

ITEM NUMBER: 18.1

CONFIDENTIAL REPORT

TRANSFORMING JETTY ROAD CONCEPT PLAN – CITY ZONE

Pursuant to Section 83(5) of the Local Government Act 1999 the Report attached to this agenda and the accompanying documentation is delivered to the Council Members upon the basis that the Council consider the Report and the documents in confidence under Part 3 of the Act, specifically on the basis that Council will receive, discuss or consider:

- d. **commercial information of a confidential nature (not being a trade secret) the disclosure of which –**
 - i. **could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and**
 - ii. **would, on balance, be contrary to the public interest.**

Recommendation – Exclusion of the Public – Section 90(3)(d) Order

- 1. That pursuant to Section 90(2) of the *Local Government Act 1999* Council hereby orders that the public be excluded from attendance at this meeting with the exception of the Chief Executive Officer and Staff in attendance at the meeting in order to consider Report No: 210/24 Transforming Jetty Road Concept Plan- City Zone in confidence.**

 - 2. That in accordance with Section 90(3) of the *Local Government Act 1999* Council is satisfied that it is necessary that the public be excluded to consider the information contained in Report No: 210/24 Transforming Jetty Road Concept Plan- City Zone on the following grounds:**
 - d. pursuant to section 90(3)(d) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party. This information would prejudice the commercial position of Council.**

 - 3. The Council is satisfied, the principle that the meeting be conducted in a place open to the public, has been outweighed by the need to keep the information or discussion confidential.**
-

Item No: 18.1

Subject: **TRANSFORMING JETTY ROAD CONCEPT PLAN – CITY ZONE**

Summary

On 28 November 2023 Council resolved to initiate the Transforming Jetty Road project and authorised Administration to develop concept designs for the Jetty Road Glenelg Masterplan.

Accordingly, Administration has prepared the draft concept design for the City Zone, presented these plans to the Transforming Jetty Road Committee and at a Council workshop.

On 25 June 2024 Council adopted the 2024-25 Annual Business Plan that included capital funding of \$10 million for the Transforming Jetty Road Project and a commitment in the Long Term Financial Plan of a net \$30 million investment in the project.

This report seeks approval of the draft concept design prior to releasing the plans for engagement with key stakeholders to inform the construction methodology, finalise costings and prepare communications for the community.

Recommendation

That Council:

- 1. approves the draft City Zone Concept Design as per Attachment 1 of this report and the commencement of detailed design to support finalisation of investigations and costings;**
- 2. approves Administration to use a combination of Juperana Natural Stone and Urban Fleece Engineered pavers materials for the footpaths and continuous footpath treatments;**
- 3. approves Administration to engage with key stakeholders to share the draft concept plans for the purpose of understanding construction methodologies and street operational requirements during construction;**
- 4. approves Administration to prepare the design for communication with community and table a plan for approval by Council**
- 5. notes that once Administration finalises investigations, concept designs and costings, final approval will be sought through the Transforming Jetty Road Committee and Council to complete detailed design ready for construction.**

RETAIN IN CONFIDENCE - Section 91(7) Order

- 6. That having considered Agenda 18.1 210/24 Transforming Jetty Road Concept Plan - City Zone in confidence under section 90(2) and (3)(d) of the *Local Government***

Act 1999, the Council, pursuant to section 91(7) of that Act orders that the report, attachment and minutes relevant to this item be retained in confidence for a period of 12 Months and/or the Chief Executive Officer is authorised to release the documents when the City Zone procurement activity is completed and that this order be reviewed every 12 months.

Background

On 28 November 2023 Council initiated the commencement of Stage 2 of the Jetty Road Masterplan project, namely Transforming Jetty Road, and authorised Administration to develop concept designs for the remaining sections of the Jetty Road Glenelg Masterplan (Masterplan). Council also agreed to deliver the Masterplan in three stages over some three years, commencing with construction of the City Zone in late 2024, followed by the Coast Zone in 2026 and then the Transition Zone in 2027 for a cost not to exceed \$40 million.

The City Zone design has been developed in accordance with the high-level Street Plan that was approved by Council on 28 November 2023 and in line with the design outcomes of the Masterplan.

The design requirements for this zone are largely based on the renewal of the existing infrastructure with new materials in keeping with the Stage 1 Chapel Plaza and Bouchée Walk project with additional enhancements that:

- improve pedestrian safety;
- meet the Disability Discrimination Act;
- increase greening and beautification of the area; and
- improve stormwater management.

A budget of \$9.6 million (from the committed \$40 million budget) has been allocated to the City Zone to support the design development, which excludes the Gordon/Partridge Street intersection. As a due diligence and risk mitigation mechanism regarding cost control, the City Zone Concept Plan has been costed independently by Capisce QS Pty Ltd to ensure the draft design meets the nominated budget. The current cost assessment has identified a construction cost of \$7.93 million. This cost should not be considered final and viewed as an indicative cost subject to variation on further design development and investigations.

On 19 June 2024, the Transforming Jetty Road Committee considered and resolved the following:

That the Transforming Jetty Road Committee:

1. *endorses the draft concept plan for the Transforming Jetty Road City Zone as provided in Attachment 1 to be finalised and submitted to Council for approval;*
2. *endorses the design to be progressed to detailed design and prepared for construction; and*
3. *endorses the project to prepare the concept design collateral for a community engagement inform activity.*

A subsequent Council Workshop with Elected Members was held on 2 July 2024 to seek feedback on the draft design. This report summarises the Council's feedback and provides an overview of the key design elements in order to have the draft concept design approved to undertake the next steps outlined in this report.

Refer Attachment 1

Report

The key objective of the City Zone design is to retain the existing street operations and services for the local community while updating the infrastructure to align with the Masterplan outcomes. Additionally, the design is required to ensure it achieves compliance with Australian Standards and the current Disability Discrimination Act.

The attached draft concept design has met the above requirements and also adopted the key design principles and material pallet of the Stage 1 Chapel Plaza and Bouchée Walk project. Aligning these principles will ensure continuity and consistency of the design throughout each zone while each zone's design is being developed separately.

The attached draft concept design includes the following design outcomes:

Retained Infrastructure (no changes):

- Traffic and street operations
- Seven existing trees
- Stormwater outlets
- Light poles
- CCTV cameras and poles
- Car parking provisions

Renewal Items:

- Footpath
- Road
- Kerbs and water table
- Stormwater
- Rubbish bins (updated to JRS)
- Bike racks (updated to JRS)
- 13 new seats
- DDA Car Park – updated to compliant DDA / universal car park
- Continuous footpaths

New Infrastructure:

- Five new trees
- New garden beds
- Feature paving at the Brighton/ Jetty Rd entrance
- Entrance statement
- Tree uplighting

Removed Infrastructure:

- One carpark

The following information provides some rationale and further explanation of the design choices and should be read in conjunction with Attachment 1.

Parking

One existing car park that directly abuts the existing cyclist footpath exit point has been removed to improve safety concerns for vehicles and cyclists. This park has been converted into a garden bed to increase greening allowing for an additional tree to be planted providing more shade and increase the cooling effects in the eastern section of the street.

Removal of the Cyclist Exit Point

The existing cyclist entry and exit point at the beginning of Jetty Road is considered a conflict point and places cyclists at risk. The removal of the cyclist exit point from the footpath and implementing improved line marking across the Brighton Road intersection, will encourage cyclists to directly enter Jetty Road from Brighton Road and the Mike Turtur Bikeway. It will also encourage cyclists who do use the footpath to exit the footpath at designated pedestrian crossings rather than the current mid-block exit point. This will reduce the risk of conflicts and increase cyclist, vehicle and pedestrian safety.

Footpath Material Options

Following the Council workshop on 2 July, the draft design nominated three footpath materials for consideration. Concrete, an Engineered Paver and Juperana natural stone. While the cost of each material option is within the nominated budget, there were benefits and disadvantages for each material selection that were presented in the workshop on 2 July. Given the pros and cons of each material option, a recommendation was made to use a combination of Juperana and the Urban Fleece engineered paver.

Refer Attachment 2

Another advantage to using a different paver in the City Zone to the rest of the streets, lies in differentiating this part of the street from the entertainment and dining precinct further west along the street. Most high performing High Streets around the world are only 500 metres long and Jetty Road is close to one kilometre with three distinct zones. Changing the material pallet in the City Zone would enhance this node's value in serving the local community and recognise the individual personality of the Zone as it is identified in the Masterplan.

