

Light Square/Wauwi Draft Master Plan

Phase 2: – Public Consultation Summary Report

February 2025



ACKNOWLEDGEMENT OF COUNTRY

The City of Adelaide acknowledges that we are located on the traditional Country of the Kaurna People of the Adelaide Plains and pays respect to Elders past, present and emerging.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We also extend that respect to visitors of other Aboriginal Language Groups and other First Nations.

DOCUMENT PROPERTIES

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Record Details

HPRM Reference:
HPRM Container: 2023/02346

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EXECUTIVE SUMMARY

Council approved the development of a Master Plan for Light Square/Wauwi as part of the 2023/24 Annual Business Plan and Budget. The development of a Master Plan for the Square is a priority New Move in the *Adelaide Park Lands Management Strategy —Towards 2036*, and activation of and access to the Square are identified as important in the City Plan.

The draft Master Plan presents two options for a pedestrian-centred, safe, activated, inclusive, and greener Light Square/Wauwi (the Square) that can be adapted to suit the level of ambition and change to the transport network and greening outcomes sought by the Council.

This report summarises Phase 2 consultation findings on the draft Master Plan including preferred option and prioritisation of principles. The consultation identified further considerations for the draft Master Plan options that will help inform future project phases, which are summarised as ten recommendations in this report.

Consultation for the draft Master Plan was informed by the City of Adelaide Community Consultation Policy.

Phase 2 follows on from Phase 1 consultation which occurred from February to May 2024. Phase 1 engagement identified issues, opportunities and ideas for the future of the Square and informed development of the [draft Light Square/Wauwi Master Plan](#).

Phase 2 consultation occurred from August to November 2024 and included meetings with key stakeholders, consultation events and an Our Adelaide online survey which opened on 4 September 2024 and closed on 14 October 2024. Consultation included:

- **220** Our Adelaide survey submissions
- **11** written submissions
- **16** workshops/meetings facilitated by the Administration
- **1** community information session
- **2** pop-up community sessions
- **4,000** postcards via letterbox drop to residents and businesses near Light Square / Wauwi
- **1,749** letters sent to residents and businesses near Light Square / Wauwi (within approximately a 200m radius).

Consultation Response:

A high level of support was received through all forms of feedback for Option 1.

Option 1 proposes to relocate the western roadway to the eastern side of the Square and reclaim open space for community.

Option 1 provides the greatest outcomes for all three themes raised by the community for a Greener, Safer and Inclusive Light Square/Wauwi.

A snapshot of Phase 2 consultation is provided below.

Draft Light Square/Wauwi Master Plan

Phase 2 Consultation Snapshot

We consulted on the draft Master Plan from August to November 2024 to find out the level of support for the Master Plan options and to prioritise the Master Plan Principles to guide decision making

We received feedback in a number of different ways

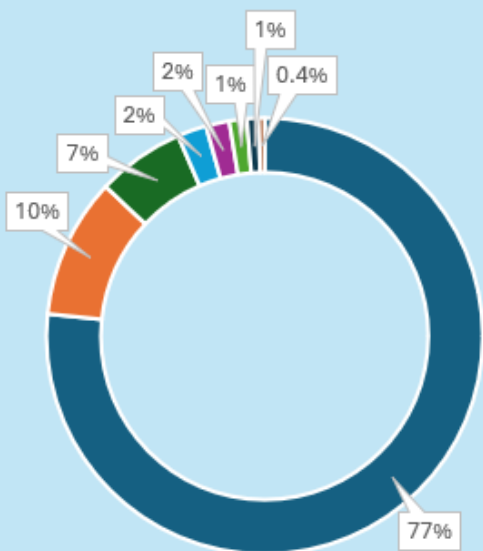
 220 Our Adelaide survey responses	 11 Written submissions / feedback	 46 Participants across 2 pop-up community sessions	 1 Community information session attended by 28 people	 16 Stakeholder meetings
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We heard from

 CoA residents 40% & residents from neighbouring councils 30%	 Some residents from other metropolitan local government areas 15% & regional local government areas 4%	 32% indicated they were ratepayers	 14% were from a business or organisation
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We heard the majority of survey respondents and those who provided written feedback prefer

Option 1	77%
And there was some support for Option 2	10%
There were also a range of other views:	
• Neither	7%
• Elements from both	2%
• Unsure	2%
• Support for the Master Plan	1%
• Other feedback	1%
• Objection to Option 1	0.4%



The top reason for choosing Option 1:	
Provides direct access to the Square on the western side without crossing road	44%
The top reason for choosing Option 2:	
Provides the most similar option compared to the current Square	46%

We also asked Our Adelaide survey respondents to prioritise the principles for each Master Plan theme. The following ranked highest for each theme

Greener Greening, including an increase in tree canopy, provides shade, cooling and planting diversity, including seasonal colour and celebration of Australia's native flora	Safer The usable area of the Square is expanded with reconfigured road geometry to prioritise pedestrian access to the lawns, pathways and facilities whilst reducing traffic speeds and enhancing safety	Inclusive Activity, event and exhibition spaces are built into the design, working with adjacent creative and arts industries to brand the area as a place of creativity and innovation
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Future Considerations

We now have a better understanding about the level of support for and what people value about the Master Plan, including majority support for Option 1. Many people also provided feedback that will help inform future project stages and require further investigation under the following themes:

 Vehicle access along the western edge	 Impacts for the eastern side of the Square	 Safer and more inviting active transport network
 Parking and access needs	 Traffic impacts	 Community benefit and Heritage Values

1. HOW WE ENGAGED

Phase 2 engagement included in-person engagement with targeted stakeholders to present the draft Master Plan, community sessions and an online survey using the Our Adelaide online engagement platform and opportunity for written feedback.

In-person engagement

From August to November 2024, 16 meetings were held with a range of stakeholders to present and discuss the draft Master Plan and encourage feedback.

Meetings also provided the opportunity to show how feedback from Phase 1 consultation had informed the draft Master Plan. Discussions highlighted stakeholders' site-specific functions to consider in further development of the Master Plan options. This will help inform future project stages.

Community Information Session

A community information session, organised in collaboration with Housing Choices South Australia, was held on 24 September 2024 at Wauwi Inparrila in Mellor Street. The session provided an overview of the draft Master Plan and included a Q&A session and was attended by 28 people.

Pop-Up Community Sessions

Two pop-up community sessions were held in Light Square/Wauwi. These were positioned on the south-east (25 September 2024) and north-west (10 October 2024) of the Square and had 46 people engage with Council Administration about the draft Master Plan.

Our Adelaide

A comprehensive consultation package was available through the City of Adelaide's online engagement platform - Our Adelaide, from 4 September 2024 to 14 October 2024 including:

- Project information
- Background information
- Link to draft Master Plan
- [3D visualisation](#) of the existing layout and the two draft Master Plan options
- Links to Greener, Safer, Inclusive Factsheets
- Frequently Asked Questions and Answers
- Online methods to provide feedback via an online survey as well as hard copy surveys available at libraries, community centres and customer service centre
- Administration contact details for further information.

A summary of activity on the platform is provided below:

- 3,526 visitors: which could be individuals or individuals visiting on behalf of organisations.
- 4,139 visits to the Our Adelaide page (which means some visited more than once).

- 2,699 downloads from the Our Adelaide page, including the below top file downloads:
 - 1,314 downloads of the draft Light Square/Wauwi Master Plan
 - 53 downloads of the Our Adelaide engagement pack and Light Square/Wauwi Master Plan
 - 712 downloads of the Option 1 map
 - 536 downloads of the Option 2 map
 - 27 downloads of the Greener Factsheet.

Promotion

Promotion of the consultation included:

- Notification of consultation posted on the City of Adelaide's social media platforms
- Corflute signs with QR codes to the consultation were placed in 10 locations in and around Light Square / Wauwi
- Customer Contact Centre screen advertising of the consultation
- 120 A6 sized project postcards were distributed to libraries, community centres, Customer Contact Centre, Housing Choices South Australia, Unilodge and Atira by Scape in Waymouth Street
- 4,000 project postcards via letterbox drop to residents and businesses near Light Square/Wauwi
- Letters sent to 1,749 residents and businesses near Light Square/Wauwi (approximately within a 200m radius)
- Posters promoting the Community Information Session distributed to Housing Choices South Australia and Unilodge and Atira by Scape in Waymouth Street
- Email to respondents of the Phase 1 consultation survey.

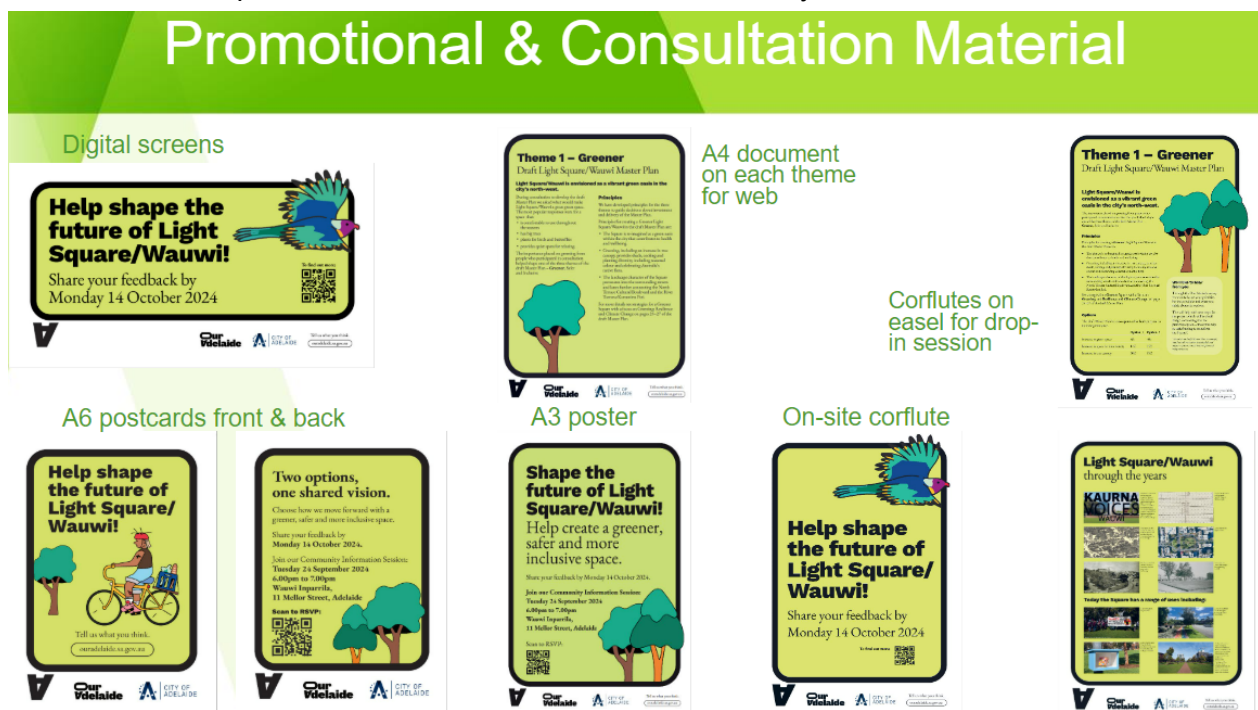


Figure 1: Overview of material used for phase 2 consultation

See full copies of the consultation material in Appendix 1.

