

Adelaide Circuit Redevelopment – City of Adelaide Community Consultation

Background

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

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

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

Approach

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

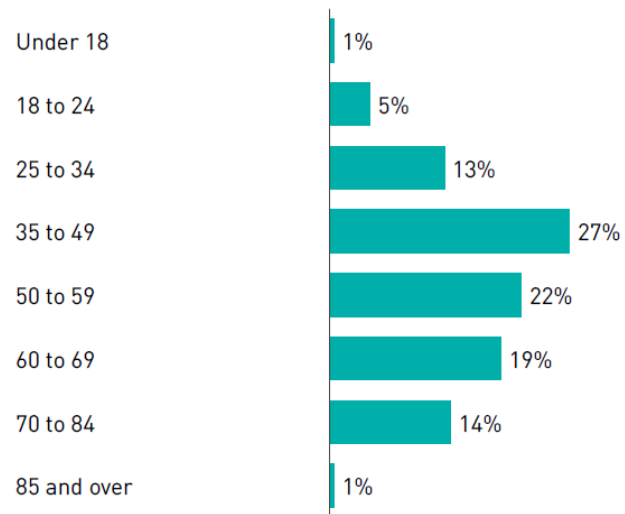
The following stakeholder groups received the link to the consultation survey:

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

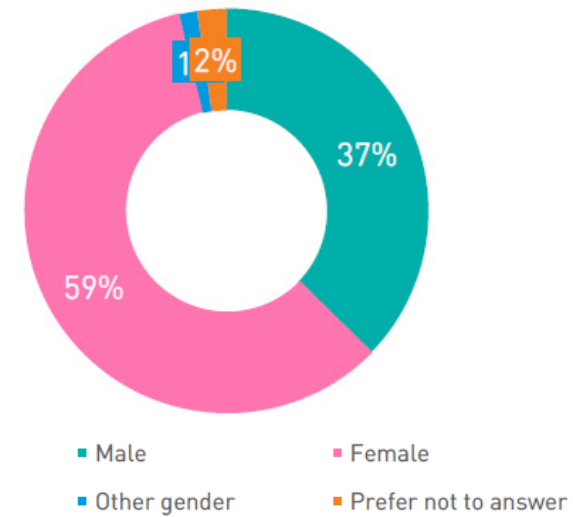
A total of 3,664 survey responses were collected. Additional feedback via email was received from 21 individuals and 6 groups/organisations which included: South East City Resident Group, Adelaide Park Lands Association, Walking SA, North Adelaide Society, St John's Spiritualist Group and Dimora Court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

