



CITY COMMUNITY SERVICES AND CULTURE COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 22 September 2026

at 6.30 pm

in the Colonel Light Room, Adelaide Town Hall

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Our Adelaide.
Bold.
Aspirational.
Innovative.

CITY COMMUNITY SERVICES AND CULTURE COMMITTEE
Meeting Agenda, Tuesday, 22 September 2026, at 6.30 pm

Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith

Councillor Snape (Chair) (Chair)

Councillor Giles (Deputy Chair)

Councillors Abrahamzadeh, Cabada, Couros, Freeman, Maher, Martin, Noon and Dr Siebentritt

Agenda

Item	Pages
1. Acknowledgement of Country	
At the opening of the City Community Services and Culture Committee meeting, the Chair will state:	
‘The City of Adelaide acknowledges the Kaurna People of the Adelaide Plains as the Traditional Custodians of the land on which we meet today.	
We acknowledge and honour their spiritual and cultural stewardship of this Country and recognise their deep and enduring relationship with its lands, waters, the sky, and all living things.	
We pay our respects to Kaurna Elders past and present and recognise the important role of emerging leaders in sustaining and strengthening culture.’	
2. Apologies and Leave of Absence	
Nil	
3. Declaration of Conflict of Interest	
4. Reports for Recommendation to Council	
4.1 Community Consultation on Adelaide Circuit Redevelopment Project	
5. Closure	

Adelaide Circuit Redevelopment Project Consultation

Strategic Alignment - Our Community

Public

Tuesday, 22 September 2026
City Community Services and Culture Committee

Program Contact:
Jennifer Kalionis, Associate
Director City Culture

Approving Officer:
Jo Podoliak, Director City
Community

EXECUTIVE SUMMARY

The purpose of this report is to provide advice to the South Australian Motor Sport Board (SAMSAB) in response to its consultation on the Adelaide Circuit Redevelopment Project (ACR Project).

SAMSAB's consultation with Council is required under section 20(4) of the *South Australian Motor Sport Act 1984* (the Act), wherein the Minister may declare a specified Declared Area and Declared Period for the purposes of carrying out motor sport events. The Minister may also specify a Prescribed Works Period, during which the SAMSAB may have access to the land within the Declared Area for the purpose of carrying out works for these motor sport events.

Council's response will also be informed by the recommendations of Kadaltilla / Adelaide Park Lands Authority (Kadaltilla), which met on 17 September 2026. Kadaltilla will also provide its own statutory response to the SAMSAB under its separate consultation process relative to the SAMSAB's obligations for consultation with Kadaltilla under the Act.

Council's recommendation will form part of its proposed 'Terms and Conditions' for the ACR Project pursuant to section 22 of the Act, which states that the SAMSAB must comply with reasonable conditions determined by a relevant council or any person having a right of occupation of the land or any part of the land, and these conditions may:

- Section 22 (3)(a) limit or prevent any unnecessary or reasonably avoidable interference with or damage to the land or anything growing on or built on the land
- Section 22 (3)(e) without limiting a preceding paragraph, that provide for the management, protection or rehabilitation of land (including land outside the declared area that may be affected by the Board's activities).

The State Government consultation period on the proposed ACR Project Declarations commenced on 31 August 2026 and will conclude on 25 September 2026, noting Council received a five-day extension from the Premier.

Adelaide Circuit Redevelopment Project (ACR Project): 2 October 2026 to November 2027

The relocation of the MotoGP™ Grand Prix of Australia (MotoGP™) from Phillip Island to a redeveloped Adelaide Park Lands Circuit is both a major-event opportunity and a significant Park Lands transformation.

- The proposed ACR Project circuit track is 4.13km long, which is 0.91km longer than the current 3.22km Supercars circuit, and 0.35km longer than the 3.780km Formula One Australian Grand Prix circuit.
- The draft Declared Area map includes Victoria Park / Pakapakanthi (Park 16), King Rodney Park / Ityamaitipina (Park 15), Rymill Park / Murlawirrapurka (Park 14) and Rundle Park / Kadlitpina (Park 13).
- It is presumed that the occupation of the Park Lands will follow a staged approach.
- The total Park Lands occupation period is currently unknown. It will include 412 days of occupation of the Park Lands to facilitate site establishment and preliminary activities, construction and the event. This is an increase of, at minimum, 253 days of occupation as compared to the annual supercars event.
- Currently, the draft declaration does not specify the duration of the proposed Prescribed Works Period required after the event, to remove infrastructure and reinstate the Park Lands.

On 1 September 2026, Council authorised the Administration to undertake community engagement on the City of Adelaide (CoA)'s online Our Adelaide platform, to inform its future statutory representations to the SAMSAB

pursuant to section 23 of the Act, and this occurred between 2-16 September 2026. Outcomes of this community engagement are contained in **Attachment C**.

This report also provides the Administration's analysis on the ACR Project, based on details released to the public on Sunday 30 August 2026.

RECOMMENDATION

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

THAT THE CITY COMMUNITY SERVICES AND CULTURE COMMITTEE RECOMMENDS TO COUNCIL
THAT COUNCIL

1. Notes the Draft Declaration of the proposed Declared Area and Prescribed Works Period for the purpose of conducting the Adelaide Circuit Redevelopment Project consultation as contained in this report and **Attachment A** to Item 4.1 on the Agenda for the meeting of the City Community Service and Culture Committee held on 22 September 2026.
2. Notes the Draft Declared Area map for the Adelaide Circuit Redevelopment Project as contained in **Attachment B** to Item 4.1 on the Agenda for the meeting of the Board of the City Community Service and Culture Committee held on 22 September 2026.
3. Receives the community consultation feedback, administered by City of Adelaide between 2-16 September 2026, on the Adelaide Circuit Redevelopment Project, as contained in **Attachment C** to Item 4.1 on the Agenda for the meeting of City Community Services and Culture Committee held on 22 September 2026.
4. Notes the recommendations of Kadaltilla / Adelaide Park Lands Authority meeting held on 17 September 2026, and that this feedback will be provided to the South Australian Motor Sport Board and Minister for Planning as part of Kadaltilla's legislative responsibilities in relation to the Adelaide Circuit Redevelopment Project consultation, as contained in **Attachment D** to Item 4.1 on the Agenda for the meeting of City Community Services and Culture Committee held on 22 September 2026.
5. Notes the Presentation provided by the State Government to the Kadaltilla / Adelaide Park Lands Authority meeting held on 17 September 2026, as contained in **Attachment E** to Item 4.1 on the Agenda for the meeting of City Community Services and Culture Committee held on 22 September 2026.
6. Endorses the Administration's request for further information through the Adelaide Circuit Redevelopment Project consultation as contained in **Attachment F** to Item 4.1 on the Agenda for the meeting of City Community Services and Culture Committee held on 22 September 2026.
7. Authorises the Lord Mayor to write to the Chief Operating Officer, Department of Premier and Cabinet, and the Presiding Member / Chief Executive of the South Australian Motor Sport Board, and the Minister responsible for the South Australian Motor Sport Board on behalf of Council, with the following feedback to the Adelaide Circuit Redevelopment Project consultation:
 - 7.1. Supports Adelaide's role as a major events city and recognises the significant economic, visitor and strategic benefits that the MotoGP™ Grand Prix of Australia can deliver for South Australia, while making clear that support for the event does not diminish the statutory and public importance of the Adelaide Park Lands.
 - 7.2. Advises that Council will provide a further response, including proposed Terms and Conditions for the relevant Prescribed Works Period under section 22 of the *South Australian Motor Sport Act 1984*.
 - 7.3. Requests that a formal Project Agreement be entered into with the Department for Infrastructure and Transport to clarify the Adelaide Circuit Redevelopment Project, to clarify project governance, roles and responsibilities and reporting routines to Council and Kadaltilla / Adelaide Park Lands Authority.
 - 7.4. Seeks a briefing to Council from the State Government and SAMSB at the earliest convenience on the outcomes of the government's self-referral to the Federal Government under the *Environment Protection Biodiversity Conservation Act 1999* (Cth), and its response to the self-referral process, including mitigation of impacts on the National Heritage Values and the National Heritage Management Plan for the Adelaide Park Lands and City Layout.

8. Authorises the Chief Executive Officer, or delegate, to negotiate with the State Government to enter into a formal Project Agreement with the Department for Infrastructure and Transport (as per Recommendation 7.3) to clarify Adelaide Circuit Redevelopment project governance, roles and responsibilities and reporting routines to Council and Kadaltilla / Adelaide Park Lands Authority; including
 - 8.1. The delivery of community, environment, heritage, culture and economy benefits aligned with identified projects in the:
 - 8.1.1. Adelaide Park Lands Management Strategy and Partnering Opportunities document
 - 8.1.2. Victoria Park / Pakapakanthi (Park 16) Master Plan
 - 8.1.3. Rymill Park / Murlawirrapurka (Park 14) Master Plan
 - 8.1.4. City of Adelaide Stormwater Management Plan
 - 8.1.5. Botanic Creek Rehabilitation Erosion Protection and Implementation of Water Sensitive Urban Design Master Plan
 - 8.1.6. City of Adelaide Urban Greening Strategy
 - 8.1.7. Adelaide Park Lands Trail Improvement Plan and Wayfinding Improvement Plan
 - 8.1.8. Adelaide Park Lands and City Layout National Heritage Management Plan
 - 8.1.9. Heritage Conservation Management Plan for the Victoria Park Grandstand
 - 8.1.10. City of Adelaide Integrated Transport Strategy
 - 8.1.11. City Plan - Adelaide 2036
 - 8.1.12. City of Adelaide Integrated Climate Strategy
 - 8.2. Alignments with design standards and guidelines specific to the Adelaide Park Lands.
 - 8.3. Impacts on Council's planned 2026/27 financial year capital works program, including projects to the value of approximately \$1.78 million requiring temporary or permanent deferral, and arrangements to minimise or address those impacts.
 - 8.4. Arrangements for Council's infrastructure assets, including protection, reinstatement, remediation and ongoing maintenance.
 - 8.5. Arrangements for Council's Lease and Licence holders.
 - 8.6. The potential traffic, parking, public transport, pedestrian, cycling and accessibility impacts arising during construction and event operations, supported by appropriate modelling, mitigation measures and agreed responsibilities for implementation.
 - 8.7. The identification of agreed project milestones, decision points, reporting requirements, risks and responsibilities, including arrangements for timely consultation with Council and Kadaltilla / Adelaide Park Lands Authority.
 - 8.8. The establishment of a mechanism for resolving matters that remain unresolved between the State Government, South Australian Motor Sport Board, Council and Kadaltilla / Adelaide Park Lands Authority.
9. Notes that the formal Project Agreement contemplated in Recommendation 8 is intended to provide clarity regarding governance, roles and responsibilities, asset ownership, maintenance, lifecycle costs, funding responsibilities, project impacts, mitigation, remediation and reporting arrangements.
10. Recommends that the State Government establish and fund a Business and Community Disruption and Resilience Package to support businesses and organisations materially affected by the prolonged construction, road closures, restricted access and changed patterns of visitation and activity associated with the Adelaide Circuit Redevelopment Project.
11. Authorises the Chief Executive Officer, or delegate, in consultation with the Lord Mayor, to make a submission by 2 October 2026 to the Federal Minister for Environment and Water regarding the Government of South Australia's self-referral under the *Environment Protection Biodiversity Conservation Act 1999* (Cth), with respect to the Adelaide Circuit Redevelopment project.
12. Requests that the Administration provide Council and Kadaltilla / Adelaide Park Lands Authority with a report summarising the impacts of the South Australian Motor Sports Board's Adelaide Circuit Redevelopment for MotoGP™ proposal on the Adelaide Park Lands Management Strategy 'Towards 2036' objectives, and its alignment or otherwise.

13. Notes that the Adelaide Circuit Redevelopment Project has the potential to create significant traffic, parking and accessibility impacts during both construction and event operations, requiring detailed modelling and mitigation measures.
 14. Notes that Administration will present a report seeking Council endorsement on the key agreed Terms and Conditions for the ACR Project Prescribed Works Period pursuant to section 22 of the *South Australian Motor Sport Act 1984*.
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IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Community An interesting and engaging place to live, learn and visit. An inclusive, equitable and welcoming community where people feel a sense of belonging. Strategic Alignment – Our Economy Adelaide's unique experience and opportunities attract visitors to our City
Policy	City Plan 2036 Adelaide Park Lands Management Strategy Towards 2036 The Adelaide Park Lands Management Strategy supports promoting the Park Lands as a visitor and tourist destination (Strategy 1.3.1). The Community Land Management Plan (CLMP) for Victoria Park / Pakapakanthi (Park 16) provides context that the <i>South Australian Motor Sport Act 1984</i> provides broad powers to enable the staging of motor sport events. The CLMP notes that 'Restrictions on public use and movement may be subject to restrictions imposed by the <i>South Australian Motor Sport Act 1984</i> and Associated Motor Sport Events as well as other major events'. The purpose for which the land is held per the CLMP includes protecting the Key Biodiversity Area in this park. The remnant vegetation within the Key Biodiversity Area is cared for under a Management Agreement with the State Government. The CLMPs for King Rodney Park / Ityamai itpina (Park 15) and Rymill Park / Murlawirrapurka (Park 14) and Rundle Park / Kadlitpina (Park 13) are also policy considerations under this declaration. The next legislated review of the Adelaide Park Lands CLMP is in 2028. Motor sport is not contemplated in the CLMP for Parks 13, 14 and 15 and will therefore require review to ensure the Context, Objectives and Management Proposals reflect the responsibilities of Council for management of these Parks. Economic Development Strategy 2024–2028: Goal 1: More than the gateway to South Australia. Integrated Transport Strategy Integrated Climate Strategy 2030 Asset Management Plans Long Term Financial Plan Community Engagement Policy (2026)
Consultation	Under section 20(4)(c) of the <i>South Australian Motor Sport Act 1984</i> there is a legislative obligation for the Minister, through the South Australian Motor Sport Board (SAMSB), to consult with Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) and Council regarding the proposed Declared Area, Declared Period and Prescribed Works Period for the event. The current SAMSB consultation period is open and concludes 25 September 2026. City of Adelaide undertook community consultation from 2 to 16 September 2026 to understand the community's views on the Adelaide Circuit Redevelopment Project (ACR Project), and to inform Council's response and future statutory representations to the SAMSB.
Resource	Not as a result of this report
Risk / Legal / Legislative	Pursuant to powers provided under the <i>South Australian Motor Sport Act 1984</i> section 20(1), the Minister may declare a Declared Area, Declared Period and Prescribed Works Period for the purpose of conducting motor sport events. <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth) <i>Aboriginal Heritage Act 1988</i> (SA) <i>South Australian Motor Sport Act 1984</i> (SA) <i>Adelaide Park Lands Act 2005</i> (SA) <i>Local Government Act 1999</i> (SA) <i>National Parks and Wildlife Act 1972</i> (SA)

	<i>Environment Protection Act 1993 (SA)</i> <i>Landscape South Australia Act 2019 (which repealed the Natural Resources Management Act 2004) (SA).</i> A Management Agreement exists between the Minister for Sustainability, Environment and Conservation and The Corporation of the City of Adelaide (Native Vegetation Site in Park 16). The Butterfly Conservation Zone in Victoria Park / Pakapakanthi (Park 16) is a site of the Kaurna Cultural Burn.
Opportunities	The ACR Project was not contemplated during the development of the Victoria Park / Pakapakanthi (Park 16) Master Plan and is therefore not reflected in the final Master Plan. There is an opportunity for some of the outcomes of the Master Plan to be implemented as part of the ACR Project including: • tree planting • understorey planting (increase in Biodiversity) • recreational walking / running loops • storytelling through interpretation • hardstand activation. The Park 16 CLMP lists a management proposal to ‘investigate landscape improvements for the park to create a cooler, more hospitable environment’. The State Government has produced, in collaboration with the Conservation Council of SA, a \$15 million ‘Greener. Cooler. Wilder. Adelaide Park Lands Nature Positive Package’, which also applies to works beyond the Park Lands. Part of the proposed Terms and Conditions for the 2026 bp Adelaide Grand Final is the removal of the existing public toilet facility adjacent to the Criterium Track in Park 16, which is to be conditional upon SAMSB funding the design, approvals, construction and establishment of a replacement public toilet facility at a location agreed with Council. It is recommended that the design of any public amenities is undertaken in consultation with the City of Adelaide and follows the Good Design (ODASA) principles: Context; Inclusive; Durable; Value; Performance; Sustainable.
26/27 Budget Allocation	Not as a result of this report
Proposed 27/28 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The draft Declarations referred to in this report are in reference to the ACR Project only, with the end of the Prescribed Works Period for the ACR Project proposed to be 12 November 2027.
26/27 Budget Reconsideration (if applicable)	The October 2026 Asset Management Plan, Long-Term Financial Plan and 2026/27 Q1 Budget Reviews should incorporate the implications of the revised program.
Ongoing Costs (e.g. maintenance cost)	Not as a result of this report There will be potential increased maintenance costs as a result of the ACR project; these costs are yet to be fully understood.
Other Funding Sources	Not as a result of this report

DISCUSSION

1. The Adelaide Circuit Redevelopment Project (ACR Project) is designed by the South Australian Motor Sport Board (SAMSB) and delivered by the Department for Infrastructure and Transport (DIT) pursuant to powers provided under the *South Australian Motor Sport Act 1984* (the Act).
2. The State Government's (the State) consultation with Council on the ACR Project is undertaken pursuant to section 20(4)(c) of the Act, which contains a legislative obligation for the Minister responsible for the administration of the Act, through the SAMSB, to consult with Council regarding the Declared Area, Declared Period and Prescribed Works Period for the event.
3. On behalf of the Minister responsible for the Act, the Chief Operating Officer, Department of Premier and Cabinet, wrote to the Lord Mayor on 1 September 2026. The letter (**Attachment A**) outlines the declarations for the ACR Project with attached draft Declared Area map and was addressed to the Lord Mayor in their capacity as Lord Mayor of the City of Adelaide (CoA). This letter redacted an earlier version sent on 31 August 2026 that included the Lord Mayor in her capacity as the Presiding Member for Kadaltilla / Adelaide Park Lands Authority (Kadaltilla).
4. Under section 20(1) of the Act, the Minister may declare:
 - 4.1. A specified area (consisting of public road or Park Land or both) in Adelaide, to be a Declared Area under the Act for the purposes of running the event; and
 - 4.2. A specified period (not exceeding five days) to be a Declared Period under this Act for the purposes of the event; and
 - 4.3. A specified period or periods (Prescribed Works Period) under the Act during which the SAMSB may have access to land within a Declared Area for the purposes of carrying out works in the manner contemplated by section 22 (1a) (and different periods may be specified in respect of different categories of work).
5. Through this report, feedback from the Special meeting of the City Community Services and Culture Committee is being sought on the draft Declared Area and proposed Prescribed Works Period.

Draft Declaration of Declared Area

6. The State proposes the ACR Project Declared Area as shown in the drawing in **Attachment B**.
 - 6.1. The proposed Declared Area extends beyond the areas requested in previous years for motor sports events, to capture the construction zones required for the ACR Project works.
 - 6.2. The ACR Project proposes permanent service and event power infrastructure in Rundle Park / Kadlitpina (Park 13) and Rymill Park / Murlawirrapurka (Park 14), including infrastructure supporting Adelaide Fringe activities.
 - 6.3. The extent of the proposed works associated with Parks 13 and 14 has not been provided in detail. These parks are subject to Community Land Management Plans and already accommodate major and minor events throughout the year. The Administration will seek details of any proposed permanent or temporary works, event infrastructure, and changes to public access or movement. Alternative options to support infrastructure works in these Parks are available and should be explored as a first priority.
 - 6.4. Council requires this information to accurately assess the implications of including Parks 13 and 14 within the draft Declared Area, including the location, purpose, and permanence and ownership of the proposed works, as well as their relationship to motor sport events (pursuant to sections 3(3) and 20(1) of the Act).
 - 6.5. Council must assess whether the proposed works and ongoing use of these parks are consistent with the existing Community Land Management Plans and the management objectives for each Park and clarify the statutory basis for undertaking those works as part of the motor sport project.
 - 6.6. Where infrastructure in Parks 13 or 14 is proposed to support events other than motor sport, including Adelaide Fringe events, the State should identify the statutory basis for including that land and those works within the draft Declared Area.

Draft Declaration of Prescribed Works Period

7. The State proposes that the Prescribed Works Period commence on 2 October 2026 to allow site establishment and preliminary works, with construction commencing on 1 December 2026.

8. The State advises that construction will be completed before the MotoGP™ event in November 2027; however, it acknowledges that the dates for that event have not yet been finalised. It proposes that the Prescribed Works Period for the ACR Project ends on 12 November 2027.
9. The proposed Prescribed Works Period therefore precedes the proposed November 2027 Declared Period by more than a year. That is not, of itself, inconsistent with section 20(1), as the Act permits the Prescribed Works Period to be separate from, and commence before, the Declared Period.
10. Under section 20(1) of the Act, the Minister may, in respect of a motor sport event, declare a Declared Area, a Declared Period of no more than five days, and one or more Prescribed Works Periods during which the Board may access land within the Declared Area to carry out works in the manner contemplated by section 22, ('works reasonably necessary for or incidental to the performance of the Board's functions').
11. In exercising its functions under the Act, the SAMSB must consider and agree suitable conditions with other lawful occupiers, including Council-approved event occupiers under the *Local Government Act 1999* (SA). Conditions may limit unnecessary or reasonably avoidable interference with activities lawfully conducted under an event licence or permit.
12. At this time, it is anticipated that a range of formal and informal sporting, recreation and event users will be impacted by the ACR Project. The nature and extent of these impacts are not yet known by the Administration and will depend on the proposed staging and duration of the works. These impacts will be reviewed by Administration as further information is shared, with affected user groups identified and engaged as early as practicable.
13. Under section 23 of the Act, the SAMSB must also take all reasonable steps to consult with and take into account representations of persons affected by their operations, including:
 - 13.1. any relevant council or any person having a right of occupation of land within a declared area, or
 - 13.2. any person occupying land immediately adjacent to a declared area, or
 - 13.3. any other person whose business or financial interests might, in the opinion of the Board, be adversely affected by the operations of the Board.
14. If the SAMSB fences the land during the Prescribed Works Period under section 24(2), it may occupy that land exclusively, but must still comply with applicable Council, occupier or Ministerial conditions or requirements under section 22 of the Act.

Draft Declaration of Declared Period

15. The State proposes that the Declared Period (for the purposes of the MotoGP™ event) will be a five-day period in November 2027, to be confirmed.

Adelaide Circuit Redevelopment Project

16. In February 2026, the Premier announced that the MotoGP™ Grand Prix of Australia Adelaide (MotoGP™) would relocate from the Phillip Island Grand Prix Circuit to an Adelaide Park Lands Circuit.
17. On Sunday 30 August 2026, the Premier announced the circuit design for the MotoGP™ through public consultation on the 'Adelaide Circuit Redevelopment Project'. This announcement included:
 - 17.1. The delivery of significant enhancements to key arts and community events in the Adelaide Park Lands, including new service infrastructure to support Adelaide Fringe venues at Gluttony and the Garden of Unearthly Delights.
 - 17.2. The construction of a purpose-designed water jump in Victoria Park / Pakapakanthi (Park 16) for the Adelaide Equestrian Festival.
 - 17.2.1. On 26 February 2026, Kadaltilla endorsed the proposal from the Adelaide Equestrian Festival for a new water jump feature in Park 16, which was to be funded and project-managed by the Adelaide Equestrian Festival.
 - 17.3. A collaboration with the Conservation Council SA on a \$15 million investment in the '[Greener.Cooler.Wilder. Adelaide Park Lands Nature Positive Package](#)', an environmental package committed to ensuring that the MotoGP™ is a 'nature positive event'.
 - 17.3.1. On 9 June 2026, Council noted in its decision on the 2026 bp Adelaide Grand Final Consultation in the context of, 'South Australia's biodiversity policy objectives, Australia's commitment to protect and restore biodiversity under the 30 by 30 framework, and the established Significant Environmental Benefit principle applied elsewhere in environmental regulation, major events within or adjacent to Key Biodiversity Areas should be required to demonstrate a measurable net positive biodiversity outcome and avoid any cumulative decline in ecological condition over time.

- 17.3.2. In its 30 August 2026 announcement, the State subsequently defined the ACR Project as 'nature positive', through its plan to improve the overall environmental condition of the Adelaide Park Lands through its \$15 million investment 'Nature Positive Package'.
- 17.3.3. There is an important distinction between the State's stated 'nature positive' objective and the more specific environmental outcome sought by Council on 9 June 2026. Council's position sought that major events within or adjacent to Key Biodiversity Areas demonstrate a measurable net positive biodiversity outcome and avoid any cumulative decline in ecological condition over time. By comparison, the State's stated objective of improving the overall environmental condition of the Adelaide Park Lands does not, of itself, establish a requirement to demonstrate a measurable net positive biodiversity outcome or to avoid cumulative decline in ecological condition. Accordingly, the Administration would seek that the State's 'nature positive' commitment should be accompanied by evidence that it meets the specific environmental outcomes sought by Council, rather than being treated as equivalent to Council's 9 June position.
- 17.3.4. Administration will seek demonstration by the State that the combined effect of the ACR Project and the Nature Positive Package will improve the overall environmental condition of the Adelaide Park Lands, supported by clear baseline measures, measurable biodiversity and ecological condition targets, defined methodologies and timeframes, and independent monitoring and reporting against those measures over time.
- 17.4. The prioritisation of 'the protection of significant trees wherever possible', including the preservation of an avenue of significant gum trees along Wakefield Road.
 - 17.4.1. The State advised that of 8,895 trees in the circuit precinct (Parks 16, 15, 14, and 13), 95 per cent will remain untouched by the project.
 - 17.4.2. The project will remove 377 trees. In its public statements, the State has advised that the majority of 377 are 'either unregulated, invasive species, dead or in poor health'. The Administration is unable to verify this assertion.
 - 17.4.3. The State advised that an additional 22 trees require further detailed below ground investigation to confirm they can be retained. The State has not advised how many of the 22 trees are significant trees, although media reports indicate the number may be 15.
 - 17.4.4. 42 of the trees to be removed are significant. A significant tree has a single trunk with a circumference of 2 metres or more measured at a point 1 metre above natural ground level, or multiple trunks with a total circumference of 2 metres or more and an average circumference of 625 millimetres or more when measured 1 metre above natural ground level.
 - 17.4.5. The State has not advised how many of the trees that the ACR Project will remove are regulated trees. A regulated tree has a circumference of 1 metre or more when measured 1 metre above natural ground or multiple trunks with a total circumference of 1 metre or more and an average circumference of 310 millimetres or more when measured at 1 metre above natural ground level.
 - 17.4.6. The State advised that a further 88 trees will be transplanted to nearby locations within the park in accordance with arborists' advice. The State has not advised how many of the 88 trees are significant trees, or the short and long-term health and safety risks associated with transplanting.
 - 17.4.7. The State confirmed its commitment to planting 10 replacement trees for every tree removed. Based on the currently advised removal of 377 trees, this equates to 3,770 replacement trees and a net increase of 3,393 trees, before any further change arising from the 22 trees under investigation or the 88 trees proposed for transplantation. The proposed locations of these trees in the Park Lands are to be confirmed and may not be limited to the Eastern Park Lands or delivered in year one of the ACR Project.
 - 17.4.8. The State advised that all replacement trees will be mature stock, ranging from 45 litres to 200 litres. There will also be 123,000 new understorey plantings. The typical trunk circumference of a 45-litre Eucalyptus tree ranges between 4.7 cm and 7.9 cm. A 200-litre Eucalyptus tree typically has a trunk circumference of roughly 19 to 22 centimetres.
 - 17.4.9. The State advised that the circuit would impact part of the protected grassland in Victoria Park, established in 2011. The State advised that the affected grassland area will be fully replaced and expanded by a further 180m². The State is exploring opportunities to transplant native grasses into the new area, noting the prior work by Council and volunteers

to improve this native habitat. The Native Vegetation Area is subject to a Management Agreement between the Minister for Sustainability, Environment and Conservation and The Corporation of the City of Adelaide.

