

Golden Wattle Park / Mirnu Wirra (Park 21 West) Final Landscape and Access Design

Public

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Board Meeting

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Purpose

The purpose of this report is to seek endorsement from Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) for the final landscape and access design in the redevelopment of the Park Lands Community Building at Golden Wattle Park / Mirnu Wirra (Park 21 West).

On 8 July 2025, Council resolved (in part):

'That Council;

- 4. Approves the Detailed Design of the Park Lands Community Building at Golden Wattle Park / Mirnu Wirra (Park 21 West) as contained in Attachment D to Item 7.2 on the Agenda for the meeting of the City Community Services and Culture Committee Authority held on 1 July 2025.'*

The design documentation approved by Council noted that the area to the west of the redevelopment project (between the new building and Goodwood Road) was the subject of ongoing landscaping and access design work.

This report outlines the assessment undertaken to resolve this outstanding work and recommends the approach which incorporates:

- A hammer head access service road with accessible parking bays.
- The removal of one non-regulated eucalyptus tree, endorsed by an arborist due to its condition.
- The addition of a minimum of 19 trees, 164 shrubs and 1,880 groundcovers.
- A 42% reduction in the area of the Park Lands accessible by vehicles, from 627 m² to 362 m².

Kadaltilla's endorsement of the landscape and access design contained in **Attachment A** will enable the matter to proceed to Council for consideration. Endorsement will also ensure construction remains on schedule, avoiding delays and increased costs. The redevelopment's practical completion is scheduled for early 2027.

Recommendation

THAT THE KADALTILLA / ADELAIDE PARK LANDS AUTHORITY ADVISES COUNCIL

That the Kadaltilla / Adelaide Park Lands Authority:

1. Endorses the landscape and access design for the community building at Golden Wattle Park / Mirnu Wirra (Park 21 West) as contained in Attachment A to Item 5.2 on the Agenda for the meeting of the Board of Kadaltilla / Adelaide Park Lands Authority held on 30 July 2026.
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Implications

Adelaide Park Lands Management Strategy – Towards 2036	Adelaide Park Lands Management Strategy - Towards 2036 The design for the Golden Wattle Park / Mirnu Wirra (Park 21W) Community Building is consistent with the Adelaide Park Lands Management Strategy, in particular: • Strategy 1.4 - Upgrade or redevelop community buildings that provide for a diversity of uses including recreational, sporting, educational and cultural uses that prioritise community access and inclusion. • Strategy 1.5 - Create spaces to accommodate cultural, sporting, artistic and recreational events of varying types and sizes.
2023-2028 Strategic Plan	Kadaltilla / Adelaide Park Lands Authority 2023-2028 Strategic Plan Strategic Plan Alignment – Expert Advice Function as the peak advisory body for policy, development, heritage, and management of the Park Lands based on sound data and evidence.
City of Adelaide Strategies	City of Adelaide Strategic Plan 2024 – 2028 - Enable community-led services which increase wellbeing, social connections and participation in active lifestyles, leisure, recreation and sport.
Policy	Adelaide Park Lands Management Strategy (2015-2025) Strategy 1.4 - Support activation of the Park Lands by upgrading and enhancing buildings and structures responsive to their park setting. Strategy 1.6 - Strengthen the role of the Park Lands as a regional destination for competitive sport and a variety of active and passive forms of recreation. Adelaide Park Lands Community Land Management Plan (CLMP) The CLMP for this Park supports the community building and adjoining playing fields, including the provision of sporting fields and multi-purpose facilities. Adelaide Park Lands Community Buildings (Sport and Recreation) Policy The design for the Golden Wattle Park / Mirnu Wirra (Park 21W) Community Building, including accessible parking and service vehicle access, has been developed in accordance with this Policy.
Consultation	The landscape and access design has been developed through ongoing consultation with the Adelaide Community Sports and Recreation Association (ACSARA), project design consultants and relevant stakeholders, including traffic and transport consultants, landscape architects and arborists. Workshops and design meetings were undertaken throughout the project to inform operational requirements, functionality, accessibility and the overall landscape and access outcomes.
Resource	This project will be undertaken within the established project budget.
Risk / Legal / Legislative	Delivering the Community Building without appropriate service access and accessible parking would limit equitable access to a public facility and present a reputational risk to the City of Adelaide. It would also increase the risk of ongoing vehicle encroachment onto the Park Lands, resulting in continued damage to surrounding landscape areas.
Design	The design has been developed in accordance with the Adelaide Park Lands Building Design Guidelines and the Good Design Principles of the Office for Design and Architecture South Australia.