Overview of engagement activities and participation

Activity	Participation
Survey (online and hard copy)	220
Written submissions	11
2 x placed-based pop-up community sessions	46
1 x community information session	28
Number of stakeholder meetings	16
Visitors to the Our Adelaide page	3,526
Downloads from Our Adelaide pages	2,642

Social media

Item	Total number of people who saw the content	Engagements (actions including likes, comments & shares)
11 organic (unpaid posts)	19,200	219
1 paid post	25,675	1,944
Total		
11 posts	44,875	2,163

2. WHO WE HEARD FROM

In total, 231 submissions were received comprised of:

- 11 written submissions
- 220 Our Adelaide online survey responses.

We heard from:

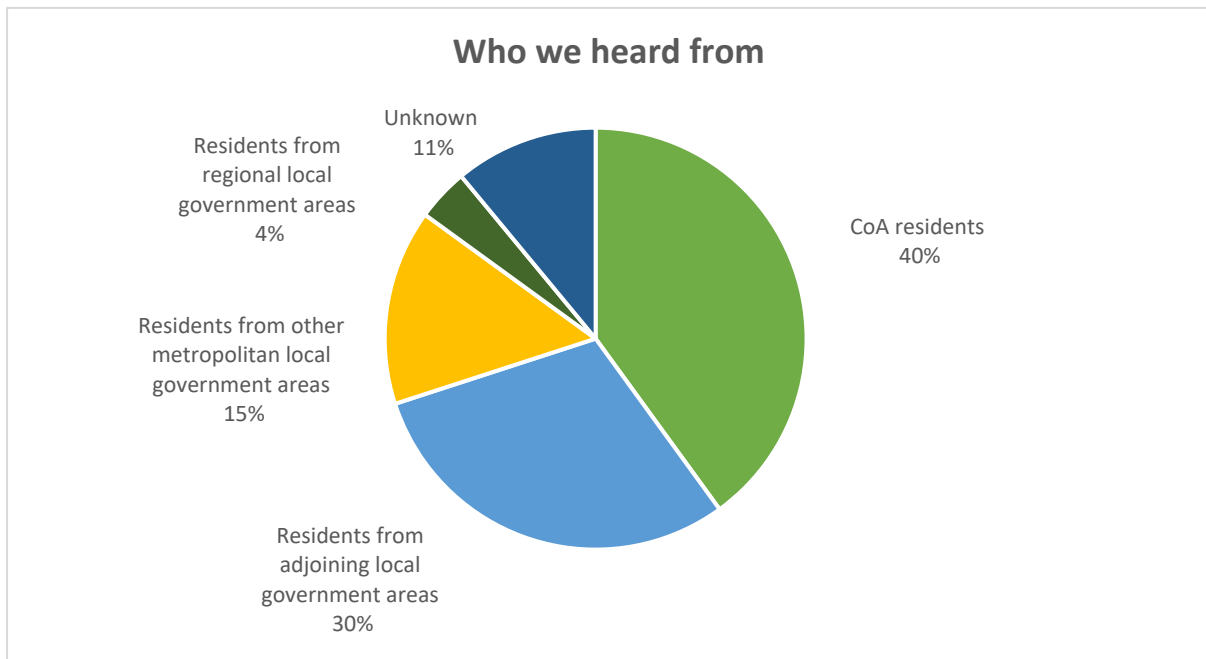


Chart 1: Our Adelaide participants and locations

**Note postcode data was provided by approximately 90% of respondents*

- Residents in the City and North Adelaide (40%)
- Residents from adjoining local government areas (30%)
- Residents from other metropolitan local government areas (15%)
- Residents from regional local government areas (4%)

Written feedback

- 11 written submissions were received from:
 - 4 individual community members
 - Green Adelaide
 - Adelaide West End Association
 - Bike Adelaide
 - Dr David Ness, Adjunct Professor, University of South Australia (*permission provided to include name and position*)
 - Karidis Corporation
 - Walking SA
 - TAFE

Meetings

Stakeholders were invited to explore the draft Master Plan and to provide feedback through a series of workshops, presentations and meeting.

Workshops included respondents from Phase 1 consultation to provide continuity and further explore issues and opportunities. Feedback was noted during the workshops and considered with all feedback received.

Stakeholders included:

- Adelaide West End Association
- Art Gallery of South Australia
- Arts South Australia
- Department for Infrastructure and Transport (DIT)
- Encounter Youth
- Housing Choices South Australia
- Lions Arts Centre, Creative Industries
- SAPOL
- TAFE SA
- University of South Australia, Enterprise Hub
- Youth Inc
- Community members through attendance at the Community Information Session and two pop-up community sessions on site
- Adelaide Economic Development Agency
- City of Adelaide Reconciliation Committee
- City of Adelaide Access and Inclusion Advisory Panel
- Traffic Signal Working Group (City of Adelaide, DIT, South Australian Public Transport Authority).

Community Information Session

The evening community information session provided an opportunity for people who wanted to know more about and provide feedback on the draft Master Plan. Attendees included local residents, users of local services and business owners (note not all attendee affiliations with the area were recorded).

Pop-Up Community Sessions

The daytime pop-up community sessions provided the opportunity for those engaged with the project and passers-by to find out more about the project and provide feedback. Participants included students, local residents and business owners, clients of local businesses and local workers.

3. WHAT WE HEARD AND RECOMMENDATIONS

Prioritisation of the draft Master Plan options and principles and feedback from submissions, Our Adelaide and face-to-face meetings and events has been summarised

This feedback provides the level of support for the options presented in the draft Master Plan and matters for further consideration to inform future phases of the project, including detailed design. Option 1 and Option 2 below were presented in the draft Master Plan.

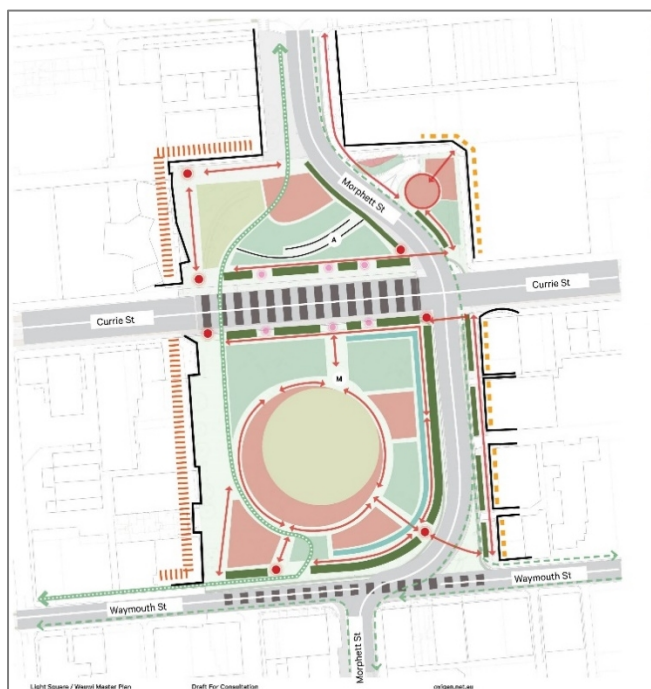


Figure 2: Draft Master Plan Option 1 will reduce road pavement by 22% and increase usable space in the Square by 9%. It will relocate north south traffic to the eastern side of the Square and return the western edge of the Square to Park Land Purposes.

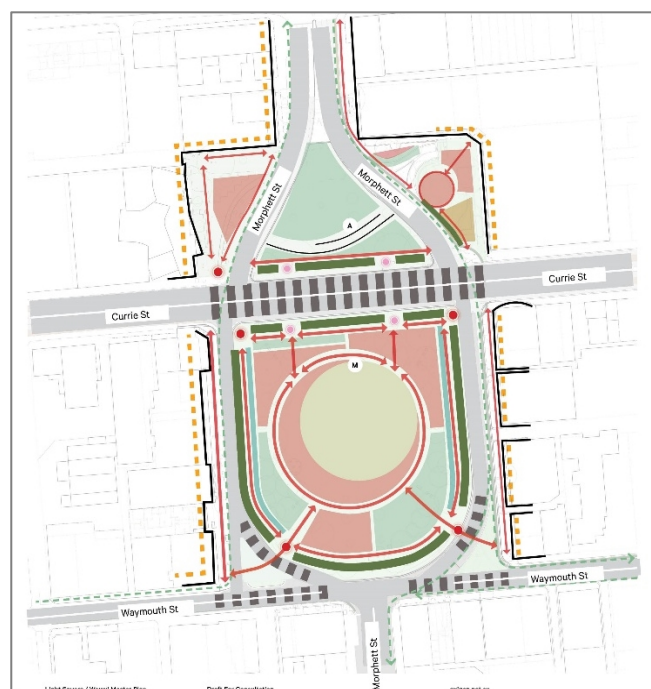


Figure 3: Draft Master Plan Option 2 will reduce road pavement by 15% and increase usable green space in the Square by 4% by reducing the number of traffic lanes on the southeast and southwest of the Square.