New Trees

Five new trees are proposed to be installed in the City Zone to achieve a cohesive design that synergises the beginning of the street with the Coast Zone and Moseley Square. They are four semi mature palm trees: Washingtonia Robusta has been nominated to be installed at the entrance to Jetty Road in the most eastern end of the street. These trees will also enhance the entrance statement that will be installed at the intersection of Jetty Road/ Brighton Road to create a sense of arrival.

Another tree, a Celtis Australis has been nominated to be installed in the newly created garden bed on the south-eastern end of the street, in the location adjacent the previous bicycle exit. The Celtis Australis is the same tree as the other trees along Jetty Road.

Entrance Statement

The design of the Jetty Road entrance statement is being undertaken alongside of the City Zone street upgrade. The designs are still in the early conceptual stages with some early thinking presented to Council at the workshop on 2 July. The draft concept design will be presented to the Transforming Jetty Road Committee and Council once they have been prepared.

Creative Lighting

The City Zone will feature creative lighting throughout this Zone by installing tree up-lights to either side of every tree in this Zone and lighting treatments to the footpath at Brighton Road intersection as part of the entrance statement. This will retain a similar ambient lighting outcome to Chapel Plaza without over capitalising in this part of the street and respecting the current operation of this Zone. Additional uplighting will also be identified for buildings such as the Telstra building. The aim of the creative elements in this Zone is to ensure their consistency with the remainder of the street without introducing additional key feature elements that are designed for entertainment and dining experiences in the western end of the street.

Tram Corridor and Vehicle Traffic

The tram corridor will remain unchanged. The traffic operations will see minor enhancements to improve pedestrian safety by further formalising the existing continuous footpaths. These changes will not result in any actual or material changes to the existing vehicle traffic operation.

Water Sensitive Urban Design

The design has explored a range of options to reduce stormwater entering the stormwater system and reusing it for passive irrigation of the garden beds and trees. This will see surface water that currently creates nuisance ponding in the car parks being channelled into garden beds to water the plants.

Stormwater

The stormwater design is still being finalised and once completed the outcomes will be noted in a report to Council. The design will seek to increase the service levels without creating or moving the existing issues further along the network.

Cleaning and Maintenance

The design has been reviewed by council's Infrastructure Team to ensure the design and material pallet will not create undue cleaning and maintenance issues in the future. The design will also meet the current nominated design life requirements for all the infrastructure and considers opportunities to increase sustainability.

Sustainability and Resilience

The design has considered the material pallet and physical design outcomes to reduce urban heat and create a more resilient environment. This has been achieved in the design by

replacing (where possible) all hardscape perturbation materials with greening, installing five new trees, incorporating water sensitive urban design features and using lighter colour material. Additionally, recycled asphalt will be investigated for the road renewal during the detailed design phase.

Site Investigations

Following approval of the draft concept design, the project will commence site investigations to ensure the nominated design can be achieved and report any risk back to the Transforming Jetty Road Committee and Council.

Service Authority

The project will commence detailed discussions with service authorities to ensure that any planned service upgrades and realignment of third party services are coordinated and completed before or during the construction program of the City Zone. This will reduce the risk of new infrastructure being prematurely disturbed by service authorities works.

Feedback from the Council Workshop

Following the Council Workshop on 2 July 2024 the project will progress the design and actions identified in the Next Steps section of this report and investigate and report back to Council on:

- the final location of the DDA car park;
- other locations the Urban Stone Fleece pavers has been laid in South Australia;
- draft concept designs for the Entrance Statement;
- outcomes of the engagement with key stakeholders and how their needs will shape the construction methodology; and
- cost estimates as the design progresses and risks are better understood and identified.

As a result of the workshop held on 2 July 2024, Administration will update the City Zone Concept Plan to reflect the feedback received by Elected Members at that workshop and the feedback from the Transforming Jetty Road Committee meeting on 19 June 2024. The updated Concept Plan will be circulated to Elected Members prior to the Council meeting on 9 July 2024.

Recommendations

The project is recommending that the draft City Zone Concept Plan in Attachment 1 (including the application of the Urban Stone Fleece Engineered paver in the footpath and Juperana natural stone in the continuous paths), is approved by Council. This approval will enable the project to undertake engagement with key stakeholders and traders to inform construction methodologies and operational requirements. The feedback received will inform the finalisation of the design and the associated costings. In addition, further investigations and the commencement of detailed design will be undertaken to support the development of the final design and inform the plan for communication with the community on the City Zone stage of the project.

Next Steps

Following the approval of the Draft City Zone concept design by Council, the project will:

- prepare the designs for inclusion into the Early Contractor Involvement Procurement;
- commence engagement with traders and relevant stakeholders within the City Zone to understand operational requirements for construction;
- finalise investigations, concept designs, costings, plan for communication with the community, and seek final approval through the Transforming Jetty Road Committee and Council to complete detailed design ready for construction; and
- communicate designs to the community and commence the construction.

Budget

On 25 June 2024 Council adopted the 2024-25 Annual Business Plan which included a capital budget of \$10 million for the Transforming Jetty Road Project.

Life Cycle Costs

Not applicable

Strategic Plan

The design phase of Stage 2 of the Jetty Road Masterplan directly connects and delivers on all Our Place 2050+ Strategic Plan objectives for 2020 - 2030. The Masterplan principles which the concept design will be built upon, were formulated through three phases of extensive community consultation and further demonstrates the direct alignment to the Strategic Plan and ensures Jetty Road is truly considered 'Our Place'.

Council Policy

Not applicable

Statutory Provisions

Not applicable

Written By: Project Manager Public Realm and Urban Design

Project Director: Mr F Primerano

Attachment 1

Jetty Road

City Zone

Landscape Concept Report

Prepared for City of Holdfast Bay

Acknowledgement of Country



We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.

Our Country, 2022
88 x 119 cm Acrylic on canvas
Original artwork by
Alfred Carter
Gunaikurnai

Quality Assurance

Jetty Road, Glenelg
City Zone
Landscape Concept Report

Prepared for
City of Holdfast Bay

Project Number
322-0567-00-L-04-RP01

Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
01	22 March 2024	Draft - For Client Review	SG	GS	HE
02	10 April 2024	Updated - Final	SG/FS	HE	HE
03	10 April 2024	Updated - Footpath Material Options	SG	HE	HE

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1 Design Principles

1.1 City Zone Design Principles

Design Principles have been developed for the whole street concept to steer the design process as it continues to develop. Ensuring we reflect on the principles will make sure we have a solid, strong design.



Prioritise movement in this zone, and create delineation for pedestrians, cyclists, the tram and vehicles. Make cyclist connectivity clearer and safer, and ensure carparking is largely retained with priority in this zone to provide direct access to the large number of community / daily use businesses at this end of Jetty Road.



Improve and upgrade **infrastructure services** will assist in creating a functional and legible streetscape. Creating continuous footpaths, indented parking bays, increasing tree canopy, as well as uplighting trees will be key feature in this zone.



Create a lasting legacy for the zone to enhance its sense of place along Jetty Road. The design will seek to reduce visual clutter and superfluous signage to assist in improving legibility and amenity which will be a welcoming and visually enticing first impression when turning onto Jetty Road from Brighton Road.



Ensuring the landscape offering is **sustainable** and resilient for many future years is paramount to the success of the project. Integrating sustainable design features including WSUD and permeable paving, along with good plant species selection will showcase sustainability.