Opportunities	The finalisation of this aspect of the redevelopment project will enable the Community Building to fully support community sport and recreation, while improving accessibility and broader community use of the Park Lands. It will also enhance the landscape setting through the addition of new trees and native plantings.
City of Adelaide Budget Allocation	The proposed design will be delivered within the previously approved project budget.
Capital Infrastructure Projects	Construction of a new Community Building and disposal of an existing Community Building asset.
Life of Project, Service, Initiative or (Expectancy of) Asset	The provision of the Community Building will be reviewed in accordance with the Buildings Asset Management Plan.
Ongoing Costs (eg maintenance cost)	Maintenance responsibilities will be shared between the CoA and the lessee, in accordance with the lease agreement.
Other Funding Sources	ACSARA will contribute \$2.55 million to the redevelopment, including a \$1.55 million State Government grant.

Discussion

1. The Adelaide Community Sports and Recreation Association (ACSARA) is the Lessee of a Community Building and three playing fields in Golden Wattle Park / Mirnu Wirra (Park 21 West).
2. ACSARA has operated from this site for over 35 years, delivering a range of recreational and social programs that support community wellbeing and align with the purpose of the Park Lands and the City of Adelaide's strategic priorities.
3. On 8 July 2025, Council approved the Detailed Design of the Park Lands Community Building at Golden Wattle Park / Mirnu Wirra (Park 21 West). The approved Detailed Design is consistent with the Adelaide Park Lands Community Buildings (Sport and Recreation) Policy.
4. The design documentation approved noted that the area to the west of the redevelopment project (between the new building and Goodwood Road) was the subject of ongoing landscaping and access design work. That area is the subject of this report and is resolved through the final landscaping design.

Landscape and Access Design

5. The final landscape design includes;
 - 5.1. The addition of a minimum of 19 trees, 164 shrubs and 1,880 groundcovers, with a focus on native species appropriate to the Adelaide Park Lands setting.
 - 5.2. Irrigated garden beds, low-growing species located along pathways to maintain sightlines
 - 5.3. Maintenance of safe pedestrian movement throughout the site
 - 5.4. Compacted rubble pathways, consistent with Park Lands design principles.
 - 5.5. Removal of one non-regulated eucalyptus tree with low retention value.
6. The recommended solution includes a formalisation of the vehicular movement paths to reduce the encroachment of vehicles (and associated damage) onto Park Lands areas.
7. Currently, vehicles use approximately 627m² of Park Lands in Park 21 West to access the building services, the community activities undertaken by the lessee, and to maintain the park.
8. The design reduces the area of the Park Lands accessible by vehicles to 362 m². This represents a reduction of 265 m² (42%) in the area of the Park Lands susceptible to damage from vehicular movements.
9. Formalising access arrangements provides greater certainty for users, reduces ongoing damage to Park Lands areas caused by informal vehicle movements and improves accessibility outcomes for people living with disabilities, service vehicles and Park Lands maintenance activities.
10. The Adelaide Park Lands Community Buildings (Sport and Recreation) Policy prioritises safe and accessible disability parking, drop-off, and loading/unloading spaces adjacent to community buildings, with access and parking requirements to be considered in accordance with the Adelaide Park Lands Management Strategy.
11. The Design Consultant responsible for the approved Detailed Design recommended that Council provide at least one accessible parking space adjacent to the building. Administration considers that providing two accessible parking spaces delivers a more equitable outcome for a community facility accommodating approximately 88,000 users annually, improving access and flexibility during periods of peak demand while having minimal additional impact on the Park Lands.
12. Strategy 2.8 in the Adelaide Park Lands Management Strategy (APLMS) states that car parking will be located on or adjacent to the Park Lands only where a need is demonstrated and no reasonable alternative exists. The assessment undertaken by Administration demonstrates:
 - 12.1. The challenge of providing reasonable alternatives for disability access parking nearby.
 - 12.2. The facility currently accommodates approximately 88,000 users annually, demonstrating a clear need for accessible parking to support safe and inclusive access.
 - 12.3. The need address precinct considerations for the South-East Park Lands as outlined in the APLMS.
 - 12.4. That the preferred approach seeks to address car parking in the context of the APLMS, refer to Car Parking on page 50 of the APLMS:
 - 12.4.1. *'Existing car parking is accommodated in some locations in the Adelaide Park Lands. Where appropriate, existing car parking will encourage multiple uses such as market stall, events,*

community sport and recreation opportunities and electric vehicle charging to maximise public access to existing infrastructure.'