The responses from the Our Adelaide online

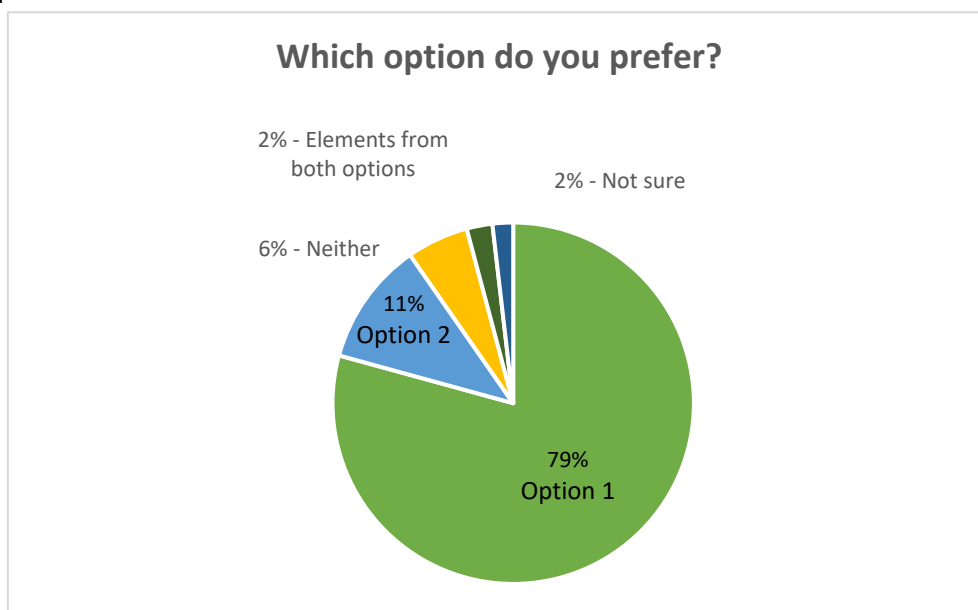


Chart 2: Our Adelaide survey responses for preferred draft Master Plan option

survey for draft Master Plan options are:

- 79% (173) prefer Option 1
- 11% (24) prefer Option 2
- 6% (14) prefer neither option
- 2% (5) prefer elements from both options
- 2% (4) were not sure

Response for Option 1

Reasons for choosing Option 1, selected from multiple choice options, relate to direct access and separation between vehicle and active transport modes:

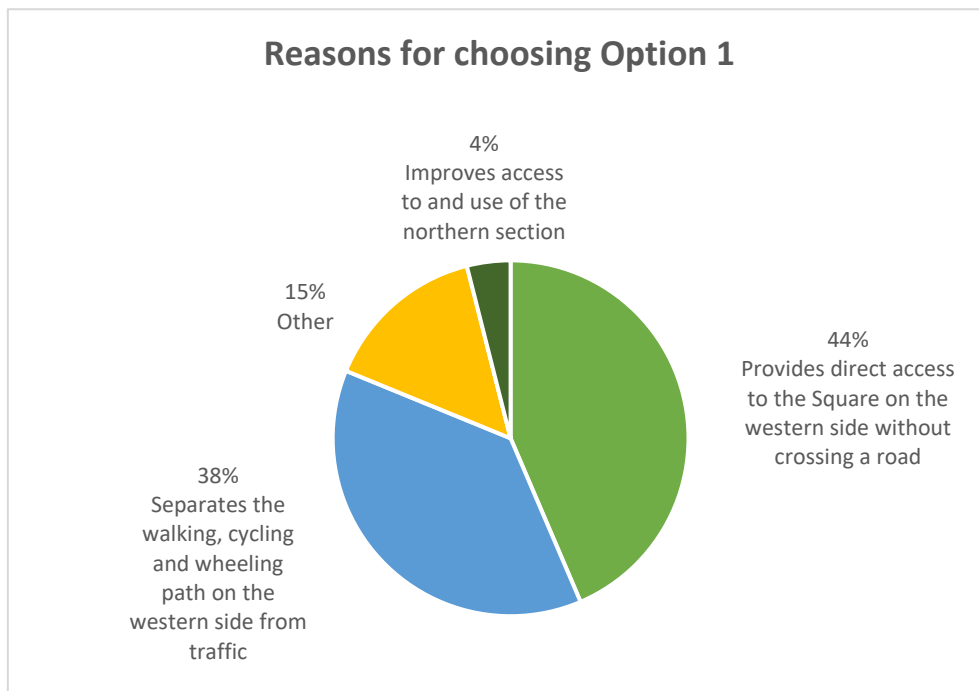


Chart 3: Our Adelaide survey reasons for choosing Option 1

- **44% (75) because it provides direct access to the Square on the western side without crossing a road**
- 38% (65) because it separates the walking, cycling, and wheeling path on the western side from traffic
- 4% (7) because it improves access to and use of the northern section of the Square
- 15% (25) selected Other and feedback provided is shown by key theme below:
 - More greening/open space
 - Creates a more inviting/people friendly space
 - Provides versatile space for a diversity of uses.

Response for Option 2

Reasons for choosing Option 2, selected from multiple choice options, relate to similarity to the current Square and a balance between reducing road space and increasing greening:

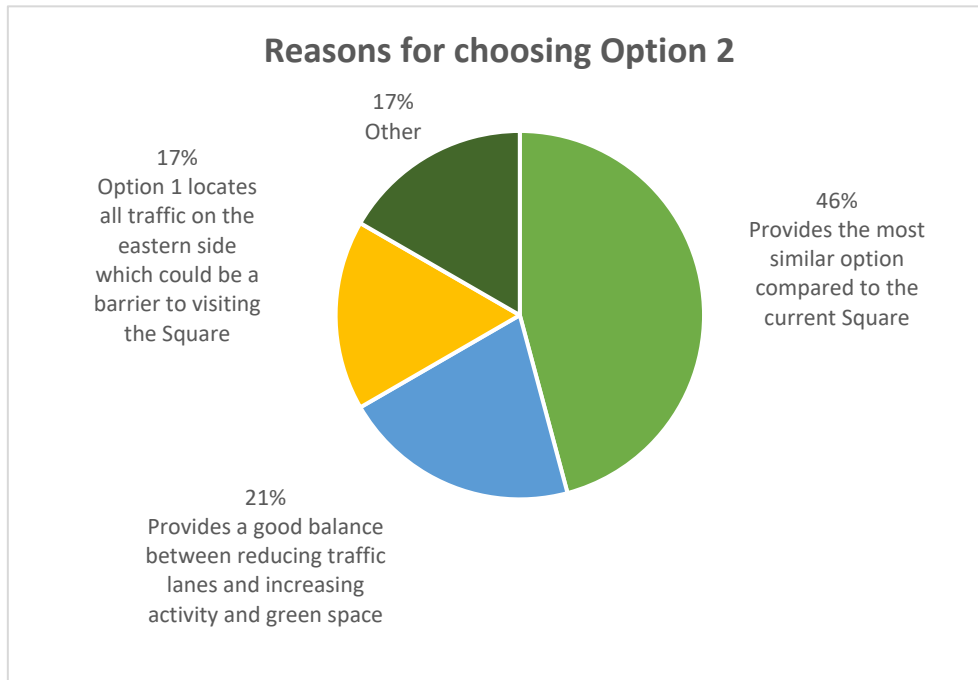


Chart 4: Our Adelaide survey reasons for choosing Option 2

- **46% (11) because it provides the most similar option compared to the current Square**
- 21% (5) because it provides a good balance between reducing traffic lanes and increasing activity and green space
- 17% (4) because Option 1 locates all traffic on the eastern side which could be a barrier to visiting the Square
- 17% (4) selected Other, these include that Option 2:
 - Maintains current road/purpose
 - Maintains traffic flow
 - Option 1 may increase noise on the eastern side of the Square.

Response for Neither Option

Reasons for choosing neither option were provided in free text and are grouped under the following broad reasons:

- Reduces traffic flow and increases congestion
- Rather explore other options that do not reduce traffic flow
- Change not needed
- Needs traffic assessment and safety audit, costings and state government commitment to the road changes

- Already other event spaces and lots of other Park Lands to enjoy
- Funding – limited and not supportive of funds being spent on this project.

Response for Elements from Both

Preferred elements from both options were provided in free text and include:

- Traffic access around the Square
- Improved paving and lighting
- More greenery, shade and trees
- Open lawns
- Flexible events space
- Safer pedestrian access
- Increased defined space for cycle lanes
- Direct access to the Square for pedestrians.

Response for ‘Not sure’

Reasons for choosing ‘not sure’ were provided in free text and include the following broad reasons:

- Not supportive of funding for this project but rather for rail line to the airport
- Limited consideration for cyclists
- Uncertainty about what it means for permit holders
- Pedestrian crossing times are too long.

Principles

Our Adelaide survey respondents were asked to prioritise the draft Master Plan Principles for each of the themes to guide investment and delivery of the Master Plan. The top ranked principle for each of the three themes are listed below:

Greener

- Greening, including an increase in tree canopy, provides shade, cooling and planting diversity, including seasonal colour and celebration of Australia’s native flora

Safer

- The usable area of the Square is expanded with reconfigured road geometry to prioritise pedestrian access to the lawns, pathways and facilities whilst reducing traffic speeds and enhancing safety

Inclusive

- Activity, event and exhibition spaces are built into the design, working with adjacent creative and arts industries to brand the area as a place of creativity and innovation.

Written Feedback

Written feedback included support for Option 1 (4 respondents), support for both (3 respondents), other feedback (1 respondent), concerns (1 respondent), neither (1 respondent) and opposition to Option 1 (1 respondent).

Feedback was also provided about issues and potential improvements summarised below:

- Participants provided detail about cycling and pedestrian network issues and potential improvements
- Expressed concern that Option 1 impacts Heritage Values and symmetry of the Square
- Requested investigation of the benefits and disbenefits for the eastern and western edges
- Requested further consideration of minimising hardstand
- Requested greater emphasis on Biodiversity Sensitive Design and Water Sensitive Urban Design.

Meetings and Events

There was general support for the draft Master Plan options from stakeholder meetings.

Feedback from those who attended consultation events was mixed with some support for the draft Master Plan and concerns raised, in particular about access for residents on the western side, changes to traffic movement and impacts to Heritage Values.

