

Special Council Meeting Agenda & Reports

22 September 2026

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

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City of
Norwood
Payneham
& St Peters

To all Members of the Council

NOTICE OF MEETING

I wish to advise that pursuant to Section 83 of the *Local Government Act 1999*, the next Special Meeting of the Norwood Payneham & St Peters Council, will be held in the Council Chambers, Norwood Town Hall, 175 The Parade, Norwood, on:

Tuesday 22 September 2026, commencing at 7:30 pm.

Please advise Tina Zullo on 8366 4545 or email tzullo@npsp.sa.gov.au, if you are unable to attend this meeting or will be late.

Yours faithfully



Mario Barone PSM
CHIEF EXECUTIVE OFFICER

18 September 2026

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City of
**Norwood
Payneham
& St Peters**

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PRESENT

Council Members

Mayor Robert Bria
Cr Kester Moorhouse
Cr Rita Excell
Cr Garry Knoblauch
Cr Hugh Holfeld
Cr Josh Robinson
Cr Kevin Duke
Cr Connie Granozio
Cr Victoria McFarlane
Cr Scott Sims
Cr Grant Piggott
Cr Sandy Wilkinson
Cr John Callisto
Cr Christel Mex

Staff

Mario Barone (Chief Executive Officer)
Lisa Mara (General Manager, Governance & Civic Affairs)
Carlos Buzzetti (General Manager, Urban Planning & Environment)
Jared Barnes (General Manager, Infrastructure & Major Projects)
Andrew Hamilton (General Manager, Community Development)
Natalia Axenova (Chief Financial Officer)
Jenny McFeat (Manager, Governance)
Allison Kane (Manager, Strategic Communications & Advocacy)

APOLOGIES

1 CONFIRMATION OF MINUTES OF THE COUNCIL MEETING HELD ON 1 SEPTEMBER 2026

That the Minutes of the Council Meeting held on 1 September 2026, be taken as read and confirmed.

2 ELECTED MEMBER DECLARATION OF INTEREST

3 NOTICES OF MOTION

Nil

4 STAFF REPORTS

4.1 ADELAIDE CIRCUIT REDEVELOPMENT PROJECT CONSULTATION - MOTOGP GRAND PRIX OF AUSTRALIA

REPORT AUTHOR: General Manager, Urban Planning & Environment
APPROVED BY: Chief Executive Officer
ATTACHMENTS: A - E

PURPOSE OF THE REPORT

The purpose of this report is to seek the Council's endorsement of a submission to the Hon. Blair Boyer MP, Minister for Health & Wellbeing, who has recently been delegated as the Minister responsible for administering the *South Australian Motor Sport Act, 1984 (the Act)*, regarding the Minister's consultation on the declaration of the declared area, declared period and prescribed works period, for the Adelaide Circuit Redevelopment Project.

BACKGROUND

In February 2026, the South Australian Government announced that the MotoGP Grand Prix of Australia will be hosted at a purpose-built and re-developed street circuit in Adelaide, commencing in 2027.

The purpose-built street circuit will host the annual MotoGP Grand Prix of Australia and the bp Adelaide Grand Final Supercars events commencing in November 2027. It is also proposed that the circuit will host a stage of the Tour Down Under from 2028.

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

The *South Australian Motor Sport Act 1984*, provides the legal framework for the hosting of major motor sport events in South Australia.

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

- a) the Minister administering the *Adelaide Park Lands Act 2005*, the Hon. Nick Champion MP; and
- b) any relevant Council; and
- c) the Adelaide Park Lands Authority/ Kadaltilla.

In accordance with Section 20(4) of the Act, the Minister has advised the Council of the declaration of the Declared Area, declared period and prescribed works period, for the Adelaide Circuit Redevelopment Project and has invited the Council to make a submission on the declarations. As part of this process, the Minister is also consulting with the Minister responsible for the *Adelaide Park Lands Act*, the City of Adelaide and the City of Burnside.

At its meeting held on 1 September 2026, the Council resolved the following in respect to this matter:

1. That a draft submission be prepared for the Council's consideration regarding the Adelaide Circuit Redevelopment Project which sets out the potential impacts that the Project will have the residents and businesses of the City of Norwood Payneham & St Peters, including the following:
 - the inappropriate messaging to the community caused by the removal of significant trees and disregard of heritage listings;
 - the disappointing need for permanent bituminizing and gravelling of large sections of Victoria Park and East Parklands;
 - the anticipated disruption to traffic during the construction phase and each year during and between the events, and
 - the noise impacts on residents near the event site.

2. That the draft submission requests a commitment from the State Government that the Project will seek to achieve:
- the simultaneous closure of Wakefield Street, Bartels Road and Rundle Street occurring only during the event days themselves;
 - the additional closure of Wakefield Street and Bartels Road required for the Moto GP as the same as that currently required for the Supercars event (Friday - Tuesday);
 - the closure of Rundle Street kept to a minimum; and
 - any evening activity planned within the circuit ceases at or prior to 11.00 pm.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

Outcome 4: Environmental Sustainability

A leader in environmental sustainability.

Objective 1.2: A people-friendly, integrated and sustainable transport network.

Strategy 1.2.3: Work with other agencies to influence or provide improved and integrated sustainable and active transport networks.

Objective 4.2: Generous tree canopy, and sustainable streets and open spaces.

Strategy 4.2.1: Improve the amenity and safety of streets for all users ...

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

RISK MANAGEMENT

If the Council does not make a submission on the declarations, there is a risk that the potential amenity impacts on the residents and businesses within the City of Norwood Payneham & St Peters, will not be adequately brought to the Minister's attention nor be considered as part of the preparations for (and management of) the MotoGP Grand Prix of Australia.

This risk can be adequately managed by ensuring that the Council makes a submission regarding the impacts of the Adelaide Circuit Redevelopment Project albeit that there is no guarantee that the Minister will respond favourably to any proposals or suggestions that are put forward by the Council.

CONSULTATION

Elected Members

The Council considered this matter at its meeting held on 1 September 2026.

Five (5) Elected Members, together with the Chief Executive Officer and General Manager, Urban Planning & Environment, attended a Confidential Briefing on this matter at the Department for Infrastructure and Transport (DIT) offices on 16 September 2026.

Community

The South Australian Government is consulting directly with the community regarding this project.

Staff

The Chief Executive Officer and the General Manager, Urban Planning & Environment attended a Confidential Briefing on this matter at the Department for Infrastructure and Transport (DIT) on 16 September 2026.

Other Agencies

Not Applicable.

DISCUSSION

The Adelaide Circuit Redevelopment Project is being undertaken by the South Australian Government to facilitate the hosting of the MotoGP Grand Prix of Australia from November 2027, on a redeveloped street circuit, using elements of the historic Adelaide Grand Prix circuit.

Construction of the circuit is planned to start in December 2026.

Pursuant to Section 20 (1) of the *South Australian Motor Sport Act, 1984*, the Minister may declare:

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

A map showing the Declared Area for the Adelaide Circuit Redevelopment Project is contained in **Attachment A**.

The Declared Area extends beyond the areas requested in previous years (as part of the Adelaide Supercars and Adelaide Grand Final car race event) to capture the construction zones required for the Adelaide Circuit Redevelopment Project works. It also includes land associated with the Adelaide Fringe Festival, in particular the Garden of Unearthly Delights and Gluttony, to enable the delivery of proposed infrastructure upgrades within those areas as well.

