

# Adelaide Circuit Redevelopment Project Consultation

**Tuesday, 22 September 2026**  
**City Community Services and Culture Committee**

Strategic Alignment - Our Community

**Program Contact:**  
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Public

**Approving Officer:**  
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Community

## EXECUTIVE SUMMARY

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

SAMSB'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 SAMSB 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 SAMSB under its separate consultation process relative to the SAMSB'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 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:

- 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 SAMSB

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.

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## 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

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| City of Adelaide<br>2024-2028<br>Strategic Plan | <p><b>Strategic Alignment – Our Community</b></p> <p>An interesting and engaging place to live, learn and visit. An inclusive, equitable and welcoming community where people feel a sense of belonging.</p> <p><b>Strategic Alignment – Our Economy</b></p> <p>Adelaide's unique experience and opportunities attract visitors to our City</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Policy                                          | <p><b>City Plan 2036</b></p> <p><b>Adelaide Park Lands Management Strategy Towards 2036</b></p> <p>The Adelaide Park Lands Management Strategy supports promoting the Park Lands as a visitor and tourist destination (Strategy 1.3.1).</p> <p>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'.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><b>Economic Development Strategy 2024–2028:</b></p> <p>Goal 1: More than the gateway to South Australia.</p> <p><b>Integrated Transport Strategy</b></p> <p><b>Integrated Climate Strategy 2030</b></p> <p><b>Asset Management Plans</b></p> <p><b>Long Term Financial Plan</b></p> <p><b>Community Engagement Policy (2026)</b></p> |
| Consultation                                    | <p>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.</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Resource                                        | Not as a result of this report                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Risk / Legal / Legislative                      | <p>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.</p> <p><i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth)</p> <p><i>Aboriginal Heritage Act 1988</i> (SA)</p> <p><i>South Australian Motor Sport Act 1984</i> (SA)</p> <p><i>Adelaide Park Lands Act 2005</i> (SA)</p> <p><i>Local Government Act 1999</i> (SA)</p> <p><i>National Parks and Wildlife Act 1972</i> (SA)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                               | <p><i>Environment Protection Act 1993 (SA)</i></p> <p><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).</p> <p>The Butterfly Conservation Zone in Victoria Park / Pakapakanthi (Park 16) is a site of the Kaurna Cultural Burn.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Opportunities                                                 | <p>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:</p> <ul style="list-style-type: none"> <li>• tree planting</li> <li>• understorey planting (increase in Biodiversity)</li> <li>• recreational walking / running loops</li> <li>• storytelling through interpretation</li> <li>• hardstand activation.</li> </ul> <p>The Park 16 CLMP lists a management proposal to ‘investigate landscape improvements for the park to create a cooler, more hospitable environment’.</p> <p>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.</p> <p>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.</p> <p>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.</p> |
| 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)                         | <p>Not as a result of this report</p> <p>There will be potential increased maintenance costs as a result of the ACR project; these costs are yet to be fully understood.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 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 180m<sup>2</sup>. 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 m<sup>2</sup> 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 m<sup>2</sup> (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 m<sup>2</sup> (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 180m<sup>2</sup>. 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          |
| <b>Total</b>                                                           | <b>\$2,965,420</b> |                        |

**Table 2: 2026/27 Capital Works – Design Projects**

| Project | Renewal Budget | Recommendation |
|---------|----------------|----------------|
|---------|----------------|----------------|

|                                                                   |                  |                  |
|-------------------------------------------------------------------|------------------|------------------|
| 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 |
| <b>Total</b>                                                      | <b>\$334,900</b> |                  |

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            |
| <b>Total</b>   | <b>17</b>    | <b>\$3,300,320</b> | -                               |

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'.

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## 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](#)

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## 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

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- END OF REPORT -