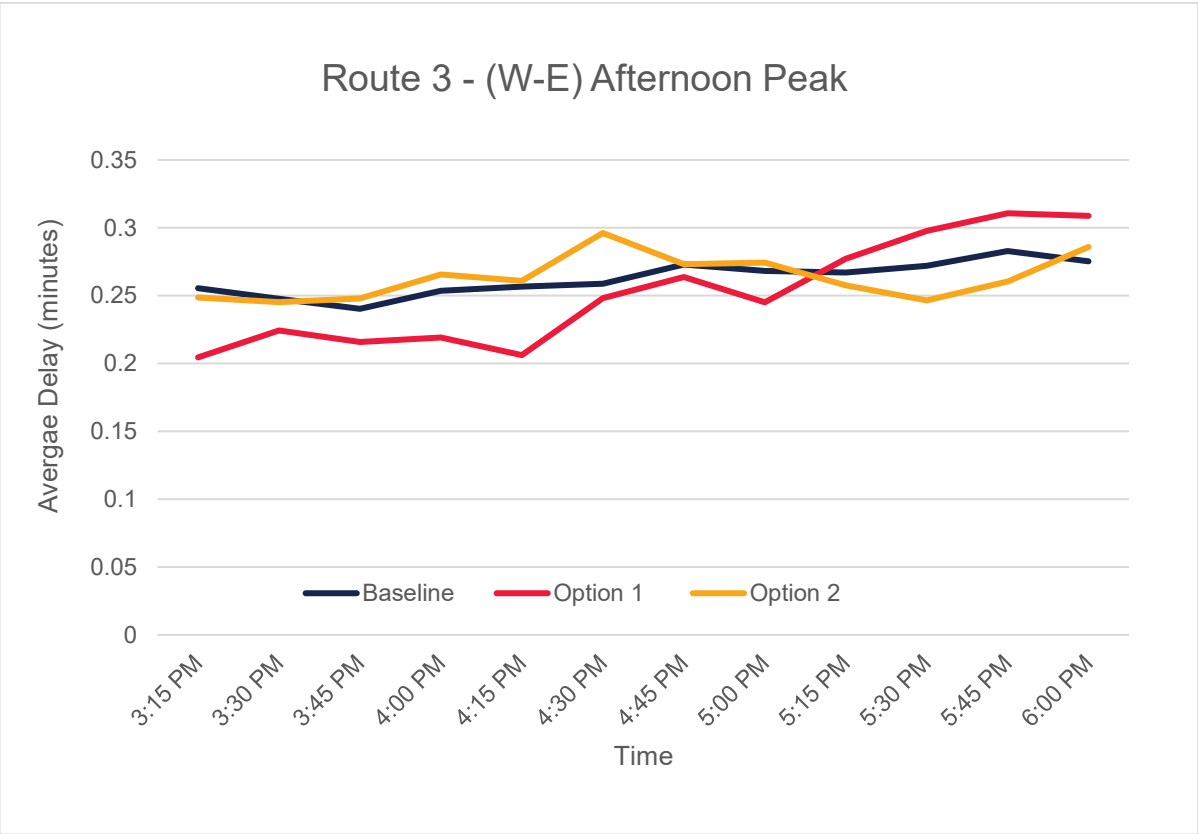


Chart 6-9: West Terrace – Currie Street – Grenfell Street (W-E) Afternoon Model Period

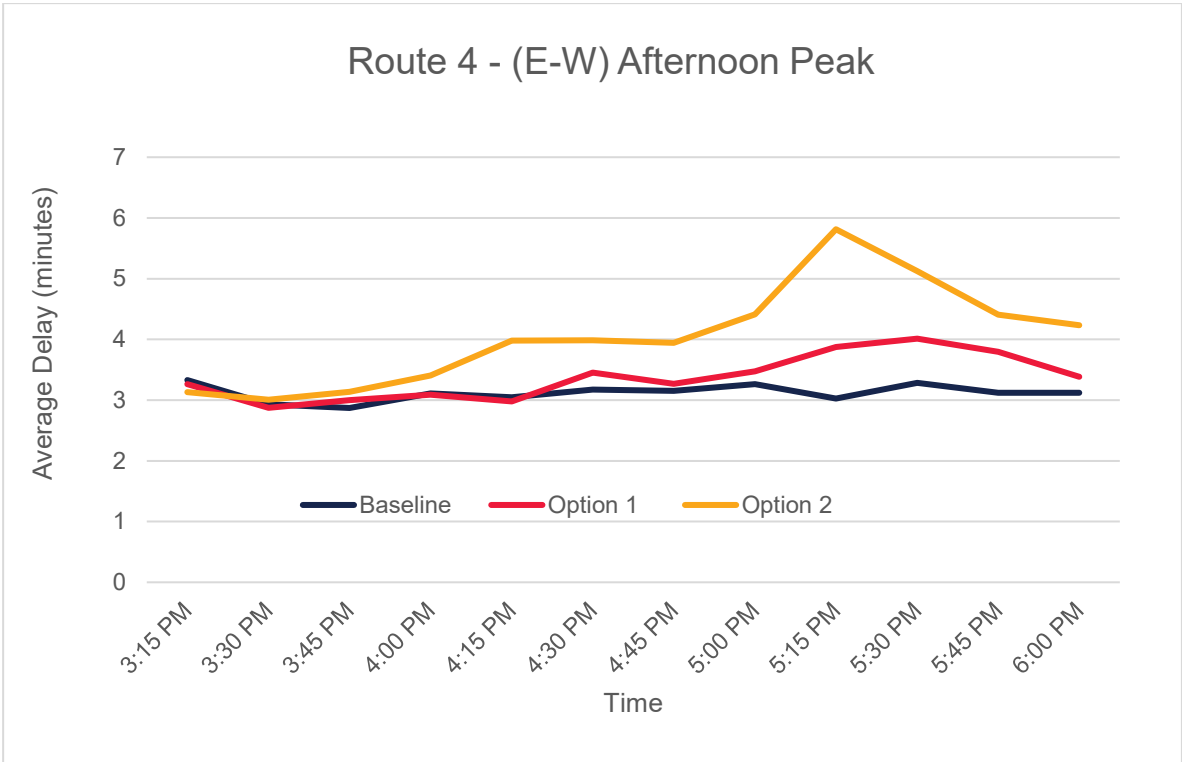


Chart 6-10: Grenfell Street – Currie Street – West Terrace (E-W) Afternoon Model Period

6.3 Link Volumes

Link volumes are a metric for comparing performance and or change across the network as they provide a good indication as to resultant capacity of corridors within the model resulting from changes between the options. These volumes have been reported as percentage differences between the existing base line. If volumes remain consistent then this indicates the option does not impact current flows and maintains current performance. Should significant changes be observed then this indicates a network/corridor that is experience increased delays with the model compensating by redistributing to alternative corridors.

6.3.1 Option 1

The modelling indicates a significant redistribution of traffic throughout the area. Some streets, such as sections of Weymouth and Hindley Streets, are expected to see substantial increases in traffic—up to 741% in the morning peak period. Suggesting these areas becoming gridlocked. Moderate increases in other segments reflect the shifting of traffic patterns as vehicles reroute through alternative paths.

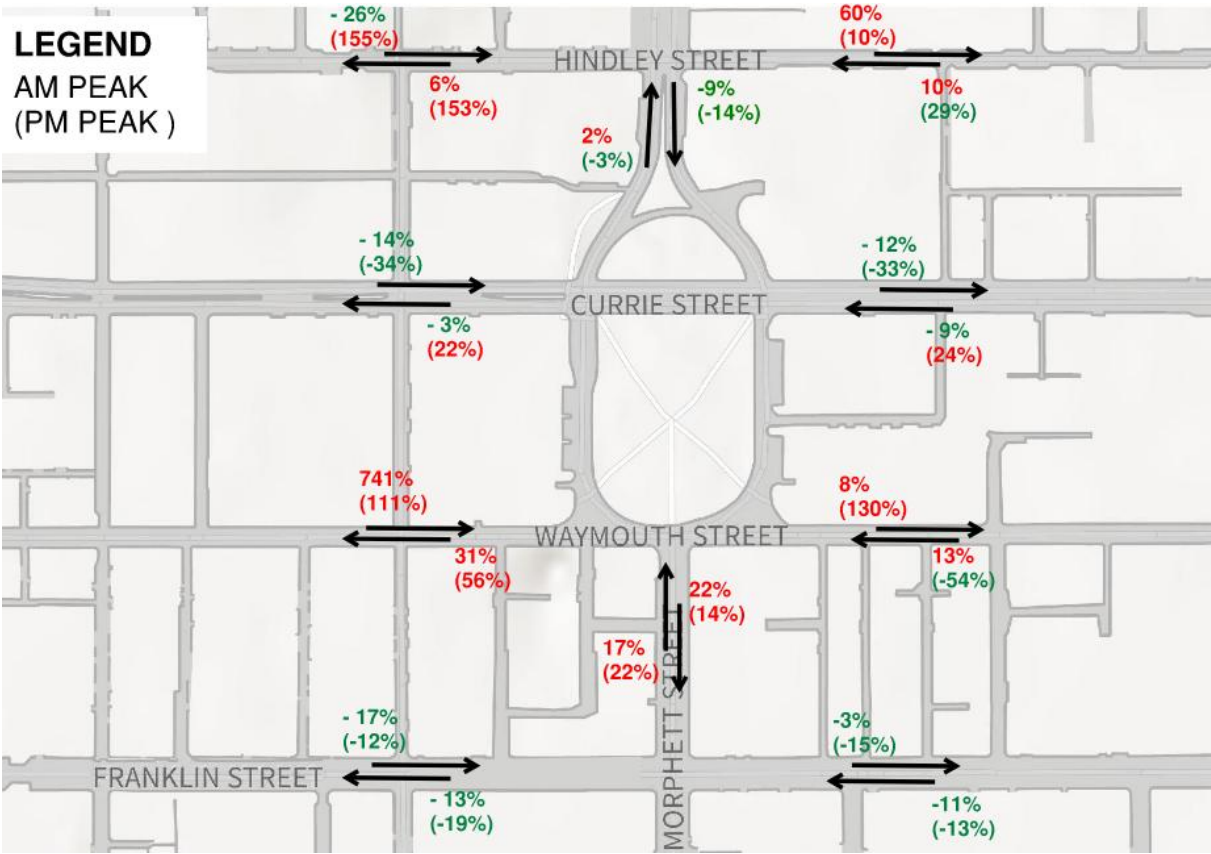


Figure 6-5: Option 1- Percentage Change in Volume from Existing

6.3.2 Option 2

Compared to existing conditions, the modelling suggests a relatively balanced redistribution of traffic around Light Square/Wauwi. Most changes are typically within $\pm 10\%$, indicating that the proposed option is unlikely to cause major network disruptions. A notable exception is the eastern section of Hindley Street, which shows a significant increase in traffic volumes (47% AM, 108% PM), potentially identifying a future issue.

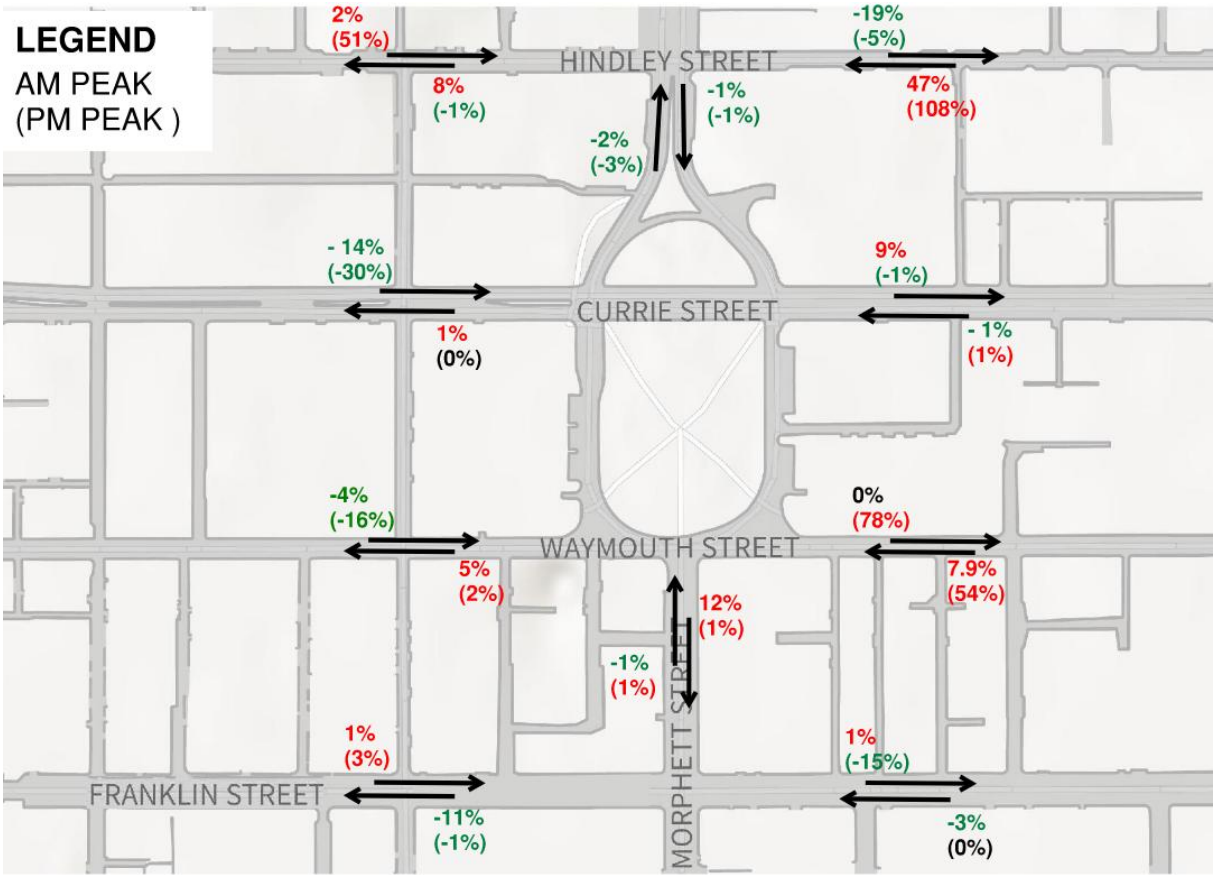


Figure 6-6: Option 2- Percentage Change in Volume from Existing

7 SAFE SYSTEMS ASSESSMENT

A Safe Systems Assessment (SSA) has been undertaken in accordance with the DIT Safe System Assessment Guidelines and has been included in Appendix C for reference. A SSA is a formal safety evaluation that checks how well a transport initiative aligns with the goal of eliminating fatal and serious injuries. Effectively, the lower the score the lower the expected road crash injuries associated with the initiative.

A reduction in SSA score was achieved for both options; this is expected to be largely due to the general traffic calming effect, improved offset to roadside hazards, reduced intersections (points of conflict), and other minor improvements through the works.

The following scores were obtained from the Safer Systems Assessment:

- Existing Light Square/Wauwi /Intersections Before: 228/448
- Option 1 Light Square/Wauwi /Intersections: 188/448
- Option 2 Light Square/Wauwi /Intersections: 180/448

7.1 Existing

The existing Light Square/Wauwi and intersections have a SSA score of 228 out of 448, indicating significant room for safety improvement. Current conditions include a high number of conflict points at intersections, limited separation from roadside hazards, and outdated road design features that do not align with modern safety principles.

7.2 Option 1

Option 1 reduces the SSA score to 188, showing some improvement largely due to better hazard offsets, and a reduction in intersection-related conflicts. However, this option introduces safety concerns by shifting to an oncoming-adjacent traffic lane arrangement, which increases the risk of head-on collisions due to reduced separation between opposing lanes.

7.3 Option 2

Option 2 achieves the greatest improvement, lowering the SSA score further to 180. This is attributed to better separation between traffic lanes, fewer pedestrian conflict points, and overall alignment with safer systems principles. The design likely provides a more forgiving road environment with fewer opportunities for severe crashes due to separated north/south movements.

7.4 Other Recommendations

To further enhance safety under either option, the following additional treatments have been recommended:

- Consideration of the removal of all roadside hazards (particularly fixed objects such as non-frangible tree trunks) that are brought closer to the road through either option.
- Providing additional measures to segregate vulnerable users and road traffic.
- Discouraging uncontrolled vulnerable user road crossings (across trafficable road spaces).
- Consideration of median treatments to restrain errant vehicles from entering the opposing lanes (Option 1)
- Where on-road cycling lanes are provided, look to increase bicycle/vehicle separation (e.g. Frome Road model)
- Red light cameras at the site could provide supporting treatment that would encourage compliant road user behaviour.

8 SUMMARY AND NEXT STEPS

8.1 Modelling Summary

Findings from the traffic modelling using Aimsun are summarised below:

- Option 1 was estimated to have a negative impact on the wider network as the average delay (per vehicle) was estimated to increase by up to 1 minute and 15 seconds in the Morning Model Period.
- Option 2 was estimated to perform similarly to the Baseline conditions with negligible variation in delay times.
- Option 1 redistributes existing traffic entering Light Square/Wauwi to parallel road corridors, due to the reduced capacity. Hence, this further congestion and delays within the CBD but outside Light Square/Wauwi.

8.2 Impacts on Bus Movements

Option 1 will remove the right turn and U-turn at the Waymouth Street/Morphett Street/ Light Square/Wauwi intersection, as well as to the north of Currie Street. Both these locations are used by an average of 74 not-in-service buses every day. These buses will be required to either use the bus depot at the corner of Currie Street and Clarendon Street or use Currie Street, Grey Street, Waymouth Street and Light Square/Wauwi to turn around.

8.3 Impacts on On-Street Parking

Both options include a sub-option to convert existing 90° angle parking to parallel parking, resulting in a reduction of up to 20 on-street parking spaces in Light Square/Wauwi. The impact of the reduction on the overall on-street parking provision and composition of the resultant provision (parking bays, loading zone, EV charging, permit parking bays etc.) will need to be assessed in detail and tested with the community and businesses.

8.4 Impacts on Off-Street Car Parks

Option 1 will remove the right turn and U-turn movements at the Waymouth Street/Morphett Street/ Light Square/Wauwi Intersection, as well as the right turn in the northbound direction at Currie Street. The removal of these turn movements is anticipated to impact traffic currently exiting from the two car parks on Waymouth Street and passing through Light Square/Wauwi. In particular, traffic seeking to travel north of Light Square/Wauwi will be required to undertake longer travel, impacting travel times.

Option 2 retains all traffic movements at Light Square/Wauwi, and is not estimated to impact on the operations of the off-street car parks.

8.5 Impacts on Active Transport Users

Both options present opportunities to improve cycling infrastructure through a mix of improved on-street and off-street (shared-use path) bicycle lanes.

The removal of the western intersection on Currie Street was estimated to impact on pedestrian movements particularly between the northwest (Currie Street West) and southeast (Waymouth Street East) and between northwest (Currie Street West) and southwest (Waymouth Street West) on account of additional walking distance to/from the Currie Street east intersection.

Option 1 provides off road cycling for the north / south movement on the western side.

8.6 Emergency Vehicle Movements

Both draft Master Plan Options for Light Square/Wauwi upgrade will retain the north-south and east-west movements through Light Square/Wauwi, thus not considered to impact on the movement of emergency vehicles.

8.7 Property Access

Access to the western properties is maintained in both options.

8.8 Next Steps

Based on the assessment and findings presented in this report, we estimate the following steps will be required to assist CoA in validating the preferred draft master plan option and developing it further for a detailed assessment.

- Detailed traffic modelling in accordance with DIT’s master specification (RD-GM-D4) to assess wider network impacts, including planned/committed projects by CoA.
- Stakeholder community engagement on parking and loading zone impacts.
- Develop concept layout to assess feasibility of parallel parking and impacts on services, amenities, option for off-road shared use path etc.
- Consultation with SAPTA on potential rerouting of buses (in case Option 1 is selected as the preferred option).

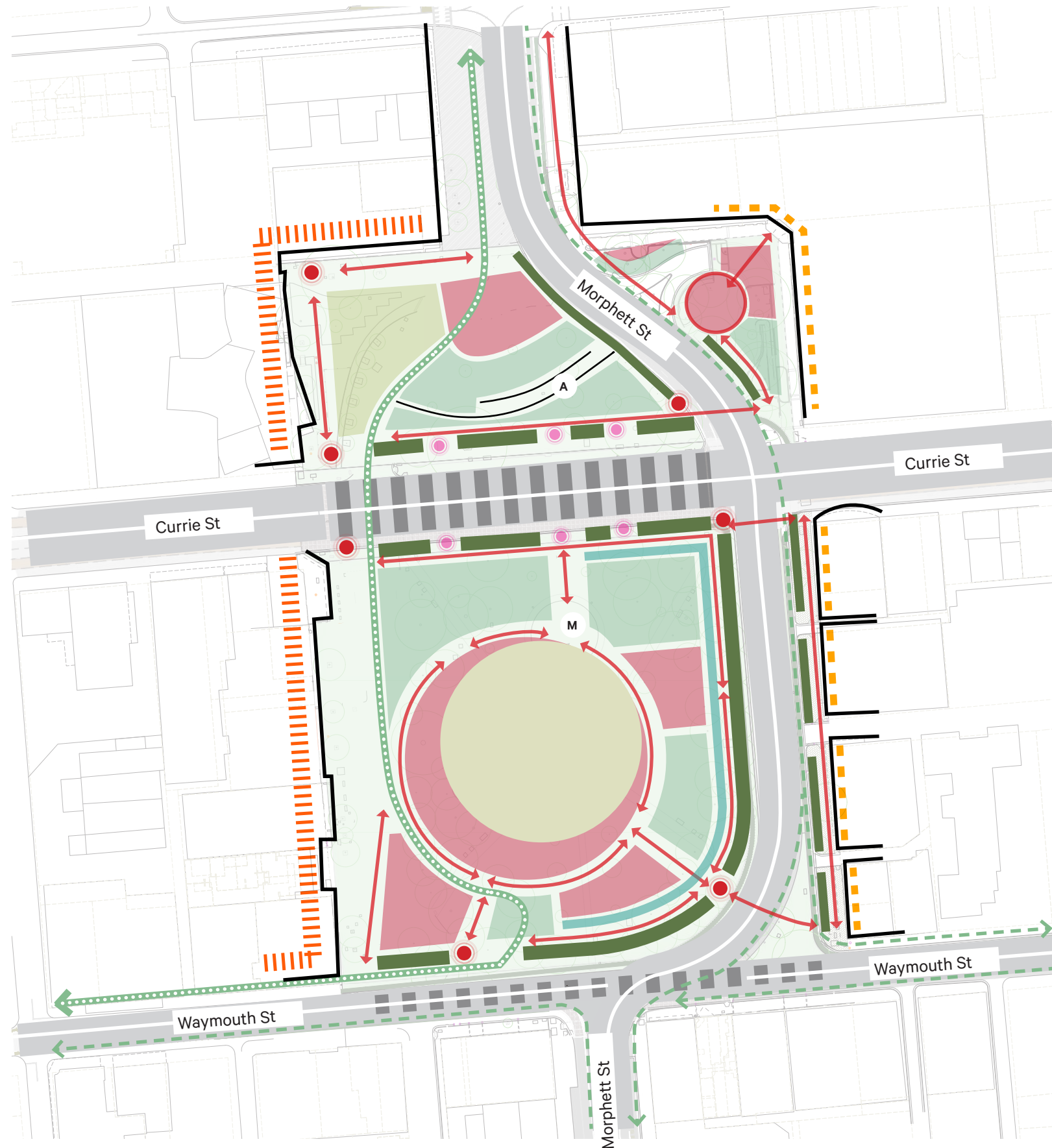
APPENDIX A

LIGHT SQUARE/WAUWI DRAFT MASTER PLAN OPTIONS



Master Plan: Option 1

Option 1 will reduce road pavement by 22% and increase usable space in the Square by 9%, by transforming movement in and around the Square. It will connect people with surrounding uses and activities with north south through traffic relocated to the eastern side of the Square. This will activate and return the western edge of the Square to Park Lands Purposes, increase safety, space for trees and cooling and open up more green space to enhance safety, wellbeing and activation. This map shows the potential for small and medium activity spaces, an enhanced northern section and western frontages with direct access to the Square.



ENVIRONMENT

- Green edge
- Feature gardens
- Open lawns
- WSUD
- Events/flexible space*
- Direct Square active building frontage
- Building frontage

CONNECTION

- Primary access point
- Access point
- Primary pedestrian path
- Shared use zone
- Cycle lane**
- Vehicle lane
- Paved roadway

Key Points

- A Level Change - Potential amphitheatre
- M Monument

OPTION 1 ACHIEVES:

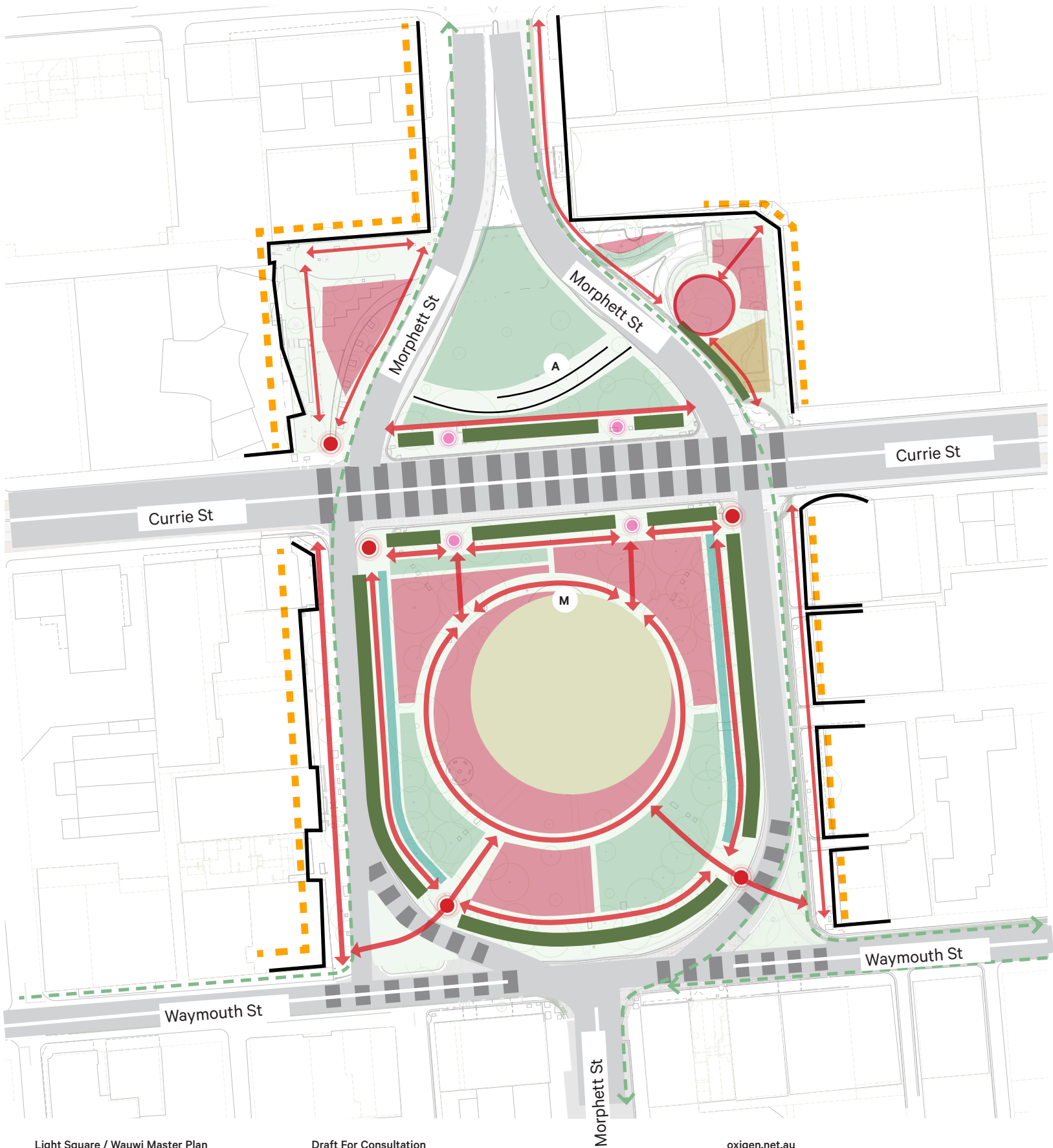
Active Edge	Creation of 270m of direct Square active building frontage.
Safety	Replacement of road crossings with direct access to open space.
Greening	Replacement of 4,096m ² (22%) of road pavement with green space. An increase in green space of 9% and an increase in space for biodiversity of 14%.
Tree Canopy	An increase in tree canopy of 30%.
Open Activity Spaces	An increase in open lawns for open activity spaces of 35%.

* Detailed design to define open spaces that will allow for a range of activities at various scales

**Detailed design to define at grade/separated

Master Plan: Option 2

Option 2 will reduce road pavement by 15% and increase usable green space in the Square by 4% by reducing the number of traffic lanes on the south-east and south-west of the Square. This will open up more space for trees and cooling, reduce the impact of traffic and improve access to the Square. This map shows potential for an enhanced northern section, access points into the Square and small to medium activity spaces.



ENVIRONMENT

- Green edge
- Feature gardens
- Open lawns
- WSUD
- Events/flexible space
- Building frontage

CONNECTION

- Primary access point
- Access point
- Primary pedestrian path
- Cycle lane*
- Vehicle lane
- Paved roadway

Key Points

- A Level Change - Potential amphitheatre
- M Monument

OPTION 2 ACHIEVES:

Safety	Removal of 2 vehicle slip lanes.
Greening	Replacement of 2,895m ² (15%) of road pavement with green space. An increase in green space of 4% and an increase in space for biodiversity of 13%.
Tree Canopy	An increase in tree canopy of 25%.
Open Activity Spaces	An increase in open lawns for open activity spaces of 20%.

* Detailed design to define open spaces that will allow for a range of activities at various scales
**Detailed design to define at grade/separated

APPENDIX B

TRAFFIC MODELLING SCOPING DOCUMENT





TRAFFIC MODELLING SCOPING DOCUMENT

PROJECT NO.: WGA250495

DOCUMENT NO: WGA250495-RP-TT-0001-B

DATE: 28 MAY 2025

COMPANY NAME	Department for Infrastructure and Transport
ATTENTION	Keyvan Pourhassan, Department for Infrastructure and Transport (DIT)
SUBJECT	Traffic Modelling Scoping Document (TMSD) – Light Square (Wauwi) Upgrade
PREPARED BY	Amol Kingaonkar, Jason Zafry

1. INTRODUCTION

The City of Adelaide (CoA) has engaged WGA to undertake a high-level planning investigation for the Light Square Master Plan in the Adelaide CBD. The project involves comparing two options to consider increasing green space within and around the square.

The traffic study will provide the Council with further information regarding the benefits and impacts of the two proposed high-level design options with regard to traffic movement. This work will complement other planning and design initiatives currently underway within the precinct.

This document outlines a high-level methodology and approach for traffic modelling. This approach has been adopted due to the project's time requirements and offers flexibility and requires a different approach to the typical DIT modelling process, which would be preferred and undertaken as required during further planning phases of the project.

2. OVERVIEW

2.1 Project Background

CoA has developed two options as part of the Light Square Master Plan.

Option 1 (O1) will reduce road pavement by 22% and increase usable space in the square by 9%, by transforming movement in and around the square. It will connect people with surrounding uses and activities, with north-south through traffic relocated to the eastern side of the square. This will activate and return the western edge of the square to Park Lands Purposes, increase safety, space for trees and cooling and open up more green space to enhance safety, wellbeing and activation. This map shows the potential for small and medium activity spaces, an enhanced northern section and western frontages with direct access to the square.

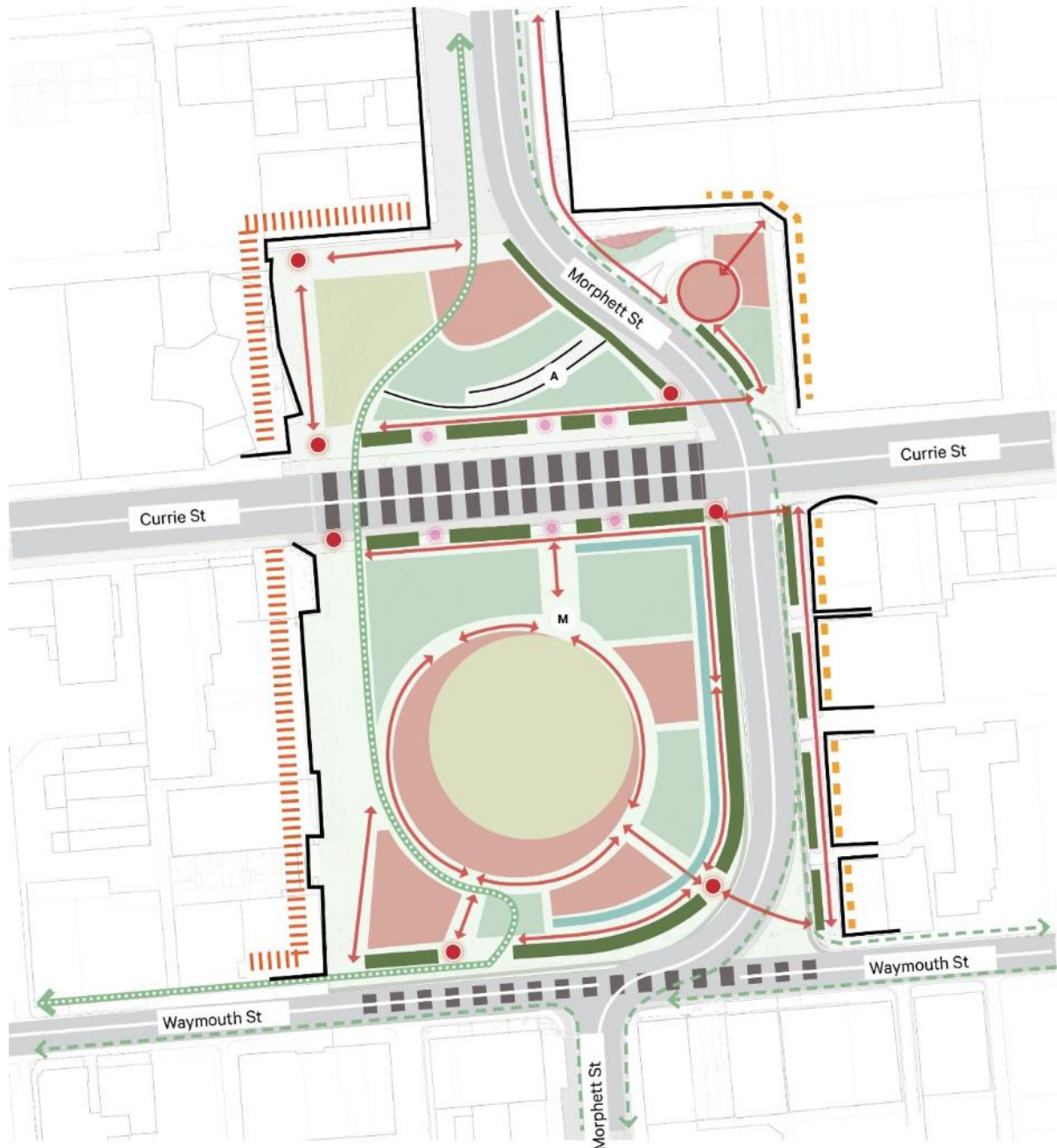


Figure 1: Light Square Wauwi Master Plan Option 1

Option 2 (O2) will reduce road pavement by 15% and increase usable green space in the Square by 4% by reducing the number of traffic lanes on the south-east and south-west of the Square. This will open up more space for trees and cooling, reduce the impact of traffic and improve access to the Square. This map shows potential for an enhanced northern section, access points into the Square and small to medium activity spaces.

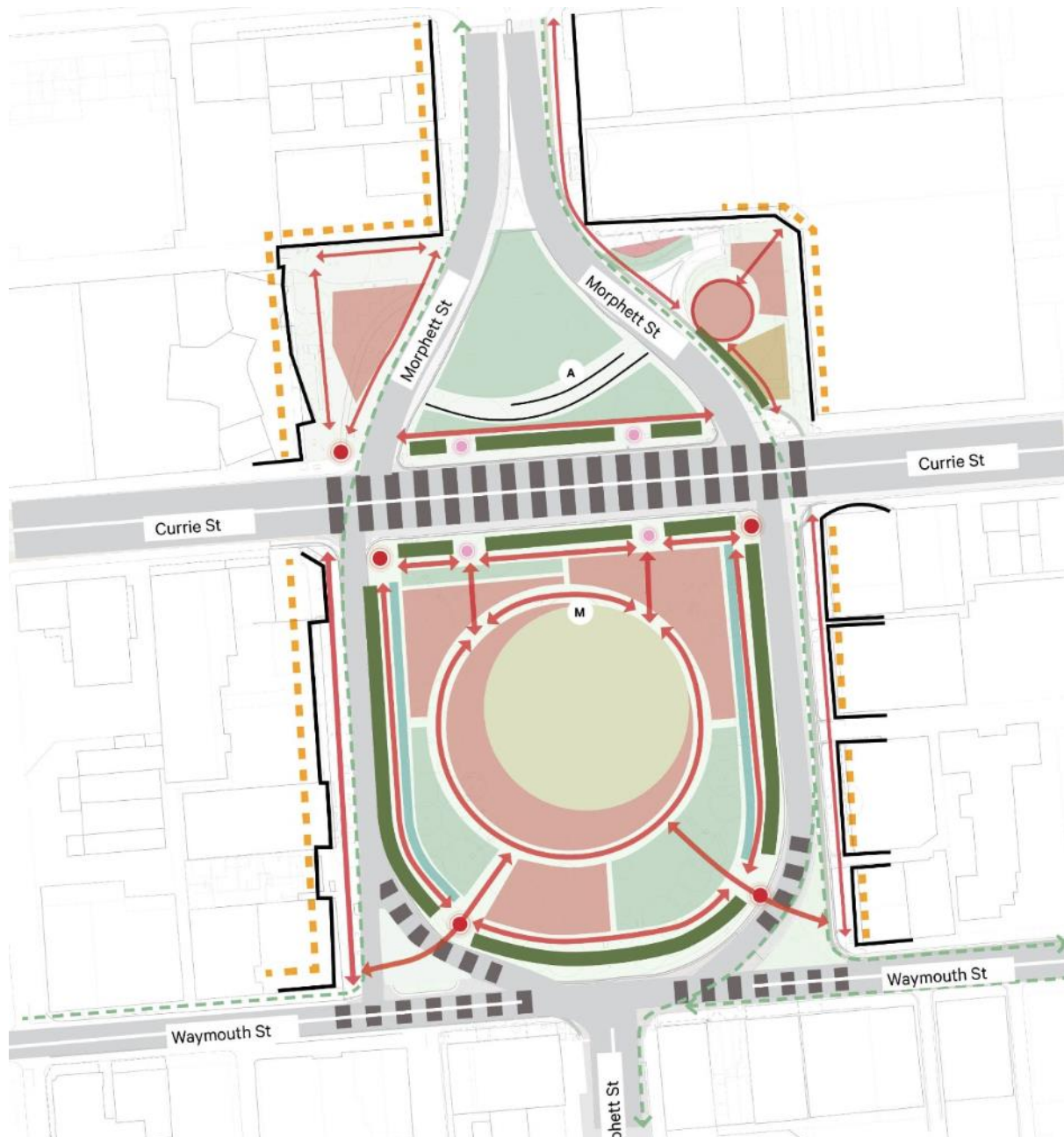


Figure 2: Light Square / Wauwi Master Plan Option 2

2.2 Purpose

The purpose of the proposed traffic modelling exercise is to assess the impacts of both options to inform CoA decision-making. The traffic modelling will be used to

1. Compare the network performance (for the subarea extent identified through discussions with DIT) for the two options with the existing operations.
2. Compare individual intersection performance (of the three intersections within the square), and
3. Compare Public Transport (bus) movements along Currie Street and for bus routes (and not in service buses) requiring right turns at Currie Street intersections.

4. Compare walking and cycling connectivity for the two options, considering impacts and benefits at three signalised intersections within the square.

WGA met with Andrew Every (SAPTA) and is waiting to receive current, future and out-of-service movements to the Clarendon St depot, which will be used in the model. This includes possible extensions of selected bus routes to the nWCH. The extent of the model will not be limited to the square; it will be extended to understand impacts on up and downstream intersections for all approaches.

2.3 Scope of Works

We propose to undertake the traffic modelling in two stages, using two subarea models from the Tactical Adelaide Model (TAM), as discussed below.

2.3.1 TAM – Macro Subarea Model

The extent of the TAM Macro Subarea Model proposed for this analysis is shown in Figure 2.



Figure 3: Light Square / Wauwi Masterplan Options

The TAM Macro Subarea Model will be used to determine the wider trip impacts of the two options. It will provide a rapid strategic assessment and determine how the proposed changes may impact vehicular route assignment. This assessment will enable identification of any routes / paths that currently travel through the Square but shouldn't or may not be required (to travel through the square), subject to changes to/in the wider network e.g., T2D project.

The modelling will be undertaken generally in accordance with DIT's Master Specification, RD-GM-D4 and the TAM Modelling Guidelines. However, given time constraints in completing this analysis by mid-June, it may not be possible to undertake the full calibration and validation process in accordance with the TAM Guidelines. Instead, WGA has proposed an alternative approach to calibrating and validating the TAM Micro Subarea Model, as explained in Section 3.4.