Participants

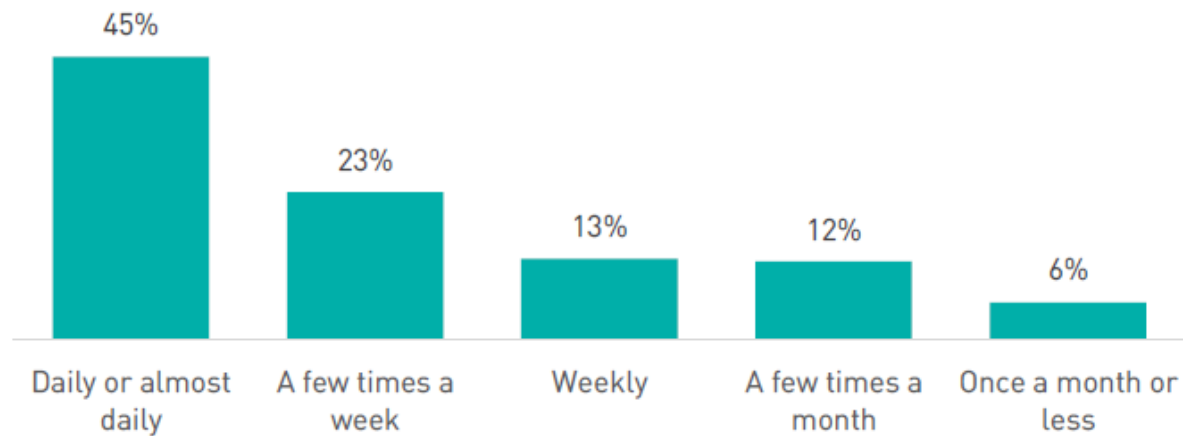
Age group



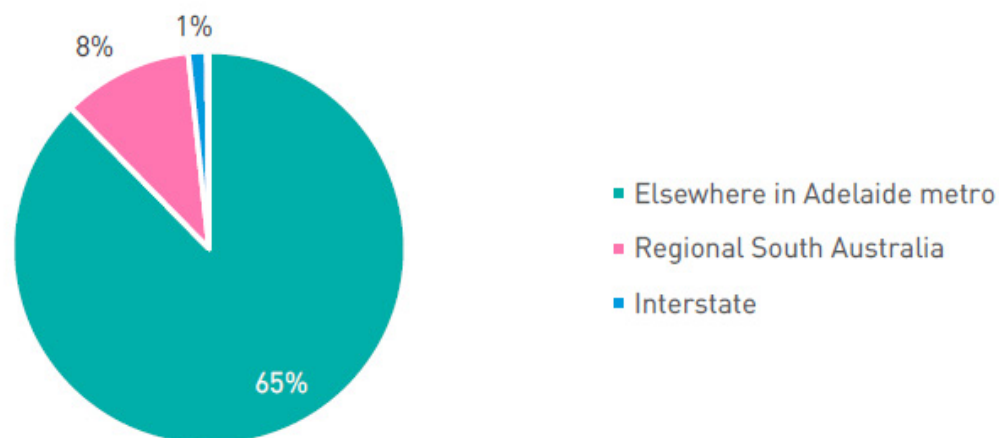
Gender



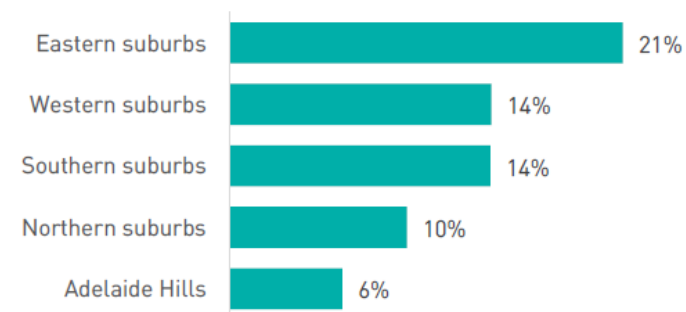
How often do you currently come into the Adelaide city area?



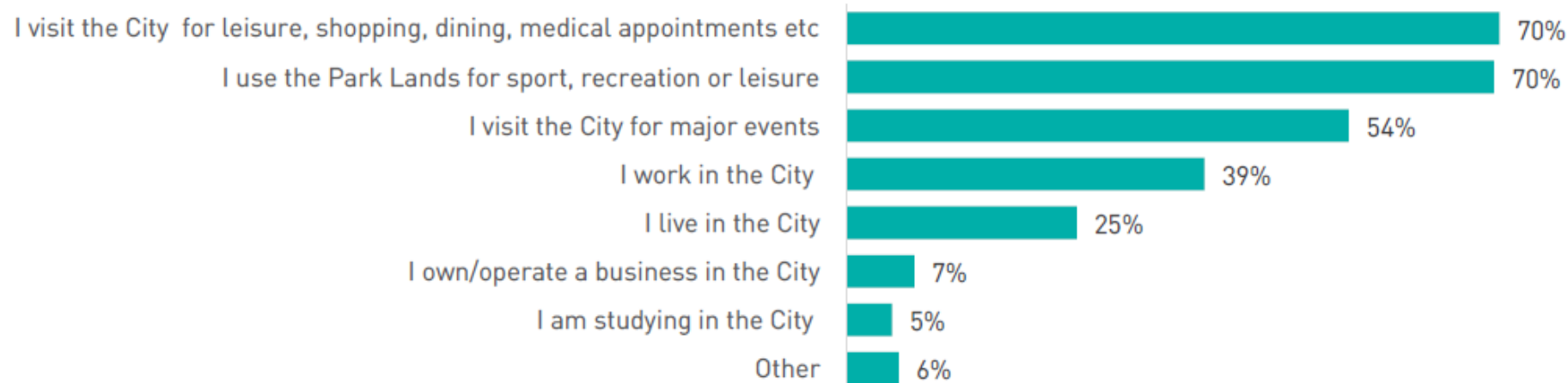
Where do you live? (asked if don't live in CoA)



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



Relationship to the City of Adelaide



Executive Summary

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

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

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

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

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

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

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

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

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

Ongoing behaviour change may extend the economic impact of the redevelopment

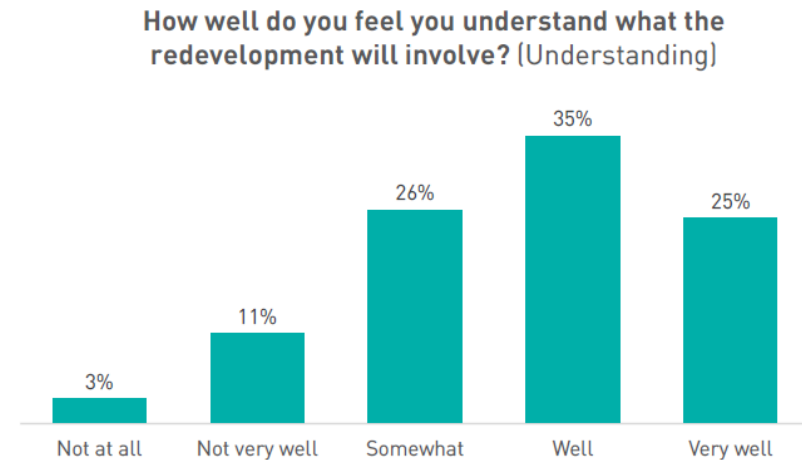
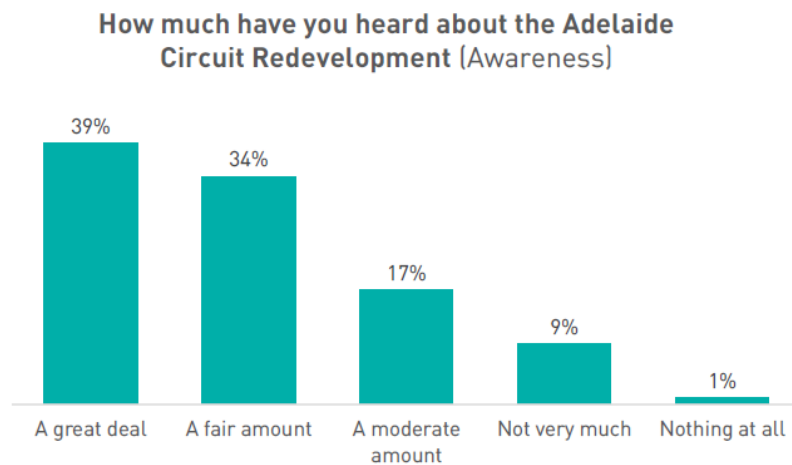
- 62% expect to visit the city less overall, almost half of the participants surveyed expect to reduce trips for shopping, dining and events (48%), and the same proportion (44%) of workers expect to work from home more often during construction.
- 41% expect these behaviour changes to continue after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

Key Findings

Awareness and understanding of the Moto GP project is high

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

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



NB: base sizes fluctuate as questions were not mandatory.