12.4.2. *'Car parking will minimise its impact on the landscape, provide for additional greening and trees and incorporate Water Sensitive Urban Design.'*

13. The relevant Australian Standards indicate that accessible parking spaces should be located in:
 - 13.1. Close proximity to any particular establishment which people living with disabilities are likely to use; and
 - 13.2. Areas where safe and accessible paths of travel from the accessible parking spaces to the adjoining developments are achievable.
14. To determine the most appropriate solution, Council Administration engaged traffic management and transport planning consultants to assess a range of options ([Link 1](#)) including:
 - 14.1. Amend the existing bus lane on Goodwood Road to accommodate on-road access parking (Option 1).
 - 14.2. Retain the existing bus lane with a minor indent for access parking that is available only when the bus lane is not operational (Option 1A).
 - 14.3. An indented access parking bay within the Park Lands, providing permanent access that is not impacted by bus lane operations (Option 2).
 - 14.4. Internal access road configurations (loop and hammerhead) enabling vehicles to drive onto the Park Lands and park adjacent to the community building (Options 3 and 4).
15. The bus lane options (1 and 1A) were not supported due to significant traffic impacts on a strategic public transport corridor. These options also create safety and equity concerns, as the bus lane operates between 4:00 pm and 6:00 pm, Monday to Friday, meaning accessible parking would not be available during these times and would not provide reliable access for people living with disabilities.
16. The indented parking bay option (Option 2) was considered; however, concerns were identified regarding vehicle movements in close proximity to Goodwood Road. The option would also require re-alignment of the Park Lands boundary and would not guarantee availability for Community Building users.
17. The internal access road options (Options 3 and 4) were assessed as providing the best overall safety, accessibility and operational outcomes, while minimising impacts on Goodwood Road and avoiding the need to modify the Park Lands boundary.
18. Administration recommends Option 4 provided in **Attachment A**, comprising a hammerhead access road and accessible parking spaces adjacent to the Community Building. This option provides safe and equitable access for people living with disabilities, service vehicles and park maintenance activities, while minimising impacts on the surrounding Park Lands and reducing informal vehicle movements across the site.
19. The proposed accessible parking spaces and associated access arrangements will be designed in accordance with the relevant Australian Standards. Exposed aggregate concrete will be used for the accessible parking spaces and shared access areas to provide a compliant, durable and low-maintenance surface that achieves the required accessibility outcomes.

Service Access

20. In addition to reviewing accessible parking options, traffic management and transport planning consultants worked with the landscape designer to develop an integrated service access solution for the Community Building, guided by the principle of minimising impact on the Park Lands.
21. The service road is required to provide safe and efficient access for essential operations, including City of Adelaide waste collection, cleansing, and facilities maintenance services. This includes access for ongoing maintenance of critical building infrastructure (eg grease arrestor).
22. Existing vehicle access to the site (restricted to authorised vehicles) is via gated, unsealed crossovers on Goodwood Road. Waste collection vehicles currently utilise this access, stopping temporarily on unsealed areas immediately west of the existing building during servicing.
23. A formalised access arrangement is required to enable service vehicles to safely enter the site, manoeuvre, and exit onto Goodwood Road in a forward direction, without compromising traffic flow or public safety.
24. Service access requirements were considered in conjunction with the accessible parking review to ensure an integrated outcome that balances operational requirements with minimising impacts on the Park Lands.

25. The recommended design incorporates a hammerhead turning arrangement, enabling service vehicles to safely manoeuvre on site while reducing the extent of vehicle movements and infrastructure required within the Park Lands.
26. The design endorsed by the consultants and Administration is provided in **Attachment A** and integrates the proposed service road with the accessible parking layout.
27. Compacted quarry rubble will be used to provide a stable surface for service vehicles while supporting permeability, reducing runoff, and integrate with the surrounding landscape.
28. Should a more durable surface, such as exposed aggregate concrete, be considered there are opportunities to reduce the extent of hardstand required by accommodating a smaller turning area, while also reducing the ongoing maintenance associated with compacted quarry rubble surfaces.
29. Access will remain consistent with existing site conditions, via two-way crossover on Goodwood Road and a manually operated gate.
30. Implementation of the service road requires the removal of one non-regulated eucalyptus tree. The arborist has assessed the tree as having low retention value due to its reduced foliage density and overall condition and supports its removal.

Next Steps

31. Subject to Kadaltilla's endorsement, a report will be presented to the City Community Services and Culture Committee on 4 August 2026.
32. Subject to Council approval, Administration will proceed with delivery of the landscape design, accessible parking and service road as part of the broader project works, with practical completion targeted for early 2027.

Attachments

Attachment A – Final access parking and service road design

– END OF REPORT –