WGA will submit the TAM Subarea Model (with the corresponding report) for DIT to review subject to Council approval.

2.3.2 TAM – Micro Subarea Model

Upon conclusion of Stage 1 (DIT's review of the TAM Macro Subarea Model), WGA will proceed to develop the TAM Micro Subarea model, with indicative extents as shown in Figure 3.

The TAM Micro Subarea Model extent was identified through discussions and collaboration with CoA and DIT, as shown in Figure 4.

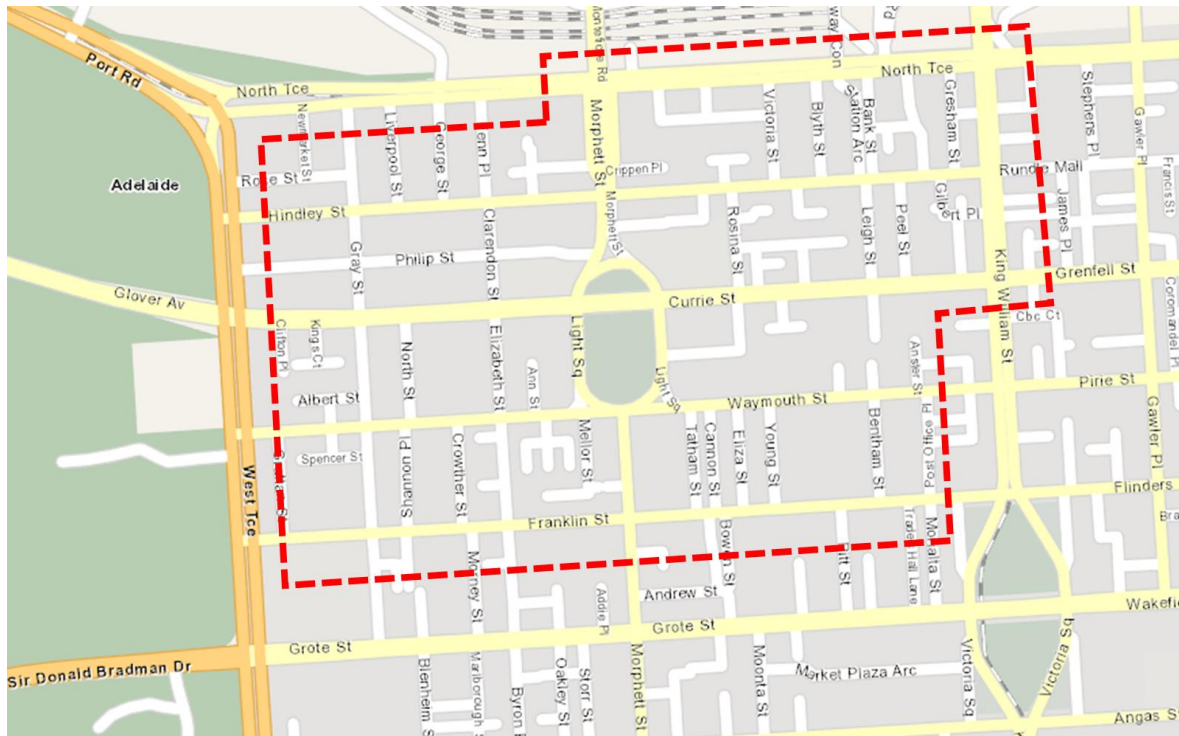


Figure 4: Indicative TAM Micro Subarea Model Extent

As discussed with DIT in a meeting on 28/05/2025, WGA will include King William Street intersections at North Terrace, Hindley Street and Currie Street/Grenfell Street in the TAM Micro Subarea model. However, these intersections will not be calibrated and will only be used to capture route choices and the impact of Hindley Street's one-way operations.

WGA will submit the TAM Micro Subarea Model (with the corresponding report) for DIT to review subject to Council approval.

3. PROPOSED TRAFFIC MODELLING APPROACH

3.1 Modelling Software

Aimsun Next 23.0.1 (2021-02-07) will be used to develop the TAM Subarea (Base Case) and TAM Subarea (Project Case) models.

SIDRA modelling is not part of this scope, except for using it to inform preliminary phasing for use within AIMSUN based on similar operational requirements of existing sites.

3.2 Model Scenarios

The following scenarios will be developed for each intersection assessed.

SCENARIO	DETAILS	YEAR
Base Case	TAM Micro Subarea Model calibrated using data extracted from various sources as discussed in Section 3.4	BC 2024
Project Case	TAM Micro Subarea models for two options PC-O1: N-S carriageways of Light Square on the east PC-O2: N-S carriageways of Light Square with potential reduction in traffic lanes and turn restrictions	PC 2024

Project Case modelling will assess the impacts of the proposed two options for Light Square Master Plan and compare them against the baseline conditions (BC2024)

3.3 Model Periods

TAM Micro and Micro Subarea modelling will cover the typical AM and PM peak periods as listed in Table 1 below.

Table 1: Modelling Periods and Scenarios

MODEL	DETAILS	YEAR
TAM Micro Subarea	• AM Peak Period 7.00 AM to 10.00 AM	BC 2024
	• PM Peak Period 3.00 PM to 6.00 PM	PC 2024

No interpeak period modelling will be undertaken as the aim of this study is to assess the impact of the two options on peak commuter traffic during weekdays.

3.4 Calibration and Validation

WGA is working on a strict delivery timeframe, requiring the draft analysis report to be delivered by mid-June. As such, detailed calibration and validation for TAM models in accordance with DIT traffic modelling guidelines cannot be undertaken. Instead, WGA will use data extracted from the following sources to inform model development, calibration, and validation.

- AddInsight
 - o Loop Detector Counts (estimates)
 - o Signal Phase Splits (estimates)
 - o Travel Time estimates for selected routes
- Tom Tom
 - o Route Choices to/from/through Light Square
 - o Travel Time estimates for selected routes
 - o Link volumes
- Traffic Signal Plans
 - o Sourced from CoA – inform loop detector data and signal phase details (AddInsight)
- VIVA City (City of Adelaide)
 - o Screen line counts for vehicles and pedestrians at TS3031 & TS3032
- Bus movements 3 x Light Square intersections only
 - o GTFS Data (where available)
 - o Adelaide Metro website

Calibration will be undertaken for 15-min intervals

Calibration and validation will generally be undertaken in accordance with Section 3.5.7.3.8 of the TAM Modelling Guidelines, considering the following criteria.

Table 2: Calibration and Validation

ATTRIBUTE	SOURCE	VALIDATION
Travel Time	Tom Tom (Link Analysis)	AddInsight
Travel Paths	TAM / Local knowledge	Tom Tom (Link analysis)
Traffic Volumes	TAM	AddInsight + Tom Tom (O-D Analysis)
Bus Movements	Adelaide Metro / GTFS	CoA VIVA
Signal Cycle & Phasing	TAM model	AddInsight, Sight Observations

The following intersections are being used for the OD adjustment process following the TAM guidelines and RDS procedures.

SITE	SOURCE
Currie Street / Morphett Street (West)	Addinsight SCATS output (turning movements verified for shared lanes)
Currie Street / Morphett Street (West)	Addinsight SCATS output (turning movements verified for shared lanes)
King William Street / Currie Street / Grenfell Street	Addinsight SCATS output (turning movements verified for shared lanes)
Waymouth Street / Morphett Street (South)	Addinsight SCATS output (turning movements verified for shared lanes)
Morphett Street / Hindley Street	Addinsight SCATS output (turning movements verified for shared lanes)

3.5 Measures of Performance

Measures of performance will include (but not limited to) the following:

- Volume/capacity analysis
- Link analysis
- Total vehicles
- Total travelled distance (VKT)
- Total hours travelled (VHT)
- Average delay
- Number of stops/vehicle
- Total stops
- Travel times for key paths
- Travel times for buses

3.6 Assumptions and Limitations

COA Projects in the precinct

It is understood that CoA is currently undertaking other planning studies within the precinct, including Hindley Street One Way movement, TAFE Campus Master Plan and residential developments. As these studies are still progressing and confidential (not in the public domain) with CoA yet to decide on these projects, it may be premature to include any of these projects in the traffic modelling assessment for Light Square. Until a decision is made, this project should be considered a standalone assessment.

As discussed in the meeting with DIT/NMS/CoA (28/05/2025), WGA will include the Hindley Street one-way option (westbound traffic movement) for Option 1 for the Light Square Master Plan.

Traffic Modelling Guidelines

This is a high-level TIA, and the modelling approach will be generally in accordance with DIT guidelines and fit for purpose, noting that CoA has indicated that detailed modelling will be undertaken subject to the decision on the Master Plan option informed by the findings from this assessment.

Departures from DIT standard specs shall be noted in the report. Council's timeframe requirements and the high-level nature of the master plans set the level of available design detail. Further modelling is expected in the next design phase following the Council's decision to proceed with concept design based on a preferred option.

4. DELIVERABLES

Deliverables for this study will include the following:

Table 3: Modelling Deliverables

DELIVERABLE	DESIGN STAGE
Traffic Modelling Scoping Document – TMSD (this document)	Planning Investigations
Traffic Modelling Report + Base Case TAM Subarea model (.ang)	Planning Investigations
Updated Traffic Modelling Report + Project Case TAM Micro Subarea model (.ang)	Planning Investigations

We trust this traffic modelling scoping document meets your expectations. If you have any questions or want to discuss any aspect of this document, please contact us to discuss further.

APPENDIX C
SAFE SYSTEMS ASSESSMENT





City of Adelaide

Light Square / Wauwi Master Plan

DRAFT SAFE SYSTEM ASSESSMENT REPORT

WGA250495

WGA250495-RP-TT-0001_A

July 2025



Revision History

REV	DATE	ISSUE	ORIGINATOR	CHECKER	APPROVER
A	18/07/2023	Concept/Draft	JH	JZ	HB

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Figures

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DOCUMENT MANAGEMENT

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To be read in conjunction of Safe System Guideline

Internal	Knet# 13551921
External	https://www.DIT.sa.gov.au/standards/roads-all#roaddesignoutputs

COA APPROVALS – SAFE SYSTEMS ASSESSMENT

CONSULTATION			
Discipline	Reviewer	Comments	Date
Road & Marine Assets			
Traffic Operations			
Safety Strategy			
Technical Services			
Planning Division			

TECHNICAL APPROVAL	
☐	I approve the use of the mitigating treatments for this this project as detailed, subject to any conditions outlined below.
☐	I reject the use of the mitigating treatments and request further consideration.
☐	I endorse
Name: MANAGER, TECHNICAL SERVICES	
Signature:	
Date:	

EXECUTIVE APPROVAL (If Deemed Necessary for Projects >5 million)	
☐	I approve
☐	I reject
Name: COMMISSIONER OF HIGHWAYS/DELEGATE	
Signature:	
Date:	

1 SAFE SYSTEM ASSESSMENT

1.1 Assessment Details

1.1.1 Type of Assessment

A “quick” version of the Safer Systems Assessment (SSA) has been undertaken for the conceptual phase of the proposed design.

Wallbridge Gilbert Aztec (WGA) has been engaged by the City of Adelaide (CoA) to undertake planning investigation for CoA controlled “Light Square / Wauwi Master Plan”.

1.1.2 Existing Layout



1.1.3 Existing Bike Network (dashed lines are dedicated facilities)



1.1.4 Traffic Volumes (Location SA Viewer 2024 data)



1.1.5 Crash Information (Location SA Viewer 2019-2023)

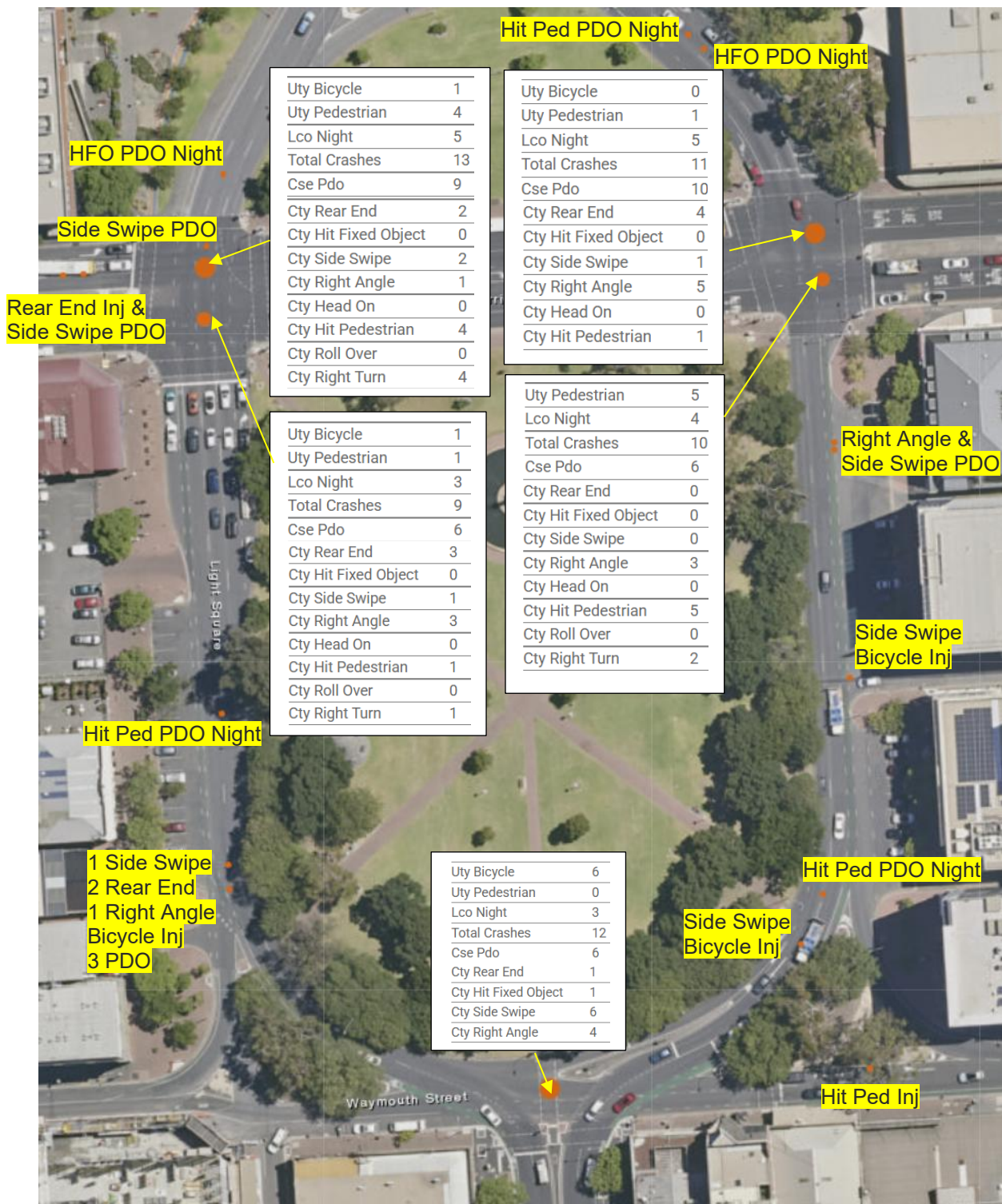
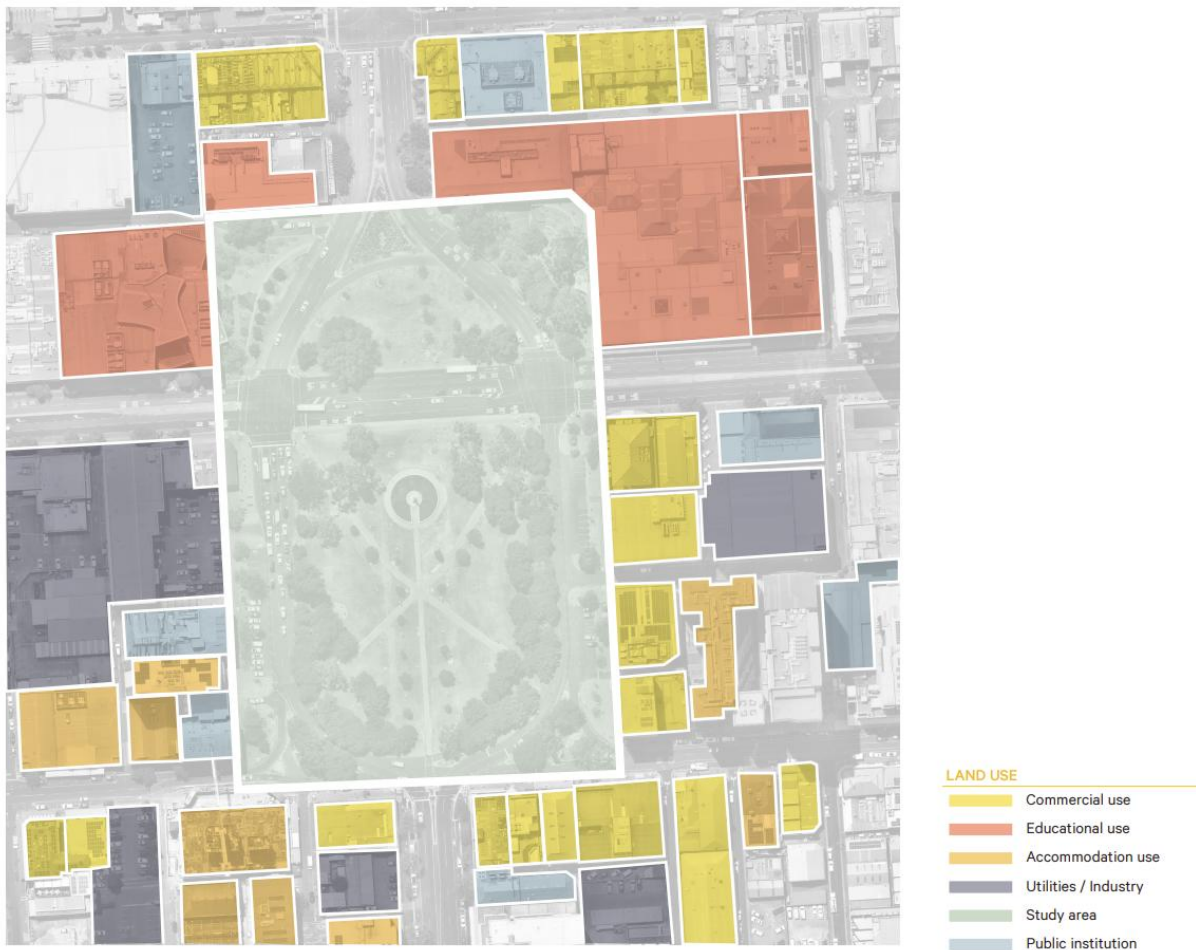


Table 1 – Crashes within the Light Square (note that the main report has a larger catchment)

Crash Type	RA	RT	RE	SS	Hit Ped	HFO	Bike	TOTAL	TOTAL INJURY	TOTAL PDO
Number	18	7	13	16	15	3	(11)	72	23	49
%	25.0%	9.7%	18.1%	22.2%	20.8%	4.2%	(15.3%)	100%	31.9%	68.1%

1.1.6 Adjacent Lane Uses (from Master Plan)

Adjacent Land Uses



1.1.7 Assessment Team

This assessment has been conducted by Justin Henderson, Senior Civil and Transport Engineer and Jason Zafry, Senior Transport Planner. Justin and Jason have completed the Safety Systems Assessment training in early 2020 and both are Senior Road Safety Auditors with over 20 years' experience each in the field of traffic and transport engineering.

1.1.8 Meetings and Site Inspections

Not undertaken at concept stage.

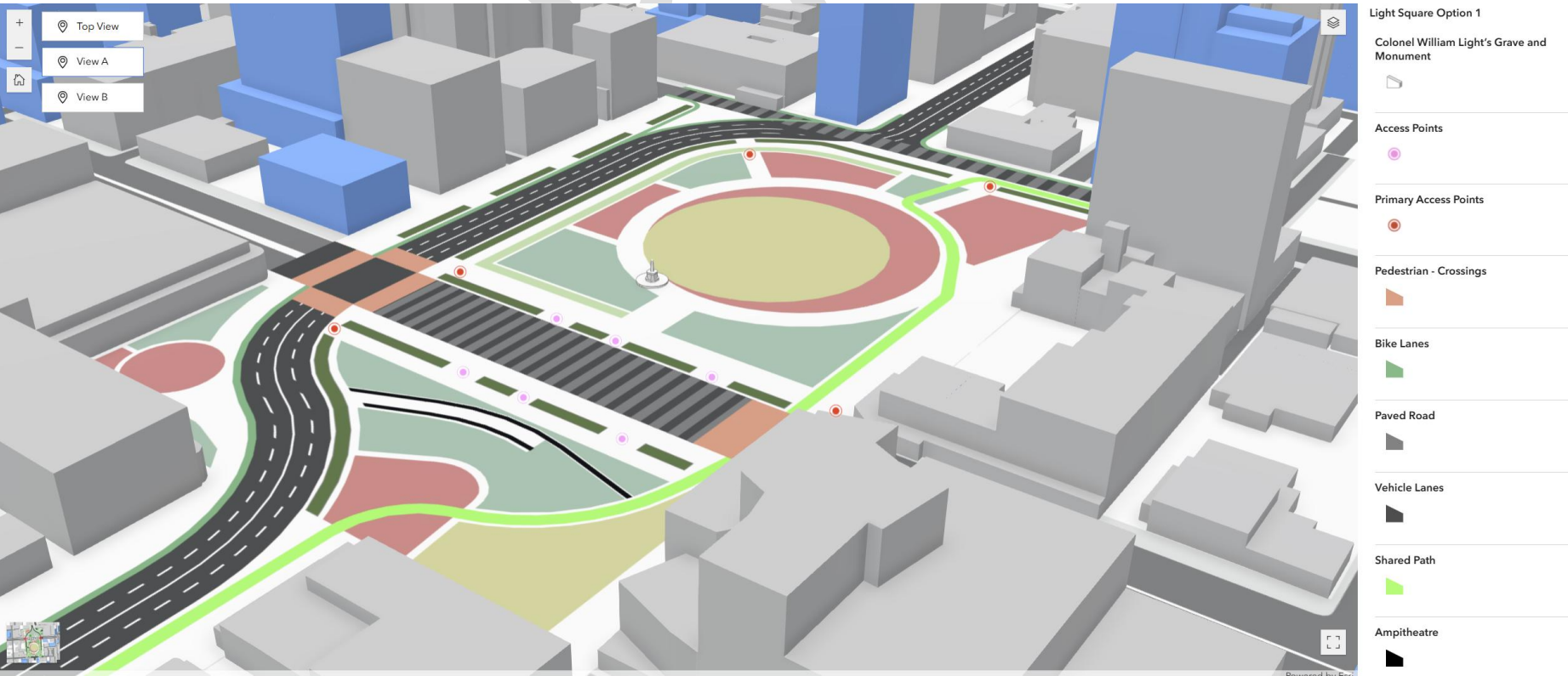
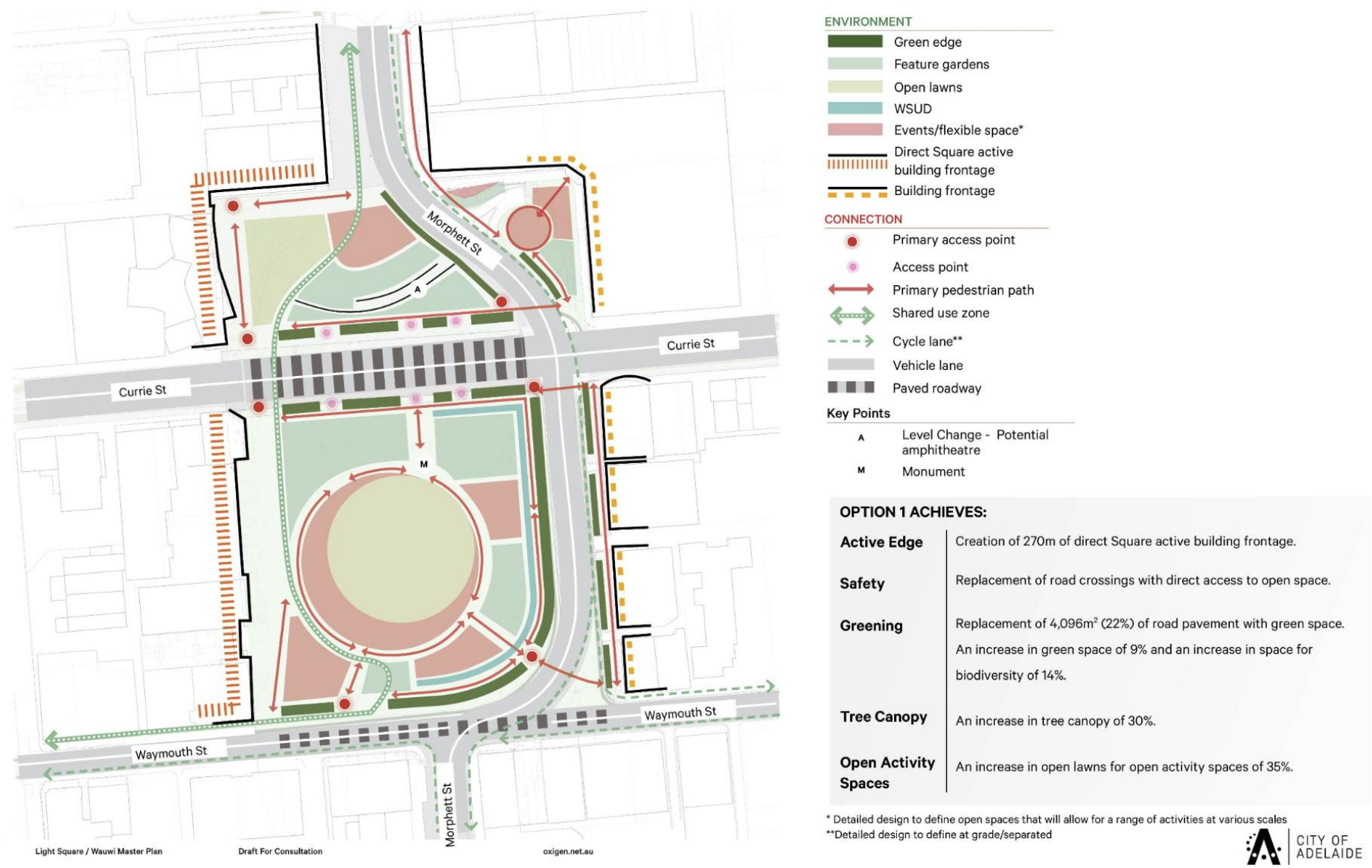
1.1.9 Project Objectives and Context

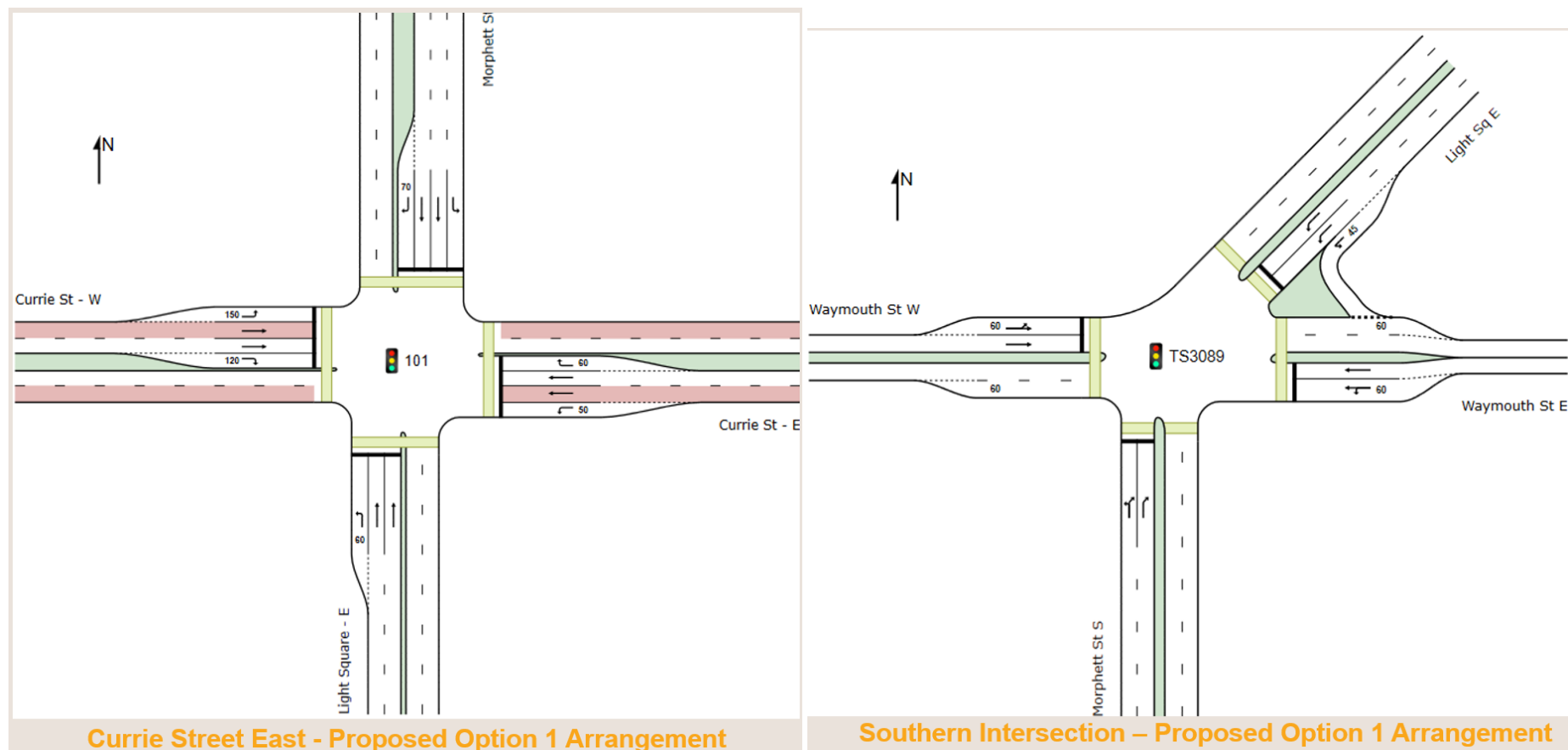
Table 1-3: Project Context

PROMPTS	COMMENTS
What is the reason for the project? Is there specific crash type risk? Is it addressing specific issues such as poor speed limit compliance, road access, congestion, future traffic growth, freight movement, amenity concerns from the community, maintenance/asset renewal, etc.	The upgraded light square is proposed to improve amenity, increase public/green space, and also encourage active transport whilst improving active transport safety. Improvements should also reduce the likelihood, and wherever possible, the severity of crashes/incidents for all road users. The changes may decrease the overall vehicle / traffic operational efficiency of the intersection.
What is the function of the road? Consider location, roadside land use, area type, speed limit, intersection type, presence of parking, public transport services and vehicle flows. What traffic features exist nearby (e.g., upstream, and downstream)? What alternative routes exist?	CoA does not typically define the roads as particular routes. Currie Street, Morphett Street (including Light Square's Northbound & Southbound legs) and Waymouth Street are all classified as arterial roads (attracting high traffic volumes and forming part of key public transport routes). Significant pedestrian generation attractions adjoin the sites, resulting in high volumes of cyclist and pedestrians. Generally the alternative through routes are the surrounding East/West/North/South Tce however these do not have a direct connection to Morphett St and Montefiore Road (bridge) direct linkage to North Adelaide.
What is the speed environment? What is the current speed limit? Has it changed recently? Is it similar to other roads of this type? How does it compare to Safe System speeds? What is the acceptability of lowering the speed limit at this location?	The default urban/city speed limit is 50 km/h. The operating speeds actually achieved in this area are likely to be lower than 50km/h (assume around 30-40km/h). The operating speeds are generally "safer system" for vehicle-vehicle conflict but not vulnerable users. Lowering of speed limit (or traffic calming measures) is a possibility.
What road users are present? Consider the presence of elderly pedestrians, school children and cyclists. Also note what facilities are available to vulnerable road users (e.g., signalised crossings, bicycle lanes, school speed limits, etc.)	There are several key land uses adjacent to the intersection which generate specific road user types: Businesses, Entertainment, Hotels, University Generally, "high pedestrian access" and moderate cycling activity. Signalised intersection ped crossings are controlled. High volumes of public transport patronage.
What is the vehicle composition? Consider the presence of heavy vehicles (and what type), motorcyclists and other vehicles using the roadway.	The vehicle composition is a mix of regular urban traffic, and some freight volume (although likely to be smaller rigid vehicles, 19m semi maximum). Cyclists and pedestrians are present in high volumes at this site as indicated by the above road users. Motorcycles would be consistent with typical urban volumes.

1.2 Proposed Works

1.2.1 Option 1 Concept Design



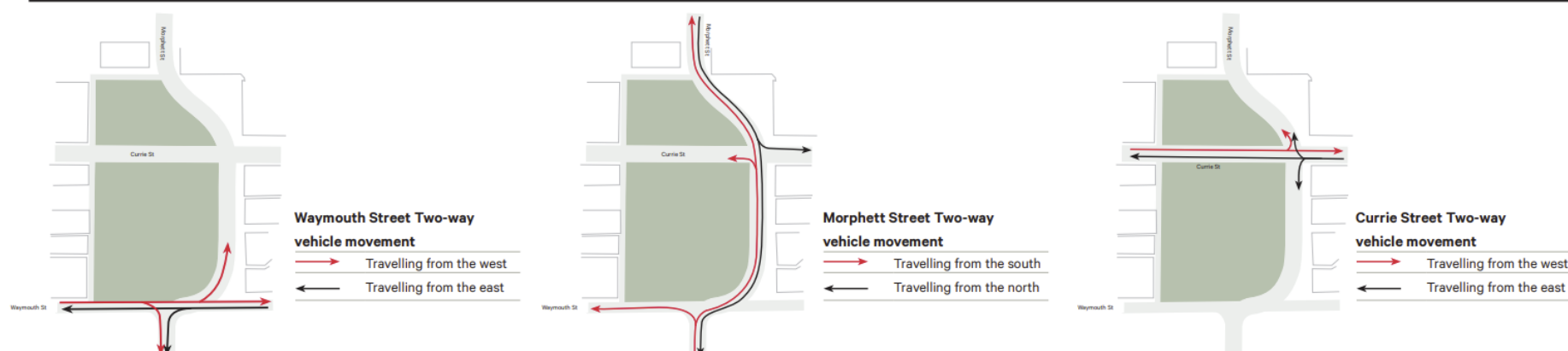


Option 1

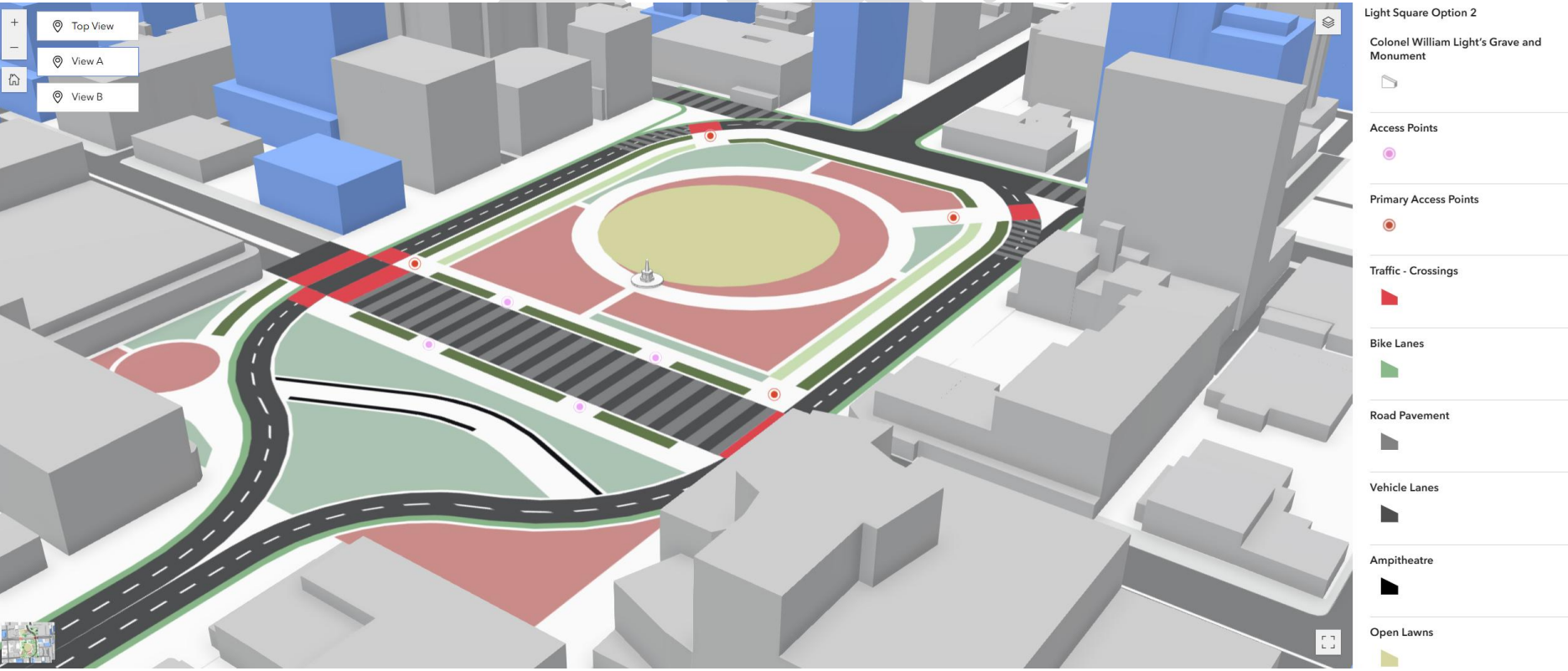
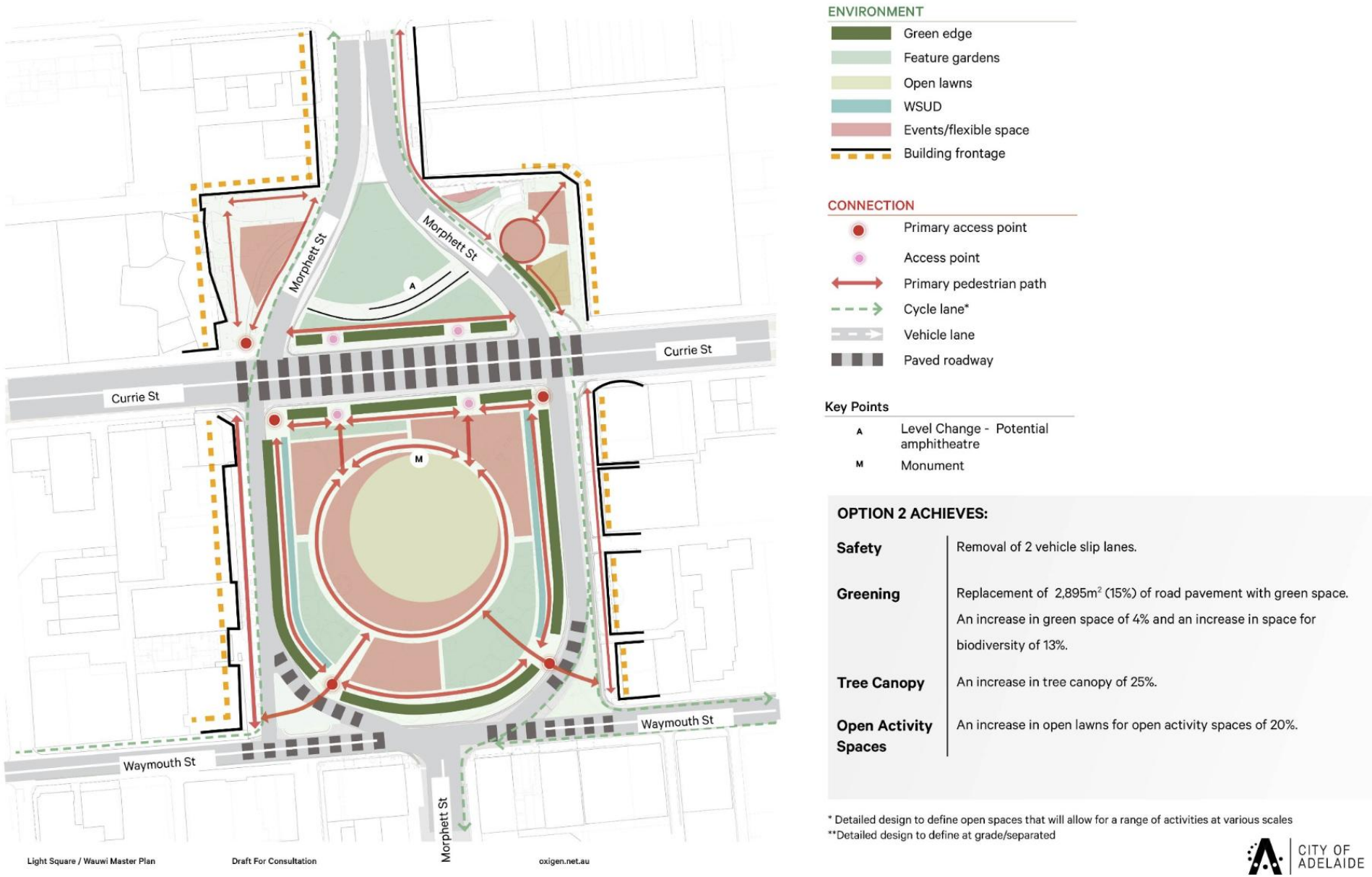
Relocate North-South vehicle movement along Morphett Street to the eastern side of the Square only. This option will maintain East-West movement on Currie and Waymouth Street.