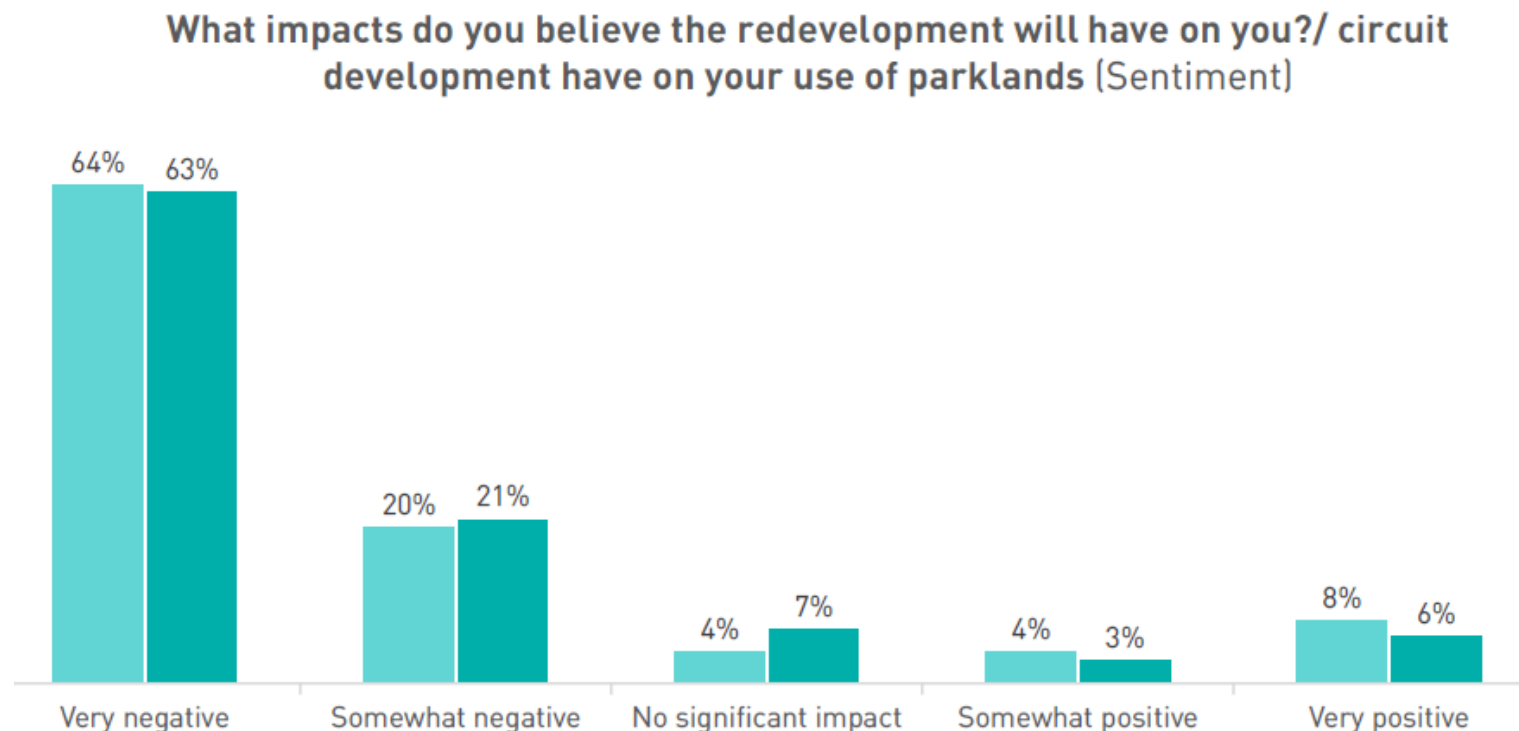
Participants believe impacts of the redevelopment and circuit development will be negative