- 17.4.10. The State advised that it is delivering the project in accordance with relevant environmental and heritage legislation, including the referral process under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The ACR Project Fact Sheet 'Legislative and Environmental Approvals' advises that a self-referral has been submitted to the Federal Minister for the Environment and Water, who will determine whether further assessment or approval is required.
- 17.4.10.1. The ACR Project Referral opened for public comment on 18 September 2026 via the Portal ([EPBC Number: 2026/10637](#)) until 2 October 2026, which is the first day of the proposed Prescribed Works Period.
- 17.4.10.2. The Self-Assessment identified three matters of national environmental significance which have been assessed:
- 17.4.10.2.1. The National Heritage Place and its Values
- 17.4.10.2.2. Grey-headed Flying Fox (*Pteropus poliocephalus*) as a nationally listed threatened species
- 17.4.10.2.3. Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands Threatened Environmental Community as a nationally threatened ecological community.
- 17.4.10.3. The Self-Assessment identifies substantial, measurable local environmental changes, most notably the proposed removal of approximately 1.1 hectares, or 44%, of the identified Grey Box Woodlands Threatened Ecological Community occurrence in Park 16. However, the assessment concludes that those impacts do not meet the Commonwealth's statutory threshold for a significant impact on a Matter of National Environmental Significance.
- 17.4.10.4. The EPBC Act Self-Assessment identifies the Grey-headed Flying-fox (*Pteropus poliocephalus*) as the only listed threatened fauna species identified within the Project Area and surrounding area during the field surveys. The Self-Assessment identifies a nationally important Grey-headed Flying Fox (GHFF) roost within the Adelaide Park Lands, approximately 2.5 km from the Project Area, and records 256 observations within 2 km. It identifies the tall flowering eucalyptus trees within the Project Area as potential foraging habitat and acknowledges that the Project may affect the species through removal of foraging trees and construction-related noise, light and dust.
- 17.4.10.5. While the Self-Assessment concludes that these impacts are unlikely to constitute a significant impact under the EPBC Act, this conclusion is based on the species' broad foraging range and the scale and context of the proposed action. The assessment does not include temporary MotoGP™ event operations. Given the importance of the Adelaide Park Lands to the species, Council should seek that the retention of mature flowering trees and the availability, quality and continuity of GHFF foraging habitat be specifically addressed through project design, tree replacement and independent ecological monitoring.
- 17.4.10.6. The Self-Assessment referral identifies the new Women's and Children's Hospital and North Adelaide Golf Course redevelopment and notes approximately 1,200 trees across those two projects, including around 585 trees proposed for removal at the Golf Course and approximately 1,800 replacement trees. The referral presents a population-level EPBC conclusion that the ACR Project's additional loss is unlikely to affect the Adelaide GHFF population because of the species' broad foraging range.
- 17.4.10.7. There is an argument that the State Government is not subject to the EPBC Act relating to the National Heritage Values, on the assumption that the State Government's role is to lead in the protection of these values.
- 17.4.10.8. Administration is reviewing the documents released publicly on 18 September 2026 as part of the EPBC consultation that form the basis of the State Government's Self-Assessment that there is no significant impact on the

National Heritage Values. This report recommends authorisation be provided to the Chief Executive Officer, or delegate, enabling a submission to the EPBC consultation process by 2 October 2026, setting out any reasons that could be relied upon as to why the action is a 'controlled action' under the EPBC Act.

- 17.5. The State advised that much of the existing concrete hardstand in the centre of Park 16 is to be returned to green space, due to utilisation of sections of the existing road circuit and relocation of temporary pit building facilities closer to Fullarton Road.
 - 17.5.1. In its presentation to Kadaltilla on 17 September 2026 (**Attachment E**), the State indicated that the ACR project will result in approximately a 3% increase in hardstand within the Park Lands. The Administration requests that the basis of this calculation be provided per Park, including the existing hardstand area, the proposed additional hardstand area, areas excluded from the calculation, and the spatial extent of the denominator used.
 - 17.5.2. Figure 2 in the EPBC Self-Assessment reveals:
 - 17.5.2.1. a 49,560 m² asphalt track with additional runoff areas
 - 17.5.2.2. a substantial concrete slab for a temporary pit building in Park 16
 - 17.5.2.3. an underpass crossing through the Park 16 area; and
 - 17.5.2.4. the wider track alignment extending through Parks 13, 14, 15 and 16.
- 17.6. The State advised that the Glover Playspace on the corner of East Terrace and Wakefield Street will be preserved. This change was made between the event announcement in February and the Adelaide Circuit Redevelopment Project consultation in August, demonstrating that there is design discretion while still meeting safe circuit standards. The alignment between Senna Chicane and Bartels Road was changed during the design process to preserve significant gum trees, protect the Glover Playspace and reduce road closures.
 - 17.6.1. The retention of Glover Playspace is supported; however, the revised alignment appears to transfer impacts to the historic olive grove in King Rodney Park / Ityamai-itpina (Park 15) which is recognised on the Community Land Management Plan for that Park. The State Government's design response should therefore be considered in terms of the overall Park Lands heritage and community values affected, rather than as an impact avoided on a playground which could be relocated.
- 17.7. The proposed removal of the Park 15 skate park will result in the loss of an established community recreation asset. Further information is required on the alternatives considered and the basis for determining that its removal is necessary, together with proposed arrangements for replacement or relocation and continuity of access for existing users.
- 17.8. The State advised that there will be a reduction of road closures impacting residents and businesses on East Terrace, enabling Wakefield Road to be promptly opened to traffic between events.
18. The State announced its consultation period on the project and invited South Australians to provide feedback on the proposed circuit design, community space enhancements, and proposed tree and vegetation planting focus areas within the Adelaide Park Lands, via a Department for Infrastructure and Transport (DIT)-led survey by 20 September 2026.
19. On 31 August, Council Members were provided with a briefing on the ACR Project by the Premier.
20. On 1 September 2026, the Department of the Premier and Cabinet wrote to the Lord Mayor seeking Council's consultation on the ACR Project and its draft declarations by 25 September 2026 (**Attachment A**). The Lord Mayor sought and was given a five-day extension to the original 20 September 2026 consultation deadline by the Premier.
21. On 1 September 2026, Council authorised the Administration to undertake community engagement on the City of Adelaide's online Our Adelaide platform to inform future statutory representations to the SAMSB and State Government on motor sport events declared under the Act.
 - 21.1. This decision responded to the letter from the Presiding Member / Chair of the SAMSB Mr Andrew Daniels, to the Lord Mayor, which referenced the Board's consultation obligations under section 23 of the Act, and stated, 'We encourage all other submissions from City of Adelaide constituents to be made directly to Council for their consideration'.
22. On 8 September 2026, the representatives of the SAMSB and DIT provided a confidential Chief Executive Officer Briefing to Council Members on the ACR Project.

23. On 17 September 2026, the representatives of the SAMSB and DIT provided a presentation and briefing to Kadaltilla on the ACR Project pursuant to the Act's sections 20(4) and 23 consultation provisions (**Attachment E**).

City of Adelaide Community Consultation

24. On 31 August 2026, the Department for Infrastructure and Transport opened consultation on the Adelaide Circuit Redevelopment Project, closing 20 September 2026.

25. At a Special Meeting of Council on 1 September 2026, Council resolved (in part):

That Council:

2.1 Notes that on 30 August 2026, for a 3-week period until 20 September 2026, the South Australian Motor Sport Board and State Government commenced public consultation for the Adelaide Circuit Redevelopment Project design, and requests Administration encourage community involvement in this process.

2.2 Reaffirms its ongoing support for, and investment in, major events held in the City.

2.3 Authorises the Administration to undertake community engagement on the City of Adelaide's online Our Adelaide platform to inform future statutory representations to the South Australian Motor Sport Board and State Government on motor sport events declared under the South Australian Motor Sport Act 1984.

2.4 Requests Administration prepare a report to Council on the community engagement results and an analysis on the impacts and opportunities from the Circuit Redevelopment project by 22nd September including sourcing any additional information to inform a public submission to the State Government.

26. On 2 September 2026, the City of Adelaide opened community consultation for a two-week period, closing at 11:59pm on 16 September 2026.
27. The following stakeholders were contacted through Electronic Direct Mail (EDM) to notify them of the consultation:
- 27.1. Precinct and resident groups
 - 27.2. Rundle Mall Traders
 - 27.3. Adelaide Central Market Traders
 - 27.4. Subscribers to AEDA's 'Business' EDM
 - 27.5. Park Lands lease and licence holders
 - 27.6. Universities
 - 27.7. Events organisers, particularly those held in the Eastern Park Lands
 - 27.8. Cycling groups
 - 27.9. East End businesses
 - 27.10. North Adelaide businesses
 - 27.11. City South East businesses
 - 27.12. West End businesses
 - 27.13. City South West businesses.
28. Temporary signage was installed throughout the Park Lands to notify the community of their chance to provide feedback as part of the consultation.
29. The consultation sought to understand how the ACR Project could affect people who live, work, run businesses, visit and use the city and Park Lands, including potential construction impacts, broader implications and public value.
30. It also explored what the community would like Council to consider in responding to the ACR Project, with feedback helping to inform the City of Adelaide's response to and advocacy with the State Government.
31. Community feedback was distributed through City of Adelaide's channels and collected online through the "Our Adelaide" community engagement platform.
32. A total of 3,664 survey responses were received. Additional feedback via email was received from 21 individuals and six groups/organisations.

33. Email submissions included responses from groups such as Walking SA, the North Adelaide Society, Adelaide Park Lands Association, and the South East City Residents Association. A full list is available in **Attachment C**.
34. Consultation findings indicate strong concern about the ACR Project 's environmental, access and amenity impacts, alongside potential reductions in city visitation and economic activity. Respondents particularly want Council to advocate for protection and continued public use of the Park Lands, while seeking practical measures to minimise transport and access disruption.

Summary of Key Findings from the Community Consultation:

35. Strong negative sentiment towards the ACR Project redevelopment:
 - 35.1. More than 80% of participants perceive the impacts of redevelopment and circuit development negatively.
 - 35.2. Negative sentiment is particularly pronounced among frequent Park Lands users and participants who use the Park Lands for sport, recreation and leisure.
36. Protection of the natural environment and Park Lands is the primary concern:
 - 36.1. Environmental impacts emerge as the strongest area of concern, particularly loss of vegetation and impacts on wildlife and biodiversity.
 - 36.2. Maintaining access to the Park Lands is also a significant concern, including restricted access and reduced community access to Park Lands open space.
 - 36.3. These concerns translate directly into community expectations of Council, with protecting the Park Lands and preserving them for public use identified as the two strongest priorities for Council advocacy to the State Government.
37. Disruption to access, recreation and everyday activities is anticipated:
 - 37.1. The greatest anticipated disruption relates to use of the Park Lands, with 85% of participants expecting their recreation and leisure activities to be affected.
 - 37.2. Broader impacts on access to the city are also anticipated, including commuting to work or study, attending arts events, festivals and markets and dining or visiting cafés and restaurants.
 - 37.3. Frequent Park Lands users are particularly likely to anticipate impacts, with 91% of those using the Park Lands multiple times a week expecting their recreation or leisure access to be affected.
38. Reduced city visitation presents a potential economic impact:
 - 38.1. The redevelopment is expected to influence how participants use and access the city, with 63% indicating they would visit the city less often and 50% expecting to reduce shopping, dining and event-related trips.
 - 38.2. Among people working in the City, 45% indicate they are likely to work from home more often during construction and events.
 - 38.3. Findings indicate that 41% expect changes to their usual activities to continue after the redevelopment works are complete, indicating the potential for impacts on visitation and economic activity to extend beyond the construction period.
39. Transport, access and communication are important mitigation measures:
 - 39.1. Maintaining convenient access to the city and Park Lands emerged as an important way to mitigate disruption.
 - 39.2. Participants identify improved cycling and walking access, better traffic management, improved public transport and advance notice of closures as the measures most likely to help them continue accessing and using the city.
40. The community expects Council to prioritise protection and continued public benefit:
 - 40.1. Findings indicate that the community expects Council to focus its advocacy on protecting the Park Lands and retaining them for public use.
 - 40.2. Beyond protection and access, 43% identify enhanced public facilities for community benefit among their top three desired advocacy outcomes, indicating an expectation that the redevelopment should deliver enduring public benefit.

ACR Project Economic Impact: City Business and Visitation

41. The MotoGP™ works, and associated road closures are likely to affect city access and may impact visitation, worker attendance and business activity, depending on the timing, duration and location of the works.
42. Adelaide Grand Final data provides a useful benchmark for the effects of short-term event-related road closures, with results indicating that these closures have not necessarily resulted in a city-wide decline in visitation or spending. However, its applicability to the ACR Project is limited given the substantially longer period of construction, occupation and disruption proposed, and the data does not establish the likely economic or visitation effects of this extended period.
43. Overall, impacts are unlikely to be uniform. MotoGP™ has the potential to generate increased visitor expenditure, accommodation and hospitality activity and strengthen Adelaide's city brand through national and international exposure.
44. Conversely, extended closures and disruption may affect workers, retailers, businesses and precincts. Community consultation indicates that 44% of participants working in the City expect to work from home more often during construction and events. While working from home is already an established practice for many organisations, increased use during the ACR Project may contribute to reduced city visitation and activity. The extent and duration of any resulting economic impact remain uncertain.
45. Mitigation should focus on maintaining affordable and convenient city access, supporting weekday visitation and spending, and maximising the broader economic, activation and city-brand benefits of MotoGP™.
46. The CoA already invests substantially in the economic ecosystem that supports city businesses through the Adelaide Economic Development Agency (AEDA), business programs, investment attraction, tourism, city activation, main-street initiatives, innovation, creative industries and the visitor economy. The Adelaide MotoGP™ provides an opportunity to leverage that investment to create a new sustainable-events economy capability for the benefit of businesses across the city.

ACR Project Impact and Opportunity: Visitation and Audience

47. In 2025, there were 22 MotoGP™ races in 18 countries on five continents; 14 of these 22 races were held in Europe.
48. Across all race weekends in 2025, there were 3.6 million attendees. The highest attendance at a MotoGP™ race in history was 311,797 at Le Mans in May 2025. The 2025 MotoGP™ event at Phillip Island drew a crowd of more than 90,000 people across three days.
49. The global MotoGP™ fanbase surged to 632 million (+12% vs. 2024). This figure is a 'fanbase', not necessarily people who attended races or watched MotoGP™ throughout 2025.
50. The State Government's promotional material refers to MotoGP™ Grand Prix events delivering an average \$217 million in economic impact to local economies in 2025, combining global exposure with tourism and hospitality. This is a global average across Grand Prix destinations, rather than an Adelaide-specific economic impact assessment or forecast of the incremental economic benefit to South Australia from relocating the Australian MotoGP™ from Phillip Island to Adelaide.
51. The current State Government information indicates that Adelaide will see more than \$200m per year in economic benefits from the combined MotoGP™, Supercars and TDU events associated with the ACR Project. It would be beneficial to understand the incremental economic benefits, noting that the TDU and Supercars events already take place.

Additional Issues Arising from the SAMSB ACR Project Consultation

52. Administration seeks Council's endorsement to enter into a Project Agreement with the Department for Infrastructure and Transport (DIT), which would set out the Terms and Conditions on which the Council and the Minister agree to engage in respect of the design and scope of work to be undertaken in relation to the ACR Project.
53. DIT's [ACR Project consultation materials](#) highlight several areas where the City of Adelaide's advice and approval will be sought, including:
 - 53.1. shaping future use and detailed design of community spaces
 - 53.2. landscaping and planting in the Adelaide Park Lands
 - 53.3. maximise planting opportunities across the Adelaide Park Lands while also balancing biodiversity and community uses
 - 53.4. improve the habitat quality, biodiversity values and ecological outcomes across the broader conservation area

- 53.5. reuse of material generated by the project (large limbs, trunks and other material from native trees removed for the project may be retained and repurposed)
- 53.6. developing a revised Disc Golf course
- 54. DIT's consultation material clarifies that the State is responsible for delivering the project, and the City must have a meaningful role in determining the permanent Park Lands and community legacy, and it is the Administration's view that a Project Agreement would create a governance framework to support this work.
- 55. In addition, the Administration seeks clarification on the role of DIT or SAMSB in relation to the delivery of other events that currently hold bookings for the draft Declared Area during the proposed Prescribed Works Period.

Aboriginal Heritage Act 1988 (SA)

- 56. The Fact Sheet 'Legislative and Environmental Approvals' advises that DIT is partnering with the Kaurna Yerta Aboriginal Corporation to develop the Cultural Heritage Management Plan, and to 'explore opportunities to recognise, celebrate and share Aboriginal culture'.
- 57. The ACR Project involves substantial ground disturbance and construction in the Adelaide Park Lands, including new/modified roads, drainage, services, landscaping and removal/replanting. If any of that activity could damage, disturb or interfere with an Aboriginal site, object or remains, the *Aboriginal Heritage Act 1988* will apply.
- 58. It is unknown whether a comprehensive Aboriginal heritage assessment has been undertaken for the entire redevelopment footprint, including permanent works, temporary works, construction areas, access routes, drainage and services, and if so, whether it will be released publicly.

Track-And-Verge Footprint and Remediation

- 59. The ACR Project will establish permanent infrastructure and facilitate recurring major motorsport events within and adjacent to environmentally significant areas of the Adelaide Park Lands. The ACR Project consultation Fact Sheet 'Proposed Design' notes that 'while every effort has been made to minimise environmental impacts, some circuit elements are essential to ensure the circuit meets the safety standards required for these major motorsport events'.
- 60. The minimum Fédération Internationale de Motocyclisme (FIM) track-width requirement, applied to 4.13 km of circuit, equates to approximately 49,560 m² (4.96 hectares) of racing surface. Adding the FIM minimum 1 metre verge on each side takes the track-and-verge footprint to approximately 57,820 m² (5.78 hectares). This excludes runoff areas, gravel traps, barriers, drainage, service and emergency access, pit facilities and other circuit infrastructure. Minimising the extension of these areas beyond the existing road footprint and into the Park Lands is therefore essential.
- 61. FIM requirements establish the safety outcomes that the circuit must achieve; however, without further evidence, they do not establish that the particular alignment, footprint, extent of Park Lands occupation or associated permanent infrastructure proposed by the State is necessary to achieve those outcomes. The State should demonstrate what alternative configurations were considered and why they were not adopted, having regard to opportunities to avoid or reduce impacts on significant Park Lands values.
- 62. The ACR Project will create significant additional ongoing maintenance requirements associated with new and upgraded assets. These costs are not currently provided for in Council's Long Term Financial Plan or operational budgets and should be appropriately quantified and funded as part of the redevelopment arrangements. It will also be important that responsibility for the ongoing maintenance, renewal and management of these assets is clearly established, including the associated financial obligations.
- 63. Assessment and remediation of the areas impacted by the ACR Project and motor sport events will occur in a staged approach as infrastructure is removed. The SAMSB covers the annual costs associated with required remediation.
- 64. Section 22 of the Act states that the SAMSB must comply with reasonable conditions determined by a relevant council or any person having a right of occupation of the land or any part of the land, and these conditions may:
 - 64.1. Section 22 (3 a) limit or prevent any unnecessary or reasonably avoidable interference with or damage to the land or anything growing on or built on the land
 - 64.2. Section 22 (3 e) without limiting a preceding paragraph, that provide for the management, protection or rehabilitation of land (including land outside the declared area that may be affected by the Board's activities).

65. The ACR Project consultation Fact Sheet 'Proposed Design' notes that, 'Outside of event periods, gravel-run off areas in the park Lands will be restored to grass'. This assumes that the turf is remediated and maintained to a Premium Park standard by the SAMSB.
66. Land Management activities in Parks 16 include Cultural Burning. This activity is closely aligned with the CoA's strategic commitments outlined in the Reconciliation Action Plan 2024-2027, the Adelaide Park Lands Management Strategy -Towards 2036 and the Integrated Climate Strategy 2030.

Environmental Management and Monitoring

67. The Act contains specific override powers that can displace normal protections and controls applying under the Adelaide Park Lands Act 2005 during declared motor sport events. The Act may authorise occupation and control of land for an event, but it does not necessarily extinguish independent environmental or heritage obligations arising under other laws.
68. The ACR Project consultation Fact Sheet 'Legislative and Environmental Approvals' advises that DIT is undertaking an Environmental and Heritage Impact Assessment process as part of project planning and environmental due diligence. This includes:
 - 68.1. An Aboriginal Cultural Heritage assessment
 - 68.2. Self-assessment for relevant Matters of National Environmental Significance under the EPBC Act
 - 68.3. Investigations to further minimise impacts on vegetation and fauna where practical
 - 68.4. Spoil management planning
 - 68.5. Rehabilitation and revegetation strategies
 - 68.6. Construction Environmental Management Plan
 - 68.7. Cultural Heritage Management Plan
69. The circuit is intended to host MotoGP™ from 2027, Supercars and the 2028 Tour Down Under, meaning this is not simply a one-off construction project. It is the Administration's view that there is an ecological question about repeated disturbance over decades, not simply what happens during the ACR Project construction.
70. It is also Administration's position that conservation areas should be treated as design constraints to be avoided or protected, rather than as residual space available to accommodate the circuit's safety envelope, where alternative configurations may achieve the required motorsport outcomes with less impact on established or emerging conservation values.
71. Administration will seek further information from the State Government to demonstrate why the proposed circuit alignment and associated safety, runoff, drainage and other infrastructure are located in such close proximity to the Native Vegetation Area and Butterfly Conservation Zone. This includes requesting alternative circuit alignments, safety configurations and runoff arrangements considered, and the reasons those alternatives were not adopted.

Native Vegetation Area and Threatened Ecological Community Native Grass Restoration Site

72. The impacted Park Lands include one of the most significant biodiversity areas within the Adelaide Park Lands, containing remnant woodland ecosystems that once covered much of the Adelaide Plains.
73. The southern section of Park 16 is recognised as Key Biodiversity Area 1 (KBA1) in the [CoA Biodiversity Survey Summary Report](#) (Summary Report), supporting native grasslands, wetlands, butterfly habitat and environmentally sensitive conservation zones that provide important ecological connectivity for native plants and wildlife within an increasingly urbanised city.
74. The Summary Report notes that the endangered ecosystem Grey Box Woodlands Threatened Ecological Community and Derived Native Grasslands of South-Eastern Australia, and 11 plant species of conservation significance were identified in KBA1, including:
 - 74.1. Mount Lofty Speedwell (Endangered) *Veronica derwentiana* ssp. *homalodonta*
 - 74.2. Wavy Marshwort (Rare) *Nymphoides crenata*
 - 74.3. Swollen Spear-grass (Rare) *Austrostipa gibbosa*
 - 74.4. Native Sorrell (food for the Chequered Copper Butterfly caterpillar) *Oxalis perennans*
75. The Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands is a threatened ecosystem listed under the EPBC Act. It represents a distinctive woodland and grassland ecosystem once widespread across South-Eastern Australia, now severely fragmented by agriculture and urban development.

76. In 2011, the CoA entered a Deed with the Minister for Sustainability, Environment and Conservation pursuant to section 205 of the *Natural Resources Management Act 2004* (repealed by *Landscape South Australia Act 2019*) to protect Grey Box Woodlands and Derived Native Grasslands occurring in Park 16 (KBA1). The Deed requires Council to protect and improve the native vegetation in the designated area.
 - 76.1. Clause 5.1.4 of the management agreement obliges Council to make third parties aware of the agreement; specifically, Council must: *"Take all reasonable measures to make any third party using the facilities adjacent to the Native Vegetation Site aware of the requirements of this Deed and the requirements of the approved management plan"*.
77. Further to the Management Agreement, there is a Victoria Park / Pakapakanthi Remnant Vegetation Management Plan (2018) in place between the City of Adelaide and the Minister for Environment and Conservation, and both parties consider the vegetation at the site to be within the definition of the endangered ecosystem listed under the EPBC Act.
78. On 24 June 2026, the Lord Mayor wrote to the Minister for Climate, Environment and Water and Minister for Tourism on protection for Victoria Park / Pakapakanthi (Park 16) and staging Major Events in line with provisions of the *Environment Protection Act 1993*. At the time of writing, a response is yet to be received.
79. As stated in para 17 of this report, the Minister responsible for the ACR Project made a Self-Referral under the EPBC Act for the ACR Project (EPBC Number: **2026/10637**). The EPBC Act Public Portal states that the referral was started on 31 August 2026.
80. The State advised that the affected grassland area will be replaced through a \$350,000 investment in the 'southeast corner of the Adelaide Park Lands' and expanded by a further 180m². The State is exploring opportunities to transplant native grasses into the new area. The Administration considers that the area of replacement grassland alone may not demonstrate that the ecological function and connectivity of KBA 1 will be maintained.
 - 80.1. The State has included the ACR Project within the \$15 million 'Nature Positive Package'. That package includes tree planting, understorey planting, rare plant conservation, butterfly habitat restoration, River Torrens / Karrawirra Parri works and other biodiversity initiatives elsewhere in the Park Lands and South Australia. The Government's compensation proposition for tree loss is substantial; however, it is unclear how 10 young or semi-mature trees are equivalent to one mature habitat tree.
81. Notwithstanding the State's investment and proposed relocation of remnant vegetation, the matter of the existing agreement in place between the City of Adelaide and the Minister for Environment and Conservation requires resolution.
82. The current ACR Project material says the project is being assessed through an Environmental and Heritage Impact Assessment and that environmental impacts, including vegetation and fauna, are being considered. Noting the proximity of the draft Declared Area boundary to the Pakapakanthi Wetlands, in **Attachment B**, publicly available ACR Project material reviewed by the Administration does not identify a specific statutory wetland setback or minimum separation distance applied to the circuit.
83. The draft Declared Area map (**Attachment B**) does not label the location of the Native Vegetation Management Area in Park 16, which is enclosed by a low-lying fence.
84. A Native Grass Restoration Site exists immediately south of the Native Vegetation Management Area. The location of this area is also shown in the area map ([Link 5](#)).
85. The publicly available ACR Project material does not show how in detail the total construction disturbance footprint, including temporary access, laydown areas, machinery, soil storage, fencing, services, drainage, piling and other construction activities, might be consequential for KBA 1 and how these compare with the permanent footprint.
86. The current ACR Project material says the project is being assessed through an Environmental and Heritage Impact Assessment and that environmental impacts, including vegetation and fauna, are being considered. The publicly available ACR Project material reviewed by the Administration does not identify a specific statutory wetland setback or minimum separation distance applied to the circuit.
87. Consistent with South Australia's biodiversity policy objectives, Australia's commitment to protect and restore biodiversity under the 30 by 30 framework, and the established Significant Environmental Benefit principle applied elsewhere in environmental regulation, major redevelopments like the ACR Project and major events like the MotoGP™ within or adjacent to KBAs should be required to demonstrate a measurable net positive biodiversity outcome and avoid any cumulative decline in ecological condition over time (refer para 17.3.1 of this report).

88. The *South Australian Motor Sport Act 1984* (the Act) may authorise occupation and control of land for an event, but it does not necessarily extinguish independent environmental or heritage obligations arising under other laws.
89. The Act contains specific override powers that can displace normal protections and controls applying under the Adelaide Park Lands Act 2005 during declared motor sport events. Repeated and expanded use that effectively permanently alters the Park Lands may exceed that purpose.

Butterfly Conservation Zone

90. The draft Declared Area map includes the Butterfly Conservation Zone, which is within the Key Biodiversity Area adjacent to the Pakapakanthi Wetlands.
91. The publicly released circuit plans do not identify the boundaries of the Butterfly Conservation Zone and therefore do not enable Administration to determine whether the proposed permanent circuit footprint, including associated safety, runoff, drainage and other infrastructure, will encroach upon the Zone.
92. The Chequered Copper butterfly (*Lucia limbaria*) and its caterpillar host plant, Native Sorrel (*Oxalis perennans*), were recorded in Park 16 in 2011. The butterfly species had not been officially recorded on the Adelaide Plains for several decades prior to its rediscovery at Victoria Park. The caterpillars have a close mutualistic relationship with the native Black Tyrant Ant (*Iridomyrmex rufoniger*), living within the ant nest where they are protected and tended by the ants in exchange for sugary secretions.
93. The Chequered Copper butterfly is considered rare and locally vulnerable on the Adelaide Plains and is recognised as an important biodiversity species associated with the remnant grassland habitat in Park 16. The extent of the primary habitat for the Chequered Copper Butterfly has been mapped and is shown in [Link 5](#). Habitat loss and environmental disturbances could lead to local extinctions.
94. The CoA has for the last 15 years, and continues to, manage the conservation of this rare butterfly colony and its caterpillar food sources in this Key Biodiversity Area.
95. The State Government's "Nature Positive Package" notes that it will invest \$200,000 to 'improve habitat for butterflies in the Adelaide Park Lands area, including for the Satin Azure, Golden-haired Sedge Skipper and the Chequered Copper butterfly'. Further details are not available at this time.

National and World Heritage Listing

96. The Adelaide Park Lands and City layout are listed on the National Heritage List under the EPBC Act. A key physical attribute of the National Heritage Values is Light's design, including layout of North and South Adelaide incorporating a gridded street pattern, six town squares separated by the Karrawirra Parri/River Torrens and encircled by Park Lands.
97. The Victoria Park Racecourse (North-East Precinct) and Grandstand are separately listed on the State Heritage Register.
98. Victoria Park / Pakapakanthi (Park 16) is especially sensitive to cumulative impacts because it is within the National Heritage boundary and parts contain remnant ecological communities protected under the EPBC Act.
99. The CoA is leading a bid to have the "Adelaide and its Rural Settlement Landscapes" added to UNESCO's World Heritage List, covering the Adelaide Park Lands and city layout together with the rural settlements of the Mount Lofty Ranges.
100. Given the State's role in progressing this proposition, and its recognition of the Park Lands' heritage significance, alongside its simultaneous support for a substantial permanent change to part of the Adelaide Park Lands under the ACR Project, the State should identify whether and how the ACR Project has been assessed against the heritage attributes, authenticity, integrity and management arrangements that would need to underpin that World Heritage proposition.