- 1 Relocates traffic movement to the eastern side of the Square.
- 2 Pushes the road carriageways to the east within the existing carparking and pedestrian footpath zones.
- 3 Achieves vehicle access to properties on the western side of the Square from existing laneways running off Currie and Waymouth Streets.
- 4 Introduces a right turn from Waymouth onto Morphett Street when travelling from the west.
- 5 Introduces the ability to continue to travel east along Waymouth Street through the Morphett Street intersection when travelling from the west.
- 6 Removes the right turn from Morphett onto Currie Street when travelling from the south.
- 7 Removes the right turn from Morphett St onto Currie St when travelling from the North.
- 8 Removes the right turn onto Morphett Street from Currie Street when travelling from the west.
- 9 Removes the right turn onto Morphett Street from Currie Street when travelling from the East. Alternatively right turn movement outside peak hours can be provided.
- 10 A bus only right turn bay can be provided from Currie Street when travelling from the East.

Option 1

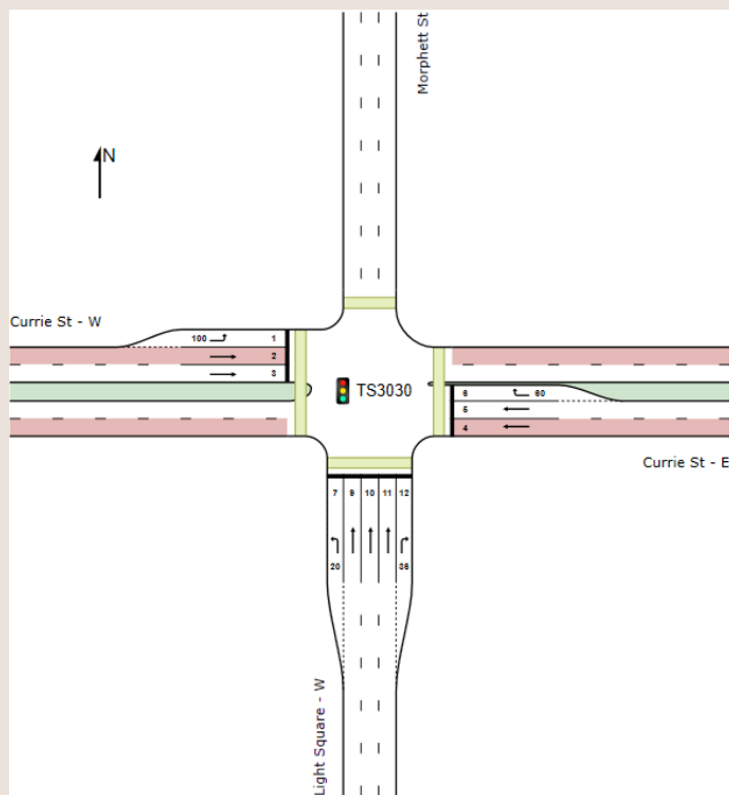


1.2.2 Option 2 Concept Design

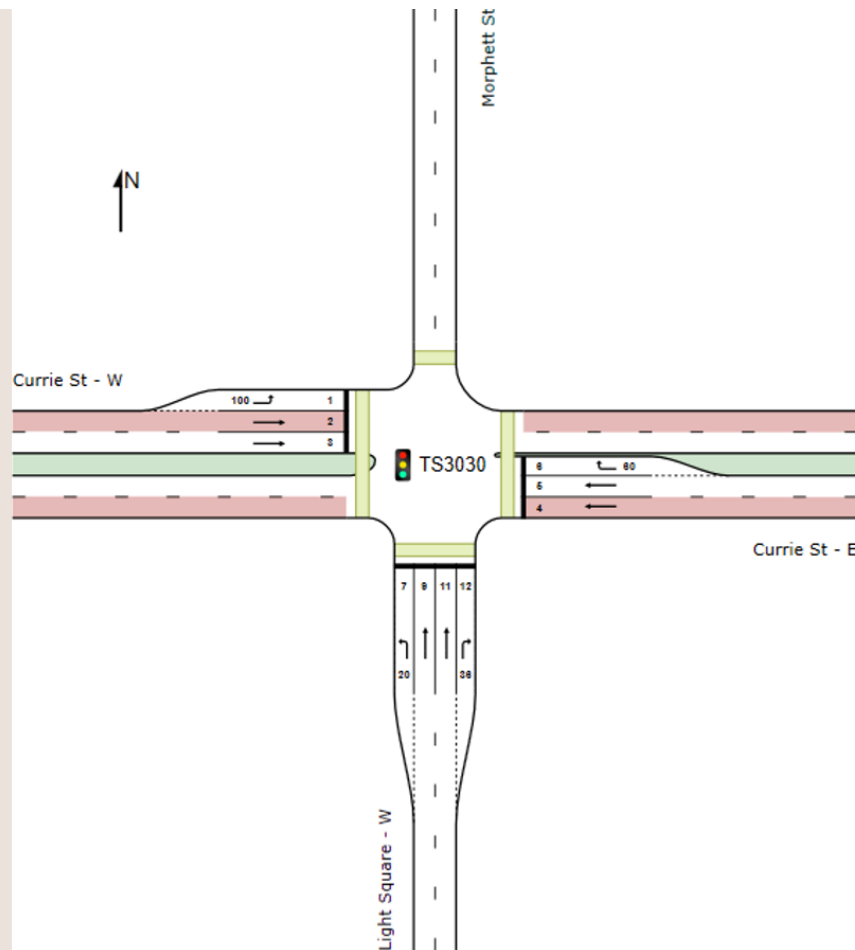


Reimagined Light Square/Wauwi

Option 2



Currie Street West - Existing Arrangement



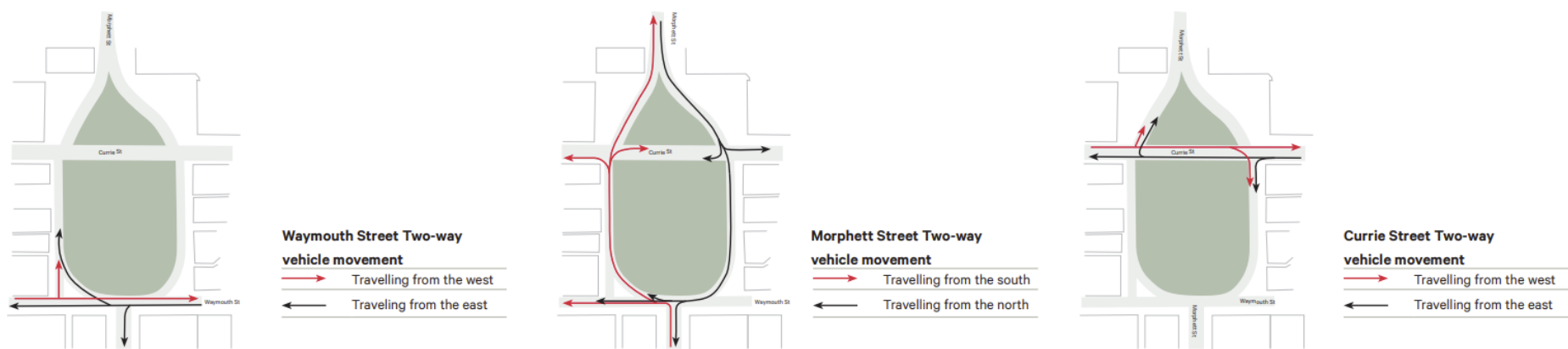
Currie Street West – Existing Arrangement

Option 2

Retains vehicle movement along Morphett Street either side of the Square and increases the central green area of the Square by removing slip lanes, pushing the traffic lanes outwards and reducing the width of the current parking and pedestrian verges.

- 1 Retains the existing north south traffic movement along Morphett Street but relocates the road carriageways outwards.
- 2 Includes limited loading and access carparks on the eastern side.
- 3 Retains existing lane configuration at signalised intersections.
- 4 Introduces the ability to continue to travel east along Waymouth Street through the Morphett Street intersection when travelling from the west.

Option 2



1.3 Safe System Assessment Matrices

The SSA matrix has been populated with reference to section 9 of the Assessment Guideline.

Table 1-5: SSA Matrix Light Square / Wauwi (Before Treatment)

	Run-off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	The site has 53,000 VPD. Assume 35% of this volume within outer traffic lanes (18,500 VPD).	The site has 53,000 VPD. Assume only 5% of this volume is susceptible to head on due to traffic separation (2,650 VPD). Alternative test is Currie Leg 19,100 VPD has 25% traffic in RT lanes exposed (4,775 VPD).	The site has 53,000 VPD entering the intersections.	Side swipe on approach to intersection – the high amount of adjacent turning traffic. Assume 25% of the total volume is changing lanes preparing for turning. (13,250 VPD)	The site has no pedestrian counts, it is expected that well in excess of 100 pedestrians are within the project site on a daily basis, due to the location of ped generating attractions in the area	The site has no cyclist counts, it is expected that well in excess of 100 cyclists are within the project site (on road) on a daily basis	It is expected that well in excess of 100 motorcyclists are within the project site (on road) on a daily basis
Exposure Score:	4/4	2/4	4/4	4/4	4/4	4/4	4/4
Likelihood Comments:	Factors that increase the likelihood include: - Frequently spaced street trees etc immediately adjacent to (behind) the kerb at the central to southern end of light square - High volumes of traffic changing lanes on approach to the intersection to assume the correct turn lane create potential zones of vehicular conflict and resultant ricochet into roadside - Roadside furniture within the CZW eg Traffic Signal Poles/light poles, Semi-frangible items (Light and Sign poles etc) - Deviating alignment, some hazards to outside of curves Factors that decrease the likelihood include: - There are three (3) HFO recorded crashes in 5 years - <5% of crashes	Factors that increase the likelihood include: - High volumes of traffic changing lanes on approach to the intersection to assume the correct turn lane create potential zones of vehicular conflict – head on could be a secondary crash type after a side swipe or avoidance manoeuvre Factors that decrease the likelihood include: - Out of 72 crashes recorded in a 5-year period, none were head on - Light Square separates opposing traffic streams virtually eliminating head on risk for much of the alignment. - Raised medians are present throughout the remainder of light square intersection approaches providing separation between opposing vehicles - Currie and Waymouth Legs are straight approach. Currie separated by RT Lanes (increase separation)	Factors that increase the likelihood include: - From 5-year crashes, the predominant crash type is right angle (18 of 72 or 25%). - Right Turn accounts for 7 out of 72 crashes (9.7%) - Rear End crashes (13 of 72) - Poor traffic flow due to alignment of intersections contributes to start stop traffic and increase risk of rear end crashes - High Traffic Turning movements - RT from Currie (westbound) to Morphett (northbound) is a filtered turn (green arrow drops out). - Curving alignment through intersection (lane placement issues) Factors that decrease the likelihood include: - Intersection controlled by lights and no filtered left or right turn phases (except Currie WB to Morphett NB) - Some movements EG right turn are banned EG Waymouth St direct to Morphett St or do not have oncoming conflicting traffic (Morphett to Currie - westbound). - Currie St has one lane in each direction bus lane 7am-7pm	Factors that increase the likelihood include: - High turning movements and cross traffic movements to enter correct lane to turn - Meandering alignments on Morphett St/Light Square - Commercial and Property access adjacent to site - Parking movements adjacent to site - From 5 year crashes, 16 of 72 (22.2%) crashes were side swipe type - High volumes of entering traffic from adjacent legs Factors that decrease the likelihood include: - Reasonable delineation in the form of lighting, line marking	Factors that increase the likelihood include: - Very high vehicular volumes passing adjacent to footpaths - Commercial establishments around the site - High night time activity (night clubs and accommodation) - The footpaths are located immediately adjacent to the road eg Currie St and areas of Morphett St (low separation if vehicle is errant) - Lack of fencing at crossing locations to contain peds\ - The site has recorded 15 hit pedestrian crashes in 5 years (of the total 72 crashes this is 20.8%) - Crossing of Morphett St South end is uncontrolled at 2 locations Factors that decrease the likelihood include: - Three signals have signalised pedestrian crossings - Generally compliant DDA infrastructure - The layout provides controlled crossing opportunities - Wide medians provide some refuge for peds - Lighting present on site (may be less than current standard)	Factors that increase the likelihood include: 11 cyclist injury crashes in 5 years (3/72=15.3%) - Cyclists mixing with turning traffic - No protected “on road” facilities for left turns - No Hook turn facilities - Multiple conflict zones - High volumes of food delivery services on bicycles Factors that decrease the likelihood include: - bike lane facilities provided - Green line marking in conflict zones - On road and off-road facilities	Factors that increase the likelihood include: - Adjacent turning volumes - High incidents of late lane change manoeuvres - Opportunity for motorcycles to be obscured by larger vehicles such as 4WD etc - RT from Currie (westbound) to Morphett (northbound) is a filtered turn (green arrow drops out). - High volumes of food delivery scooters Factors that decrease the likelihood include: - No filtered turns at the signalised intersections (except Currie to Morphett) - As per “intersections”
Likelihood Score:	2.5/4	1/4	3/4	3/4	3.5/4	2.5/4	3/4
Severity Comments:	Factors that increase the severity include: - Many fixed objects are unyielding eg large trunked trees, very close to road Factors that decrease the severity include: - Due to congestion and controlled intersection traffic speeds are generally slower and survivable within an enclosed vehicle	Factors that increase the severity include: - Head on impacts will occur at impact speeds that could possibly cause serious injuries or fatalities Factors that decrease the severity include: - Physical separation (medians) allows some vehicle speed to wash off	Factors that increase the severity include: - A right angle crash has the potential to occur where the bullet vehicle carries enough speed that will inflict serious or fatal injuries on the target vehicle 18 injury crashes at 3 intersections combined (25%) Factors that decrease the severity include: - Speed of bullet vehicle are in the lower order and orientation for rear end crash type	Factors that decrease the severity include: The bullet vehicle is generally not orientated to dissipate enough force to cause serious injuries	Factors that increase the severity include: - Vulnerable road user exposed to speeds that will likely cause serious or fatal injuries - Pedestrians may be intoxicated leading to poor decision making	Factors that increase the severity include: Vulnerable road users exposed to speeds that will likely cause serious or fatal injuries	Factors that increase the severity include: Vulnerable road users that are exposed to speeds that will likely cause serious or fatal injuries
Severity Score:	2.5/4	2.5/4	2.5/4	2/4	4/4	4/4	4/4
Product (multiply scores above for crash type)	25/64	5/64	30/64	24/64	56/64	40/64	48/64
TOTAL							228/448

Table 1-6: SSA Matrix Light Square / Wauwi (Option 1)

	Run-off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	The site has 53,000 VPD. Assume 35% of this volume within outer traffic lanes (18,500 VPD).	The site has 53,000 VPD. The new works will incur 50% of traffic to be adjacent/oncoming (26,500)	The site has 53,000 VPD entering the intersections.	Side swipe on approach to intersection – the high amount of adjacent turning traffic. Assume 15% of the total volume is changing lanes preparing for turning. (7950 VPD)	The site has no pedestrian counts, it is expected that well in excess of 100 pedestrians are within the project site on a daily basis, due to the location of ped generating attractions in the area	The site has no cyclist counts, it is expected that well in excess of 100 cyclists are within the project site (on road) on a daily basis	It is expected that well in excess of 100 motorcyclists are within the project site (on road) on a daily basis
Exposure Score:	4/4	4/4	4/4	3/4	4/4	4/4	4/4
Likelihood Comments:	Factors that increase the likelihood include: - Frequently spaced street trees etc immediately adjacent to (behind) the kerb at the central to southern end of light square, however some would be removed through road widening. - High volumes of traffic changing lanes on approach to the intersection to assume the correct turn lane create potential zones of vehicular conflict and resultant ricochet into roadside - Roadside furniture within the CZW eg Traffic Signal Poles/light poles, Semi-frangible items (Light and Sign poles etc) - Deviating alignment, some hazards to outside of curves Factors that decrease the likelihood include: - Opportunities for safer roadside design through design process	Factors that increase the likelihood include: - High volumes of traffic changing lanes on approach to the intersection to assume the correct turn lane create potential zones of vehicular conflict – head on could be a secondary crash type after a side swipe or avoidance manoeuvre - Morphett Street only separated by a 1m wide kerbed median - Deviating alignment Factors that decrease the likelihood include: - Currie and Waymouth Legs are straight approach. Currie separated by RT Lanes (increase separation) - Currie and Waymouth are paved thresholds with traffic calming	Factors that increase the likelihood include: - Poor traffic flow due to alignment of intersections contributes to start stop traffic and increase risk of rear end crashes - High Traffic Turning movements - Removal of U Turn at north and LT onto Waymouth St may transfer crashes to other areas of network due to lack of freedom of movement. Factors that decrease the likelihood include: - Intersections reduced from 3 to 2 - Number of conflict points overall reduced - Intersection controlled by lights and no filtered left or right turn phases - No Filtered turns, many right turn movements are banned - Scheme eliminates right turns from Morphett St south into Currie St and also Waymouth St - No traffic from the NW Quadrant car park	Factors that increase the likelihood include: - High turning movements and cross traffic movements to enter correct lane to turn - Meandering alignments on Morphett St/Light Square - Commercial and Property access adjacent to site - Parking movements adjacent to site - From 5 year crashes, 16 of 72 (22.2%) crashes were side swipe type Factors that decrease the likelihood include: - Intersections reduced from 3 to 2 - Number of conflict points overall reduced - Reasonable delineation in the form of lighting, line marking - Scheme eliminates right turns from Morphett St south into Currie St and also Waymouth St - Removal of U Turn at north and LT onto Waymouth St reduces risk of entering traffic side swiping through traffic	Factors that increase the likelihood include: - Very high vehicular volumes passing adjacent to road crossings - Commercial establishments around the site - High night time activity (night clubs, restaurants and accommodation) - Lack of fencing at crossing locations to contain peds - No medians provide for refuge for peds (1m median too narrow), more overall lanes to cross and gap in traffic flow harder to pick. - South-East crossing appears to be uncontrolled - Zebra / Wombat cant be used over 2 lanes each direction Factors that decrease the likelihood include: - Better separation of footpaths in mid sections - Intersections reduced from 3 to 2 - Two signals have signalised pedestrian crossings and Currie St converted to a “Victoria Square” style of environment which is more pedestrian friendly - Number of conflict points overall reduced - The layout provides controlled crossing opportunities - Lighting upgrades	Factors that increase the likelihood include: - Cyclists mixing with turning traffic - No protected on road facilities for left turns - No Hook turn facilities - Multiple conflict zones - High volumes of food delivery services on bicycles - Crossing of Waymouth and Currie St unclear, are these controlled crossings? - Capture of all cyclist movements still a concern Factors that decrease the likelihood include: - bike lane facilities provided off road - intersections reduced from 3 to 2 - Number of conflict points overall reduced - The layout provides controlled crossing opportunities - Green line marking in conflict zone (southbound) - Shared path on northbound side with very good separation. - Improve Lighting	Factors that increase the likelihood include: - Adjacent turning volumes - High incidents of late lane change manoeuvres - Opportunity for motorcycles to be obscured by larger vehicles such as 4WD etc - RT from Currie (westbound) to Morphett (northbound) is a filtered turn (green arrow drops out). - High volumes of food delivery scooters - Deviating alignment Factors that decrease the likelihood include: - No filtered turns at the signalised intersections and reduced turning movements - intersections reduced from 3 to 2 - Number of conflict points overall reduced - Calmed environment, slower speeds encouraged - As per “intersections”
Likelihood Score:	2/4	3/4	2.5/4	2.5/4	3/4	2/4	2/4
Severity Comments:	Factors that increase the severity include: - Fixed objects are unyielding eg large trunked trees, very close to road Factors that decrease the severity include: - Due to congestion and controlled intersection traffic speeds are generally slower and survivable within an enclosed vehicle	Factors that increase the severity include: - Head on impacts will occur at impact speeds that could possibly cause serious injuries or fatalities Factors that decrease the severity include: - Physical separation (medians) allows some vehicle speed to wash off	Factors that increase the severity include: - A right angle crash has the potential to occur where the bullet vehicle carries enough speed that will inflict serious or fatal injuries on the target vehicle Factors that decrease the severity include: - Speed of bullet vehicle are in the lower order and orientation for rear end crash type	Factors that decrease the severity include: The bullet vehicle is generally not orientated to dissipate enough force to cause serious injuries	Factors that increase the severity include: - Vulnerable road user exposed to speeds that will likely cause serious or fatal injuries - Pedestrians may be intoxicated leading to poor decision making	Factors that increase the severity include: Vulnerable road users exposed to speeds that will likely cause serious or fatal injuries	Factors that increase the severity include: - Vulnerable road users that are exposed to speeds that will likely cause serious or fatal injuries Factors that decrease the likelihood include: - Calmed environment, slower speeds encouraged
Severity Score:	2.5/4	2.5/4	2.5/4	2/4	3.5/4	3.5/4	3.5/4
Product (multiply scores above for crash type)	20/64	30/64	25/64	15/64	42/64	28/64	28/64
TOTAL							188/448

Table 1-7: SSA Matrix Light Square / Wauwi (Option 2)

	Run-off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	The site has 53,000 VPD. Assume 50% of this volume within outer traffic lanes (18,500 VPD).	The site has 53,000 VPD. Assume only 5% of this volume is susceptible to head on due to traffic separation (2,650 VPD). Alternative test is Currie Leg 19,100 VPD has 25% traffic in RT lanes exposed (4,775 VPD).	The site has 53,000 VPD entering the intersections.	Side swipe on approach to intersection – the high amount of adjacent turning traffic. Assume 25% of the total volume is changing lanes preparing for turning. (13,250 VPD)	The site has no pedestrian counts, it is expected that well in excess of 100 pedestrians are within the project site on a daily basis, due to the location of ped generating attractions in the area	The site has no cyclist counts, it is expected that well in excess of 100 cyclists are within the project site (on road) on a daily basis	It is expected that well in excess of 100 motorcyclists are within the project site (on road) on a daily basis
Exposure Score:	4/4	2/4	4/4	4/4	4/4	4/4	4/4
Likelihood Comments:	Factors that increase the likelihood include: - Roadside hazards are still present (although offsets increased) - High volumes of traffic changing lanes on approach to the intersection to assume the correct turn lane create potential zones of vehicular conflict and resultant ricochet into roadside - Roadside furniture within the CZW eg Traffic Signal Poles/light poles, Semi-frangible items (Light and Sign poles etc) - Deviating alignment, some hazards to outside of curves Factors that decrease the likelihood include: - Opportunities for safer roadside design through design process - Offset of street trees increased as lane displaced to park land	Factors that increase the likelihood include: - High volumes of traffic changing lanes on approach to the intersection to assume the correct turn lane create potential zones of vehicular conflict – head on could be a secondary crash type after a side swipe or avoidance manoeuvre Factors that decrease the likelihood include: - Light Square separates opposing traffic streams virtually eliminating head on risk for much of the alignment. - Raised medians are present throughout the remainder of light square intersection approaches providing separation between opposing vehicles - Currie and Waymouth Legs are straight approach. Currie separated by RT Lanes (increase separation) - Currie and Waymouth are paved thresholds with traffic calming	Factors that increase the likelihood include: - Poor traffic flow due to alignment of intersections contributes to start stop traffic and increase risk of rear end crashes. Worsened due to lane loss. - More competition for lost lane space - High Traffic Turning movements - RT from Currie (westbound) to Morphett (northbound) is a filtered turn (green arrow drops out). - Curving alignment through intersection (lane placement issues) - Removal of U Turn at north and LT onto Waymouth St may transfer crashes to other areas of network due to lack of freedom of movement. Factors that decrease the likelihood include: - Intersection controlled by lights and no filtered left or right turn phases (except Currie WB to Morphett NB) - Some movements EG right turn are banned EG Waymouth St direct to Morphett St or do not have oncoming conflicting traffic (Morphett to Currie - westbound). - Currie St has one lane in each direction bus lane 7am-7pm	Factors that increase the likelihood include: - High turning movements and cross traffic movements to enter correct lane to turn (slight reduction due to loss of one lane) - Meandering alignments on Morphett St/Light Square - Commercial and Property access adjacent to site - Parking movements adjacent to site (some rationalisation) - High volumes of entering traffic from adjacent legs Factors that decrease the likelihood include: - Reasonable delineation in the form of lighting, line marking - Reduced lanes so less lane changing - Removal of U Turn at north and LT onto Waymouth St reduces risk of entering traffic side swiping through traffic	Factors that increase the likelihood include: - Very high vehicular volumes passing adjacent to road crossings - Commercial establishments around the site - High night time activity (night clubs, restaurants and accommodation) - Lack of fencing at crossing locations to contain peds - South-East crossing appears to be uncontrolled - Zebra / Wombat cant be used over 2 lanes each direction Factors that decrease the likelihood include: - Better separation of footpaths in mid sections - Two signals have signalised pedestrian crossings and Currie St converted to a “Victoria Square” style of environment which is more pedestrian friendly - Reduced Crossing Distances - The layout provides controlled crossing opportunities - Lighting Upgrades	Factors that increase the likelihood include: - Cyclists mixing with turning traffic - No protected “on road” facilities for left turns - No Hook turn facilities - Multiple conflict zones - High volumes of food delivery services on bicycles - Reduced lanes might “constrain” position for cyclists Factors that decrease the likelihood include: - bike lane facilities provided - Green line marking in conflict zones - On road and off-road facilities - Project presents opportunities to do some cyclist facilities better with improvements on current - Currie St converted to a “Victoria Square” style of environment which is safer for cyclist movements - Improve lighting	Factors that increase the likelihood include: - Adjacent turning volumes - High incidents of late lane change manoeuvres - Existing intersection movement largely retained - Opportunity for motorcycles to be obscured by larger vehicles such as 4WD etc - RT from Currie (westbound) to Morphett (northbound) is a filtered turn (green arrow drops out). - High volumes of food delivery scooters - Reduction in lane numbers may result in more competition for available lane space Factors that decrease the likelihood include: - No filtered turns at the signalised intersections (except Currie to Morphett) - Calmed environment, slower speeds encouraged - As per “intersections”
Likelihood Score:	2/4	1/4	3/4	2.5/4	3/4	2/4	2.5/4
Severity Comments:	Factors that increase the severity include: - Many fixed objects are unyielding eg large trunked trees, very close to road Factors that decrease the severity include: - Due to congestion and controlled intersection traffic speeds are generally slower and survivable within an enclosed vehicle	Factors that increase the severity include: - Head on impacts will occur at impact speeds that could possibly cause serious injuries or fatalities Factors that decrease the severity include: - Physical separation (medians) allows some vehicle speed to wash off	Factors that increase the severity include: - A right-angle crash has the potential to occur where the bullet vehicle carries enough speed that will inflict serious or fatal injuries on the target vehicle 18 injury crashes at 3 intersections combined (25%) Factors that decrease the severity include: - Speed of bullet vehicle are in the lower order and orientation for rear end crash type	Factors that decrease the severity include: The bullet vehicle is generally not orientated to dissipate enough force to cause serious injuries	Factors that increase the severity include: - Vulnerable road user exposed to speeds that will likely cause serious or fatal injuries - Pedestrians may be intoxicated leading to poor decision making	Factors that increase the severity include: Vulnerable road users exposed to speeds that will likely cause serious or fatal injuries	Factors that increase the severity include: - Vulnerable road users that are exposed to speeds that will likely cause serious or fatal injuries Factors that decrease the likelihood include: - Calmed environment, slower speeds encouraged
Severity Score:	2.5/4	2.5/4	2.5/4	2/4	3.5/4	3.5/4	3.5/4
Product (multiply scores above for crash type)	20/64	5/64	30/64	20/64	42/64	28/64	35/64
TOTAL							180/448

1.4 Treatments to Improve Safe System Alignment

Treatments that will improve the Safe System alignment of the project.

Primary treatments are those measures that have the potential to eliminate or come close to eliminating the risk of fatal and serious injury (FSI) crashes. Supporting treatments are effective in reducing the risk of crashes but not to the extent of a primary treatment (i.e., there is a residual moderate or significant crash risk). Implementation of a primary treatment should be given priority over a supporting treatment that may be targeting a similar crash risk.

Table 1-9: Primary Treatments

TREATMENTS FOR CONSIDERATION	PROJECT RESPONSE
Provide additional space or parking indents for provision of emergency services vehicle parking or space for broken down vehicles out of main alignment	
Provide separate parking areas where reversing into through lanes of traffic is avoided	
Provide vulnerable user crossing treatments on Currie Street and Waymouth Street. Uncontrolled crossings should be discouraged, but if they are required, provide pedestrian refuge for staged crossings, wombat style traffic speed limiting devices with narrowing/protruberances if possible.	
Install pedestrian fencing at areas where shared paths deviate, and/or some “herding” of pedestrians to controlled crossing locations would be beneficial	
Incorporate sheltered cycle infrastructure at intersections (for example Frome Road Model)	
Improve or segregate cyclists from the road network (both options). This may be by encouraging the use of the shared path network. Provide widened bike lanes (both Options)	
Consideration to removing all roadside hazards within a reasonable distance from trafficable road space. Consideration to providing barriers to roadside hazards that cannot be removed and / or shield adjacent pedestrians on footpaths adjoining trafficable road space	
Widened raised median or barriers/impact absorbing bollards within medians to prevent head on crash risk for Option 1 (whilst not creating sight line impediments)	

Table 1-10: Supporting Treatments

TREATMENTS FOR CONSIDERATION	PROJECT RESPONSE
Speed/red light running enforcement through the installation of red light/speed cameras at intersections.	

2 ADDITIONAL SAFE SYSTEM COMPONENTS

As part of this SSA, consideration has been given to other components that comprise the Safe System i.e., road users, vehicles, and post-crash care. Issues identified as relevant to this project are listed in Table .

Table 2: Other Safe System Components

PILLAR	PROMPTS	COMMENTS/ISSUES
Road user	Are road users likely to be alert and compliant? Are there factors that might influence this? What are the expected compliance and enforcement levels (alcohol/drugs, speed, road rules and driving hours)? What is the likelihood of driver fatigue? Can enforcement activities be conducted safely? Are there special road users (e.g., entertainment precincts, elderly, children, on-road activities, motorcyclist route), distraction by environmental factors (e.g., commerce, tourism) or risk-taking behaviours?	Yes, although may be DUI occurring due to adjoining venues Compliance as generally expected for urban environment (see above). Fatigue is not expected here. Enforcement likely downstream of the intersection (Montefiore Bridge etc). Yes – the commercial shopping, education, catering and entertainment facilities adjacent challenges for risk taking and special needs road users. However generally parks are available close to premises.
Vehicle	What level of alignment is there with the ideal of safer vehicles? Are there factors that may attract large numbers of unsafe vehicles? Is the percentage of heavy vehicles too high for the proposed/existing road design? Is this route used by recreational motorcyclists? Are there resources in the area to detect non-roadworthy, overloaded, or unregistered vehicles and thus remove them from the network? Can enforcement activities be undertaken safely? Has vehicle breakdown been catered for?	This project does not address safer vehicles It is expected that the majority of vehicles are roadworthy. Not a recreational m/c route. No Relatively. The site has very limited parking at the intersection as road space is required for flow.
Post-crash care	Are there issues that might influence safe and efficient post-crash care in the event of a severe injury (e.g., congestion, access, stopping space)? Do emergency and medical services operate as efficiently as possible? Are other road users and emergency response teams protected during a crash event? Are drivers provided the correct information to address travelling speeds on the approach and adjacent to the incident? Is there reliable information available via radio, VMS etc? Is there provision for e-safety (i.e., safety systems based on modern information and communication technologies, C-ITS)?	The site has very limited parking at the intersection as road space is required for flow. At this intersection police would need to set up lane blocks for emergency services. VMS could be integrated with this site. Potentially yes.

2.1 Conclusions

To achieve the reduced scores provided for the preferred options will require the implementation of modern design principles.

The following scores were obtained from the Safer Systems Assessment:

- Existing Light Square / Intersections Before: 228/448
- Option 1 Light Square / Intersections: 188/448
- Option 2 Light Square / Intersections: 180/448

A reduction in SSA score was achieved for both options, this is expected to be largely due to an expected general traffic calming effect, improved offset to roadside hazards, reduced intersections (points of conflict) and other minor improvements through the works.

Option 2 indicates the greatest SSA improvement. This is likely due to Option 1 moving toward an oncoming-adjacent traffic lane arrangement, where head on crash risk is increased (separation of opposing lanes is actually reduced on existing resulting in significantly higher exposure). Option 1 also encounters issues with pedestrians crossing traffic lanes (traffic moving in north and south directions) and minimal area for them to store (refuge within the median).

Whilst the proposed project(s) demonstrates opportunities for improvement toward the safer systems model there are additional treatments suggested to further provide additional safety within the infrastructure.

The suggested supporting treatments are covered within Table 1-9 and Table 1-10, namely:

- Consideration to removal of all roadside hazards (particularly fixed objects such as non-frangible tree trunks) that are brought closer to the road through either option.
- Providing additional measures to segregate vulnerable users and road traffic.
- Discouraging uncontrolled vulnerable user road crossings (across trafficable road spaces).
- Consideration of median treatments to restrain errant vehicles from entering the opposing lanes (Option 1)
- Where on road cycling lanes are provided, look to increase bicycle/vehicle separation (e.g. Frome Road model)
- Red light cameras at the site could provide supporting treatment that would encourage compliant road user behaviour.



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PREPARED FOR
CITY OF ADELAIDE



ACTIVE TRAVEL EVALUATION

LIGHT SQUARE WAUWI ACTIVE TRAVEL REPORT

A 20-month evaluation of active travel usage across six VivaCity sensor locations within the Light Square / Wauwi precinct, City of Adelaide — January 2025 to August 2026.



ES

EXECUTIVE SUMMARY

LIGHT SQUARE / WAUWI: ADELAIDE'S PREMIER CBD COMMUTER ACTIVE TRAVEL NODE

4,129 AVG DAILY
ACTIVE USERS

595 AVG DAILY
CYCLISTS

3,533 AVG DAILY
PEDESTRIANS

~600 EST. DAILY
COMMUTER CYCLISTS

This report evaluates the active travel usage of the Light Square (Wauwi) precinct over a 20-month period from January 2025 to August 2026, leveraging continuous data from six VivaCity AI-powered sensors. Positioned in the rapidly developing West End of the Adelaide CBD, Light Square serves as a critical active transport node, intersected by the major north–south Morphett Street corridor and east–west Waymouth Street and Currie Street corridors.

The data reveals that the core active travel paths in Light Square average **4,129 total active movements per day** (595 cyclists and 3,533 pedestrians). Unlike Victoria Park, which is dominated by weekend recreational peaks, Light Square is **heavily commuter-driven**: weekday volumes (4,288/day) significantly exceed weekend volumes (3,729/day). Cycling is highly concentrated on weekdays, with commuter uplifts representing **35–51% of all weekday cycling** across key entry paths. Year-on-year analysis shows cycling growth of up to **+42%** on the Shared Path.

LIGHT SQUARE / WAUWI MASTER PLAN CONTEXT

The City of Adelaide's draft Master Plan (2024) envisions transforming the precinct into a **Greener, Safer, and more Inclusive** space — prioritising pedestrian access and cycling infrastructure over vehicle dominance. The data in this report provides compelling evidence in support of that vision.

REPORT STRUCTURE

01	Scheme Context & Sensor Locations	p.3
02	Daily User Volumes	p.5
03	Estimated Commuter Usage	p.9
04	Contextual Factors & Event Spikes	p.12
05	Recommendations	p.14
06	Expanding the Sensor Network Across the CBD	p.16

SECTION 01

SCHEME CONTEXT & **SENSOR LOCATIONS**

Light Square / Wauwi — one of Adelaide's six original Park Lands squares — is a critical active transport node in the CBD's West End, monitored continuously by six VivaCity AI-powered sensors.



Light Square, also known by its Kaurana name **Wauwi**, is one of the six public squares included in Colonel William Light's 1837 plan for Adelaide. Located in the north-western quarter of the city, it is bounded by Waymouth Street to the south, Currie Street to the north, and bisected by the major north–south arterial route of **Morphett Street**.

The square is a focal point of the City of Adelaide's **Light Square / Wauwi Master Plan** — a bold vision to transform the precinct into a greener, safer, and more inclusive space by prioritising pedestrian access and cycling infrastructure over vehicle dominance. The Master Plan responds to the changing nature of the West End, including more residential development, increased university and health uses, and the need to improve linkages to Hindley Street, the River Torrens / Karrawirra Pari, and Market Square.

MASTER PLAN VISION

Both options in the draft Master Plan will reduce road pavement space and increase usable open space, greening, and biodiversity. The City of Adelaide aims to double the resident population to 50,000 by 2036 — the Light Square area is projected to house 8% of this growth.

The precinct is surrounded by significant activity generators: UniSA's City West campus, the Royal Adelaide Hospital precinct, Hindley Street entertainment, and the Adelaide Central Market. This diversity of uses drives both the commuter cycling volumes and the consistent pedestrian flows captured by the VivaCity sensor network.



1.1 SENSOR LOCATIONS

SENSOR	DESCRIPTION	PRIMARY FUNCTION
Sensor 8	Shared Path	Pedestrian and cyclist movements on the square perimeter
Sensor 9	Secondary Path	Lower volume path connecting to side streets
Sensor 10	Main Corridor	High volume east–west active travel route
Sensor 11	Road / Mixed Traffic	Morphett Street mixed traffic (cyclists & pedestrians extracted only)
Sensor 13	Pedestrian Zone	Internal square pathways; high pedestrian density
Sensor 14	Cycle Path / Entry	Dedicated cycling infrastructure entry to the precinct

Note: Sensor 11 monitors Morphett Street, averaging over 15,000 total movements per day (predominantly motor vehicles). Only cyclist and pedestrian counts from Sensor 11 are included in active travel analysis.

SECTION 02

DAILY USER VOLUMES

How many cyclists, walkers, joggers and commuters use Light Square on a daily basis — including weekends? A comprehensive breakdown across all six sensor locations.



2

QUESTION 1 ANSWER

4,129 ACTIVE USERS PER DAY — A COMMUTER-DOMINANT PRECINCT

4,129 AVG DAILY
TOTAL

4,288 WEEKDAY AVG

3,729 WEEKEND
AVG

595 AVG DAILY
CYCLISTS

KEY DISTINCTION FROM VICTORIA PARK

Unlike Victoria Park (which peaks on weekends due to recreational use), Light Square's weekday volumes are **15% higher** than weekend volumes. This confirms its primary function as a CBD commuter and transit node.

2.1 PRECINCT-WIDE DAILY AVERAGES

PERIOD	AVG DAILY CYCLISTS	AVG DAILY PEDESTRIANS	AVG DAILY TOTAL
Full Period (Jan 2025 – Aug 2026)	595	3,533	4,129
Weekdays (Mon–Fri)	678	3,610	4,288
Weekends (Sat–Sun)	388	3,341	3,729

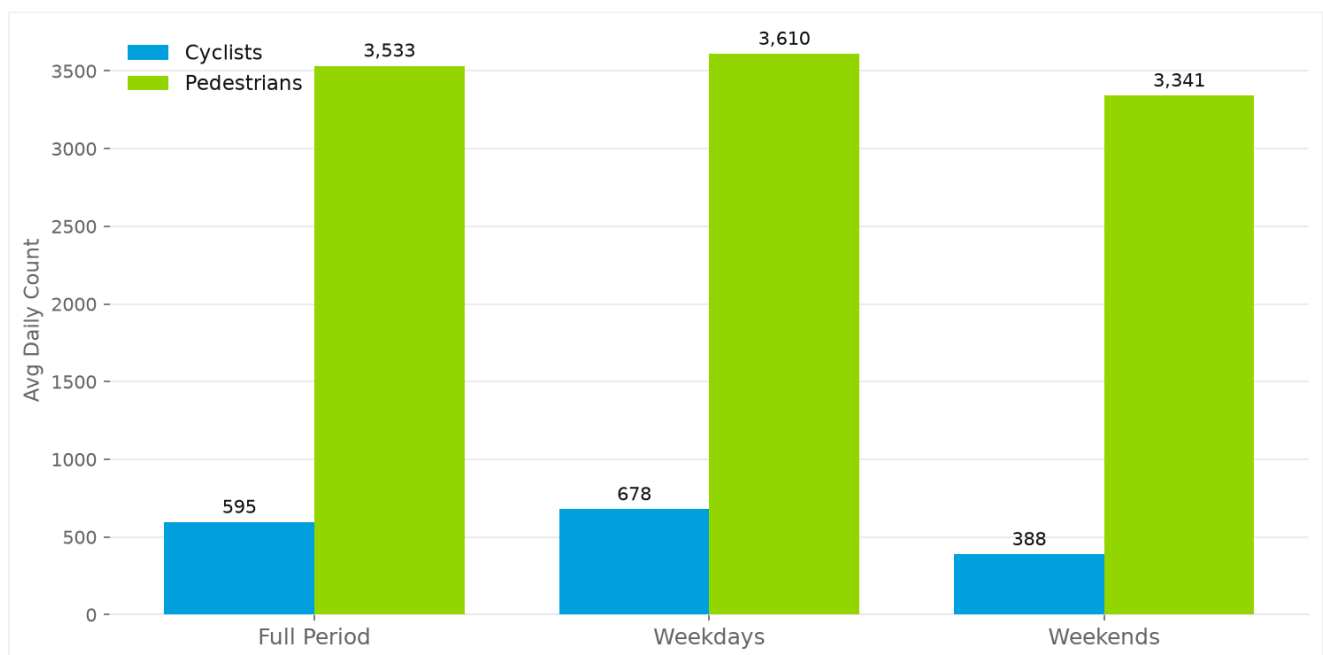


Figure 1: Average daily cyclists vs pedestrians by period (Jan 2025 – Aug 2026)



Usage varies significantly by path type. The Main Corridor (Sensor 10) and Pedestrian Zone (Sensor 13) handle the bulk of pedestrian traffic — over 1,600 pedestrians per day each. Cycling traffic is highest on the Main Corridor (441/day) and the dedicated Cycle Path Entry (Sensor 14, 366/day).