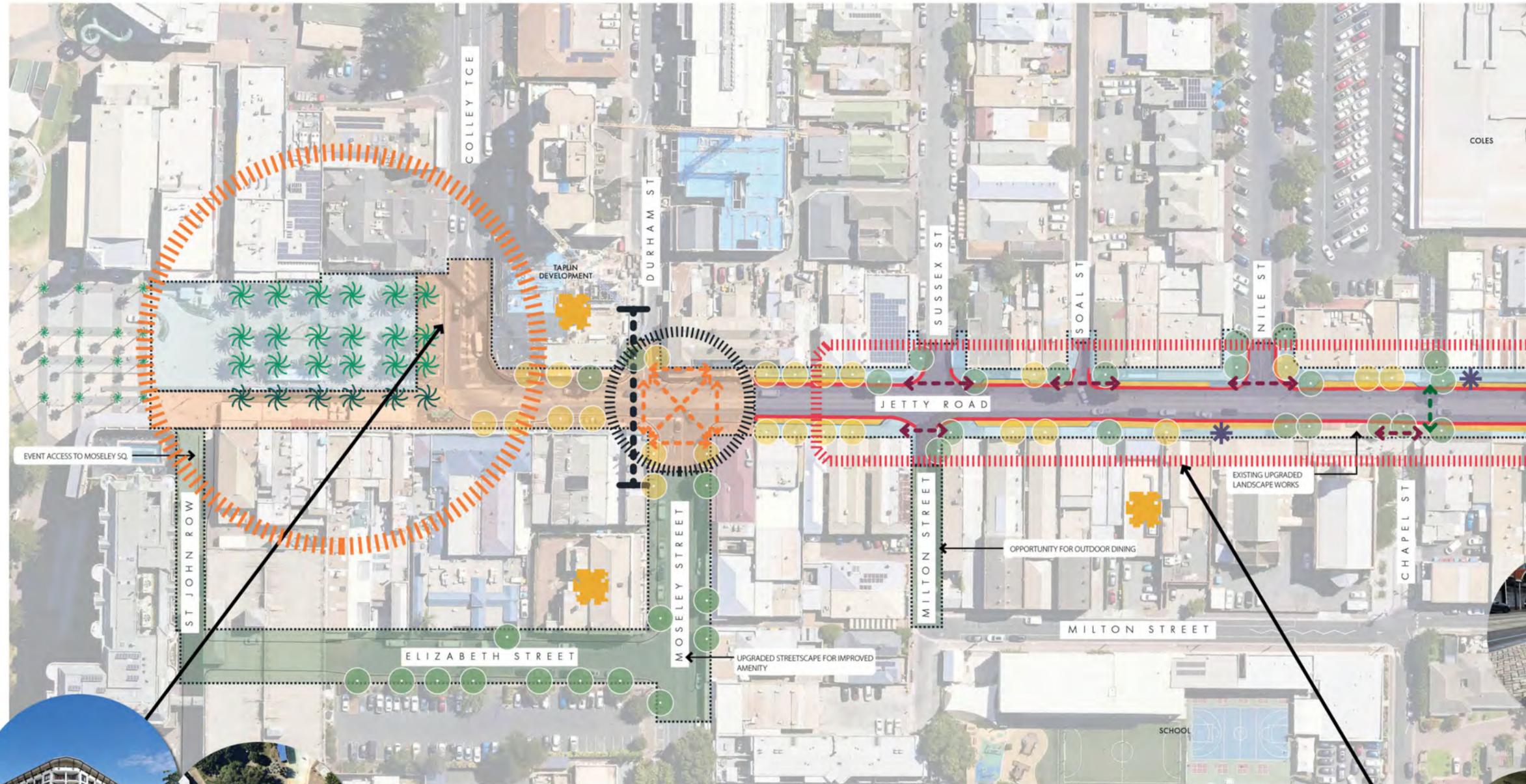
A clear and identifiable **entry statement** will be integrated into the streetscape. It will be designed as a beacon and work seasonally and at night to welcome people to Jetty Road. The entry statement materiality will be engrained within the building fabric of the Exchange Building at the Jetty Road / Brighton Road intersection.

2 Jetty Road High Level Concept Plan

C O A S T

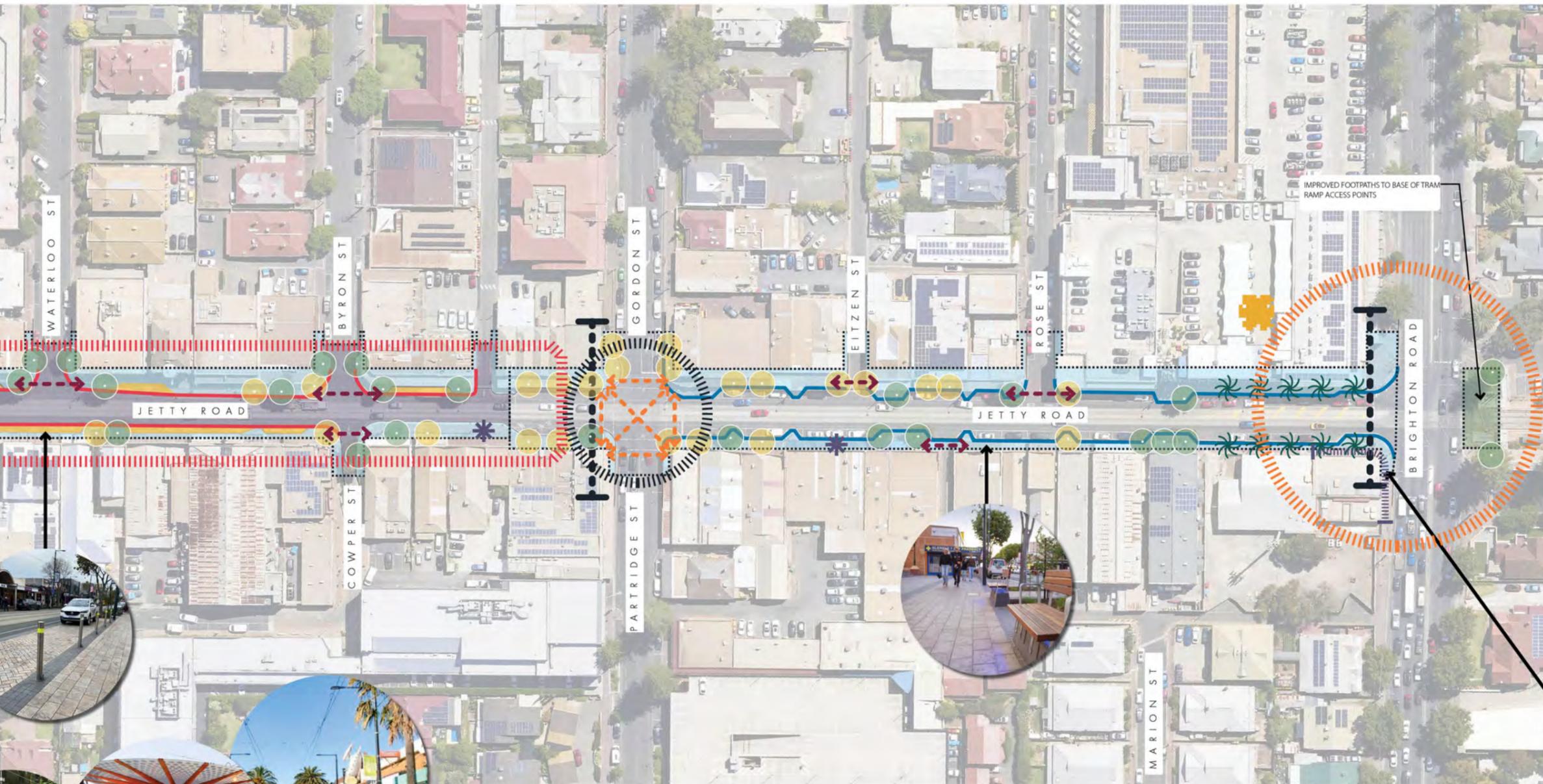
LEGEND

- Flush ped / vehicle treatment
- Plaza
- Asphalt upgrade
- Pavement upgrade
- Optional scope
- Paved multiuse area
- Gateway
- Continuous footpath treatment
- Pedestrian crossing
- Upright kerb
- Semi-mountable kerb
- Scramble crossing
- Future development site
- Major Gateway
- Minor Gateway
- Potential Tram Stop Area
- Seasonal closure opportunities
- Public Art Opportunity
- Existing Street Tree
- Existing Palm Tree
- Proposed Street Tree
- Proposed Palm Tree