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

The Adelaide Circuit Redevelopment Project construction activities are proposed to be completed prior to the MotoGP event scheduled in November 2027. Noting the dates for this event are yet to be finalised, the proposed date for the Prescribed Works Period for the purpose of this declarations process will end on 12 November 2027.

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

It is understood that the public will be informed in advance of changes including on-site signage to direct cyclists and pedestrians to alternative routes when restrictions are in place.

The State Government Project Team has advised that the declared period (for the purposes of the event) will be a five-day period in November 2027, however this has not yet been confirmed.

Key elements of the Project, as detailed on the Project website, are set out below, together with staff comments for each of the key elements of the Project:

During Motorsport Events

- The proposed circuit is 4.13km long and includes 15 corners. The track start and finish line is located in front of the Victoria Park Grandstand in the eastern Park Lands, adjacent to Fullarton Road. The track traverses through the eastern Park Lands to East Terrace and includes Rundle Road, Dequetteville Terrace and then traverses back into Victoria Park/Pakapakanthi (Park 16);
- the circuit footprint will remain the same for the Supercars race. However, some corners and circuit barriers will be realigned for Supercars racing; and
- MotoGP bikes are expected to reach speeds of up to 343km/h, while Supercars are anticipated to reach speeds of up to 265 km/h along Dequetteville Terrace.

A map of the proposed MotoGP circuit is contained in **Attachment B**.

Staff Comments

The MotoGP race will be an exhilarating experience for spectators, attract interstate and international visitors and tourism spending and will create jobs. However, the event will also have substantial noise and amenity impacts on residential, business, commercial and institutional properties within the City of Norwood Payneham & St Peters.

The MotoGP bikes generate power outputs ranging between 250 and 280 horsepower and noise outputs of around 125 to 130 decibels during high-speed passes, which is very similar to the noise outputs of Formula 1 cars, according to widely available information on the internet. For comparison, the Supercars generate noise of around 100 decibels, with some higher peaks. Sirens and chainsaws operate at around 120 decibels whilst jackhammers operate at around 130 decibels. An airplane taking off generates noise output of around 140 decibels.

The MotoGP race, together with supporting races that will be run during the MotoGP event, will have substantial noise impacts on wildlife within the eastern Park Lands and substantial noise and amenity impacts on nearby residents and businesses on Dequetteville Terrace and Kent Town. However, these impacts will be largely unavoidable given the nature of the event and the confirmed location of the street circuit. It is therefore recommended that the Council's submission on the Project should primarily focus on measures that sit outside of the motorsport events that can be managed and or modified to minimise the noise and amenity impacts on local residents and businesses. These opportunities are discussed in other sections within this report.

Outside of Motorsports Events

- new services infrastructure adjacent to Rundle Road and Rymill Lake, near East Terrace will provide shared access to services such as electricity and water, benefiting the Garden of Unearthly Delights and other community events in the Adelaide Park Lands;
- the Bridgland Fountain is planned to be relocated nearby to its current location in the Adelaide Park Lands;
- new streetscape elements on Bartels Road will help define the transition between roads and the Adelaide Park Lands while improving connections for pedestrians and cyclists;
- the Disc Golf course will be reinstated in King Rodney Park/ Ityamai-itpina (Park 15). While the new circuit alignment will affect parts of the existing course, the State Government is proposing to work with the Disc Golf community and the City of Adelaide to develop a revised course;

- the Glover East playground adjacent East Terrace and Wakefield Street will be retained, with a minor fence realignment;
- an enhanced pedestrian and cyclist crossing point will be provided at the western end of Wakefield Road improving safety;
- a new jump, which can be temporarily filled with water, will be built in Victoria Park/Pakapakanthi (Park 16) to enhance the Adelaide Equestrian Festival;
- the old toilet block in the centre of Victoria Park/Pakapakanthi (Park 16) will be replaced with a new accessible toilet near Fullarton Road;
- an upgraded soccer field with lighting and reinstated sporting ovals will be provided adjacent to the Victoria Park Grandstand;
- by moving the temporary pit building to alongside Fullarton Road and removing hardstand, more green space will be available in Victoria Park/Pakapakanthi (Park 16); and
- a new 1.2km unobstructed criterium loop, providing a dedicated space for cycling races, training and Pedal Prix will be constructed in Victoria Park/Pakapakanthi (Park 16).

Staff Comments

The proposed enhancements to service infrastructure, the streetscape upgrade on Bartels Road, the proposed enhancements to pedestrian and cyclist crossings, the new equestrian jump in Victoria Park/Pakapakanthi, the enhancements to the Disc Golf Course, the new accessible toilet near Fullarton Road, the upgraded soccer field with lighting, the increased green space resulting from moving the temporary pit building to alongside Fullarton Road, the retention of the Glover East Playground and the proposed development of a 1.2km unobstructed criterium cycling loop, are all considered to be positive aspects of the Project.

That said, there is a counterview that the Adelaide Park Lands should be preserved as open, shared public space for the whole community and as such, the more events that are held in the Adelaide Park Lands, together with structures and hard surface areas that are included within the Project scope, the more the sense of spatial openness will be eroded. This is a concerning impact resulting from the South Australian Government's decision to proceed with the MotoGP on a street circuit that includes the eastern Park Lands.

The proposed relocation of the Bridgland Fountain is unfortunate given that conservation works including cleaning, stone repairs, repointing, re-caulking and refurbishment of the bronze plaque, were recently undertaken and completed in April 2026 by the City of Adelaide. However, the current location of the fountain appears to be too close to the proposed circuit and there is little scope to realign the section of the circuit in Rymill Park, given the close proximity of Rymill Lake and the O-Bahn Tunnel entrance. It is also worth noting that the Bridgland Fountain was originally installed on the western side of East Terrace in 1966, where it remained for 51 years until it was re-located in 2017 as part of the O-Bahn construction project.

As such, the current location of the fountain is not considered to be of historical significance.

Changes to the Initial Design

- The re-aligned section of track between the Senna Chicane and Bartels Road, is a key change to the design since the initial design was released in February 2026. This change preserves an avenue of significant gum trees along Wakefield Road and protects the Glover Play Space on the corner of East Terrace and Wakefield Street. It also reduces road closures affecting nearby residents and businesses on East Terrace and enables Wakefield Road to be promptly opened to traffic between events.

Staff Comments

The re-aligned section of the track between the Senna Chicane and Bartels Road, has resulted in the retention of an avenue of more than twenty (20) significant gum trees along Wakefield Road and the retention of the Glover Play Space, which is an improvement to the original design. That said, the updated design affects some olive trees in King Rodney Park/Ityamai-itypina (Park 15), which are not heritage listed, although they may be of heritage value to some citizens. In addition, some other trees, the majority of which are unregulated, invasive species, dead or in poor health are proposed to be removed, although detailed information on the proposed tree removals is not available on the project website.

A map showing a rendering of the trees that will be retained as a result of changes to the initial design is contained in **Attachment C**.