2.2 AVERAGE DAILY COUNTS BY SENSOR

LOCATION	AVG DAILY CYCLISTS	AVG DAILY PEDESTRIANS	AVG DAILY TOTAL	WEEKEND PATTERN
Sensor 10 – Main Corridor	441	1,770	2,211	0.97× (lower w/e)
Sensor 13 – Pedestrian Zone	57	1,683	1,741	0.86× (lower w/e)
Sensor 14 – Cycle Path / Entry	366	1,226	1,592	0.81× (lower w/e)
Sensor 8 – Shared Path	274	943	1,217	1.12× (higher w/e)
Sensor 9 – Secondary Path	102	54	156	1.63× (higher w/e)

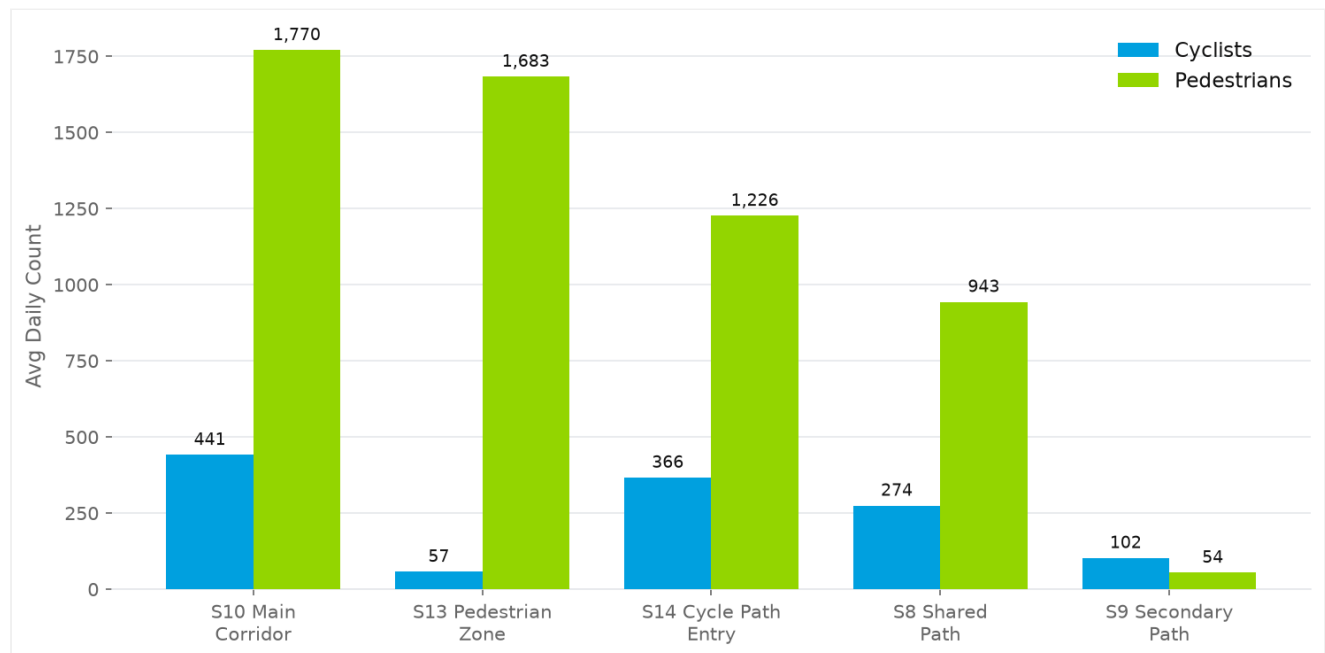


Figure 2: Average daily cyclists and pedestrians by sensor location (Jan 2025 – Aug 2026)

KEY FINDING

Sensor 10 and Sensor 14 combined account for approximately 68% of all cycling movements recorded across the precinct, confirming these two corridors as the primary cycling arteries serving Light Square.



DAY-OF-WEEK PATTERN

2.3

TUESDAY–THURSDAY PEAK: THE COMMUTER SIGNATURE

The day-of-week breakdown confirms the commuter-heavy nature of the precinct. Across almost all sensors, **Tuesday, Wednesday, and Thursday** represent the peak days for both cycling and walking — a pattern consistent with CBD office and university attendance.

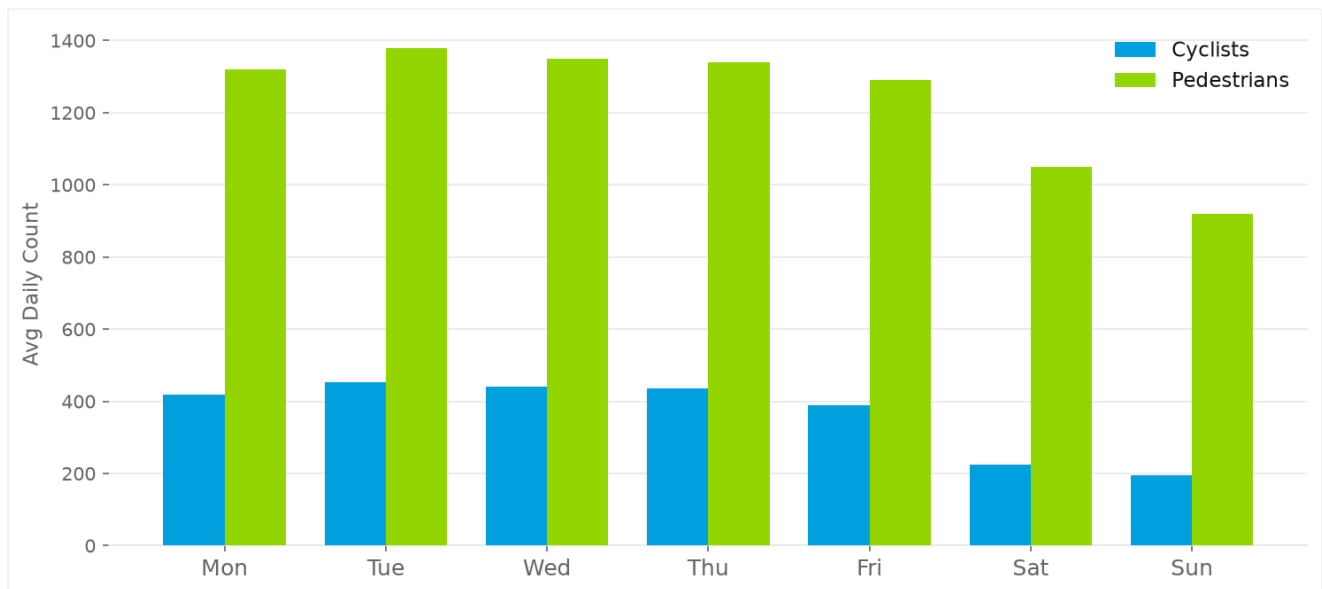


Figure 3: Sensor 14 (Cycle Path / Entry) average daily counts by day of week

- ♦ **Tuesday peak:** Sensor 14 peaks at **454 cyclists on Tuesdays**, dropping by more than half to 194 on Sundays — a clear commuter signature.
- ♦ **Friday pedestrian peak:** Pedestrian volumes on the Main Corridor (Sensor 10) peak on **Fridays at 2,099 per day**, likely driven by end-of-week social and hospitality activity in the West End.
- ♦ **Weekend resilience:** Pedestrian volumes remain relatively robust on weekends (3,341/day), driven by the Shared Path (Sensor 8) and Secondary Path (Sensor 9) — reflecting the square's role as a community green space.
- ♦ **Morphett Street (Sensor 11):** Averages over 15,000 total movements per day, predominantly motor vehicles. Active travel users navigating this corridor face significant conflict points — a key safety concern addressed by the Master Plan.

SECTION 03

ESTIMATED COMMUTER USAGE

Isolating commuter cycling from recreational activity using the weekday uplift methodology — revealing Light Square's critical role in Adelaide's CBD active transport network.



3

QUESTION 2 ANSWER

~600 COMMUTER CYCLING TRIPS PER DAY — 35–51% OF ALL WEEKDAY CYCLING

METHODOLOGY

Weekend cycling = recreational baseline. Weekday excess above that baseline = commuter trips. This is a conservative estimate — some weekend cycling may also include commuting.

3.1 COMMUTER UPLIFT BY PATH

LOCATION	WEEKDAY AVG	WEEKEND BASELINE	COMMUTER UPLIFT	COMMUTER SHARE
Sensor 10 – Main Corridor	508	274	~234	~46%
Sensor 14 – Cycle Path / Entry	428	208	~220	~51%
Sensor 8 – Shared Path	304	199	~105	~35%
Sensor 9 – Secondary Path	115	71	~44	~38%
Sensor 13 – Pedestrian Zone	61	48	~13	~20%

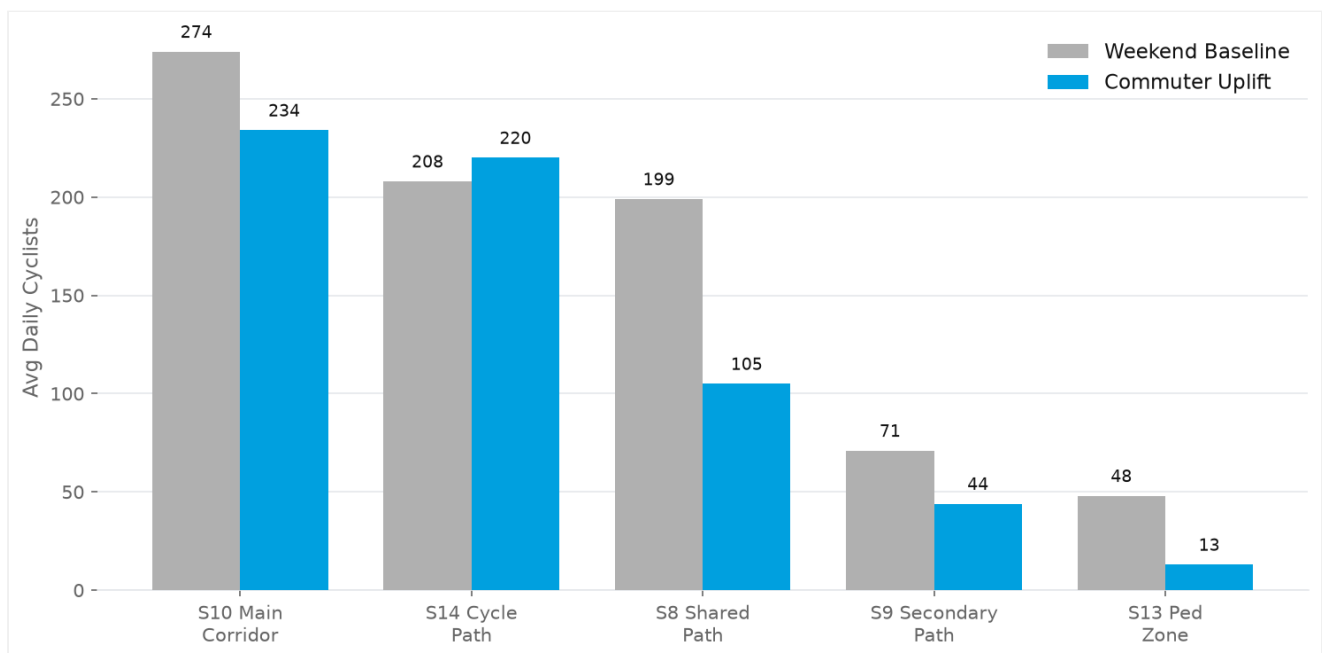


Figure 4: Weekend baseline vs commuter uplift by path (full period)

The Main Corridor (Sensor 10) and Cycle Path Entry (Sensor 14) alone carry over **450 dedicated commuter cycling trips per day**. This confirms Light Square as a critical cycling thoroughfare for Adelaide's CBD workforce.



YEAR-ON-YEAR GROWTH

3.2 EXCEPTIONAL GROWTH: UP TO +42% ON KEY COMMUTER ROUTES

Comparing the January–August period in 2025 and 2026 reveals **exceptional growth in commuter cycling** entering the precinct. This strong upward trend underscores the success of recent active transport initiatives in the West End and the increasing preference for cycling among CBD commuters.

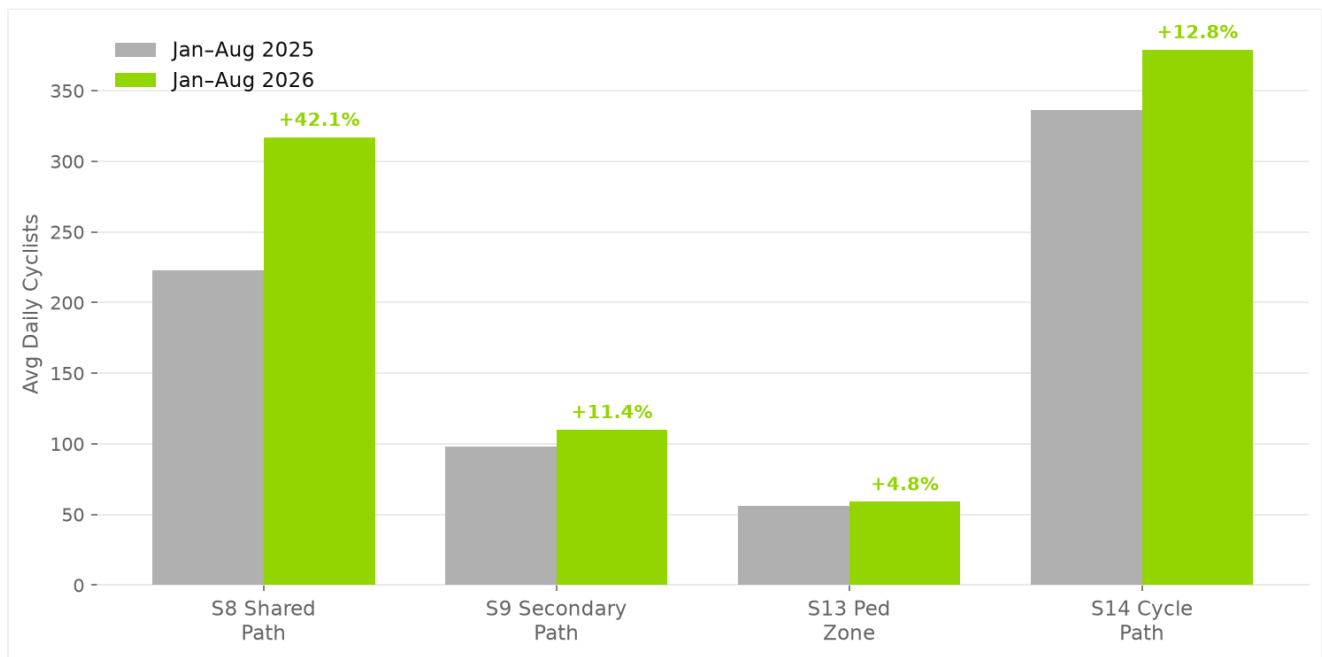


Figure 5: Year-on-year comparison of average daily cyclists (Jan–Aug 2025 vs Jan–Aug 2026)

3.2 YEAR-ON-YEAR SUMMARY

LOCATION	2025 CYCLISTS	2026 CYCLISTS	YOY CHANGE	2025 PEDS	2026 PEDS	YOY CHANGE
Sensor 8 – Shared Path	223	317	+42.1%	918	940	+2.3%
Sensor 9 – Secondary Path	98	110	+11.4%	51	58	+14.4%
Sensor 13 – Ped Zone	56	59	+4.8%	1,674	1,635	-2.3%
Sensor 14 – Cycle Path	336	379	+12.8%	1,608	1,247	-22.4%

SENSOR 14 PEDESTRIAN NOTE

The -22.4% decline in Sensor 14 pedestrian volumes likely reflects a shift in pedestrian routing as cycling volumes increase on this path — consistent with the Master Plan's goal to separate walking and cycling movements.

SECTION 04

CONTEXTUAL FACTORS & EVENT SPIKES

While primarily a commuter node, Light Square hosts vibrant cultural events that drive significant pedestrian spikes — and the data captures them all.

While Light Square is primarily a commuter node, it also serves as a vibrant event space in the West End. The sensor data captures several significant pedestrian spikes correlating with major CBD festivals and cultural events.

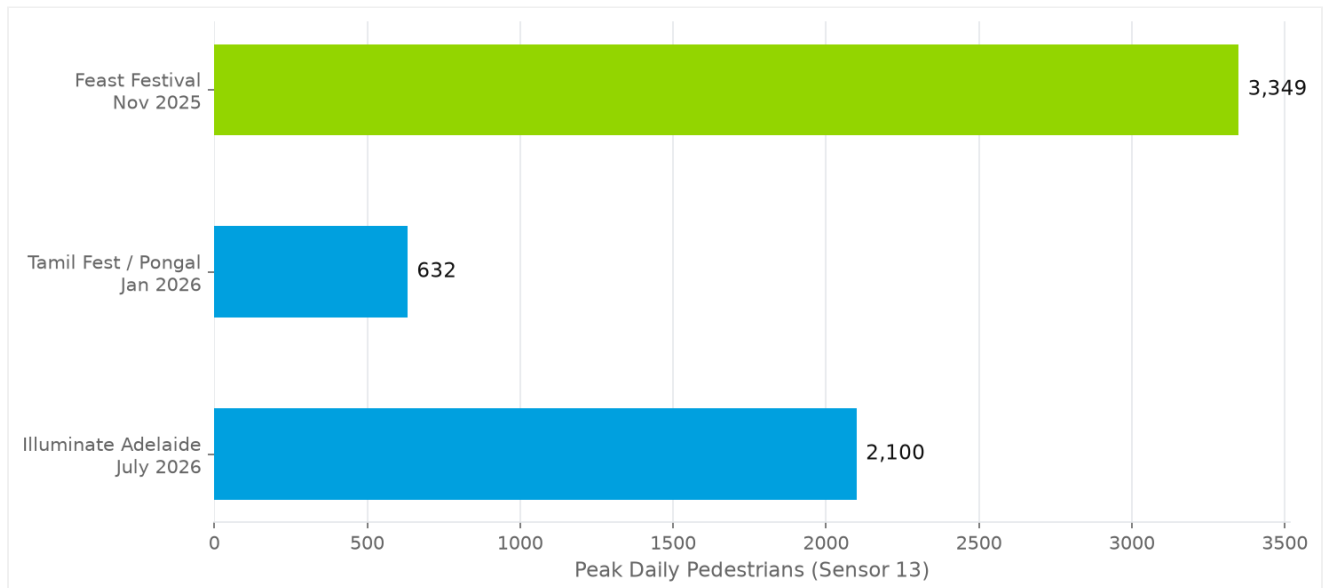


Figure 6: Peak daily pedestrian volumes during major events (Sensor 13 – Pedestrian Zone)

4.1 FEAST FESTIVAL & CITY LIGHTS (NOVEMBER 2025)

The highest pedestrian spike in the internal Pedestrian Zone (Sensor 13) occurred on **Wednesday, 5 November 2025**, recording **3,349 pedestrians** — nearly double the daily average. This aligns with the opening week of the **Feast Festival** (Adelaide's LGBTQIA+ Arts and Cultural Festival) and the associated 'City Lights' evening installations in the CBD.

4.2 TAMIL FEST / ADELAIDE PONGAL (JANUARY 2026)

Light Square hosts the annual **Tamil Fest (Adelaide Pongal)** multicultural celebration in late January. Sensor 9 (Secondary Path) recorded its highest volumes of the year during the festival week in January 2026, peaking at **632 total movements on 22 January**.

4.3 ILLUMINATE ADELAIDE (JULY)

The winter light festival, **Illuminate Adelaide**, held throughout July, drives consistent evening pedestrian traffic through the CBD. Pedestrian volumes remained robust through July and August on the Shared Path (Sensor 8) and Pedestrian Zone (Sensor 13) — resisting the typical winter decline seen in purely recreational parks.

BASELINE INTEGRITY

All event-day spikes are captured but do not distort the everyday averages reported in this document. The 4,129 daily average genuinely reflects typical daily usage of the Light Square precinct.

SECTION 05

RECOMMENDATIONS GROUNDED IN THE DATA

Four evidence-based recommendations aligned with the objectives of the Light Square / Wauwi Master Plan.



5

DATA-GROUNDED RECOMMENDATIONS

FOUR ACTIONS ALIGNED WITH THE LIGHT SQUARE / WAUWI MASTER PLAN

1

Protect & Expand Commuter Cycling Infrastructure

The data shows exceptional year-on-year cycling growth entering the square (+42% on the Shared Path, +13% on the Cycle Path Entry). This validates the Master Plan's objective to separate walking, cycling, and wheeling paths from traffic. Delivering protected cycle paths along Morphett Street and Waymouth Street will capitalise on this demonstrated demand.

2

Prioritise Weekday Amenity for the CBD Workforce

Unlike Victoria Park, Light Square's peak usage occurs on weekdays (Tuesday–Thursday). Investments in seating, shading, and safety lighting should be optimised for the CBD workforce and university student populations who use the square daily — not just weekend visitors.

3

Traffic Calming on Morphett Street

Sensor 11 data confirms Morphett Street carries immense mixed-traffic volumes (averaging over 15,000 movements daily). The Master Plan's proposal to reduce road area and prioritise safe entry points is strongly supported by the high volume of active travel users (over 4,100 daily) who must currently navigate these intersections.

4

Event Infrastructure Planning

While not experiencing the 17,000+ single-day crowds of Victoria Park, Light Square consistently hosts mid-sized cultural events (Feast Festival, Tamil Fest) that double normal pedestrian loads. The square's internal pathways (Sensor 13) handle these loads well, supporting the Master Plan's vision for an inclusive, event-capable space.

SECTION 06

EXPANDING THE SENSOR NETWORK ACROSS THE CBD

The case for broader data coverage — understanding active travel across the entire Adelaide CBD to make more informed, evidence-based decisions at every value point.



6

STRATEGIC RECOMMENDATION

FROM PRECINCT INTELLIGENCE TO CITY-WIDE ACTIVE TRAVEL UNDERSTANDING

The VivaCity sensor network currently deployed at Light Square / Wauwi and Victoria Park provides the City of Adelaide with a powerful, evidence-based foundation for active travel decision-making. However, these two precincts represent only a fraction of the active travel movements occurring across Adelaide's CBD every day. Expanding the network would transform the City's ability to understand, plan, and invest in active travel infrastructure — moving from isolated precinct insights to a **connected, city-wide intelligence platform**.

The Case for Broader CBD Coverage

A city-wide sensor network would enable the City of Adelaide to:

- **Understand full journey patterns:** Track how cyclists and pedestrians move between precincts — from Victoria Park through the CBD to Light Square and beyond — revealing the complete active travel network in use.
- **Identify unmet demand:** Pinpoint corridors with high active travel volumes but inadequate infrastructure, prioritising investment where it will have the greatest impact.
- **Measure the impact of the Light Square / Wauwi Master Plan:** Establish before/after baselines across the full precinct and surrounding streets as regeneration works are delivered, providing objective evidence of outcomes.
- **Inform the other five Adelaide squares:** Hurtle Square, Hindmarsh Square, Whitmore Square, Pennington Gardens, and Park Lands corridors all carry active travel movements that are currently unmeasured.
- **Support the 50,000 resident population target:** As residential density increases, active travel demand will grow. Continuous sensor data enables proactive infrastructure planning rather than reactive responses.
- **Optimise event management:** City-wide sensor coverage during major events (Illuminate Adelaide, Fringe, WOMAD) would provide real-time crowd flow intelligence, improving safety and amenity across all CBD precincts simultaneously.

VALUE PROPOSITION

Each additional VivaCity sensor deployed across the CBD adds to a compounding intelligence asset — the more locations monitored, the richer the network-level insights. The cost per insight decreases as the network grows, while the value to planners, engineers, and elected representatives increases exponentially.



A

APPENDIX

DATA NOTES & METHODOLOGY

DATA AVAILABILITY THRESHOLD

Days with less than 85% data availability have been excluded from averages. Sensors 8, 10, 11, and 14 did not output a specific 'Data Availability Percent' column in the raw export; for these sensors, days recording zero total movements were excluded as likely offline periods.

SENSOR 10 (2026 DATA)

Sensor 10 did not have data available for the 2026 period in the provided dataset. Its averages reflect the full 2025 calendar year only.

SENSOR 11 (MIXED TRAFFIC)

Sensor 11 monitors Morphett Street, which carries significant motor vehicle traffic (averaging approximately 15,000 total movements daily). For the active travel analysis in this report, only the cyclist and pedestrian counts from Sensor 11 were extracted and analysed. Vehicle counts are excluded from all active travel totals and averages.

COMMUTER UPLIFT METHODOLOGY

The commuter uplift estimate uses weekend averages as the recreational baseline. In a CBD environment like Light Square, this is a highly reliable indicator of workforce commuting. The methodology is conservative — some weekend cycling may also include commuting, meaning the true commuter share could be higher than reported.

YEAR-ON-YEAR COMPARISON

Year-on-year comparisons use the January–August period in both 2025 and 2026 to ensure a consistent seasonal comparison window. Full-year 2026 data was not available at the time of this report.

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READY TO TAKE YOUR **ACTIVE TRAVEL DATA** TO THE NEXT LEVEL?

Contact the VivaCity ANZ team to discuss your council's requirements, arrange a live data demonstration, or request a proposal for expanding your sensor network across the Adelaide CBD.

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AARON LEONARD — GENERAL MANAGER ANZ

4,129

AVG DAILY USERS

6

VIVACITY SENSORS

20

MONTHS OF DATA

+42%

PEAK CYCLING GROWTH

City of Adelaide Housing Strategy Implementation (Year 2)

Activating Vacant and Underutilised Properties for Housing Delivery

Executive Summary

Prepared by

Hudson Howells (lead) | Future Urban | BDO

Prepared for

City of Adelaide

RFQ Q2025/0069 | July 2026

This Executive Summary is a companion document to the Analysis and Implementation Report. It is intended to be read as a standalone summary of findings and recommendations. Full detail, supporting evidence, lever assessments, scenario testing and implementation pathways are contained in the main report.

How to read this document

This Executive Summary presents the key findings and recommended implementation programme from the Analysis and Implementation Report (AIR) prepared for the City of Adelaide as part of the Implementation of the Housing Strategy (Year 2). It draws on three integrated evidence streams and is structured to move from challenge to evidence to findings to programme response and implementation pathway.

Companion documents

The following companion documents are issued alongside the AIR and this Executive Summary:

- Analysis and Implementation Report (AIR): the primary technical report containing full lever analysis, scenario testing, stakeholder findings and implementation detail
- Background Investigations Report (BIR): the international and Australian evidence base reviewed prior to the AIR analysis
- Vacancy Assessment: Ground Truthing Report (GTR): the property dataset underpinning the programme, identifying 1,986 vacant and underutilised properties across the City of Adelaide LGA
- Prioritisation Framework Tools: the operational scoring guide and property assessment templates for CoA staff use
- PowerPoint Presentation: the briefing deck for internal CoA briefings

Structure of this summary

Section	Content
The activation challenge	Housing context, GTR findings and the scale of the opportunity
Vacancy is not one problem	Five vacancy types and why a uniform response misallocates resources
Evidence base	Three research streams and how they integrate
Core findings	What the evidence shows about barriers, car parks, adaptive reuse and heritage
Scenario testing	Five representative sites and their intervention pathways
Recommended programme	The six-lever package and how the elements interact
Prioritisation framework	Nine criteria, three tiers and the property assessment tool
Implementation pathway	Workstream 1 (immediate direct action), Workstream 2 (programme design and advocacy), and Workstream 3 (partnership and structural reform) across 19 recommendations
Critical success factors	Four conditions necessary for programme success

The activation challenge

The City of Adelaide is facing a clear housing challenge. Demand for well-located housing in and around the CBD is strong, rental vacancy remains constrained, affordability pressures are acute, and the City's adopted housing targets require additional supply across a range of housing types and price points. At the same time, a substantial stock of vacant and underutilised land and buildings exists within the LGA that, if activated, could contribute meaningfully to housing supply, affordability, city vitality and more efficient use of existing infrastructure.

Housing pressure at a glance

0.8%

Residential rental
vacancy rate across the
LGA

13.4%

Apartment price growth
year-on-year to Q3
2025

\$520

Median weekly unit rent

600

Affordable rental
properties target by 2028

South Australia is a party to the National Housing Accord, which targets 1.2 million new homes nationally between June 2024 and June 2029. The State Government has separately committed to building 13,500 homes per year. Within this context, the City of Adelaide's vacancy activation programme is positioned as a contribution to supply objectives that require every feasible source of housing capacity to be considered alongside conventional greenfield and corridor development.

The opportunity: ground truthing findings

Ground truthing undertaken by Future Urban identified 1,986 vacant or underutilised properties across the City of Adelaide LGA. This turns vacancy from anecdote into an actionable property dataset.

High potential	Moderate potential	Some potential
491 properties	1,415 properties	80 properties
Initial screening pool for detailed prioritisation; not automatically Tier 1. Subject to nine-criteria assessment.	Broader programme pipeline for assessment and periodic review	Monitor and reassess through the annual GTR refresh

Within the CBD, underutilised properties represent approximately 30 per cent of all properties. The Capital City Zone contains the largest concentration, with 309 of the 491 high-potential properties. The City Living Zone accounts for a further 126 high-potential properties, and the City Main Street Zone contributes 46, particularly relevant for upper-level housing and mixed-use intensification. The Grote Gateway and City Plan potential extension of CBD form precincts contain 138 high-potential properties between them, making them among the highest-priority precincts for targeted activation activity.

The DA paradox

The development pipeline data reveals a significant gap between approvals granted and construction commenced. Of the 45 approvals granted prior to 1 January 2025 with development costs exceeding

\$10 million that have not commenced or been completed, only nine are located in areas without a prescribed building height limit. By contrast, 38 of the 62 approvals over \$10 million that have either commenced or been completed are in unconstrained areas.

Stakeholders consistently identified construction cost escalation, post-planning approval compliance complexity, infrastructure augmentation costs and financing constraints as the primary reasons approved projects remain unactivated. The planning approval process is not the primary obstacle. The economics of construction are.

Vacancy is not one problem

The first and most important finding from the evidence base is that different causes require different tools. A programme that does not segment by cause will allocate resources to the wrong levers.

	Type	Programme implication
T	Transitional	Normal market turnover. Usually no intervention required. Vacancy of this type resolves itself as market conditions change.
H	Rational holding	Surface car parks or low-intensity uses with income and future option value. Requires fiscal signals calibrated to actual holding returns, not nominal penalties.
F	Feasibility gap	Costs, compliance, finance or end values mean activation does not stack up. Requires targeted financial support, grant programmes or partnership arrangements calibrated to the actual gap.
C	Capacity barrier	Owners lack development expertise, information, capital or partners. Requires facilitation services, direct engagement, navigation support and access to the brokerage service.
S	Structural constraint	Heritage, servicing, title, infrastructure or state-level regulatory constraints. Requires State Government partnership, infrastructure investment, anchor tenancy models or PPP pathways.

Programme implication

- Segment the stock, then match each property to the right intervention pathway.
- Tier 1 properties have tractable barriers and respond to CoA tools. Tier 2 properties require one or more material conditions to change before they can progress to Tier 1. Tier 3 properties should be monitored but not actively resourced in the near term.
- A uniform vacancy penalty or blanket grant programme misallocates resources and risks consuming programme capacity on properties that either do not need intervention or cannot be unlocked by the measures available to CoA.

Evidence base

Three integrated research streams underpin the recommended programme. Each addresses a different dimension of the activation challenge, and their combined intelligence is more powerful than any single stream alone.

Background investigations (BIR)

The Background Investigations Report reviewed evidence from more than 15 jurisdictions across Australia, Canada, Europe, Japan and the United States. It covers vacancy taxation, planning and regulatory tools, incentive programmes, adaptive reuse approaches, brokerage models and public-private partnership structures.

Five findings from the BIR are directly relevant to the Adelaide programme:

- Vacancy is not a uniform problem and different causes require different instruments
- Fiscal signals work best when calibrated to actual holding economics and paired with facilitation
- Facilitation and information services consistently deliver high leverage relative to their cost
- Adaptive reuse is most viable for buildings with shallow floor plates, lower-rise form and manageable structural and servicing constraints
- Multi-instrument approaches consistently outperform single-lever strategies

Selected international comparators

Programme	Jurisdiction	Relevance to Adelaide
Brussels RENOLUTION one-stop-shop	Belgium	Integrated advisory, approvals, delivery support and financial assistance model. Budget repeatedly exhausted through strong owner demand. Demonstrates that combining case management with financial incentives materially increases programme uptake relative to passive availability. Directly relevant to ARCHI enhancement design.
Vancouver Empty Homes Tax	Canada	Levy set above speculative holding returns achieves behaviour change; levy set below produces revenue rather than activation. Key calibration lesson for Adelaide's open-lot car park rating design.
Japan Akiya Bank	Japan	Consolidated property register and brokerage model converting dormant housing into an actionable dataset with facilitated match-making. Directly relevant to GTR-based brokerage service design.
Victorian Vacant Residential Land Tax	Australia	Demonstrates importance of geographic scope, verification mechanisms and exemption design. Victoria's experience informs Adelaide's differential rating approach and any future State-level vacancy levy design.
City of Sydney STAR programme	Australia	Council-facilitated brokerage connecting vacant properties with commercial tenants. Provides Australian-context precedent for a municipal brokerage and facilitation model at CoA scale.

Stakeholder engagement

Eight consultations were completed across four represented cohorts within the five-cohort consultation framework: property owners of vacant sites or buildings without development approval; property owners of sites with unactivated development approvals; development industry representatives; and State Government representatives.

The engagement produced five findings that both confirm the BIR evidence base and add Adelaide-specific intelligence not available in the international literature:

- Vacancy is predominantly rational rather than neglectful. Owners retain vacant properties because the economics of activation are unfavourable, not because they are unaware or indifferent.
- The DA paradox is confirmed as a significant barrier. Post-planning approval compliance complexity, infrastructure augmentation costs and financing constraints are the primary reasons approved projects remain unactivated.
- SA Water infrastructure constraints are a material, Adelaide-specific feasibility barrier, affecting fire suppression capacity and in some cases certificates of occupancy across parts of the CBD network.
- Heritage listing combined with structural and financing constraints produces feasibility deficits that standard programme tools cannot resolve. The government anchor tenancy model emerged as the most targeted and potentially cost-neutral mechanism for this category.
- Intervention responsiveness is moderate and conditional. Respondents were receptive to facilitation and modest concessions but sceptical of measures that imposed costs without addressing the underlying feasibility gap.

Scenario testing

BDO undertook financial and planning scenario testing of five representative sites drawn from the GTR dataset. The testing assesses whether particular interventions would be sufficient to change activation outcomes for each property type, and identifies the binding constraint in each case. Results are summarised in the Scenario Testing section of this document.

What the evidence streams tell us, combined

- The BIR establishes that the right levers exist. Brokerage, calibrated fiscal signals, facilitation and multi-instrument packages have worked in comparable contexts internationally.
- The stakeholder engagement confirms which of those levers are relevant in Adelaide and which face specific local constraints (SA Water, heritage, development economics, financing thresholds).
- The scenario testing quantifies the gap between current programme settings and what is required to change outcomes for specific property types, and confirms that not all properties in the GTR dataset can be activated under CoA's current tools alone.
- Together the three streams justify a programme that is targeted rather than universal, sequenced rather than simultaneous, and advocacy-oriented where direct CoA action is insufficient.

Core findings

Finding 1: Feasibility is the binding constraint, not planning permission

The most important finding across all three evidence streams is that the primary obstacle to activation is not planning permission, but the economics of development. Construction costs have risen sharply while achievable apartment prices and rents have not increased sufficiently to absorb those costs.

The feasibility cost stack is cumulative:

- Construction cost escalation above 2020 benchmarks
- Post-planning approval compliance requirements (NCC, building rules consent, fire safety, accessibility, seismic and acoustics)
- Infrastructure augmentation costs, particularly SA Water connections and pressure requirements
- Finance and pre-sale thresholds, which have tightened since rate rises
- Heritage obligations and structural remediation costs for older buildings
- Owner capability and information gaps that add time and cost

Small incentives will not unlock properties with multi-million-dollar feasibility gaps. They may support marginal projects and reduce friction but should not be presented as solving the structural problem. Larger and more complex properties require a different response.

Finding 2: Open-lot car parks are commercially rational holding assets

Open-lot car parks are a highly visible form of underutilisation in the CBD, particularly where they occupy sites with strategic redevelopment potential. The evidence indicates they persist because surface car parking in the Adelaide CBD currently generates returns of 6 to 8 per cent per annum from bay leasing alone. This makes car park retention a commercially defensible holding strategy while owners wait for development conditions to improve.

A rating or levy mechanism that does not materially affect this holding return is unlikely to trigger redevelopment. BDO threshold testing confirms that a car park differential rate would need to be set at approximately 5 to 8 times current levels to materially neutralise holding returns. This is not recommended as a rate increase; it demonstrates why the mechanism is best positioned as an enabling lever operating alongside other tools rather than a standalone trigger.

Finding 3: Adaptive reuse is viable, but only for the right buildings

Adaptive reuse can convert obsolete commercial stock into housing, preserve embodied carbon, support heritage outcomes and activate city streets. However, the most suitable buildings are generally lower-rise with shallower floor plates, manageable structure and limited heritage or compliance constraints.

Most viable candidates	More complex candidates
Smaller and lower-rise buildings with shallow floor plates	Mid- and high-rise buildings, particularly with deep floor plates or heritage and structural constraints
Manageable structural and servicing conditions	Major fire, access, seismic or services constraints
Limited heritage or NCC compliance constraints	Full heritage listing with fabric protection obligations

Most viable candidates	More complex candidates
BDO indicative premium: typically 10-15% above new build for buildings of 1-10 storeys	BDO indicative premium: typically 15-30% above new build, depending on scale and building condition

Finding 4: Heritage activation requires a distinct intervention model

Where full fabric protection, structural inadequacy, site constraints and financing barriers combine, standard programme tools are insufficient. The most compelling intervention identified through stakeholder engagement is the government anchor tenancy model. Under this approach, State or Federal Government would direct suitable accommodation requirements to priority heritage buildings at market rents, providing the pre-commitment needed to secure finance and activate the building. Where government would otherwise lease comparable space and the building is operationally suitable, the model may not require a direct grant or subsidy.

Finding 5: The ARCHI programme requires calibration and scaling

The ARCHI programme provides a well-established and locally relevant foundation for CoA's adaptive reuse agenda. Its programme structure, combining case management, facilitation and financial incentives, is consistent with international models identified in the BIR as effective in principle. However, stakeholder evidence indicates that ARCHI's impact to date has been limited in scale relative to the City's broader housing delivery objectives.

BDO feasibility modelling confirms that current ARCHI grant settings are materially below the level required to close feasibility gaps for mid-rise and heritage adaptive reuse projects. Available funding typically provides up to 50 per cent of eligible costs, capped at approximately \$10,000 to \$25,000 for feasibility and design work and approximately \$25,000 to \$50,000 for construction-related works. For the representative scenarios tested, the residential-only funding gap was broadly in the order of approximately \$100,000 to \$150,000 per dwelling. This figure is an indicative, order-of-magnitude feasibility gap benchmark only; it is not a recommended standard grant amount, and actual support requirements would vary materially by project.

Scenario testing: what the five sites showed

BDO undertook financial and planning scenario testing of five representative sites drawn from the GTR dataset. The central lesson is that prioritisation must identify the binding constraint, not just theoretical housing yield. The results are summarised below.