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

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

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

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



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

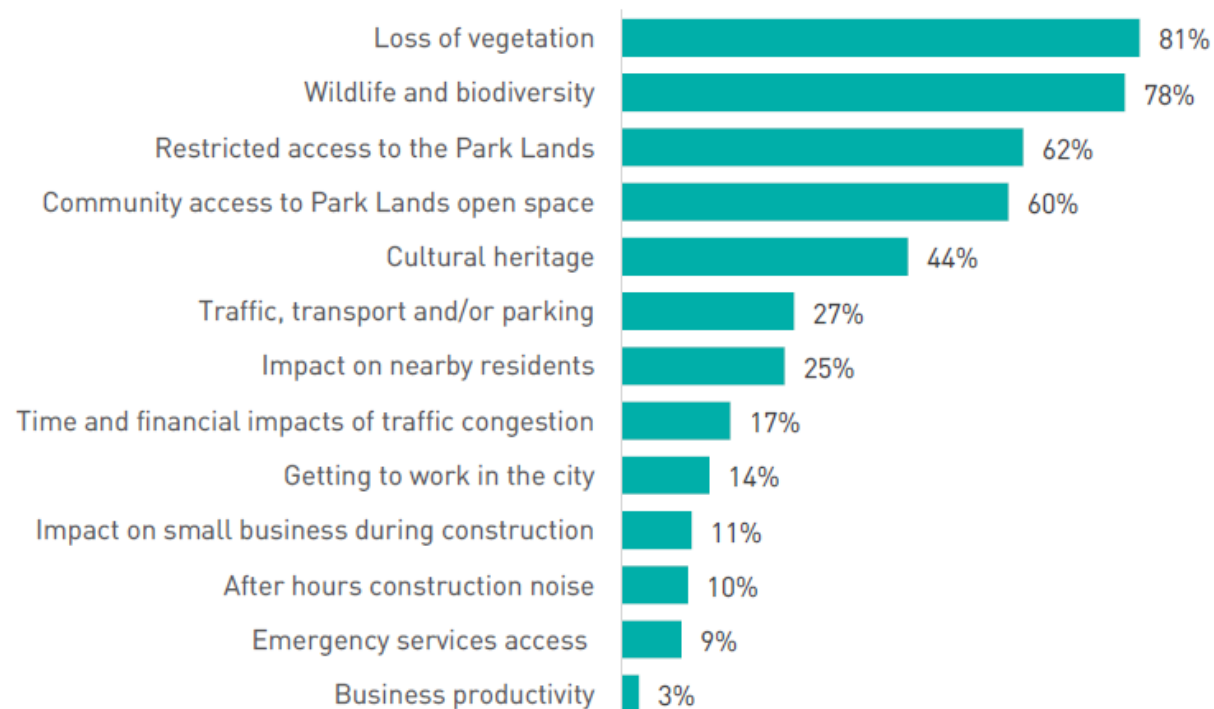
With environmental impacts rated as highly as access, visible protections for vegetation and wildlife will carry real weight with the community.

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

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

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

Which potential impacts concern you most? (Select up to 5)



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

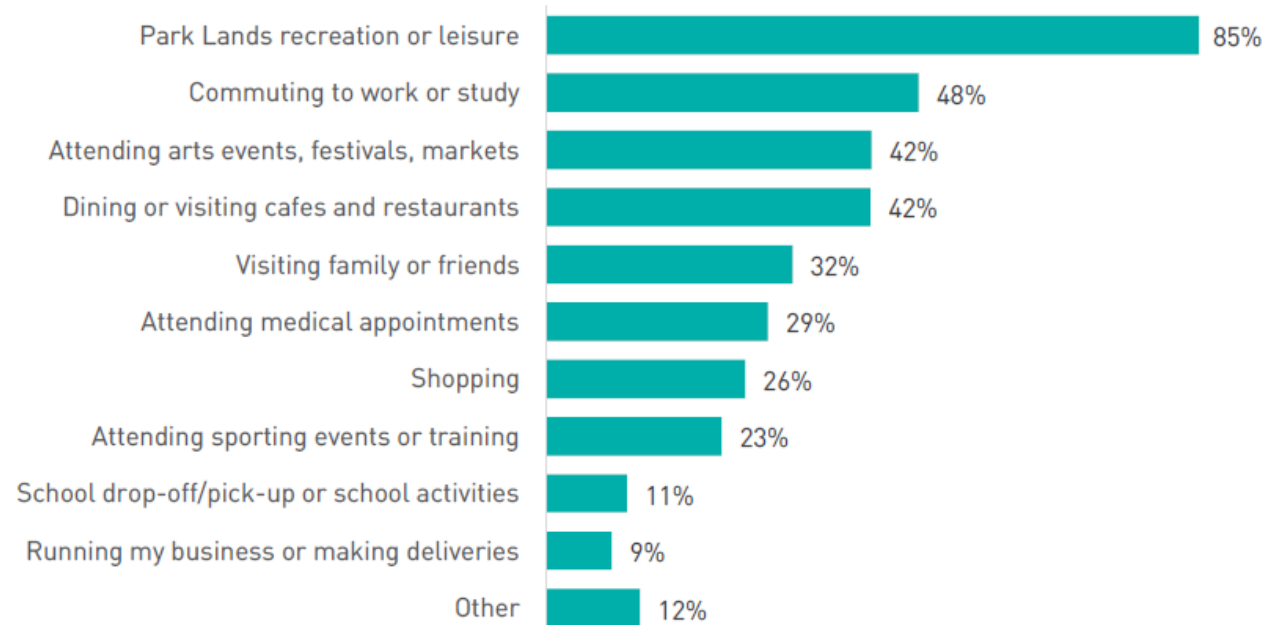
Minimising disruption to recreation and leisure access, and communicating changes clearly, will be key to easing negative sentiment.

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

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

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

Which journeys or activities are most likely to be affected?