Community Land Management Plans and the Master Plan for Victoria Park / Pakapakanthi (Park 16)

101. Council requires sufficient information to assess whether the proposed permanent redevelopment and ongoing use of those areas is consistent with the applicable Community Land Management Plans and the Adelaide Park Lands Management Strategy, and, if not, what statutory mechanism is proposed to address that inconsistency.
102. The next legislated review of the Adelaide Park Lands CLMP is in 2028. Motorsport is not contemplated in the CLMP for Parks 13, 14 and 15 and will therefore require review to ensure the Context, Objectives and Management Proposals reflect the responsibilities of Council for management of these Parks.
103. The ACR Project was not contemplated during the development of the Victoria Park / Pakapakanthi Master Plan and is therefore not reflected in the final Master Plan.

104. The ACR Project consultation page includes an interactive map allowing users to explore the project's proposed key features; however, a detailed Master Plan has not yet been released. It remains unclear whether, or to what extent, the Master Plan for Park 16 may need to be reviewed as a consequence of the ACR Project's delivery and its impacts.
105. Based on the information currently available, there appears to be an opportunity for some of the Master Plan's outcomes to be implemented as part of the ACR Project, including:
 - 105.1. Tree planting to achieve a canopy target of 30% (currently 22%)
 - 105.2. Increase biodiversity through understorey planting
 - 105.3. Consolidation of pathways and recreational walking / running loops
 - 105.4. Relocation of the Wakefield Road pedestrian crossing
 - 105.5. Delivery of new accessible amenities (relocated to Fullarton Road)
 - 105.6. Improvements to riparian and watercourse areas
 - 105.7. Storytelling through interpretation (e.g. public art, integrated design and signage elements)
 - 105.8. Enhanced connectivity and function of the Grandstand and associated outbuildings with the park
 - 105.9. Year-round activation of hardstand.
106. The planned Wakefield Road Pathway and Reinstatement of Playing Fields have been put on hold as a result of SAMSB motor sport activities (including the MotoGP™). There may be impacts on the delivery of the Botanic Creek Renewal Project and on other irrigation and renewal projects in the proposed Declared Area.
107. The ACR Project will also impact parts of Rymill Park / Murlawirrapurka that were recently upgraded under the Rymill Park / Murlawirrapurka Master Plan, adopted by Council in July 2022. In the south-western corner, the new circuit will require the removal of recently upgraded and realigned paths.

Infrastructure Considerations

108. Council's ability to assess the infrastructure, traffic and transport implications of the ACR Project remains constrained by the limited design information currently available. Further information is required before Council can provide specific advice on a number of matters, including:
 - 108.1. exact circuit alignment overlaid with existing road, path and infrastructure networks;
 - 108.2. proposed permanent and temporary changes to roads, paths and associated infrastructure, including permanent changes and temporary elements;
 - 108.3. pedestrian and cyclist management during circuit assembly, operation and decommissioning;
 - 108.4. road and path closures, locations, durations and proposed program;
 - 108.5. public transport changes, disruptions and any proposed temporary or permanent infrastructure or changes to public transport network (e.g. new bus lanes);
 - 108.6. traffic modelling, network assessments and Safe System assessments;
 - 108.7. traffic, transport and parking assessment reports and plans; and
 - 108.8. proposed behaviour-change and transport-demand management measures.
109. The preliminary nature of the available information means that the potential impacts on Council roads, drainage, public realm assets, transport infrastructure and community facilities remain uncertain.

ACR Project Impacts on CoA Capital Works Program (Construction and Design)

110. The proposed works have significant implications for the Council's planned capital program within the draft Declared Area and the surrounding network. The proposed works may also constrain Council's ability to undertake construction within the Declared Area during the Prescribed Works Period. Future programming should therefore be coordinated to minimise unnecessary delay to Council projects and avoid the displacement of planned renewal works beyond the period reasonably required for the ACR Project.
111. Approximately \$3.3 million of the Council's 2026/27 capital works program is potentially affected. Of this, approximately \$1.78 million of construction works is recommended for deferral and reassessment through the 2027/28 Business Plan and Budget process, while approximately \$1.52 million is recommended to continue or progress. The 2026/27 Business Plan and Budget includes approximately \$3.3 million of capital works, comprising detailed design and construction projects located within the ACR Project Declared Area encompassing Parks 13, 14, 15 and 16 and surrounding roads.

112. During construction of the ACR Project, the City of Adelaide will have limited ability to undertake construction activities within the draft Declared Area. Any project work within this area is anticipated to require approval and coordination with DIT and SAMSB, subject to their discretion.
113. As a result, at this point in time, there is considered to be a low likelihood that planned CoA works within the draft Declared Area could be delivered concurrently with the ACR Project works.
114. Following a review of the potential impacts on the 2026/27 capital works program, the following principles have been developed to support or guide whether individual projects should continue, be deferred or cancelled:
- 114.1. **Principle 1:** Projects already in progress should continue in consultation and coordination with DIT and the SAMSB pursuant to any conditions or requirements under section 22 of the Act.
- 114.2. **Principle 2:** Projects with assumed interface to the new circuit or associated infrastructure should be deferred from the 2026/27 capital works program.
- 114.3. **Principle 3:** For projects with no assumed direct interface with the ACR Project or associated infrastructure, a conservative position should be adopted and the project deferred from the 2026/27 capital works program, noting that construction within the draft Declared Area during the proposed Prescribed Works Period would require approvals and coordination pursuant to any conditions or requirements under section 22 of the Act.
- 114.4. **Principle 4:** For all deferred construction projects, future delivery timing and any cost impacts will be reviewed in consultation with DIT and the SAMSB and formally updated through the 2027/28 Business Plan and Budget process.
- 114.5. **Principle 5:** Detailed Design projects with assumed interface to the new circuit or associated infrastructure should be deferred from the 2026/27 program where the proposed ACR Project works will potentially materially affect the design scope or requirements.
- 114.6. **Principle 6:** Projects with no assumed direct interface with the new circuit or associated infrastructure should continue to Detailed Design in 2026/27, in consultation with DIT and the SAMSB.
115. The affected projects, associated 2026/27 budgets and recommended program adjustments are summarised in Tables 1 and 2 below, and a map presenting the locations of each of these projects is shown in in [Link 6](#). It is important to note that the recommendations below are preliminary, reflecting the early stage of design development and technical discussions between the State Government and CoA.
116. Each project will be subject to further collaborative discussions to better understand potential interfaces, constraints, and opportunities for coordinated delivery. Where additional projects are identified for deferral, these adjustments will be reflected through future budget reviews. Conversely, opportunities to coordinate or co-deliver CoA projects with the ACR Project works will be further explored with DIT and the SAMSB.

Table 1: 2026/27 Capital Works – Construction Projects

Project	Renewal Budget	Recommendation
Z0071– Park 13 / Rundle Park – Open Channel, Bridge & Footpath Renewal	\$1,080,280	In progress – Continue
Z8185 – Park 14 / Rymill Park – Carpark Resurfacing	\$156,065	In progress – Continue
Z8297 – Park 14 / Rymill Park – Pergola Rehabilitation	\$60,000	Defer Project
Z0834 - Park 14 / Rymill Park - Retaining Wall Renewal	\$80,000	Defer Project
Z0614 – Park 15 / King Rodney Park – Irrigation Renewal	\$63,475	Defer Project
Z2518 – Park 16 / Victoria Park - Irrigation Renewal (Stage 1/4)	\$291,500	Defer Project
Z0805 - East Terrace – Road Resurfacing	\$518,000	Defer Project
Z0842 – East Terrace / Pirie Street – Traffic Signal Renewal	\$716,100	Defer Project
Total	\$2,965,420	

Table 2: 2026/27 Capital Works – Design Projects

Project	Renewal Budget	Recommendation
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Z0878 – Park 13 / Rundle Park – Irrigation Renewal	\$50,000	Continue Project
Z0862 - Park 14 / Rymill Park - Electrical Switchboard Renewal	\$7,450	Continue Project
Z0863 - Park 14 / Rymill Park - Electrical Switchboard Renewal	\$7,450	Continue Project
Z0879 – Park 15 / King Rodney Park – Skate Park Equipment Renewal	\$50,000	Defer Project
Z3621 – Park 15 / King Rodney Park – Footpath Renewal	\$30,000	Continue Project
Z0753 – Park 16 / Victoria Park - Shared Use Path Renewal	\$30,000	Continue Project
Z0880 – Park 16 / Victoria Park - Grandstand Conservation	\$75,000	Continue Project
Z0802 – Park 16 / Victoria Park - Grandstand Lift Renewal	\$70,000	Continue Project
Z8198 - Bartels Road – Footpath Renewal	\$15,000	Continue Project
Total	\$334,900	

117. Additionally, the Victoria Park / Pakapakanthi (Park 16) Master Plan has progressed two initiatives to detailed design, with construction currently unfunded in the LTFP. These initiatives include the Central Sports Field Rehabilitation and a new shared-use path along the southern edge of Wakefield Road between Dequetteville Terrace and East Terrace.
118. The recommended program adjustments are summarised in Table 3 below. Of the approximately \$3.3 million of affected 2026/27 capital works, \$1.52 million is recommended to continue or progress in 2026/27 and \$1.78 million of construction works is recommended to be deferred and reassessed through the 2027/28 Business Plan and Budget process.

Table 3: 2026/27 Capital Works – Recommendations & Implications Summary

Recommendation	No. Projects	2026/27 Budget	Program Implications
Continue	10	\$1,521,245	Continue or progress in 2026/27
Defer	7	\$1,779,075	Defer 2026/27 budget
Total	17	\$3,300,320	-

119. The proposed adjustments associated with deferred and cancelled projects will be incorporated through the October 2026 Asset Management Plan (AMP) and Long-Term Financial Plan (LTFP) updates and will inform the 2026/27 Q1 Budget Review process.
120. Further consideration may be required through CoA's project procurement, contractor engagement and construction scheduling to mitigate the severity of these broader network-level impacts and minimise disruption to road users.

ACR Project Asset Management Considerations

121. At the time of preparing this report, CoA has limited visibility of the detailed design associated with the ACR Project. Accordingly, the following commentary identifies key asset management outcomes and principles that CoA should advocate for as the design progresses and further information becomes available.
122. Following completion of the ACR Project works and confirmation of ongoing asset ownership and maintenance responsibilities, future maintenance and renewal requirements will be formally considered through the comprehensive review and update of the CoA's suite of AMPs planned for 2028, following the commencement of the new Council term and adoption of the new Strategic Plan.
123. As further design information becomes available, CoA should advocate for clear delineation of asset ownership, maintenance, operation, renewal and lifecycle responsibilities for infrastructure introduced, relocated or modified as part of the ACR Project.
124. For infrastructure requiring periodic transition between normal and event configurations, CoA should advocate for clearly documented responsibilities for event setup, commissioning, reinstatement and verification. Responsibility for the rectification of damage or accelerated deterioration arising from the installation, operation, or removal of the event should also be clearly established.
125. Where new or modified infrastructure is proposed for transfer to Council, CoA should advocate for the application of its normal asset acceptance requirements. This should include provision of appropriate asset information and confirmation that the infrastructure is safe, compliant, maintainable and capable of integration into Council's existing operational Levels of Service.
126. CoA should further advocate for consideration of whole-of-life implications where the project introduces new assets, materials, technologies or operational requirements beyond Council's existing asset base or Levels City Community Services and Culture Committee – Agenda – Tuesday, 22 September 2026

of Service. This includes future inspection, maintenance, renewal and replacement requirements, specialist maintenance activities, spare parts availability and asset obsolescence.

127. To support ongoing management of the interface between CoA and event-related infrastructure, CoA should advocate for the development of an asset interface and responsibility framework identifying asset ownership, maintenance responsibility, event configuration and reinstatement responsibilities, renewal obligations and associated funding responsibilities.

Public Art

128. The Administration requires existing public art affected by the proposed circuit alignment to be appropriately considered with respect to physical protection, accessibility, presentation and ongoing maintenance.
129. Where public artworks require relocation, temporary removal, modification or reconstruction to facilitate the event, CoA requires assurance that the integrity, cultural significance, artistic intent and long-term presentation of the artwork will be preserved. Appropriate provisions must be made for inspection, conservation, maintenance and public accessibility following reinstatement.
130. As further design information becomes available, the Administration will require clear delineation of asset ownership, maintenance, operation, renewal and lifecycle responsibilities for infrastructure introduced, relocated or modified as part of the ACR project.
131. The Administration has taken a preliminary view of the State Government ACR Project against the City's public-art mapping, and requires further information from the State on the following:
 - 131.1. Allan Sumner's *Ngadlu Padninthi Kumangka – We Walk Together* in Victoria Park / Pakapakanthi: The ACR Project Fact Sheet 'Heritage' notes that this work will be 'protected and preserved', and that DIT is engaging with Kaurna Yerta Aboriginal Corporation.
 - 131.2. *Place of Reflection* (Stolen Generations Memorial), 2023 in Rymill Park / Murlawirrapurka (Park 14): The site is within the draft Declared Area. Beyond any physical impact, the City of Adelaide will also need to consider maintaining access for gatherings and commemorations and the effect on the site's reflective and contemplative setting. The ACR Project Fact Sheet 'Heritage' notes that this work will be 'protected and preserved', and that DIT is engaging with Kaurna Yerta Aboriginal Corporation.
 - 131.3. John Dowie's *Alice*, bronze 1962 in Rymill Park / Murlawirrapurka (Park 14): The site is within the draft Declared Area. The circuit's turns 8 and 9 and the associated run-off appear to come very close to, and may overlap with, the sculpture's location.
 - 131.4. Bridgland Fountain, 1966 in Rymill Park / Murlawirrapurka (Park 14): The fountain was recently restored, and due to the circuit redevelopment works it will need to be relocated either elsewhere within the park or to another site altogether.
 - 131.5. The circuit passes near the wetlands following Turns 1 and 2. While the State consultation information refers generally to protecting existing Aboriginal artwork, the City's mapping identifies several individual works around the wetlands. It is not clear how each of these relates to the circuit, works and draft Declared Area.
132. It is imperative that the State Government consult with, and seek approvals from, the CoA, as the owner and custodian of artworks located within the Park Lands areas impacted by the project, regarding the artworks' protection, relocation or other treatment.

ACR Project Impacts: Road Surface

133. The ACR Project will establish permanent infrastructure and facilitate recurring major motor sport events within and adjacent to environmentally significant areas of the Adelaide Park Lands. The ACR Project consultation Fact Sheet 'Proposed Design' notes that 'while every effort has been made to minimise environmental impacts, some circuit elements are essential to ensure the circuit meets the safety standards required for these major motor sport events'.
134. It is assumed that a specialised asphalt mix will be required to achieve MotoGP™ standards. CoA therefore requires a comprehensive understanding of the proposed pavement design, construction standards, maintenance obligations, rehabilitation requirements and long-term asset management implications.
135. CoA will require insight into how the event plans to manage the road surface annually. As the circuit is intended to revert back to a trafficable road network outside of event times, CoA will require a full understanding of maintenance expectations and requirements, along with implications for future maintenance budgets.
136. Public roads are further subject to third-party service installations, whereby the reinstatement of the road surface is guided by CoA standard design specifications. MotoGP™ must acknowledge that specialised

asphalt mix and compaction rates will be subject to third-party compliance with the revised design requirements.

137. With the expectation that all line marking will be removed prior to the event, it will be expected that all such line marking will be replaced by the event holder in accordance to appropriate Australian Standards.
138. CoA currently has a limited understanding of how arrester beds and associated safety infrastructure will be integrated into the public realm. CoA expects these areas to be designed to align with the broader urban environment and not introduce additional maintenance liabilities, asset management complexity or ongoing operational costs beyond current CoA obligations
139. CoA will require an understanding of how the event holder will treat infrastructure that is to be removed or temporarily infilled. Consideration should also be given to the potential cumulative impact of repeated annual event setup and removal activities on pavement condition, useful life and future renewal requirements.

ACR Project Impacts: Stormwater

140. CoA will require that any and all changes to road geometry, kerb alignments, barriers and associated circuit infrastructure appropriately account for existing CoA drainage infrastructure and overland flow paths.
141. Potential changes to road geometry, the removal and relocation of stormwater inlets, and expected changes to kerb and water-table alignment will likely affect directional stormwater flows, particularly outside event times. This presents potential risks to existing drainage capacity, local stormwater management and water quality and should be appropriately assessed and mitigated as part of the ACR Project design.
142. CoA will likely require detailed hydraulic modelling demonstrating the impacts of all proposed modifications during at least:
 - 142.1. 1 in 5-year ARI events.
 - 142.2. 1 in 20-year ARI events.
 - 142.3. 1 in 100-year ARI events.
143. The assessment should identify potential impacts on adjacent properties, public infrastructure, flooding behaviour, surcharge conditions and emergency management outcomes.
144. It is anticipated that stormwater pit lids will be covered by upgraded circuit asphalt surface, and CoA has concerns relating to future cleaning and inspection of stormwater pits and underground pipes. There will be considerable cost to CoA's maintenance budget should there be a requirement for CoA to uncover one or more stormwater pits for maintenance activities.
145. Further concern relates to road contaminants (such as hydrocarbons, fuel residues, rubber particles, heavy metals and other pollutants) entering the stormwater system from the event. CoA requires water quality management measures to demonstrate how impacts on receiving environments, particularly the River Torrens / Karrawirra Pari.
146. The 'Nature Positive Package' proposes an investment of \$4.06 million in water infrastructure, which aids in the rewilding and revitalisation of the River Torrens / Karrawirra Parri, and \$1.1 million in stormwater management asset infrastructure; however, it does not designate where.

ACR Project Impacts: Footpaths

147. Through the anticipated widening and realignment of public road sections and changing alignment of various intersections, it is expected that sections of existing footpath will also be realigned to ensure a continuously accessible footpath network exists throughout the full circuit area outside of event times.
148. As discussed under Urban Elements, any associated footpath infrastructure, such as DDA tactile placements, bins and seat benches, will require a relocation plan.
149. Any footpath located around the perimeter of the circuit, or generally within the entire site area, that may be used by service vehicles during race times or for event setup and teardown will require a structural assessment to ensure compliance with loading requirements.
150. Where existing infrastructure does not meet the required loading capacities, upgrades must be undertaken to ensure there is no increase in the future maintenance burden, deterioration risk, or lifecycle cost exposure for CoA.

ACR Project Impacts: Lighting and Electrical

151. CoA will require permanent lighting and electrical infrastructure to continue to support CoA's required year-round Levels of Service. Where infrastructure requires adjustment, relocation, isolation, or reconfiguration for

the event, normal and event operating configurations should be clearly defined and documented, including responsibilities for transition during and outside of event periods.

152. CoA requires clarification on whether additional electrical infrastructure will be needed to support the event, and whether the impact on existing electricity network capacity has been assessed during both event and non-event periods.
153. Further clarification is required regarding the provision of electricity from CoA-owned infrastructure. Should CoA electrical assets be utilised to support event operations, CoA expects clear agreement on:
 - 153.1. Responsibility for electricity consumption costs.
 - 153.2. Responsibility for capital upgrades required to support event loads.
 - 153.3. Ownership of newly installed infrastructure.
 - 153.4. Ongoing inspection, maintenance and renewal obligations.
 - 153.5. Asset handover requirements at completion of works.
 - 153.6. Recovery of costs associated with increased operational demands.
154. CoA is also interested in understanding whether modifications to traffic signals and pedestrian crossings infrastructure are proposed to facilitate the circuit. CoA will require assurance that any such modifications do not result in a permanent degradation of transport network efficiency, traffic capacity, pedestrian safety or intersection performance outside of event periods. Detailed traffic modelling should be provided to demonstrate long-term network performance impacts following implementation of any permanent infrastructure changes.

ACR Project Impacts: Urban Elements

155. CoA will require all irrigation and associated electrical and control infrastructure affected by the event to incorporate clearly defined normal and event operating configurations, where changes in operation are required to facilitate MotoGP™.
156. CoA expects all permanent urban elements to retain their intended year-round public realm function, presentation and maintainability, with event-specific requirements incorporated in a manner that minimises impacts during non-event periods.
157. CoA requires a detailed Urban Elements Relocation Plan identifying all infrastructure proposed to be removed, relocated, modified or replaced, including but not limited to:
 - 157.1. Waste bins.
 - 157.2. Regulatory and informational signage.
 - 157.3. Bench seats.
 - 157.4. Bus shelters.
 - 157.5. Bus stops.
 - 157.6. Tactile surface indicators.
 - 157.7. Pedestrian barriers.
 - 157.8. Wayfinding infrastructure.
 - 157.9. Drinking fountains.
 - 157.10. Bike hoops.
158. The relocation plan should demonstrate compliance with relevant accessibility standards, functional clearances, pedestrian desire lines and community service requirements. CoA administration must be satisfied that relocated infrastructure continues to appropriately serve public needs and does not diminish accessibility, safety or amenity outcomes.
159. CoA further notes that any increase in permanent public realm infrastructure, including bins, bike racks, drinking fountains, signage, irrigation assets, lighting assets or other CoA-managed elements, will generate ongoing lifecycle costs and operational impacts. Any such additions should be accompanied by a detailed assessment of future operating, maintenance and renewal commitments.
160. Where earthworks result in new retaining walls, stairs, ramps, handrails, balustrades or similar structures, CoA will require detailed design documentation.

161. It is assumed that existing parking machines will be reinstated to their current locations unless otherwise agreed with CoA.
162. There is insufficient information regarding the future treatment of existing infrastructure and community assets potentially affected by the proposal, including:
 - 162.1. King Rodney Skate Park and Basketball courts
 - 162.2. East Terrace Glover Playground
 - 162.3. Any other CoA-owned infrastructure
163. CoA will require a comprehensive strategy outlining whether these assets will be retained, relocated, reconstructed, upgraded or permanently removed, together with associated timing, costs and ownership responsibilities.
164. Should excavation or earthworks within the Park Lands be required, any such contract work should include a comprehensive contamination assessment.

ACR Project Impacts: Buildings (Toilets and Grandstand)

165. Given the location of the Victoria Park Grandstand and its potential use as a spectator grandstand for the motor sport events, CoA will require an understanding of any impacts to the building and what works or modifications are proposed to provide the required functionality while preserving its heritage values.
166. Any removal or addition to CoA's public toilets within the draft Declared Area is to be conditional upon SAMSB funding the design, approvals, construction and establishment of a replacement public toilet facility at a location agreed with Council, and any proposed changes must be fully communicated to the Administration.

ACR Project Permanent and Temporary Impacts: Road Network

167. Works associated with the ACR Project will result in closures and access restrictions on several key roads that provide access to the City from the eastern suburbs. This will place additional pressure on alternative routes into the city, some of which will also be undergoing construction as part of routine asset renewal programs and Main Street Revitalisation projects.
168. The combined impacts have the potential to increase congestion and disruption across the broader transport network, creating risks to network performance and accessibility, as well as reputational impacts for the City associated with the cumulative disruption experienced by the community and road users.
169. When the proposed circuit is operational, there will be impacts at pedestrian and path crossing points; the available documentation suggests incorporating refuge crossings only. This does not align with the Safe System approach, community expectations or AustRoads and DIT guidelines.
170. The proposed circuit impacts the ability of CoA and DIT to provide safer transport infrastructure, including:
 - 170.1. Bicycle and Pedestrian Actuated Crossings between CoA Park Lands and eastern suburbs e.g. crossing Dequetteville Terrace between Park Lands and Angas Street Kent Town
 - 170.2. Raised BPAC on Wakefield Road, Bartels Road, and Rundle Road
 - 170.3. Edge Path along Park Lands adjacent to Dequetteville Terrace
 - 170.4. General impacts on user comfort and waiting times due to the removal of trees and widening intersections
 - 170.5. Higher vehicle speeds due to changes in road geometry and lack of traffic calming (e.g. raised safety platforms) on roads that form part of the circuit.
171. During circuit operations, the only motor vehicle access between the eastern suburbs/ring route and the CoA area to the west of East Terrace will be via Botanic Road / North Terrace, noting the O-Bahn tunnel and Rundle Road and Bartels Road, and Wakefield Road will be closed. This proposal will direct additional vehicles to:
 - 171.1. The intersection of Frome Road and North Terrace, which is currently near capacity in typical morning and afternoon peak times, may increase delays for all users; and
 - 171.2. Hutt Street / Glen Osmond Road.
172. During circuit operations, the only pedestrian/cycle access between the eastern suburbs/ring route and the CoA area west of East Terrace is unclear, and the existing link lacks the required infrastructure (e.g. width).
173. The following infrastructure improvements are expected to be required to maintain connectivity during circuit set-up, operations and decommissioning:

- 173.1. Active Travel path improvements, including safer crossing points and lit, widened pathways
- 173.2. Bus lanes along North Terrace and bus lanes on alternative routes (e.g. O'Connell Street, Hutt Street, Glen Osmond Road, Frome Road (closure for all other motorised vehicles), Pulteney Street (north of Grenfell Street), bus-only turn from Pulteney Street (south bound) to Grenfell Street (west bound), additional bus services;
- 173.3. Review and upgrade of public transport bus stop capacities and locations, and cycle parking provision, noting changes to road network and public transport routes, including loss of car and cycle parking;
- 173.4. Review of safer speed limits to support people walking, wheeling and cycling safely around the event;
- 173.5. General prioritisation of public transport, walking and wheeling and micro-mobility movements;
- 174. It is recommended that the ACR Project designers review and consider the ITS, including walking, wheeling and cycling (micromobility), Public Transport network maps and expected infrastructure provision to minimise the circuit's operational impacts to the road network.
- 175. Permanent road reconfigurations will impact the road network, including through widening of intersections (both CoA and DIT owned) required by the ACR Project, including encroachment into Park Lands, new and modified street lighting, modifications to kerbs and paths, new and modified traffic signal operations, intersection capacity, and waiting times and delays, including for pedestrians and cyclists.

ACR Project Impacts: Traffic and Transport

- 176. There is a lack of detail provided to CoA to provide specific commentary on traffic and transport impacts. Further information required includes:
 - 176.1. Exact circuit layout overlaid with existing road and path networks and associated infrastructure;
 - 176.2. Proposed changes to existing road and path networks and associated infrastructure, including permanent changes and temporary elements;
 - 176.3. Pedestrian and cyclist management plan during circuit operations, including circuit assembly, operations and decommissioning; and
 - 176.4. Road and path closures, timetable, and program, including locations and durations.
- 177. Temporary impacts on transport and parking during construction of the circuit will include localised effects depending on the location of site works. This is expected to be managed through the construction traffic management plan and detours as per usual processes.
- 178. The ACR Project consultation Fact Sheet 'Traffic and Transport', advises that the project is working through how traffic will be managed during construction and events, and that 'clear signage and information will be provided in advance to support people walking, cycling, driving and using public transport'.
- 179. The CoA maintains a network of five active travel sensors across Victoria Park / Pakapakanthi, tracking cyclists and pedestrians. The network records an average of 4,944 daily movements, rising from 4,508 on weekdays, driven by commuter cycling, to 6,025 on weekends, driven by a surge in leisure pedestrians. The east-west corridors serve as key commuter routes, where roughly 45–54% of weekday cycling (550–600 trips) is for commuting rather than recreation.
- 180. CoA seeks that public access to the Park Lands is maintained for as long as possible, and that the ACR Project and motor sport events use a staged build methodology, which leaves the erection of fencing and particularly the closing of sections, as late as possible.
- 181. This should include an event signage plan over and above that which has been used previously that informs users of the Park Lands of access changes, path closure times and dates as well as alternative access routes, including website notifications, advising the public what will be inaccessible and for what period.
- 182. In 2025/26 the CoA, with the support of Kadaltilla, detailed works to improve east-west path access for pedestrians and cyclists along Wakefield Road during the Declared Period. These works are on hold due to State Government announcements for 2027 MotoGP™.

ACR Project Impacts: Public Transport (ITS)

- 183. The ACR Project should seek opportunities to deliver lasting improvements to walking, wheeling, cycling and public transport infrastructure that support the City's ITS beyond event periods.
- 184. The proposed circuit may have implications for the ITS, particularly its objectives for public transport, walking, wheeling and cycling.

185. The proposed changes to bus routes, stops and network capacity during circuit construction and operations, including any mitigation measures such as additional services or bus priority measures. The potential impact on future tram network expansion should also be considered. Several bus stops will likely be relocated e.g. Bartels Road and East Terrace (north of Rundle Road).
 - 185.1. Impact on future Tram Network extensions, including potential extension from North Terrace to the east via Rundle Road / East Terrace.
186. The proposed arrangements for maintaining safe, continuous pedestrian and cycling connections during circuit construction, operations and decommissioning, including the suitability of crossing treatments and the potential for shared-path use outside event periods.
 - 186.1. There may be opportunity to utilise sections of circuit as shared path outside circuit operations, however, with the following limitations:
 - 186.1.1. MotoGP™ documentation currently suggests unsafe refuge crossing only, rather than a safe system aligned raised BPACS (as per Hutt Road, Bradman Drive)
 - 186.1.2. Paths will lack shade/greening due to clearances around the circuit
 - 186.1.3. Existing use of a cyclist criterium circuit and high cyclist speeds with potential for conflict between various users
 - 186.1.4. Challenges preventing vehicle access to the circuit/paths and adjacent Park Lands outside circuit operations times.
187. Whether proposed pedestrian and cycling infrastructure achieves the City's Safe System objectives and provides appropriate accessibility, shade, greening and separation between different users, particularly given existing high-speed cycling activity in the area.
188. Further traffic, transport and parking modelling is required to assess impacts on network performance, including public transport delays, pedestrian and cyclist movements, parking and access to the Park Lands. Proposed behaviour-change measures should also be identified.