Site	Property type	Tier	Feasibility finding	Binding constraint	Intervention pathway
1	Heritage building	Tier 2	Not viable. Total feasibility shortfall approximately \$5.8 million, including an estimated \$4.9 million shortfall associated with the retained	Heritage obligations, structural inadequacy, financing barriers and absence of anchor tenant pre-commitment	Case management; heritage guidance; government anchor tenancy advocacy; State Government partnership

Site	Property type	Tier	Feasibility finding	Binding constraint	Intervention pathway
			heritage component.		
2	Open-lot car park	Tier 2	Near break-even before margin; not viable once reasonable developer margin included. Total gap approximately \$32.5 million.	Feasibility gap well beyond CoA programme capacity; infrastructure constraints; commercially rational holding return from car park	PPP mechanisms; infrastructure investment advocacy; State Government pre-sale guarantee fund; reassess when conditions change
3	Unactivated development approval	Tier 2	Not viable. Total feasibility deficit approximately \$10.8 million despite existing DA.	Post-approval feasibility gap beyond current CoA programme tools; construction cost escalation; financing constraints	Close feasibility gap before activation; maintain on brokerage register; reassess when programme settings or market conditions change
4	Faith-based site	Tier 1 candidate	Financially feasible in base case. Only site viable under current conditions.	Owner timing, completion of building consent and progression of the approved scheme to implementation. Planning consent granted May 2025; building consent under assessment.	Personalised brokerage outreach; active case management; building consent and implementation support; priority access to ARCHI and fee waivers if required
5	Vacant commercial office building	Tier 2	Not viable for modelled build-to-sell apartment typology. Gap approximately \$29.9 million on indicative 192-dwelling scheme.	Deepest feasibility deficit in sample. Alternative typologies (e.g. student accommodation) not ruled out.	Clearer building approval pathway; partnership or financing support; longer-term adaptive reuse; near-term dependent on market or programme change

Across the five sites, only Site 4 is financially feasible in the base case. The overall pattern is that scale and planning capacity do not, on their own, translate into viable delivery. The principal issue is not simply whether redevelopment is permissible or whether a site is strategically located, but whether proposed end value is sufficient to support total delivery cost and normal development risk.

The analysis also indicates that smaller and mid-sized adaptive reuse or redevelopment projects may be better suited to current Adelaide market conditions, particularly where they involve shallower floor plates, lower-rise built form or more manageable conversion tasks.

Recommended programme

The recommended response is a targeted and sequenced activation programme. A coordinated package outperforms any single tool. The following six elements form the core of the recommended programme, working together to address different components of the activation barrier.

	Lever	Role in the programme
B	Brokerage service	Direct owner engagement and active case management. The municipal brokerage service is the operational core of the programme, converting the GTR dataset into targeted outreach and maintaining a live property register with conditions tracking.
A	Assessment streamlining	Pre-lodgement triage and clearer adaptive reuse pathways. CoA's planning team and the ARCHI case manager already provide a coordinated pre-lodgement triage function; the recommendation is to extend and formalise this coordination, with particular attention to building approval requirements.
R	Rates and fee concessions	Reduce early-stage and construction-period friction. A construction-period council rates concession and targeted fee waivers for eligible adaptive reuse proposals reduce holding costs at the stage when developers have no income from a site. Both are within CoA's direct control.
H	ARCHI enhancement	ARCHI is an important foundation that requires review and updating. The review should assess whether current grant settings are calibrated to actual feasibility gaps, whether the annual funding pool is adequate given the scale of the GTR opportunity, and whether an expanded one-stop-shop model would better address information, capability and coordination barriers.
S	State advocacy	SA Water infrastructure investment, heritage assessment framework reform, meanwhile use legislation, NCC and Ministerial Building Standards reform, the government anchor tenancy procurement policy, and the Apartment Fast-Track Fund conditional pathway. The advocacy programme must be pursued with the same discipline as the direct-action programme.
P	PPP mechanisms	Strategic sites requiring balance-sheet support or partnership. Feasibility gaps of the magnitude identified for Sites 1, 2 and 5 exceed what direct grant funding could realistically close; for this category, case management, PPP structures and government anchor tenancy arrangements are the appropriate mechanisms.

Near-term emphasis

- Tools CoA can directly control, while building the advocacy platform and partnerships needed for harder structural barriers.
- Start with what works now: brokerage, owner engagement, rates and fee concessions, ARCHI enhancement and assessment streamlining.
- Build toward structural reform: PPP mechanisms, State Government advocacy, heritage anchor tenancy models and meanwhile use pathway legislation.

Prioritisation framework

The recommended prioritisation framework translates the evidence into an operational decision tool for CoA staff. It assesses each property against nine criteria and assigns a priority tier. The framework is designed as a structured deliberation tool, not a mechanical ranking device. Officer judgement remains essential.

Nine assessment criteria

#	Criterion	What it measures
C 1	Activation feasibility	Whether the property is financially viable or close to viable under current conditions or with targeted intervention
C 2	Housing delivery potential	Number and mix of dwellings the property could deliver if activated (High = 20+ dwellings)
C 3	Affordable housing opportunity	Realistic pathway to affordable dwellings through CHP partnership, HAFF or CLT structure
C 4	Adaptive reuse suitability	Building characteristics relative to adaptive reuse viability (floor plate, heritage, structural constraints)
C 5	Strategic location value	Precinct priority, public realm exposure, proximity to transport, City Building Heights Code Amendment designation
C 6*	Ownership complexity (inverse*)	Title encumbrances, owner engagement history, deceased estates, multiple owners (High = unfavourable)
C 7	Timeframe to activation	Realistic horizon from current status to activation (High = within 12 months)
C 8*	Resource intensity (inverse*)	CoA resource commitment required to progress activation (High = unfavourable: complex PPP or direct development)
C 9*	Activation risk (inverse*)	Probability of successful activation with sustained effort (High = unfavourable: fundamental constraints persist)

* C6, C8 and C9 are inverse criteria. High means unfavourable; Low means favourable.

Three priority tiers

Tier	Indicative profile	CoA response
Tier 1: Direct activation investment	Close to viable; tractable barriers; CoA tools can make a practical difference. High or Medium on C1, C2 and C7; Low or Medium on C6*, C8* and C9*.	Personalised brokerage outreach; active case management; priority access to ARCHI, rate concessions and fee waivers; fast-track HAFF navigation if CHP partner identified.
Tier 2: Targeted intervention under defined conditions	Genuine potential but one or more material binding constraints prevent Tier 1 designation: deep feasibility gap, complex ownership, required regulatory change or state government dependency.	Resolve the specific binding constraint. Maintain brokerage register entry and conditions register noting the prerequisite for Tier 1 reassessment. Review annually or when a material change is recorded.
Tier 3: Monitor and hold	Deep feasibility constraints, high ownership complexity, low housing delivery potential or resource intensity disproportionate to expected supply.	Retain on GTR register. No proactive outreach or resource allocation beyond record maintenance. Flag heritage Tier 3 properties for anchor tenancy advocacy. Review at annual refresh.

Full assessment templates, scoring guides, worked examples and an optional weighting protocol for programme-round prioritisation are provided in the companion Prioritisation Framework Tools document.

Implementation pathway

The recommended action programme spans 19 recommendations across three workstreams: direct CoA action within existing powers (Workstream 1), medium-term programme design and advocacy (Workstream 2), and longer-term partnership and structural reform (Workstream 3). Enabling actions for Workstreams 2 and 3 may commence within the first 0 to 18 months alongside Workstream 1.

Workstream 1: Immediate direct action: 0 to 12 months

The immediate priority is to convert the evidence base into a properly resourced operational programme.

Rec	Action	Outcome	Timing
1.1	Establish municipal brokerage service	Operational within 6 months; screen and contact minimum 20 Tier 1 property owners; place initial cohort of approximately five properties into active case management within 12 months	0-6 months
1.2	Launch direct owner engagement programme	Minimum 20 Tier 1 property owners directly engaged within 12 months; minimum 5 active facilitation pathways opened	0-12 months

Rec	Action	Outcome	Timing
1.3	Introduce construction-period council rates concession	Legal advice received within three months of commissioning; concession mechanism operational within six months of legal confirmation and within the overall 0-12-month immediate-action horizon. Applied to all eligible projects commencing construction within the programme period.	0-12 months, subject to legal confirmation
1.4	Implement targeted fee waivers for adaptive reuse	Fee waiver mechanism operational within 6 months; applied to all eligible adaptive reuse proposals within the programme period	0-6 months
1.5	Review and enhance ARCHI programme	ARCHI enhancement recommendations to Council within 6 months; enhanced programme operational within 12 months; annual reporting on grant applications and dwellings enabled	0-12 months
1.6	Engage with City Building Heights Code Amendment	CoA submission lodged to formal consultation; active applicant support programme in place when Amendment is enacted	Ongoing
1.7	Convene practitioner roundtable	Roundtable held within 6 months; practitioner input report provided to Council and incorporated in programme design	0-6 months
1.8	AFTF submission (completed)	Submission lodged with DHUD 19 June 2026. CoA position formally registered. Follow-up engagement with DHUD on consultation outcome under Recommendation 2.7.	Completed

Workstream 2: Programme design and advocacy: enabling work from commencement; principal implementation over 6 to 24 months

Medium-term actions require regulatory development, programme design, budget commitments or partnership establishment that extends beyond CoA's immediate administrative capacity.

Rec	Action	Outcome	Timing
2.1	Commission legal advice on vacant building differential rating	Legal advice received within 3 months; policy design commenced or advocacy position confirmed within 6 months of receipt	0-6 months (enabling)
2.2	Initiate or advocate for planning and building policy reform	Code Amendment or building policy investigation commenced and NCC/Ministerial Building Standards advocacy incorporated into State Government programme within 6 months; formal proposal or request for State Planning	6-18 months

Rec	Action	Outcome	Timing
		Commission advice submitted within 18 months	
2.3	Design and launch renovation and development grant programme	Programme design finalised within 12 months; first grant round open within 18 months	6-18 months
2.4	Develop car park differential rating category	Policy design completed within 12 months; new category introduced in following rating year	6-18 months
2.5	Develop coordinated State Government advocacy programme	Advocacy programme endorsed by Council within 6 months; Capital City Committee engagement commenced within 12 months	0-12 months
2.6	Establish CHP referral pathways	Referral pathway established within 12 months; minimum 2 CHP engagement pathways opened through brokerage service within 18 months	6-18 months
2.7	Advocate for State Government financial mechanisms	CoA position registered with DHUD within 6 months of AFTF consultation outcome; advocacy incorporated into Capital City Committee programme	6-24 months

Workstream 3: Partnership and structural reform: enabling actions from commencement; full implementation horizon 2 to 5 years

Long-term actions depend on regulatory reform at State level, sustained programme investment or changed market and financing conditions. Progress is contingent on the State Government's response to CoA's advocacy programme.

Rec	Action	Outcome	Timing
3.1	Establish meanwhile use facilitation; advocate for State legislative reform	Rate concession for meanwhile use participants operational within 12 months; State legislative advocacy active within 12 months; full programme operational if State reform achieved within the 2-5 year horizon	CoA-facilitated pathway and rate concession: 0-12 months. State reform advocacy: ongoing. Full programme: contingent on State action.
3.2	Pursue PPP mechanisms for strategic sites	CoA submission on pre-sale fund eligibility lodged; anchor tenancy advocacy presented to State Government; minimum 1 strategic site assessed for direct CoA involvement within 2 years	12-36 months

Rec	Action	Outcome	Timing
3.3	Implement monitoring, evaluation and programme adaptation cycle	First annual evaluation report produced within 18 months of programme launch; recalibration recommendations incorporated in the following budget cycle	First report: 18 months from launch
3.4	Investigate and advocate for community land trusts	Investigation report and CoA advocacy position completed within 2 years; submission to State Government on CLT enabling legislation within 12 months	Advocacy: 0-12 months; investigation: 0-24 months; implementation horizon: 2-5 years

State Government advocacy priorities

The most powerful levers for vacancy activation sit at State level. CoA's advocacy programme should be built around the following priority positions, sequenced to prioritise areas where State Government receptiveness is highest.

Priority	CoA advocacy position
Meanwhile use legislation	A legislative pathway analogous to the NSW Housing SEPP enabling temporary residential use of vacant buildings for up to 5 years through streamlined pathways. A South Australian equivalent with broader eligibility and scope would be a more powerful activation tool for the Adelaide CBD context.
Adaptive reuse pathway reform	Clearer pathways for change-of-use applications, particularly at the intersection of the Planning and Design Code, NCC compliance and heritage requirements. Advocacy for reform to the National Construction Code and Ministerial Building Standards to better accommodate adaptive reuse of older buildings, building on CoA's NCC Modernisation Discussion Paper submission and ARCHI's seismic research.
Heritage assessment framework	Restoration of an independent balancing function in heritage assessment for development proposals involving fully heritage-listed buildings, with clear criteria for when that function should be invoked. Clearer pre-lodgement guidance on what modifications are and are not approvable for heritage adaptive reuse, including promotion of building consent before planning consent for heritage proposals.
SA Water infrastructure investment	Resolution of water pressure and capacity constraints across parts of the CBD network that affect fire suppression capacity and in some cases certificates of occupancy. This is a material, Adelaide-specific feasibility barrier identified by multiple stakeholder respondents.
Government anchor tenancy procurement	A procurement policy directing suitable State Government accommodation requirements to priority heritage buildings at market rents, providing the pre-commitment needed to secure finance and activate buildings where the primary barrier is front-loaded, non-revenue-generating cost.

Apartment Fast-Track Fund pathway	Extension of AFTF eligibility to CBD sites approaching development-readiness, with coordinated case management support. CoA submitted to the AFTF consultation on 19 June 2026 advocating for a conditional development-ready pathway for underutilised CBD projects that do not yet hold Development Approval.
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The advocacy programme should be developed and endorsed by Council within six months, with Capital City Committee engagement commenced within twelve months. It should be evidence-based, drawing directly on the BIR and AIR to position CoA as an unusually well-informed local government advocate.

Critical success factors and governance

Four conditions are necessary for the programme to deliver housing outcomes at meaningful scale.

	Condition	Why it matters
1	Adequate resourcing from the outset	The Brussels RENOLUTION experience demonstrates that latent owner demand for facilitated support consistently exceeds initial capacity estimates. Undercapacity at launch undermines owner confidence and is difficult to recover from once relationships have been poorly handled. The brokerage service and owner engagement programme must be staffed before the programme is publicly announced.
2	Calibration to actual feasibility gaps	Grant programmes and rate concessions set below the level required to change the economics of activation create deadweight expenditure without unlocking genuinely stalled projects. BDO financial modelling provides the directional benchmark; programme settings should be reviewed annually against updated market and feasibility evidence. Individual grant levels should be determined through project-specific feasibility assessment rather than applied uniformly.
3	Sustained State Government engagement	Many of the most important barriers sit outside CoA's direct control, including SA Water infrastructure, heritage assessment settings, State Government procurement, pre-sale support and meanwhile use legislation. A programme confined to CoA's own powers will make meaningful progress on the tractable segment of the GTR dataset but will not unlock the most resistant properties. The advocacy programme must be pursued with the same discipline as the direct-action programme.
4	Visible activation on CoA's own assets	Stakeholder evidence is consistent that private property owners will not follow a programme that CoA is not itself demonstrating. Early activation of CoA-controlled sites, whether through direct development, head lessor arrangements or meanwhile use facilitation, is a prerequisite for programme credibility and market confidence.

Governance minimum

The following governance elements are recommended as a minimum for programme management:

- Designated programme lead officer with authority across City Planning and Economic Development
- Internal programme register maintained in CoA's secure document management system
- Capital City Committee advocacy brief developed and updated as positions progress
- Housing Reference Group feedback incorporated in annual programme review
- Annual reporting to Council on properties progressed, dwellings delivered and fiscal cost of concessions

Overall conclusion

The City of Adelaide has a significant opportunity to convert vacant and underutilised land and buildings into housing, but the opportunity will not be realised through a single intervention. The evidence shows that vacancy is segmented, feasibility-constrained and highly dependent on property-specific circumstances.

Some properties can be activated through practical facilitation and modest incentives. Others require State Government partnership, infrastructure reform, procurement commitments or market changes before activation is realistic. The recommended programme adopts a disciplined, staged and evidence-based approach that reflects this complexity.

The programme starts with what CoA can do now

- Brokerage, owner engagement, rates and fee concessions, ARCHI enhancement, assessment streamlining and targeted programme management.
- It then builds toward the reforms and partnerships needed to unlock more complex sites: adaptive reuse policy reform, improved planning and building policies, State Government advocacy, infrastructure coordination, heritage anchor tenancy models and public-private partnerships.
- This approach recognises the limits of CoA's direct powers while making full use of the tools it does control.

The prioritisation framework ensures that resources are directed to properties where intervention is likely to change outcomes, while avoiding overcommitment to sites that are not yet activation-ready. The conditions register for Tier 2 properties creates a dynamic programme that responds as ownership, market conditions and programme settings change.

The outcome sought is not simply a reduction in the number of vacant properties. It is a more active, liveable and productive city where strategically located land and buildings contribute to housing supply, affordability, heritage renewal, public realm quality and long-term city vitality.

For further information contact Neil Howells, Hudson Howells, neil@hudsonhowells.com

Adelaide Oval Precinct Community Land Management Plan for Public Consultation

Tuesday, 8 September 2026
Council

Strategic Alignment - Our Environment

Public

Program Contact:

Sarah Gilmour, Associate
Director Park Lands, Policy &
Sustainability

Approving Officer:

Ilia Houridis, Director City
Shaping

EXECUTIVE SUMMARY

The purpose of this report is to present feedback provided by the Minister for Planning on the Community Land Management Plan (CLMP) for the Adelaide Oval Precinct part of Tarntanya Wama (Park 26) (**Attachment A**) and determines which draft option Council will endorse for the purposes of public consultation.

At its meeting on 30 October 2025, Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) endorsed the release of a revised CLMP which contemporised the current version and included some changes for statutory consultation (**Attachment B – Revision 1**), subject to approval by the Council and the Minister for Planning. The changes to the CLMP (Revision 1) included proposals by stakeholders in the Precinct, to enhance event provisions relating to Adelaide Oval No.2, to support event management, but not an increase in event days.

At its meeting on 11 November 2025, Council requested that Administration re-present to the City Planning, Development and Business Affairs (CPDBA) Committee, a revision of the CLMP that retained existing restrictions including, the hosting of events to non-consecutive days, capping attendance at 15,000 people and the requirement for sound delivery equipment to face southwards towards the city, for the purpose of public consultation. The only changes to this revision were contemporised references in the CLMP. This version (**Attachment C – Revision 2**) was approved by Council on 10 March 2026, subject to approval by the Minister for Planning.

Correspondence was sent to the Minister for Planning on 26 March 2026 and responded to on 18 August 2026 confirming the Minister's support for the Adelaide Oval Stadium Management Authority's request for greater flexibility for events and encouraging Council to consider this position in finalising the draft CLMP for public consultation.

RECOMMENDATION

THAT COUNCIL

1. Receives the correspondence dated 18 August 2026 from the Minister for Planning as contained in Attachment A to Item 14.1 on the Agenda for the Council meeting held on 8 September 2026, that confirms his support for the Adelaide Oval Stadium Management Authority's request for greater flexibility in how events at Adelaide Oval 2 are configured and managed, including greater flexibility for events occurring over consecutive days, and encourages Council to consider this position in finalising the draft Community Land Management Plan for the Adelaide Oval Precinct part of Tarntanya Wama (Park 26), for public consultation.
2. Approves the draft Community Land Management Plan for the Adelaide Oval Precinct part of Tarntanya Wama (Park 26) as contained in Attachment B – referred to in paragraph 15 as Option 1, which retains existing event restrictions **OR** Attachment C - referred to in paragraph 16 as Option 2, with amendments to event provisions, to Item 14.1 on the Agenda for the Council meeting held on 8 September 2026, being released for statutory consultation for a period of 28 days.
3. Authorises the Chief Executive Officer, or delegate, to authorise minor edits to the draft Community Land Management Plan for the Adelaide Oval Precinct part of Tarntanya Wama (Park 26) as contained in Attachment B – referred to in paragraph 15 as Option 1, which retains existing event restrictions **OR** Attachment C - referred to in paragraph 16 as Option 2, with amendments to event provisions, to Item

14.1 on the Agenda for the Council meeting held on 8 September 2026, for the purpose of undertaking public consultation.

4. Notes that the results of statutory public consultation will be presented to Kadaltilla and Council prior to approval of the CLMP.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Environment The status, attributes and character of our green spaces and the Park Lands are protected and strengthened. The provisions of the revised CLMP are consistent with the Adelaide Park Lands Management Strategy – Towards 2036.
Policy	The current CLMP is dated April 2021 (Link 1). The City of Adelaide Event Guidelines and the Event Amplified Sound Management Guidelines guide the event use of the areas within the Adelaide Oval Precinct under the care and control of Council. Public consultation on a CLMP for the Adelaide Park Lands must be undertaken in accordance with the statutory requirements of the <i>Local Government Act 1999</i> (SA).
Consultation	At the Council meeting on 11 November 2025, Council resolved to consult with relevant State Government Agencies before re-presenting a revised CLMP to the Council for consideration. Administration consulted with the Department for Infrastructure and Transport (DIT) and the Office for Design and Architecture South Australia (ODASA). These Agencies indicated formal feedback will be provided through the public consultation process. At its meeting on 10 March 2026 the Council approved the revised CLMP with retained event restrictions being released for statutory consultation, subject to approval from the Minister for Planning. The Minister responded on 18 August 2026, confirming support for the Adelaide Oval Stadium Management Authority's request for greater flexibility for events, and encouraging Council to consider this position in finalising the draft CLMP for public consultation. Should this be approved, consultation will commence for a period of no less than 21 days.
Resource	Not as a result of this report
Risk / Legal / Legislative	A CLMP for the Adelaide Park Lands must meet the statutory requirements of the <i>Local Government Act 1999</i> (SA) and <i>Adelaide Park Lands Act 2005</i> (SA). The CLMPs for the Adelaide Park Lands are legislatively required to be reviewed five-yearly in accordance with section 19(3) of the <i>Adelaide Park Lands Act 2005</i> (SA).
Opportunities	Not as a result of this report
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	Not as a result of this report
26/27 Budget Reconsideration	Not as a result of this report
Ongoing Costs	Not as a result of this report

DISCUSSION

Purpose

1. The purpose of this report is to present feedback from the Minister for Planning on the revised Community Land Management Plan (revised CLMP) for the Adelaide Oval Precinct part of Tarntanya Wama (Park 26) (**Attachment A**), and selecting its preferred CLMP option, prior to undertaking public consultation.

Background

2. At its meeting on 30 October 2025 Kadaltilla endorsed a revised CLMP ([Link 2](#)) being released for statutory consultation subject to approval by Council and the Minister for Planning that included changes proposed by stakeholders including an easing of event provisions.
3. At its meeting on 4 November 2025 the CPBDA Committee considered a report ([Link 3](#)) seeking approval to undertake community consultation on a revised CLMP (**Attachment B**). The draft CLMP (Revision 1) was informed by preliminary feedback from stakeholders in the Adelaide Oval Precinct.
4. The revised CLMP proposed changes to the usage of Adelaide Oval No.2 for events by:
 - 4.1. Increasing flexibility by allowing events to be hosted over consecutive days (limit of three days)
 - 4.2. Increasing the capacity of events to above 15,000 people subject to individual risk assessments and planning processes for events
 - 4.3. Removing the requirement for sound delivery equipment to face southwards toward the city with each event to be assessed on a case-by-case basis, with an acoustic consultant engaged to evaluate alternative stage orientations and recommend noise mitigation for nearby residents in accordance with the City of Adelaide Event Amplified Sound Management Guidelines.
5. No change to the number of events was proposed.
6. At its meeting on 11 November 2025 Council resolved to:

Requests Administration re-present to the CPDBA Committee, a revised Community Land Management Plan for the Adelaide Oval Precinct, retaining the existing restrictions within the Community Land Management Plan, includes the hosting of events to non-consecutive days, capping attendance at 15,000 people and the requirement for sound delivery equipment to face southwards towards the city, for the purpose of public consultation.
7. At the Council meeting on 11 November 2025, Council's Chief Executive Officer agreed to consult with relevant State Government Agencies before re-presenting a revised CLMP to the Council for consideration.
8. Consistent with this, Administration consulted relevant State Government Agencies in January 2026, including:
 - 8.1. Department for Infrastructure and Transport (DIT) which administers the *Adelaide Oval Redevelopment and Management Act 2011* (SA) on behalf of the Minister for Infrastructure and Transport.
 - 8.2. Office for Design and Architecture SA (ODASA) which administers the *Adelaide Park Lands Act 2005* (SA) ([Link 4](#)) on behalf of the Minister for Planning with ODASA providing written advice.
9. Both DIT and ODASA advised that they support the introduction of greater operational flexibility in the CLMP subject to appropriate safeguards to manage amenity, safety and environmental impacts.
10. A draft CLMP (Revision 2) was presented to the CPDBA Committee ([Link 5](#)) at its meeting on 3 March 2026 (**Attachment C**) with existing event restrictions retained.
11. At its meeting on 10 March 2026 Council approved the revised CLMP with retained event restrictions being released for statutory consultation, subject to approval from the Minister for Planning.
12. Correspondence was sent to the Minister for Planning on 26 March 2026 consulting on the proposed amendments prior to public consultation.

13. The Minister for Planning responded to Council on 18 August 2026 confirming support for the Adelaide Oval Stadium Management Authority's request for greater flexibility for events and encouraged Council to consider its position in finalising the draft CLMP for public consultation (**Attachment A**).

Options

14. Council has two options available in relation to the version of the Community Land Management Plan (CLMP) for the Adelaide Oval Precinct that is released for statutory public consultation.
15. Option 1 — Consult on the draft CLMP (Revision 2) that retains existing event restrictions (**Attachment C**)
- 15.1. Under this option, Council would resolve to release the draft CLMP that retains the existing event provisions (**Attachment C**) for statutory consultation, consistent with Council's resolution of 11 November 2025 and the version subsequently approved by Council on 10 March 2026.
- 15.2. This option maintains Council's current stated position and allows the community to comment on the existing provisions as part of the statutory process.
- 15.3. It would not reflect the Minister for Planning's confirmed support for greater event flexibility, and, depending on the outcome of consultation and any subsequent approval process, may increase the likelihood that Council and the Minister for Transport and Infrastructure are unable to reach agreement on the final content of the CLMP.
- 15.4. This may result in a statutory dispute resolution mechanism (see below).
16. Option 2 — Consult on the draft CLMP (Revision 1) with amendments to event provisions (**Attachment B**)
- 16.1. Under this option, Council would resolve to release the draft CLMP (**Attachment B**) for statutory consultation.
- 16.2. This version responds to feedback from stakeholders in the Precinct, including the Adelaide Oval Stadium Management Authority, and reflects the greater flexibility for events occurring over consecutive days that the Minister for Planning has confirmed his support for.
- 16.3. Consultation would illustrate proposed changes, providing the community with the opportunity to comment against or in support of the proposals.
- 16.4. This option is consistent with the Minister's correspondence of 18 August 2026 and reduces the risk of an impasse between Council and the Minister under section 13 of the *Adelaide Oval Redevelopment and Management Act 2011* (SA) (see below), as the Minister's position is already reflected in the document proposed for consultation.
- 16.5. This option does, however, depart from Council's resolution of 11 November 2025 that the existing restrictions be retained, and would need to be tested through community consultation before any final position is adopted.

Statutory dispute resolution mechanism

17. Administration notes that sections 12 and 13 of the *Adelaide Oval Redevelopment and Management Act 2011* (SA) provide a statutory mechanism to resolve any disagreement between Council and the Minister for Infrastructure and Transport on the final form of the CLMP. Where Council and the Minister cannot agree, either party may refer the matter to the State Planning Commission, which may:
- a) *determine whether or not a provision of the relevant management plan, or an act or decision of the Council or the Minister (as the case may be), is reasonable; and*
 - b) *subject to that determination under paragraph (a) —*
 - (i) *direct-*
 - (A) *that a provision of the relevant management plan be varied or revoked; or*
 - (B) *that a decision of the Council be varied or revoked, or that a different decision be made; or*
 - (C) *that the Minister agree to an amendment of the relevant management plan or to a new management plan; or*
 - (D) *that any related action be taken,*

(and a direction under this subparagraph has effect according to its terms, despite the provisions of Chapter 11 of the Local Government Act 1999 (SA) or the Adelaide Park Lands Management Strategy under the Adelaide Park Lands Act 2005 (SA); or

(ii) confirm that any act or decision of the Council or the Minister was reasonable in the circumstances.

18. This mechanism provides a pathway for resolution should Council's final position on the CLMP, following consultation, differ from the Minister for Infrastructure and Transport's stated position.

Next Steps

19. Pending Council's decision, the Administration will proceed with required statutory public consultation for no less than 21 days.
20. Stakeholders in the Precinct, the community, and State Government Agencies will be invited to provide feedback through the 'Our Adelaide' engagement platform.

DATA AND SUPPORTING INFORMATION

Link 1 - [Adopted Community Land Management Plan for the Adelaide Park Lands \(Oct 2023\)](#)

Link 2 - [Agenda - Kadaltilla / Adelaide Park Lands Authority – 30 October 2025](#)

Link 3 - [Agenda – City Planning, Development and Business Affairs Committee – Tuesday, 4 November 2025](#)

Link 4 - [Adelaide Park Lands Act 2005 \(SA\)](#)

Link 5 - [Agenda - City Planning, Development and Business Affairs Committee – Tuesday, 3 March 2026](#)

ATTACHMENTS

Attachment A – Correspondence from the Hon Nick Champion MP, Minister for Planning, 18 August 2026

Attachment B – Community Land Management Plan (CLMP) for the Adelaide Oval Precinct part of Tarntanya Wama (Park 26) – October 2025 Revision 1.

Attachment C – Community Land Management Plan (CLMP) for the Adelaide Oval Precinct part of Tarntanya Wama (Park 26) – March 2026 Revision 2.

- END OF REPORT -



**Government
of South Australia**

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Urban Development**

**Minister for Housing
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Hon Nick Champion MP

26MP170247

Mr Ilia Houridis
Director, City Shaping
City of Adelaide

By email: s.gilmour@cityofadelaide.com.au

Dear Mr Houridis

Thank you for consulting with me, in accordance with the *Adelaide Park Lands Act 2005*, on the proposed amendments to the Adelaide Park Lands Community Land Management Plan – Adelaide Oval Precinct (the Plan).

I acknowledge the work undertaken by the City of Adelaide in preparing the proposed amendments, including engagement with key stakeholders as part of the review process.

I support the Adelaide Oval Stadium Management Authority's request for greater flexibility in how events at Adelaide Oval 2 are configured and managed, including greater flexibility for events occurring over consecutive days, and encourage Council to consider this position in finalising the draft Plan for public consultation.

It is important that the Plan remains consistent with the *Adelaide Park Lands Act 2005* and the Adelaide Park Lands Management Strategy, while appropriately recognising the legislative framework applying to the Adelaide Oval Precinct.

I note that, under section 7 of the *Adelaide Oval Redevelopment and Management Act 2011*, amendments to the Plan require the agreement of the Minister for Infrastructure and Transport.

I wish Council success with public consultation on the draft Plan and in considering the views of the community and stakeholders.

Yours sincerely

Hon Nick Champion MP
Minister for Planning

18/8 / 2026



Adelaide Park Lands Community Land Management Plan

ADELAIDE OVAL PRECINCT

(Including amendments to event provisions)

Part of Tarntanya Wama (Park 26)



DOCUMENT PROPERTIES

Contact for enquiries

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Figure 1: Identification of the Adelaide Oval Precinct in Tarntanya Wama (Park 26)

About this part of the Adelaide Park Lands - Community Land Management Plan

This part of the Adelaide Park Lands Community Land Management Plan (CLMP) outlines how the City of Adelaide (CoA) will manage the land in the Adelaide Oval precinct within Tarntanya Wama (Park 26).

The Adelaide Oval Precinct has been separated from the remainder of the Adelaide Park Lands CLMP due to the precinct being predominantly under a Ministerial Lease and requiring further consideration and alignment to the Adelaide Oval Redevelopment and Management Act 2011 (SA).

The CLMP is consistent with the Adelaide Park Lands Management Strategy – Towards 2036 (APLMS), which sets a vision for the future management, enhancement and protection of the Adelaide Park Lands.

The CLMP meets the statutory requirements of section 196 of the *Local Government Act 1999* (SA) and section 19 of the *Adelaide Park Lands Act 2005* (SA). This part should also be read in conjunction with the *Adelaide Oval Redevelopment and Management Act 2011* (SA) (AORM Act) and the relevant leases and licences described herein.

Identification of the Land

This part applies to the area bounded by War Memorial Drive, King William Road, Pennington Terrace and Montefiore Road, in the park known as Tarntanya Wama (Park 26), as shown in Figure 2.

DRAFT



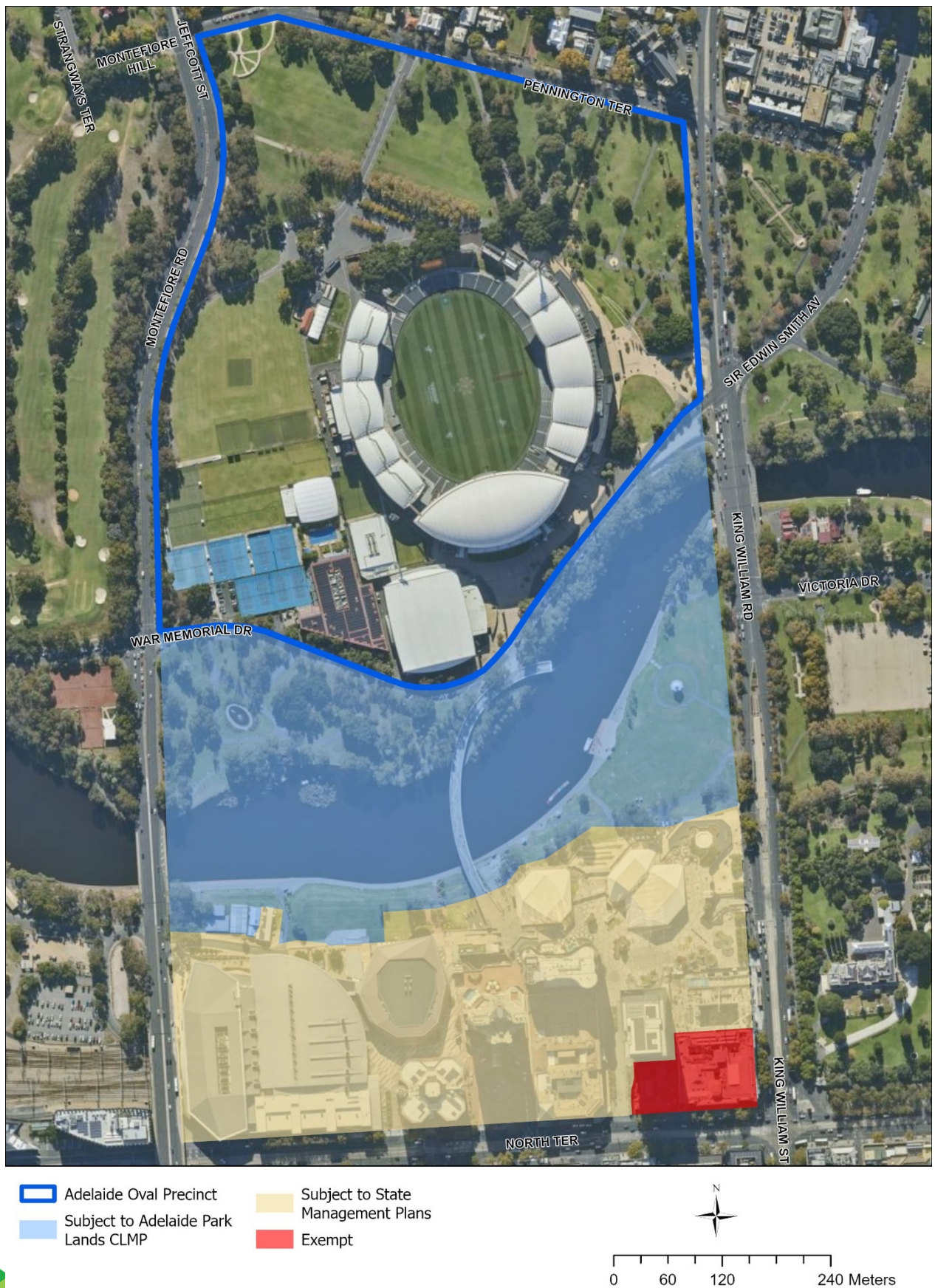


Figure 2: Adelaide Oval Precinct in context of Tarntanya Wama (Park 26)
(Aerial image September 2025)

1. ADELAIDE OVAL PRECINCT GOVERNANCE

A number of special provisions apply to the governance of Adelaide Oval and surrounds (Figure 3). In particular, the AORM Act imposes a range of provisions and conditions.

Pursuant to section 7 of the AORM Act, any new or amended CLMP that changes the provisions relating to the Adelaide Oval Licence Area must be agreed to by the Minister. Until the Minister agrees, the Management Plan in place before the amendment will continue to apply.

Key Governing Legislation

<i>Environment Protection and Biodiversity Conservations Act 1999 (Cth)</i> National Heritage Listing applies to Adelaide Park Lands and City Layout	<i>Adelaide Oval Redevelopment & Management Act 2011 (SA)</i> - Core / Leased Area - Licenced Area	<i>Adelaide Park Lands Act 2005 (SA)</i> S. 21 does not apply to Core / Leased Area	<i>Local Government Act 1999(SA)</i> Chapter 11 does not apply to the Core / Leased Area
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Governing Bodies

Minister for Planning (SA) <i>Adelaide Park Lands Act 2005 (SA)</i>	Minister for Transport and Infrastructure (SA) <i>- Core / Lease and License Areas only - sublet to Adelaide Oval Stadium Management Authority</i>	City of Adelaide <i>- Custodian of all land in the Precinct: - Adelaide Oval - leased area - Stella Bowen Park & Oval No. 2 (Adelaide Oval licenced area) - Pennington and Creswell Gardens - Areas occupied by Tennis SA, War Memorial Drive Tennis Club and Next Generation</i>	Kadaltilla / Adelaide Park Lands Authority <i>Advisory to State Government and City of Adelaide</i>
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Plans, Policies, Leases & Licences

Gazetted Values of the National Heritage Site	Adelaide Oval License Area - City of Adelaide / Minister for Transport & Infrastructure	Lease for Core Area - City of Adelaide / Minister for Transport & Infrastructure
Adelaide Park Lands Management Strategy - Does not apply to the Core / Leased Area - applies to all other areas of the Precinct	Sub Licences to Adelaide Oval Stadium Managment Authority, South Australian Cricket Association and South Australian National Football League	Sub-let to Adelaide Oval Stadium Managment Authority
Community Land Management Plan - Does not apply to the Core / Leased Area - applies to all other areas of the Precinct	City of Adelaide Lease for War Memorial Drive Tennis Club Sub-let to David Lloyd Leisure as Next Generation	City of Adelaide Lease - for Tennis SA Area
National Heritage Management Plan for the Adelaide Park Lands and City Layout		

Figure 3: Governance summary for Adelaide Oval precinct

Precinct components

Section 3 and Schedules 2 to 4 of the AORM Act define two areas of the precinct that are subject to differing provisions: the Adelaide Oval Core Area and the Adelaide Oval Licence Area. These are shown in Figure 3.

The precinct comprises the following components (Figure 4):

- Adelaide Oval Core Area
- Adelaide Oval Licence Area, in turn comprising:
 - Stella Bowen Park
 - Adelaide Oval No 2
- Light's Vision
- Pennington Gardens West
- Creswell Garden
- Memorial Drive Tennis Centre (leased to Tennis SA Inc.)
- Memorial Drive Tennis Club Inc. (sub-let to Next Generation Clubs Australia Pty Ltd)
- small areas adjacent to the tennis facilities (on south and west sides)
- peripheral land along War Memorial Drive, Montefiore Road and Pennington Terrace.

These components are contained within allotment numbers D81642AL100 (CR6102/703) and D81642AL129 (CR6102/703) which are included in the Adelaide Park Lands Plan.

The AORM Act does not apply to areas of the precinct that are outside the defined Core Area and Licence Area. Victor Richardson Road is closed and forms part of the Core Area shown on map below.

The Adelaide Oval Core Area is exempt from the provisions of this CLMP and of the APLMS, under section 11 of the AORM Act.