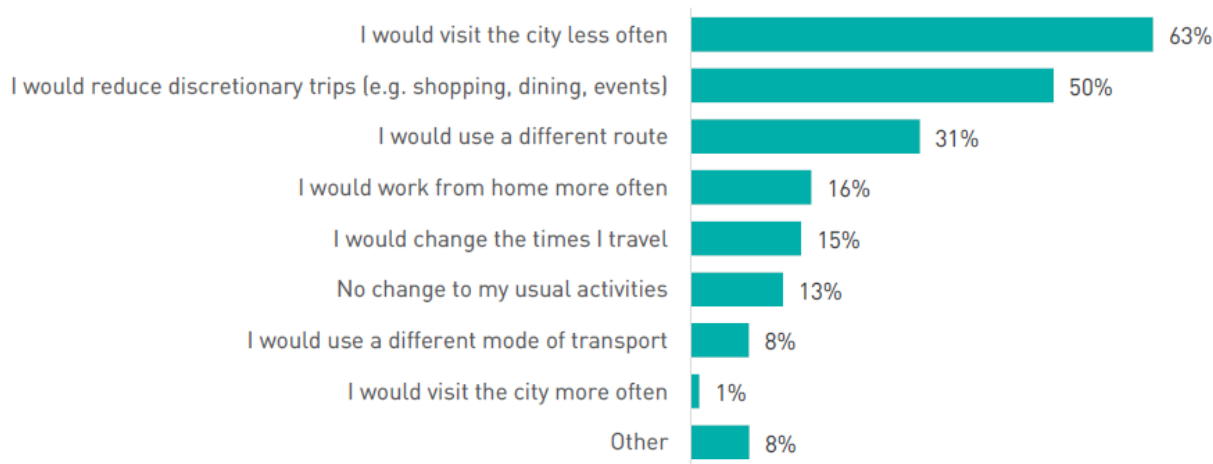


Participants reported that they expect their trips to the city to reduce and to work from home more

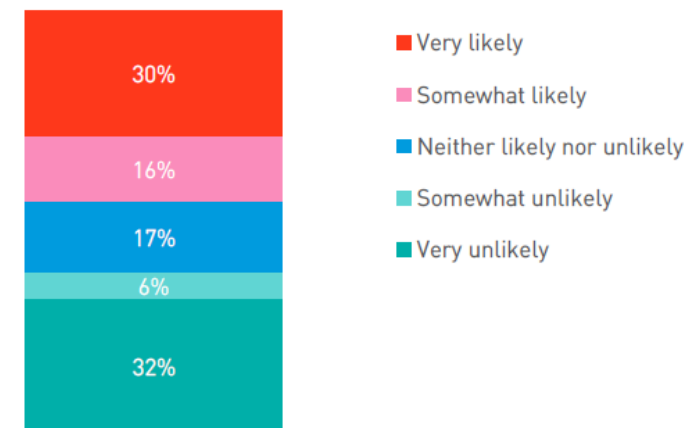
With a meaningful share of visits and city-based work expected to reduce, targeted support for affected businesses and events may help offset the impact.

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

How would the redevelopment likely affect your usual activities?



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



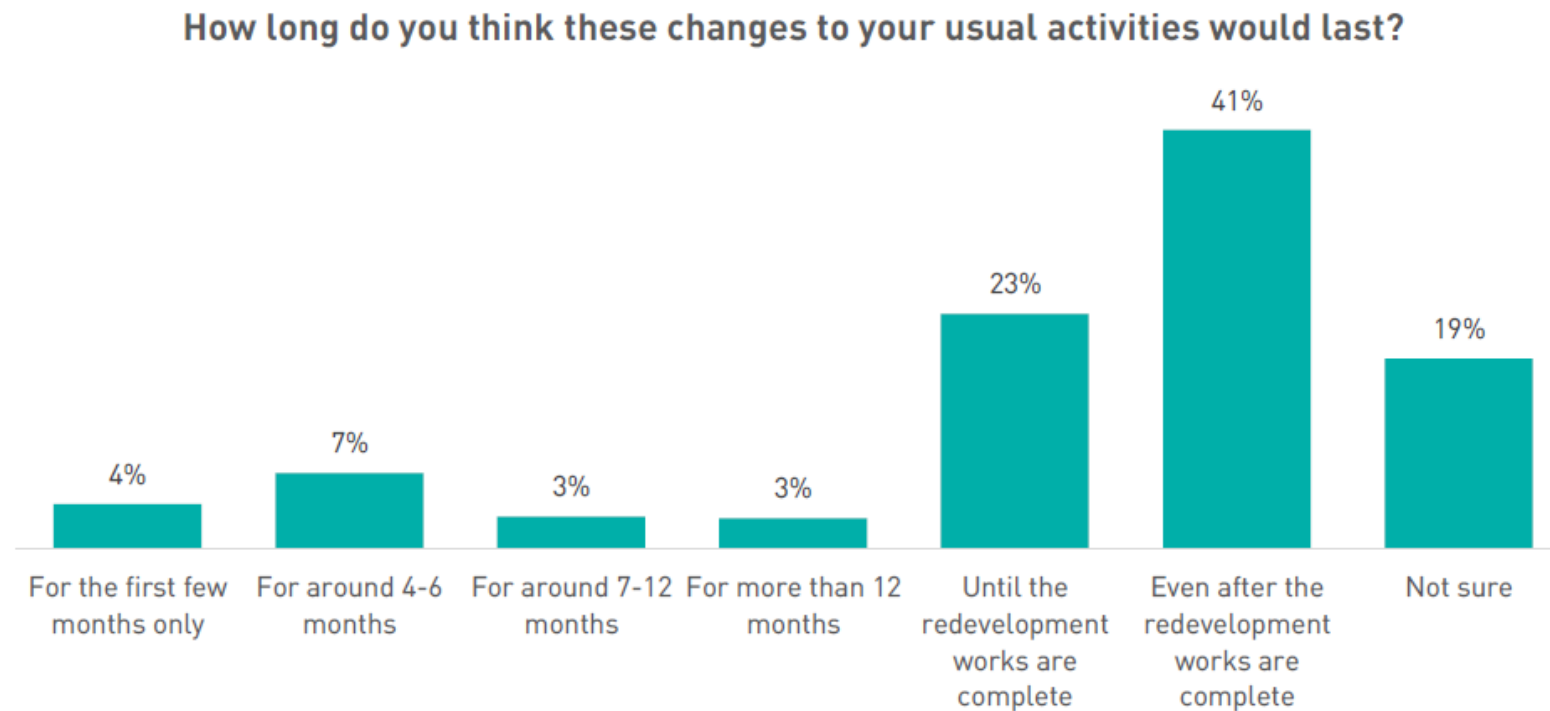
Two in five participants expected their changes in trips to the city to continue beyond the completion of the redevelopment