Feedback themes are summarised as:

Greener

Hardstand and Greening

- Concern with the options having too much hardstand and support for more greening and retaining trees

Safer

Traffic and Access

- Concern about how road related changes will impact traffic movement, flow and safety
- Consider the impact from closure of Philip Street and access to Hindley Street from road changes proposed in Option 1
- Overall need to retain limited vehicle access for cars/access cabs, moving trucks and emergency vehicles for the western side of the Square
- Need to incorporate bus movements in road design

Parking

- Consider parking needs of the area, for residents, businesses and visitors including for drop-off and pick-up and accessible parking

Safety

- Investigate how business activation, nighttime uses and cycling and pedestrian changes can improve safety outcomes

Inclusive

Eastern and Western Frontage

- Identify the benefits and disbenefits for the eastern and western edges from Option 1

Inclusiveness

- Consider how the needs of those experiencing homelessness could be integrated in the design

Culture and Heritage

- Support for Aboriginal and Torres Strait Islander Peoples and culture being represented in art and landscaping, and for potential cultural learning opportunities
- Interest in the future of existing artworks
- Concern with Option 1 and alignment with Light's Plan for the Squares and City Layout

Event Space

- Consider noise mitigation and reducing disruption in the event space
- Consider existing West End exhibition spaces when considering exhibition spaces for the Square

Other

Construction

- Support for short construction time with minimal disruption and impacts

Alternative Suggestions

- Construction of a traffic tunnel
- Consideration of traffic safety improvements that could be implemented in the short term.

Recommendations

Issues and opportunities raised in the consultation are summarised into ten recommendations as outlined below and will inform future project stages:

Greener

- Recommendation 1: Ensure detail design increases green space with hardstand designed to address climate change impacts and not overwhelm the space

Safer

- Recommendation 2: Undertake intersection modelling and model pedestrian crossing locations and options (eg zebra crossing, pedestrian actuated crossing, ramps) including wait times and impacts on traffic flow

- Recommendation 3: Undertake a detailed road safety audit and active transport modelling to consider current issues and hotspots to increase safety and accessibility, including traffic calming measures.
- Recommendation 4: Assess car parking options and needs, (including drop-off spaces, emergency vehicles, ride share and accessible parking), including servicing for residents
- Recommendation 5: Design for nighttime use and lighting design informed by CPTED and stakeholder input
- Recommendation 6: Model options to address access requirements to western side under Option 1 including, assessing the impacts from closure of Philip Street and removal of the slip lane to Morphett Street UPark and Waymouth Street, and access to Hindley Street
- Recommendation 7: Work with the South Australian Public Transport Authority (SAPTA) to facilitate bus movements.

Inclusive

- Recommendation 8: Continue to engage with stakeholders in subsequent design phases for input and to keep informed on progress
- Recommendation 9: Undertake further assessment of impacts (business, traffic, access) to the eastern side of the Square due to the introduction of a dual carriageway on the eastern side in Option 1

Other

- Recommendation 10: Note for potential future project stages (include elements for detailed design stage such as tree retention and artworks)

Response Detail

The Our Adelaide online survey asked respondents to indicate their preferred draft Master Plan option by selecting one of the following:

1. Option 1
2. Option 2
3. Some from both options
4. Neither option
5. Not sure.

A summary of these and examples of free text responses for the preferred options is provided in Table 1.

Table 1: Summary of Our Adelaide feedback for preferred option

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
Option 1 (173 responses)	Greening	More greening (62) • More green space, tree canopy and open space for people and nature <i>'I'm excited by the prospect of the native and seasonal gardens around the square and an engaging and diverse landscape of trees and flora'</i> • Contributes to cooling <i>'The area would be cooler and all the apartment buildings would have a healthy green space that people could safely and easily access for respite from the cityscape'</i> • Contributes to creating a greener city <i>'This is a real and rare opportunity to deliver on the residents' vision of a greener City of Adelaide, and in the very heart of the City'</i>	• Support for a greener, cooler space is noted.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
	Pedestrians	Safer and improved access for pedestrians (33) <i>'The whole square is hostile to pedestrians and prioritises the movement of cars. The Square is in an area with a lot of pedestrians (Housing SA, Universities/TAFE), yet it is difficult to cross the square....Option 1 will encourage more pedestrian use because the square will finally be accessible'</i>	Support for a more comfortable and safer walking path and environment for pedestrians is noted.
	Safety	Increases safety (30) - Safer for active transport <i>'Better use of space and safer for active transport'</i> - Generally safer <i>'Safer for all modes of transport'</i>	Support for a space that is better shared between transport modes is noted.
	People focused	- Generally more people friendly (25) <i>'Makes it more appealing for people'</i> - Shift from car focus to people focused space <i>'It really opens up the Square to be people friendly by limiting cars to just one side of the Square....I think we should be ambitious and create people-centric spaces in our city to allow more vibrancy'</i>	Support for a people focused space is noted.
	Cycling	Cycling improvements (24) - Off road path <i>'Having the space for a bicycle lane without cars would be an absolute treat, and fit amongst other improvements being made to the city to make it more bike friendly.'</i> - Safer	Support for a space that is better shared between transport modes and the link between creating a more inviting space is noted.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
		<i>'Much safer for cyclists and active transport'</i> More active transport options <i>'Makes the existing green space more accessible to pedestrians and gives people more active transport options through the area, making it more inviting for community gathering to enjoy the sun and green space'</i>	
	Usability and more inviting space	Increases usability (23) and accessibility to/around the Square (17) - Less traffic impacts and road space create a more usable space <i>'It provides an opportunity to reduce a significant amount of paved space and open up an accessible and active area. The current (and Option 2) situation of having to cross a road to get to the open space significantly reduces the usability of that space as the perceived access across a busy road makes it difficult to use'</i> - Addresses the issue of currently being surrounded by traffic (17) <i>'Grassed spaces are no longer surrounded by roadways, making them more accessible and more pleasant - no longer an island in the roads'</i> - More inviting with less traffic impacts, improved access and spaces and better connected to its surrounds (16) <i>'Increased appeal, especially the western 'boulevard', offering a pleasant gradient between the buildings and the grass'</i>	Support for a space that is better shared between transport modes and the link between creating a more usable space is noted.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
	Less vehicle impacts	Less traffic/car dependency (16) and impacts (13) - Improved movement flows <i>'Less traffic, less conflict points for traffic and people'</i> - Less car dominant <i>'The prioritisation of green space and removal of road surface is important for safety and also modernising our city to reduce car-dependency'</i>	Support for a space that is better shared between transport modes is noted.
	Benefits for the West End	Positive for the area (12) <i>'Will put the West on Adelaide's map and represent an inclusive, cultural space - for all to access rather than "travel through"'</i> <i>'Hopefully this increases the investment and appeal to the west end of the Adelaide CBD'</i> <i>'Would be a huge boost for not only Adelaide but the identity of South Australia'</i>	Support for the potential benefits for the West End is noted.
	Traffic relocation	Moves traffic to the eastern side with better connection and interface with the western side of the Square (12) <i>'Connects the Square to the west where there are a lot of apartments (now and in the future)'</i> <i>'it connects the square to the rich centres of learning and art located on the western side'</i>	Support for better connecting to surrounding uses and projected future changes is noted.
	Wellbeing	Quieter/contributes to wellbeing (10) <i>'Option 1 has a quieter half to relax in'</i>	The benefits to wellbeing are noted.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
		<i>'Option 1 will give greater, safer access for public to enjoy open space and promote a sense of uninterrupted access for community wellbeing'</i>	
	Place-based design	Designed for increasing population/caters to urban needs (8) <i>'resident population around the square is increasing rapidly. Open Space for these residents is essential'</i> <i>'It best caters for the diverse needs of an inner urban oasis - local residents, students, office workers, visitors'</i>	Support for the design's response to projected future changes and needs of city users is noted.
	Economic benefits	Provides opportunities for economic benefits (4) <i>'Option 1 has the potential to create substantial economic uplift by activating alfresco dining areas and event spaces'</i> <i>'Hospitality options are more plentiful near the western side of the park and would benefit hugely by being linked to green space'</i>	Support for increased activation is noted.
	Culture and Heritage	Inclusion of Aboriginal culture (2) <i>'Residents and workers in this part of the city would greatly benefit from such a fantastic design that references Aboriginal First Nations culture, while increasing plant and canopy space'</i>	Support for sharing of culture and increase in greening is noted.
	Northern section	Improves northern section (2) <i>'It allows the Northern section of the square (north of Currie Street) to become a functional space - integrating to the nearby TAFE. This is a significant benefit that Option 2 does not provide'</i>	Support for a better connected northern section is noted.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
		<i>'Even the small northern-most lobe of the park created makes a very useful link to open space by Adelaide TAFE'</i>	
	Comments on Option 2	- Continues the island-in-the-road effect - Provides too much space to roads and events - Does not improve access/connection for the northern section - Unappealing to spend time near roads and is what we already have (not inviting and hard to access) - Would spend money on what we already have/for little change – and maintains some of the issues	Comments on some of the issues with the current design are noted.
Option 2 (24 responses)	Access	Maintains current road/purpose (6) <i>'Maintains critical road access to residential buildings'</i> <i>'The Square is mainly used for people to get easy access to the city and to have a nice stroll of course....So prioritise roads for the Square as this is what is most popularly used'</i>	Access to residential buildings is noted as a requirement for future project phases – see recommendation 6.
	Culture and Heritage	Symmetry/keeps original vision for Adelaide (4) <i>'Option 1 no longer can claim the name 'Light Square' – it will need to be renamed...Option 2 retains the ability to use the name Light Square...allows for event flow of traffic around the Square. There is much made of increased population and therefore increased traffic – Option 1 is not fit for purpose'</i>	- Engagement has included meetings with Heritage SA and the Department for Climate Change, Environment, Energy and Water about Heritage Values. This will continue in subsequent phases of the project. See recommendation 8. - The proposed Option 1 design responds in a contemporary way to defining the Square though its landscape design as a balance between the relocated roadway, and the treatment on the western side.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
			This creates a centred Square, reinforcing the symmetry. The design also supports the social and health requirements of the community, which are of value to the National Heritage listing. Draft Master Plan Option 1 includes landscape treatment on the western edge that reflects the symmetry of the current Square.
	Traffic	- Option 1 removes too much road/disrupts traffic flow (3) <i>'Option 1 reduces too much traffic space, will increase congestion and increase pollution'</i> - Maintains traffic flow (3) <i>'the way the roads that surround Light Square are great the way they are - convenient and offer quick one-way traffic around the Square'</i>	The next project stage is for a traffic impact assessment that will assess the impact of the road changes including traffic flow.
	Improvements	Improves security/amenity/more functional (3) <i>'Option 2 provide not only the improvements in the security and amenity of the Square but also keeps the vital north bound Light Square traffic lane open'</i>	- Safety is one of the key themes of the draft Master Plan and applies to both draft Master Plan Options - see recommendation 5. - Both options keep a north bound traffic lane, for Option 1 this is relocated to the eastern side of the Square.
	Road changes	Impacts of removal of road on the western side (3)	Impacts of shifting the north bound carriageway to the eastern side will