ACR Project Impacts on Permanent and Temporary Parking

189. The extent of parking loss around Rundle Road / East Terrace and the proposed road layout are unclear at this stage.
190. There will be a loss of current assessable parking and cycling parking in these areas.
191. Paid parking impacts are expected to be significant, with approximately 500 parking bays affected during circuit construction and the MotoGP™ event.
192. The Adelaide Grand Final event, staged in this area in late November, also impacts paid parking revenue, both within the draft Declared Area and in surrounding areas where temporary no-stopping zones are introduced to support traffic management and maintain traffic flow. It is anticipated that the expanded circuit and event footprint for the MotoGP™, which will include Rundle Road, will significantly increase the impact on paid parking revenue. This revenue loss is estimated at \$180,000 per annum.
193. In addition to the event period, there will be further impacts associated with circuit construction. These can be quantified once detailed construction schedules and affected locations are confirmed.

Next Steps

194. Section 22 of the Act provides for the SAMSB to exercise its powers during a Prescribed Works Period subject to Terms and Conditions agreed with the relevant council. Section 22(3) specifically contemplates terms and conditions relating to the avoidance of unnecessary or reasonably avoidable interference with or damage to land, the protection of lawful activities, reimbursement of Council costs, compensation for damage or loss, and the management, protection and rehabilitation of land.
 - 194.1. With this statutory framework in mind, Administration will present a report seeking Council endorsement on the key agreed Terms and Conditions for the ACR Project Prescribed Works Period pursuant to section 22 of the Act. The report will also seek Council's approval for the CEO or delegate to finalise and execute the final Terms and Conditions between the SAMSB and the City of Adelaide.
195. Administration will present a report seeking Council endorsement of a Project Agreement with the Department for Infrastructure and Transport.
196. Engagement with the SAMSB, and DIT, about the conditions that follow from its rights to access and use in relation to the expanded area and its impacts.

197. Engagement with DIT on the Proposed Design of the 'Community Benefits' elements of the ACR Project, noting DIT advice in the ACR Project Fact Sheet 'Proposed Design, Community Benefits', that 'any future use and detailed design of the community spaces is subject to the City of Adelaide's approval'.

DATA AND SUPPORTING INFORMATION

Link 1: [Greener.Cooler.Wilder. Adelaide Park Lands Nature Positive Package](#)

Link 2: ACR Project Self-Referral EPBC Portal ([EPBC Number: 2026/10637](#))

Link 3: DIT [ACR Project consultation materials](#)

Link 4: [CoA Biodiversity Survey Summary Report](#)

Link 5: [Key Biodiversity Area Map](#)

Link 6: [Capital Works map](#)

ATTACHMENTS

Attachment A – Letter from Wayne Hunter to the Lord Mayor – 1 September 2026

Attachment B – Draft Declared Area map attached to Letter from Wayne Hunter to the Lord Mayor – 1 September 2026

Attachment C – Summary of CoA Community Consultation Feedback – 18 September 2026

Attachment D – Recommendations of Kadaltilla / Adelaide Park Lands Authority meeting – 17 September 2026

Attachment E – DIT and SAMSB Adelaide Circuit Redevelopment Project Presentation to Kadaltilla / Adelaide Park Lands Authority meeting – 17 September 2026

Attachment F – Administration Letter seeking further information through the Adelaide Circuit Redevelopment Project consultation – 22 September 2026

- END OF REPORT -

OFFICIAL**Government of South Australia**Department of the Premier
and Cabinet

The Right Honourable the Lord Mayor of Adelaide
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Dear Lord Mayor,

RE: CONSULTATION ON THE DECLARATION OF THE DECLARED AREA, DECLARED PERIOD AND PRESCRIBED WORKS PERIOD FOR THE ADELAIDE CIRCUIT REDEVELOPMENT PROJECT.

This letter supersedes the correspondence previously issued on Monday, 31 August 2026. Please disregard the previous letter and refer to this correspondence as the current and correct advice. I apologise for any inconvenience this may have caused. Due to this revised correspondence, the consultation period under the South Australian Motor Sport Act 1984 has been extended for an additional five days.

BACKGROUND

In February 2026, the South Australian Government announced that the MotoGP Grand Prix of Australia will relocate from Victoria to a purpose-built street circuit in Adelaide in 2027.

The proposed redeveloped circuit will host the world's first city-centre MotoGP Grand Prix and the bp Adelaide Grand Final Supercars event from November 2027. It will also host the Tour Down Under from 2028.

The South Australian Motor Sport Board (SAMSB) is designing the redeveloped circuit and managing the associated events. The Department for Infrastructure and Transport is responsible for delivery of the circuit and associated infrastructure upgrades on behalf of SAMSB.

PURPOSE OF THIS CORRESPONDENCE

I write to you on behalf of the Minister responsible for the *South Australian Motor Sport Act 1984* (the Act), in your capacity as the Lord Mayor of Adelaide.

The *South Australian Motor Sport Act 1984* provides the legal framework for major motor sport events in South Australia. It allows major motorsport events to be held and managed in South Australia.

Pursuant to Section 20 (1) of the Act, the Minister may declare:

- a) a specified area (including an area consisting of public road or parkland or both), to be a declared area under the Act for the purposes of the event; and
- b) a specified period (not exceeding 5 days) to be a declared period under the Act for the purposes of the event; and
- c) a specified period or periods (prescribed works periods) under the Act during which the Board may have access to land within a declared area for the purpose of carrying out works in the manner contemplated by Section 22 (1a) (and different periods may

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be specified in respect of different categories of work).

Pursuant to Section 20 (4) of the Act, the Minister must not make any declaration under Section 20(1) unless or until the Minister has consulted with:

- a) the Minister administering the Adelaide Park Lands Act 2005; and
- b) any relevant Council; and
- c) the Adelaide Park Lands Authority/ Kadaltilla

DECLARATION OF DECLARED AREA

A drawing showing the proposed Adelaide Circuit Redevelopment Project Declared Area is attached.

The Declared Area extends beyond the areas requested in previous years to capture the construction zones required for the Adelaide Circuit Redevelopment Project works. It also includes land associated with the Garden of Unearthly Delights and Gluttony to enable the delivery of proposed infrastructure upgrades within those areas.

DECLARATION OF PRESCRIBED WORKS PERIOD

Works are planned to construct the redeveloped circuit within the Declared Area.

It is proposed that the Prescribed Works Period for the Adelaide Circuit Redevelopment Project commences on **Friday, 2 October 2026**, to facilitate site establishment and preliminary activities ahead of construction starting from 1 December 2026.

Adelaide Circuit Redevelopment Project construction activities will be completed prior to the MotoGP event scheduled in November 2027. Noting the dates for this event are yet to be finalised, the proposed date for the Prescribed Works Period for the purpose of this process will end on **12 November 2027**. Further information will be provided on the staging of works as details progress.

Works Exclusion Zone plans detailing changes to traffic conditions and cyclist and pedestrian access will be developed to ensure safe access for the public during the Adelaide Circuit Redevelopment Project works.

Community will be informed of changes in advance including onsite signage to direct cyclists and pedestrians to alternative routes when restrictions are in place.

DECLARED PERIOD

It is proposed the declared period (for the purposes of the event) will be a five day period in November 2027, to be confirmed.

The consultation period on the proposed Declarations will commence on **31 August 2026**, and conclude on **25 September 2026**.

I advise that I have also provided this information for the purpose of consultation to the Minister responsible for the Adelaide Park Lands Act, and information of the Declared Area, Declared Period and Prescribed Works Period to the Mayors of Norwood Payneham & St Peters and Burnside.

Correspondence can be directed via email circuitredevelopment@sa.gov.au should further clarification be required.

OFFICIAL

OFFICIAL

Yours faithfully

A handwritten signature in black ink, appearing to be 'Wayne Hunter', written in a cursive style.

Wayne Hunter
Chief Operating Officer

01 September 2026

Attachment(s):

- 2026 Proposed Adelaide Circuit Redevelopment Declared Area Drawing

OFFICIAL

SOUTH AUSTRALIAN
MOTOR SPORT ACT 1984
AS AMENDED

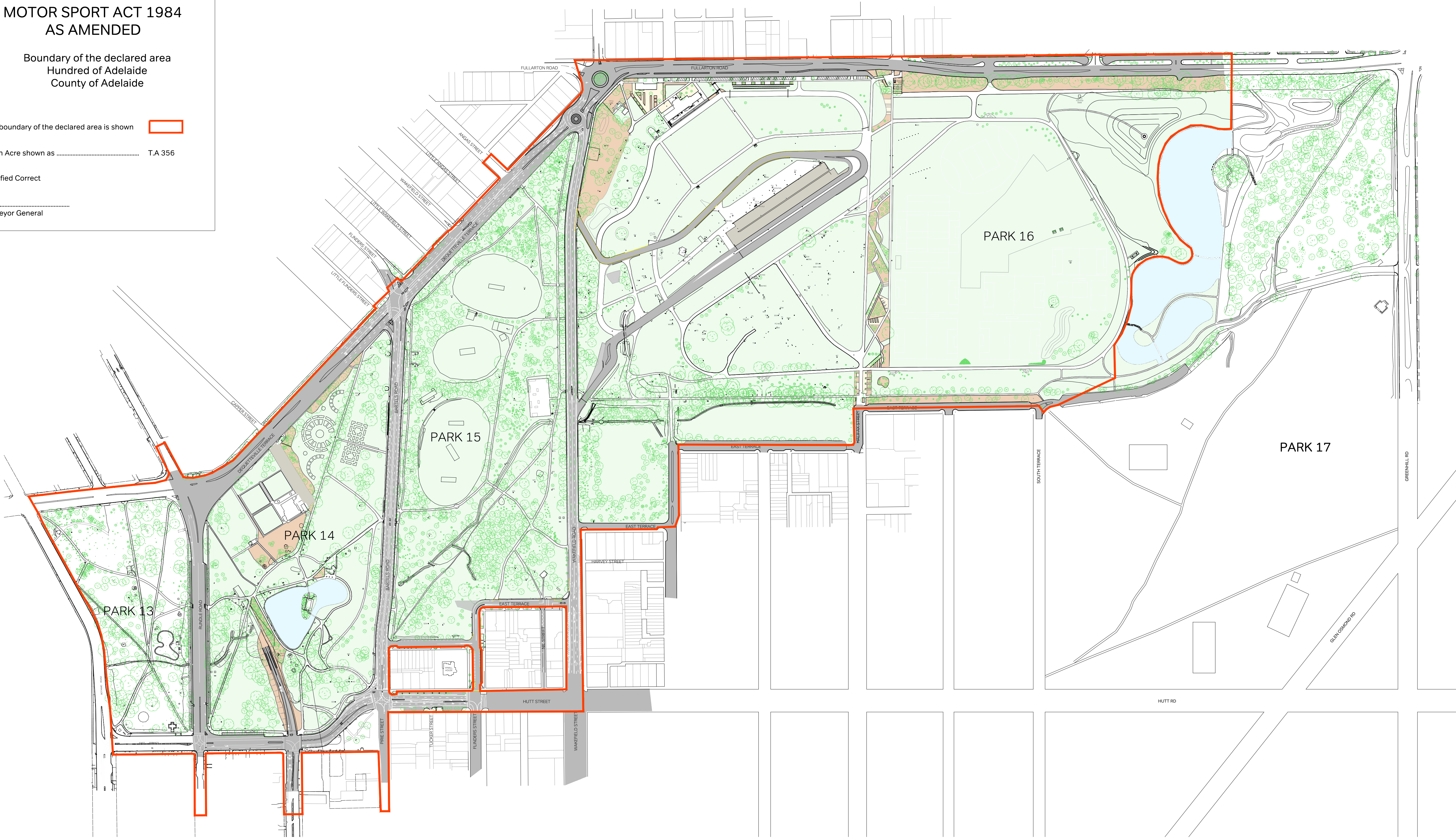
Boundary of the declared area
Hundred of Adelaide
County of Adelaide

The boundary of the declared area is shown 

Town Acre shown as T.A 356

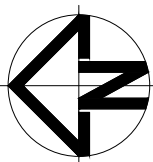
Certified Correct

.....
Surveyor General



LEGEND

 DECLARED AREA BOUNDARY



Key Plan

CLIENT

**Government of South Australia**
South Australian Motor
Sport Board

N/A

DESIGNER L.Weber	REVIEWER E.Smart	APPROVER E.Smart
---------------------	---------------------	---------------------

PROJECT
Adelaide Circuit Modifications
Adelaide
South Australia

TITLE
Declared Area


T +61 7 5668 9677 www.iedm.com.au

DWG No.	PROJECT No.	REVISION
K018	26050	07

Adelaide Circuit Redevelopment – City of Adelaide Community Consultation

Background

Following the announcement by the South Australian Government that the Adelaide Circuit redevelopment would proceed, the City of Adelaide undertook community consultation to understand community sentiment, perceptions and opinions on the redevelopment.

The consultation sought to understand how the redevelopment could affect people who live, work, run businesses, visit and use the city and Park Lands, including potential construction impacts, broader implications and public value.

It also explored what the community would like Council to consider in responding to the redevelopment, with feedback helping to inform the City of Adelaide's response to and advocacy with the State Government.

Approach

Community feedback was captured using the 'Our Adelaide' Platform and the opportunity to provide feedback was promoted via CoA social media channels, Electronic Direct Mail (EDM) to stakeholder groups and via temporary signage in the Park Lands.

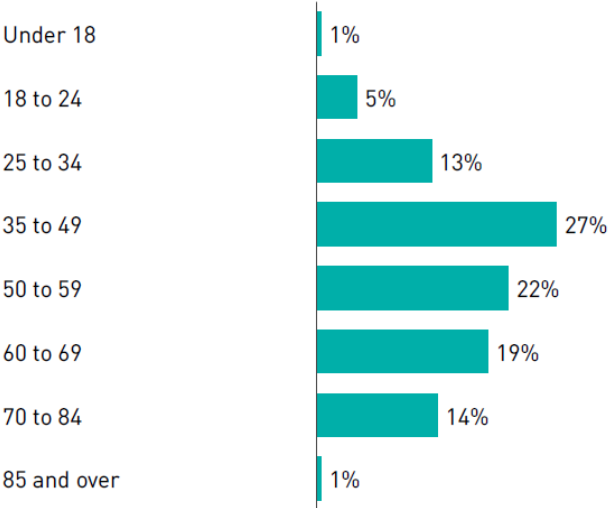
The following stakeholder groups received the link to the consultation survey:

- Precinct and resident groups
- Rundle Mall Traders
- Adelaide Central Market Traders
- Subscribers to AEDA's 'Business' EDM
- Park Lands lease and licence holders
- Universities
- Events organisers, particularly those held in the Eastern Park Lands
- Cycling groups
- East End businesses
- North Adelaide businesses
- City South East businesses
- West End businesses
- City South West businesses.

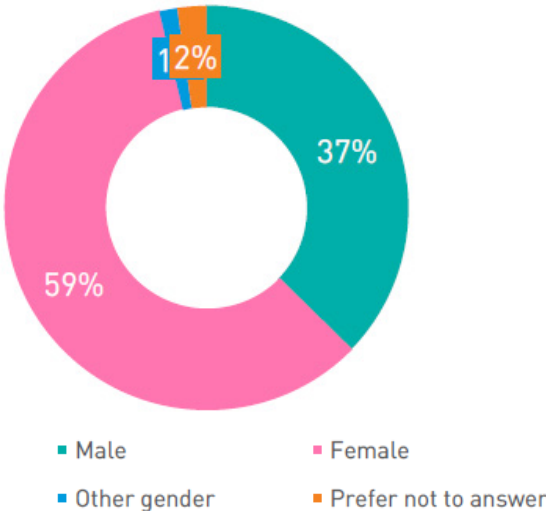
A total of 3,664 survey responses were collected. Additional feedback via email was received from 21 individuals and 6 groups/organisations which included: South East City Resident Group, Adelaide Park Lands Association, Walking SA, North Adelaide Society, St John's Spiritualist Group and Dimora Court Residents.

Participants

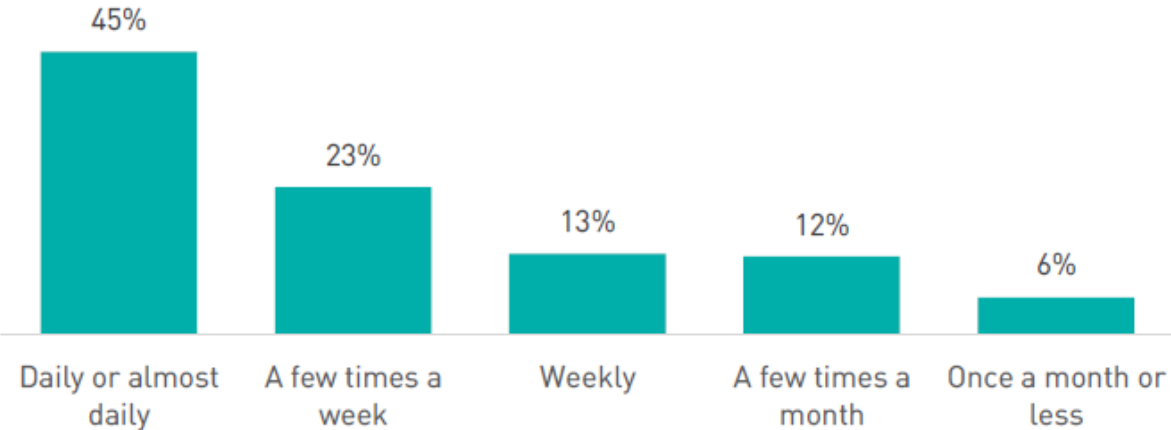
Age group



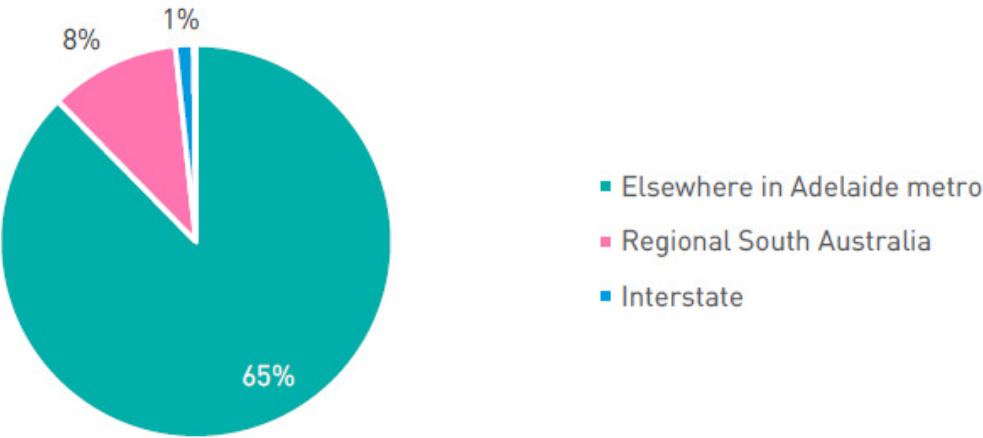
Gender



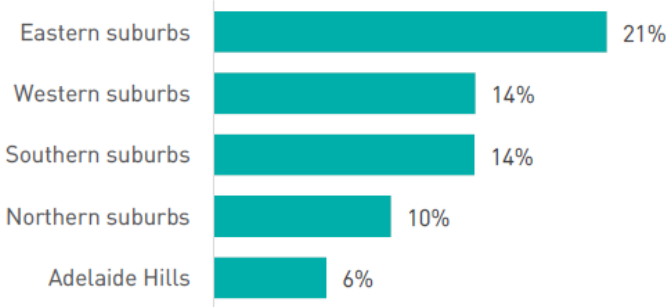
How often do you currently come into the Adelaide city area?



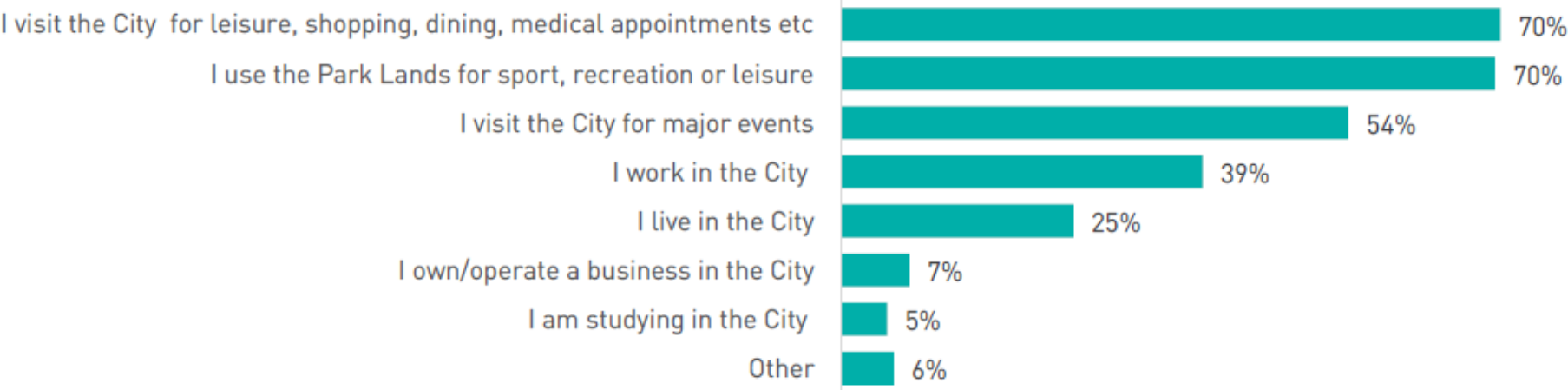
Where do you live? (asked if don't live in CoA)



Which part of greater Adelaide do you live? (asked of those who live 'elsewhere in Adelaide metro' and a % of total)



Relationship to the City of Adelaide



Executive Summary

Awareness of the Moto GP redevelopment is high and has already begun shaping how participants expect to behave during the construction period, including visiting the city less, adjusting their travel, and in some cases working from home. Environmental impacts, particularly loss of vegetation and effects on wildlife, are participants' greatest concern, ranking above concerns about access to the Park Lands and the city. Participants want Council to actively support the community through the Moto GP transition and to advocate for protecting the Park Lands for public use.

Strong awareness of the redevelopment is matched by negative perceptions of its impact

- Participants claim relatively high levels of awareness (72% at least 'a fair amount') and understanding (60% at least 'well') of the redevelopment of the Parklands for the Moto GP circuit.
- Perception of the impacts of the redevelopment are overwhelmingly negative (82% at least 'somewhat negative') with 62% reporting they believe the impacts will be 'very negative'.

Concerns centre on disruption to daily life, city access, and the impact on the natural environment

- 8 in 10 (81%) feel that recreation and leisure activities in the Park Lands will be affected. Commuting is also an activity participants are worried about (46%) followed by accessing the city for events, restaurants and cafes (40%)
- 6 in 10 believe they 'would visit the city less' (62%). In addition, 48% would reduce trips to shop, dine or attend events. Further to this, 40% believe that the changes to their behaviour would continue 'even after the redevelopment works are complete and 44% of workers would be more likely to work from home – all of which would impact on the City's industry.
- Participants are most concerned with impacts to the natural environment with 75% being concerned with 'loss of vegetation', followed by 74% concerned about 'wildlife and biodiversity'. More than half are also concerned with access (58% 'restricted access to the Park Lands; 56% concerned with community access to Park Lands open space).

Protecting and preserving public use of the Park Lands is the community's top priority for Council advocacy

- Most participants want the Council to advocate to 'protect the Park Lands' (72% ranked 1st, 81% in top 3) and to advocate to 'Preserve public use of the Park Lands (62% ranked 2nd and 79% in top 3)
- Participants would also like to see Council advocate for enhanced public facilities for community benefit (31% ranked 3rd and 44% in top 3).

Practical measures such as improved transport and access could reduce the impact on residents

- Ensuring that the community can access the Park Lands and the city is key to mitigating the perceived impacts of the redevelopment with 'improvements to cycling and walking paths' (34%) along with 'improved public transport' (28%) rated highest in relation support that Council can provide. Participants also reported a desire for 'better traffic management (32%) and 'advance notice of closures' (27%).

Ongoing behaviour change may extend the economic impact of the redevelopment

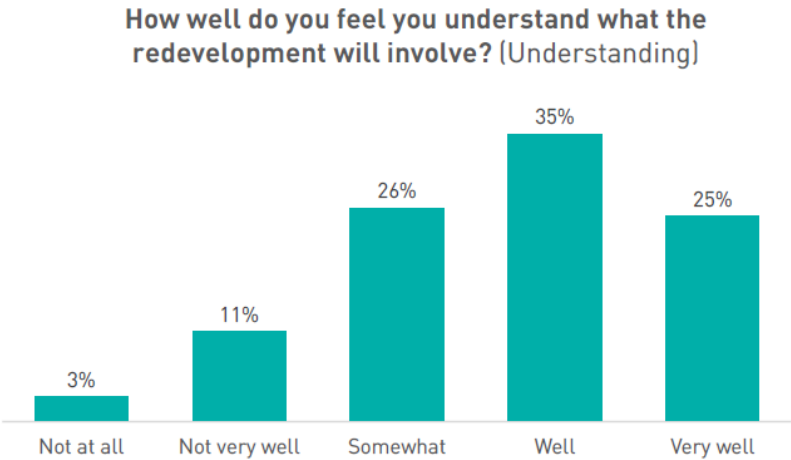
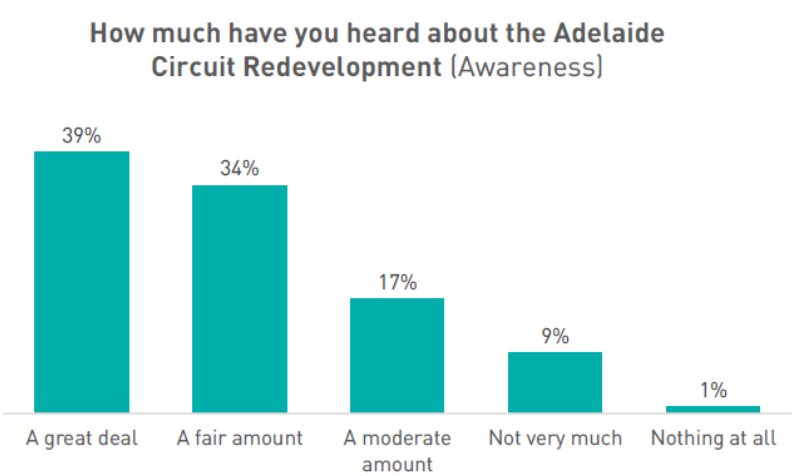
- 62% expect to visit the city less overall, almost half of the participants surveyed expect to reduce trips for shopping, dining and events (48%), and the same proportion (44%) of workers expect to work from home more often during construction.
- 41% expect these behaviour changes to continue after the works are complete, extending the period of reduced visitation to the city.

Key Findings

Awareness and understanding of the Moto GP project is high

Participants were generally well-informed about the redevelopment before participating in the survey.

Just under three-quarters (72%) of participants had heard at least ‘a fair amount’ about the redevelopment, while 59% felt they understood what was involved well or very well. Men were more likely to have more awareness (79% compared to 69% of women) and more understanding (65% compared to 56% of women).



NB: base sizes fluctuate as questions were not mandatory.