TRANSITION

CITY



TRAM STOPS
FINAL TRAM STOP
TO BE DETERMINED



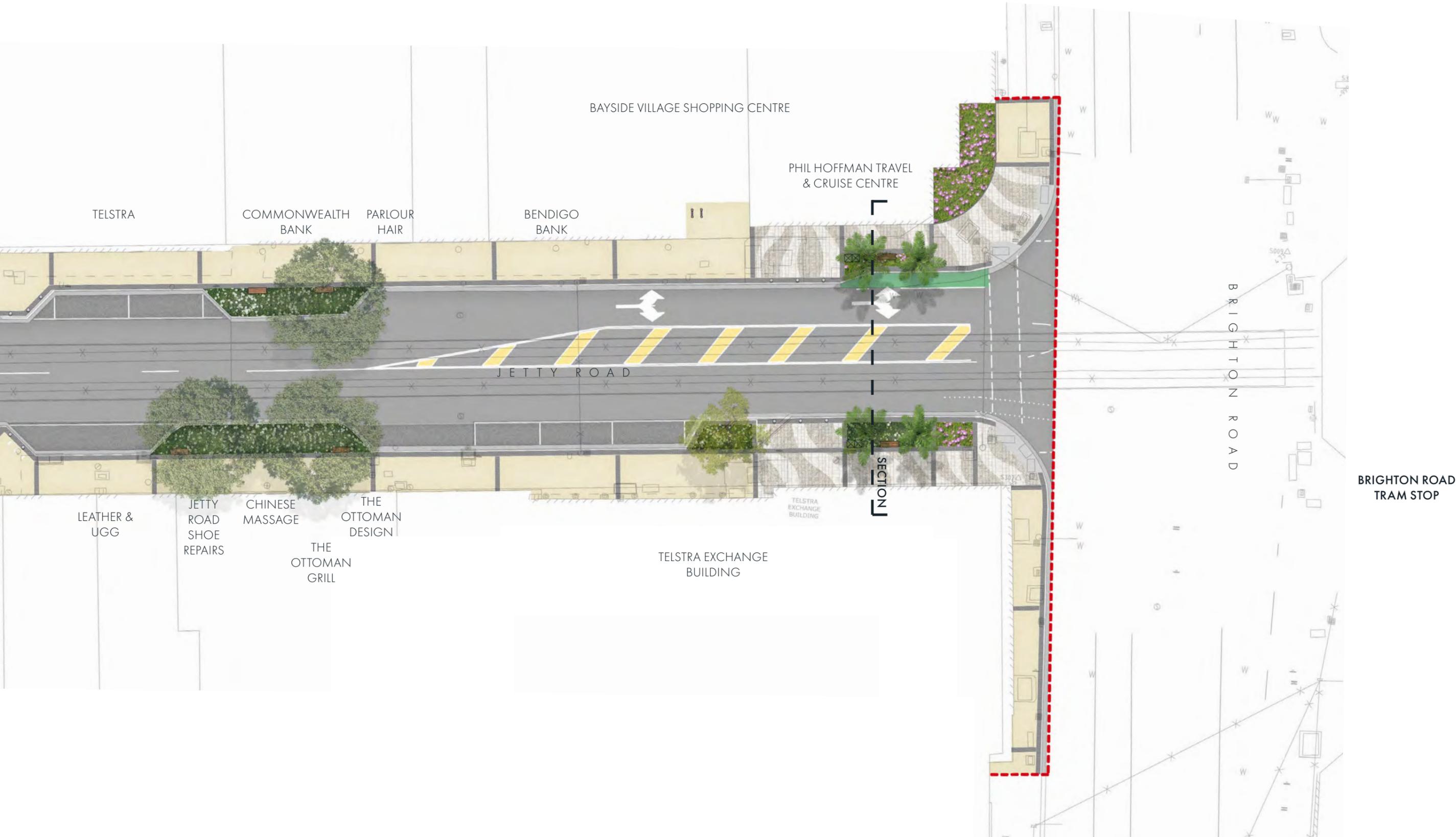
GATEWAY SIGNAGE

3 Landscape Concept Plan - City Zone



Legend

	Asphalt road pavement		Proposed Bike Racks
	Permeable asphalt pavement (car parking)		Proposed Rubbish Bins
	Proposed Footpath Pavement		Existing Trees to be retained
	Proposed Cobblesets		Proposed Feature Palms
	Proposed Juperana Feature Paving		Proposed Street Tree
	Proposed Seat		



4 Section-East Facing

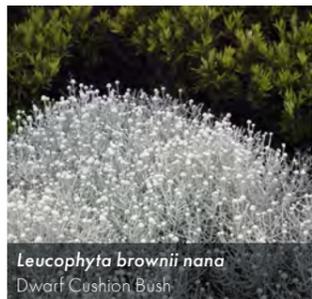


5 Planting Palette

5.1 Tree Selection



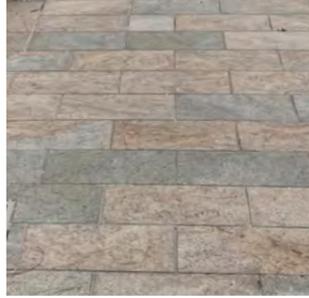
5.2 Plant Selection



6 Materials Palette



Cobblesets
Austral Black Stone-100 mm
x 100 mm x 40 mm (charcoal
oxide mortar)



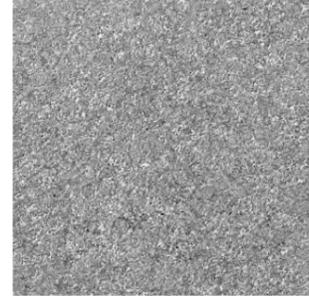
Feature Paving - Granite
Urbanstone - Juperana Granite
- Stretcherbond with inlay - 400
mm x 200 mm x 40 mm



Semi-mountable kerb
Black oxide to match existing
Chapel St Plaza works



Upright kerb
Black oxide to match existing
Chapel St Plaza works



On-street carpark pavement
Permeable asphalt



Corten Edging
to garden beds where required



Seat
Groundplay seat to match
Chapel St Plaza with extended
legs



Bin Enclosure
to match Chapel St Plaza



Bike Racks
Street Furniture Australia to match
Chapel St Plaza

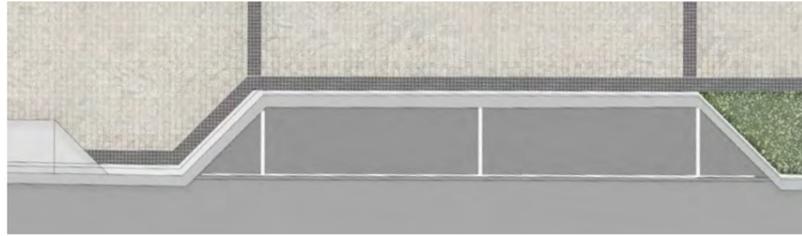


Bollards
Street Furniture Australia to match
Chapel St Plaza



Tree Uplights
to be developed during detailed
design

7 Footpath Material Options



Option 1: Juperana

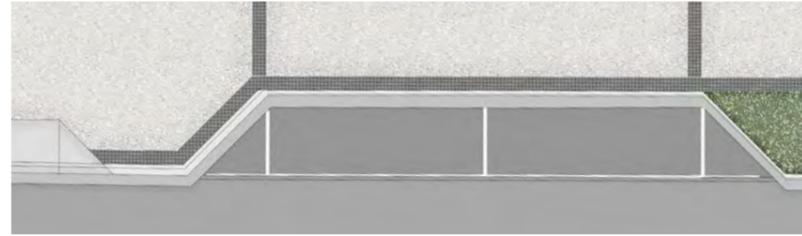
Exfoliated Finish

Price: \$369 per sqm supplied (40mm thick)
 \$454 per sqm supplied (60mm thick)



- Pros:**
- Paver used + supported by Council already
 - Good quality material
 - Easier to lift for service authorities

- Cons:**
- Price
 - Paver cutting required around corners adds to cost and timing
 - Paver cutting for patterning / to go around services add to cost and timing
 - Laying time longer than concrete



Option 2: Urbanstone Fleece

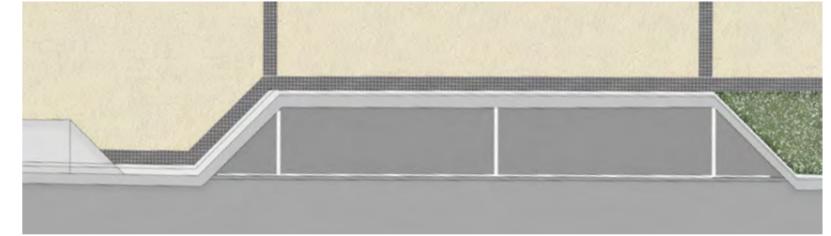
Price: \$142 per sqm supplied (40mm thick)
 \$167 per sqm supplied (60mm thick)



*note based on 600x400mm paver size

- Pros:**
- Cheaper than Juperana
 - Easier to lift for service authorities

- Cons:**
- Not used elsewhere on the project – introducing a new material
 - Paver cutting required around corners adds to cost and timing
 - Paver cutting for patterning / to go around services add to cost and timing
 - Laying time longer than concrete