Active Travel and Accessibility

Maintaining and improving active travel connections and accessibility through the Adelaide Park Lands has been identified as a key priority in the design process. Key improvements include:

- a new 2km running loop in Victoria Park/Pakapakanthi (Park 16) and a new 5km running loop through the eastern Adelaide Park Lands;
- an enhanced east-west Shared Use Path, improving the connection between Grant Avenue and Halifax Street;
- a new east-west Shared Use Path connecting the existing crossing point on Fullarton Road to the Park Lands trail network via Wakefield Road;
- the circuit will double as a new Shared Use Path through the Adelaide Park Lands between Wakefield Road and Bartels Road;
- a new pedestrian and cyclist refuge on Wakefield Road, addressing a missing link in the network and creating a better connection to the Park Lands Trail;
- a new pedestrian and cyclist refuge on Bartels Road; and
- upgrades to the bus stop on the southern side of Bartels Road to improve accessibility.

Staff Comments

The proposed 2km and 5km running loops, enhanced Shared Use Paths, new pedestrian and cyclist refuges and the upgrade to the bus stop, are all considered to be positive aspects of the Project.

In terms of access to the eastern Park Lands during the life of the Project, it is highly likely that extensive parts of the eastern Park Lands will be inaccessible for extended periods between December 2026 and April 2027, however, once the Project has been delivered, accessibility will be significantly improved in future years.

Circuit Safety

Some circuit elements are essential to ensure the circuit meets the safety standards required for major motorsport events. Key safety elements of the Project include:

Run-off areas

- these are large areas of asphalt or gravel outside the limits of the track designed to reduce the impact in the event of a crash. Wherever possible, run-off areas have been kept within the existing road footprint. Where run-off areas extend into the Adelaide Park Lands, the design minimises impacts on significant trees and valued vegetation to balance safety and environmental outcomes. Outside event periods, gravel run-off areas in the Adelaide Park Lands will be restored to grass. Community feedback will help shape any potential further enhancements to these areas.

Air fences

- air fences are soft crash barriers placed at specific points around the track, typically in front of harder walls or objects. Air fences help absorb impact during crashes.

Staff Comments

The proposed areas of asphalt or gravel outside the limits of the track and the air fences, are necessary provisions to reduce the severity of impacts in the event of a crash. The project website clearly articulates that the MotoGP and Supercars operate under rigorous safety standards and that there will be no compromises with respect to ensuring driver safety.

This position is considered reasonable, given the high- risk nature of the MotoGP race.

The Council has resolved to express its disappointment with the need for permanent bituminising and gravelling of large sections of Victoria Park and the eastern Park Lands. In this regard, it is understood that the extent of new hard surface areas proposed is limited to the area adjacent to the Victoria Park Grandstand to accommodate the temporary pit building and its surrounds, the new sections of the circuit that traverse the eastern Park Lands and the gravelled areas, which are shown on the MotoGP Map contained in Attachment B, as grey shaded areas adjacent to the track at corners 1 to 5 and corners 9, 10, 11 and 12.

The Project website suggests that outside of the motorsport events, the new hardstand area can become a new space for community use. However, no details for what the area may be used for has been provided, except for some notional images on the project website that show tennis courts. Input from the submissions will be considered by the Project Team to assist in guiding community preferences for the use of the hard surface areas in the annual periods between the motorsport events.

The Project website suggests that the run-off areas that will feature gravel for the races, will be restored with grass after the races have been completed. This approach seems reasonable, however, the success of this approach relies on the timely execution of the grass restoration and the quality of the restoration to ensure that the re-grassed areas are 'fit-for-purpose' within a short-time frame after the race events have concluded, otherwise the value of the space and its accessibility for public use in the annual period between races will be compromised. It is understood that the removal of gravel and restoration of grassed areas could take approximately eight (8) weeks to complete and for the grass to be traversable.

Aboriginal Heritage

- the South Australian Government has engaged heritage specialists to help ensure that Aboriginal cultural heritage is respected throughout the design process. The Project will protect and preserve culturally significant artworks in the Adelaide Park Lands, such as:
 - Place of Reflection in Rymill Park/Murlawirrapurka (Park 14); and
 - Ngadlu Padninthi Kumangka – We Walk Together in Victoria Park/Pakapakanthi (Park 16).

Staff Comments

The protection of culturally significant artworks and collaborative approach with heritage specialised as part of the design process are positive aspects of the project. No issues of concern with respect to Aboriginal Heritage has been identified.

Heritage Grandstand – Victoria Park

- a key part of the project brief was to reconnect the Grandstand precinct and relocate the temporary pit building away from the Heritage Grandstand. During motorsport events, the race event will be brought much closer to the Heritage Grandstand. The circuit re-enters from a revised turn off Wakefield Road before sweeping past the grandstand and into the final corner leading onto the new pit straight. This blend of old and new will see the Heritage Grandstand be a central part of the spectator experience. For the rest of the year, the upgraded soccer field will be in front of the grandstand, alongside the enhanced criterium loop for cyclists and Pedal Prix racing. Next to the grandstand, a vibrant new community space will provide opportunities for recreation and activity. Outside motorsport events, the area used for the temporary pit building will become a flexible space for the community to enjoy.

Staff Comments

The proposed relocation of the temporary pit building away from the Victoria Park Heritage Grandstand is a positive aspect of the Project. Earlier this year, there was speculation in the media and elsewhere, that the South Australian Government was considering options to reduce the impacts of temporary infrastructure during major motorsports events by considering the installation of a more permanent structure. However, at a press conference held on 1 July 2026, the Premier stated that there was no current plan for a permanent stand in Victoria Park and that the Government was looking at new temporary grandstand infrastructure to “diminish the impact on Victoria Park”.

Tree Removals Required to Build the Circuit

- the project is expected to require the removal of 377 trees of the 8,895 trees that are located in the circuit precinct, the majority of which are unregulated, invasive species, dead or in poor health. Of these, 42 of the trees to be removed are Significant;
- a further 88 trees will be transplanted to nearby locations within the park in accordance with arborists' advice;
- an additional 22 trees require further detailed below-ground investigation to confirm that these trees can be retained;
- all vegetation impacts are managed and offset under the South Australian Government's Vegetation Impact Assessment Guideline;
- the South Australian Government will fund the replacement of every removed tree on a 10:1 basis – meaning a net increase of at least 3,393 trees in the Adelaide Park Lands. All replacement trees will be mature stock, ranging from 45 litres to 200 litres. Over 123,000 understorey plantings will also be planted across the Adelaide Park Lands;
- tree and vegetation planting will focus on:
 - planting new trees at advanced sizes;
 - creating a more diverse mix of trees, shrubs and understorey vegetation to support urban biodiversity and ecological function by providing habitat resources for key native wildlife;
 - planting a wide variety of native tree species, with a focus on trees that will grow into large, shade-providing canopies; and
 - targeting locations that will deliver the greatest benefit in reducing urban heat and improving amenity.

Staff Comments

The removal of 377 trees and the transplanting of a further 88 trees to nearby locations within the Adelaide Park Lands, will have a substantial environmental impact and this impact should not be underestimated or dismissed. The substantial loss of trees will negatively impact on wildlife, biodiversity and tree canopy cover. Trees in the Adelaide Park Lands offers safe places for birds to nest and for native mammals to rest, nest and feed. Possums for example rely heavily on mature tree hollows for shelter and colonies of flying foxes roost in dense canopies of trees in the Adelaide Park Lands during the day. Reptiles and insects also rely on tree hollows and rough bark to provide microhabitats and stands of trees provide wildlife corridors that facilitate the movement of fauna across the Adelaide Park Lands.