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
		<i>'Whilst no. 1 has more open space, the scale of a single two-way road is a greater single barrier and reduces the effect of the original Square'</i> <i>'Putting all traffic on the eastern side may increase noise levels for the eastern side...'</i>	be assessed in future project stages - see recommendation 9.
	Comments on Option 1	<i>'Option 1 is ill considered...recommend MFS and SA Ambulance be asked to provide their input to Option 1. It is not safe for residents'</i> <i>'Reduces too much traffic space and will increase congestion and increase pollution'</i>	Option 1 will retain access for emergency vehicles and design options assessed as part of the traffic impact assessment and safety audit - see recommendation 6.
Neither Option (14 responses)	Traffic flow	- Will increase travel time - Will make the traffic problem worse (idling, bottlenecks) and displace traffic elsewhere - Does not reduce traffic only reduces the space for it - Limited north south corridor/redirection options - Need to keep traffic flowing/reduces flow - Stops access to Pirie Street from the west - Will cause major congestion	The next project stage is for a traffic impact assessment that will assess the impact of the road changes including traffic flow.
	Less cars	- Option 1 and 2 both aim to reduce cars – which will make the traffic problem worse - Cars essential for economy and vitality of the city	The draft Master Plan aims to encourage a better balance between many transport modes. The next project stage is for a traffic impact assessment that will assess the impact of the road changes including traffic flow.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
	Vehicle access	Option 1: - Prevents residents on western side from accessing pick-up and drop-off and increase walking distance if located elsewhere - Could create safety and traffic flow concerns if instead located on Waymouth Street - Needs of older adults need to be considered - Back entrance to Spence on Light (on Ann Street) not a suitable alternative pick-up-drop-off point	- Vehicle access for the western edge is to be maintained for residential, business and emergency services. - Comments on Ann Street are noted.
	Pedestrian access	Option 1 does not improve pedestrian access from the east	Next project stages will include identifying options to improve pedestrian access - see recommendation 2 and 3.
	Green space	- Important to have a space just for relaxation, this doesn't have to be for activities – particularly important with a growing population - Need more trees to be a buffer from the traffic	- The draft Master Plan aims to increase tree canopy by between 25%-30%. - Support for creating a green refuge is noted and future project stages will seek to balance the space for activities and those for relaxation to realise the draft Master Plan's Vision which includes creating 'a green oasis'.
	Need	- Already have lots of Park Lands - Pedestrians already provided for - No need for large changes	The next project stage is for a traffic impact assessment that will assess the impact of the road changes including traffic flow. It will also

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
		• Survey peak hour car numbers on western side • Analysis needed of lost car parks including adjacent businesses • Analysis needed of increase in travel time • Not an events space – enough other Park Lands event spaces • Is already green • Where is the evidence that this is needed and crowd support behind it – provide reassurance this is not just an attempt to privatise the space. • Already functions as open space • No traffic assessment and road safety audit done	include assessing car parking options and needs – see recommendation 4. • Consultation on the draft Master Plan indicated strong support for the draft Master Plan options with ~90% of respondents preferring one of the two options and ~9% in total who did not support either option, were unsure or opposed to Option 1. • The Squares form part of the Adelaide Park Lands and the draft Master Plan does not intend to privatise the space. The Square is maintained as ‘community open space’ – which is part of the draft Master Plan’s Vision (p. 12).
	Alternative Suggestions	• Pedestrian bridges or tunnels • Pedestrian bridge with lift and amenity improvements more cost effective and still achieve more and safer use of the Square • Cut and cover traffic tunnels • Options that do not impede traffic flows • Create monumental tourist icon • Morphett Street running through the middle of the Square • Increase daytime activity with green space directly adjacent to buildings with no east or west roads • Leave road as is – if desired develop the green space	• Public transport access improvements are noted – but are outside the scope of this project • The draft Master Plan aims to create a place that will attract visitors/tourists and is part of the Vision • Traffic tunnels and bridges are not part of current considerations • Moving Morphett Street to run through the centre of the Square is not part of current considerations.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
		- Improvements needed to tram, train and active transport options and need to remove buses and cars to make this viable – without this it will just reduce traffic flow rather than level of traffic and frustrate the local community - Leave as is	
	Funding	- Current budget allocation inadequate - Do not support use of funds on the project - Must provide fully scoped estimate of costs - Evidence of full DIT ministerial commitment about the changes to the roads and for funding road realignments - Considerable cost for squashing all car traffic into a smaller space – leading to less safe pedestrian crossings	- Implementation of some of the detailed design and future project stages are unfunded and subject to future annual business plans and budget processes. - State and Federal funding and grant opportunities would be pursued. - Administration has discussed this project with DIT and will continue to engage in future project stages. - The draft Master Plan aims to create a safer more inviting environment for pedestrians – see recommendation 2 and 3.
Elements from both (5 responses)	Greening	- More trees and greenery - More shaded spaces - Open lawns - Event flexible space	Support noted for an increase in greening and a combination of green spaces.
	Cycling elements	Increase defined area of the road for cycle lanes	Detailed design will define the design of cycle lanes – see recommendation 3.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
	Pedestrian elements	• Safer pedestrian access • Better ability for pedestrians to cross to the Square without having to cross the road	• Support noted – pedestrian access will be further investigated in future project stages – see recommendation 2 and 3.
	Layout	• Maintain the Square (rather than large plaza) – provides vehicle access around the Square • Maintain diagonal pedestrian flow across the Square (with better features, including improved lighting and paving) • Layout and space on both options	• Support for the layout of Option 2 is noted. • The design of the path network will be explored further in future project stages. The draft Master Plan options propose a pathway around the edge of the Square to continue to provide access when activity and event spaces are in use.
	Cultural significance	• Cultural significance relates to all	• The draft Master Plan values the integration of many cultures for the future of Light Square/Wauwi. This is expressed in the draft Master Plan Vision, principles and strategies.
Not sure (4 responses)	Permit holders	• Concern about continuation of service from the location and date and impact of construction. • Supportive of greening, path upgrades and toilet block.	• Stakeholders will be consulted throughout next stages of the project – see recommendation 8. • There is no intention to revoke permits. • The draft Master Plan does not include a proposed public toilet. If this were to be considered in the next phases of the project, it would require further consultation.

Option	Theme	Summary of Feedback and sample of direct quotes	Consideration of feedback
	Not supportive of funding this project	Supportive of a train/tram connection to the airport for tourism/economic benefits	The suggestion for a train/tram to the airport is outside of the project scope.
	Minimal consideration for cyclists	- Limited consideration of cyclist movement. - There are safety challenges for city cyclists. - Non-separated cycle lanes do not provide any protection and not supported. - Planning needed to link to east-west corridor along Currie Street and to integrate this into north-south corridor for cyclists along Morphett Street.	Future project stages will define design of cycling lanes and safety improvements – see recommendation 3.
	Pedestrians	Long wait time to cross Light Square/Wauwi when walking east or west along Waymouth Street	Improvements to crossings will be investigated as part of detailed design – see recommendation 2.

Further Considerations from Survey

Some survey respondents provided additional feedback that has been summarised and grouped into themes in Table 2 below along with how feedback has been considered.

Table 2: Summary of Out Adelaide feedback for further consideration

Theme	Feedback	Consideration of feedback
Active transport	Consider potential conflict of uses for shared path	Further consideration of the design of the shared path will be part of future project stages – see recommendation 10.
Traffic and street layout	- Traffic needs to be more of a consideration and options based on current traffic volumes - Remove Currie Street - Morphett Street to continue right through the middle and remove all the extra slip lanes eg Hindmarsh Square/Mukata	- Traffic assessment in next stage of the project will assess the impacts on traffic flows. - Removing Currie Street is out of scope as it is a major bus corridor.
Traffic impacts	Consider reaction to ‘traffic calming’ measure, that it may divert traffic to surrounding streets and how it will be addressed	Traffic assessment in next stage of the project will assess the impacts on traffic flows.
Car Park	- Concern that no access from the south to the TAFE carpark would redirect access from congested Hindley Street and North Terrace - Not supportive of no entrance to Waymouth Street – as limited ways to access Topham Mall car park	Car park redirection options will be assessed in future project stages - see recommendation 6.
Greening	- More mid-storey planting for biodiversity - Very important to have access to lawns and a retreat space with minimal hardstand	- Greening section includes direction on planting for biodiversity (p. 26) with the planting scheme based on a core selection of low shrubs and ground covers to increase biodiversity - The draft Master Plan aims to increase tree canopy by between 25%-30%. - Support for creating a green refuge is noted and future project stages of detailed design will seek to balance the space for activities and those for relaxation to realise the draft Master Plan's Vision which includes creating ‘a green oasis’

Theme	Feedback	Consideration of feedback
Event space	Position the event space to the northern side of the Square as there is more residential on the southeast side	Considerations for event space is noted. Ideal location and layout for the event space to be assessed in event layout analysis (detail design stage) – see recommendation 10.
Urban elements	Support for: - Similar elements to Hindmarsh Square/Mukata, and to encourage lunching in the Square increase: - seats - shade - places for food trucks - Neither option addresses the major issue for workers in the precinct (need more seating and cafes/restaurants) - Consider food and beverage option in the Square	Urban elements to be determined in detail design stage.
Current use	Maintain current fitness group use	There is no intention to cancel current permits
Implementation	- Project staging is important for success and improvements can be made without waiting for all project stages to be complete: - increase trees and biodiversity in the Square as soon as possible - road on the western side could be closed but bitumen surface kept for a while (for Option 1)	Project staging is addressed in the Master Plan and future project stages are currently unfunded and subject to Council budget processes.

Written Feedback

Feedback on the draft Master Plan included 11 written submissions. Table 3 below highlights the reasons for supporting a particular option (if expressed) and feedback on Master Plan elements that will assist with informing future project stages.