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

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

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

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



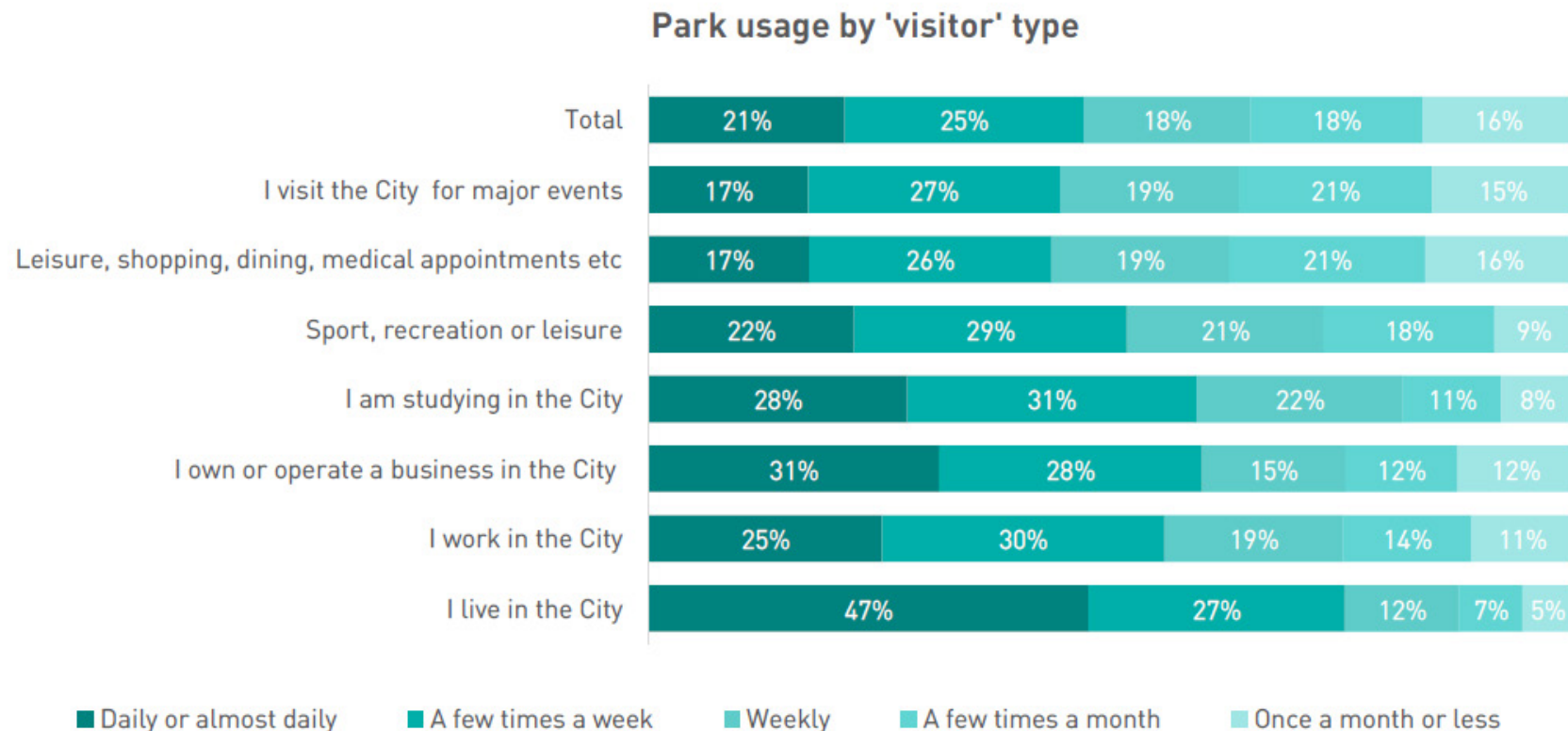
Participants were relatively high frequency visitors to the Park Lands