Pleasingly, the realigned section of track between the Senna Chicane and Bartels Road, is a key change to the design since the initial design was released in February 2026. This change preserves an avenue of more than twenty (20) significant gum trees along Wakefield Road. In addition, it is considered that the South Australian Government's proposed replacement of every removed tree on a 10:1 basis with mature and diverse stock, together with the \$15 million dollar package of environmental enhancements, are generous and positive aspects of the Project.

The proposed 10:1 ratio of replacement trees will require the planting of 3,393 new trees. It is understood that the timing for the planting new trees will be considered in consultation with the City of Adelaide and having regard to expert arboriculture advice. That said, it may not be practical or desirable to plant all 3,393 new trees in the eastern Park Lands, particularly given the short-to medium term maintenance costs associated with planting such a substantial amount of new trees within a short time-frame, which may be financially burdensome on the City of Adelaide. In this context, there may be an opportunity for some of the new trees to be planted in other areas in addition to the eastern Park Lands.

It is recommended that the Council's submission advises the Minister that the Council would welcome the opportunity for some of the 3,393 new trees proposed to be planted within the City of Norwood Payneham & St Peters. It is also recommended that the Council requests that the Minister consider providing the City of Norwood Payneham & St Peters access to funding from the Government's Adelaide Park Lands Nature Positive Package. In particular, securing funding from the Foundation SA Climate & Nature Fund and Grass Roots funds, would be beneficial as this funding would provide an opportunity for the Council to work collaboratively with local community groups to implement environmental initiatives that seek to improve urban greening and biodiversity across the inner eastern suburbs and assist in offsetting the loss of trees associated with the Adelaide Circuit Redevelopment Project.

These proposed tree related initiatives substantially assist in offsetting the negative impacts of the proposed tree losses, albeit that the benefits of the 10:1 replacement tree proposal will not offset the environmental impacts of the proposed tree removals in the short to medium term. In addition, it is questionable whether the benefits of hosting of a new major motorsport event in the Adelaide Park Lands that requires the removal and or transplanting of over 400 trees outweighs the environmental and recreational value of the Adelaide Park Lands as an open space to be enjoyed by all citizens, particularly when other locations such as The Bend Motorsport Park at Tailem Bend, may have been available to host the MotoGP event.

At its meeting held on 1 September 2026, the Council endorsed a Motion that its submission to the Minister highlight, among other things, the inappropriate messaging to the community caused by the disregard of heritage listings. It is understood that the reference to the 'disregard for heritage listings' specifically related to the proposed removal of what was understood to be heritage listed olive groves as part of the Project scope.

In this regard, it should be noted that while there are heritage-listed olive groves in North Adelaide, the olive trees in King Rodney Park/Ityamai-itpina (Park 15), which are proposed for removal as part of the Project Scope are not heritage-listed and as such, the Council's concern with respect to the disregard of heritage listings is considered to be unfounded and therefore this concern has not been referred to in the draft submission.

The proposed removal of trees will also have a negative aesthetic impact for users of the eastern Park Lands, given that a large section of the eastern Park Lands between the Glover Playground and the Botanic Creek will be bitumised permanently as part of the new circuit alignment. The loss of tree canopy cover in the eastern Park Lands will take years to replace and for new trees to reach maturity and this will have negative impact on regular users of the eastern Park Lands in the short to medium term.

To assist in minimising the negative impact of the loss of the trees, it is recommended that the Council's submission requests that the all new trees and understory plantings be irrigated through the installation of irrigation infrastructure, where practicable.

A map showing the location of trees that are proposed to be removed as part of the Project, is contained in **Attachment D**.

Biodiversity

- to meet circuit safety requirements, some of the existing native grassland conservation area within Victoria Park/Pakapakanthi (Park 16) will be affected. The South Australian Government will explore opportunities to transplant native grasses into the new area;

- the South Australian Government is proposing to work with the City of Adelaide and environmental groups to also improve the habitat quality, biodiversity values and ecological outcomes across the broader conservation area. This will support a stronger and more resilient habitat for the Chequered Copper butterfly;
- by moving the circuit away from Wakefield Road, the updated design affects some olive trees in King Rodney Park/Ityamai-itpina (Park 15), which are not heritage listed. The circuit design change protects most of the significant native trees along Wakefield Road;
- before any clearance works, trees and vegetation will be inspected for native fauna and habitat features. Where fauna is identified, appropriate measures will be taken, including:
 - habitat protection, where practical;
 - staged or supervised clearance;
 - fauna relocation by specialists, where needed;
- large limbs, trunks and other material from native trees that need to be removed will be retained and repurposed, where possible. This material can continue to provide value in the Adelaide Park Lands through habitat creation, landscaping, nature play and public art opportunities. Measures will also be taken to protect retained trees and vegetation throughout construction. These measures will be developed with advice from specialist arborists.
- a \$15 million package of significant environmental enhancements across the Adelaide Park Lands, including greening, rewilding and revitalising projects to restore habitat and strengthen biodiversity. The Conservation Council considers that these measures will ensure that the project delivers a nature-positive outcome for future generations.

Staff Comments

According to the Project website, the grasslands conservation zone in Victoria Park is relatively new. It has been improved through recent conservation work. It is understood that the affected grassland area will be fully replaced and the biodiversity area will also be expanded by a further 180m². This means there will be more native grassland habitat overall. It is understood that opportunities to transplant native grasses into the new area will also be considered, although the project website does not provide any specific details about this aspect of the project.

The proposed package of environmental enhancements, together with the proposed collaboration with the City of Adelaide to improve habitat quality and the retention and repurposing of tree wood, where possible, are considered to be positive aspects of the Project.

To assist in minimising the negative impact of the loss of the trees, it is recommended that the Council's submission requests that all and reinstated grassed areas be irrigated through the installation of irrigation infrastructure, where practicable.

Environmental Heritage Impact Assessment

- an Environmental and Heritage Impact Assessment (EHIA) process is being undertaken by the South Australian Government as part of the project planning and environmental due diligence. This assessment will help the Project team to identify the project's potential impacts and ways to address them. The EHIA process aims to:
 - identify and assess potential impacts;
 - identify and implement opportunities to avoid, minimise, mitigate or offset impacts where practical; and
 - determine which approvals, permits and authorisations are needed, including any considerations under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act);

- the EHIA assessment has identified key items that will continue to be considered as the design progresses and construction approaches. These include:
 - an Aboriginal Cultural Heritage assessment;
 - self-assessment for Matters of National Environment Significance under the EPBC Act;
 - investigations to further minimise impacts on vegetation and fauna where practical;
 - spoil management planning; and
 - rehabilitation and revegetation strategies.

This work is underway and is being supported by qualified environmental and heritage technical specialists. It will continue throughout the detailed design process.

Staff Comments

The Environmental and Heritage Impact Assessment (EHIA) process is considered to be a positive aspect of the Project.

Environment Protection and Biodiversity Conservation Act Referral

- under the EPBC Act, the Federal Minister for the Environment and Water, is required to assess the potential impacts and management of Matters of National Environmental Significance. This includes listed threatened species, ecological communities and national heritage places. As part of project planning, a self-assessment was completed using the EPBC Act and Significant Impact Guidelines. The assessment found the project is unlikely to have a significant impact on the relevant Matters of National Environmental Significance. As a result, a referral is not considered necessary. However, the State Government Project team has chosen to submit a referral so the Federal Minister can determine if further assessment or approval is required.