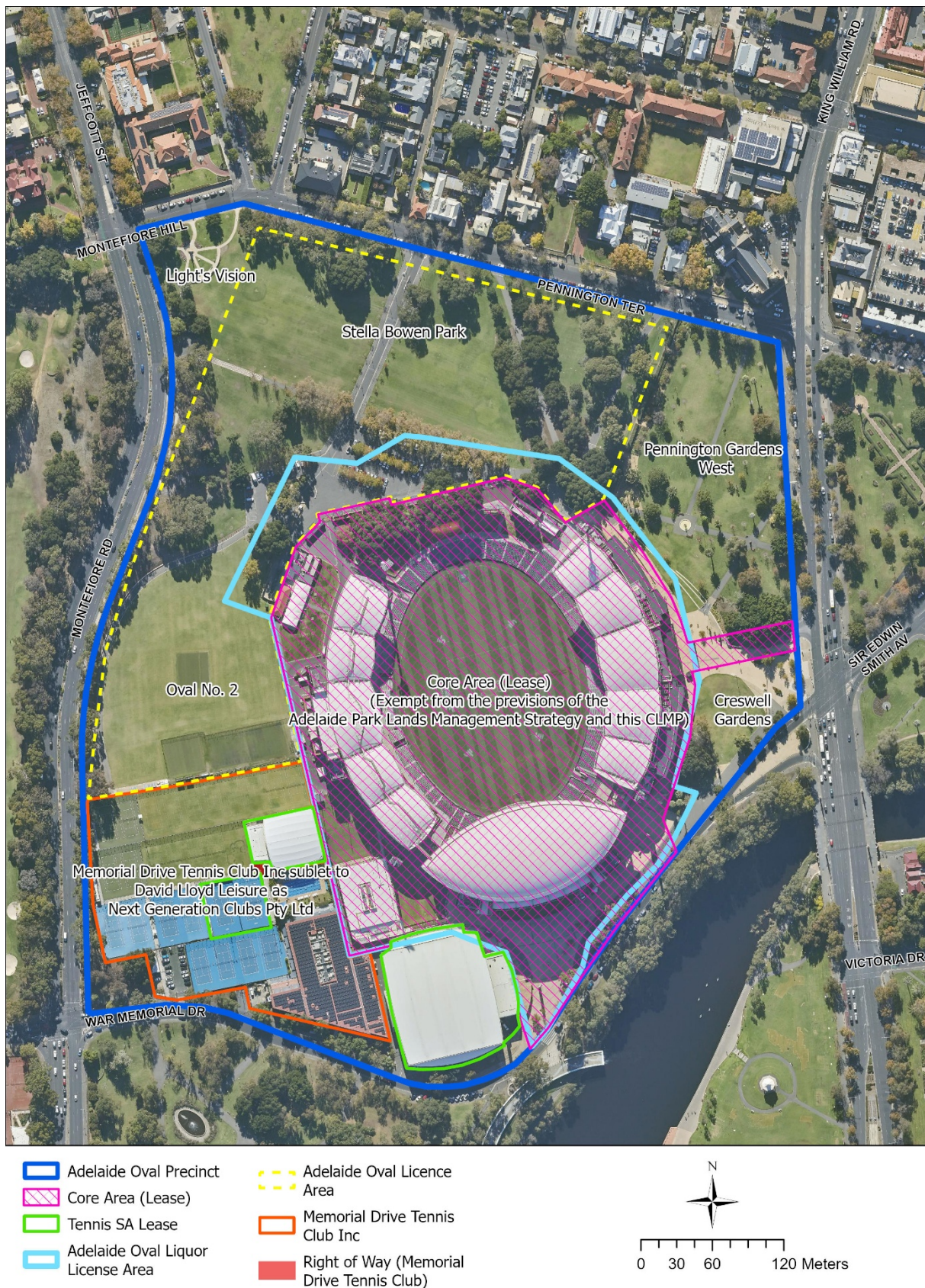


Figure 4: Adelaide Oval Precinct in Park 26 (Aerial Image – September 2025)

Status of land as Adelaide Park Lands

The Core Area and Licence Area both remain Adelaide Park Lands under the AORM Act and as defined by the *Adelaide Park Lands Act 2005* and Adelaide Park Lands Plan.

The Core Area is not subject to the provisions of the APLMS or this CLMP.

Regarding the Licence Area, section 13 of the AORM Act states that:

“Except to the extent that is reasonably required in connection with the operation of Part 2 [the Core Area] and Part 3 [the Licence Area], the Minister should, in managing any part of the Adelaide Oval Licence Area, seek to protect and enhance the area as park lands for the use and enjoyment of members of the public”.

Further, section 7(10) of the AORM Act states that any use of, or any associated works on, the Licence Area “will be subject to the provisions of the Council’s management plan [CLMP] ... that relate to the Adelaide Oval Licence Area”. This provision is subject to further provisions relating to possible arbitration by the State Commission Assessment Panel.

Custodianship of Adelaide Oval Precinct

Owner: The Crown in the right of the State

Custodian: The Corporation of the City of Adelaide (CoA)

In the Core Area, the CoA has granted a lease to the Minister (as required under Part 2 of the AORM Act) and the Minister has granted a sublease to the Stadium Management Authority (SMA).

In the area northwest and adjacent to the Core Area, the CoA has granted a licence to the Minister (as required under Part 3 of the AORM Act).

3 (b) Purpose for which the land is held by the City of Adelaide

The purpose for which the Adelaide Park Lands is held is to provide benefit to the people of South Australia by being publicly accessible and supporting a diverse range of environmental, natural heritage, cultural, recreational and social values and activities, providing a defining feature to the City of Adelaide, and contributing to the economic and social well-being of the city.

Each park’s purpose is to be a park within the overall open space network of the Adelaide Park Lands.

The Adelaide Park Lands support biodiversity and play an important role in the recovery of pre-European native planting associations according to the topography and natural systems of each park.

The Adelaide Park Lands provide a green open space buffer that visually and physically separate the urban form of the city to the surrounding adjacent suburbs.

The Adelaide Park Lands provide a connection to nature for the community to improve health and wellbeing.

The Adelaide Park Lands retain trees and understorey that contribute to overall canopy cover and biodiversity according to their landscape typologies and character. Trees should be retained and replaced with succession planting over time to maintain canopy targets and planting associations.

In addition to this, the Adelaide Park Lands surrounding Adelaide Oval are held under the care, control and management of the CoA to:

- Serve the general social, recreational and sporting (particularly at the elite level) needs of the community

- Contribute to the health and well-being of the community by hosting activities and events of both a formal and informal nature, with the Oval surrounds serving as a place of quiet respite
- Provide public benefit with the Oval surrounds being generally available as freely and publicly accessible open space with minimal built form.

The purpose also recognises the uses and activities permitted in the areas surrounding Adelaide Oval under the terms of the Adelaide Oval Licence Area Licence Agreement provided by the CoA to the Minister for Transport in order to manage Adelaide Oval as a world class sporting facility, as follows:

- Parking on grassed areas within a park-like setting in association with events at Adelaide Oval or Adelaide Oval No 2
- Providing reasonable access (including vehicular access) to any part of the Adelaide Oval Core Area
- Activities that are ancillary to the use of Adelaide Oval or Adelaide Oval No 2 and take place on a temporary basis for a period not exceeding 1 month
- Providing facilities for the playing and watching of sport
- Activities provided for by regulation (there are currently no regulations associated with the Act).

National Heritage Listing context

The Adelaide Park Lands and City Layout was included on the National Heritage List on 7 November 2008.

The Adelaide Oval precinct is an integral component of the Adelaide Park Lands and City Layout as listed on the National Heritage List. The Adelaide Oval precinct sits between the City and North Adelaide and is part of the Torrens Valley landscape vista which forms the transition between the two parts of the City.

The Adelaide Park Lands that frame the Adelaide Oval support, complement and showcase the facility, serving as important aesthetic entrances.

For this reason, all activity, development and alterations within the precinct must be consistent with the values that provide the basis for the listing, within the operation of the AORM Act.

3 (c) CLMP objectives for management of the Adelaide Park Lands

The objectives for the area of Adelaide Park Lands within the Adelaide Oval Precinct managed by Council are:

1. To protect the National Heritage values of the Adelaide Park Lands and City Layout.
2. To hold the Adelaide Park Lands for public benefit, freely available to the people of South Australia for their use and enjoyment.
3. To ensure a balance of environmental, cultural, recreational, economic and social uses of the Adelaide Park Lands.
4. To recognise, protect, enhance and interpret cultural heritage sites of Kaurna and European significance.

3 (d) Performance targets and measures

The following performance targets and measures are established for the CLMP objectives defined above.

Objective	Target	Measure
1. To protect the National Heritage values of the Adelaide Park Lands and City Layout.	T1.No impact on National Heritage values. T2.No loss in the spatial extent of the Park Lands.	M1.Any potential impacts to the National Heritage Values are assessed through a referral process to the Federal Government agency responsible for the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>. M2.Any changes to the spatial extent of the Adelaide Park Lands are managed through variations to the Adelaide Park Lands Plan which require consideration by Kadaltilla / Adelaide Park Lands Authority and Council.
2. To hold the Adelaide Park Lands for public benefit, freely available to the people of South Australia and visitors for their use and enjoyment.	T3.Retain free and open access to all (with the exception of areas for which access restrictions are in place in accordance with this CLMP and Legislation).	M3.Any changes to existing public access areas or to the temporary restrictions imposed by the Adelaide Oval Licence Area Licence would require the consideration of Kadaltilla / Adelaide Park Lands Authority and Council.
3. To ensure a balance of environmental, cultural, recreational and social uses of the Adelaide Park Lands.	T4.Maintain the diversity of environmental, cultural, recreational and social activities.	M4.Any significant proposals for changes to the existing landscape typology or use arrangements would require the consideration of Kadaltilla / Adelaide Park Lands Authority and the Council.
4. To recognise, protect, enhance and interpret cultural heritage sites of	T5.No negative impacts on cultural heritage sites of Kaurna and European significance.	M5.Any potential impacts to Kaurna or non-Kaurna cultural sites or values as assessed by an

Kaurna and Non-Kaurna significance.		expert inspection by CoA or where relevant the Kaurna Yerta Aboriginal Corporation (KYAC) will be considered through reports to Kadaltilla / Adelaide Park Lands Authority and the Council. Any impacts will be reported
5. To reduce impervious surfaces and improve the landscape character of the Adelaide Park Lands.	T6. Through asset renewal work with lease/license holders to reduce designated car parking by 5% and minimise impervious surfaces.	M6. Undertake regular car parking and hard stand review and report any changes to Kadaltilla / Adelaide Park Lands Authority

2. KAURNA STATEMENT OF CULTURAL SIGNIFICANCE

Together with Pinky Flat (Pingku) and River Torrens / Karrawirra Pari, the site of Adelaide Oval is part of the Red Kangaroo Dreaming and was an extended campsite used by Kaurna people (Miyurna) for ceremonies, games, religious observances and burials. Consequently, Adelaide Oval and surrounds are of spiritual and cultural significance for Kaurna Miyurna.

After the arrival of Europeans and before Adelaide Oval was established, Kaurna Miyurna and other Aboriginal groups continued their traditions of public performance for visitors to the 'country'. Kaurna Miyurna were displaced from the area along the River Torrens/Karrawirra Pari as the City and Adelaide Park Lands were established and progressively developed.

Following the establishment of Adelaide Oval as a sporting venue, Kaurna Miyurna staged two corroborees at the Oval.

Some Aboriginal participation in sport at the Oval occurred during the nineteenth and twentieth centuries; however, this was limited due to the attitudes of settlers and the racist practices in place at the time. Aboriginal involvement was most notable in Australian rules football.

The Oval is a forum in which Aboriginal and non-Aboriginal people can interact through sport and other events, contributing in part to the improvement of cultural relations between non-Aboriginal and Aboriginal people.

The Adelaide Oval Precinct is within the Kaurna Determination Area.

3. HISTORICAL CONTEXT

Pre-settlement cultural significance

The CoA has developed the Kaurna Voices Cultural Mapping which explores many of Kaurna Miyurna's sacred connections to the land now known as Adelaide including places and stories within Tarntanya Wama. Mapping highlights the significant historical experiences and events that have occurred from early colonisation times.

The CoA will continue to work closely with Kaurna Elders and community to undertake cultural mapping across the Adelaide Park Lands. The outcomes of this mapping will ensure

that sites of Kaurna cultural heritage significance in Tarntanya Wama are documented, recognised, promoted and understood where culturally appropriate.

Post-settlement cultural significance

Adelaide Oval has been a focal point for major sporting and cultural events since it was first established. The site has been used as a sporting venue consistently since the 1840s. The earliest formal uses of the site for cricket date from the period 1859 to 1865, when the SA Cricket Club leased six acres on the current site and installed fencing and planted a cricket pitch. The South Australian Cricket Association (SACA) was formed in 1871.

The 2007 Cultural Landscape Assessment for the Adelaide Park Lands notes that the precinct “contains considerable meanings and features of historic, aesthetic, social, geographical, design, and cultural associations and merit”.

The precinct includes the following significant features which will continue to be managed as State Heritage Places or where appropriate, investigate future State or local heritage listing. Some of these are listed as a State heritage place under the [Heritage Places Act 1993](https://www.legislation.sa.gov.au/LZ/C/A/Heritage Places Act 1993.aspx) (SA). <https://www.legislation.sa.gov.au/LZ/C/A/Heritage Places Act 1993.aspx>

1. Light's Vision and Memorial to Colonel William Light (State heritage place)

Light's Vision is a prominent lookout and monument on Montefiore Hill, commemorating Colonel William Light. Created in 1936, the site previously provided a striking and distinctive view of the City, although this view is now largely obscured by the new Adelaide Oval structures; nevertheless, the view down to the Oval itself remains important. The vantage point remains a popular tourist attraction and is frequently used for public occasions and announcements.

Montefiore Hill was identified and integrated into Light's original Plan of Adelaide. Its geographical significance was re-awakened with the State centenary in 1936, when it was re-created as a formal lookout and designated as 'Light's Vision', with the creation of a small northern Italian landscape on its crest. At the time, the Council and architect Walter Bagot recognised the geographical importance of Montefiore Hill, designed and planted significant features on its crest, and kept its flanks clear of vegetation to heighten its prominence.

2. The George Giffen, Sir Edwin Smith & Mostyn Evan Grandstands, Adelaide Oval (State heritage place)

“The George Giffen (1882, 1889, 1929), Sir Edwin Smith (1929) and Mostyn Evan (1929) Grandstands are directly associated with the history and development of the Adelaide Oval and are the main viewing structures on South Australia's principal sporting venue. The scale, detailing and alterations to the grandstands reflect the continual growth and changes required to satisfy the demands of sports spectators over a period of more than a century.

3. Adelaide Oval Scoreboard (State heritage place)

The Adelaide Oval Scoreboard, completed in 1911, is an excellent example of an architect's solution to a potentially mundane commission. Manually operated over four storeys, the Scoreboard incorporated new features including a novel approach to the layout of information which gave unparalleled detail on the progress of cricket matches, only surpassed with the advent of modern electronic scoreboards.

4. War Memorial Oak (State heritage place)

The War Memorial Oak in Creswell Garden was the first tree planted in Australia to memorialise the outbreak of World War One. The oak was planted on 29 August 1914 by the then Governor of South Australia, just 25 days after the declaration of war between Great Britain and Germany. Its purpose was not to commemorate the War, but to inspire patriotism.

5. Statue of Hercules (State heritage place)

The Statue of Hercules was a gift to the City by philanthropist William Austin Horn in 1892 and is a copy of the Farnese Hercules excavated in Naples. The statue was relocated to Pennington Gardens West in 1930 following renovations to Victoria Square / Tarntanyangga.

6. Memorial to Captain Ross Smith (State heritage place)

This memorial in Creswell Garden was unveiled on 10 December 1927 to commemorate the anniversary of the landing of Sir Ross Smith after his flight from England to Australia in 1919. The statue carries four bronze reliefs depicting the events of the flight. The flight by the South Australian-born aviator is considered a symbolic challenge to the perceived isolation of Australia from the rest of the world.

7. Pennington Gardens West and Creswell Garden

From about 1900, these gardens served as meeting points and important aesthetic entrances to Adelaide Oval as sporting events became more formalised and attendance numbers increased. This prompted the crafting in the early 1900s of a gardenesque landscape setting which, although modified during the Oval redevelopment between 2012 and 2014, retains essential elements of its creation and planting.

8. Pennington Gardens Fountain (previously known as the Creswell Garden Fountain)

This is a large Victorian-style cast-iron fountain created for the 1885 Adelaide International Exhibition and relocated to Creswell Garden in 1909. It was then relocated from Creswell Garden to Pennington Gardens during the redevelopment of Adelaide Oval in 2014. The 2007 Cultural Landscape Assessment described the fountain as having high significance and recommended it for inclusion on the State Heritage Register.

9. Remnant White Cedar Pathway

Immediately west of the entrance roadway from Pennington Terrace are four white cedar trees (*Melia azedarach* var. *australasica*). These are the remnants of White Cedar Avenue, which was established by the City Gardener, August Pelzer, in 1907 and which stretched diagonally from Pennington Terrace to Adelaide Oval. The avenue was considered the oldest remaining White Cedar Avenue in the Adelaide Park Lands north of the River Torrens / Karrawirra Pari, until it was removed in 2012 as part of the Adelaide Oval redevelopment.

10. Creswell Garden sign

This arched sign consists of two cast-iron columns, partially fluted, with stylised Corinthian capitals topped by scrolls and spiked finials. The sign was installed in October 1910 with restoration works by Council in 1989.

Cultural Assessment

The 2007 Cultural Landscape Assessment described the sign as having high significance and recommended it for inclusion on the State Heritage Register.

Sir Donald Bradman Statue

A statue commemorating the internationally renowned cricketer Sir Donald Bradman (1908–2001) is located near the eastern entrance to the Oval. Designed by Adelaide artist Robert Hannaford and standing 2.5 metres high on a 1.5 metre stone plinth, it was unveiled in February 2002.

Other memorials and plaques

Other memorials and plaques present in the precinct are:

1. Bereaved Through Suicide Support Memorial
2. The Compassionate Friends Memorial

3. Homicide Victims of South Australia Memorial
4. Light's Vision Sundial (originally located on Montefiore Hill lookout prior to erection of the Colonel Light Statue)
5. Jack Reedman Memorial Drinking Fountain (erected in 1929 to honour J. C. Reedman, an outstanding player of both Australian rules football and cricket in the late 19th century).
6. Jason Gillespie sculpture - the sculpture commemorates Jason Gillespie's contribution to Australian and South Australian cricket.

Changes

The redevelopment of Adelaide Oval between 2012 and 2014 resulted in significant changes to the built form of the Oval, Creswell Garden, Pennington Gardens West and the area to the north now known as Stella Bowen Park. These include:

- removal of Laffer Gardens from Pennington Gardens
- contraction and redesign of Creswell Garden
- loss of most of White Cedar Avenue from the northern area
- demolition of the ticket house on the eastern side of the Oval.

Expansion of Oval No 2 occurred in 2015 and consequent changes to the pathway adjacent to Montefiore Hill and to the landscaping of the Montefiore Hill embankment.

The Memorial Drive Tennis Centre Stage 2 Redevelopment in 2022 resulted in the construction of new northern and eastern stands, upgrades to the existing southern stand; court platform upgrades including new centre court rebuild, reconfiguration of site entry/exit areas, upgrades to existing roof works, and additional site provisions to cater for enhanced communications and visual display.

4. DRIVERS OF CHANGE

Redevelopment of Adelaide Oval and Memorial Drive Tennis Centre and the associated changes to the precinct have been completed. No further major redevelopments are planned or envisaged for the precinct. Forecast population growth identified in the City of Adelaide – City Plan and in the Greater Adelaide Regional Plan indicates the need for the Adelaide Park Lands to prioritise and maintain publicly accessible open space.

5. POLICIES AND PROPOSALS FOR THE USE AND MANAGEMENT OF THE ADELAIDE OVAL PRECINCT

General

The Adelaide Oval precinct sits within the River Torrens valley and the natural topography of the site should be respected. The rising and falling Park Lands setting either side of King William Road serves as an important entry to the City.

Adelaide Oval, the tennis facilities and Next Generation Fitness Centre are to retain their open, formal, high-quality Adelaide Park Lands setting. In general, the areas of soft landscaping should be irrigated turf and planting beds with large ornamental trees providing shade and a high level of natural amenity.

The existing extent and spatial arrangements of gardens, trees, paths and open grassed areas will be maintained to a high standard as a formal park setting.

The precinct's significant cultural and landscape heritage and Victorian character will be recognised, reinforced and interpreted in a contemporary manner. This character includes:

- considered placement of statues, memorials and fountains
- formal axial pathways
- the first tree planted as a war memorial in Australia
- a European landscape of large, long-lived shade trees, grass and herbaceous borders.

The existing structure of the gardens and open Park Lands will be preserved; this includes existing roadways, pathways and mature trees (including eucalypts, elms, oaks, figs and white cedars).

Monuments should be retained in their current locations.

Permanent built form and further provision of designated car parking is inconsistent with the purpose, design and use of the landscape.

Areas of hardstand and existing designated car parking will be reviewed as part of the asset renewal program with the intent to reduce impervious surfaces within the precinct.

Existing open grassed spaces are to be retained and framed by large shady trees.

New tree species will be long-lived, tall shade trees including *Araucaria*, *Ficus*, *Platanus*, *Quercus*, *Pinus* and *Ulmus*. Both deciduous and evergreen species are acceptable, consistent with existing trees.

Herbaceous shrub and garden beds will continue to be predominant in Creswell and Pennington Gardens, including preservation of the existing garden bed between Pennington Gardens and Stella Bowen Park. The locations and design of beds should be consistent with crime prevention through environmental design (CPTED) principles. The planting character of the beds should be colourful and favour species that flower and display seasonally.

Species selection and replacement is to be agreed upon with CoA.

Periodic reviews should be undertaken with landscape experts and qualified arborists; this should be undertaken at least annually.

Periodic turf review should be conducted with CoA.

The water that is used will be predominantly from the Glenelg to Adelaide Park Lands recycled water scheme and the Torrens Lake.

Future planning of the areas outside of the Core Area will consider relevant Park Lands wide strategies and the 'Future Considerations' outlined in the Riverbank Precinct Plan within the APLMS – Towards 2036.

Creswell Garden and Pennington Gardens West

The integrity of Creswell Garden and Pennington Gardens West as formal park landscapes will be retained and reinforced.

The Creswell Garden sign will be retained.

Events are appropriate in Creswell Garden and Pennington Gardens West in accordance with the City of [Adelaide Event Guidelines](#).

Stella Bowen Park

Stella Bowen Park will continue to be managed as a formal park landscape including being grassed, irrigated, versatile and open with large shady trees.

The Adelaide Oval Licence permits the SMA first rights in Stella Bowen Park for activities specified under section 7(6) of the AORM Act (refer to Policies for the Granting of Leases or Licences, Section 6, p 18).

To facilitate the use of this area by the public, when the SMA is not using the Park:

- Events can be held at the location in accordance with the City of Adelaide Event Guidelines.
- CoA will consult with the SMA to ensure the Park is available when considering applications for such events.

All proposals would be assessed by the City of Adelaide's City Events & Business Centre teams.

Light's Vision

The open, ornamental and historic characteristics of Light's Vision and Montefiore Hill, with the associated unimpeded views to and from the Oval, will be retained. The characteristic Tuscan-style balustrading will be retained.

Generally, events are not appropriate within the Light's Vision garden area, given the small size of the area, its formality and design, and frequent visits by tourists. However, some events may be acceptable, with proposals being assessed by the CoA's events teams in line with the City of Adelaide Event Guidelines.

Events of a commercial nature are not appropriate.

Oval No 2

The "village green" character of Oval No 2 will be retained, by:

- perimeter plantings of large, ornamental shady trees
- the absence of built form
- the optional inclusion of modest scaled seating to accommodate up to 100 people, which may be covered for shade and rain protection but must be unenclosed
- ensuring the picket fence allows for reasonable public access
- restricting the existing roadway to its current width and alignment.

The Adelaide Oval Licence permits use of Oval No 2 on an ancillary basis in conjunction with use of the Adelaide Oval Core Area. In addition to this licensed ancillary use, Oval No 2 is permitted to be used for standalone or multi-day events subject to the following conditions:

- No more than six community, cultural or music events per calendar year (not exceeding three consecutive days)
- Event attendance is limited to 15,000 people. Any increase requires a risk assessment and event planning review to ensure safety, traffic, and crowd management comply with City of Adelaide guidelines.
- Main stages face away from Noise Sensitive Receivers; if not, events must submit a Noise Management Plan that justifies the orientation and outlines mitigation measures, in accordance with the City of Adelaide Event Amplified Sound Management Guidelines and relevant EPA regulations.
- ~~No more than six (non-consecutive) single-day community, cultural or music events per calendar year.~~
- ~~No more than 15,000 people in attendance / event tickets.~~
- ~~All sound delivery equipment facing southwards / towards the city.~~
- Demonstrated compliance with the COA's [Event Amplified Sound Management Guidelines](#)
- Provision of a copy of the proposed traffic management plan in accordance with the City of Adelaide's requirements for [Road Events](#).

- Effective scheduling to minimise there is no conflict with other city events, activities or projects and to minimise disruption to the daily life of the city.
- Compliance with the City of [Adelaide Event Guidelines](#)
- Approval from the CoA Chief Executive Officer.

Peripheral areas

The peripheral areas of the Precinct will be maintained as a formal park landscape. These areas will;

- reinforce the Park Lands character of the precinct through perimeter planting
- include formal paths to accommodate the large numbers of pedestrians moving to and from the Oval and Tennis Centre.
- Provide opportunities for interpretive signage to celebrate the cultural significance of the precinct.

Parking

Permanent designated and undercroft car parking will be limited to that identified in Figure 5 (with the exception of parking in the Core Area, which is not subject to this CLMP).

The time restricted public car parks adjacent to Light's Vision will be retained. As part of any future asset renewal process, a review of the designated car parking may provide opportunity for more efficient park layouts and result in the reduction of impervious surfaces or water sensitive urban design treatments into the future.

Event car parking, in association with events either at Adelaide Oval or Oval No 2, as approved by the SMA, may occur within any part of the Licence Area, which accommodates approximately 1,350 cars.

Parking on grassed areas must be managed in a sustainable manner including:

- use of robust grass species
- adequate resting of areas
- adequate watering
- coring, slicing and other measures to prevent compaction
- tree protection zones to protect root systems
- Returfing and protection during reestablishment.



- Adelaide Oval Precinct
- Temporary / Event Parking - Managed by SMA
- Designated Car Parking

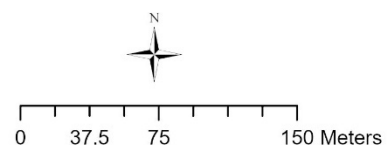


Figure 5: Designated, Temporary (event) and undercroft car parking in Adelaide Oval Precinct

Dog management

Dogs must be kept on-leash, which means that a person is controlling the dog:

- by means of a chain, cord or leash that does not exceed 2 metres in length, or
- by tethering it to a fixed object by means of a chain, cord or leash that does not exceed 2 metres in length.

Natural Systems and Climate Resilience

The Precinct is located in close proximity to the River Torrens/Karrawirra Pari and must be sensitive to the surrounding natural environment. This includes by ensuring management and activities are designed to:

- Improve water quality of the River Torrens/Karrawirra Pari
- Enhance biodiversity and green links to the river and surrounding corridors
- Contribute to developing a climate resilient city and ensure climate change risks and opportunities are assessed and integrated in decision making.

6. PUBLIC USE AND MOVEMENT THROUGH PARK 26

The precinct serves as an important pedestrian and cycling corridor between North Adelaide and the CBD, providing people with a relaxing and enjoyable landscape through which to move. The precinct also provides many important locations for people to enjoy the Adelaide Park Lands and engage with the heritage of the precinct.

Adelaide Oval Licence Area

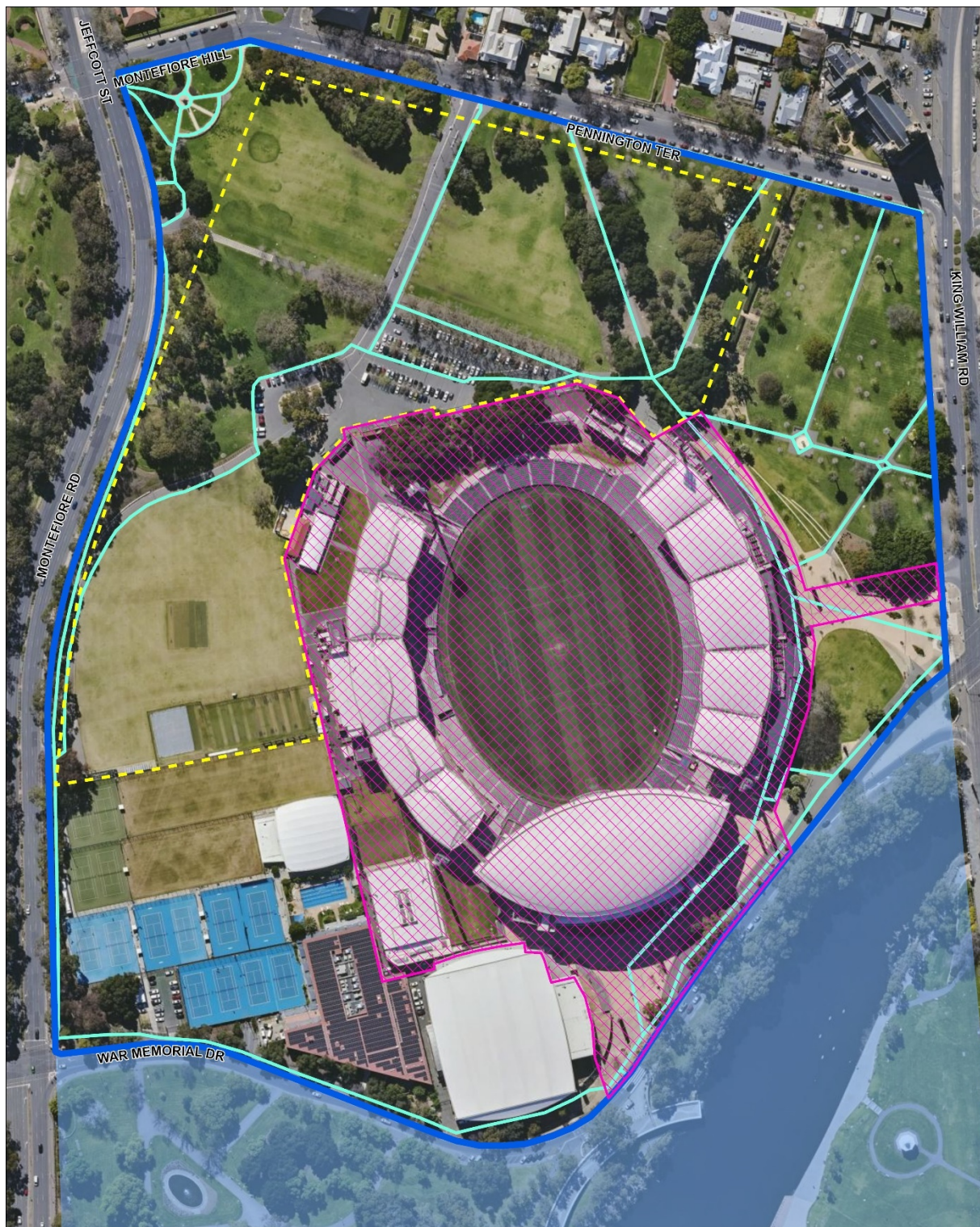
Under the AORM ACT, the Licence Area is to generally remain publicly accessible Park Lands.

In accordance with clause 6.2 of the licence for the Licence Area, the Minister or SMA must not unreasonably withhold its consent to any request from the public to use the Licence Area land if that use of the land would not interfere with any use of the land by the SMA, SACA or South Australian National Football League (SANFL).

The pedestrian and bicycle routes will be maintained as per Figure 6, except as limited by the provisions of the Adelaide Oval Licence, particularly those under clause 7 regarding fences or barriers.

Adelaide Oval Core Area

Public use and movement in the Core Area are restricted in accordance with the provisions of the AORM Act and the Lease; the provisions of this CLMP do not apply to that area.



- Adelaide Oval Precinct
- Core Area (Lease)
- Adelaide Oval Licence Area
- Pedestrian / Cycling Routes
- Subject to Adelaide Park Lands CLMP

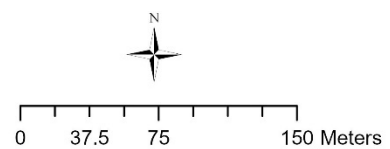


Figure 6: Pedestrian and cycling routes shown in aqua

7. POLICIES FOR THE GRANTING OF LEASES OR LICENCES

As outlined in Section 1 of this part of the CLMP, governance of the Core Area and Licence Area is guided by a lease and a licence respectively, which are required under the AORM Act. More detail on these is provided below, including information on provisions around other leases, subleases, licences and sub-licences in the Core Area and Licence Area.

Outside of the Core Area and Licence Area, leases and licences will only be granted by CoA where they support outdoor recreational activity. Event holders may be granted temporary leases and/or licences.

More detailed provisions can be found in CoA's Adelaide Park Lands Leasing and Licensing Policy, and the City of Adelaide Event Guidelines.

In the following subsections, the name "Council" is used synonymously with "City of Adelaide", for consistency with the language of the AORM Act.

Adelaide Oval Core Area Lease

Although the provisions of this CLMP do not apply to the Core Area, the following information is included because it is relevant to the management of the precinct and the protection of its cultural and heritage values.

Section 4 of the AORM Act relates to the granting of a lease for the Adelaide Oval Core Area by Council to the Minister, and section 5 relates to the granting of a sublease from the Minister to the SMA.

Pursuant to section 4 of the AORM Act, the Core Area (see Figure 3) has been leased by the Council to the Minister responsible for the AORM Act for a period of 80 years, expiring 16 November 2091.

Pursuant to the AORM Act, the Adelaide Oval Core Area must be used predominantly for the purposes of a sporting facility (including related uses and with recreational, entertainment, social and other uses being allowed on an ancillary or temporary basis from time to time).

The lease is not subject to Chapter 11 of the LG Act or section 21 of the APL Act.

Relevant provisions of the Core Area Lease

Some provisions of the Core Area lease that are of relevance to this CLMP are:

- The Adelaide Oval Core Area must continue to be named Adelaide Oval.
- The Adelaide Oval scoreboard must be maintained in good condition where it stands on the commencement of this Act.
- At least 1,200 square metres of grassed open space must be kept at the northern end of Adelaide Oval (between the scoreboard and the western stands). However, this does not prevent the placing of a building or other structure on that open space:
 - on a temporary basis for a period not exceeding 1 month, or
 - on a temporary basis for the purposes of a special event or activity prescribed by the regulations for the purposes of this paragraph.
- The Minister (or any other person) must not remove or substantially alter any Moreton Bay fig tree (*Ficus macrophylla*) located within the Adelaide Oval Core Area without the approval of the Council (which approval must not be unreasonably withheld).
- Except to the extent of these specific provisions, the Minister is authorised to manage any part of the Adelaide Oval Core Area that is subject to a lease under this section in such manner as the Minister thinks fit.

- The Lessee acknowledges that the Adelaide Oval Core Area is, and is situated within, Park Lands (as defined in the APL Act).
- As a consequence, the Lessee shall use its best endeavours to appropriately activate and integrate the use of the Outer Core Area with the surrounding Park Lands, where:
 - Outer Core Area means the land within the Adelaide Oval Core Area other than Adelaide Oval
 - Adelaide Oval means the land on which the stadium within the Adelaide Oval Core Area is situated.

Sublease to the SMA

Under section 5 of the AORM ACT, the Minister is authorised to grant a sublease to the SMA over any part of the Adelaide Oval Core Area. The consent of the Council is not required before the Minister grants a sublease.

The Minister granted such a sublease to the SMA, which commenced on 15 March 2012 and will expire on 16 November 2091.

A sublease must be subject to the rights of SACA and the SANFL set out in licences granted by the Minister that provide certain rights to unrestricted and exclusive use of Adelaide Oval for the playing of cricket (SACA) and football (SANFL) during respective designated periods of the year.

The AORM Act permits further subleases or licences over any part of the area (subject to the consent of the Minister).

A sublease under section 5 of the AORM Act is not subject to Chapter 11 of the LG Act (Land) or section 21 of the APL Act (Leases and licences granted by Council).

Adelaide Oval Licence Area Licence

Section 7 of the AORM Act relates to the granting of a licence to the Minister for the Adelaide Oval Licence Area, and to related sub-licences.

Pursuant to the AORM Act, the Council must, at the request of the Minister, grant a licence to the Minister over all of the Adelaide Oval Licence Area (Figure 4), or any part of that area specified by the Minister.

The licence must:

- be for a term specified by the Minister (being a term of up to 20 years)
- at the request of the Minister, be extended or renewed for one or more periods of up to 20 years at a time, subject to the qualification that the total term of a licence must not exceed 80 years.

The first (and current) licence between Council and the Minister for Transport and Infrastructure commenced on 1 December 2011 and expires on 30 November 2031, with a further three terms of twenty years each to potentially be granted upon request.

Under section 7(16) of the AORM Act, a licence under section 7 of that Act is not subject to section 202 of the LG Act (Alienation of community land by lease or licence) or section 21 of the APL Act (Leases and licences granted by Council).

Adelaide Oval Sub-licences

Pursuant to the AORM Act, the Minister may, after consultation with the Council, grant a sub-licence over any land that is subject to a licence between the Minister and the Council.

Sub-licences exist between the Minister for Transport and Infrastructure and the:

- SMA, commencing 8 December 2014 and expiring 30 November 2031
- SANFL, commencing 8 December 2014 and expiring 30 November 2031

- SACA, commencing 8 December 2014 and expiring 30 November 2031.

Subject to review (on application by either Council or the Minister) by the State Commission Assessment Panel, the licence will only be subject to such terms and conditions as the Minister may specify after consultation with the Council.

The Minister may cancel a sub-licence if the Minister considers that the holder of the sub-licence is not managing any land in a manner consistent with maintaining park lands for the use and enjoyment of members of the public or with the provisions of the CLMP.

Licensed uses for the Adelaide Oval Licence Area

Under section 7(6) of the AORM Act, a licence or sub-licence authorises use of the land for the purposes of:

- providing car parking on grassed areas within a park-like setting in association with events at Adelaide Oval or Adelaide Oval No 2, or otherwise in accordance with the regulations (no such regulations currently exist); or
- providing reasonable access (including vehicular access) to any part of the Adelaide Oval Core Area; or
- activities that are ancillary to the redevelopment of Adelaide Oval or Adelaide Oval No 2; or
- activities that are ancillary to the use of Adelaide Oval or Adelaide Oval No 2 and take place
 - on a temporary basis for a period not exceeding one month, or
 - on a temporary basis for the purposes of a special event or activity prescribed by the regulations for the purposes of this paragraph; or
- providing facilities for the playing and watching of sport at Adelaide Oval No 2; or
- any other activity prescribed by the regulations for the purposes of this paragraph.

There are currently no regulations in place for the Act.

Section 7(8) of the AORM Act stipulates that public car parking must be limited to the area designated in Schedule 5 of that Act, which corresponds with the Licence Area.

Adelaide Oval Redevelopment and Management Act 2011: Additional relevant provisions

Under section 7(10), any use of or any associated works on the Licence Area will be subject to the provisions of Council's management plan (this CLMP) that relate to the Adelaide Oval Licence Area (subject to subsections (11), (12) and (13) of section 10).

Under section 7(11), any new Council management plan (CLMP) requires the agreement of the Minister.

Under section 7(12), the Minister may apply for a review by the State Commission Assessment Panel if the Minister considers a provision of the management plan (CLMP) is unreasonable in connection with the use of any part of the Adelaide Oval Licence Area or that the Council is acting unreasonably in relation to the administration or implementation of the management plan.

Also under section 7(12), the Council may apply for a review by the State Commission Assessment Panel if it considers that the Minister is acting unreasonably in refusing to agree to an amendment or new management plan (CLMP).

Under section 7(14), the Minister, or a person authorised by the Minister, may carry out works on land subject to the licence (including by undertaking excavations, changing the form of any land, and forming paths or access roads).

Section 12 requires that Council must not grant a prescribed lease, licence or approval in relation to any part of the adjacent area without the consent of the SMA, where “adjacent area” and “prescribed lease, licence or approval” are defined in section 12(3).

There are currently no regulations in place for the Act.

Adelaide Oval No 2

Adelaide Oval No 2 is within the Adelaide Oval Licence Area (Figure 4) and is managed by the relevant provisions of this CLMP, that Licence and the AORM Act.

Adelaide Oval liquor licensing

The SMA was granted (14 November 2023) an On Premises Licence (57102633) to sell liquor in accordance with the *Liquor Licensing Act 1997* (SA).

The liquor licence refers to a Licensed Area (included in Figure 4) that was approved by the Liquor and Gambling Commissioner on 18 November 2019. This approved area sits both within and outside the Core Area Lease. The area of the Liquor License that falls outside of the Core Area Lease are subject to this CLMP.

Due to the potential impact on adjacent residents and businesses of serving liquor in areas external to the stadium, no further extension of the liquor licence areas should be considered.

The CoA is not the responsible authority for providing liquor licensing.

Tennis SA lease

CoA has granted Tennis SA Inc a 42-year lease (Figure 3) for the period 1 July 2015 to 30 June 2057, for the following permitted uses:

- administration of tennis within the State of South Australia
- conduct of any international or local tennis tournament or tennis competition
- conducting of any tennis coaching
- conduct of other tennis-related activities
- conduct of such other sporting events as the Lessor shall approve in writing from time to time designed to achieve the optimum use of the Premises at all times during the year and for which the facilities of the Premises are suitable and which attract spectator interest
- use as offices or gymnasiums or treatment by sports-related person or organisations
- use for entertainment by way of concerts or similar functions.

The Lessee may also use the Premises for other uses (provided the Lessee obtains written consent via a decision of the Council), being:

- a use to be conducted on an ongoing basis, or
- a use to be undertaken in respect of a specific function or event.

Memorial Drive Tennis Club lease / Next Generation sublease

CoA has granted Memorial Drive Tennis Club Inc a 50-year lease (Figure 3) for the period 1 January 1999 to 31 December 2048. Memorial Drive Tennis Club Inc has granted David Lloyd Leisure Memorial Drive Pty Ltd a 50-year sublease for the period 1 January 1999 to 31 December 2048. The lease and sublease are for the following permitted uses:

- international or local tennis tournament or tennis competitions
- tennis coaching
- a sporting and leisure centre for the use of the members of the lessee

- sporting events, functions or events as the lessee shall approve.

Resurfacing of the outdoor courts should minimise the impact on the landscape character and visual quality and integrity of National Heritage Values of the Adelaide Park Lands.

Other leases or licences

The CoA will not grant further leases or licences for business purposes for the land covered by this part of the CLMP other than for events as provided for in this CLMP.