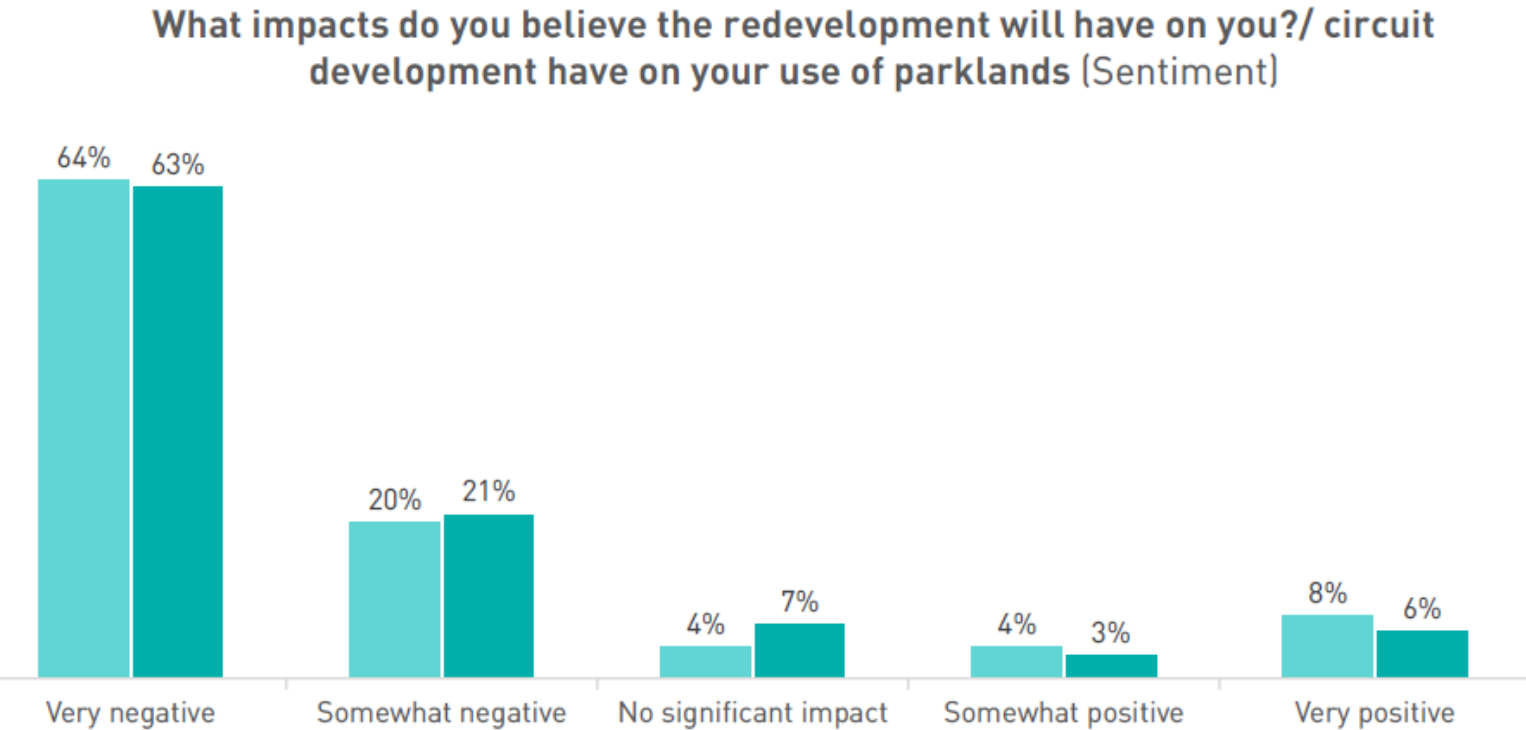
Participants believe impacts of the redevelopment and circuit development will be negative

Given that awareness and knowledge are relatively high, alternative approaches addressing community concerns will need to be considered to address the overwhelmingly negative sentiment.

Most participants (83%–84%) expected the impacts to be negative, with around two-thirds (63%–64%) believing they would be ‘very negative’. This negative sentiment was particularly high amongst women (93%-94% compared to 68%-70% amongst men), students (90%-92%) and participants that use Adelaide Park Lands for sport, recreation or leisure (87%-88%).

Those who use the park frequently reported significantly higher negative sentiment (daily 90%-92%, a few times a week 88%-90%, and weekly 86%-89%). Negative sentiment was lower among less frequent users, although it remained the majority view (60%-64%).

Those who own or operate a business in the City of Adelaide also reported lower negative sentiment, although it remained the majority view (69-82%).



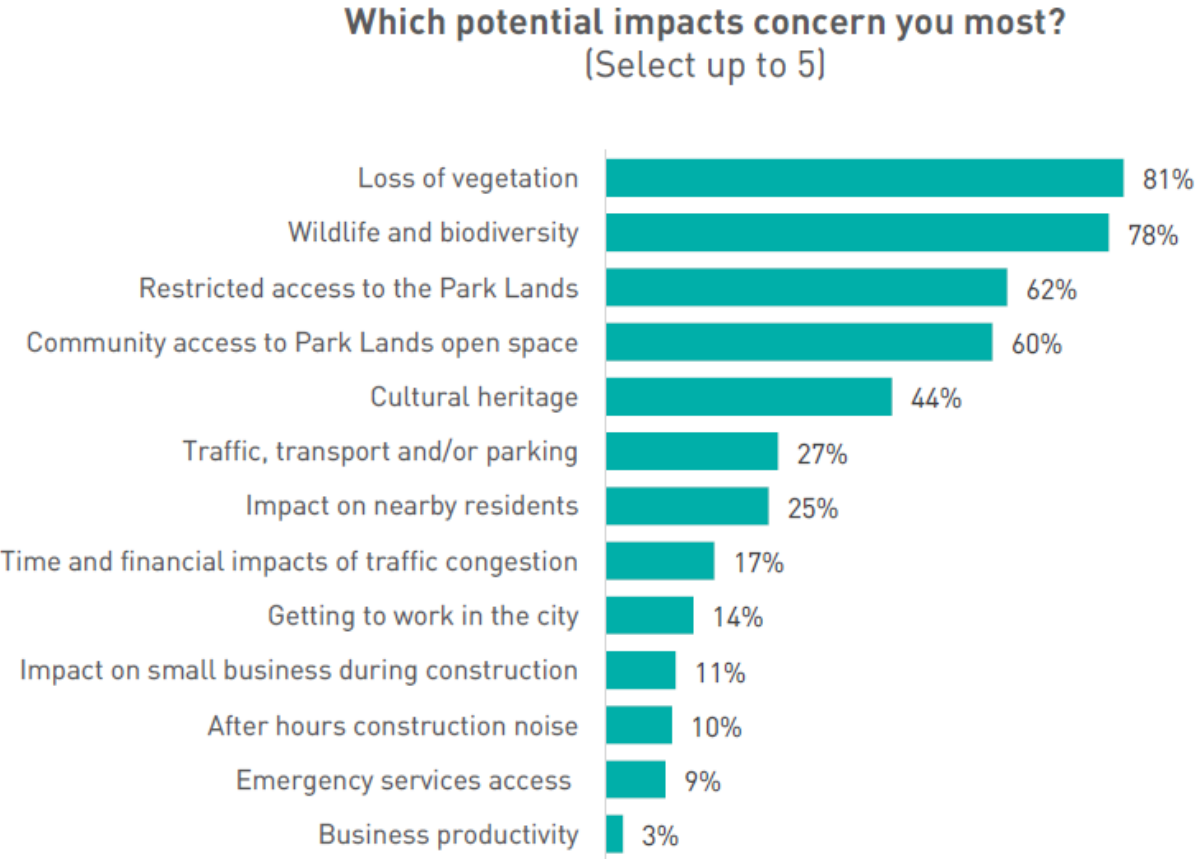
Environmental impacts and access to the Park Lands were key concerns identified

With environmental impacts rated as highly as access, visible protections for vegetation and wildlife will carry real weight with the community.

‘Loss of vegetation’ was the top concern (81%) closely followed by ‘wildlife and biodiversity’ (78%). Restricted access (62%) and community access to the Park Lands open space (60%) were also top concerns. Women indicated greater concern along with those that use the park for sport, recreation or leisure and those that visit the city for leisure, shopping, dining and medical appointments.

Those that used the park once a month or less indicated less concern than more frequent users.

Those who own a business were more concerned about traffic, transport and parking (33%), getting to work (20%) and impacts to small business during to construction (26%).



Participants expect that their recreation and leisure activities in the Park Lands are going to be affected by the redevelopment

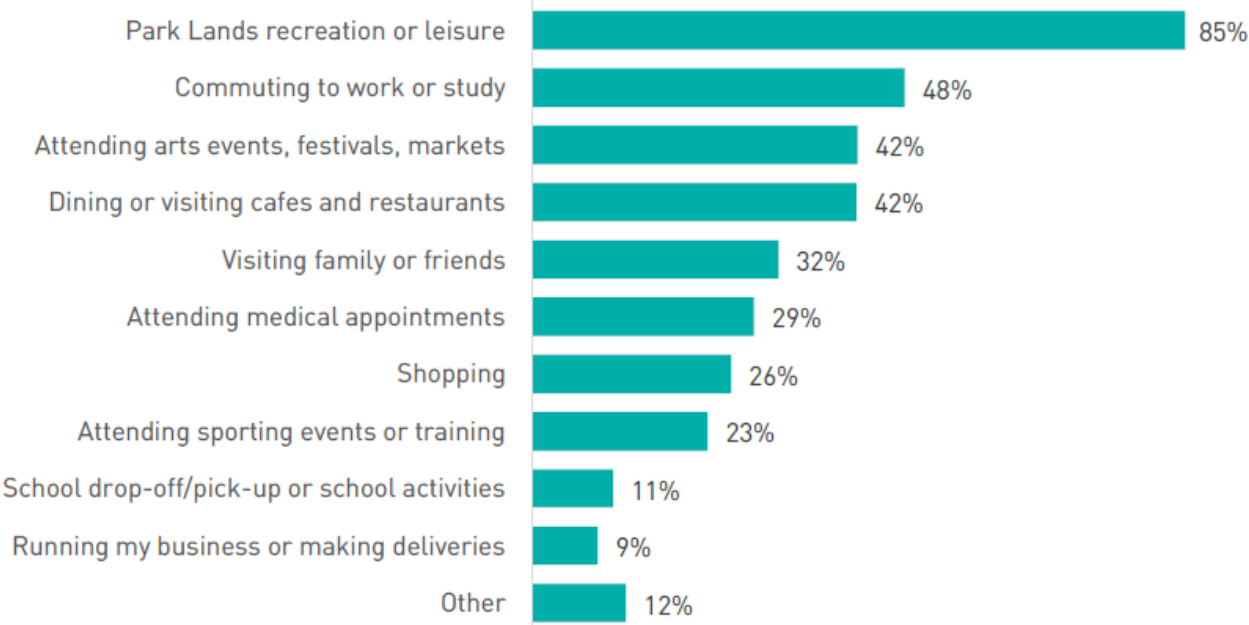
Minimising disruption to recreation and leisure access, and communicating changes clearly, will be key to easing negative sentiment.

Most participants (85%) reported foreseeing that their access to the Park Lands for recreation and leisure will be impacted by the redevelopment. This was particularly true for women (89%), those who use it for sport, recreation and leisure (88%), those who visit the city for leisure, shopping, dining and medical appointments (85%) and those who use the park multiple times a week (91%).

Participants also expected the redevelopment to affect access to the city for work or study (48%), arts, events, festivals and markets (42%), and dining at cafés or restaurants (42%). Again, women were significantly more likely to think that these journeys will be impacted.

Older respondents (Over 60) were more likely to think that access to the city for dining (49%) events (45%), attending medical appointments (39%), visiting family or friends (39%) and shopping (32%) will be affected.

Which journeys or activities are most likely to be affected?

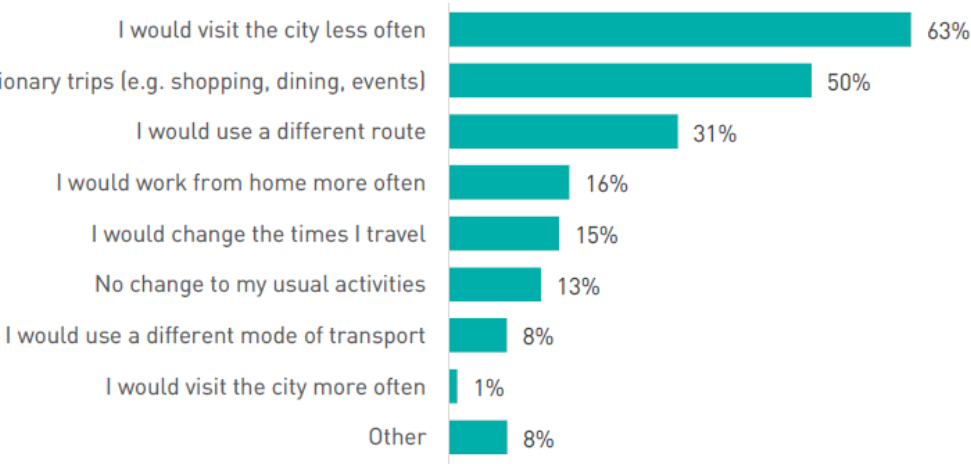


Participants reported that they expect their trips to the city to reduce and to work from home more

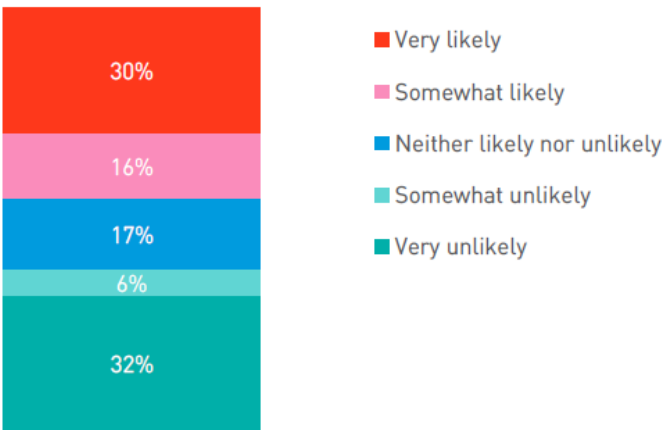
With a meaningful share of visits and city-based work expected to reduce, targeted support for affected businesses and events may help offset the impact.

Almost two-thirds (63%) of participants said they would expect that they would reduce their frequency of trips to the city, with 50% saying they would reduce visits to the city for shopping, dining and events. Again, women were more likely to anticipate reducing trips overall (73%), as well as trips for shopping, dining and events (57%). Additionally, 45% reported being likely to work from home during construction and related events, reducing the daytime economic activities in the City..

How would the redevelopment likely affect your usual activities?



How likely are you to work from home more often during the construction and events?
(those who work in the CoA)



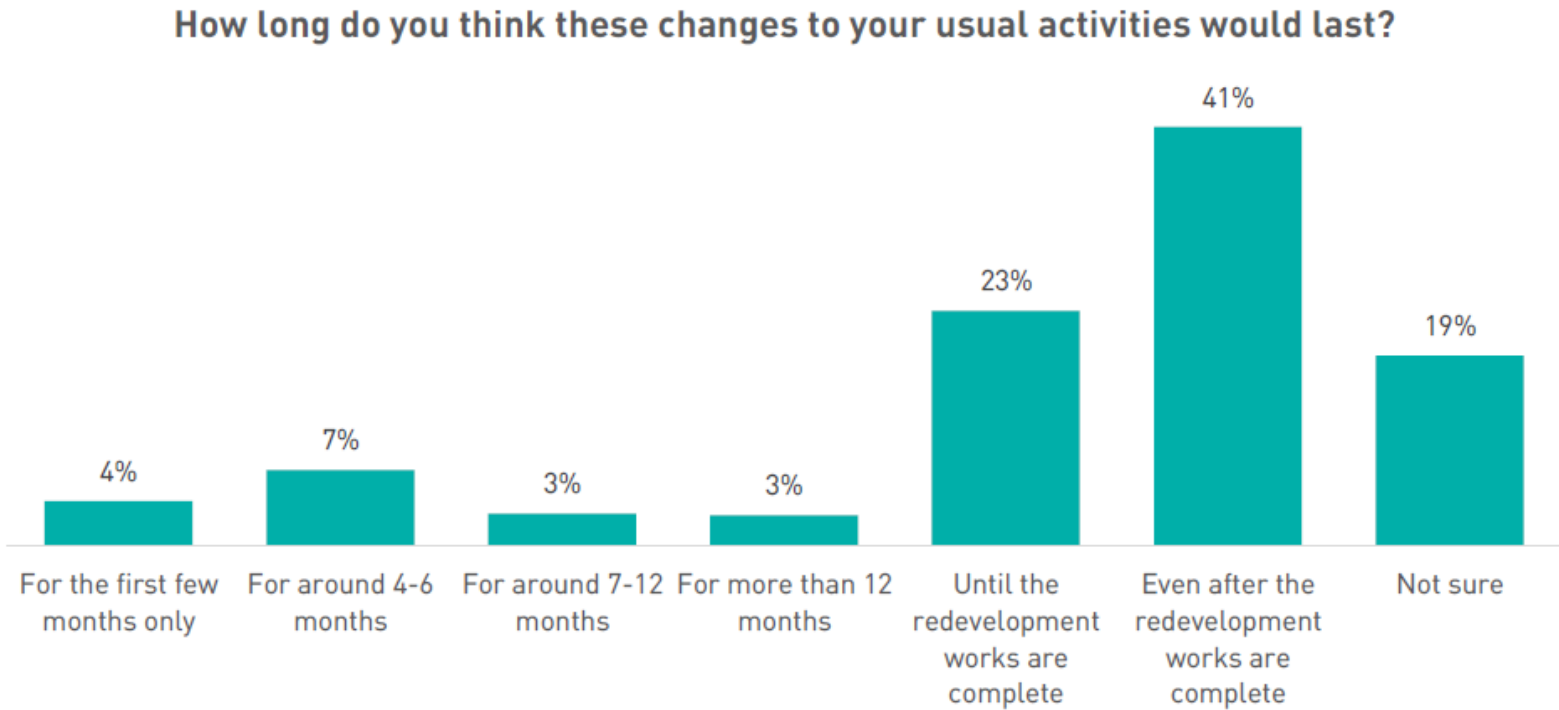
Two in five participants expected their changes in trips to the city to continue beyond the completion of the redevelopment

Behaviour changes are expected to continue well beyond the construction period for a large proportion of participants.

A large proportion of participants (41%) also expected behaviour changes to continue after completion of the redevelopment, potentially compounding the negative economic impacts further.

Again, women reported being more likely to think the changes in behaviour will last beyond completion of the redevelopment (47%).

Those who work in the City (36%) or own/operate a business in the City (35%) were less likely to expect these changes in behaviour to continue beyond the redevelopment period.



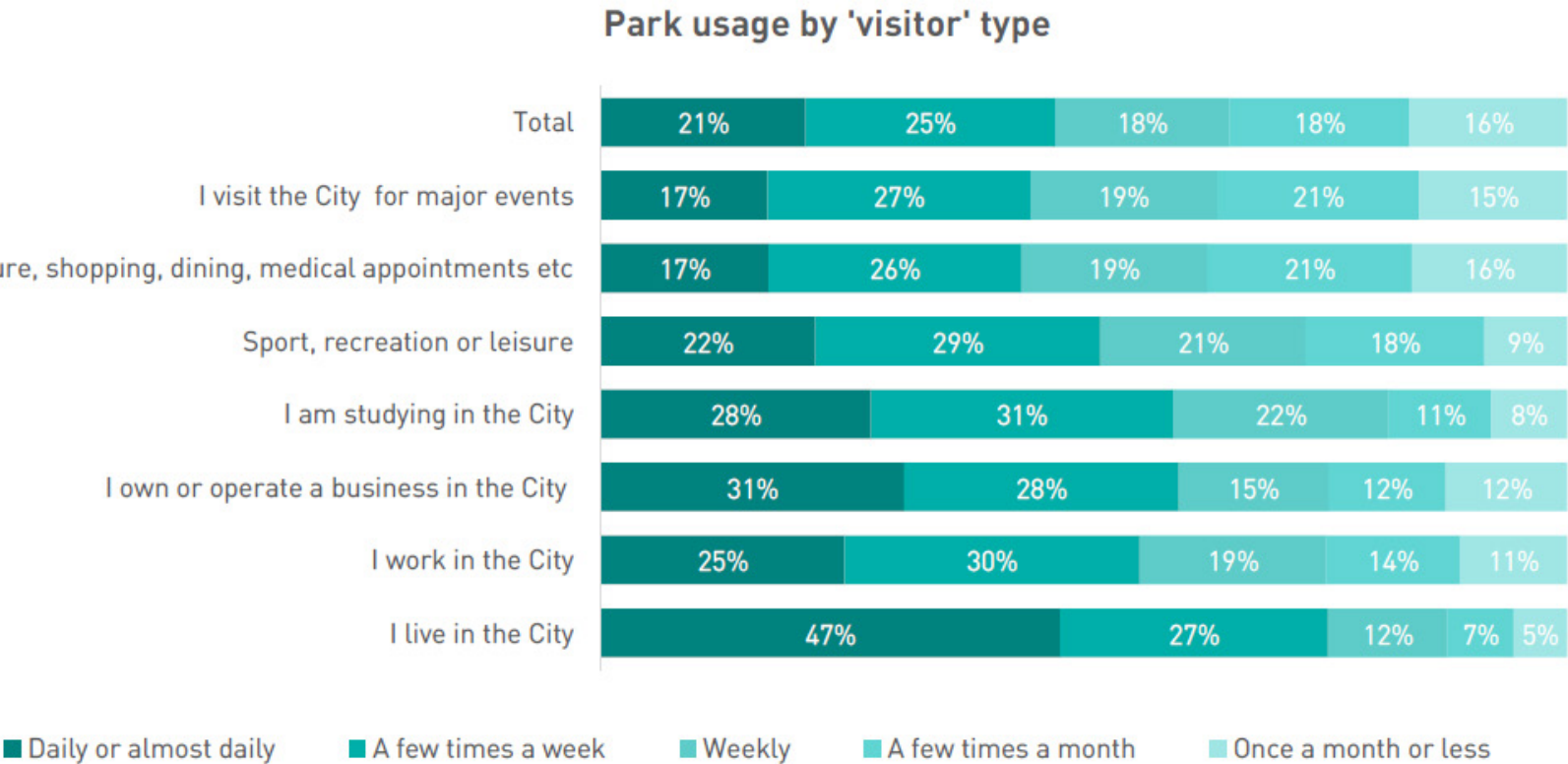
Participants were relatively high frequency visitors to the Park Lands

The redevelopment may reduce visits to the city among those who live outside the City of Adelaide, particularly if key concerns are not addressed

While those who live in the City of Adelaide were reported as the most frequent visitors to the Park Lands, at least 62% of all other visitor types visit the Park Lands at least once a week.

A quarter (25%) of people who work in the city visit the Park Lands daily or almost daily. Of these, 45% expect to work from home more often, potentially reducing their economic activity in the city.

Additionally, 62% of those who visit the city for leisure, shopping, dining, medical appointments and other purposes do so at least weekly. Among these frequent visitors, around two-thirds (69%) expect to visit less often, potentially impacting city businesses and activity.



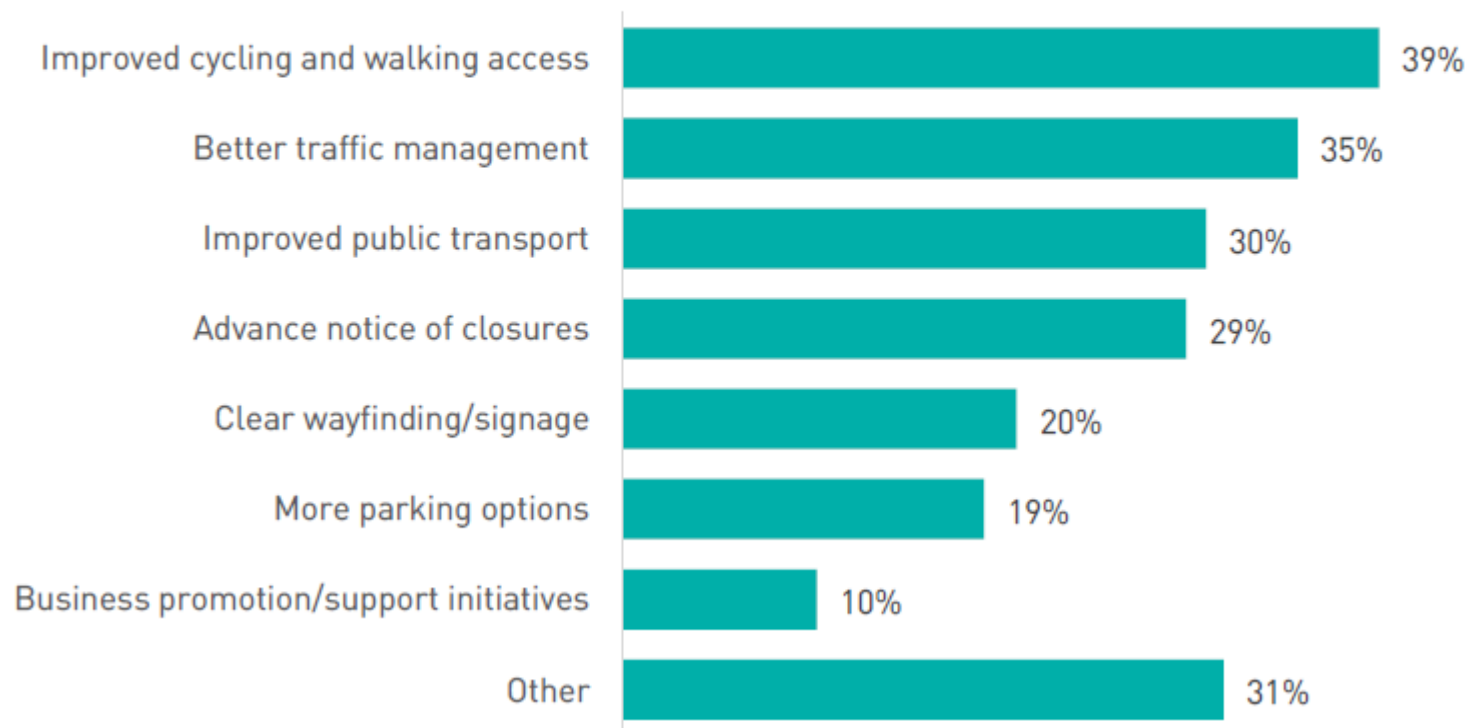
Improved cycling, walking and public transport access along with better traffic management and advanced notice of closures would support the community through the process

Whilst addressing concerns will help reduce negative sentiment, providing additional support through better general and active transport would likely help boost positive sentiment

Improved cycling and walking access (39%) and better traffic management (35%) were the most commonly selected measures that would help participants continue to access and use the city.

Improved public transport (30%) and advance notice of closures (29%) would also help people navigate disruptions during the redevelopment.

What would help you continue to access and use the city during these periods?

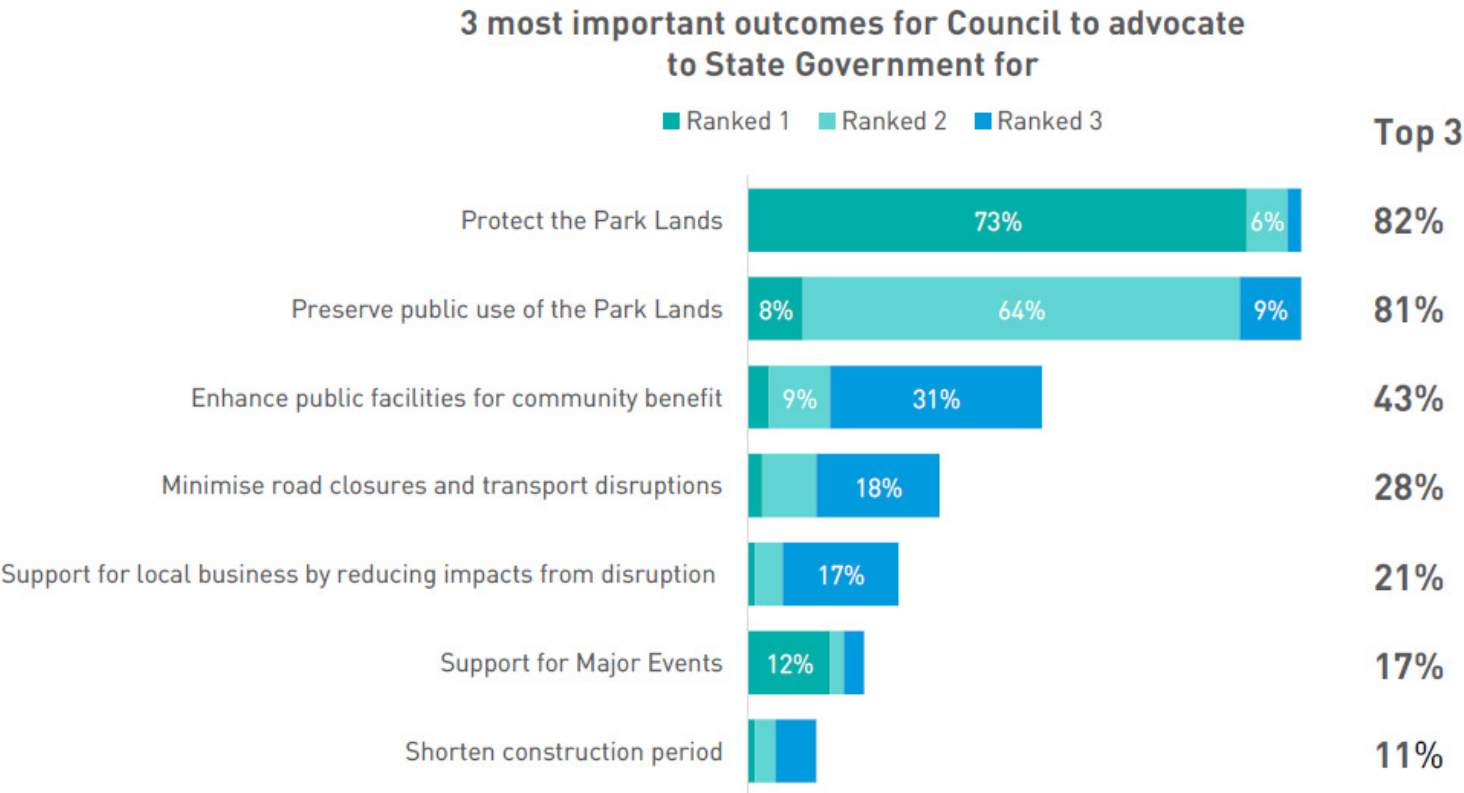


Participants would like to see the City of Adelaide advocate to protect the Park Lands and preserve them for public use

There is strong community support for Council to advocate for the protection of the Park Lands

The vast majority (82%) want to see Council advocate to protect the Park Lands. A similar proportion (81%) want to see Council preserve it for public use. Most participants ranked protecting the Park Lands as their 1st preference and preserving the Park Lands for public use as their 2nd preference. These two were key stand outs for participants.