Staff Comments

Nil.

Managing Impacts During Construction

- during construction, potential impacts will be carefully managed. This may include noise, vibration, vegetation, dust, night works and cultural heritage. Construction activities will be guided by a Construction Environmental Management Plan and a Cultural Heritage Management Plan;
- the South Australian Government is partnering with the Kaurna Yerta Aboriginal Corporation, the Registered Native Title Body Corporate for the project area, to develop the Cultural Heritage Management Plan and explore opportunities to recognise, celebrate and share Aboriginal culture.

Staff Comments

The provision of a Construction Environmental Management Plan to guide the management of impacts during construction is considered to be a positive aspect of the Project.

The opportunity for some of the Project construction to be undertaken at night may negatively impact upon the residential amenity for residents in Kent Town who reside near the declared works areas but may be beneficial to local businesses as night works will minimise noise and accessibility issues for local businesses. The extent of the impacts which largely be influenced by the timing, staging and methodology used for the construction of the Project.

Unfortunately, there is insufficient information available on the construction phase of the Project to make informed observations at this time. As such, it is recommended that the Council's submission requests the Minister to take any and all necessary steps to ensure that noise and amenity impacts on local residents and businesses are minimised, that restrictions to property access be minimised and highlighting that Kent Town has a diverse mix of businesses, residential properties, institutional buildings, medical facilities, hotels and commercial tenancies that will all be affected in different ways by the MotoGP event and that a tailored approach to the management of construction related impacts is warranted.

Some suggested measures could include, but not be limited to, ensuring that street sweeping is not undertaken late at night, that Dequetteville Terrace be reopened as much as possible between the Supercars and MotoGP events and that where practicable, additional resources are deployed to ensure that construction of the temporary pit facility, grandstands, barriers and the like are installed and removed in a timely manner.

Traffic & Transport

- the Project website advises that detailed planning is underway and that more information about how traffic will be managed during construction and events will be provided as the project team works through the detail;
- detailed planning is underway to carefully stage construction works and minimise impacts on residents, businesses, Adelaide Park Lands users and people travelling through the area during construction of the revamped circuit. Some temporary road closures will be required during the construction periods. However, the project team will coordinate these activities, whenever possible, to avoid busy times on the road network. Importantly, public transport services, including O-Bahn services, will continue to operate during construction;
- road closures for the MotoGP event will be managed in a similar way to the bp Adelaide Grand Final Supercars race. Detailed planning is underway to identify opportunities to reopen key roads between events wherever possible and introduce additional measures to support travel through the area. While the final dates for the 2027 MotoGP and Supercars events are yet to be confirmed, around 10 days are expected between the two events.

Measures include:

- keeping Bartels Road open between events;
- investigating opening Dequetteville Terrace between events on weekdays;
- investigating opening Wakefield Road for as long as possible during events;
- providing additional bus services;
- limiting closures of the O-Bahn city tunnel between Hackney Road and East Terrace to one day before events and during event periods; and
- When the O-Bahn city tunnel is closed, O-Bahn services will continue to operate. We are assessing the most suitable diversion route in the city.

Staff Comments

Some temporary road closures will be required during the Project construction periods and for the hosting of the MotoGP event. The measures proposed for traffic management are considered to be a positive aspect of the Project. However, to extent to which Dequetteville Terrace, Wakefield Road and Rundle Road will remain open between events is unclear and of concern.

It is therefore recommended that the Council's submission requests a commitment from the South Australian Government that the Project will seek to achieve:

- the simultaneous closure of Wakefield Street, Bartels Road and Rundle Street occurring only during the event days themselves;
- the additional closure of Wakefield Street and Bartels Road required for the Moto GP as the same as that currently required for the Supercars event (Friday - Tuesday); and
- the closure of Wakefield Road, Bartels Road and Rundle Road kept to a minimum.

These measures, if implemented, will help to ensure that traffic disruptions on local residents and businesses within the City of Norwood Payneham & St Peters are minimised during and in between the motorsport events. The measures will also assist to minimise delays in emergency services responding to emergencies in Kent Town in a timely manner.

Other Activities and Events

The MotoGP event will include a supporting entertainment program to enhance the race weekend experience for spectators. The program has yet to be confirmed, however, there is likely to be events and activities planned for spectators of all ages. Typically, such activities and events are located within a Fan Zone and usually include musical performances.

At its meeting held on 1 September 2026, the Council resolved to include in its submission on the Project, that any evening activity planned within the circuit ceases at or prior to 11.00pm. This is considered to strike a reasonable compromise between the wants of spectators attending the MotoGP and local businesses which seek to benefit from the patronage during and after the MotoGP and respecting the amenity enjoyed by residents of Kent Town. However, it is recommended that the Council's submission also request that the location of any 'Fan Zones', musical performances and the like, be located in the central part of the eastern Park Lands, so as to ensure that any noise and amenity impacts from such events and activities which could negatively impact on residents of Kent Town, are minimised.

OPTIONS

At its meeting held on 1 September 2026, the Council resolved that a draft submission be prepared for the Council's consideration regarding the Adelaide Circuit Redevelopment Project, which sets out the potential impacts that the Project will have the residents and businesses of the City of Norwood Payneham & St Peters.

The draft submission contained in **Attachment E**, has been prepared in accordance with the Council's resolution.

The Council may choose to endorse the draft submission contained in **Attachment E** or make changes to the draft submission as it sees fit.

CONCLUSION

The South Australian Government announced that the MotoGP Grand Prix of Australia will be hosted at a purpose-built and re-developed street circuit in Adelaide, commencing in 2027. To facilitate the hosting of the event, the South Australian Motor Sport Board is designing the re-developed circuit and managing the associated events.

The Minister responsible for administering the *South Australian Motor Sport Act, 1984*, has consulted with the Council on the declaration of the declared area, declared period and prescribed works period, for the Adelaide Circuit Redevelopment Project.

The Council previously determined to make a submission on the Project. For the reasons set out in this report, a draft submission has been prepared, which highlights concerns with respect to the noise and amenity impacts of the MotoGP event on nearby residential and business properties within the City of Norwood Payneham & St Peters, traffic management disruptions during and in between motorsport events, the location for any supporting events within designated 'Fan Zones', concerns with the extent of tree removals proposed and concerns with the extent of bitumising and gravelling proposed with the eastern Park Lands.

It is recommended that the draft submission contained in **Attachment E**, be endorsed.