As stated above, in accordance with section 12 of the AORM Act, CoA will not grant a prescribed lease, licence or approval in relation to any part of the adjacent area (comprising the land area of this part of the CLMP) without the consent of the SMA.

8. CIRCUMSTANCES NOT PROVIDED FOR

This CLMP recognises that not all proposals for the management and enhancement of the Adelaide Oval precinct part of Tarntanya Wama Park 26 can be foreseen. Any significant change not provided for here should be considered within the broader planning framework provided by the *Adelaide Park Lands Management Strategy – Towards 2036* and considered as an amendment to this CLMP.

Adelaide Park Lands Community Land Management Plan

ADELAIDE OVAL PRECINCT

(Retaining existing event provisions)

Part of Tarntanya Wama (Park 26)



DOCUMENT PROPERTIES

Contact for enquiries

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Figure 1: Identification of the Adelaide Oval Precinct in Tarntanya Wama (Park 26)

About this part of the Adelaide Park Lands - Community Land Management Plan

This part of the Adelaide Park Lands Community Land Management Plan (CLMP) outlines how the City of Adelaide (CoA) will manage the land in the Adelaide Oval precinct within Tarntanya Wama (Park 26).

The Adelaide Oval Precinct has been separated from the remainder of the Adelaide Park Lands CLMP due to the precinct being predominantly under a Ministerial Lease and requiring further consideration and alignment to the Adelaide Oval Redevelopment and Management Act 2011 (SA).

The CLMP is consistent with the Adelaide Park Lands Management Strategy – Towards 2036 (APLMS), which sets a vision for the future management, enhancement and protection of the Adelaide Park Lands.

The CLMP meets the statutory requirements of section 196 of the *Local Government Act 1999* (SA) and section 19 of the *Adelaide Park Lands Act 2005* (SA). This part should also be read in conjunction with the *Adelaide Oval Redevelopment and Management Act 2011* (SA) (AORM Act) and the relevant leases and licences described herein.

Identification of the Land

This part applies to the area bounded by War Memorial Drive, King William Road, Pennington Terrace and Montefiore Road, in the park known as Tarntanya Wama (Park 26), as shown in Figure 2.

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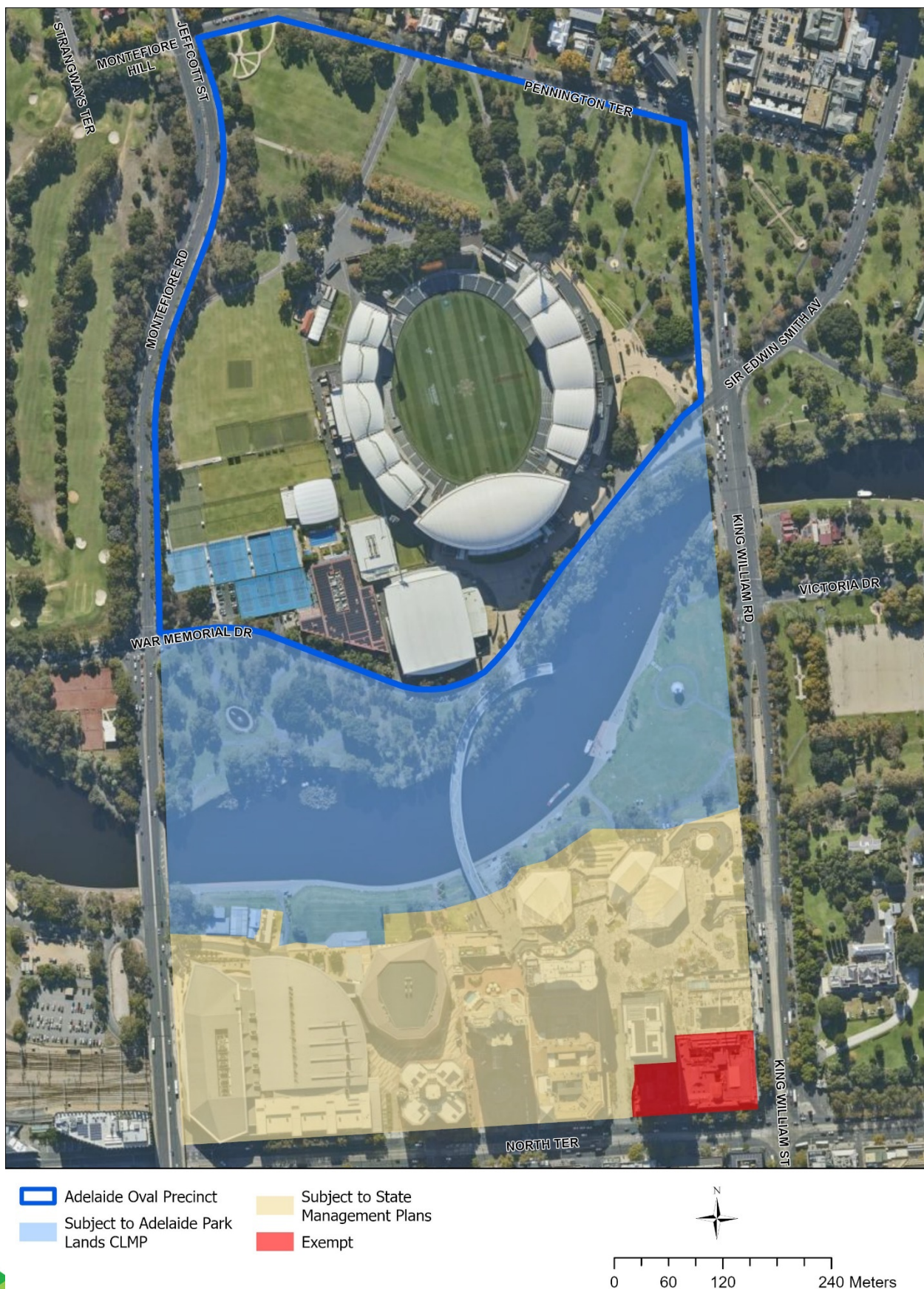


Figure 2: Adelaide Oval Precinct in context of Tarntanya Wama (Park 26)
(Aerial image September 2025)

1. ADELAIDE OVAL PRECINCT GOVERNANCE

A number of special provisions apply to the governance of Adelaide Oval and surrounds (Figure 3). In particular, the AORM Act imposes a range of provisions and conditions.

Pursuant to section 7 of the AORM Act, any new or amended CLMP that changes the provisions relating to the Adelaide Oval Licence Area must be agreed to by the Minister. Until the Minister agrees, the Management Plan in place before the amendment will continue to apply.

Key Governing Legislation

<i>Environment Protection and Biodiversity Conservations Act 1999 (Cth)</i> National Heritage Listing applies to Adelaide Park Lands and City Layout	<i>Adelaide Oval Redevelopment & Management Act 2011 (SA)</i> - Core / Leased Area - Licenced Area	<i>Adelaide Park Lands Act 2005 (SA)</i> S. 21 does not apply to Core / Leased Area	<i>Local Government Act 1999(SA)</i> Chapter 11 does not apply to the Core / Leased Area
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Governing Bodies

Minister for Planning (SA) <i>Adelaide Park Lands Act 2005 (SA)</i>	Minister for Transport and Infrastructure (SA) - Core / Lease and License Areas only - sublet to Adelaide Oval Stadium Management Authority	City of Adelaide - Custodian of all land in the Precinct: - Adelaide Oval - leased area - Stella Bowen Park & Oval No. 2 (Adelaide Oval licenced area) - Pennington and Creswell Gardens - Areas occupied by Tennis SA, War Memorial Drive Tennis Club and Next Generation	Kadaltilla / Adelaide Park Lands Authority Advisory to State Government and City of Adelaide
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Plans, Policies, Leases & Licences

Gazetted Values of the National Heritage Site	Adelaide Oval License Area - City of Adelaide / Minister for Transport & Infrastructure Sub Licences to Adelaide Oval Stadium Managment Authority, South Australian Cricket Association and South Australian National Football League	Lease for Core Area - City of Adelaide / Minister for Transport & Infrastructure Sub-let to Adelaide Oval Stadium Managment Authority
Adelaide Park Lands Management Strategy - Does not apply to the Core / Leased Area - applies to all other areas of the Precinct	City of Adelaide Lease for War Memorial Drive Tennis Club Sub-let to David Lloyd Leisure as Next Generation	City of Adelaide Lease - for Tennis SA Area
Community Land Management Plan - Does not apply to the Core / Leased Area - applies to all other areas of the Precinct		
National Heritage Management Plan for the Adelaide Park Lands and City Layout		

Figure 3: Governance summary for Adelaide Oval precinct

Precinct components

Section 3 and Schedules 2 to 4 of the AORM Act define two areas of the precinct that are subject to differing provisions: the Adelaide Oval Core Area and the Adelaide Oval Licence Area. These are shown in Figure 3.

The precinct comprises the following components (Figure 4):

- Adelaide Oval Core Area
- Adelaide Oval Licence Area, in turn comprising:
 - Stella Bowen Park
 - Adelaide Oval No 2
- Light's Vision
- Pennington Gardens West
- Creswell Garden
- Memorial Drive Tennis Centre (leased to Tennis SA Inc.)
- Memorial Drive Tennis Club Inc. (sub-let to Next Generation Clubs Australia Pty Ltd)
- small areas adjacent to the tennis facilities (on south and west sides)
- peripheral land along War Memorial Drive, Montefiore Road and Pennington Terrace.

These components are contained within allotment numbers D81642AL100 (CR6102/703) and D81642AL129 (CR6102/703) which are included in the Adelaide Park Lands Plan.

The AORM Act does not apply to areas of the precinct that are outside the defined Core Area and Licence Area. Victor Richardson Road is closed and forms part of the Core Area shown on map below.

The Adelaide Oval Core Area is exempt from the provisions of this CLMP and of the APLMS, under section 11 of the AORM Act.

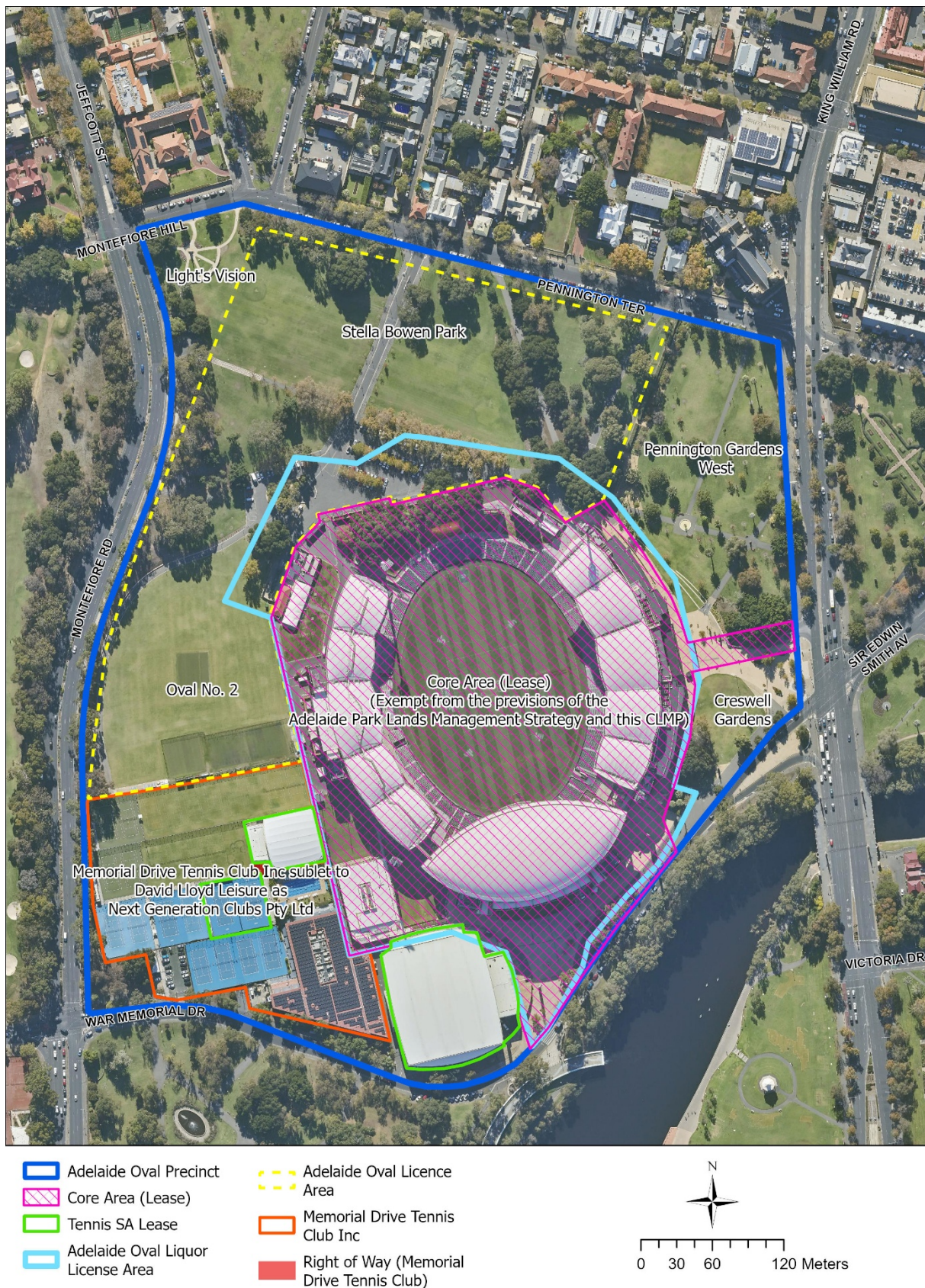


Figure 4: Adelaide Oval Precinct in Park 26 (Aerial Image – September 2025)

Status of land as Adelaide Park Lands

The Core Area and Licence Area both remain Adelaide Park Lands under the AORM Act and as defined by the *Adelaide Park Lands Act 2005* and Adelaide Park Lands Plan.

The Core Area is not subject to the provisions of the APLMS or this CLMP.

Regarding the Licence Area, section 13 of the AORM Act states that:

“Except to the extent that is reasonably required in connection with the operation of Part 2 [the Core Area] and Part 3 [the Licence Area], the Minister should, in managing any part of the Adelaide Oval Licence Area, seek to protect and enhance the area as park lands for the use and enjoyment of members of the public”.

Further, section 7(10) of the AORM Act states that any use of, or any associated works on, the Licence Area “will be subject to the provisions of the Council’s management plan [CLMP] ... that relate to the Adelaide Oval Licence Area”. This provision is subject to further provisions relating to possible arbitration by the State Commission Assessment Panel.

Custodianship of Adelaide Oval Precinct

Owner: The Crown in the right of the State

Custodian: The Corporation of the City of Adelaide (CoA)

In the Core Area, the CoA has granted a lease to the Minister (as required under Part 2 of the AORM Act) and the Minister has granted a sublease to the Stadium Management Authority (SMA).

In the area northwest and adjacent to the Core Area, the CoA has granted a licence to the Minister (as required under Part 3 of the AORM Act).

3 (b) Purpose for which the land is held by the City of Adelaide

The purpose for which the Adelaide Park Lands is held is to provide benefit to the people of South Australia by being publicly accessible and supporting a diverse range of environmental, natural heritage, cultural, recreational and social values and activities, providing a defining feature to the City of Adelaide, and contributing to the economic and social well-being of the city.

Each park’s purpose is to be a park within the overall open space network of the Adelaide Park Lands.

The Adelaide Park Lands support biodiversity and play an important role in the recovery of pre-European native planting associations according to the topography and natural systems of each park.

The Adelaide Park Lands provide a green open space buffer that visually and physically separate the urban form of the city to the surrounding adjacent suburbs.

The Adelaide Park Lands provide a connection to nature for the community to improve health and wellbeing.

The Adelaide Park Lands retain trees and understorey that contribute to overall canopy cover and biodiversity according to their landscape typologies and character. Trees should be retained and replaced with succession planting over time to maintain canopy targets and planting associations.

In addition to this, the Adelaide Park Lands surrounding Adelaide Oval are held under the care, control and management of the CoA to:

- Serve the general social, recreational and sporting (particularly at the elite level) needs of the community

- Contribute to the health and well-being of the community by hosting activities and events of both a formal and informal nature, with the Oval surrounds serving as a place of quiet respite
- Provide public benefit with the Oval surrounds being generally available as freely and publicly accessible open space with minimal built form.

The purpose also recognises the uses and activities permitted in the areas surrounding Adelaide Oval under the terms of the Adelaide Oval Licence Area Licence Agreement provided by the CoA to the Minister for Transport in order to manage Adelaide Oval as a world class sporting facility, as follows:

- Parking on grassed areas within a park-like setting in association with events at Adelaide Oval or Adelaide Oval No 2
- Providing reasonable access (including vehicular access) to any part of the Adelaide Oval Core Area
- Activities that are ancillary to the use of Adelaide Oval or Adelaide Oval No 2 and take place on a temporary basis for a period not exceeding 1 month
- Providing facilities for the playing and watching of sport
- Activities provided for by regulation (there are currently no regulations associated with the Act).

National Heritage Listing context

The Adelaide Park Lands and City Layout was included on the National Heritage List on 7 November 2008.

The Adelaide Oval precinct is an integral component of the Adelaide Park Lands and City Layout as listed on the National Heritage List. The Adelaide Oval precinct sits between the City and North Adelaide and is part of the Torrens Valley landscape vista which forms the transition between the two parts of the City.

The Adelaide Park Lands that frame the Adelaide Oval support, complement and showcase the facility, serving as important aesthetic entrances.

For this reason, all activity, development and alterations within the precinct must be consistent with the values that provide the basis for the listing, within the operation of the AORM Act.

3 (c) CLMP objectives for management of the Adelaide Park Lands

The objectives for the area of Adelaide Park Lands within the Adelaide Oval Precinct managed by Council are:

1. To protect the National Heritage values of the Adelaide Park Lands and City Layout.
2. To hold the Adelaide Park Lands for public benefit, freely available to the people of South Australia for their use and enjoyment.
3. To ensure a balance of environmental, cultural, recreational, economic and social uses of the Adelaide Park Lands.
4. To recognise, protect, enhance and interpret cultural heritage sites of Kaurna and European significance.

3 (d) Performance targets and measures

The following performance targets and measures are established for the CLMP objectives defined above.

Objective	Target	Measure
1. To protect the National Heritage values of the Adelaide Park Lands and City Layout.	T1.No impact on National Heritage values. T2.No loss in the spatial extent of the Park Lands.	M1.Any potential impacts to the National Heritage Values are assessed through a referral process to the Federal Government agency responsible for the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>. M2.Any changes to the spatial extent of the Adelaide Park Lands are managed through variations to the Adelaide Park Lands Plan which require consideration by Kadaltilla / Adelaide Park Lands Authority and Council.
2. To hold the Adelaide Park Lands for public benefit, freely available to the people of South Australia and visitors for their use and enjoyment.	T3.Retain free and open access to all (with the exception of areas for which access restrictions are in place in accordance with this CLMP and Legislation).	M3.Any changes to existing public access areas or to the temporary restrictions imposed by the Adelaide Oval Licence Area Licence would require the consideration of Kadaltilla / Adelaide Park Lands Authority and Council.
3. To ensure a balance of environmental, cultural, recreational and social uses of the Adelaide Park Lands.	T4.Maintain the diversity of environmental, cultural, recreational and social activities.	M4.Any significant proposals for changes to the existing landscape typology or use arrangements would require the consideration of Kadaltilla / Adelaide Park Lands Authority and the Council.
4. To recognise, protect, enhance and interpret cultural heritage sites of	T5.No negative impacts on cultural heritage sites of Kaurna and European significance.	M5.Any potential impacts to Kaurna or non-Kaurna cultural sites or values as assessed by an

Kaurna and Non-Kaurna significance.		expert inspection by CoA or where relevant the Kaurna Yerta Aboriginal Corporation (KYAC) will be considered through reports to Kadaltilla / Adelaide Park Lands Authority and the Council. Any impacts will be reported
5. To reduce impervious surfaces and improve the landscape character of the Adelaide Park Lands.	T6. Through asset renewal work with lease/license holders to reduce designated car parking by 5% and minimise impervious surfaces.	M6. Undertake regular car parking and hard stand review and report any changes to Kadaltilla / Adelaide Park Lands Authority

2. KAURNA STATEMENT OF CULTURAL SIGNIFICANCE

Together with Pinky Flat (Pingku) and River Torrens / Karrawirra Pari, the site of Adelaide Oval is part of the Red Kangaroo Dreaming and was an extended campsite used by Kaurna people (Miyurna) for ceremonies, games, religious observances and burials. Consequently, Adelaide Oval and surrounds are of spiritual and cultural significance for Kaurna Miyurna.

After the arrival of Europeans and before Adelaide Oval was established, Kaurna Miyurna and other Aboriginal groups continued their traditions of public performance for visitors to the 'country'. Kaurna Miyurna were displaced from the area along the River Torrens/Karrawirra Pari as the City and Adelaide Park Lands were established and progressively developed.

Following the establishment of Adelaide Oval as a sporting venue, Kaurna Miyurna staged two corroborees at the Oval.

Some Aboriginal participation in sport at the Oval occurred during the nineteenth and twentieth centuries; however, this was limited due to the attitudes of settlers and the racist practices in place at the time. Aboriginal involvement was most notable in Australian rules football.

The Oval is a forum in which Aboriginal and non-Aboriginal people can interact through sport and other events, contributing in part to the improvement of cultural relations between non-Aboriginal and Aboriginal people.

The Adelaide Oval Precinct is within the Kaurna Determination Area.

3. HISTORICAL CONTEXT

Pre-settlement cultural significance

The CoA has developed the Kaurna Voices Cultural Mapping which explores many of Kaurna Miyurna's sacred connections to the land now known as Adelaide including places and stories within Tarntanya Wama. Mapping highlights the significant historical experiences and events that have occurred from early colonisation times.

The CoA will continue to work closely with Kaurna Elders and community to undertake cultural mapping across the Adelaide Park Lands. The outcomes of this mapping will ensure

that sites of Kaurna cultural heritage significance in Tarntanya Wama are documented, recognised, promoted and understood where culturally appropriate.

Post-settlement cultural significance

Adelaide Oval has been a focal point for major sporting and cultural events since it was first established. The site has been used as a sporting venue consistently since the 1840s. The earliest formal uses of the site for cricket date from the period 1859 to 1865, when the SA Cricket Club leased six acres on the current site and installed fencing and planted a cricket pitch. The South Australian Cricket Association (SACA) was formed in 1871.

The 2007 Cultural Landscape Assessment for the Adelaide Park Lands notes that the precinct “*contains considerable meanings and features of historic, aesthetic, social, geographical, design, and cultural associations and merit*”.

The precinct includes the following significant features which will continue to be managed as State Heritage Places or where appropriate, investigate future State or local heritage listing. Some of these are listed as a State heritage place under the [Heritage Places Act 1993](https://www.legislation.sa.gov.au/LZ/C/A/Heritage Places Act 1993.aspx) (SA). <https://www.legislation.sa.gov.au/LZ/C/A/Heritage Places Act 1993.aspx>

1. Light's Vision and Memorial to Colonel William Light (State heritage place)

Light's Vision is a prominent lookout and monument on Montefiore Hill, commemorating Colonel William Light. Created in 1936, the site previously provided a striking and distinctive view of the City, although this view is now largely obscured by the new Adelaide Oval structures; nevertheless, the view down to the Oval itself remains important. The vantage point remains a popular tourist attraction and is frequently used for public occasions and announcements.

Montefiore Hill was identified and integrated into Light's original Plan of Adelaide. Its geographical significance was re-awakened with the State centenary in 1936, when it was re-created as a formal lookout and designated as 'Light's Vision', with the creation of a small northern Italian landscape on its crest. At the time, the Council and architect Walter Bagot recognised the geographical importance of Montefiore Hill, designed and planted significant features on its crest, and kept its flanks clear of vegetation to heighten its prominence.

2. The George Giffen, Sir Edwin Smith & Mostyn Evan Grandstands, Adelaide Oval (State heritage place)

“The George Giffen (1882, 1889, 1929), Sir Edwin Smith (1929) and Mostyn Evan (1929) Grandstands are directly associated with the history and development of the Adelaide Oval and are the main viewing structures on South Australia's principal sporting venue. The scale, detailing and alterations to the grandstands reflect the continual growth and changes required to satisfy the demands of sports spectators over a period of more than a century.

3. Adelaide Oval Scoreboard (State heritage place)

The Adelaide Oval Scoreboard, completed in 1911, is an excellent example of an architect's solution to a potentially mundane commission. Manually operated over four storeys, the Scoreboard incorporated new features including a novel approach to the layout of information which gave unparalleled detail on the progress of cricket matches, only surpassed with the advent of modern electronic scoreboards.

4. War Memorial Oak (State heritage place)

The War Memorial Oak in Creswell Garden was the first tree planted in Australia to memorialise the outbreak of World War One. The oak was planted on 29 August 1914 by the then Governor of South Australia, just 25 days after the declaration of war between Great Britain and Germany. Its purpose was not to commemorate the War, but to inspire patriotism.

5. Statue of Hercules (State heritage place)

The Statue of Hercules was a gift to the City by philanthropist William Austin Horn in 1892 and is a copy of the Farnese Hercules excavated in Naples. The statue was relocated to Pennington Gardens West in 1930 following renovations to Victoria Square / Tarntanyangga.

6. Memorial to Captain Ross Smith (State heritage place)

This memorial in Creswell Garden was unveiled on 10 December 1927 to commemorate the anniversary of the landing of Sir Ross Smith after his flight from England to Australia in 1919. The statue carries four bronze reliefs depicting the events of the flight. The flight by the South Australian-born aviator is considered a symbolic challenge to the perceived isolation of Australia from the rest of the world.

7. Pennington Gardens West and Creswell Garden

From about 1900, these gardens served as meeting points and important aesthetic entrances to Adelaide Oval as sporting events became more formalised and attendance numbers increased. This prompted the crafting in the early 1900s of a gardenesque landscape setting which, although modified during the Oval redevelopment between 2012 and 2014, retains essential elements of its creation and planting.

8. Pennington Gardens Fountain (previously known as the Creswell Garden Fountain)

This is a large Victorian-style cast-iron fountain created for the 1885 Adelaide International Exhibition and relocated to Creswell Garden in 1909. It was then relocated from Creswell Garden to Pennington Gardens during the redevelopment of Adelaide Oval in 2014. The 2007 Cultural Landscape Assessment described the fountain as having high significance and recommended it for inclusion on the State Heritage Register.

9. Remnant White Cedar Pathway

Immediately west of the entrance roadway from Pennington Terrace are four white cedar trees (*Melia azedarach* var. *australasica*). These are the remnants of White Cedar Avenue, which was established by the City Gardener, August Pelzer, in 1907 and which stretched diagonally from Pennington Terrace to Adelaide Oval. The avenue was considered the oldest remaining White Cedar Avenue in the Adelaide Park Lands north of the River Torrens / Karrawirra Pari, until it was removed in 2012 as part of the Adelaide Oval redevelopment.

10. Creswell Garden sign

This arched sign consists of two cast-iron columns, partially fluted, with stylised Corinthian capitals topped by scrolls and spiked finials. The sign was installed in October 1910 with restoration works by Council in 1989.

Cultural Assessment

The 2007 Cultural Landscape Assessment described the sign as having high significance and recommended it for inclusion on the State Heritage Register.

Sir Donald Bradman Statue

A statue commemorating the internationally renowned cricketer Sir Donald Bradman (1908–2001) is located near the eastern entrance to the Oval. Designed by Adelaide artist Robert Hannaford and standing 2.5 metres high on a 1.5 metre stone plinth, it was unveiled in February 2002.

Other memorials and plaques

Other memorials and plaques present in the precinct are:

1. Bereaved Through Suicide Support Memorial
2. The Compassionate Friends Memorial

3. Homicide Victims of South Australia Memorial
4. Light's Vision Sundial (originally located on Montefiore Hill lookout prior to erection of the Colonel Light Statue)
5. Jack Reedman Memorial Drinking Fountain (erected in 1929 to honour J. C. Reedman, an outstanding player of both Australian rules football and cricket in the late 19th century).
6. Jason Gillespie sculpture - the sculpture commemorates Jason Gillespie's contribution to Australian and South Australian cricket.

Changes

The redevelopment of Adelaide Oval between 2012 and 2014 resulted in significant changes to the built form of the Oval, Creswell Garden, Pennington Gardens West and the area to the north now known as Stella Bowen Park. These include:

- removal of Laffer Gardens from Pennington Gardens
- contraction and redesign of Creswell Garden
- loss of most of White Cedar Avenue from the northern area
- demolition of the ticket house on the eastern side of the Oval.

Expansion of Oval No 2 occurred in 2015 and consequent changes to the pathway adjacent to Montefiore Hill and to the landscaping of the Montefiore Hill embankment.

The Memorial Drive Tennis Centre Stage 2 Redevelopment in 2022 resulted in the construction of new northern and eastern stands, upgrades to the existing southern stand; court platform upgrades including new centre court rebuild, reconfiguration of site entry/exit areas, upgrades to existing roof works, and additional site provisions to cater for enhanced communications and visual display.

4. DRIVERS OF CHANGE

Redevelopment of Adelaide Oval and Memorial Drive Tennis Centre and the associated changes to the precinct have been completed. No further major redevelopments are planned or envisaged for the precinct. Forecast population growth identified in the City of Adelaide – City Plan and in the Greater Adelaide Regional Plan indicates the need for the Adelaide Park Lands to prioritise and maintain publicly accessible open space.

5. POLICIES AND PROPOSALS FOR THE USE AND MANAGEMENT OF THE ADELAIDE OVAL PRECINCT

General

The Adelaide Oval precinct sits within the River Torrens valley and the natural topography of the site should be respected. The rising and falling Park Lands setting either side of King William Road serves as an important entry to the City.

Adelaide Oval, the tennis facilities and Next Generation Fitness Centre are to retain their open, formal, high-quality Adelaide Park Lands setting. In general, the areas of soft landscaping should be irrigated turf and planting beds with large ornamental trees providing shade and a high level of natural amenity.

The existing extent and spatial arrangements of gardens, trees, paths and open grassed areas will be maintained to a high standard as a formal park setting.

The precinct's significant cultural and landscape heritage and Victorian character will be recognised, reinforced and interpreted in a contemporary manner. This character includes:

- considered placement of statues, memorials and fountains
- formal axial pathways
- the first tree planted as a war memorial in Australia
- a European landscape of large, long-lived shade trees, grass and herbaceous borders.

The existing structure of the gardens and open Park Lands will be preserved; this includes existing roadways, pathways and mature trees (including eucalypts, elms, oaks, figs and white cedars).

Monuments should be retained in their current locations.

Permanent built form and further provision of designated car parking is inconsistent with the purpose, design and use of the landscape.

Areas of hardstand and existing designated car parking will be reviewed as part of the asset renewal program with the intent to reduce impervious surfaces within the precinct.

Existing open grassed spaces are to be retained and framed by large shady trees.

New tree species will be long-lived, tall shade trees including *Araucaria*, *Ficus*, *Platanus*, *Quercus*, *Pinus* and *Ulmus*. Both deciduous and evergreen species are acceptable, consistent with existing trees.

Herbaceous shrub and garden beds will continue to be predominant in Creswell and Pennington Gardens, including preservation of the existing garden bed between Pennington Gardens and Stella Bowen Park. The locations and design of beds should be consistent with crime prevention through environmental design (CPTED) principles. The planting character of the beds should be colourful and favour species that flower and display seasonally.

Species selection and replacement is to be agreed upon with CoA.

Periodic reviews should be undertaken with landscape experts and qualified arborists; this should be undertaken at least annually.

Periodic turf review should be conducted with CoA.

The water that is used will be predominantly from the Glenelg to Adelaide Park Lands recycled water scheme and the Torrens Lake.

Future planning of the areas outside of the Core Area will consider relevant Park Lands wide strategies and the 'Future Considerations' outlined in the Riverbank Precinct Plan within the APLMS – Towards 2036.

Creswell Garden and Pennington Gardens West

The integrity of Creswell Garden and Pennington Gardens West as formal park landscapes will be retained and reinforced.

The Creswell Garden sign will be retained.

Events are appropriate in Creswell Garden and Pennington Gardens West in accordance with the City of [Adelaide Event Guidelines](#).

Stella Bowen Park

Stella Bowen Park will continue to be managed as a formal park landscape including being grassed, irrigated, versatile and open with large shady trees.

The Adelaide Oval Licence permits the SMA first rights in Stella Bowen Park for activities specified under section 7(6) of the AORM Act (refer to Policies for the Granting of Leases or Licences, Section 6, p 18).

To facilitate the use of this area by the public, when the SMA is not using the Park:

- Events can be held at the location in accordance with the City of Adelaide Event Guidelines.
- CoA will consult with the SMA to ensure the Park is available when considering applications for such events.

All proposals would be assessed by the City of Adelaide's City Events & Business Centre teams.

Light's Vision

The open, ornamental and historic characteristics of Light's Vision and Montefiore Hill, with the associated unimpeded views to and from the Oval, will be retained. The characteristic Tuscan-style balustrading will be retained.

Generally, events are not appropriate within the Light's Vision garden area, given the small size of the area, its formality and design, and frequent visits by tourists. However, some events may be acceptable, with proposals being assessed by the CoA's events teams in line with the City of Adelaide Event Guidelines.

Events of a commercial nature are not appropriate.

Oval No 2

The "village green" character of Oval No 2 will be retained, by:

- perimeter plantings of large, ornamental shady trees
- the absence of built form
- the optional inclusion of modest scaled seating to accommodate up to 100 people, which may be covered for shade and rain protection but must be unenclosed
- ensuring the picket fence allows for reasonable public access
- restricting the existing roadway to its current width and alignment.

The Adelaide Oval Licence permits use of Oval No 2 on an ancillary basis in conjunction with use of the Adelaide Oval Core Area. In addition to this licensed ancillary use, Oval No 2 is permitted to be used for standalone or multi-day events subject to the following conditions:

- No more than six (non-consecutive) single-day community, cultural or music events per calendar year.
- No more than 15,000 people in attendance / event tickets.
- All sound delivery equipment facing southwards / towards the city.
- No more than six community, cultural or music events per calendar year (not exceeding three consecutive days)
- Event attendance is limited to 15,000 people. Any increase requires a risk assessment and event planning review to ensure safety, traffic, and crowd management comply with City of Adelaide guidelines.
- Main stages face away from Noise Sensitive Receivers; if not, events must submit a Noise Management Plan that justifies the orientation and outlines mitigation measures, in accordance with the City of Adelaide Event Amplified Sound Management Guidelines and relevant EPA regulations.
- Demonstrated compliance with the COA's [Event Amplified Sound Management Guidelines](#)
- Provision of a copy of the proposed traffic management plan in accordance with the City of Adelaide's requirements for [Road Events](#).

- Effective scheduling to minimise there is no conflict with other city events, activities or projects and to minimise disruption to the daily life of the city.
- Compliance with the City of [Adelaide Event Guidelines](#)
- Approval from the CoA Chief Executive Officer.

Peripheral areas

The peripheral areas of the Precinct will be maintained as a formal park landscape. These areas will;

- reinforce the Park Lands character of the precinct through perimeter planting
- include formal paths to accommodate the large numbers of pedestrians moving to and from the Oval and Tennis Centre.
- Provide opportunities for interpretive signage to celebrate the cultural significance of the precinct.

Parking

Permanent designated and undercroft car parking will be limited to that identified in Figure 5 (with the exception of parking in the Core Area, which is not subject to this CLMP).

The time restricted public car parks adjacent to Light's Vision will be retained. As part of any future asset renewal process, a review of the designated car parking may provide opportunity for more efficient park layouts and result in the reduction of impervious surfaces or water sensitive urban design treatments into the future.

Event car parking, in association with events either at Adelaide Oval or Oval No 2, as approved by the SMA, may occur within any part of the Licence Area, which accommodates approximately 1,350 cars.

Parking on grassed areas must be managed in a sustainable manner including:

- use of robust grass species
- adequate resting of areas
- adequate watering
- coring, slicing and other measures to prevent compaction
- tree protection zones to protect root systems
- Returfing and protection during reestablishment.



- ▬ Adelaide Oval Precinct
- - - Temporary / Event Parking - Managed by SMA
- Designated Car Parking

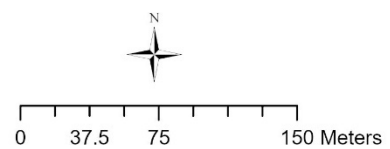


Figure 5: Designated, Temporary (event) and undercroft car parking in Adelaide Oval Precinct

Dog management

Dogs must be kept on-leash, which means that a person is controlling the dog:

- by means of a chain, cord or leash that does not exceed 2 metres in length, or
- by tethering it to a fixed object by means of a chain, cord or leash that does not exceed 2 metres in length.

Natural Systems and Climate Resilience

The Precinct is located in close proximity to the River Torrens/Karrawirra Pari and must be sensitive to the surrounding natural environment. This includes by ensuring management and activities are designed to:

- Improve water quality of the River Torrens/Karrawirra Pari
- Enhance biodiversity and green links to the river and surrounding corridors
- Contribute to developing a climate resilient city and ensure climate change risks and opportunities are assessed and integrated in decision making.

6. PUBLIC USE AND MOVEMENT THROUGH PARK 26

The precinct serves as an important pedestrian and cycling corridor between North Adelaide and the CBD, providing people with a relaxing and enjoyable landscape through which to move. The precinct also provides many important locations for people to enjoy the Adelaide Park Lands and engage with the heritage of the precinct.

Adelaide Oval Licence Area

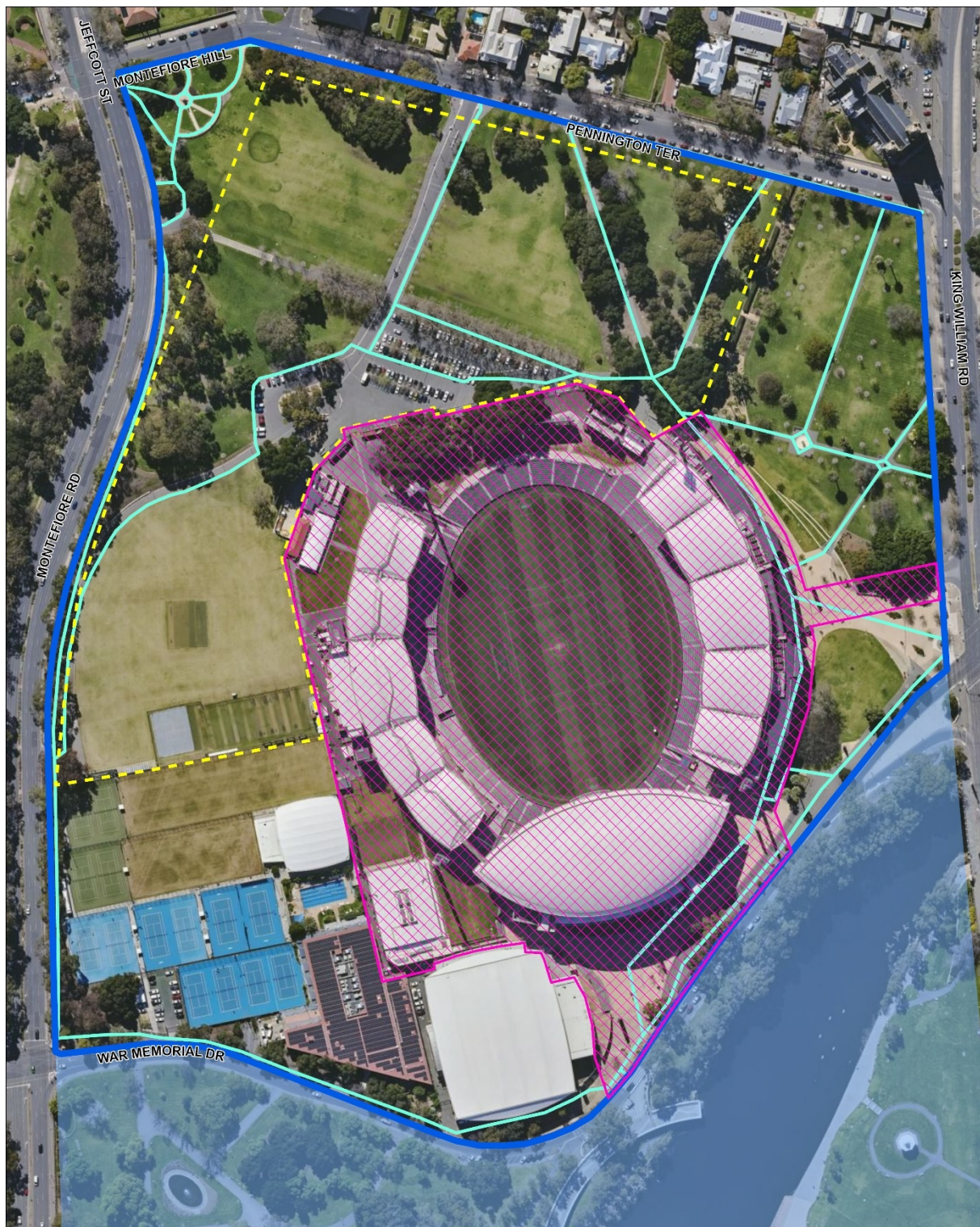
Under the AORM ACT, the Licence Area is to generally remain publicly accessible Park Lands.