Option 3: Integrally Coloured Concrete

Price: \$295 per sqm supplied and installed (125mm thick 32 MPa)



*note price includes installation

- Pros:**
- Easier to pour concrete than lay pavers
 - Quicker to install than pavers
 - Ties together with suggested material for Moseley Square to “book end” the project
 - Demonstrated durability at Minda Coast Park + Adelaide Airport

- Cons:**
- Full concrete curing time is 4 weeks (28 days) however after 24 – 48 hours people can walk on the surface and after 7 days (partial curing) traffic from light vehicles and light equipment is ok
 - Timber boards can be used to provide access for people over the path while curing time is underway
 - Service authorities will cut concrete and concrete will be difficult to match (perceived only)

Contact Tract

Adelaide

Kaurna Country
7-11 Moger Lane, Adelaide SA, Australia 5000
(08) 8223 1324
adelaide@tract.net.au

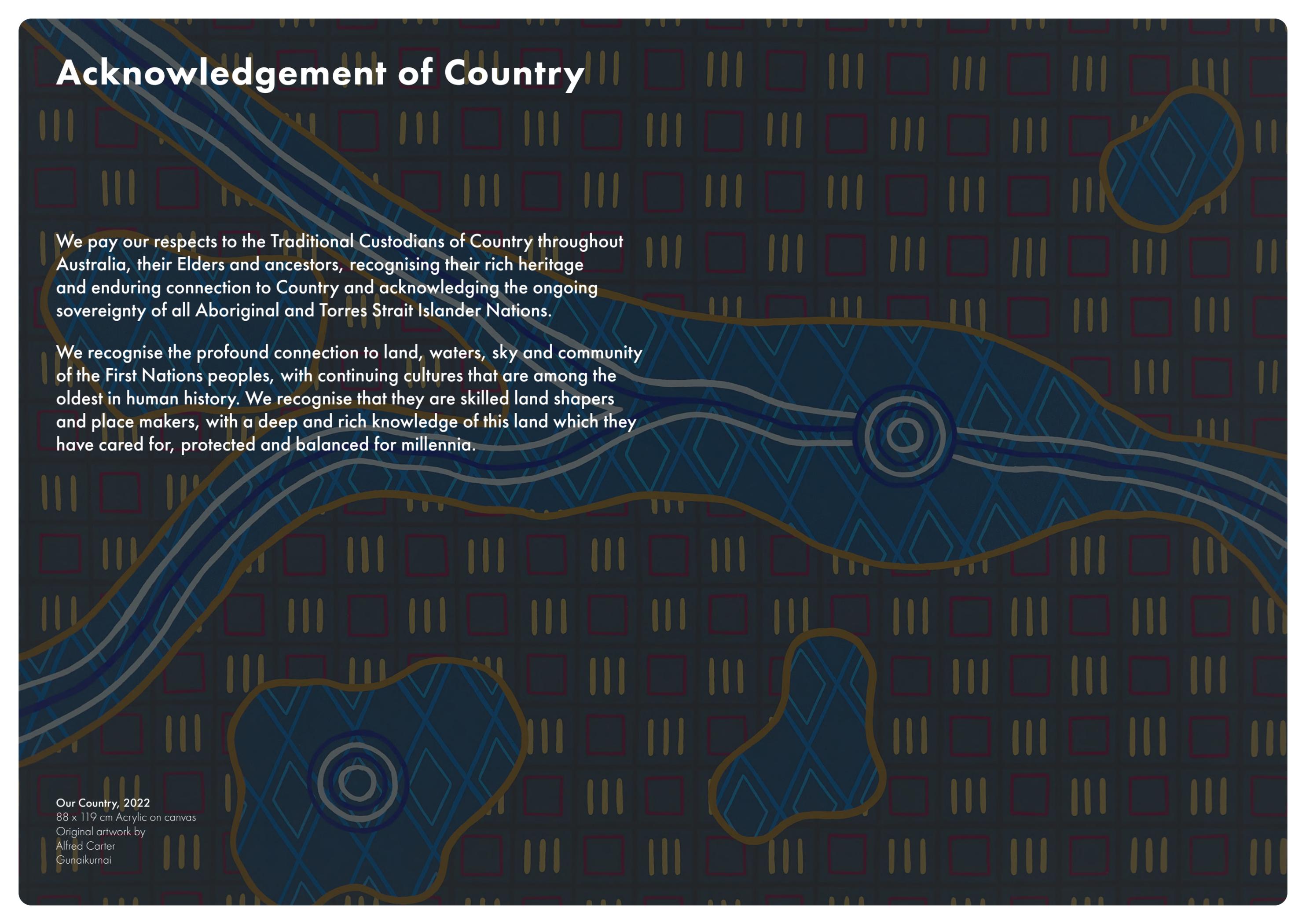
Jetty Road

City Zone

Landscape Concept Report

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Improve and upgrade **infrastructure services** will assist in creating a functional and legible streetscape. Creating continuous footpaths, indented parking bays, increasing tree canopy, as well as uplighting trees will be key feature in this zone.



Create a lasting legacy for the zone to enhance its sense of place along Jetty Road. The design will seek to reduce visual clutter and superfluous signage to assist in improving legibility and amenity which will be a welcoming and visually enticing first impression when turning onto Jetty Road from Brighton Road.