A smaller proportion (43%) would at least like to see Council advocate for improvements to facilities that the general public can benefit from.



Insights Summary

Awareness of the Moto GP redevelopment is high and has already begun shaping how participants expect to behave during the construction period, including visiting the city less, adjusting their travel, and in some cases working from home. Environmental impacts, particularly loss of vegetation and effects on wildlife, are participants' greatest concern, ranking above concerns about access to the Park Lands and the city. Participants want Council to actively support the community through the Moto GP transition and to advocate for protecting the Park Lands for public use.

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- 41% expect these behaviour changes to continue after the works are complete, extending the period of reduced visitation to the city.

Consultation Summary Appendix A – Feedback Emails from Groups/Organisations

1. The South East City Residents Association (SECRA) was founded in 2005 to support residents and create a sense of community in the city's South East. SECRA has over 100 individual, associate and family members; a committee of seven, currently chaired by David Klingberg AO, manages its activities.
2. From its foundation SECRA has represented to the City of Adelaide and the SA Motor Sports Board (SAMSAB) the concerns of members and other residents about multiple disruptions (noise pollution, road closures, restricted access to residents' properties, sports grounds and park land generally, etc.) caused by car races staged in Victoria Park and the adjacent street circuit. Many of our members believe that motor sports are fundamentally incompatible with the natural environment of Adelaide's park lands.
3. Hence SECRA strongly opposes the proposed addition of the MotoGP (for motorcycles) as a back-to-back event with the bp Adelaide Grand Final (Super Cars). Whereas the latter is largely conducted on a street circuit extending outwards from Victoria Park (Park 16), the longer 'redeveloped' circuit would reverse these proportions. For some three-quarters of its projected 4+ kms are not only located inside Victoria Park, but also Parks 14 and 15, with substantial cumulative detriment to all of Adelaide's National Heritage-listed Park Lands.
4. Construction would involve the loss of hundreds of trees both indigenous and introduced (including olive groves planted c. 1872 and subsequently curated for over 150 years but now erroneously characterised as 'feral' and 'invasive'); massive disruption to wild life and natural habitat (especially a vulnerable section of Grey Box grassy woodland surviving from before 1836) and to First Nations heritage (most recently the use of Victoria Park during the campaign for land rights by Pitjantjatjara and other Anangu people in 1980). Various 'greenwashing' proposals which purport to mitigate these impacts, while welcome in themselves, hardly compensate for irrevocable long-term damage from the proposed redevelopment, nor significant disruption to residents and the broader community both during and after its construction.
5. According to acoustic safety experts, the effects of noise pollution at a level harmful to human health from over 20 high-speed motorcycles have not been adequately considered by proponents of this event. Serious doubts also exist about the credibility of proponents' claims for its purported benefits to the SA economy and to SA taxpayers.
6. For the above reasons and more which could be adduced if space and time permitted, SECRA reiterates its opposition to the proposed circuit redevelopment (or, more accurately, expansion). We trust that the Adelaide City Council will take our views into account when determining its own position on this important public question.

David Klingberg AO, Chair of the South East City Residents Association, 16/9/2026



walkingsa.org.au

Ph 0457 006 620 | office@walkingsa.org.au
NEW OFFICE: 55 Exchange Place, Adelaide SA 5000
Walking SA Inc. ABN 78 019 005 437

Adelaide Circuit Redevelopment – Walking SA submission

16 September 2026

City of Adelaide
Department for Infrastructure and Transport
South Australian Motor Sport Board

Dear consultation teams,

Walking SA welcomes the opportunity to comment on the proposed Adelaide Circuit Redevelopment as South Australia's peak body for walking.

Our vision is to make a world-class walkable South Australia.

Our submission seeks to highlight the Adelaide Park Lands as a series of active and walkable places, and to ensure equitable outcomes.

Therefore our focus is on protecting and improving the Adelaide Park Lands as an everyday network for **walking, wheeling, cycling, recreation and access to the city.**

On this basis, Walking SA **does not support** the redevelopment in its current form.

Why? The proposal involves substantial permanent change to the Park Lands as well as recurring disruption associated with construction, event setup, motorsport events and dismantling. We believe further work is needed to minimise environmental impacts, protect public access and demonstrate enduring community benefits.

At the same time, we recognise that the current design includes worthwhile active-transport and recreation initiatives. DIT proposes new running loops, improved east-west shared paths, pedestrian and cyclist refuges on Wakefield and Bartels roads, an upgraded bus stop and a new shared-use connection from Fullarton Road into the Park Lands.

Walking SA wants these improvements to form part of a **connected, permanent and accessible walking network**, rather than being considered simply as incidental benefits of the circuit.

Our recommendations are as follows:

Supported by:



Government of South Australia
Office for Recreation, Sport and Racing

Recreation
Transport
Education
Engagement
SA's Trails Database

1. Keep people connected through the eastern Park Lands

The eastern Park Lands are not only a venue for closed off events. They form part of the everyday movement network between the city, Kent Town, Dulwich and surrounding neighbourhoods, as well as recreation and sporting users every day.

During construction and event operations, people should continue to have practical east-west and north-south walking and wheeling connections wherever this can safely be achieved.

Walking SA asks DIT to publish a **stage-by-stage pedestrian and cycling access plan** showing:

- which paths remain open;
- the exact dates and duration of closures;
- accessible alternative routes;
- additional walking distances created by diversions;
- connections to public transport and surrounding streets; and
- expected reopening dates.

Areas should be closed only for as long as required for the works or event operations taking place, with completed sections reopened promptly.

Temporary access arrangements should work for people using wheelchairs, mobility scooters and prams, and for people with low vision. Detours should be assessed for gradients, crossfalls, surfaces, clear width, kerb transitions, lighting and safe road crossings.

2. Create a permanent Fullarton Road crossing at Albert Street

Walking SA sees an important opportunity for the project to leave a **permanent community benefit beyond the circuit itself**.

We ask DIT, working with the City of Adelaide and City of Burnside, to investigate and deliver a **signalised pedestrian and cyclist crossing of Fullarton Road at or near Albert Street, Dulwich**, subject to detailed traffic and safety assessment.

The crossing would connect southern Dulwich directly with the Victoria Park/Pakapakanthi wetlands, the Park Lands trail network and destinations beyond.

This proposal complements, rather than duplicates, DIT's proposed new east-west shared-use path from the existing Fullarton Road crossing into the Park Lands.

Together, these connections could significantly improve neighbourhood access to Victoria Park.

The assessment should consider:

- coordination with the nearby Greenhill Road traffic signals;
- pedestrian-actuated signal operation;
- traffic queues and the potential for vehicles to block the crossing;
- turning movements;
- sight distance;
- pedestrian crossing times;
- cyclist movements;
- accessible kerb ramps and waiting areas; and
- safe connections into paths on both sides of Fullarton Road.

We do not assume that the Albert Street location is automatically feasible. However, there is a clear **access need** at this location. If detailed assessment determines that the crossing cannot safely be provided at Albert Street, DIT should identify the nearest practical alternative that provides substantially the same connection.

This should be investigated as part of the redevelopment rather than being deferred as an unrelated future project.

3. Protect the Kent Town–Rundle Park connection

Walking SA also asks that access from Kent Town into Rundle Park/Kadlitpina be maintained at Rundle Road and Dequetteville Terrace.

Where temporary barriers interfere with existing kerb ramps or accessible paths, an accessible temporary connection should be installed **before** the existing route becomes unavailable.

This becomes particularly important when road closures alter the normal movement pattern through the area.

4. Make detours understandable before people reach them

A technically available detour is not enough if people cannot find or use it.

Walking SA asks for:

- advance warning of upcoming path closures;
- clear signs before walkers enter a route that later becomes blocked;

- signs at every decision point;
- pedestrian-facing information at major approaches such as Grant Avenue and Flinders Street;
- accessible online maps showing current routes;
- realistic additional walking distances; and
- printed information for people who do not use smartphones.

Schools, hospitals, walking groups, residents and nearby businesses should receive advance information where their normal access is affected.

5. Reduce the period in which the Park Lands are occupied

The community impact of an event is not limited to race days. It includes construction, setup, temporary infrastructure, road and path closures, event operations and dismantling.

Walking SA asks that the duration and footprint of each of these phases be publicly identified.

Infrastructure that is no longer needed after an event should be removed promptly. In particular, advertising attached to event barriers should not remain in the Park Lands between motorsport events.

A funded reinstatement program should cover damaged paths, turf, soil and vegetation and include clear completion dates.

6. Ensure the proposed community improvements are genuinely available to the community

Walking SA acknowledges the proposed 2 km and 5 km running loops, shared-use paths, road-crossing improvements and public transport accessibility works.

These could deliver worthwhile everyday benefits.

For each improvement, the final project should identify:

who will deliver it, when it will be completed, who will maintain it and how much of the year it will actually be freely available to the public.

Paths should connect logically with the wider network and incorporate shade, seating, drinking water and accessible connections where appropriate.

The ability to walk or cycle on parts of the circuit outside events should not be treated as a substitute for maintaining the **through-connections** people require when other sections of the Park Lands are occupied.

7. Retain mature trees and habitat wherever possible

DIT currently states that the project would remove **377 trees, including 42 significant trees**, transplant another 88 and undertake further investigation of 22 trees. DIT also states that some existing native grassland in Victoria Park/Pakapakanthi will be affected and replaced, with the biodiversity area proposed to increase by 180 square metres.

Walking SA recognises the changes already made to the design to retain significant trees, including the realignment that DIT says protects the avenue of significant gums along Wakefield Road.

Nevertheless, retaining an established tree is fundamentally different from planting a replacement tree.

Walking SA therefore asks for continued independent arboricultural and ecological scrutiny of opportunities to avoid further removals.

Replacement planting should be measured not only by the number of trees planted but through longer-term outcomes such as:

tree survival, canopy establishment, shade along walking routes, habitat quality and ecological connectivity.

Priority should also be given to protecting the Victoria Park wetlands, native grasslands and Chequered Copper butterfly habitat during construction.

8. Assess the project against the value of the Park Lands every day of the year

Major events can bring visitors and activity to Adelaide. The same land, however, provides everyday recreation, walking access, nature, shade and open space throughout the year.

The assessment of the redevelopment should therefore consider the **total period of public occupation and disruption**, rather than event days alone.

Walking SA also asks that the Government publish sufficient information about public expenditure, ongoing maintenance, environmental outcomes and the assessment of

alternative designs and locations to allow the community to understand the basis for the project.

Our preference remains that major motorsport activities should use a suitable purpose-built facility where that can avoid substantial impacts on the Adelaide Park Lands. We therefore ask that the assessment of alternative locations, including Taillem Bend, and alternative circuit designs be made publicly available. That assessment should consider circuit requirements, transport, necessary infrastructure, costs, community impacts and environmental impacts rather than assuming that any alternative location is automatically suitable.

9. Leave the eastern Park Lands better connected

Regardless of the final decision on the redevelopment, there is an opportunity to improve walking connections through and around the eastern Park Lands.

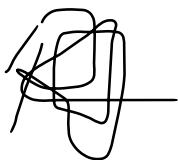
Walking SA particularly seeks:

- 1. a permanent pedestrian and cyclist crossing of Fullarton Road at or near Albert Street;**
- 2. reliable east-west and north-south walking routes through the Park Lands;**
- 3. accessible access between Kent Town and Rundle Park;**
- 4. permanent, connected active-transport improvements rather than isolated paths; and**
- 5. measurable protection and restoration of trees, shade and habitat.**

Walking SA support positive initiatives that genuinely seek community inputs, as well as recognising events in the Park Lands are guests, and there must be overall 'public benefit, public good' outcomes.

Walking SA would welcome ongoing involvement in the detailed walking-access planning for the project.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Rod Quintrell', with a horizontal line extending to the right.

Rod Quintrell
Executive Director



**Adelaide
Park Lands
Association**

c/o Affinity Business
Advisers
L1, 458 Morphett Street
Adelaide
SA 5060
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parklands.asn.au

ABN 19 706 384 386

16 September 2026

Community Consultation
Adelaide Circuit Redevelopment for MotoGP 2027-2032
City of Adelaide
Email: ouradelaide@cityofadelaide.com.au

SUBMISSION: ADELAIDE CIRCUIT REDEVELOPMENT FOR MOTO GP

Dear Sir/Madam

Adelaide is world renowned as a city within a park. The Adelaide Park Lands (the Park Lands) are nationally listed heritage, a defining feature of Adelaide's identity, and a critical piece of climate-resilience infrastructure. They are the "green lungs" of the city and a daily refuge for thousands of residents and visitors. Their protection is a duty owed to future generations.

The Adelaide Park Lands Association (APA) is a community organisation concerned with the protection, conservation and public enjoyment of the Park Lands APA's longstanding guiding position is that the Park Lands should remain open, green and public. Since 1987 APA and its predecessor organisation have advocated for the Park Lands to be protected from alienation, inappropriate development, excessive commercialisation, loss of open space, loss of public access and damage to their landscape and heritage character. Over many years, APA has engaged in public education, community advocacy, guided walks, research, publications, submissions, media commentary, public forums, rallies and campaigns concerning the Park Lands. These activities have included campaigns and publications about the history, heritage, cultural landscape, biodiversity, public use and civic value of the Park Lands.

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1

APA welcomes the opportunity to provide a submission to the Adelaide City Council on the proposed MotoGP project (the project). APA is opposed to the location of the project in the Park Lands due to its many unacceptable impacts as discussed below which include considerable disruption and impacts on residents, visitors and commercial operators who attend activities, various facilities such as schools or run businesses in the Adelaide City Council area. APA is very concerned about the permanent changes to the Park Lands and the many environmental impacts of the project which are not justified for an event held for only a few days each year.

APA strongly urges the South Australian government to abandon this project in the Park Lands and relocate the event to a purpose-built venue such as The Bend as a practical, lower-impact and economically viable solution. This venue could be used for the event and not cause any damage to the Parklands or disruption in Adelaide.

The Bend already has international-standard facilities, accommodation, medical infrastructure and scope for tourism packages linking Monarto Safari Park, wine regions and river tourism. Attendees could take bus services to the Bend and still stay in the CBD. This would have the added benefit of spreading economic benefits to regional centres such as Murray Bridge and Mount Barker.

From our advocacy work APA is aware that many in the community share our frustration about the DIT survey process and our opposition to the project in the Park Lands when an alternative location is readily available.

Many community members across South Australia connect Park Lands protection to statewide priorities: climate leadership, health, housing, and regional development. Regardless of where they live they treat the Park Lands as a shared state asset and concerns about this project go beyond the personal. It is a project with broader concerns about climate, heritage, fiscal responsibility and democratic integrity.

A. ECONOMIC AND FISCAL CONCERNS

Costs v Benefits

The proposed circuit is largely a city circuit in a park. It will require extensive remodelling of the Eastern Adelaide Park Lands, including a new 12-metre-wide racetrack carved through the southern end of the park down to South Terrace. The circuit will loop across

playing fields, cut through the central garden, and remove trees before joining the V8 pit lane and exiting onto Wakefield Street, likely removing more trees in the process.

The project will require extensive infrastructure: pit lane facilities, paddock areas, team garages, hospitality zones, medical centres, media centres, grandstands and spectator areas. The track and run-off areas require removal of every streetlight, stobie pole, bus stop, kerb, traffic light, street sign, manhole cover and storm drain along the racing line. For safety reasons FIM regulations require gravel run-off areas 25 cm deep, temporary pits must be dug, lined, filled and later restored.

The costs will be significant, and the benefits are uncertain. The South Australian Government has not released a cost benefit analysis for the project which has led to concerns that it is overstating the benefits and ignoring significant costs. APLA is very concerned that the project will consume far more public resources than it generates.

The government has said that the project circuit will cost \$96 million, however there are many additional costs including construction of a temporary pit building, drainage, stormwater, power works and gravel logistics. Hosting fees, annual costs, penalties, and contractual guarantees remain undisclosed. There will be extra costs created in other budgets such as police and health. Ultimately it is unclear what will be the actual financial, economic and environmental costs of building a MotoGP standard racetrack within the Park Lands and on major city arterial roads and holding races on it every year for the next six years.

There are also opportunity costs associated with this project. The government projected expenditure of at least \$96 million could instead support ambulance ramping reduction, hospital capacity, housing affordability, aged and disability care, climate resilience and arts and cultural infrastructure. These investments provide enduring public benefit, unlike a short annual event.

Andrew Milazzo a former employee of the State Department of Infrastructure and Transport has recently released his views on the project's costs and benefits in his "Is the MotoGP Worth the Gain?" report. This report notes that the project could cost taxpayers up to \$360 million over six years rather than delivering a net windfall. He estimates the following costs:

- Specialised Gravel Purchase: \$1.5M – \$3.0M (Initial one-off cost to source ~10,000+ tonnes of FIM-spec, pre-washed rounded stone)
- Park Lands Excavation & Prep: \$1.5M – \$2.5M (Annual cost to dig temporary 25–30cm pits into park land zones and install liners)
- Laying & Leveling: \$400K – \$700K (Annual cost to haul stone into the CBD and fill trap zones flush to the track edge)
- Vacuum Removal & Transport: \$600K – \$1.0M (Annual cost for heavy industrial vacuum equipment to extract gravel post-race)
- Washing, Screening & Storage: \$300K – \$500K (Annual cost for off-site cleaning to remove dirt/debris and secure yard storage outside the CBD)
- Park Lands Remediation: \$1.0M – \$2.0M (Annual cost to refill excavated zones with soil and returf grass areas post-event)
- Total Initial Setup Cost: \$3.0M – \$5.5M (Year 1)
- Ongoing Recurrent Annual Cost: \$3.8M – \$6.7M (Yearly removal, washing, storage, and park restoration)

The government has said the benefits amount to \$200m annually from both the project and the Supercars event but it is unclear how this \$200m is calculated.

Doubt has been raised as to whether fans will want to come as the design may not excite them. Many MotoGP riders and fans have described the proposed circuit as boring, stop-start and not suited to high-speed motorcycle racing, increasing the risk of rider withdrawal or refusal. Balaton Park in Hungary saw its MotoGP round collapse after two years due to poor attendance and a stop/start circuit design.

Questions have also been raised about longevity of the event particularly if it does not bring the estimated financial returns or another city lures the event away from Adelaide. What might the Government offer in terms of inducements to keep the event, for example a larger or longer event or greater upfront fee?

B. ENVIRONMENTAL AND HERITAGE IMPACTS

Heritage Impacts

The Park Lands are nationally listed and have national heritage values under the Environment Protection and Biodiversity Conservation Act. The Adelaide Park Lands and

City Layout have been on the National Heritage List since 2008. The Commonwealth describes them as:

“a masterwork of urban design” “the most extensive and intact nineteenth-century Park Lands in Australia.”

This occurred after the work of urbanist Jan Gehl and numerous others. It also represents a pinnacle of *contemporary* urban design and is not simply a historical curiosity.

A permanent MotoGP circuit would fundamentally alter this nationally recognised cultural landscape.

The Park Lands are also being advanced for future World Heritage nomination. Permanent motorsport infrastructure, tree removal and landscape alteration would significantly weaken the integrity and authenticity required for UNESCO assessment.

Tree Removal

Nearly three quarters of the proposed track is in the Park Lands with the net loss of Park Lands green space estimated to be 26.7 acres. Along with lost green space will be the removal of at least 377 trees which is greater than the 45 announced by the South Australian government in February 2026. The bulk of the trees would be removed between Wakefield and Bartels Road.

Trees to be removed include 42 significant trees, along with a further 335 categorised as "regulated, unregulated, invasive, dead or poor health" trees. A further 88 trees will be relocated while another 22 are "under investigation". Of the 22 trees under investigation 15 are significant trees. Many have been there for over 100 years.

The proposed tree removal could result in the loss of approximately 1300 mature trees, a significant percentage of the estimated 9,000 trees across the Park Lands when combined with the losses occurring with the North Adelaide Public Golf Course redevelopment works and the construction of the new Women's and Children's Hospital.

Proposed tree removal includes the Eastern Park Lands olive grove. The heritage olive groves are not weeds under South Australian legislation and should be regarded as significant. Not only a public amenity they are of social significance as a living link to

South Australia's Mediterranean agricultural and multicultural heritage. Olive trees were introduced to the Park Lands in the mid-1800s as a source of commercial oil. Today, there are more than 1,600 olive trees across the Park Lands, according to the City of Adelaide. It has been announced that the removed trees would be replaced on a 10 to 1 basis, however, a 10:1 planting ratio does not equate to ecological equivalence. Mature canopy is essential for shade, cooling, habitat, carbon sequestration and stormwater management at a time when Adelaide is already experiencing extreme heat. Replacement trees will take decades to replace the benefits of mature trees. The cost and delayed benefit of replacement trees using 45L and 200L plants does not in any way ameliorate the tree loss associated with this project, the full extent of which is still unknown.

This tree loss is being proposed at a time when we have a global climate crisis. There is a serious contradiction here. In 2022 the State Government declared a climate emergency which emphasised the need for increased tree canopy and urban cooling. Removing mature trees directly undermines these commitments and increases urban heat island effects. At this time government decisions should be strengthening, not reducing Adelaide's climate resilience. Concerns about climate change should be the driver of all decision making. Tree removal should not occur for an event that has an uncertain future.

Other Impacts

This project will result in impacts on ancient native grasslands which are part of a nationally listed threatened ecological community. These remnant Adelaide Plains grasslands cover some 7.8 acres and contain direct descendants of plants that lived here 12,000 years ago. The grasslands conservation zone is relatively new and has been improved through recent conservation work.

The government has announced that the project will result in the removal of nearly 30% of this ancient native grassland which will be replaced thereby expanding the biodiversity area by a further 180m² resulting in more native grassland habitat overall.

However, impacts of this plan for both the grasslands and for the habitat of the Chequered Copper butterfly may be extensive. This very rare butterfly managed to survive within this patch. Is it in fact realistic for grassed areas to be rehabilitated quickly between events? The butterfly habitat is extremely sensitive to noise, vibration and microclimate changes. There is also a symbiotic relationship of the Chequered Copper butterfly with the

Black Tyrant Ant (*Iridomyrmex rufoniger*).

During construction and the event itself there will be impacts to cultural heritage together with impacts arising from noise, vibration, dust and night works.

Recent cultural burning practices have restored native grasslands. The project would destroy these areas and reverse years of cultural and ecological work.

Back-to-back events amplify noise, pollution, habitat disruption and access restrictions, creating prolonged environmental stress. The project will increase heat and worsen Adelaide's urban heat-island effect.

MotoGP motorcycles produce around 130 dB — twice as loud as V8s. Noise will disrupt wildlife, breeding patterns and human amenity. The noise impacts are right at the threshold of physical pain for humans. Fauna may be severely impacted. Birds may abandon nests and the foraging and breeding patterns of the nationally listed threatened Grey Headed Flying Fox may be disrupted.

However key documents which would assist the public in understanding these impacts have not been released for public scrutiny. The South Australian government has shown a lack of transparency by not releasing Environmental Impact Assessments, the Construction Environmental Management Plan and the Cultural Heritage Management Plan.

C. DISRUPTION TO IMPORTANT SOCIAL INFRASTRUCTURE

The Park Lands are an important place for cultural and personal wellbeing, public amenity and community use. The Park Lands are not just scenery but also critical social infrastructure. They provide significant benefits to community members including mental health benefits, decompression, family life and safe spaces for vulnerable people. For many the Park Lands are somewhere they can feel comfortable, safe and connected to the world. There are countless people who visit for quiet reflection, and connection with nature.

Many people use the Park Lands for running and other sporting events. A popular activity is Parkrun where hundreds of people participate every Saturday morning as walkers or runners. Other activities include cycling, commuting, dog-walking and quiet recreation. The

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Park Lands are one of the few places in the city where dogs can run off leash, drawing people from all over Adelaide. Several sporting clubs will be affected including the East Adelaide Football Club and the Pashtun Cricket Club. The latter has more than 20 teams playing T20 cricket every weekend and further this group have already been relocated once due to the development of the Aquatic Centre.

The South Australian government has announced that it proposes to begin project construction in December 2026, with restrictions before, during and after November 2027. The race will occur ahead of the Supercars event. The track could require around 40,000 m² of parkland green space to be converted to bitumen road. This suggests that both the MotoGP and Supercars event will need to occupy around an additional 750,000m² of parkland over 150 days to construct and deconstruct the track, and for use as grandstands, parking, concert and other facilities.

These will be extensive infrastructure works. Due to the new track alignment, the long line of constructor compounds — previously on the eastern side — will likely be shifted to the western side of the park. There will be significant fencing, compounds, closures and restricted access — far beyond typical major events. It is also unclear as to the timeframe for constructing and then dismantling the pit building after the race. There will be impacts on stormwater and power works.

This means that for several months every year as large sections of the park will be fenced off, occupied, and made unusable not for one event, but two, held only weeks apart, with months of construction and deconstruction.

There will be impacts for residents, lessees, businesses and social users. Disruption will occur at a time when the State Government is promoting higher density living in the city and its surrounds. There will be cumulative impacts from year-round infrastructure and event builds including impacts on city's street and footpath network.

Road closures will cause major traffic disruptions for thousands of people needing to access the city and /or surrounding suburbs – as well as the Park Lands themselves. It will take much longer getting to and from work and other activities. Many vehicles are likely to be displaced from closed roads and redirected to what are ordinarily much quieter streets. It will be harder to drop off and pick up children from school and childcare. School buses and public transport will also be impacted by closed or congested routes. Tertiary students

could face difficulty attending compulsory classes, placements or exams due to unpredictable commute times. Families will face reduced time together.

Sporting clubs may lose access for weeks or months. A sporting ground might technically remain “open” but players, parents, coaches and volunteers might not be able to get there. Training and competition at community clubs could be disrupted for weeks.

Access to hospitals and other medical facilities will be impacted, such as specialist rooms, St Andrews Hospital on South Terrace, and Calvary Adelaide Hospital in Angas Street. Community members may have difficulty attending hospital appointments, medical treatments or specialist appointments and must factor in additional travel time together with time to park and walk. There will be pressure on the Royal Adelaide Hospital due to use of the proximate burns unit which is a requirement for the MotoGP event. Emergency services such as ambulances could be impacted during peak congestion if they must move through roads carrying traffic displaced by closures.

CONCLUSION

The location of the project in the Park Lands is environmentally damaging, heritage-eroding, fiscally unsound and democratically compromised. The Bend Motorsport Park offers a safer, more sustainable, more economically rational alternative that avoids environmental destruction and community disruption. This alternative location will help to ensure the Park Lands as a legacy for future generations.

Please feel free to contact APA Committee member Melissa Ballatyne on 0431 398 452 with any question in relation to this submission.

Yours sincerely

Dr Christel Mex
Secretary, Adelaide Park Lands Association

SUBMISSION OF



THE NORTH ADELAIDE SOCIETY Inc.

email: northadelaidesociety@gmail.com

16 Sep. 2026

TO: Chief Executive Officer
City of Adelaide

By email only
ouradelaide@cityofadelaide.com.au

cc. Lord Mayor Jane Lomax-Smith AM
ealordmayor@cityofadelaide.com.au

City of Adelaide Consultation

Re: Adelaide Circuit Redevelopment

proposed by SA Motor Sport Board & DIT

BACKGROUND

The Government of South Australia (**Govt**) by its SA Motor Sport Board (**SAMSB**) has entered into an undisclosed arrangement for a MotoGP™ race to be conducted on a “city street circuit”. More recently proposed is a revised circuit, referred to by the Govt in “the Adelaide Circuit Redevelopment Project” to “*host the world’s first MotoGP™ Grand Prix event on a city street circuit and the bp Adelaide Grand Final Supercars event from November 2027*”.¹

By its Department for Infrastructure and Transport (**DIT**), the Govt is “*seeking your feedback on the proposed circuit design, community space enhancements, and proposed tree and vegetation planting focus areas within the Adelaide Park Lands*”.²

The **feedback sought by the Govt** is not about whether or where the MotoGP event is to be held.

The feedback is confined to the manner in which the circuit is to be constructed in the eastern Parks of the National Heritage listed Adelaide Park Lands.³

Feedback about the design closes at 11:59pm Sun. 20 Sep.