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

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

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

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

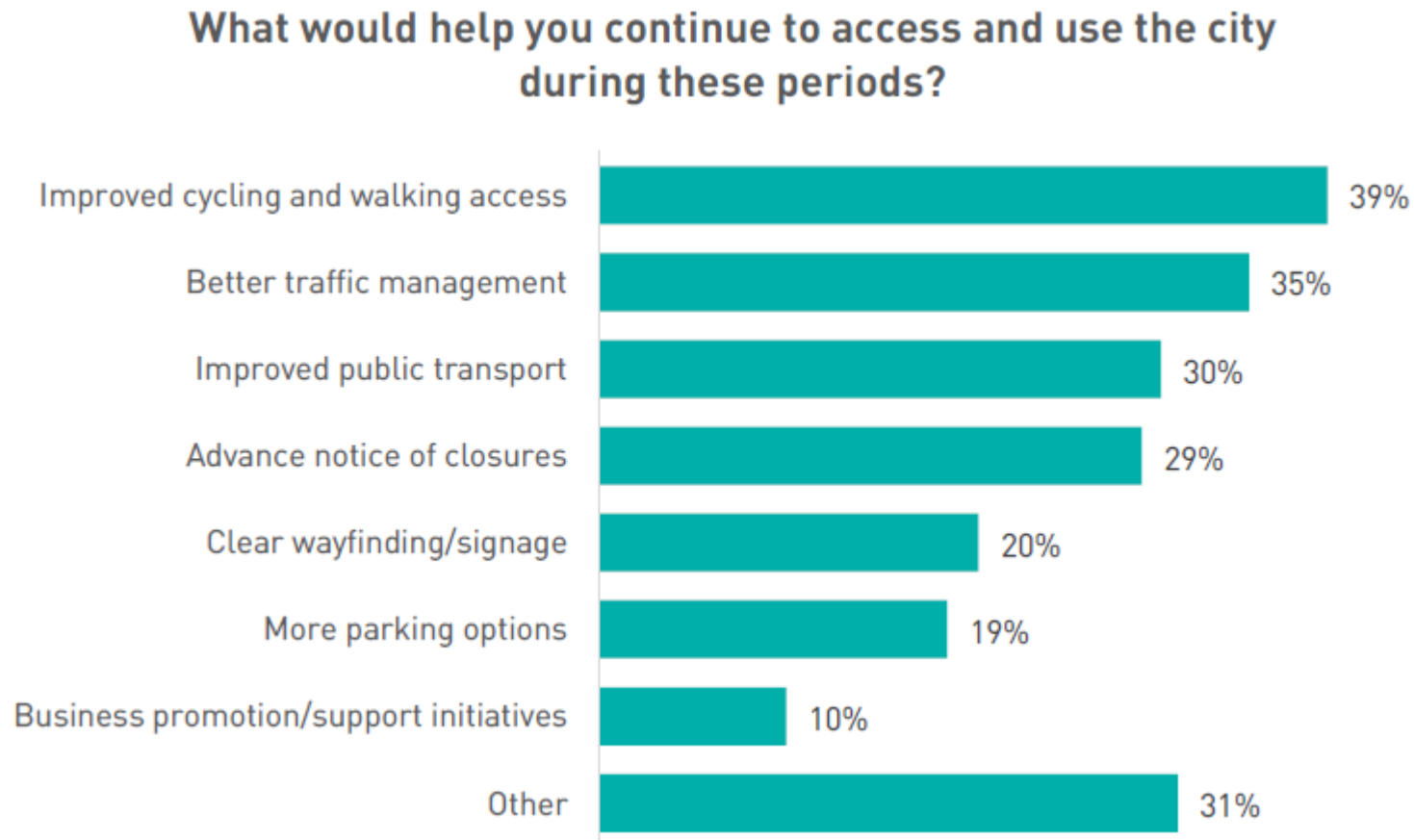


Improved cycling, walking and public transport access along with better traffic management and advanced notice of closures would support the community through the process