RECOMMENDATION

1. *That the draft submission on the Adelaide Circuit Redevelopment Project, contained in Attachment E, be endorsed and forwarded to the Hon. Blair Boyer MP, as the Minister responsible for administering the South Australian Motor Sport Act 1984.*
2. *That a copy of the Council's submission on the Adelaide Circuit Redevelopment Project, be forwarded to the South Australian Motor Sport Board, the City of Adelaide, the City of Burnside and the office of the Premier of South Australia, the Hon. Peter Malinauskas MP.*

**SOUTH AUSTRALIAN
MOTOR SPORT ACT 1984
AS AMENDED**

Boundary of the declared area
Hundred of Adelaide
County of Adelaide

The boundary of the declared area is shown 

Town Acre shown as T.A 356

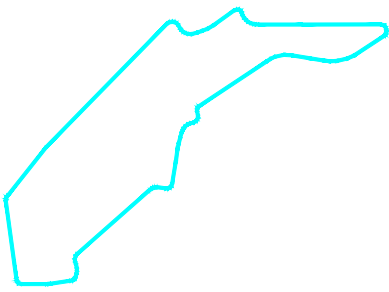
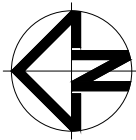
Certified Correct

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Surveyor General



LEGEND

 DECLARED AREA BOUNDARY



Key Plan

CLIENT



Government of South Australia
South Australian Motor
Sport Board

N/A

DESIGNER L.Weber	REVIEWER E.Smart	APPROVER E.Smart
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PROJECT
Adelaide Circuit Modifications
Adelaide
South Australia

TITLE
Declared Area

iedm

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

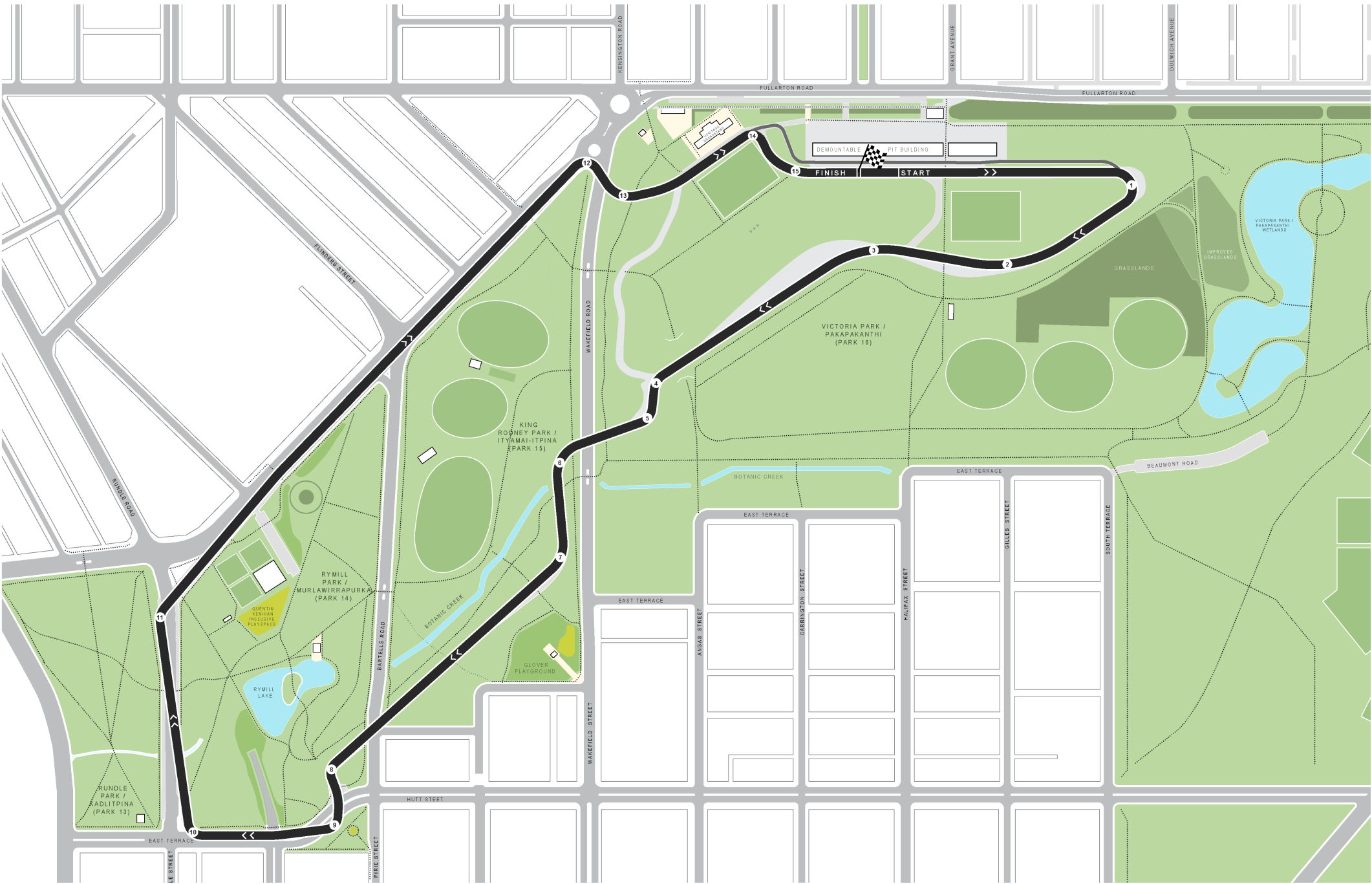
DWG No.	PROJECT No.	REVISION
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Circuit maps