Table 3: Summary of written feedback and further considerations

Theme	Feedback	Consideration of Feedback
Karidis Corporation		
Option 1	Option 1 (on the basis of considerations – see considerations below) as it: • <i>‘Enhances connectivity between the Square and a growing population in the western precinct of the city’</i> • <i>‘Has the potential to enhance the connection between future development and the amenity provided by the Square’.</i>	• Conditional support noted. • The draft Master Plan aims to create a space that will serve as a communal ‘front yard’ for a growing population and to enhance local connections.
Considerations	Considerations (formalised in the Master Plan or alternative means) • <i>‘Council commits to undertake ongoing consultation with adjacent landowners throughout the process including finalisation of the master plan, detailed design and implementation’</i> • <i>‘Prior to works commencing suitable site access is agreed between the parties that ensures suitable access for any future development of the land (including access for emergency services, waste management and other services, car parking areas and drop off areas)’</i> • <i>‘Site access is maintained in a way that does not compromise future use’.</i>	• Future project stages will include ongoing consultation with stakeholders. • Vehicle access for the western edge is to be maintained for residential, business and emergency services. • See recommendations 4, 6 and 8.
Walking SA		
Option 1	Option 1 as it: • <i>‘Will create one large public space and one even larger public space, both of which would be relatively removed from traffic. Both would be easily accessible to people working, studying and recreating in the area to the west of Light Square’</i> • <i>‘Waymouth Street will now have the option of walking on both sides of the road’</i> • [benefits are] <i>‘at the expense of those to the east of the Square...access [to the Square] would require crossing of what will be a busy, wide road’</i>	• Support noted. • Impacts and benefits to the eastern side of the Square will be part of future project stages - see recommendation 9.
Pedestrian crossing	• Support for pedestrian actuated crossing for southeast corner crossing without long wait time or impact on traffic flow	• Detail on suitable pedestrian crossing type will be part of the traffic

Theme	Feedback	Consideration of Feedback
		assessment and safety audit stage - see recommendation 2.
Speed limits	Support for low speeds for pedestrian routes. Including the southeast pedestrian route (who seem to have to cross Morphett Street and a narrow roadway for bikes and vehicles)	- The narrow lane near the building edge is a cycling lane. There is bicycle access via the left slip lane onto Waymouth Street. - Traffic calming options will be part of future project stages - See recommendation 3.
Road layout	- Prefer cruciform approach for city Squares, along boundaries would only be for loading area. <i>'Best caters to traffic, while providing easy access to the square from all sides.....minimises road crossings for pedestrians'</i> <i>'If traffic studies result in Option 2 being abandoned, we hope that the cruciform model will be considered'.</i>	Moving Morphett Street to run through the centre of the Square is not being pursued.
Bike Adelaide		
Option 1	Option 1 as support: <i>'greater return of space to Park Lands than Option 2 and the greater increase in green public space'</i> <i>'the maintenance of (almost all) vehicle through and turning movements'</i> <i>'reincorporation of the northern section of the Square back to usable public space'</i> <i>'potential for improved active transport access from the Square towards (and beyond) Morphett St Bridge, with potential bikeway to directly connect the Square with the Torrens Linear Trail on both sides of the river'</i> <i>'consistency of the design with the City's strategic goals to triple cycling journeys into the city, encouraging transport diversity, reducing community carbon emissions, reducing hard-stand in the Park Lands and enhancing access to open, green public spaces'</i>	Support for improvements to cycling network and public space noted.
Option 2	Option 2 - marginal support based on: <i>'marginal increase in green space'</i> <i>'maintenance of the public square as isolated and cut-off by roads on all sides'</i>	Reasons for preferring Option 1 noted.

Theme	Feedback	Consideration of Feedback
	• <i>'maintains the existing safety issues for cyclists through retention of the existing intersection design and layout'</i> • <i>'lack of meaningful improvement to achieve the City's strategic goals of increasing cycling, reducing carbon emissions, enhancing transit diversity, improving public space accessibility, enabling activation of city squares, reducing hardstand/built form in the Park Lands'</i>	
Current issues for cyclists	• Queuing issues that block bike lanes: • southbound bike lane at UPark Light Square • northbound slip lane off Waymouth St • Morphett St eastbound left turning lane into Currie St • southern side of the Currie/Morphett St intersection • Better clarity needed to: • enter westbound Waymouth Street from Light Square/Wauwi • Ensure vehicles do not drift into cycle lanes (north of Currie St and corner of Morphett Street and Waymouth Street travelling south)	• Current cycling issues are noted for future consideration - see recommendation 3.
Separated bike lanes	• Include buffered or kerb-separated on-road bike lanes	• Types of cycle lanes are noted for future consideration - see recommendation 3.
Directional marking	• Indicate: • the expected northbound cycling entry point from Morphett St into Light Square to reach the shared path • how cyclists will turn left onto westbound Waymouth St from southbound Morphett St • provide cycling slip lane to join the shared path directly from Currie Street • bicycle advance stop lines (ie bike boxes) on east and westbound lanes of Waymouth St, northbound from Morphett St into Light Square/Wauwi	• Potential improvements for cyclists are noted for future consideration - see recommendation 3.
Connection to the River Torrens/ Karrawirra Pari	• Opportunity to create a bi-directional kerb separated bikeway on the western side of Morphett Rd from the Square to Montefiore Rd and the Torrens Linear Trail	• Potential opportunity for cycling connection is noted for future consideration - see recommendation 3.
Dr David Ness, Adjunct Professor, University of South Australia		
Option 1	Opposition to Option 1	• Opposition is noted.
Heritage	• <i>'Would destroy the symmetry and balance of Light's Plan for the Squares. A very serious heritage issue'.</i>	• Engagement has included meetings with Heritage SA and the Department for Climate Change, Environment, Energy

Theme	Feedback	Consideration of Feedback
	<i>'Almost equivalent green space could still be enabled' [Waymouth Street closed to cars and reduce lanes around the Square to 2 lanes], 'with traffic flow (reduced) on both East and West sides'.</i>	and Water. This will continue in subsequent phases of the project. See recommendation 8. The proposed design of Option 1 responds in a contemporary way to defining the Square through its landscape design as a balance between the relocated roadway, and the comparatively wide edge treatment to the western side. This creates a centred Square as a distinct element, reinforcing the symmetry. The design also supports the social and health requirements of the community, which are of value to the National Heritage listing. Heritage Values and considerations will be part of the detailed design stage.
East side of the Square	Concern with <i>'inequitable treatment of businesses and property owners on opposite sides of the Square. While those on West would benefit from much increased values ('unearned increment'), those on the east would be worse off. Again, this is contrary to Light's Plan that is perfectly balanced'.</i>	Potential impacts is noted for future consideration - see recommendation 9.
Hardstand	<i>'far too many hard surfaces within both Options 1 and 2.....squares are meant to be the green lungs of the city'.</i>	- The draft Master Plan proposes to increase green space by between 4% and 9% and aims to minimise hardscape (p. 27). - Minimising hardstand and impacts to be explored in future project stages - see recommendations 1 and 2.
Adelaide West End Association (AWEA)		
Option 1	Support for Option 1 <i>'While we fully support the overarching goals of the Light Square/Wauwi Master Plan, Option 1 presents the most exciting opportunity for the future of</i>	Support for potential benefits of Option 1 noted.

Theme	Feedback	Consideration of Feedback
	<i>the Square, delivering long-term benefits in terms of community connection, economic vitality, and environmental sustainability’.</i>	
Green Adelaide		
Support	Support for the vision and three themes of the draft Master Plan	• Support noted.
Greening	• <i>‘contribution towards enhancing greening and biodiversity could be enhanced with careful design’</i> • <i>‘expansion in hard surfaces within the centre of the Square has the potential to become an inhospitable heat sink if not carefully managed’</i> – recommend incorporate Water Sensitive Urban Design and mixed diverse plantings to compensate for loss of any existing lawn area (permeable surfaces) • <i>‘recommend greater emphasis is placed upon delivering practical outcomes in terms of Biodiversity Sensitive and Water Sensitive Urban Design’</i>	• The design detail to improve greening and biodiversity and address climate change impacts will be considered in future project stages - see recommendation 1. • This will be guided by the Resilience and Climate Change section of the draft Master Plan (p. 27) which includes to assess ‘the design for low carbon and climate resilience’
TAFE		
Support	Support for the draft Master Plan as it: • <i>‘aims to make Light Square/Wauwi greener, safer and more inclusive - ...align with our vision for our students’.</i> • <i>‘By increasing capacity for events and exhibitions, opening further green space for social enjoyment, and expanding the social infrastructure the draft Master Plan will enhance this shared space and significantly improve the wellbeing of our West End community’</i>	• Support for enhancing the West End and shared alignment noted.
Community members		
Pedestrian crossings	• Safer crossings (ie zebra crossing) needed for better access and inclusion to key destinations to southwest side of the Square (as no safe way currently to cross over Waymouth St without going across the park and using the crossing) • Ramps needed on footpaths for trolleys and wheelchairs • Lack of crossing on the southwest limits use of the Square by residents who have to use the Currie St crossing and bypass the Square • Design and placement of crossings need to consider older adults and access for those living with a disability	• The Access and Inclusion section of the draft Master Plan (p. 34) responds to improving access and creating ‘universally accessible and equitable open space’. • Access and safety improvements will be part of the safety audit in the next stage of the project. Traffic assessment and safety audit will assist with defining the

Theme	Feedback	Consideration of Feedback
		detail for crossing type - see recommendation 2 and 3.
Urban elements and greening	• Objection to public toilets in the Square due to safety, disruption and displacement of greening –if it must be placed in the Square prefer in the northern section close to buses and universities away from residential buildings • Support for an outdoor gym to keep active as gym costs can be a barrier • Support efforts to increase greening	• The draft Master Plan does not include a proposed public toilet. If this were to be considered in the next phases of the project, it would require further consultation. • Urban elements will be considered in future project phases - see recommendation 10.
Heritage	• Not aligned with Light's intent for the Park Lands	• Engagement has included meetings with Heritage SA and the Department for Climate Change, Environment, Energy and Water. This will continue in subsequent phases of the project. See recommendation 8. The proposed design of Option 1 responds in a contemporary way to defining the Square through its landscape design as a balance between the relocated roadway, and the comparatively wide edge treatment to the western side. This creates a centred Square as a distinct element, reinforcing the symmetry. The design also supports the social and health requirements of the community, which are of value to the National Heritage listing. Heritage Values and considerations will be part of the detailed design stage.
Longer-term aim	• Morphett Street should not be a north-south car corridor • Complete greening of Whitmore Square/Iparrityi and Light Square/Wauwi and infill Sir Lewis Cohen Ave	• One of the draft Master Plan Principles is for greening to permeate into the

Theme	Feedback	Consideration of Feedback
		surrounding streets and lanes and extend to the Adelaide Park Lands. • The Integrated Transport Strategy is currently open for consultation. • The draft Master Plan aims to create an improved walking, cycling and wheeling area.

Meetings and Events

Feedback received at meetings and engagement events has been summarised and grouped into themes and considerations noted in Table 4 below.