This submission by The North Adelaide Society Inc. (**TNAS**) addresses the **City of Adelaide (CoA) online consultation**, which closes at 11:59pm Wed. 16 Sep.

*“The City of Adelaide consultation is about our community. We want to understand how the proposal could affect people who live, work, run businesses, visit and use the city and Park Lands, and what you want Council to consider when responding to the State Government. Your feedback will help inform Council's response to the State Government.”*⁴

¹ <https://dit.sa.gov.au/infrastructure/projects/circuit-redevelopment>

² <https://dit.sa.gov.au/infrastructure/projects/circuit-redevelopment>

³ In making a ministerial statement in the House of Assembly on 13/09/2005, the Hon. J.D. HILL (Minister for Environment and Conservation) said: “A biodiversity survey has been conducted and the Adelaide Park Lands are being considered for listing as a state heritage area. ... the government, in consultation with the Adelaide City Council, has been working on overarching legislation to provide protection for the parklands.” (Hansard, p. 3307)

⁴ <https://ouradelaide.sa.gov.au/adelaide-circuit-redevelopment>

CONSIDERATIONS

Events

1. The North Adelaide Society Inc. (TNAS) **supports events within the City of Adelaide that are conducive** to the interests of a Capital City and the Adelaide Park Lands (incl. Park/s).
2. TNAS does not support events that:
 - a) Preclude free public access to a Park.
 - b) Result in the diminution or destruction of the natural or verdant ecology of a Park, or timely rehabilitation.
 - c) Do not support city and local businesses.
 - d) Permit or result in the event organiser or SAMSP to practically monopolise non-gate/entry revenue to the exclusion of local or city businesses.
 - e) Unreasonably constrain public transport access to businesses and venues within the business and commercial precincts of the City of Adelaide.
 - f) Unreasonably generate noise and other environmental impediments to or within the diverse precincts of the City of Adelaide at unreasonable hours or in the context of sensitive uses.

Advocacy About the Circuit and Park Lands

3. The circuit is a **“Park Lands Circuit”**; it is not a “City Street Circuit”.
 - a) It is predominantly within the eastern Parks of the National Heritage listed Adelaide Park Lands.
 - b) The placement, scale, extent of track and gravel run-off areas, and related built form and proposed hard surfaces, grossly detract from the verdant Parks, open ‘green space’, and area of sensitive biodiversity that will be subsumed by an environmentally destructive land use. It contemplates becoming a ‘Clayton’s Park’, the Park you have when you don’t want a Park.





3.1 The establishment of a Park Lands moto-circuit is not the conduct of a climate, environment and ecologically sensitive government, nor one which appreciates the intergenerational value of the Adelaide Park Lands as verdant ecological parklands.

4. The CoA is the long-standing custodian of the Adelaide Park Lands and each of its Parks as parklands, despite 'land grabs' by Govt. The **CoA should advocate to:**

- a) Conserve and enhance each Park and the Park Lands as verdant ecologically supported 'green' spaces that support and enhance Adelaide as an iconic, valued, and valuable "City in a Park".
- b) Ensure free and year-round public access.
- c) Support and ensure public, client and services access to local businesses, commerce, and land use services that are endemic to the life of a capital city and its diverse precincts and neighbourhoods.
- d) Redress and ameliorate negative impacts of a proposed land use such as a moto-circuit that will cut through and detract from the parklands setting and non-intrusive use of a Park/s, and of adjacent or nearby land uses (eg. schools, hospitals, businesses, medical facilities, residential).
- e) Avoid adverse impacts on ecology and biodiversity; culture and heritage; loss of vegetation, incl. significant and regulated trees and canopy; and reduction of public accessibility to the wellbeing benefits of open space, nature, and active personal mobility – that which makes a place humanistic.
- f) Discourage events that are likely to result in gross or unreasonable disruption to city visitations and discretionary trips; or which unreasonably impede access to city services, land uses, or amenity.
- g) Prevent incremental or gross addition of yet more hard surfaces, heat-sink bitumen tracks or impervious concrete .
- h) Require and ensure full transparency of, and public access to, reports, advice, opinions, arrangements, assumptions and presumptions relied on for support of the proposed circuit, irrespective of whether it be characterised as a 'City Street Circuit' or 'Park Lands Circuit'.

⁵ <https://dit.sa.gov.au/infrastructure/projects/circuit-redevelopment/design/during-events>

- i) Conserve and enhance the values that underpin the National Heritage listing, and environmental benefits, of the Adelaide Park Lands.
 - j) Require that any proposed built form is only temporary; that the land is reinstated to its form prior to the built form; and that built form is designed and structured to “*touch the earth lightly*”⁶ to leave the ground and natural environment better than as found.
5. In urging the CoA to advocate for the amenity of the life, activities and liveability of the city, local streets and environment, **TNAS is mindful that:**
- a) In its publication “*Planning for SA; For the Future*” (4/3/2022) the now Govt unambiguously said: “*we risk losing the character of our streets and neighbourhoods. ... **we must not compromise on the liveability of our city** ... Protecting the character and heritage of our local communities ... **new developments will not impact on the amenity of our local streets or our environment** ...*”.
 - b) The “**Engagement Institute**” (formerly, “International Association for Public Participation”) includes within its “**core values**”:
Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
Public participation includes the promise that the public’s contribution will influence the decision.
*Public participation communicates to participants how their input affected the decision.*⁷
 - c) The seminal *Adelaide Park Lands Act 2005*⁸ includes “**statutory principles ... relevant to the operation**” of the Act.
 - Section 4(2) “A person or body— ... (c) responsible for the care, control or management of any part of the Adelaide Park Lands, **must** have regard to, and seek to **apply**, the principles set out in subsection (1).”
 - sub-s (1) “(a) the land comprising the Adelaide Park Lands should, as far as is reasonably appropriate, **correspond to** the general intentions of Colonel William Light in establishing the first Plan of Adelaide in 1837”

“(d) the Adelaide Park Lands provide a **defining feature** to the City of Adelaide and contribute to the economic and social well-being of the City in a manner that should be recognised and **enhanced**”

“(e) the contribution that the Adelaide Park Lands make to the **natural heritage** of the Adelaide Plains should be recognised, and consideration given to the extent to which **initiatives** involving the Park Lands can **improve the biodiversity and sustainability** of the Adelaide Plains”

⁶ Glenn Murcutt, an award winning Australian architect
 (cf. <https://assemblepapers.com.au/2019/11/14/glenn-murcutt-touching-the-earth-lightly/>
<https://www.nma.gov.au/defining-moments/resources/glenn-murcutt> https://en.wikipedia.org/wiki/Glenn_Murcutt
<https://www.afr.com/life-and-luxury/arts-and-culture/you-never-get-over-such-a-loss-why-glenn-murcutt-still-works-at-90-20260704-p60cix>)

⁷ <https://engagementinstitute.org.au/resource/iap2-core-values/>

⁸ 21 years ago, on 15/9/2005, the Hon. Minister Holloway for the Hon TG Roberts introduced the Adelaide Park Lands Bill 2005. The Minister said the Bill “*is a major step in an ongoing process to protect and enhance the Adelaide Park Lands as a major identifying cultural icon and community asset of this city. ... part of a broader government program to preserve and enhance open space in the metropolitan area generally. **The history of the Adelaide Park Lands since the original plan of Colonel William Light is filled with the actions of successive governments who have alienated parts of it. Some of these actions have created cultural icons and historic buildings in their own right. However, in many cases the actions have been, on reflection, short-sighted and opportunistic land grabs, borne more out of convenience than providing any lasting public benefit in the context of the original purpose of the Park Lands.***” (emphasis added) Hansard p. 2556 LegCo

*“(g) the interests of the South Australian community in ensuring the preservation of the Adelaide Park Lands are to be recognised, and **activities** that may affect the Park Lands should be consistent with **maintaining or enhancing the environmental, cultural, recreational and social heritage status** of the Park Lands for the benefit of the State”. (emphasis added)*

Importantly, neither the *SA Motor Sport Act 1984* nor the opinion or desires of a Minister override the application of those statutory principles.

6. The proposed “Adelaide Circuit Redevelopment”, despite the circuit’s redesign; the colourful renditions, concrete, and “artist’s impressions” within the promotional material; and the ‘sweeteners’ proffered by the Govt:
- ⊗ does not *correspond to the general intentions of Colonel William Light*
 - ⊗ does not *enhance* the Adelaide Park Lands as a *defining feature of the City of Adelaide*
 - ⊗ does not recognise the contribution that the Park Lands *make to the natural heritage*
 - ⊗ is not an *initiative* (i.e. the circuit) that can *improve the biodiversity and sustainability of the Park Lands*
 - ⊗ is not an *activity that is consistent with maintaining or enhancing the environmental, cultural, recreational and social heritage status of the Park Lands*.⁹

TNAS urges the CoA to:

- have the courage of its history of credible custodianship of the Adelaide Park Lands
- convey in its response to the State Government (i.e., SAMSB, DIT, and the Ministers responsible for the administration of the applicable legislation) the matters addressed in this submission; and
- remain available to “*actively ... co-operate and collaborate ... to protect and enhance the Adelaide Park Lands*”.¹⁰

Yours sincerely,

The North Adelaide Society Inc. (est. 1970)

Per: Elbert Brooks BA LLB MBA (for the Committee)¹¹

The North Adelaide Society Inc. is a community based association with a diverse membership (>200). It has a history of advocacy about current and future matters that impact local communities and communities of interest within the City of Adelaide. It links with community associations concerning local, state, and federal governance and intergenerational issues. Respecting heritage and cultural values; community practical participation in discussions; and improving conservation, liveability and the diverse life of city precincts and Park Lands, creates a sustainable foundation and investment in the future.



The public “Yellow Ribbon” campaign to “Stop the Chop” involves tying yellow ribbon round trees to symbolise that trees and ecology in the Park Lands are wanted and highly valued; they contribute to the environment and wellbeing of people, parklands and places.

⁹ Criteria emphasised in the *Adelaide Park Lands Act 2005*.

¹⁰ APL Act 2005, s 4(1) “(f) *the State Government, State agencies and authorities, and the Adelaide City Council, should actively seek to co-operate and collaborate with each other in order to protect and enhance the Adelaide Park Lands*”.

¹¹ The content of this document was not generated by “AI”.

Note: The views and information herein are expressed for the purpose of engaging in (a) public, parliamentary, legislative, governance, or public administration consultative processes and political discourse and communication; and (b) public discussion about matter/s of public interest, public and political representative governance, public administration, urban planning and land use, environs and environment, or civic governance, policy and implementation. The content of this submission is not intended to reflect adversely in any manner whatsoever on any person or entity concerned in any way whatsoever with the preparation, design, intent, purpose, content, or presentation of any aspect of the matter/s the subject of this document.

Joint Representation by Dimora Court Residents

Adelaide MotoGP and Adelaide Circuit Redevelopment

September 2026

To: South Australian Motor Sport Board; Department for Infrastructure and Transport; Adelaide City Council

We are residents of Dimora Court, immediately adjoining the Adelaide street circuit precinct. We recognise the economic and broader benefits that major events can bring to South Australia. Our concern is that the current consultation is focused on finalising the circuit design and environmental enhancements, while the social, residential, safety and security impacts on the people living beside the circuit have not been subject to an equivalent process.

1. Direct resident consultation is required

The current DIT survey asks about the proposed circuit design, community facilities and planting. Nearby households have received material promoting the Adelaide Park Lands Nature Positive Package. These are legitimate matters, but they do not amount to structured consultation on the impacts residents will directly experience.

Section 23 of the South Australian Motor Sport Act 1984 specifically requires the Motor Sport Board to take reasonable steps to consult people occupying land within or immediately adjacent to a declared area and to take their representations into account. We ask that this obligation be met through direct engagement with adjoining residents before the declared area, security arrangements, access arrangements and event operations are finalised.

This needs to be best practice consultation, with clear and targeted communication to all effected residents, online and in person, on site and weekday and weekend opportunities for consultation.

2. Social and residential impacts need proper assessment

MotoGP is a new international event with a different visitor profile from the Adelaide Grand Final. It should not simply be assumed that existing arrangements are adequate. A Social and Residential Impact Assessment should address foreseeable activity both inside and outside the ticketed event area, including pedestrian, motorcycle and vehicle congregation and parking, privacy, trespass, crowd dispersal, resident access, emergency access and security in surrounding residential streets.

The assessment should also address the cumulative effect of MotoGP and the Adelaide Grand Final being held within a short period, rather than treating each race weekend in isolation.

3. The full period of disruption must be clear

For residents and Park Lands users, the impact extends well beyond race days. It includes construction and preparation, barriers and fencing, changed road access, restrictions on Park Lands use, MotoGP, the period between events, the Adelaide Grand Final, dismantling and reinstatement.

We ask for a clear annual impact calendar showing when residents can expect works, changed access, fencing, security controls, Park Lands restrictions, event operations and final reinstatement. Safety, dust and noise impacts during construction and deconstruction must also be properly managed around residents and Park Lands users wherever public access remains open, rather than relying on longer closures as the principal way to manage risk.

4. Nil Street and Dimora Court require a specific security and access plan

When the Adelaide 500 was reinstated in 2022, the previous event arrangements around Nil Street were reduced. Residents subsequently raised concerns about uncontrolled public access and vehicle obstruction around Dimora Court. In 2023, video evidence of a security incident involving an altercation between a security guard and a member of the public was provided to the Motor Sport Board, and security personnel were subsequently positioned at Nil Street and Hutt Street.

That experience demonstrates that the declared area, the physical event perimeter and the area requiring effective security management are not necessarily the same. MotoGP warrants a fresh assessment of Nil Street, Dimora Court and adjoining residential areas, including foreseeable activity by people without tickets who may seek to congregate close to the racing.

What we are asking for:

- Direct consultation with Dimora Court and other immediately adjoining residents before event operating, declared area, security and access arrangements are finalised.
- A published Social and Residential Impact Assessment covering MotoGP specific crowd behaviour, residential amenity, privacy, access, public safety, security and cumulative disruption.
- A clear annual impact calendar covering setup, road and Park Lands restrictions, MotoGP, the Adelaide Grand Final, dismantling and final reinstatement.
- A specific security and access plan for Nil Street, Dimora Court and adjoining residential areas, including risks outside the ticketed and fenced event perimeter.
- Proactive consultation each year before the events to ensure continuous improvement.

We are not asking Government to revisit whether MotoGP comes to Adelaide. We are asking that the impacts on the people who live immediately beside the circuit are properly understood and managed before the operating arrangements are fixed. The benefits claimed for the wider community do not remove the need to address the concentrated impacts borne by adjoining residents.

Collective Resident endorsements

This representation is endorsed by the following Dimora Court residents:

Name	Dimora Court Adelaide address:
Frank & Dani Maiolo	18 Dimora Court
Rob Kljun & Rebecca McDougall	116 East Tce
Chrisanthi Giotis & Phil Van Hout	Unit 4 Dimora Court
Giuseppe & Consetta Bolognese	Unit 8 Dimora Court
Leslee St John Robb	119 East Tce
John & Tatjana Northey	17 Dimora Court
Peter & Luisa Falcinella	Unit 14 Dimora Court
Samantha Maiolo & Chris Janssen	Unit 16 Dimora Court

Contact residents for correspondence:

Frank Maiolo	Email: frankpmaiolo@gmail.com	Phone: 0429 387 828
Chrisanthi Giotis	Email: chrisanthigiotis@yahoo.com.au	Phone: 0452 437 224
Rebecca McDougall	Email: bekmcd@bigpond.net.au	Phone: 0409 284 982

From: [Our Adelaide](#)
To: [Sahara Smith](#)
Subject: FW: The proposed race track
Date: Monday, 14 September 2026 9:29:39 AM

From: Nicholas Townsend <phatboysthai@gmail.com>
Sent: Saturday, 12 September 2026 4:10 PM
To: Our Adelaide <OurAdelaide@cityofadelaide.com.au>
Subject: The proposed race track

You don't often get email from phatboysthai@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

This letter represents the views of the committee and the members of St John's Spiritualist Church Inc. of 271 Carrington Street Adelaide.

We are deeply saddened and frankly somewhat horrified by the plan to establish a more permanent motor racing circuit in the parklands on the eastern side of our beautiful city of Adelaide.

The majority of the residents of Adelaide absolutely love our city. It's a unique city in the world because of the original city concept created by Colonel Light in 1837/38 of parklands surrounding the city centre. Our city has developed into a place that is highly regarded globally because of the high quality of life that it offers its residents, and the proximity to open and peaceful green spaces to its residents is a key to this.

Our parklands are very much a part of Adelaide's unique identity, and not surprisingly this explains why there is always strong opposition to any attempts to push forward on any kind of destructive, damaging and defacing development on them.

In this case its particularly marked because the project is driven by private interest groups promoting what is predominantly a spectator sport which does not actually facilitate a high level of Adelaide residents participation in the sport itself, like say soccer or netball does.

Our current government's solution to the challenge of negative public opinion to this latest development proposal in the parklands has been to minimise potential public consultation by presenting this project to create a motor racing circuit as a 'fait a complit', a decision that has already been taken.

Yes, we are invited to express our opinions, but exactly what on? Maybe the location of the public toilets perhaps?

We wish to add our view in opposition to this project, whilst also asking some specific questions about the proposal that need answers.

There is a great deal of opposition from across the political spectrum and a great deal of public outrage towards the government's approach to this and other projects in our parklands. This is an approach that in our view will definitely have long term political consequences because of the massive destruction of political capital that it is causing. The last ALP election win cannot be interpreted as any sort of mandate to implement plans like these.

A common concern that we at St Johns share with many others in the community is the destruction of an extra approximately 400 trees in the parklands, many of which are mature. You may try to encouraged us to believe stories about how many new trees will be planted, and you have done with the golf course development. No doubt you will tell us about using consulting arborists and wildlife experts to deal with our concerns, but the reality is that removing mature trees has an enormous environmental impact that can't be put right for many tens of years. This is something that causes a great deal of sadness and anger to people who really care about our city.

It also demonstrates a dual standard. Residents of suburbs of Adelaide know that if they were to try to remove a mature tree on or near to their property, that it is legally difficult to almost impossible, simply because council restrictions mirror the fact that as a community, we value our trees. Why then can the state government go against this sentiment when it chooses to? It just doesn't seem right. It feels quite unacceptable. This point needs to be addressed.

The style of the economic arguments made for this proposed project also raises grave doubts in our own, and doubtless in many other minds.

Its not just that the overall concept of our parklands being effectively privatised for profit is problematic for many of us. The

projected capital outlay that our government seems open to supporting of just under \$100 million actually looks a bit light for a project of this scale, and because we are being presented with a 'fait a complit' the arguments on economic benefits seem to be an exercise in political storytelling.

We absolutely need to see a detailed cost benefit analysis done in line with national rather than politically biased standards before a decision to proceed with such a project is taken. As far as we are aware, this has not been done. Anything less than this would be a little unbelievable and completely unacceptable.

This is particularly important because our state currently carries a high level of public debt, and expenditure in this area needs to be evaluated relative to the shortfalls in public funding in other areas.

We have some concerns over the setting up and dismantling of the event infrastructure for each proposed event. The setting up process will most likely take at least two to three weeks for each event, and dismantling at least a week. Given that we would possibly have at least two and possibly more motor sport events here each year, plus a possible fringe event at this location, this means that public access to this part of our parklands is likely to be severely restricted for potentially up to three months a year. Please respond to this concern. Restricting public access for such a long time to such a large piece of public parkland would be completely unacceptable in our view.

We also have some concerns about how and where you would propose to store the large volume of gravel that would be required to make corners safer during races when the race track is not in use. This will be both a huge practical and cost issue that we doubt has been thought out properly by anyone.

Our church community's major concern is about the massively high level of noise that these motor sport events cause, not just for us, but for the residents of the city and to adjacent suburbs to this corner of the parklands. The noise is continuous during event days and sporadic during practice days. To us it seems crazy that noisy motorsports events can be located so close to an urban environment.

Calm and quietness is essential to our church community. . Prayer, meditation and spiritual connection are the key to what we do. It is already absolutely impossible for us to operate at all when the currently existing MotoGP event is on. We already have to cancel all services, events and classes for three days. If the proposed bike races goes on, not only will we lose at least another three days, but the noise levels will, by your own admission, be even higher.

On top of this, if the race track is built, it is entirely possible in the long run that Grand Prix racing and other motor sport events could be drawn to the parklands. Then we would then lose at least another three days and possibly more days. Having a continuous noise generator on our doorstep is just so destructive and inhibiting to our community and therefore completely unacceptable to us.

To us its common sense that these events need to be held somewhere else. We already have a great established motorsport racetrack at Tailem Bends, Please, please hold motor sport events there and not in our Parklands.

Nicholas Townsend

on behalf of the committee and members of
St. Johns Spiritualist Church Inc.

Attachment D - Special Kadaltilla 17 ACR Project Consultation September 2026

Adelaide Circuit Redevelopment Project Consultation

THAT THE KADALTILLA / ADELAIDE PARK LANDS AUTHORITY
ADVISES COUNCIL AND THE STATE GOVERNMENT:

That the Kadaltilla / Adelaide Park Lands Authority:

1. Notes the Declaration of the proposed Declared Area and Prescribed Works Period for the purpose of conducting the Adelaide Circuit Redevelopment Project consultation as contained in this report and Attachment B to Item 3.2 on the Agenda for the meeting of the Board of Kadaltilla / Adelaide Park Lands Authority held on 17 September 2026.
2. Notes the Declared Area for the Adelaide Circuit Redevelopment Project as contained in Attachment A to Item 3.2 on the Agenda for the meeting of the Board of Kadaltilla / Adelaide Park Lands Authority held on 17 September 2026.
3. Authorises the Presiding Member of Kadaltilla / Adelaide Park Lands Authority to write to the Chief Operating Officer, Department of Premier and Cabinet, the Presiding Member / Chief Executive of the South Australian Motor Sport Board, and the Minister for Planning on behalf of Kadaltilla with its feedback on the Adelaide Circuit Redevelopment Project consultation as follows:
 - 3.1. Supports Adelaide's role as a major events city and recognises the significant economic, visitor and strategic benefits that the MotoGP™ Grand Prix of Australia can deliver for South Australia, while making clear that support for the event does not diminish the statutory and public importance of the Adelaide Park Lands.
 - 3.2. Recommends that Council require the permanent and temporary footprint of the Adelaide Circuit Redevelopment Project, including the circuit, runoff, safety infrastructure, drainage, services, construction areas, access, laydown and event infrastructure, to be limited to the minimum reasonably necessary and to maintain Adelaide's capacity to accommodate diverse arts, cultural, sporting, recreational and community events.

- 3.3. Recommends that Council require the State Government and South Australian Motor Sport Board to provide Council with sufficiently detailed plans and a project critical path identifying the permanent and temporary footprint, occupation periods, environmental and heritage impacts, public access and transport impacts, remediation obligations and all material decision points requiring Council input before decisions are made.
- 3.4. Recommends that Council require the Adelaide Circuit Redevelopment Project to avoid permanent or temporary impacts on significant trees, remnant vegetation, biodiversity, wetlands, heritage assets and environmentally sensitive areas, including the Butterfly Conservation Zone, Revegetation Conservation Zones, Buffer Conservation Zones and identified areas of high conservation value.
- 3.5. Recommends that Council require an independent ongoing ecological monitoring and assessment program to be established before construction and continue through construction, events, bump-out, reinstatement and subsequent event cycles, with publicly reported baseline data, cumulative impact assessment and measurable ecological thresholds and triggers requiring intervention, additional mitigation, rehabilitation or changes to event practices where ecological condition is adversely affected.
- 3.6. Recommends that Council require public access and use of the Adelaide Park Lands to remain the default during construction and event periods, with closures and restrictions limited to the minimum area and shortest period reasonably necessary and with pedestrian, cycling and transport alternatives provided wherever disruption cannot reasonably be avoided.
- 3.7. Recommends that Council require the State Government and South Australian Motor Sport Board to fully fund and undertake the timely remediation, reinstatement and repair of Adelaide Park Lands, infrastructure, vegetation, pathways and facilities affected by construction or motorsport activities, including appropriate financial assurance where there is a material risk of significant damage or remediation costs.
- 3.8. Recommends that Council require the State Government and South Australian Motor Sport Board to demonstrate how the Victoria Park / Pakapakanthi Remnant Vegetation Management Plan, Adelaide Park Lands Management Strategy, biodiversity

objectives and relevant conservation management plans will be protected and implemented throughout construction, events and remediation, with appropriately qualified independent ecological experts and Traditional Owners involved in establishing and reviewing environmental protection measures.

- 3.9. Recommends that Council require the State Government to agree and fund a Community Benefits Plan delivering enduring, publicly accessible benefits additional to infrastructure required solely for the circuit, including appropriate Adelaide Park Lands Master Plan outcomes, improved paths and facilities, biodiversity and understorey enhancement, interpretation and storytelling, and community spaces and infrastructure.
- 3.10. Recommends that Council require the State Government and South Australian Motor Sport Board to publicly report to Council and the community on environmental impacts, Park Lands occupation, public access, transport disruption, remediation and delivery of the Community Benefits Plan, including clear responsibility, timeframes and funding for rectification of any identified impacts.
- 3.11. Recommends that Council seeks that the associated whole-of-life costs and responsibilities from new and upgraded assets associated with the Adelaide Circuit Redevelopment Project be appropriately identified, funded and agreed as part of the project arrangements, noting that these costs are not currently provided for in Council's Long Term Financial Plan or operational budgets.
- 3.12. Recommends the State Government and SAMSB brief Kadaltilla on the outcomes of its self-referral to the Federal Government under the EPBC Act and its response to the self referral process, including mitigation of impacts on the National Heritage Values and the National Heritage Management Plan for the Adelaide Park Lands and City Layout.
- 3.13. Recommends Kadaltilla works with the State Government and City of Adelaide and SAMSB to update the Adelaide Park Lands Management Strategy, and impacted Community Land Management Plans for affected parks including a long-term plan of no less than ten (10) years including;
 - mechanisms for investment in environmental, heritage, cultural and social outcomes

- a long-term environmental and cultural monitoring plan associated with motorsport remediation
 - assessment of ecological value and offsets
 - investment approach should consider use of the Adelaide Park Lands Fund.
- 3.14. Recommends the State Government prepare an updated Management Agreement and Management Plan for the Grey Box Woodlands and Derived Native Grassland, forming part of KBA 1 in Victoria Park / Pakapakanthi (Park 16), including climate impacts.
- 3.15. Recommends the State Government and SAMSB prepare a stormwater investment package to deliver water quality improvements and approach to managing gross pollutants and discharge to waterways and the River Torrens / Karrawirra Pari.
- 3.16. Recommends to Council and the State Government that a formal project agreement is entered into to clarify project governance, roles and responsibilities and reporting routines to Council and Kadaltilla.
- 3.17. Recommends to State Government that the circuit layout prioritises the butterfly conservation zone and gives consideration to the historic olive grove and provides rationale for these decisions.
4. Seeks a briefing from the Government of South Australia on the \$15 million Adelaide Park Lands Nature Positive Package at its earliest convenience, noting the next scheduled meeting of the Kadaltilla / Adelaide Park Lands Authority is Thursday, 24 September 2026.
5. Recommends that Council provide Kadaltilla with a report summarising the impacts of the SAMSB Moto GP proposal on the APLMS 'Towards 2036' objectives, and its alignment or otherwise.
6. Notes that Kadaltilla / Adelaide Park Lands Authority's advice will be presented to the Special City Community and Culture Committee on Tuesday 22 September 2026.

Adelaide Circuit Redevelopment Project

Kadaltilla

Adelaide Circuit
Redevelopment Project



Government of
South Australia

**SA IS
BUILDING**
→

Three major South Australian events on one asset

The redeveloped circuit will be home to:

From 2027

- the world's first MotoGP Grand Prix to be held in a city-centre location
- the bp Adelaide Grand Final supercars event from November 2027.

From 2028

- a stage of the Santos Tour Down Under.