Adelaide Circuit Redevelopment Project proposed design

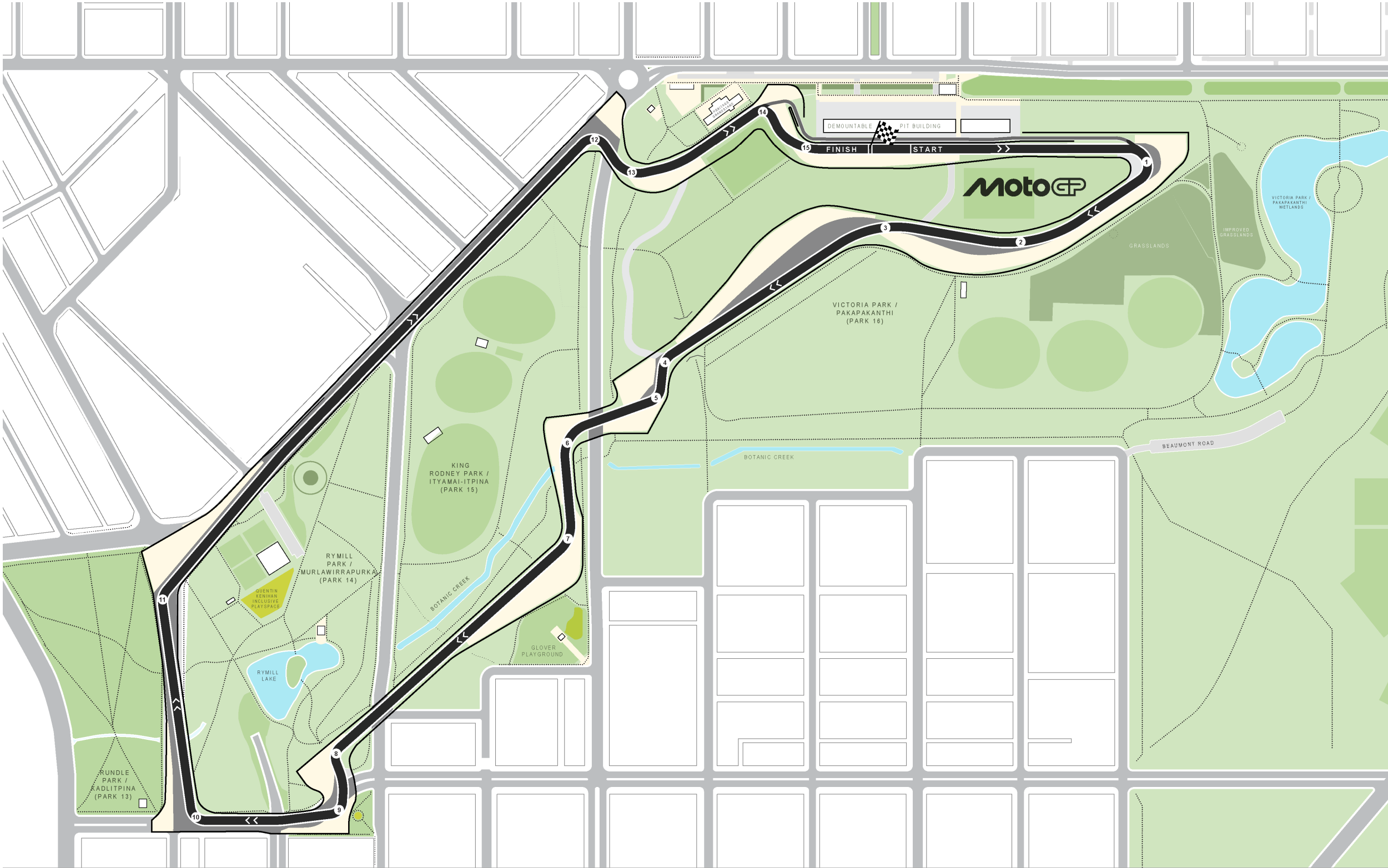


Overall circuit map showing 15 turns and the start/finish line near grandstands and the temporary pit building.

Circuit maps
30/08/2023

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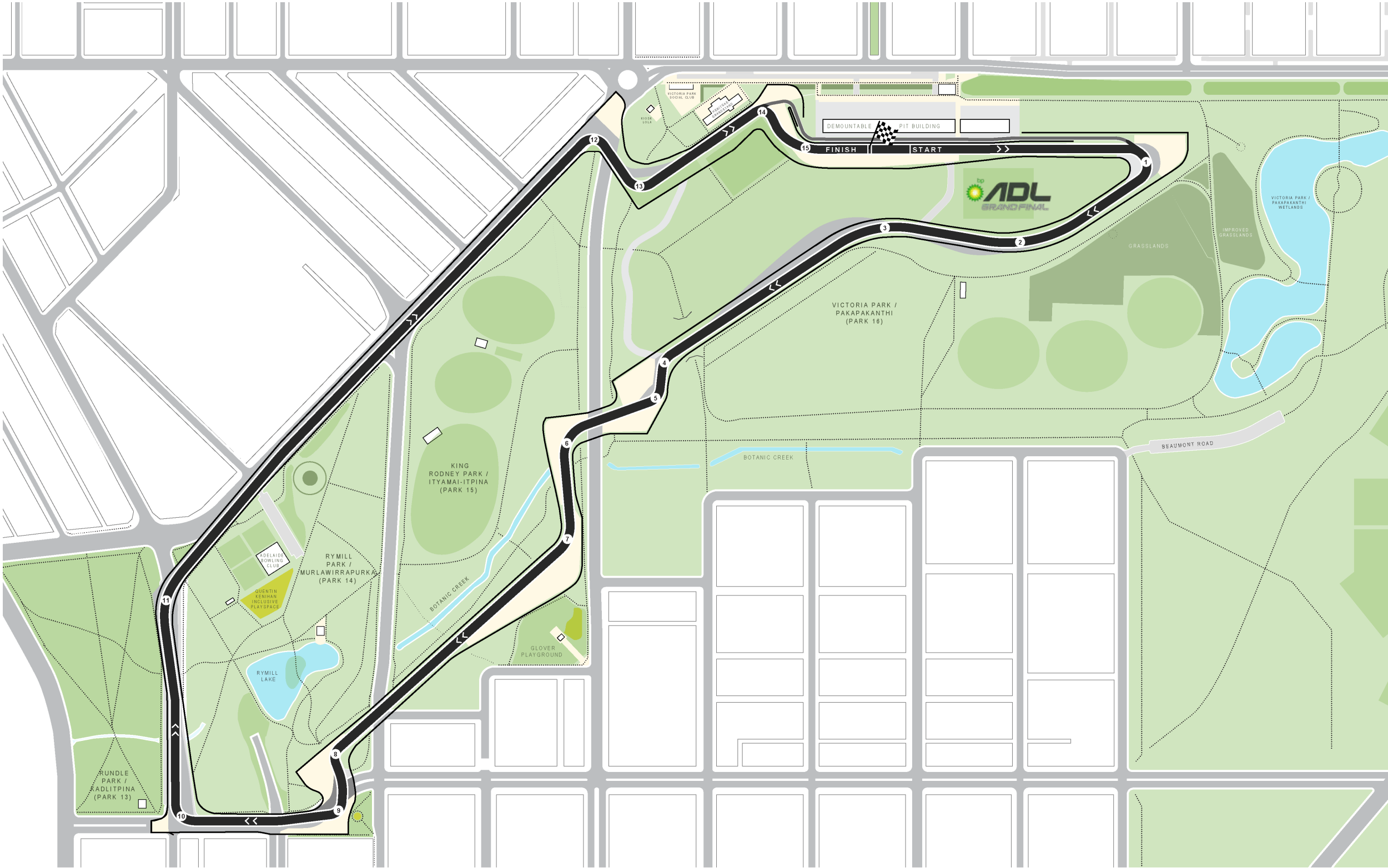
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MotoGP circuit map showing 15 turns and the start/finish line near grandstands and the temporary pit building.

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OFFICIAL



Supercars circuit map showing 15 turns and the start/finish line near grandstands and the temporary pit building.

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Trees saved from changes to the initial design

Adelaide Circuit Redevelopment Project proposed design



August 2026: Refined design preserving an avenue of significant gum trees along Wakefield Road.

Trees saved from changes to the initial design
30/08/2023

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February 2026: Initial design

Trees saved from changes to the initial design
30/08/2023

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Reference number: #
Page 2 of 2



File Number: qA117547
Enquiries To: Carlos Buzzetti
Direct Telephone: 8366 4501

22 September 2026

The Hon. Blair Boyer MP
Minister for Health and Wellbeing
GPO Box 2555
ADELAIDE SA 5001

Sent via email: Ministerforhealth@sa.gov.au

Dear Minister

The Council appreciates the opportunity to make a submission on the proposed declarations under Section 20 of the *South Australian Motor Sport Act 1984*, relating to the Adelaide Circuit Redevelopment Project.

The Council recognises the economic and tourism benefits associated with hosting the MotoGP Grand Prix of Australia and the bp Adelaide Grand Final Supercars motorsport events. However, the Council holds significant concerns regarding the environmental, amenity, heritage and traffic impacts that will affect residents and businesses located with the City of Norwood Payneham & St Peters and users of the Adelaide Park Lands generally.

The submission outlines those concerns and requests specific commitments from the South Australian Government to ensure that the Project is delivered in a manner that protects community wellbeing, environmental integrity and the long-term value of the Adelaide Park Lands.

Noise and Amenity Impacts

The Council is deeply concerned about the extreme noise levels associated with MotoGP racing. It is understood that MotoGP bikes generate noise outputs of around 125 to 130 decibels during high-speed passes. This level is comparable to Formula 1 cars and significantly exceeds the noise generated by Supercars (around 100 decibels). Such noise will have unavoidable impacts on residents along Dequetteville Terrace, Kent Town and surrounding neighbourhoods, businesses, educational institutions operating in proximity to the circuit and wildlife within the eastern Park Lands.