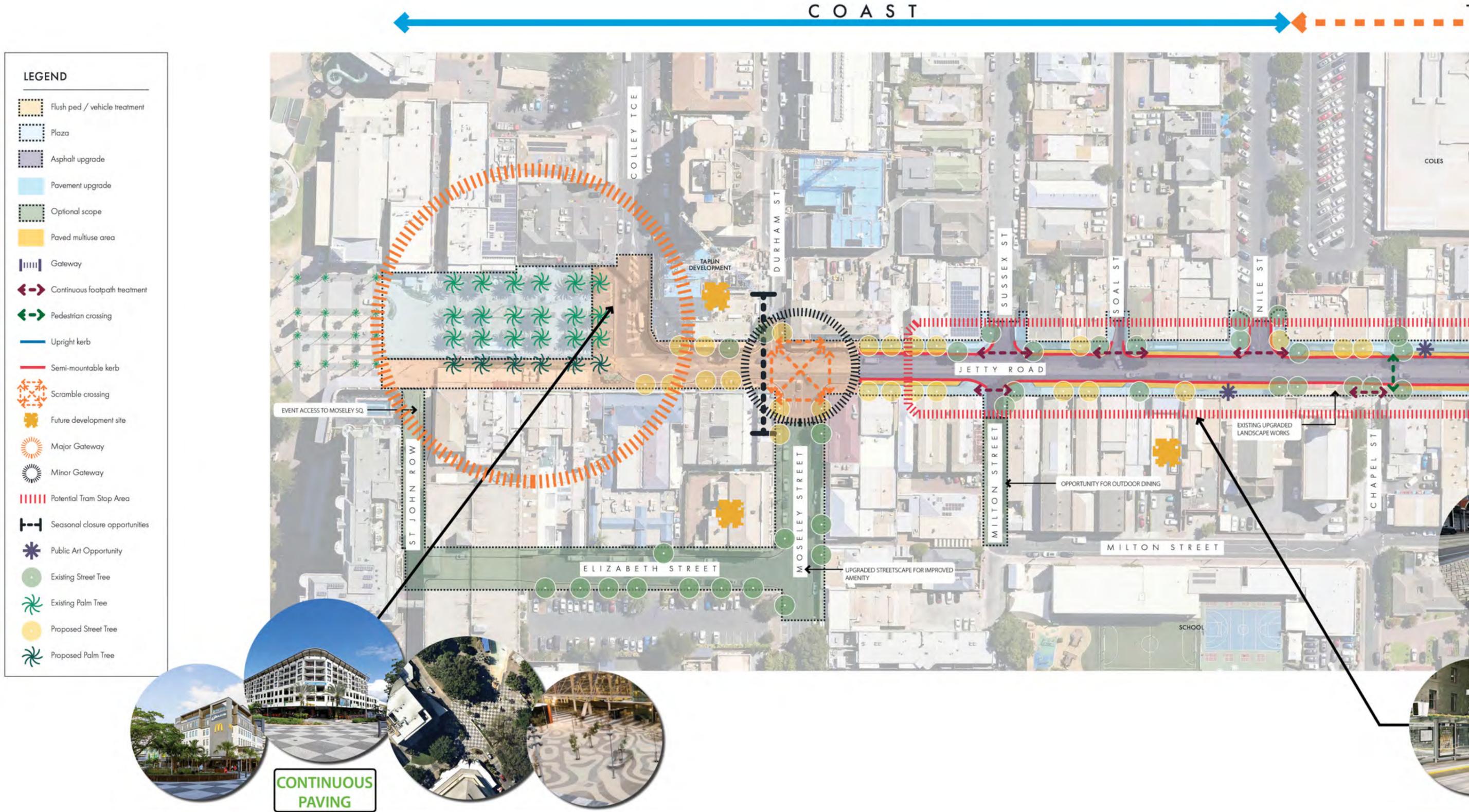


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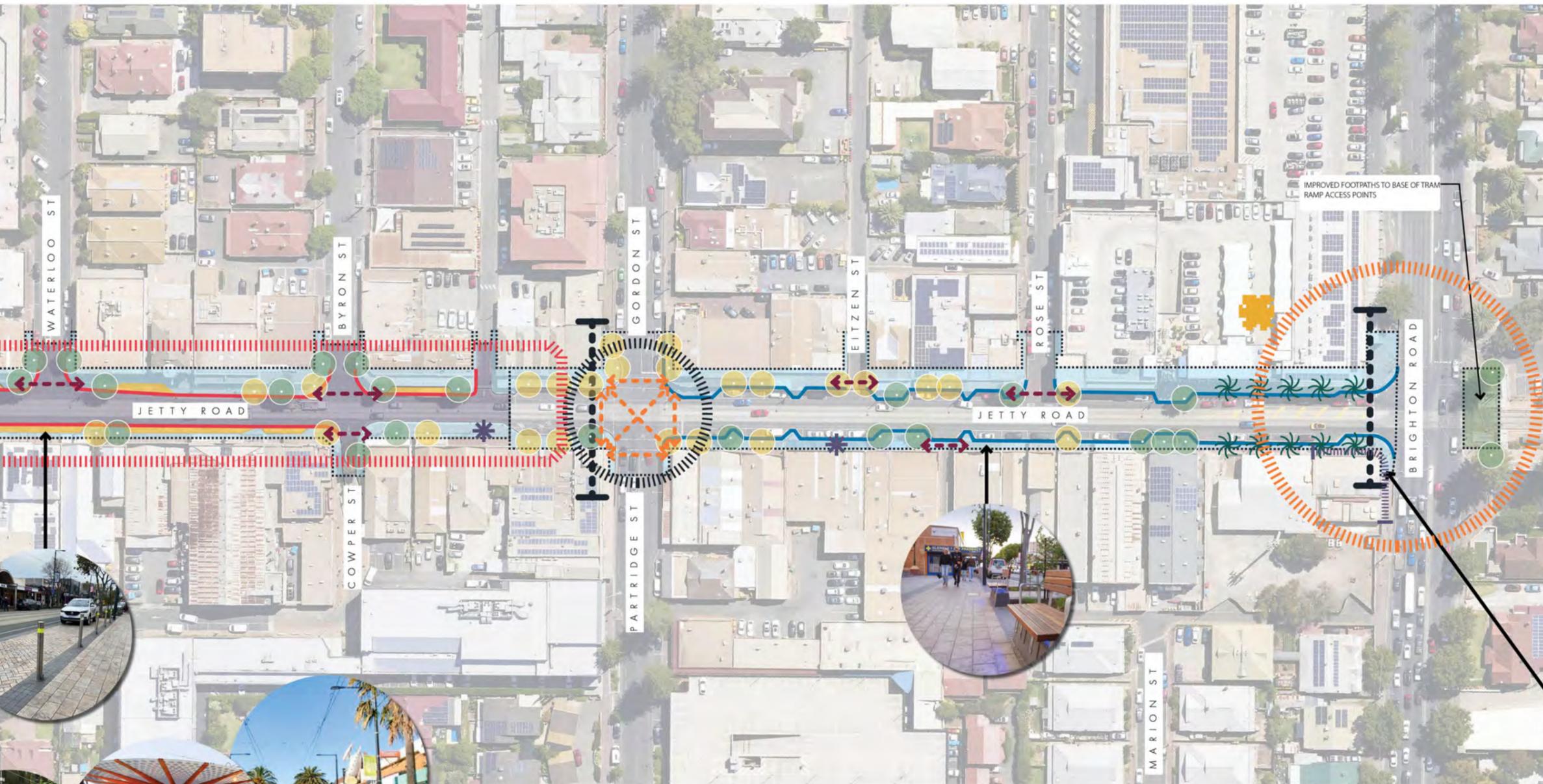
A clear and identifiable **entry statement** will be integrated into the streetscape. It will be designed as a beacon and work seasonally and at night to welcome people to Jetty Road. The entry statement materiality will be engrained within the public realm at the Jetty Road / Brighton Road intersection.

2 Jetty Road High Level Concept Plan



TRANSITION

CITY



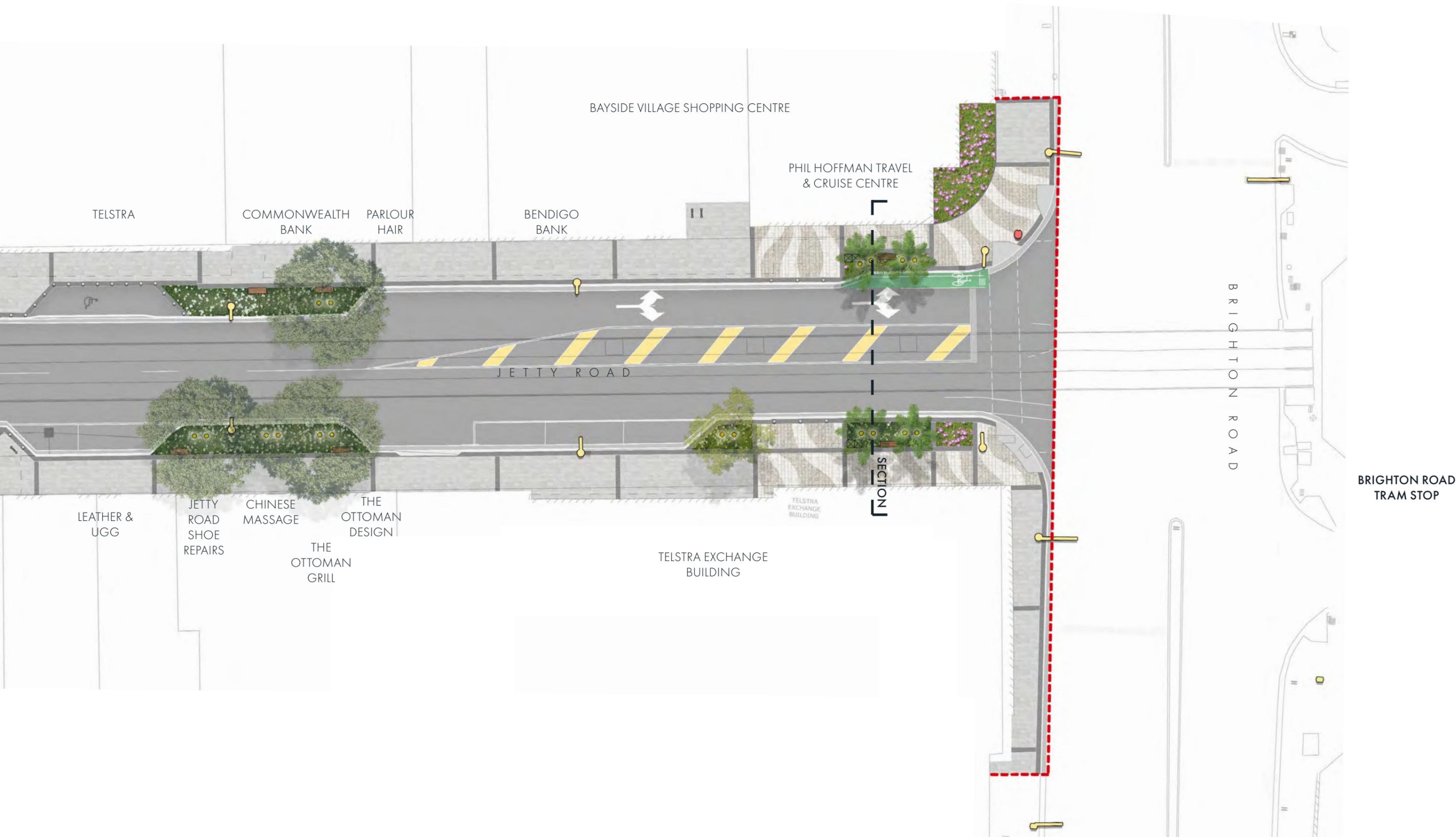
TRAM STOPS
FINAL TRAM STOP
TO BE DETERMINED