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

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

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

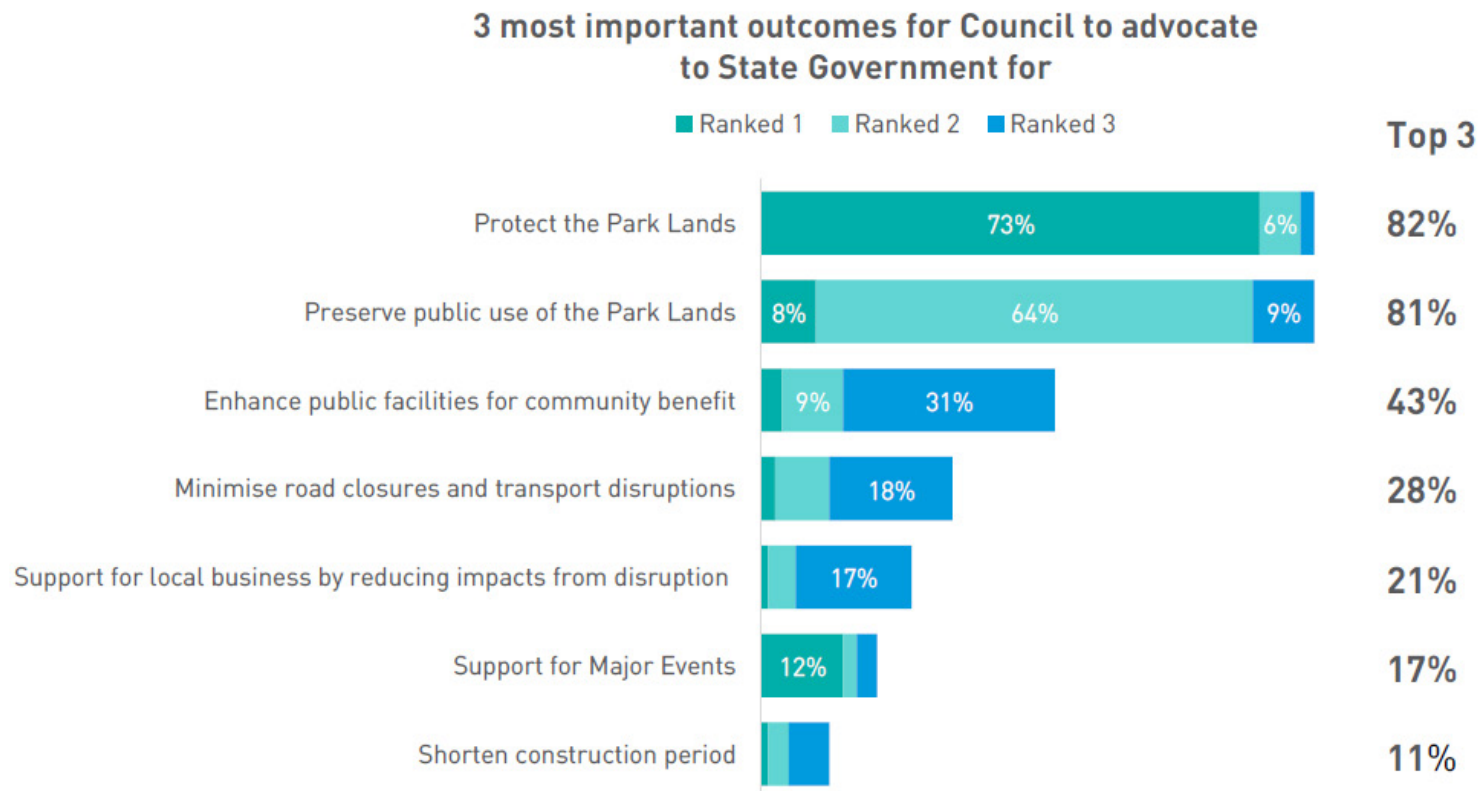


Participants would like to see the City of Adelaide advocate to protect the Park Lands and preserve them for public use

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

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

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



Insights Summary

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Consultation Summary Appendix A – Feedback Emails from Groups/Organisations

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

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



walkingsa.org.au

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NEW OFFICE: 55 Exchange Place, Adelaide SA 5000
Walking SA Inc. ABN 78 019 005 437

Adelaide Circuit Redevelopment – Walking SA submission

16 September 2026

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

Dear consultation teams,

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

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

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

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

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

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

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

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

Our recommendations are as follows:

Supported by:



Government of South Australia
Office for Recreation, Sport and Racing

Recreation
Transport
Education
Engagement
SA's Trails Database

1. Keep people connected through the eastern Park Lands

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

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

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

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

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

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

2. Create a permanent Fullarton Road crossing at Albert Street

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

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

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

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

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

The assessment should consider:

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

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

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

3. Protect the Kent Town–Rundle Park connection

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

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

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

4. Make detours understandable before people reach them

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

Walking SA asks for:

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

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

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

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

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

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

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

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

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

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

These could deliver worthwhile everyday benefits.

For each improvement, the final project should identify:

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

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

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

7. Retain mature trees and habitat wherever possible

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

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

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

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

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

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

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

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

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

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

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

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

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

9. Leave the eastern Park Lands better connected

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

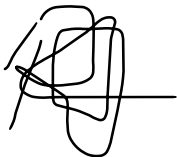
Walking SA particularly seeks:

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

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

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

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Rod Quintrell', written over a horizontal line.

Rod Quintrell
Executive Director



**Adelaide
Park Lands
Association**

c/o Affinity Business
Advisers
L1, 458 Morphett Street
Adelaide
SA 5060
secretary@adelaide-
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16 September 2026

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

SUBMISSION: ADELAIDE CIRCUIT REDEVELOPMENT FOR MOTO GP

Dear Sir/Madam

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

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

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

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

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

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

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

A. ECONOMIC AND FISCAL CONCERNS

Costs v Benefits

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

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

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

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

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

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

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

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

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

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

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

B. ENVIRONMENTAL AND HERITAGE IMPACTS

Heritage Impacts

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

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

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

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

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

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

Tree Removal

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

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

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

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

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

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

Other Impacts

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

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

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

Black Tyrant Ant (*Iridomyrmex rufoniger*).

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

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

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

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

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

C. DISRUPTION TO IMPORTANT SOCIAL INFRASTRUCTURE

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

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

www.adelaide-parklands.asn.au

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

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

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

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

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

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

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

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

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

CONCLUSION

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

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

Yours sincerely

Dr Christel Mex
Secretary, Adelaide Park Lands Association

SUBMISSION OF



THE NORTH ADELAIDE SOCIETY Inc.

email: northadelaidesociety@gmail.com

16 Sep. 2026

TO: Chief Executive Officer
City of Adelaide

By email only
ouradelaide@cityofadelaide.com.au

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

City of Adelaide Consultation

Re: Adelaide Circuit Redevelopment

proposed by SA Motor Sport Board & DIT

BACKGROUND

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

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

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

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

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



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

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

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

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

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

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

CONSIDERATIONS

Events

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

Advocacy About the Circuit and Park Lands

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





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

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

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

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

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

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

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

⁶ Glenn Murcutt, an award winning Australian architect

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

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

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

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

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

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

TNAS urges the CoA to:

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

Yours sincerely,

The North Adelaide Society Inc. (est. 1970)

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

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



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

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

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

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

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

Joint Representation by Dimora Court Residents

Adelaide MotoGP and Adelaide Circuit Redevelopment

September 2026

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

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

1. Direct resident consultation is required

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

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

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

2. Social and residential impacts need proper assessment

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

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

3. The full period of disruption must be clear

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

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

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

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

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

What we are asking for:

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

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

Collective Resident endorsements

This representation is endorsed by the following Dimora Court residents:

Name	Dimora Court Adelaide address:
Frank & Dani Maiolo	18 Dimora Court
Rob Kljun & Rebecca McDougall	116 East Tce
Chrisanthi Giotis & Phil Van Hout	Unit 4 Dimora Court
Giuseppe & Consetta Bolognese	Unit 8 Dimora Court
Leslee St John Robb	119 East Tce
John & Tatjana Northey	17 Dimora Court
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From: [Our Adelaide](#)
To: [Sahara Smith](#)
Subject: FW: The proposed race track
Date: Monday, 14 September 2026 9:29:39 AM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nicholas Townsend

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