As such, the Council urges the State Government to implement all practicable mitigation measures, including, but not limited to, limiting evening activities and ensuring all programmed activity ceases by 11:00pm; strategic placement of speakers, temporary infrastructure and 'Fan Zones' away from Dequetteville Terrace; advance notification of construction works and restrictions to property access to affected residents and businesses; ensuring street sweeping and rubbish collection on or near Dequetteville Terrace is undertaken during the day or early evenings and monitoring and public reporting of noise levels during events.

Dequetteville Terrace and other nearby streets in Kent Town, are characterised by a diverse mix of businesses, residential properties, institutional buildings, medical facilities, hotels and commercial tenancies, that will all be affected in different ways by the MotoGP event and as such, the Council considers that a tailored approach to the management of construction related impacts is warranted.



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Environmental Impacts and Tree Loss

The Council is also very concerned by the scale of vegetation removal required to facilitate the construction of the revamped street circuit but recognises the benefits of the changes that have been made to the initial circuit design that will result in the retention of a stand of more than twenty (20) significant gum trees adjacent to Wakefield Road. This is a positive change to the scope of the Project and the Council is appreciative of the Project Teams' collective efforts to retain this stand of significant gum trees.

The Council understands that the Project is expected to require the removal of 377 trees, 42 of which are recognised as "Significant trees". Even with the proposed 10:1 tree replacement ratio, the environmental impact of the tree removals will be substantial and long-lasting. It is questionable whether the benefits of hosting of a new major motorsport event in the Adelaide Park Lands that requires the removal and or transplanting of over 400 trees outweighs the environmental and recreational value of the Adelaide Park Lands as an open space to be enjoyed by all citizens, particularly when other locations such as The Bend Motorsport Park at Tailem Bend, may have been available to host the MotoGP event.

To this end, the Council expresses its disappointment at the extent of tree removals proposed and is concerned that this aspect of the Project sends an inappropriate message to the community about the relative value of trees and biodiversity compared to the economic benefits of a hosting a new motorsport event.

The Council stresses its concerns regarding the loss of habitat and biodiversity, its disappointment regarding the extent of permanent hardstand areas and short-to-medium term environmental decline that will result from the Project. The removal of mature trees will disrupt habitat corridors and reduce canopy cover for decades.

As such, the Council requests an assurance that gravel run-off areas will be promptly restored to grass after each event and that the areas to be restored to grass and any new trees be irrigated through the installation of irrigation infrastructure, where practicable. It is also suggested that a detailed biodiversity restoration plan with measurable outcomes and annual reporting on canopy recovery and habitat restoration be adopted, so that the environmental impacts can be fully understood by the public.

The proposed 10:1 ratio of replacement trees will require the planting of at least 3,393 new trees. It is understood that the timing for the planting new trees will be considered in consultation with the City of Adelaide and having regard to expert arboriculture advice. It is also understood that it may not be practical or desirable to plant all 3,393 new trees in the eastern Park Lands, particularly given the short-to medium term maintenance costs associated with planting such a substantial number of new trees and 123,000 understory plantings within a short timeframe.

The Council also notes that the implementation of this initiative may be financially burdensome on the City of Adelaide. In this context, the Council would welcome the opportunity for some of the 3,393 new trees proposed as part of the Adelaide Circuit Redevelopment Project to be planted within the City of Norwood Payneham & St Peters as part of offsetting the loss of 377 trees in the eastern Park Lands, if the Minister is open to this suggestion. Planting some of the new trees over a broader spatial area beyond the eastern Park Lands, and particularly in Kent Town, will increase the cooling effect of tree canopies in the inner metropolitan area, improve biodiversity and enhance wildlife corridors and provide habitat and shelter for birds, bats, small animals and reptiles.

The Council also respectfully requests that the Minister consider providing the City of Norwood Payneham & St Peters with access to funding from the Government's Adelaide Park Lands Nature Positive Package. In particular, the Council would welcome the opportunity to secure funding from the Foundation SA Climate & Nature Fund and Grass Roots funds, as this funding would provide an opportunity for the Council to work collaboratively with local community groups where possible to implement environmental initiatives that seek to improve urban greening and biodiversity across the inner eastern suburbs and assist in offsetting the loss of trees associated with the Adelaide Circuit Redevelopment Project.



Heritage Considerations

The Council acknowledges that the olive trees in King Rodney Park/Ityamai-ityama are not heritage-listed, although to many people, the olive trees are of historic value. Notwithstanding this, heritage concerns remain, including the relocation of the Bridgland Fountain so shortly after recent conservation works were undertaken and the cumulative impact of repeated infrastructure changes on the heritage character of the eastern Park Lands.

The Council requests assurances that heritage assets will be protected, relocated only when necessary, and managed in accordance with best-practice conservation standards.

Traffic Disruption and Road Closures

The Council is concerned about significant traffic disruption during both construction and event periods and the periods in between the Supercars and MotoGP events. Bartels Road, Wakefield Road and Rundle Street provide important connectivity for motorists from the eastern suburbs to the Adelaide Central Business District and vice versa and those roads also provide critical pathways for emergency service vehicles to access Kent Town and other nearby suburbs.

The Council requests commitments from the Minister that Wakefield Road, Bartels Road and Rundle Street, be closed only during event days, additional closures required for MotoGP mirror those currently required for Supercars (Friday–Tuesday), the closure of Rundle Road be kept to an absolute minimum and clear, timely communication be provided to residents and businesses regarding detours and access changes.

Park Lands Activation and Long-Term Use

The Council acknowledges several positive elements of the Project, including enhanced shared-use paths, new running loops, upgraded soccer facilities, and improved pedestrian and cyclist crossings. However, the Council remains concerned that increased event frequency and infrastructure, will erode the sense of openness in the eastern Park Lands, permanent hardstand areas may not be meaningfully activated outside motorsport events and the cumulative impact of multiple major events may reduce accessibility for everyday community use.

As such, the Council requests a commitment that any new hardstand areas be programmed for community use or restored to passive, open space at the conclusion of the motorsport events and that eastern Park Lands activation plans be developed in consultation with local councils, community groups and other key stakeholders to ensure that any new uses in the eastern Park Lands are informed through public feedback and that annual reporting be provided on community access and usage of upgraded areas.

Construction Period and Declared Period

The Council notes that the prescribed works period is proposed to extend from 2 October 2026 to 12 November 2027, a duration exceeding twelve (12) months. As a result of this, the Council stresses the need for clear staging plans, minimisation of disruption to active travel routes, advance communication of all closures and diversions and assurance that pedestrian and cyclist access will be maintained wherever possible.

Summary

The Council acknowledges and supports the economic and tourism benefits associated with hosting major motorsport events but remains concerned about the significant environmental, amenity, heritage and traffic impacts associated with the Adelaide Circuit Redevelopment Project. The Council requests that the South Australian Government consider the commitments outlined in this submission to ensure that the Project is delivered in a way that protects the wellbeing of residents, businesses and the broader community.



If you have any questions regarding this submission, please contact me.

Yours sincerely

Robert Bria
MAYOR

cc. Office of the Premier of South Australia, the Hon. Peter Malinauskas MP
Jane Lomax-Smith, Lord Mayor, City of Adelaide
Anne Monceaux, Mayor, City of Burnside
Mark Warren, CEO, South Australian Motorsport Board



5 CONFIDENTIAL REPORTS

Nil

6 CLOSURE