GATEWAY SIGNAGE

3 Landscape Concept Plan - City Zone





4 Section-East Facing



5 Planting Palette

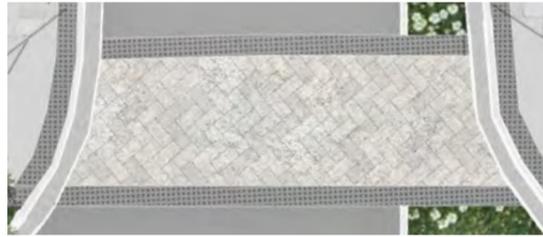
5.1 Tree Selection



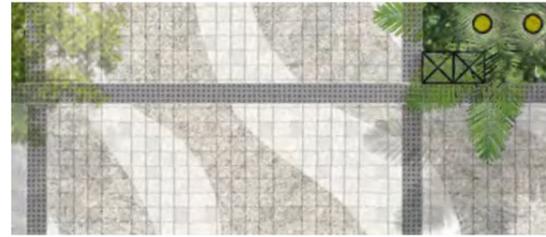
5.2 Plant Selection



6 Materials Palette



Crossings: Juperana *Herringbone Pattern*



Feature Paving: Juperana *Stretcherbond Pattern*



Footpath: Urbanstone Fleece *Stretcherbond Pattern*



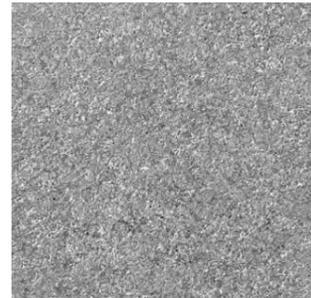
Cobblesets
Footpath Banding: Austral Black Stone-100 mm x 100 mm x 40 mm (charcoal oxide mortar)

Crossovers: 100 mm x 100 mm x 60 mm



Feature Paving + Crossovers
Feature Paving: Urbanstone Juperana Granite - 400 mm x 200 mm x 40 mm in Stretcherbond with inlay

Crossovers: Urbanstone Juperana Granite - 400 mm x 200 mm x 60 mm in Herringbone



On-street Carpark Pavement
Asphalt



Footpath Paving
Urbanstone Fleece - 600 mm x 300 mm x 40 mm in Stretcherbond



Semi-mountable kerb
Black oxide to match existing Chapel St Plaza works



Upright kerb
Black oxide to match existing Chapel St Plaza works



Corten Edging
to garden beds where required



Seat
Groundplay seat to match Chapel St Plaza with extended legs



Bin Enclosure
to match Chapel St Plaza



Bike Racks
Street Furniture Australia to match Chapel St Plaza



Bollards
Street Furniture Australia to match Chapel St Plaza

*note based on 600x400mm paver size



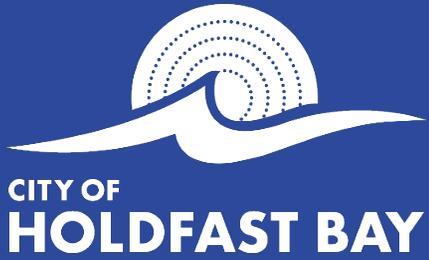
Tree Uplights
to be developed during detailed design

Contact Tract

Adelaide

Kaurna Country
7-11 Moger Lane, Adelaide SA, Australia 5000
(08) 8223 1324
adelaide@tract.net.au

Attachment 2



Transforming Jetty Road Workshop

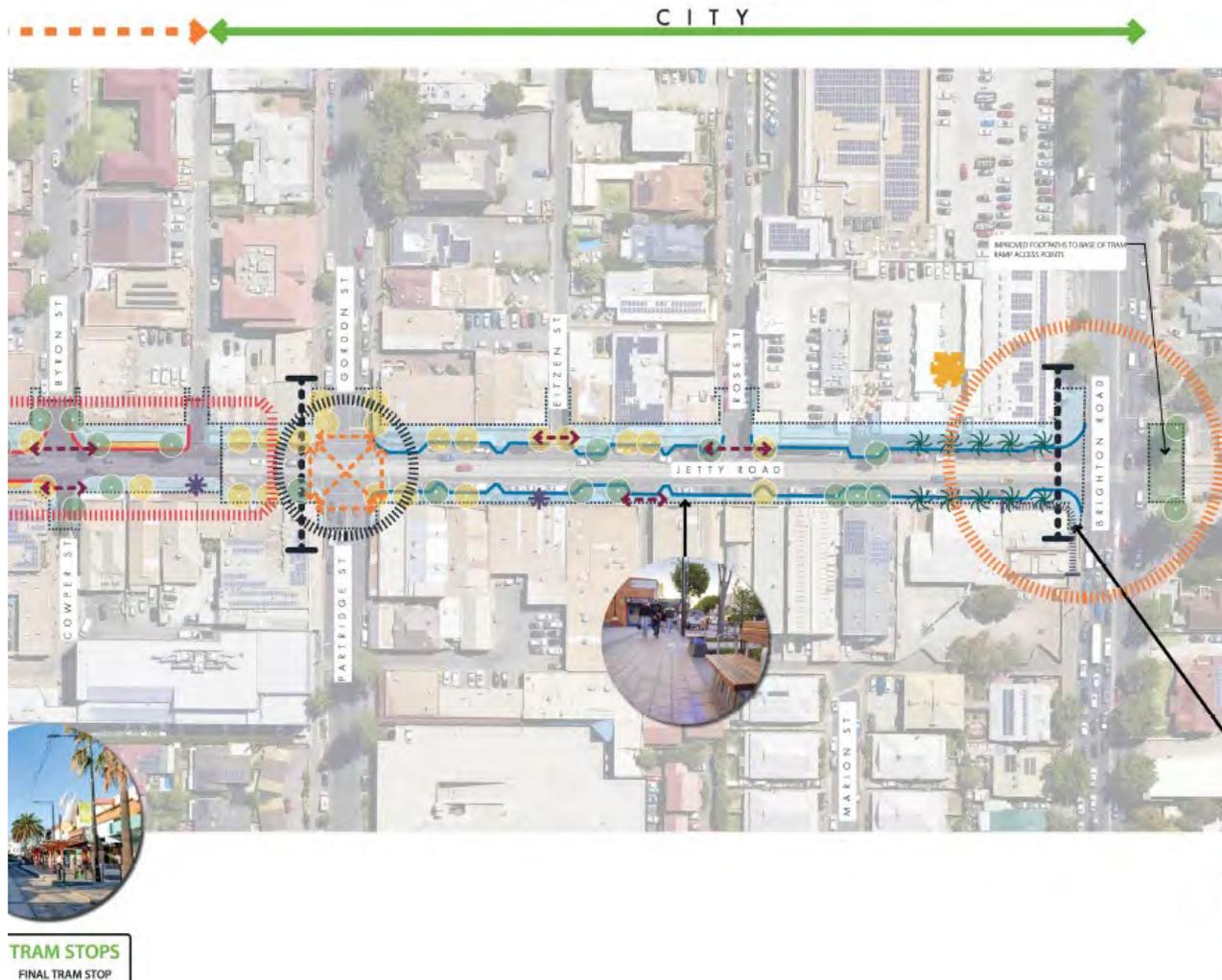
City Zone Concept Design

2 July 2024



Approved High level Street Plan

Overview- City Zone



City Zone Scope of Work

Renewal with the following uplift:

- new planting including street trees and low-level planting;
- new street lighting, furniture, continuous footpath treatment, and scramble crossing at Partridge Street; and
- new integrated signage/art element on corner of Brighton and Jetty Road as an entry statement.