In accordance with clause 6.2 of the licence for the Licence Area, the Minister or SMA must not unreasonably withhold its consent to any request from the public to use the Licence Area land if that use of the land would not interfere with any use of the land by the SMA, SACA or South Australian National Football League (SANFL).

The pedestrian and bicycle routes will be maintained as per Figure 6, except as limited by the provisions of the Adelaide Oval Licence, particularly those under clause 7 regarding fences or barriers.

Adelaide Oval Core Area

Public use and movement in the Core Area are restricted in accordance with the provisions of the AORM Act and the Lease; the provisions of this CLMP do not apply to that area.



- Adelaide Oval Precinct
- Core Area (Lease)
- Adelaide Oval Licence Area
- Pedestrian / Cycling Routes
- Subject to Adelaide Park Lands CLMP

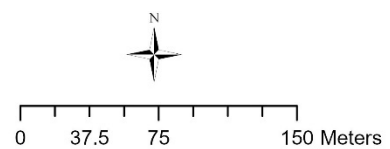


Figure 6: Pedestrian and cycling routes shown in aqua

7. POLICIES FOR THE GRANTING OF LEASES OR LICENCES

As outlined in Section 1 of this part of the CLMP, governance of the Core Area and Licence Area is guided by a lease and a licence respectively, which are required under the AORM Act. More detail on these is provided below, including information on provisions around other leases, subleases, licences and sub-licences in the Core Area and Licence Area.

Outside of the Core Area and Licence Area, leases and licences will only be granted by CoA where they support outdoor recreational activity. Event holders may be granted temporary leases and/or licences.

More detailed provisions can be found in CoA's Adelaide Park Lands Leasing and Licensing Policy, and the City of Adelaide Event Guidelines.

In the following subsections, the name "Council" is used synonymously with "City of Adelaide", for consistency with the language of the AORM Act.

Adelaide Oval Core Area Lease

Although the provisions of this CLMP do not apply to the Core Area, the following information is included because it is relevant to the management of the precinct and the protection of its cultural and heritage values.

Section 4 of the AORM Act relates to the granting of a lease for the Adelaide Oval Core Area by Council to the Minister, and section 5 relates to the granting of a sublease from the Minister to the SMA.

Pursuant to section 4 of the AORM Act, the Core Area (see Figure 3) has been leased by the Council to the Minister responsible for the AORM Act for a period of 80 years, expiring 16 November 2091.

Pursuant to the AORM Act, the Adelaide Oval Core Area must be used predominantly for the purposes of a sporting facility (including related uses and with recreational, entertainment, social and other uses being allowed on an ancillary or temporary basis from time to time).

The lease is not subject to Chapter 11 of the LG Act or section 21 of the APL Act.

Relevant provisions of the Core Area Lease

Some provisions of the Core Area lease that are of relevance to this CLMP are:

- The Adelaide Oval Core Area must continue to be named Adelaide Oval.
- The Adelaide Oval scoreboard must be maintained in good condition where it stands on the commencement of this Act.
- At least 1,200 square metres of grassed open space must be kept at the northern end of Adelaide Oval (between the scoreboard and the western stands). However, this does not prevent the placing of a building or other structure on that open space:
 - on a temporary basis for a period not exceeding 1 month, or
 - on a temporary basis for the purposes of a special event or activity prescribed by the regulations for the purposes of this paragraph.
- The Minister (or any other person) must not remove or substantially alter any Moreton Bay fig tree (*Ficus macrophylla*) located within the Adelaide Oval Core Area without the approval of the Council (which approval must not be unreasonably withheld).
- Except to the extent of these specific provisions, the Minister is authorised to manage any part of the Adelaide Oval Core Area that is subject to a lease under this section in such manner as the Minister thinks fit.

- The Lessee acknowledges that the Adelaide Oval Core Area is, and is situated within, Park Lands (as defined in the APL Act).
- As a consequence, the Lessee shall use its best endeavours to appropriately activate and integrate the use of the Outer Core Area with the surrounding Park Lands, where:
 - Outer Core Area means the land within the Adelaide Oval Core Area other than Adelaide Oval
 - Adelaide Oval means the land on which the stadium within the Adelaide Oval Core Area is situated.

Sublease to the SMA

Under section 5 of the AORM ACT, the Minister is authorised to grant a sublease to the SMA over any part of the Adelaide Oval Core Area. The consent of the Council is not required before the Minister grants a sublease.

The Minister granted such a sublease to the SMA, which commenced on 15 March 2012 and will expire on 16 November 2091.

A sublease must be subject to the rights of SACA and the SANFL set out in licences granted by the Minister that provide certain rights to unrestricted and exclusive use of Adelaide Oval for the playing of cricket (SACA) and football (SANFL) during respective designated periods of the year.

The AORM Act permits further subleases or licences over any part of the area (subject to the consent of the Minister).

A sublease under section 5 of the AORM Act is not subject to Chapter 11 of the LG Act (Land) or section 21 of the APL Act (Leases and licences granted by Council).

Adelaide Oval Licence Area Licence

Section 7 of the AORM Act relates to the granting of a licence to the Minister for the Adelaide Oval Licence Area, and to related sub-licences.

Pursuant to the AORM Act, the Council must, at the request of the Minister, grant a licence to the Minister over all of the Adelaide Oval Licence Area (Figure 4), or any part of that area specified by the Minister.

The licence must:

- be for a term specified by the Minister (being a term of up to 20 years)
- at the request of the Minister, be extended or renewed for one or more periods of up to 20 years at a time, subject to the qualification that the total term of a licence must not exceed 80 years.

The first (and current) licence between Council and the Minister for Transport and Infrastructure commenced on 1 December 2011 and expires on 30 November 2031, with a further three terms of twenty years each to potentially be granted upon request.

Under section 7(16) of the AORM Act, a licence under section 7 of that Act is not subject to section 202 of the LG Act (Alienation of community land by lease or licence) or section 21 of the APL Act (Leases and licences granted by Council).

Adelaide Oval Sub-licences

Pursuant to the AORM Act, the Minister may, after consultation with the Council, grant a sub-licence over any land that is subject to a licence between the Minister and the Council.

Sub-licences exist between the Minister for Transport and Infrastructure and the:

- SMA, commencing 8 December 2014 and expiring 30 November 2031
- SANFL, commencing 8 December 2014 and expiring 30 November 2031

- SACA, commencing 8 December 2014 and expiring 30 November 2031.

Subject to review (on application by either Council or the Minister) by the State Commission Assessment Panel, the licence will only be subject to such terms and conditions as the Minister may specify after consultation with the Council.

The Minister may cancel a sub-licence if the Minister considers that the holder of the sub-licence is not managing any land in a manner consistent with maintaining park lands for the use and enjoyment of members of the public or with the provisions of the CLMP.

Licensed uses for the Adelaide Oval Licence Area

Under section 7(6) of the AORM Act, a licence or sub-licence authorises use of the land for the purposes of:

- providing car parking on grassed areas within a park-like setting in association with events at Adelaide Oval or Adelaide Oval No 2, or otherwise in accordance with the regulations (no such regulations currently exist); or
- providing reasonable access (including vehicular access) to any part of the Adelaide Oval Core Area; or
- activities that are ancillary to the redevelopment of Adelaide Oval or Adelaide Oval No 2; or
- activities that are ancillary to the use of Adelaide Oval or Adelaide Oval No 2 and take place
 - on a temporary basis for a period not exceeding one month, or
 - on a temporary basis for the purposes of a special event or activity prescribed by the regulations for the purposes of this paragraph; or
- providing facilities for the playing and watching of sport at Adelaide Oval No 2; or
- any other activity prescribed by the regulations for the purposes of this paragraph.

There are currently no regulations in place for the Act.

Section 7(8) of the AORM Act stipulates that public car parking must be limited to the area designated in Schedule 5 of that Act, which corresponds with the Licence Area.

Adelaide Oval Redevelopment and Management Act 2011: Additional relevant provisions

Under section 7(10), any use of or any associated works on the Licence Area will be subject to the provisions of Council's management plan (this CLMP) that relate to the Adelaide Oval Licence Area (subject to subsections (11), (12) and (13) of section 10).

Under section 7(11), any new Council management plan (CLMP) requires the agreement of the Minister.

Under section 7(12), the Minister may apply for a review by the State Commission Assessment Panel if the Minister considers a provision of the management plan (CLMP) is unreasonable in connection with the use of any part of the Adelaide Oval Licence Area or that the Council is acting unreasonably in relation to the administration or implementation of the management plan.

Also under section 7(12), the Council may apply for a review by the State Commission Assessment Panel if it considers that the Minister is acting unreasonably in refusing to agree to an amendment or new management plan (CLMP).

Under section 7(14), the Minister, or a person authorised by the Minister, may carry out works on land subject to the licence (including by undertaking excavations, changing the form of any land, and forming paths or access roads).

Section 12 requires that Council must not grant a prescribed lease, licence or approval in relation to any part of the adjacent area without the consent of the SMA, where “adjacent area” and “prescribed lease, licence or approval” are defined in section 12(3).

There are currently no regulations in place for the Act.

Adelaide Oval No 2

Adelaide Oval No 2 is within the Adelaide Oval Licence Area (Figure 4) and is managed by the relevant provisions of this CLMP, that Licence and the AORM Act.

Adelaide Oval liquor licensing

The SMA was granted (14 November 2023) an On Premises Licence (57102633) to sell liquor in accordance with the *Liquor Licensing Act 1997* (SA).

The liquor licence refers to a Licensed Area (included in Figure 4) that was approved by the Liquor and Gambling Commissioner on 18 November 2019. This approved area sits both within and outside the Core Area Lease. The area of the Liquor License that falls outside of the Core Area Lease are subject to this CLMP.

Due to the potential impact on adjacent residents and businesses of serving liquor in areas external to the stadium, no further extension of the liquor licence areas should be considered.

The CoA is not the responsible authority for providing liquor licensing.

Tennis SA lease

CoA has granted Tennis SA Inc a 42-year lease (Figure 3) for the period 1 July 2015 to 30 June 2057, for the following permitted uses:

- administration of tennis within the State of South Australia
- conduct of any international or local tennis tournament or tennis competition
- conducting of any tennis coaching
- conduct of other tennis-related activities
- conduct of such other sporting events as the Lessor shall approve in writing from time to time designed to achieve the optimum use of the Premises at all times during the year and for which the facilities of the Premises are suitable and which attract spectator interest
- use as offices or gymnasiums or treatment by sports-related person or organisations
- use for entertainment by way of concerts or similar functions.

The Lessee may also use the Premises for other uses (provided the Lessee obtains written consent via a decision of the Council), being:

- a use to be conducted on an ongoing basis, or
- a use to be undertaken in respect of a specific function or event.

Memorial Drive Tennis Club lease / Next Generation sublease

CoA has granted Memorial Drive Tennis Club Inc a 50-year lease (Figure 3) for the period 1 January 1999 to 31 December 2048. Memorial Drive Tennis Club Inc has granted David Lloyd Leisure Memorial Drive Pty Ltd a 50-year sublease for the period 1 January 1999 to 31 December 2048. The lease and sublease are for the following permitted uses:

- international or local tennis tournament or tennis competitions
- tennis coaching
- a sporting and leisure centre for the use of the members of the lessee

- sporting events, functions or events as the lessee shall approve.

Resurfacing of the outdoor courts should minimise the impact on the landscape character and visual quality and integrity of National Heritage Values of the Adelaide Park Lands.

Other leases or licences

The CoA will not grant further leases or licences for business purposes for the land covered by this part of the CLMP other than for events as provided for in this CLMP.

As stated above, in accordance with section 12 of the AORM Act, CoA will not grant a prescribed lease, licence or approval in relation to any part of the adjacent area (comprising the land area of this part of the CLMP) without the consent of the SMA.

8. CIRCUMSTANCES NOT PROVIDED FOR

This CLMP recognises that not all proposals for the management and enhancement of the Adelaide Oval precinct part of Tarntanya Wama Park 26 can be foreseen. Any significant change not provided for here should be considered within the broader planning framework provided by the *Adelaide Park Lands Management Strategy – Towards 2036* and considered as an amendment to this CLMP.

Appointment of City Planning,
Development and Business Affairs
Committee Chair

Strategic Alignment - Our Corporation

Public

Tuesday, 8 September 2026
Council

Program Contact:
Rebecca Hayes, Associate
Director Governance & Strategy

Approving Officer:
Anthony Spartalis, Chief
Operating Officer

EXECUTIVE SUMMARY

The purpose of this report is to seek appointment of a Council Member to the position of Chair of the City Planning, Development and Business Affairs Committee.

At its meeting held on 23 September 2025, Council appointed the Deputy Lord Mayor, Councillor Noon, to the position of Chair of the City Planning, Development and Business Affairs Committee for the period 24 September 2025 until the conclusion of the Council term in November 2026.

At the meeting of the City Planning, Development and Business Affairs Committee held on 1 September 2026, the Deputy Lord Mayor, Councillor Noon, advised of her resignation from the Chair position.

Appointment of a Council Member to the position of Chair is sought for the period commencing 9 September 2026 until the conclusion of the Council term.

RECOMMENDATION	
THAT COUNCIL	
1.	Notes the term of appointment for the position of Chair for the City Planning, Development and Business Affairs Committee will be from 9 September 2026 until the conclusion of the Council term.
2.	Notes that the method of appointing a Council Member to the position of Chair for the City Planning, Development and Business Affairs Committee will be undertaken in accordance with the Code of Practice for Council Meeting Procedures as follows:
2.1.	The Presiding Member of the Meeting will call for nominations, which must be accepted or declined by the Council Member who is subject of the nomination.
2.2.	The Chief Executive Officer as Returning Officer is authorised to declare the successful candidate appointed to position of Committee Chair or Deputy Chair.
2.3.	In the event of only one nomination to the office, the candidate is appointed to the position of Committee Chair or Deputy Chair, announced by the Returning Officer.
2.4.	In the event of there being more nominations than required, an election by voting ballot of Council Members present will be undertaken.
2.5.	If the votes for two or more candidates for the relevant position are equal, a revote by ballot between tied candidates will be undertaken.
2.6.	If the votes for two or more candidates for the position remain equal, lots must be drawn to determine which candidate or candidates will be excluded.
2.7.	Upon completion of the ballot process, the successful candidate is announced by the Returning Officer as appointed to the position of Committee Chair or Deputy Chair.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Corporation Enable effective governance, risk management, accountability and transparency at all times in decision making.
Policy	Code of Practice for Meeting Procedures and Code of Practice for Access to Council and Committee Meetings and Documents
Consultation	Not as a result of this report
Resource	Not as a result of this report
Risk / Legal / Legislative	Council and its Committees will conduct business in accordance with the relevant provisions of the <i>Local Government (Procedures at Meetings) Regulations 2013</i> (SA), the Code of Practice for Meeting Procedures and relevant policies.
Opportunities	Not as a result of this report
26/27 Budget Allocation	The annual allowance for a Council Member is \$32,110.00. If a Councillor is a Presiding Member of a Committee, they receive an additional amount of \$8,027.50 per annum. There is no extra allowance for the Lord Mayor or Deputy Lord Mayor for a Presiding Member role.
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

Background

1. At its meeting held on 23 September 2025, Council appointed the Deputy Lord Mayor, Councillor Noon, to the position of Chair of the City Planning, Development and Business Affairs Committee for the period 24 September 2025 until the conclusion of the Council term in November 2026.
2. At the meeting of the City Planning, Development and Business Affairs Committee held on 1 September 2026, the Deputy Lord Mayor, Councillor Noon, advised of her resignation from the Chair position.
3. Appointment of a Council Member to the position of Chair is sought for the period commencing 9 September 2026 until the conclusion of the Council term

Chair allowances

4. A Council Member who is the Chair of a Committee is entitled to a total Council Member allowance of \$40,137.50, inclusive of an additional Chair allowance of \$8,027.50 per annum.
5. There is no additional entitlement for the Lord Mayor or the Deputy Lord Mayor if they are appointed to the role of a Committee Chair.

Process for nomination and appointment

6. In accordance with section 51 (8) of the *Local Government Act 1999* (SA) and the Code of Practice for Council Meeting Procedures (Ballot Process):
 - 6.1 The Presiding Member of the Meeting will call for nominations, which must be accepted or declined by the Council Member who is subject of the nomination.
 - 6.2 The Chief Executive Officer as Returning Officer is authorised to declare the successful candidate appointed to position of Committee Chair
 - 6.3 In the event of only one nomination to the office, the candidate is appointed to the position of Committee Chair, announced by the Returning Officer.
 - 6.4 In the event of there being more nominations than required, an election by voting ballot of Council Members present will be undertaken.
 - 6.5 If the votes for two or more candidates for the relevant position are equal, a revote by ballot between tied candidates will be undertaken.
 - 6.6 If the votes for two or more candidates for the position remain equal, lots must be drawn to determine which candidate or candidates will be excluded.
 - 6.7 Upon completion of the ballot process, the successful candidate is announced by the Returning Officer as appointed to the position of Committee Chair.

DATA AND SUPPORTING INFORMATION

Nil

ATTACHMENTS

Nil

- END OF REPORT -

Deputy Lord Mayor, Councillor Noon - MoN - Night-Time Safety Infrastructure

Tuesday, 8 September 2026
Council

Council Member
Deputy Lord Mayor, Councillor
Carmel Noon

Public

Contact Officer:
Tom McCreedy, Director City
Infrastructure

MOTION ON NOTICE

Deputy Lord Mayor, Councillor Carmel Noon will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:

'That Council:

1. Notes that current and future Mainstreet and public realm upgrades provide a timely opportunity to consider safety infrastructure, including lighting, CCTV coverage and Crime Prevention Through Environmental Design principles, as part of project planning and delivery wherever appropriate.
2. Requests Administration prepare a report on lighting informed by:
 - 2.1. current and planned Mainstreet and public realm projects;
 - 2.2. any existing Council safety and CPTED assessments; and
 - 2.3. relevant safety and security audits, walk-arounds, forums, workshops or reports undertaken by City precinct associations.
3. Requests that the report highlight:
 - 3.1. inadequate, non-operational or poorly positioned lighting;
 - 3.2. priority laneways, transport areas, late-night precincts and other identified safety hotspots;
 - 3.3. issues and recommendations already identified through precinct-led safety and security work; and
 - 3.4. existing asset plans and opportunities to incorporate improved lighting into planned infrastructure and Mainstreet works where practicable.
4. Requests the report back to Council by November 2026 to incorporate improvements into planned Mainstreet and public realm works, opportunities for State Government or other co-funding, and any matters requiring consideration as part of the 2027/28 Business Plan and Budget process.'

ADMINISTRATION COMMENT

1. The City of Adelaide has been conducting late night safety audits with the support of South Australia Police (SAPOL) in the city and North Adelaide since 2004. These audits look to understand people's perceptions of safety in the public realm.
2. The West End Late Night Safety Audit, which is conducted every two years, is the longest-running continuous audit with the last audit completed in March 2026. Insights from this audit could be used to inform a report on lighting infrastructure.
3. Of the seven Precinct Groups in the city and North Adelaide, it is unknown if all Groups have undertaken any relevant safety and security audits or walks in the last 12 months. To support a report on lighting, Administration will contact each Group to gather any recent and relevant information.

Council – Agenda – Tuesday, 8 September 2026

4. The City of Adelaide undertakes targeted on-site lighting audits and assessments as required.
5. CCTV coverage is determined in partnership with SAPOL. All requests for new public CCTV cameras are provided to the CCTV Strategic Group, which consists of senior employees from the City of Adelaide and SAPOL, for review based upon SAPOL evidence and prioritisation. Information relating to CCTV systems is confidential and subject to restricted access.
6. Improvement in safety outcomes and compliance with the current standards and Crime Prevention Through Environmental Design (CPTED), including public lighting is a key consideration for all Main Street and public realm upgrades and renewals.
7. City Operations has processes in place to respond to customer requests for maintenance, for example - where lights are not working or dim and are addressed in a timely manner to improve public lighting outcomes. Furthermore, City Horticulture are engaged where improvements to light spill will result from minor tree trimming works to remove light obstructions.
8. Should Council resolve to support the proposed motion, a report will be prepared and presented to Council in December 2026.

Should the proposed motion be supported by Council, the following implications of this motion should be considered. Note any costs provided are estimates only – no quotes or prices have been obtained:	
Public consultation	Consultation with Precinct Groups.
External consultant advice	Not applicable
Legal advice / litigation	Not applicable
Impacts on existing projects	Not applicable
Budget reallocation	Not applicable. Any priority initiatives identified would be considered through the 2027/28 Business Plan and Budget process.
Capital investment	Dependent on the outcomes and recommendations from the report.
Staff time in preparing the workshop / report requested in the motion	Approximately 40 hours of staff time will be required to engage with Precinct Groups and prepare the report requested in the motion.
Other	Not applicable
Staff time in receiving and preparing this administration comment	To prepare this administration comment in response to the motion on notice took approximately 12.5 hours.

- END OF REPORT -

Councillor Maher - MoN - Behavioural Standards Panel Report 25BSP-0005

Tuesday, 8 September 2026
Council

Council Member
Councillor Patrick Maher

Public

Contact Officer:
Anthony Spartalis, Chief Operating Officer

MOTION ON NOTICE

Councillor Patrick Maher will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:

'That Council:

1. Notes the Behavioural Standards Panel Final Report Panel Reference 25BSP-0005, and paragraph 188 of the report.
2. Notes the provisions of the Local Government Act 1999 Member behaviour—Part A1, and section 262W(4).
3. Urgently commences advocacy for amendments to the Local Government Act 1999 regarding referral of former elected members to the South Australian Civil and Administrative Tribunal.'

ADMINISTRATION COMMENT

1. The decision of the South Australian Civil and Administrative Tribunal (SACAT) in *McMahon v Knight [2024] SACAT 45 (Knight)* identified a limitation within the current legislative framework, namely that SACAT does not have jurisdiction to hear and determine complaints against former members of a council in the absence of an express statutory provision conferring that jurisdiction. The decision further highlights circumstances where the operation of the member conduct framework may be frustrated where a member ceases to hold office before disciplinary processes have been finalised.
2. There is merit in advocating for legislative reform to address these limitations and improve the effectiveness of the local government member conduct framework. In particular, consideration could be given to amendments that extend SACAT's jurisdiction to former members of council, provide a pathway for matters concerning former members to be determined following their resignation or departure from office, and ensure that the outcomes of investigations and determinations by relevant regulatory bodies are not rendered ineffective solely because a person has ceased to hold office.
3. Should Council resolve to support the proposed motion, it is proposed that the Chief Executive Officer write to the Office of Local Government, and that the Lord Mayor write to the Minister for Local Government, expressing Council's concerns regarding the limitations of the current provisions of the *Local Government Act 1999* (SA) and advocating for legislative amendments that extend SACAT's jurisdiction to include former members of council.

Should the proposed motion be supported by Council, the following implications of this motion should be considered. Note any costs provided are estimates only – no quotes or prices have been obtained:	
Public consultation	Not applicable
External consultant advice	Not applicable
Legal advice / litigation (eg contract breach)	Not applicable
Impacts on existing projects	Not applicable
Budget reallocation	Not applicable
Capital investment	Not applicable
Staff time in preparing the workshop / report requested in the motion	Not applicable
Other	Not applicable
Staff time in receiving and preparing this administration comment	To prepare this administration comment in response to the motion on notice took approximately 4.5 hours.

- END OF REPORT -

Deputy Lord Mayor, Councillor Noon - MoN - Torrens Lake Water Quality Pilot Trial

Tuesday, 8 September 2026
Council

Council Member
Deputy Lord Mayor, Councillor
Carmel Noon

Public

Contact Officer:
Tom McCready, Director City
Infrastructure

MOTION ON NOTICE

Deputy Lord Mayor, Councillor Carmel Noon will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:

'That Council:

1. Notes the recurring water-quality issues and closures affecting Torrens Lake and the resulting impacts on recreation, tourism, businesses and the amenity and reputation of the City.
2. Notes that, under section 25 of the Adelaide Park Lands Act 2005, Council has the care, control and management of the Torrens dam and the water held by it, subject to the Landscape South Australia Act 2019.
3. Notes advice that nanobubble oxygenation and controlled ozone technology has been used successfully elsewhere and that a six-month independently monitored research trial involving the University of Adelaide, Monash University and appropriately qualified scientific oversight has been proposed. Further notes that TLCAC remains open to considering new scientific evidence and that the Chief Executive Officer has requested that relevant representatives be invited to present updated evidence and information to TLCAC.
4. Supports in principle the development of a proposal for a controlled six-month pilot trial of nanobubble oxygenation and controlled ozone technology in Torrens Lake during the 2026–27 spring/summer period, incorporating independent scientific monitoring, baseline testing, defined success criteria and appropriate environmental and public-safety safeguards.
5. Requests the Chief Executive Officer to progress development of the pilot proposal, in consultation with TLCAC, relevant State Government agencies and regulators, and to identify any approval, permit or authorisation required by law. Where an impediment to the proposed trial is identified, Administration is requested to advise Council of the legislative, regulatory, scientific or safety basis for that position and the available options or pathway to address it.
6. Requests a report to Council by 13 October 2026 setting out the proposed scope and location, scientific methodology and monitoring, consultation outcomes, environmental and public-safety safeguards, required approvals, indicative costs, external or research funding opportunities, proposed commencement date and any further Council decision required; and notes that any subsequent permanent deployment or long-term procurement of the technology would be considered separately following receipt of the independent results.'

ADMINISTRATION COMMENT

1. In May 2025, the Torrens Lake Cyanobacteria Advisory Committee (TLCAC) considered a proposal to trial ozone nanobubble technology in Torrens Lake and determined not to support the proposed trial based on the information available at the time.

2. The TLCAC's considerations included the absence of a clearly identified management need, uncertainty around the technology's effectiveness and potential ecological impacts in a biodiverse, flow-through river system, regulatory requirements, and the cost of undertaking a scientifically robust trial and associated monitoring program.
3. The Australian Pesticides and Veterinary Medicines Authority (APVMA) has subsequently determined that the ozone nanobubble technology meets the definition of an agricultural chemical product and therefore requires a "permit" for use under the *Agricultural and Veterinary Products (Control of Use) Act 2002*. Should the necessary permit(s) be obtained, the proponent may submit a revised proposal for consideration.
4. The City of Adelaide (CoA) continues to work in partnership with the participating State Government agencies represented on TLCAC, which collectively provide the scientific, regulatory and environmental expertise required to manage the health of the broader River Torrens / Karrawirra Parri system.
5. The CoA has recently requested that TLCAC invite the proponent of Nanobubble technology to present any updated scientific evidence, approvals, monitoring methodologies and trial results directly to a future TLCAC meeting.
6. The TLCAC is open to considering a revised proposal where there have been significant advancements from the proposal previously presented and declined, such as new evidence, relevant approvals or permits, or a revised trial and monitoring approach that addresses the committee's previous feedback. Any future proposal would be considered on its merits through the appropriate governance processes.
7. It is therefore suggested that the proponent secure all relevant permits, such as the APVMA permit, and then take the opportunity to present to TLCAC, which includes members from the Department for Environment and Water (DEW), Green Adelaide, SA Water, Coastal Board, the Environment Protection Authority (EPA), the City of Charles Sturt and City of Adelaide who collectively are responsible for the ecological and biodiversity impacts to the greater River Torrens system.
8. It should be noted that the CoA is only responsible for the supporting infrastructure surrounding the river within the City of Adelaide council boundary. The CoA does not own the water or biodiversity within the river. The State Government, through DEW, Green Adelaide and EPA, is responsible for regulating the river system, which includes being the authority for assessing and approving any future proposed treatments.
9. It is recommended that the proponent seek the appropriate permits, which would then allow for engagement with TLCAC to explore any advancements since the previous presentation in May 2025.
10. It is recommended that the proponent present to TLCAC any advancement in technology. TLCAC has advised that they remain open to a presentation where there has been demonstrable advancement in technology and where all permits have been secured.
11. It is recommended that any pilot proposals / trials are subject to the above approvals and assessment prior to any commitments on behalf of the City of Adelaide.

Should the proposed motion be supported by Council, the following implications of this motion should be considered. Note any costs provided are estimates only – no quotes or prices have been obtained:	
Public consultation	Not applicable
External consultant advice	TLCAC Committee assessment
Legal advice / litigation (eg contract breach)	Not applicable
Impacts on existing projects	To be determined
Budget reallocation	Cost to be determined
Capital investment	Not applicable
Staff time in preparing the workshop / report requested in the motion	Not applicable
Other	Not applicable
Staff time in receiving and preparing this administration comment	To prepare this administration comment in response to the motion on notice took approximately 6.5 hours.

Councillor Martin - MoN - Frome and North Terrace Intersection

Tuesday, 8 September 2026
Council

Council Member
Councillor Phillip Martin

Public

Contact Officer:
Tom McCreedy, Director City
Infrastructure

MOTION ON NOTICE

Councillor Phillip Martin will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:

'That Council;

Asks the Administration in collaboration with the Department for Infrastructure and Transport (DIT) to review the recent changes to the intersection of Frome Road and Frome Street with North Terrace with a view to assessing the performance of the intersection and potential improvements that could enhance the safety and efficiency of the movement of pedestrians, cyclists and vehicles, including avoiding queuing.'

ADMINISTRATION COMMENT

1. In January 2025 the extension of the North-South separated bikeway was completed on Frome Street/Road between Rundle Street and Albert Bridge (approx. 1km extension).
2. The works included changes to the intersection of Frome Road/Street and North Terrace to accommodate a separated bikeway.
3. Following a short period of use, the project team considered community and key stakeholders' concerns about the built bikeway scope and design, specifically -
 - 3.1. Traffic waiting times.
 - 3.2. Motorists using/blocking the bike lane.
 - 3.3. Visual look of the flexible bollards.
 - 3.4. Delays for access/egress to the Lot Fourteen site, particularly the Wilson carpark.
 - 3.5. Interface with motorists and cyclists at property accesses.
 - 3.6. Cyclist speeds at the section of the cycleway outside the Crowne Plaza Adelaide.
4. To address the above concerns several improvements were implemented, including:
 - 4.1. Traffic signal phasing improvements at key intersections in consultation with the Department for Infrastructure and Transport (who operate the signalised intersections on behalf of Council).
 - 4.2. Additional warning pavement markings outside Crowne Plaza Adelaide.
 - 4.3. Enhanced signage and pavement 'Slow' markings.

- 4.4. Replacing the flexible bollards with a concrete median island with new signs clearly identifying the bike lane (similar to that adopted for separated bike lanes in Melbourne and Sydney).
- 4.5. Enhanced line-marking (including new and remarking the 'green' line-marking at conflict points).
- 4.6. Other minor infrastructure improvements.
5. The infrastructure improvements were completed in late May 2025 marking the completion of the bikeway safety upgrades.
6. The improvements were informed by intersection turning count survey data that was collected in April 2025 between 7am-7pm which identified at the Frome Road/Street and North Terrace intersection:
 - 6.1. Cyclist movements through the intersection - 752.
 - 6.2. Tram movements through the intersection - 143.
 - 6.3. Bus movements through the intersection - 1,016.
 - 6.4. Total vehicle movements (excluding cyclist movements) as per the turn count diagram [Link 1](#).
7. Should Council resolve to support the proposed motion, the Administration will engage with the Department for Infrastructure and Transport (who are the approving agency) to understand the current functionality of this section of roadway, reported incidents, and / or community feedback and concerns, with a report coming back to the Infrastructure and Public Works Committee with the findings and potential improvements if deemed necessary.
8. It should be noted that the challenge remains that this is a busy intersection and it may not be possible to eliminate or avoid queuing occurring due to the various road user movements accommodated by the intersection and the road user volumes.
9. The Administration is committed to the safe movement for all road users, including pedestrians, cyclists, motor vehicles and specific road safety concerns, issues, requests or potential improvement opportunities should be reported to council via our Customer Centre or [Contact us | City of Adelaide](#) for further investigation.

Should the proposed motion be supported by Council, the following implications of this motion should be considered. Note any costs provided are estimates only – no quotes or prices have been obtained:	
Public consultation	Not applicable
External consultant advice	Not applicable
Legal advice / litigation (eg contract breach)	Not applicable
Impacts on existing projects	Not applicable
Budget reallocation	Not applicable
Capital investment	Not applicable
Staff time in preparing the workshop / report requested in the motion	Not applicable
Other	Not applicable
Staff time in receiving and preparing this administration comment	To prepare this administration comment in response to the motion on notice took approximately 5.5 hours.

- END OF REPORT -

Councillor Maher - QoN - Behavioural Standards Panel Report 25BSP-0005

Tuesday, 8 September 2026
Council

Council Member
Councillor Patrick Maher

Public

Contact Officer:
Anthony Spartalis, Chief Operating Officer

QUESTION ON NOTICE

Councillor Patrick Maher will ask the following Question on Notice:

'In light of the recent resignation of former Councillor Davis and findings of the Behavioural Standards Panel, does Council have any ability under the Local Government Act 1999 or any other relevant legislation to refer the matter to the South Australian Civil and Administrative Tribunal (SACAT), notwithstanding that the individual is no longer a serving member of Council?'

The Lord Mayor will provide a reply at the meeting, the reply and question will be included in the Minutes of the meeting.

- END OF REPORT -

Deputy Lord Mayor, Councillor Noon - QoN - Precinct Review and Strategic Planning

Tuesday, 8 September 2026
Council

Council Member

Deputy Lord Mayor, Councillor
Carmel Noon

Public

Contact Officer:

Anthony Spartalis, Chief Operating
Officer

QUESTION ON NOTICE

Deputy Lord Mayor, Councillor Carmel Noon will ask the following Question on Notice:

'Could Administration please advise:

1. What is the current status of the Precinct Review and associated strategic planning process, including what has been completed, what is underway and what remains outstanding?
2. Who has been engaged or appointed to coordinate the process, whether internally or externally, what is the scope and value of that engagement, and which Council officer is responsible for delivery?
3. Noting that the strategic planning process was expected to commence prior to the beginning of the 2026/27 financial year, when did it actually commence and, if delayed, what has caused the delay?
4. What is the proposed timetable for consultation with each Precinct Association, including engagement with Presidents and Boards, preparation of draft plans, review, finalisation and implementation?
5. How will governance, financial reporting and funding arrangements be addressed through the Review, including accountability for Council funding, reporting requirements, acquittals, future funding models and any proposed changes to the role or responsibilities of Precinct Associations?
6. What is the current and proposed role of the City's Place Coordinators in supporting the precincts, including how their responsibilities will interface with Precinct Associations, AEDA and other areas of Administration?
7. When will the Review and strategic planning outcomes return to Council, including recommendations on governance, funding, roles and responsibilities, implementation and measures of success?

The Lord Mayor will provide a reply at the meeting, the reply and question will be included in the Minutes of the meeting.

- END OF REPORT -

Deputy Lord Mayor, Councillor Noon - QoN - Torrens Lake Water Quality Management: Current Measures, Costs and Outcomes

Tuesday, 8 September 2026
Council

Council Member
Deputy Lord Mayor, Councillor
Carmel Noon

Public

Contact Officer:
Tom McCready, Director City
Infrastructure

QUESTION ON NOTICE

Deputy Lord Mayor, Councillor Carmel Noon will ask the following Question on Notice:

'Could Administration please advise:

1. What measures are currently being used to manage and improve water quality in Torrens Lake, including biofiltration, monitoring, managed flow releases and any other treatment or maintenance measures?
2. Who is currently contracted or engaged to undertake this work, what are the contract terms and costs, and what measurable deliverables, performance standards or water-quality outcomes are they required to achieve?
3. What has Council spent on Torrens Lake water-quality management over the past three financial years, including capital works, contractors, monitoring, maintenance and other interventions?
4. What evidence is available that the current measures are improving water quality and reducing the frequency or duration of Lake closures, and what measurable indicators does Council use to determine whether the current approach is successful?
5. Where existing measures are not achieving the intended outcomes, what process does Council use to review their effectiveness, contractual performance and value for money, and to consider alternative evidence-based approaches, including technologies being successfully trialled or implemented by other Australian local governments, such as the nanobubble oxygen and ozone technology developed by South Australian company and used at Lake Albert by Wagga Wagga City Council in NSW, where following an extended trial Council has endorsed its continued use and authorised negotiations to purchase the installed technology?

The Lord Mayor will provide a reply at the meeting, the reply and question will be included in the Minutes of the meeting.

- END OF REPORT -

Councillor Martin - QoN - South Australian Motorsport Board

Tuesday, 8 September 2026
Council

Council Member
Councillor Phillip Martin

Public

Contact Officer:
Jo Podoliak, Director City
Community

QUESTION ON NOTICE

Councillor Phillip Martin will ask the following Question on Notice:

'Could the Administration advise what information was published by the City of Adelaide in relation to the South Australian Motor Sport Board's consultation, occurring from June 5, 2026 until June 15 2026, on their proposed 2026 motor sport event(s), in accordance with the South Australian Motor Sport Act, 1984 , including any email addresses that were published and whether these email addresses were/are public information?'

The Lord Mayor will provide a reply at the meeting, the reply and question will be included in the Minutes of the meeting.

- END OF REPORT -

Councillor Martin - QoN - Chinese New Year Celebrations

Tuesday, 8 September 2026
Council

Council Member
Councillor Phillip Martin

Public

Contact Officer:
Jo Podoliak, Director City
Community

QUESTION ON NOTICE

Councillor Phillip Martin will ask the following Question on Notice:

'Could the Administration confirm if it has advised the organisers of Chinese New Year Event that the 2027 celebrations will not be able to be conducted in Gouger Street and, if so:

1. specifically why?
2. what impediments are there are to isolating any section of the street to enable the Chinese New Year celebrations to proceed in 2027 in the precinct in which they have always been held?'

The Lord Mayor will provide a reply at the meeting, the reply and question will be included in the Minutes of the meeting.

- END OF REPORT -

Deputy Lord Mayor, Councillor Noon - QoN - City CCTV Network

Tuesday, 8 September 2026
Council

Council Member
Deputy Lord Mayor, Councillor
Carmel Noon

Public

Contact Officer:
Ilia Houridis, Director City Shaping

QUESTION ON NOTICE

Deputy Lord Mayor, Councillor Carmel Noon will ask the following Question on Notice:

'Of the 2026/27 Business Plan and Budget approved by Council on 23 June 2026, can the Administration please confirm:

1. Can Administration advise the last time there was a review with SAPOL of the City CCTV network?
2. Are there currently any plans to add capacity to the City CCTV that is operated by SAPOL?
3. How are additions to the CCTV network considered and administered?
4. What is the process to address requests for CCTV installation?
5. Can the Administration advise, based on current information, if there is sufficient CCTV coverage?
6. How are additions to the CCTV network funded?'

The Lord Mayor will provide a reply at the meeting, the reply and question will be included in the Minutes of the meeting.

Program Contact:

Anthony Spartalis, Chief
Operating Officer

Approving Officer:

Michael Sedgman, Chief
Executive Officer

Public

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 Council meeting for the consideration of information and matters contained in the Agenda.

For the following Committee Report to Council seeking consideration in confidence

- 22** Confidential Recommendations of the CEO Performance Review Panel - 31 August 2026
[section 90(3) (a) of the Act]
- 23.1** CEO Employment Contract [section 90(3) (a) of the Act]

The Order to Exclude for Items 22 and 23.1:

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.
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ORDER TO EXCLUDE FOR ITEM 22

THAT COUNCIL:

1. Having taken into account the relevant consideration contained in section 90(3) (a) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Council dated 8 September 2026 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 22 [Confidential Recommendations of the CEO Performance Review Panel - 31 August 2026] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Recommendation 1 - Grounds and Basis

Consideration in confidence is sought because the confidential 360 Degree Review conducted by Hender Consulting contains information the disclosure of which would involve the unreasonable disclosure of the views of elected members, staff and stakeholders into the personal affairs of Mr Michael Sedgman, Chief Executive Officer, City of Adelaide.

The Council 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 would involve the unreasonable disclosure of the views of elected members, staff and stakeholders into the personal affairs of Mr Michael Sedgman, Chief Executive Officer, City of Adelaide.

Recommendation 2 - Grounds and Basis

Receipt and discussion of this report and attachments associated with this Item is required in confidence to protect the personal affairs of the Chief Executive Officer.

The Council 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 would involve unreasonable disclosure of information concerning the personal affairs of any person.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Council dated 8 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 22 [Confidential Recommendations of the CEO Performance Review Panel - 31 August 2026] 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)(a) of the Act.

ORDER TO EXCLUDE FOR ITEM 23.1

THAT COUNCIL:

1. Having taken into account the relevant consideration contained in section 90(3) (a) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Council dated 8 September 2026 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 23.1 [CEO Employment Contract] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Grounds and Basis

Receipt and discussion of this report and attachments associated with this Item is required in confidence to protect the personal affairs of the Chief Executive Officer.

The Council 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 would involve unreasonable disclosure of information concerning the personal affairs of any person.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Council dated 8 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 23.1 [CEO Employment 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)(a) 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 22 – Confidential Recommendations of the CEO Performance Review Panel - 31 August 2026
 - 6.1.1 Is subject to Existing Confidentiality Orders dated 31/8/2026.
 - 6.1.2 The grounds utilised to request consideration in confidence is section 90(3)(a) of the Act
 - (a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);
 - 6.2 Information contained in Item 23.1 – CEO Employment Contract
 - 6.2.1 Is not subject to an Existing Confidentiality Order.
 - 6.2.2 The grounds utilised to request consideration in confidence is section 90(3)(a) of the Act
 - (a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);

ATTACHMENTS

Nil

- END OF REPORT -

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