Table 4: Summary of feedback from meetings and events and further considerations

Theme	Feedback	Consideration of Feedback
Access & Inclusion Advisory Panel		
Parking	- Retain angle parking spaces on the eastern side, which are heavily utilised for accessing Brain Injury SA - Additional Accessible Parking: Explore opportunities to add more accessible angle parking spaces and accessible passenger loading zones	Further parking considerations and transport needs will be part of future project stages - see recommendation 4.
Traffic impacts	Traffic Noise and Speed: Prioritise design features, such as increased greening, to mitigate the impact of traffic noise and speed	- The importance of greening is one of the three themes of the draft Master Plan and has been again highlighted in phase 2 consultation as a value to be increased, along with reducing the impacts of traffic and creating a calm space. - Future project stages will include consideration for how garden design can provide a green buffer to reduce traffic and noise impacts – see recommendation 10.
Accessible Crossings	Ensure that design solutions prioritise accessible and safe pedestrian crossings.	Options to improve pedestrian safety and accessibility will be part of future project stages - see recommendations 2 and 3.
Lighting	Develop a lighting strategy that enhances safety during the nighttime.	- Lighting section (p. 31) includes that: The Master Plan: Increases safety and wayfinding through lighting design. - Lighting design detail will be part of future project stages - see recommendation 5.
Design Options	Note that the draft Master Plan does not address design options for Colonel William Light's Monument and pond. Please refer to the Panel's input from the May 2024 meeting when planning any redevelopment.	Detail on design options for the monument and pond will be included in future project stages.

Theme	Feedback	Consideration of Feedback
Themes and key considerations from other meetings and events combined		
Traffic	- Issues to consider: - speed limit change well before the Square - traffic calming with pavers make more noise - increasing traffic and how they it will all be squeezed in on the eastern side - how options will impact Waymouth Street – there is a childcare centre on the street - how the east west traffic flow will impact Waymouth Street if it becomes a corridor - Waymouth Street may become as busy as Currie Street but is half the size and no traffic lights at West Terrace intersection - will moving all traffic to the east side cause traffic to back up along with traffic backing up along Waymouth Street out to Morphett Street due to Town Hall (Pirie Street) zebra crossing	Traffic calming options; impacts to Waymouth Street if it becomes two-way; impact of concentrating vehicle traffic on the eastern side; impact of displaced traffic and backlog to be assessed in future traffic impact assessment - see recommendations 2, 3 and 9.
Bus movements	Bus movements need to be investigated: - From King William to Currie Street and right onto Montefiore Rd - Currie Street to Morphett St slip lane used to get to North Tce - Bus layover on Currie Street (between north and south sections of the Square) needed due to lack of space at the bus terminal	Investigating bus movements will be part of future project stages - see recommendation 7.
Parking	- Consider that people need to be able to access businesses – do not look at project in isolation but consider cumulative impacts from many surrounding projects - Concern with what will happen with parking on the western side - Businesses need loading zones	Assessing car parking needs and options will be part of future project stages - see recommendation 4.
Access	- Ensure changes to access still allow neighbouring businesses and organisations to service the building/needs of users and visitors - Closure of one-way connection from Philip Street to Morphett Street to consider that this is used as a drop-off zone for Enterprise Hub – prefer to keep access to Philip Street to retain drop off - Consider impact on access to Hindley Street (including for trucks that pull into the Hindley Street Music Hall)	Access requirements will be further assessed in future project stages - see recommendation 6.

Theme	Feedback	Consideration of Feedback
	- Investigate a model like the north side of Hindmarsh Square/Mukata for access for businesses – as it allows access for businesses without becoming an access road – change of road pavement assists - Maintain access to the slip lane that goes past the Mercury to North Terrace for access to the Creative Quarter - Vehicle access to the western side is essential for drop off and pick up, removal and waste trucks and emergency vehicles, access cabs, ease of access for those living with a disability and older adults with limited mobility - Need accessible drop-off spot for TAFE	
Pedestrians	- Define the pedestrian path to Hindley Street - Potential scramble crossing at Hindley St and Morphett St to increase safety – particularly for young people	Improvements to the pedestrian network will be assessed in future project stages – see recommendations 2 and 3.
Safety	- Business activation along the western edge is very important for Option 1 as it would be a deep space away from the road and visibility - Nighttime activation – can businesses be encouraged to operate on a Friday and Saturday night - To inform the design understand what components in the TAFE precinct encourages loitering – including in the car park - Assume CCTV upgrade will occur - Will you work with the university – worry about young women and safety at night - Safety on the southern end needs to be improved - Look at hotspots for cycling crashes to ensure new design addresses current issues	Lighting design and layout design for safety will be considered in future project stages – see recommendation 5.
Connection	- Square is a wayfinder to Pinky Flat and Tulya Wardli - Number of crossing points and wait times travelling from south through the Square to Hindley Street – could there be a pedestrian bridge over Currie Street - Improve the Waymouth St to West Tce travel path - The proposed shared/cycle path on the western side in Option 1 breaks up the northern space	Improving connections within and from the Square will be considered in future project stages – see recommendation 10.

Theme	Feedback	Consideration of Feedback
Eastern and western frontage	• Prefer better frontage for both sides of the Square – could soften the interface between the buildings and the Square • Unbalanced road layout (Option1) will unfairly disadvantage residents on the east side and benefit businesses on the west side	• Assessment of impacts to the eastern side under Option 1 will be investigated in future project stages - see recommendation 9.
Inclusiveness	• Public housing is where the money could be spent – what thinking has been done about people who camp, wash and stay in the Square?	• Design of public space to help meet some of the needs of people experiencing homelessness will be explored in future project stages - see recommendation 10.
Trees	• Retain trees in the TAFE courtyard	• Tree retention noted - see recommendation 10.
Artworks	• Difficult to give direction on the current artworks which will need to be part of a holistic approach looking at Kurna layer, biodiversity and greening and the position and purpose of the artwork • Design brief considerations: art and Kurna Elders/artists part of control/steering group • Indigenous representation in art will be important • Retain Catherine Helen Spence sculpture	• Proposed approach to artworks noted and will be considered for future project stages - see recommendation 10. • Future project stages will continue to involve engagement with Aboriginal and Torres Strait Islander peoples.
Event Space	• Noise from more events can impact use of the Enterprise Hub if it is loud as the building is not soundproof • Music already comes through the residential building from events – will there be a time limit to events? • Many gallery spaces already in the area – not sure if more needed, perhaps focus on temporary activation	• Event space design and noise impacts to surrounding buildings will be considered in future project stages. Feedback on exhibition space noted. Detail on exhibition spaces to be investigated in future project stages. See recommendation 10.
Hardstand	• Both options remove a lot of road and not a lot of green so not a lot for people to enjoy • A lot of pathways are proposed and this is where Squares are being ruined – less paths, more green – but consider that people who need to push a trolley or travel on wheels need a path	• The draft Master Plan proposes to increase green space by between 4% and 9%. The draft Master Plan aims to minimise hardscape (p. 27). Design to minimise impacts and increase accessibility will be explored in future project stages - see recommendations 1 and 2.
Heritage	• Do the rules say the Square should be symmetrical? - the National Heritage Listing includes Morphet Street	• Engagement has included meetings with Heritage SA and the Department for Climate

Theme	Feedback	Consideration of Feedback
	• Tell the story of Light • Support for seclusion and more native plants – education component to see plants uses by First Nations people- could run cultural tours	Change, Environment, Energy and Water. This will continue in subsequent phases of the project. See recommendation 8. • The proposed design of Option 1 responds in a contemporary way to defining the Square through its landscape design as a balance between the relocated roadway, and the comparatively wide edge treatment to the western side. This creates a centred Square as a distinct element, reinforcing the symmetry. The design also supports the social and health requirements of the community, which are of value to the National Heritage listing. Heritage Values and considerations will be part of the detail design stage. • The approach to the interpretive element will be included in future project phases – see recommendation 10.
Surrounding uses	• National Centre for Vocational Education and Research and the International College of Hotel Management are not marked on the draft Master Plan maps but are part of the education precinct • Have new businesses moving into Waymouth Street and the Hotel been considered?	• More layers will be mapped as part of the next stage of the project including key organisations. • Businesses around the Square were sent a letter and received a postcard about the draft Master Plan. Engaging with surrounding businesses will continue in the next phases of the project.
Construction	• Concern over a long construction time • Desire for less impacts due to impact on old buildings and disruption to residents	• Construction time will be subject to funding availability and resources. • Construction considerations (minimising dust, noise, vibration) to be considered in future project stages – see recommendation 10.

Theme	Feedback	Consideration of Feedback
Alternative Suggestions	• Sink Currie Street and tunnel the traffic • Temporary measures in the meantime such as traffic lights and a stop sign rather than a give way sign on the western side	• Traffic tunnels are not part of current considerations