TRAM STOPS
FINAL TRAM STOP

GATEWAY
SIGNAGE

Concept Plan

City Zone – Overview



Retained- no changes

- Traffic and street operations
- 7 existing trees
- Stormwater outlets
- Light poles
- CCTV cameras and poles
- Car parking provisions

Renewal items

- Footpath
- Road
- Kerbs and water table
- Stormwater
- Rubbish bins (updated to JRS)
- Bike racks (updated to JRS)
- 13 new seats
- DDA Car Park – updated to compliant DDA / universal car park
- Continuous footpaths

New Infrastructure

- 5 new trees
- New garden beds
- Feature paving at the Brighton/ Jetty Rd entrance
- Entrance statement
- Tree uplighting

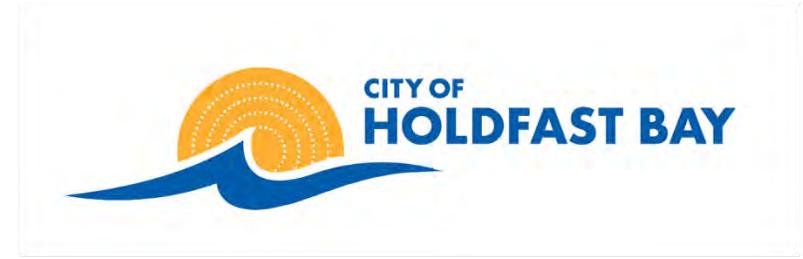
Concept Plan

City Zc



Concept Plan

City Zone - Gordon/Partridge Streets to Rose Street



Concept Plan – City Zone

City Zone Material Pallet – Footpath Finishes



Option 1: Juperana

Exfoliated Finish

Price: \$369 per sqm supplied
(40mm thick)

\$454 per sqm supplied
(60mm thick)

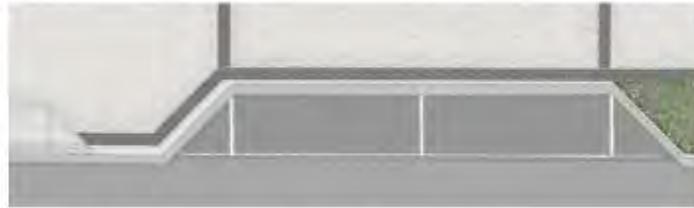


Pros:

- Paver used + supported by Council already
- Good quality material
- Easier to lift for service authorities

Cons:

- Price
- Paver cutting required around corners adds to cost and timing
- Paver cutting for patterning / to go around services add to cost and timing
- Laying time longer than concrete



Option 2: Urbanstone Fleece

Price: \$142 per sqm supplied
(40mm thick)

\$167 per sqm supplied
(60mm thick)



*note based on 600x400mm paver size

Pros:

- Cheaper than Juperana
- Easier to lift for service authorities

Cons:

- Not used elsewhere on the project – introducing a new material
- Paver cutting required around corners adds to cost and timing
- Paver cutting for patterning / to go around services add to cost and timing
- Laying time longer than concrete



Option 3: Integrally Coloured Concrete

Price: \$295 per sqm supplied
and installed (12.5mm
thick 32 MPa)



*note price includes installation

Pros:

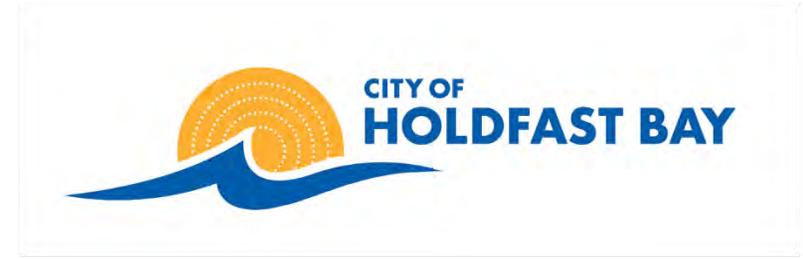
- Easier to pour concrete than lay pavers
- Quicker to install than pavers
- Ties together with suggested material for Moseley Square to “book end” the project
- Demonstrated durability at Minda Coast Park + Adelaide Airport

Cons:

- Full concrete curing time is 4 weeks (28 days) however after 24 – 48 hours people can walk on the surface and after 7 days (partial curing) traffic from light vehicles and light equipment is ok
- Timber boards can be used to provide access for people over the path while curing time is underway
- Service authorities will cut concrete and concrete will be difficult to match (pavers only)

Concept Plan – City Zone

Proposed Footpath and Continuous Footpath Materials



FOOTPATH

Urban Stone Fleece



CONTINUOUS FOOTPATH

Juperana



Concept Plan – City Zone

Material Pallet Continued



Cobblesets
Austral Black Stone-100 mm
x 100 mm x 40 mm (charcoal
oxide mortar)



Feature Paving - Granite
Urbanstone - Juparana Granite
- Stretcherband with inlay - 400
mm x 200 mm x 40 mm



Semi-mountable kerb
Black oxide to match existing
Chapel St Plaza works



Upright kerb
Black oxide to match existing
Chapel St Plaza works



On-street carpark pavement
Permeable asphalt



Corten Edging
to garden beds where required



Seat
Groundplay seat to match
Chapel St Plaza with extended
legs



Bin Enclosure
to match Chapel St Plaza



Bike Racks
Street Furniture Australia to match
Chapel St Plaza



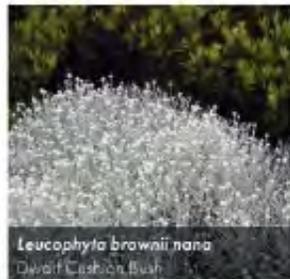
Bollards
Street Furniture Australia to match
Chapel St Plaza



Tree Uplights
to be developed during detailed
design

Concept Plan – City Zone

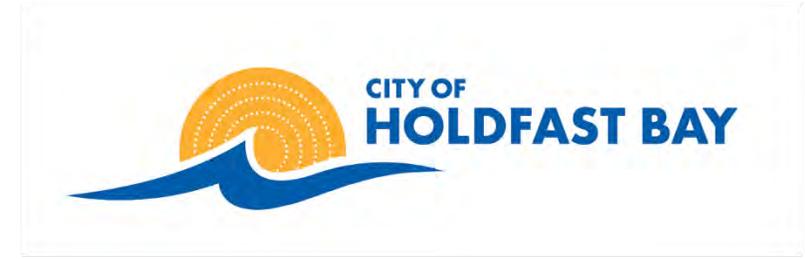
Pallet Materials - Green Spaces



Entrance Statement

Early Concept Thinking

- Site constraints and considerations
- High impact beacon signage with day and night presence
- Features are integrated with remaining creative elements of the street



Precedent Images

Corner Building Signage



Day/Night Elements



Creative Footpath Lighting



Concept Plan – City Zone

Design Development Costs Assessments

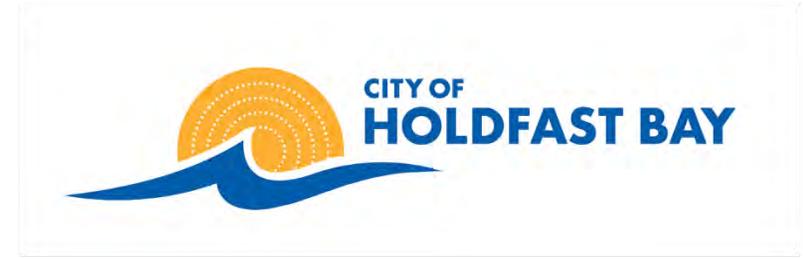
City Zone Allocated Budget \$9.6 million (from the total \$40 Million Budget)

Current estimate is \$7.9 million



Concept Plan – City Zone

Potential Cost Risks



Key items that may influence on costs:

- Service investigations and below ground clashes
- Material selection for the footpaths
- Stormwater next step investigations and design
- Geotechnical investigations
- Unknown cost for working around stakeholder requirements, Tram and the associated staging*

* The Early Contractor Involvement will provide more certainty on costs and will be ratified by the independent cost consultant.

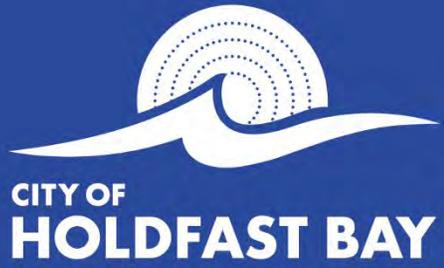
Transforming Jetty Road

Next Steps



Following feedback from this workshop:

1. Report to Council to seek approval for current concept design, material selection and request approval to release plans to key stakeholders
2. Commence engagement with traders and relevant stakeholders within City Zone to understand operational requirements for construction
3. Finalise investigations, concept designs, costings, community package for inform engagement, and seek final approval through Transforming Jetty Road Committee and Council to complete detailed design ready for construction
4. Release designs for inform only community engagement



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