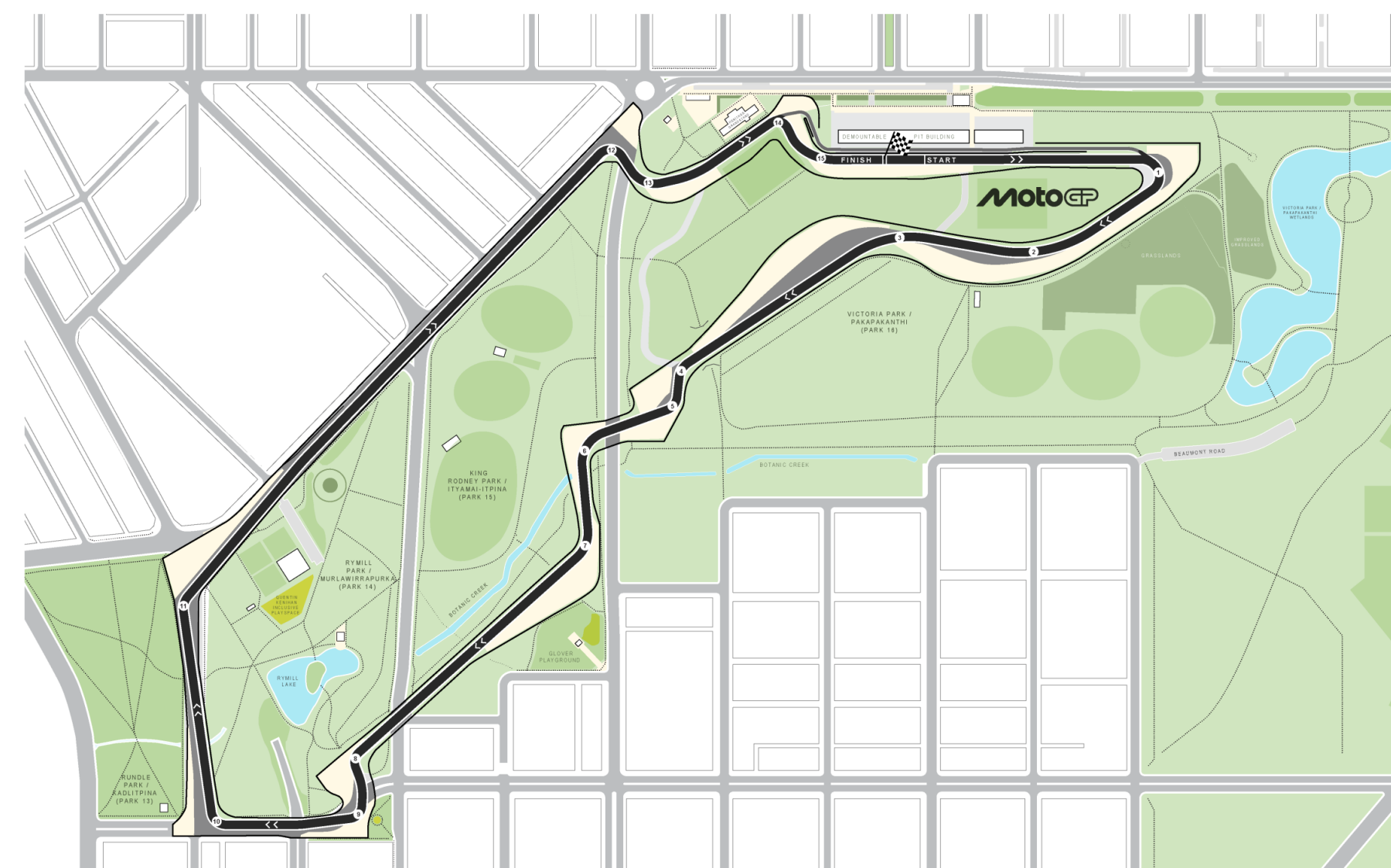
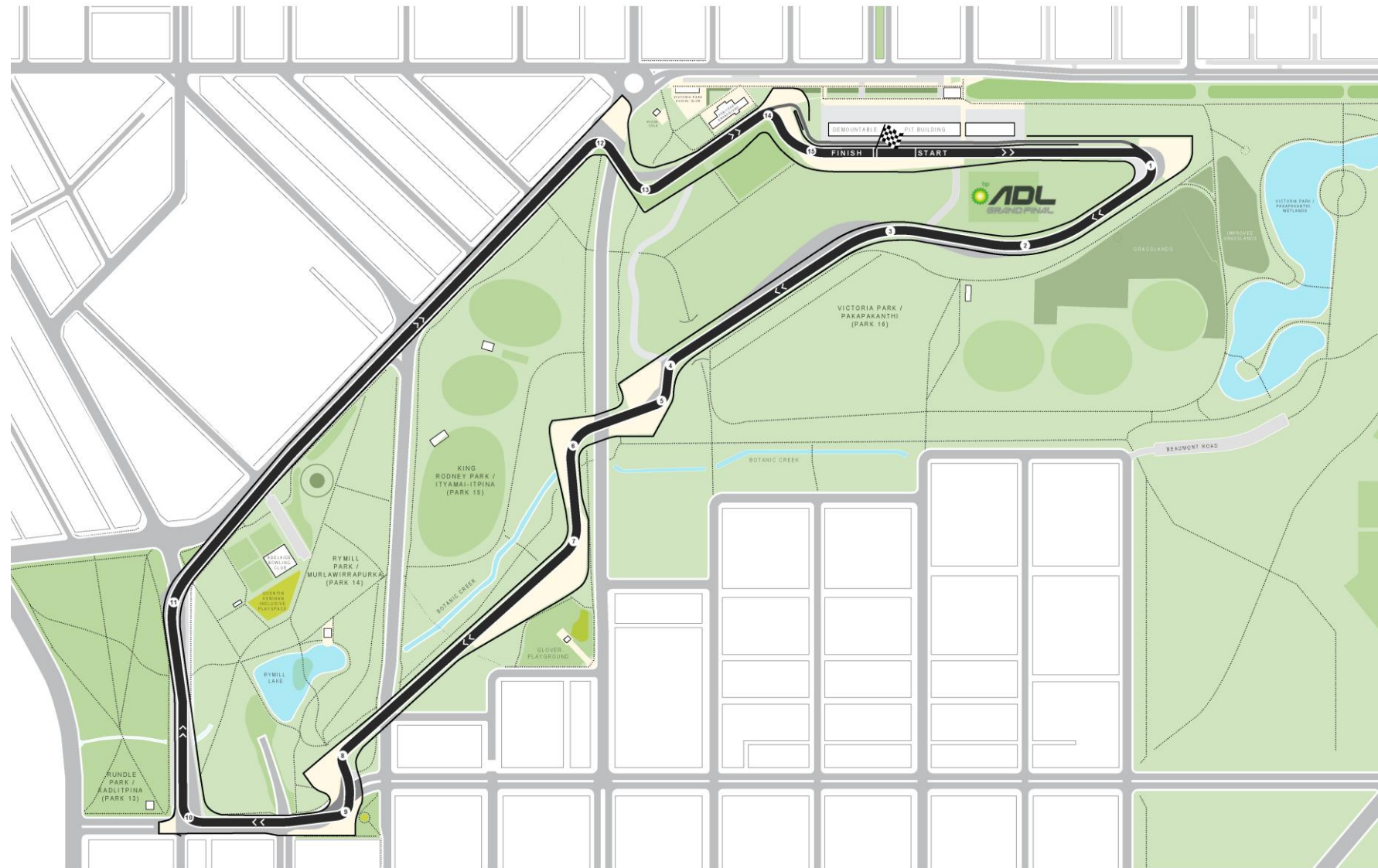


**SANTOS
TOUR
DOWN UNDER**

Key design principles

- **Deliver a world class racing circuit**
- **Ensure safety for all riders and drivers**
- **Minimise significant tree loss**
- **Enhance the Adelaide Park Lands for the community**

Circuit configuration for two events



Proposed Construction Declared Area From Oct 2026 to Nov 2027

- Works are planned to construct the redeveloped circuit within the proposed Declared Area
- It is proposed that the Prescribed Works Period commences on Friday, 2 October 2026, to facilitate site establishment and preliminary activities ahead of construction starting from 1 December 2026
- Works will be staged to safely reopen public access to sections of the Park Lands where possible



Infrastructure works

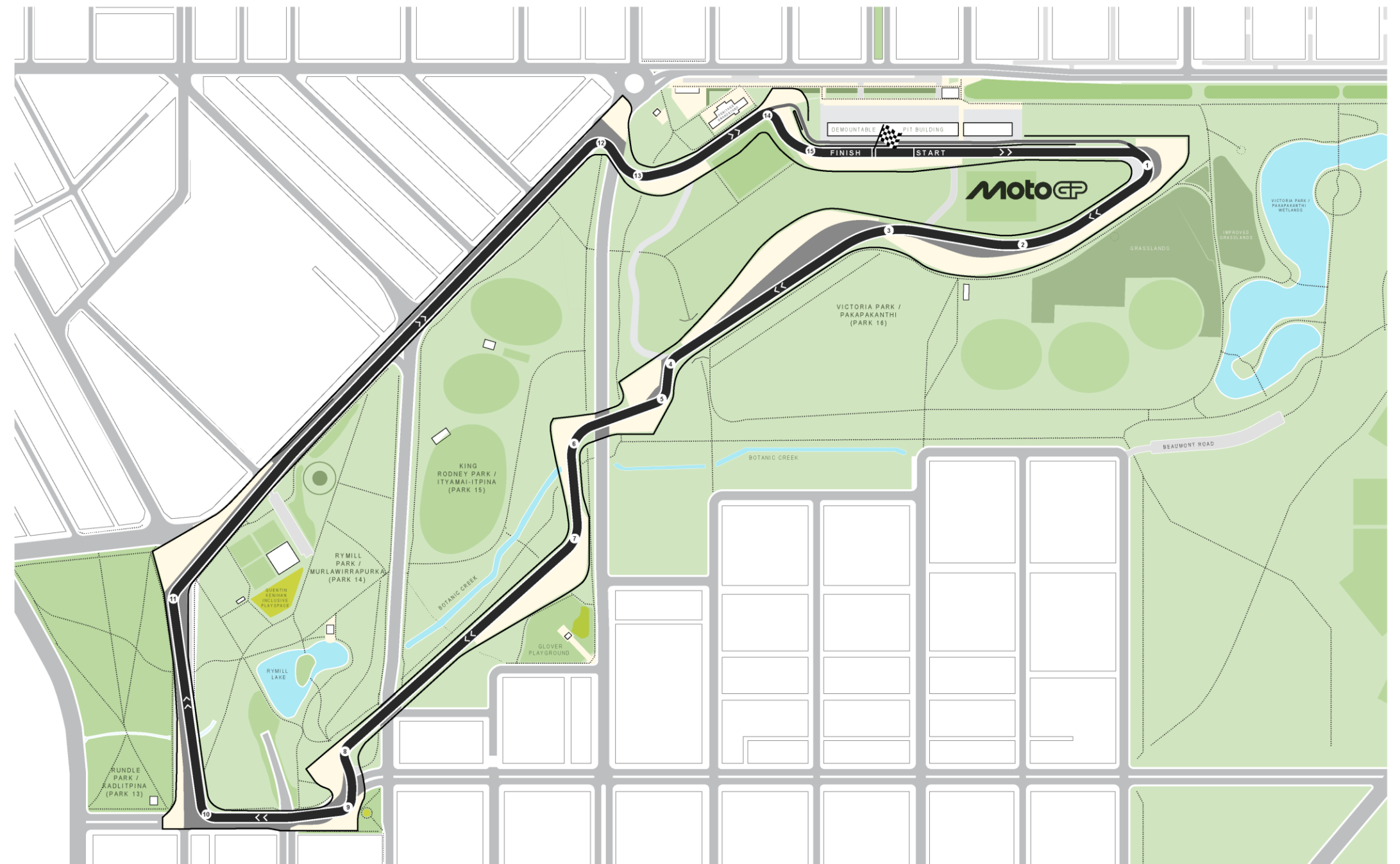
- Work involves construction of the new circuit and associated infrastructure works.
- All existing building within Parks 13, 14, 15 and 16 will remain as is as they are not impacted by the project works, with the exception of the existing old public toilet near the existing hardstand in Victoria Park that will be demolished.
- The project is planning to construct a new change room / toilet block / first aid facility in Victoria Park.
- Event infrastructure upgrades are planned for the Garden of Unearthly Delight and Gluttony.
- Hardstand changes across Parks 13,14,15 and 16
 - Existing hardstand – 10% of total Park
 - With project – 13% of total Park
- Any infrastructure impacted by the project (such as bins, bike racks, seats, signs etc) will be relocated as part of the works in consultation with City of Adelaide.
- All stormwater will be managed in accordance with City of Adelaide and DIT requirements. There is no proposed change of road catchment areas.

Staging of construction works

- Detailed construction planning is underway to ensure the work is completed safely and to minimise impacts whenever possible on local residents and businesses, Park Land users, road users, public transport users, cyclists and pedestrians.
- Works are planned to occur across multiple zones.
- Asphaltting works will be prioritised to ensure this activity is completed in the warmer months before Winter. Other associated works will then continue for completion prior to the first event in November 2027.
- Proactive engagement and communications approach is planned to ensure people are well informed of temporary impacts.

Key Proposed Works

Construction of the
redeveloped circuit and
associated run off areas



Key Proposed Works

Removal of the existing temporary building hardstand



Construction of the new temporary building hardstand



Artist's Impression - Indicative only and subject to change

Trees and vegetation

95% of trees in the circuit precinct will be unaffected

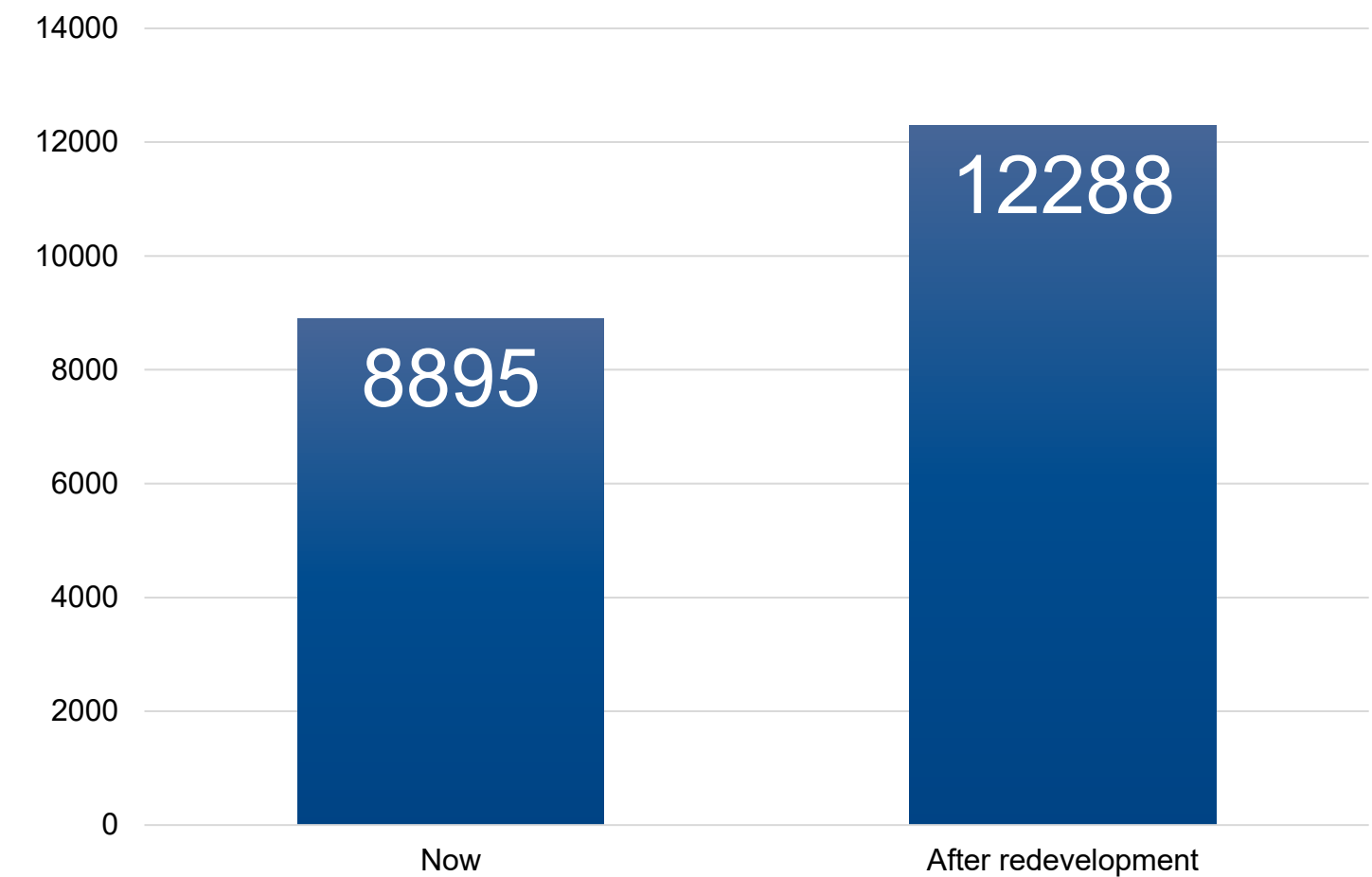
- Currently **8,895** trees in the circuit precinct
- **42** significant trees will be removed
- **335** regulated, unregulated, invasive, dead or poor health trees will be removed
- **88** trees will be relocated
- **22** trees under investigation



Planting trees

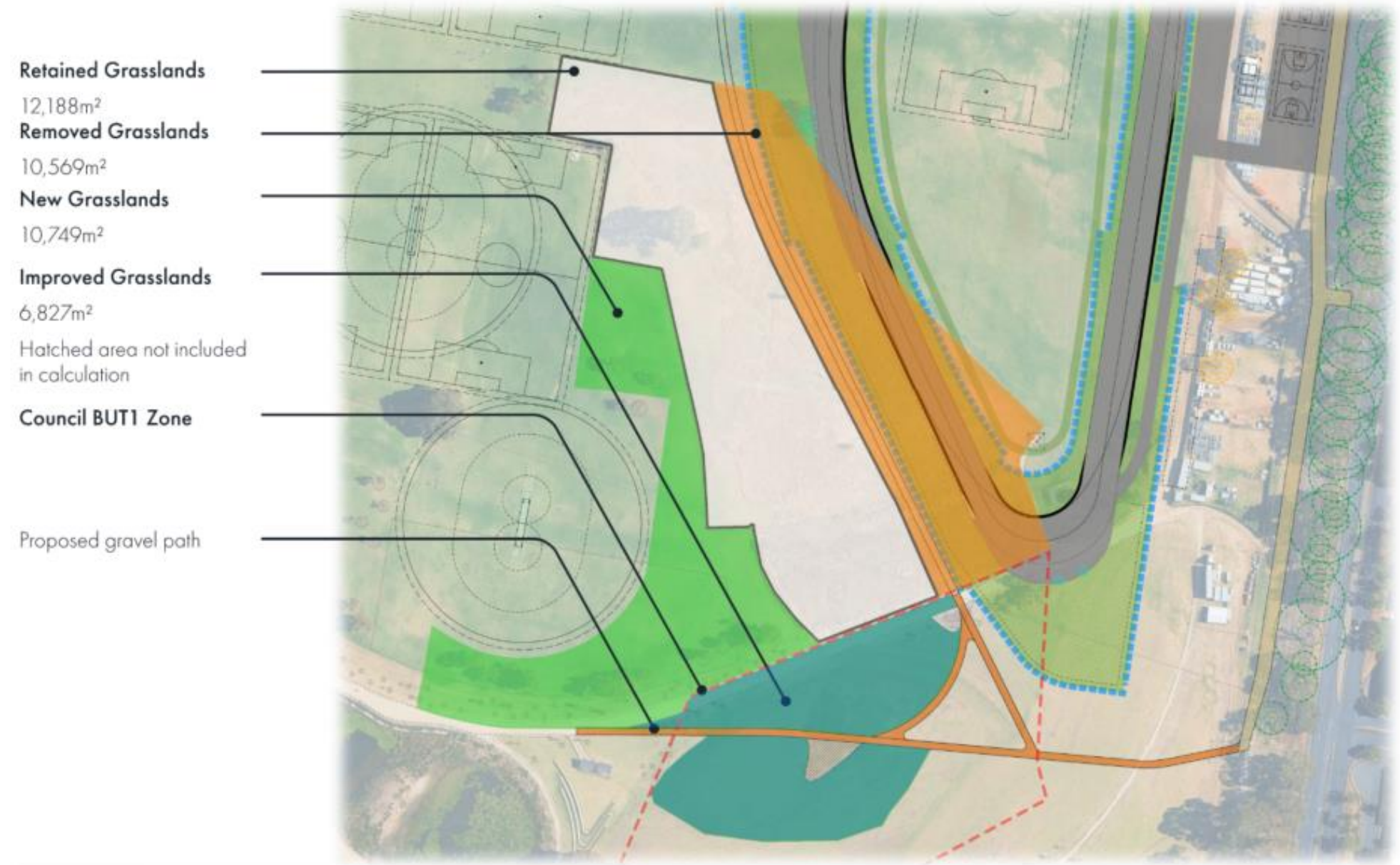


- All trees will be replaced on a **10:1 ratio**.
- **3,770 trees** will be planted.
- This will include mature stock ranging from 45 litres to 200 litres in size.



Grasslands in Victoria Park

- A native grassland biodiversity area was established in Victoria Park in 2011.
- Part of the grassland area will be impacted by the development.
- The grassland will be replaced in full and the size of the biodiversity area will be increased by 180m².



Community benefits

A key focus of the design process has been to create more opportunities for people to be active, connect and enjoy the Adelaide Park Lands

Enhanced sport, fitness and play spaces

Better Connections and Accessibility

Upgraded amenities and improvements for other community events

Protecting community play spaces, State Heritage items and Aboriginal artwork

** Beyond the circuit design, any future use and detailed design of these community spaces is subject to the City of Adelaide's approval.*

Community benefits



Victoria Park – Park 16

1. Enhanced soccer field
2. Unobstructed new criterium loop
3. New 2km running track
4. More usable green space in the middle of the park
5. New accessible toilet
6. Replacing and expanding grassland
7. Enhanced facilities for the Equestrian Festival
8. Protecting existing Aboriginal artwork
9. Improved east-west connections
10. New east-west connections
11. Vibrant new community play space

King Rodney Park – Park 15

12. Glover East playground remains
13. Improved access across Wakefield Road
14. Improved connectivity between the city and the east
15. Gravel safety run-off returned to grass and community spaces
16. Improved access across Bartells Road
17. Disc golf reinstated
18. Upgraded bus stop

Rymill Park – Park 14

19. Quentin Kenihan Inclusive Playspace remains
20. Bridgland Fountain
21. New services infrastructure for events
22. Safe and green streetscape
23. Protecting existing Aboriginal artwork

Across the eastern Park Lands

24. New 5km running track

Rundle Park – Park 13

25. New services infrastructure for events

Hardstand turned into a vibrant community space outside of motorsport events



Gravel run off areas will be returned to grass outside of motorsport events



Artist's Impression - Indicative only and subject to change

Opportunity for further activation – informed by community feedback



Victoria Park/Pakapakanthi



Artist's Impression - Indicative only and subject to change



Kaurna Country
25 Pirie Street, Adelaide
GPO Box 2252 Adelaide
South Australia 5001

T (08) 8203 7203
W cityofadelaide.com.au

ABN 20 903 762 572

Enquiries: Jennifer Kalionis
Reference: ACC2026/111990

25 September 2026

Mr Wayne Hunter
Chief Operating Officer
Department of the Premier and Cabinet
GPO Box 2343
ADELAIDE SA 5001

circuitredevelopment@sa.gov.au

Dear Mr Hunter,

Re: Adelaide Circuit Redevelopment – Request for Further Information

I write on behalf of the City of Adelaide in response to consultation on the proposed declaration of the Declared Area, Declared Period and Prescribed Works Period for the Adelaide Circuit Redevelopment Project.

Thank you for the opportunity to provide feedback and to identify the further information required to support Council's consideration of the proposal.

The City of Adelaide requires further information from the State Government, the South Australian Motor Sport Board and the Department for Infrastructure and Transport. Whilst the information provided to date is noted, further detailed information is required including but not limited to staging, environmental impacts, transport and access arrangements, asset ownership, public realm impacts, heritage considerations, business disruption and long-term responsibilities.

Noting the accelerated delivery of the Circuit Redevelopment Project, detailed plans and a project critical path, including decision points requiring Council input is now imperative.

To assist Council's decision making, the following information is requested:

Project scope, statutory basis and delivery program

- Details of all proposed permanent and temporary works in Parks 13 and 14, including event infrastructure, changes to public access, purpose, ownership and relationship to motor sport events.
- Clarification of the statutory basis for including infrastructure or works that support non-motor-sport events, such as Adelaide Fringe, within the Declared Area.

Staging, occupation and affected users

- Proposed staging, duration and occupation arrangements for the works.
- Identification of sporting, recreation and event users likely to be affected, with proposed arrangements for engagement, notice, mitigation and continued access where practicable.

- Clarification of how DIT or SAMSB will manage existing event bookings within the proposed Declared Area during the Prescribed Works Period.

Environment, biodiversity, trees and heritage

- Evidence that the State's "nature positive" commitment meets Council's requested measurable net positive biodiversity outcome and avoids cumulative ecological decline.
- Baseline data, measurable biodiversity and ecological condition targets, methodologies, timeframes, and independent monitoring/reporting.
- Details of impacts on the Grey Box Threatened Ecological Community, Grey-headed Flying-fox foraging habitat, mature flowering trees and cumulative tree loss.
- Explanation of why the proposed circuit alignment, safety infrastructure, runoff areas, drainage and related infrastructure are located near the Native Vegetation Area and Butterfly Conservation Zone.
- Alternative circuit alignments, safety configurations and runoff arrangements considered, and why they were not adopted.
- Confirmation of wetland setbacks or minimum separation distances.
- Release or confirmation of any comprehensive Aboriginal heritage assessment for the full redevelopment footprint.
- Assessment of the ACR Project against National Heritage and future World Heritage values, including authenticity, integrity and management arrangements.

Trees, vegetation and replacement planting

- Verification of the claim that most trees proposed for removal are unregulated, invasive, dead or in poor health.
- Number of significant trees among the 22 trees requiring further investigation.
- Number of significant trees among the 88 trees proposed for transplantation, including short- and long-term risks associated with transplantation.
- Confirmation of the proposed 10:1 replacement ratio, including stock size, locations and timing.
- Explanation of how replacement planting will provide ecological value equivalent to the loss of mature habitat trees.
- Further detail on replacement and expansion of affected grassland, including ecological function and connectivity.

Design footprint, hardstand and public infrastructure

- Methodology for the State's reported approximate 3% increase in hardstand, including per-park calculations, existing and proposed hardstand areas, excluded areas and the denominator used.
- Alternatives considered for the circuit footprint, alignment and infrastructure, and reasons why they were not adopted.
- Further information on removal of the Park 15 skate park, including alternatives considered, replacement or relocation arrangements and continuity of service for users.

Community benefits, governance and reporting

- Detailed design and future use proposals for community spaces, noting these are subject to City of Adelaide approval.
- Community Benefits Plan details, including enduring public benefits, public access, funding and delivery responsibility.
- Public reporting arrangements for environmental impacts, occupation, access, transport disruption, remediation and delivery of the Community Benefits Plan.

Assets, transport, access and parking

- Exact circuit alignment overlaid with existing road, path and infrastructure networks.
- Permanent and temporary changes to roads, paths, drainage, services and associated infrastructure.
- Asset ownership, maintenance, operation, renewal, lifecycle responsibilities and funding for new or modified assets.
- Requirements for asset handover, asset acceptance, maintenance standards and whole-of-life cost implications.
- Confirmation of whether City of Adelaide capital works can continue, need to be deferred, or could be coordinated with Adelaide Circuit Redevelopment Project works.

Roads, transport, access and parking

- Traffic modelling, network assessments and Safe System assessments.
- Road and path closure locations, durations, timetable and program.
- Pedestrian and cyclist management during assembly, operation and decommissioning.
- Public transport changes, bus stop relocations, network capacity, bus priority measures and impacts on future tram network expansion.
- Behaviour-change and transport-demand management measures.
- Parking loss details, including impacts on accessible parking, cycling parking and paid parking revenue.
- Construction schedules and affected locations to quantify additional parking and access impacts.

Stormwater, water quality and contamination

- Detailed hydraulic modelling for 1-in-5, 1-in-20 and 1-in-100 year ARI events.
- Impacts on flooding, surcharge, overland flow, adjacent properties, emergency management and public infrastructure.
- Treatment of stormwater pits, underground access and future inspection/cleaning requirements.
- Water quality management measures for hydrocarbons, fuel residues, rubber particles, heavy metals and other pollutants entering stormwater systems.
- Contamination assessment where excavation or earthworks are required.

Public art, cultural assets and buildings

- Further information on impacts to public artworks, including protection, relocation, access, conservation and maintenance requirements.
- Consultation and approval arrangements with City of Adelaide as owner/custodian of artworks.

- Site-specific treatment of works, including *Ngadlu Padninthi Kumangka – We Walk Together, Place of Reflection, Alice*, Bridgland Fountain and Aboriginal works around the wetlands.

Buildings, public toilets and Victoria Park Grandstand

- Impacts to the Victoria Park Grandstand, including any proposed modifications required for spectator use while preserving heritage values.
- Details of any changes to public toilets, including replacement location, design, funding, approvals and delivery responsibilities.

Economic impact and business disruption

- Adelaide-specific incremental economic benefit of MotoGP™, rather than global averages or combined event estimates.
- Monitoring and reporting of weekday visitation, spending, parking and public transport activity.
- Detailed work schedules to support business planning and mitigation.

Without this information, the City of Adelaide's ability to provide a complete assessment of the project and to inform the Council's response to the State Government consultation remains constrained.

We look forward to your advice to support informed decision making by Council.

Yours sincerely,

Anthony Spartalis
Acting Chief Executive Officer