4. APPENDIX 1: MATERIAL DEVELOPED FOR PHASE 2 DRAFT MASTER PLAN CONSULTATION



Figure 4: Corflutes that were displayed in the Square



Figure 5: Email banner

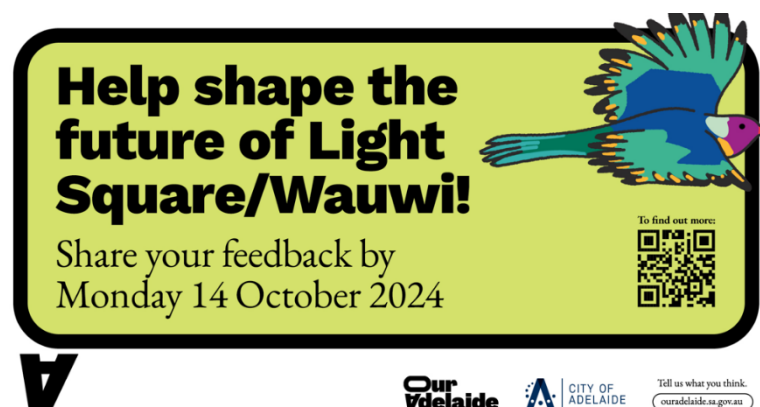


Figure 6: Digital screens

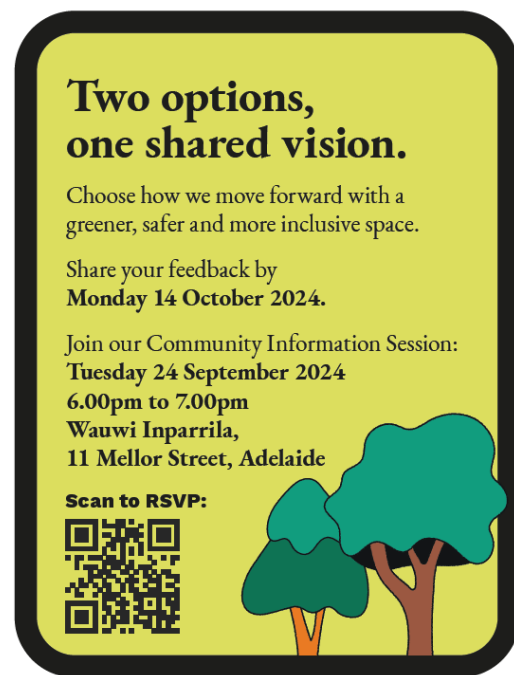
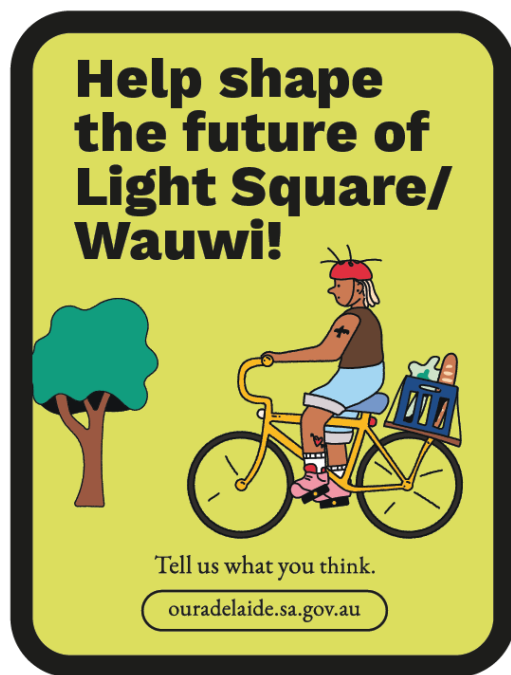


Figure 7: Postcards



Figure 8: Poster for community information session



Theme 1 – Greener

Draft Light Square/Wauwi Master Plan

Light Square/Wauwi is envisioned as a vibrant green oasis in the city's north-west.

The importance placed on greening from people who participated in consultation earlier this year helped shape one of the three themes of the draft Master Plan – **Greener**, Safer and Inclusive.

Principles

Principles for creating a **Greener** Light Square/Wauwi in the draft Master Plan are:

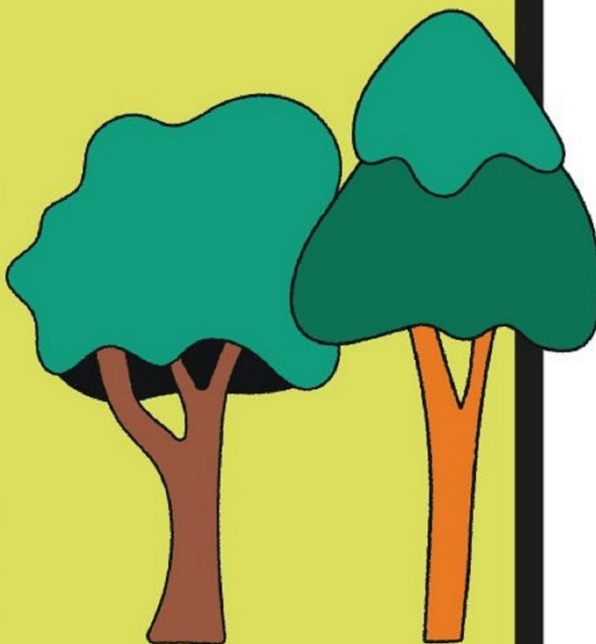
- The Square is re-imagined as a green oasis within the city that contributes to health and wellbeing.
- Greening, including an increase in tree canopy, provides shade, cooling and planting diversity, including seasonal colour and celebrating Australia's native flora.
- The landscape character of the Square permeates into the surrounding streets and lanes further connecting the North Terrace Cultural Boulevard and the River Torrens/Karrawirra Pari.

See strategies for a **Greener** Square with a focus on **Greening**; and **Resilience and Climate Change**; on pages 25–27 of the draft Master Plan.

Options

The draft Master Plan has two options that both propose to increase green space.

	Option 1	Option 2
Increase in green space	9%	4%
Increase in space for biodiversity	14%	13%
Increase in tree canopy	30%	25%



We'd like to hear from you

Through the Our Adelaide survey we want to know your priorities for the principles and what you think about the options.

This will help with next steps for the project which will be detail design and costings for the preferred option – these will help us seek funding to transform the Square*.

**Note that the draft Master Plan is a concept, and its implementation is unfunded and subject to future annual business plan and budget processes.*



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Figure 9: Factsheet on the Greener draft Master Plan theme provided on Our Adelaide and displayed at community sessions

Theme 2 – Safer

Draft Light Square/Wauwi Master Plan

Light Square/Wauwi is envisioned as a place that enhances safety and wellbeing, with less impact from traffic. It increases green space, creating a safer and welcoming environment for people to meet, stay, walk, wheel and cycle.

The importance placed on safety from people who participated in consultation earlier this year helped shape one of the three themes of the draft Master Plan – Greener, Safer and Inclusive.

Principles

Principles for creating a Safer Light Square/Wauwi in the draft Master Plan are:

- The usable area of the Square is expanded with reconfigured road geometry to prioritise pedestrian access to the lawns, pathways and facilities, whilst reducing traffic speeds and enhancing safety.
- Boundary interfaces are managed to increase safety and define access, including clearly legible and accessible crossings, entry points and paths.

- The Square is designed to promote safety at all times of the day and night, including lighting design that enhances safety, wayfinding and the sense of place.
- The impact of traffic noise and speed is reduced in favour of enhancing wellbeing and improving active transport, amenity and safety.

See strategies for a Safer Square with a focus on **Pedestrian Movement**; **Vehicle Movement**; and **Lighting**; on pages 28–31 of the draft Master Plan.

Options

The draft Master Plan has two options that both propose to reduce road area and prioritise safe entry points and pathways, improved intersections and crossings, traffic calming and better connect people with surrounding destinations.



Legend	Existing Light Square/Wauwi	Option 1	Option 2
--- Total area within scope of Master Plan	39,108m ²	39,108m ²	39,108m ²
Area of road surface	18,740m ²	15,260m ²	16,916m ²
Area of road surface removed	N/A	4,096m ²	2,895m ²
Footpaths, lawns and gardens (green space)	20,368m ²	19,752m ²	19,297m ²
Total area of green space	20,368m ²	23,848m ²	22,192m ²
Percentage of green space	52%	61%	56%



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Figure 10: Factsheet on the Safer draft Master Plan theme provided on Our Adelaide and displayed at community sessions

Theme 3 – Inclusive

Draft Light Square/Wauwi Master Plan

Light Square/Wauwi is envisioned as a place that celebrates diverse cultures, creative expression and supports community wellbeing.

The importance placed on an inclusive space from people who participated in consultation earlier this year helped shape one of the three themes of the draft Master Plan – Greener, Safer and **Inclusive**.

Principles

Principles for creating a more Inclusive Light Square/Wauwi in the draft Master Plan are:

- The Square's bold transformation reflects inclusiveness and a diversity of cultures including interpretation and storytelling.
- The Square integrates the cultural aims of Kaurna people and other non-Kaurna people.
- The Square has a unique character informed by its location at the centre of the art, innovation, medical and educational precinct set to grow.
- Activity, event and exhibition spaces are built into the design, working with adjacent creative and arts industries to brand the area as a place of creativity and innovation.
- Universal design principles are incorporated with smart technologies to improve people's experiences.

See Strategies for an **Inclusive** Square with a focus on **Aboriginal and Torres Strait Islander Culture; National Heritage Values; Access and Inclusion; Events and Programming; Public Art; and Technology and Innovation** on pages 32–37 of the draft Master Plan.

Options

The draft Master Plan has two options that both propose to foster a welcoming environment, inclusiveness, understanding and appreciation across various cultures and provide for a variety of uses including a space for events, fitness, recreation, gathering, relaxing and social connection.

We'd like to hear from you

Through the Our Adelaide survey we want to know your priorities for the principles and what you think about the options.

This will help with next steps for the project which will be detail design and costings for the preferred option – these will help us seek funding to transform the Square*.

**Note that the draft Master Plan is a concept, and its implementation is unfunded and subject to future annual business plan and budget processes.*



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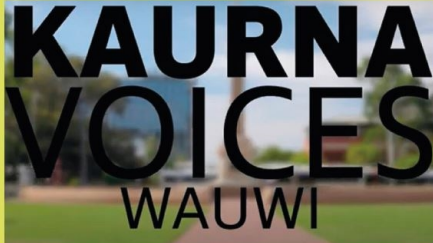
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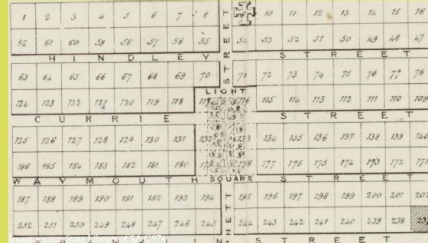
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Figure 11: Factsheet on the Inclusive draft Master Plan theme provided on Our Adelaide and displayed at community sessions

Light Square/Wauwi through the years



The Kaurna name for the Square is in honour of Wauwi, wife of Kaditpina, a prominent Kaurna Elder at time of colonisation and to recognise the long association Aboriginal peoples have with the Square, including as told through the Kaurna Voices Project.



Plan of the Square as a village green, 1837 by Colonel William Light.



The Square in 1876 before the Currie St cut through in 1910 and showing the original memorial to Colonel Light.



Aerial view of the Square 2024.



The Square in 1911 shows it once had more trees and was surrounded by fencing.



The Square in 1954 after changes and replanting in 1952.

Today the Square has a range of uses including:



A gathering place for protesters.



A place to celebrate the LGBTQIA+ community with Pride Walk.



Gallery for the 2024 Tiny ArtWorks exhibition by students from the Adelaide College of the Arts.



Today the Square is experiencing an increase in residential development that is set to grow and transform the area along with increased university, health and medical uses. The Master Plan embraces these changes and builds on the area's reputation for art, culture and night time economy.

Figure 12: Information sheet showing how Light Square/Wauwi has changed over time displayed at community sessions