

## ITEM NUMBER: 18.1

### CONFIDENTIAL REPORT

#### CITY ZONE – DESIGN APPROVAL

*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: 327/24 City Zone – Design Approval 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: 327/24 City Zone – Design Approval 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 confer a commercial advantage on a third party regarding the construction of the project.

In addition, the disclosure of this information would, on balance, be contrary to the public interest. The public interest in public access to the meeting has been balanced against the public interest in the continued non-disclosure of the information. The benefit to the public at large resulting from withholding the information outweighs the benefit to it of disclosure of the information.
  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:** CITY ZONE – DESIGN APPROVAL

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## 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 which was approved by Council on 19 June 2024 for further investigation and design development.

Following the Council workshop held on 1 October 2024 and the Transforming Jetty Road Committee on 3 October to discuss these finalised plans, Administration is tabling the concept design and engagement package for consideration by Council and seeking their approval to release the plans to the community on 9 October 2024.

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## Recommendation

That Council:

1. approves the concept plan for the City Zone of the Transforming Jetty Road Project, as outlined in Attachment 1;
2. approves the City Zone final concept plan be released to the community on 9 October 2024;
3. approves Administration to negotiate suitable staging and construction programming that retains access to businesses during their opening hours and reduces the impact of construction on the street's normal operations;
4. approves Administration to enter into the City Zone construction contract for a cost not to exceed amount of \$8.1 million;
5. approves the construction of the City Zone to commence no earlier than 11 November 2024; and

### RETAIN IN CONFIDENCE - Section 91(7) Order

6. That having considered 327/24 City Zone – Design Approval 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 be retained in confidence and the Chief Executive Officer is authorised to release the report when the construction contract is awarded for the City Zone; and the attachments be retained in confidence and the Chief Executive Officer is authorised to release the attachments as part of the public release of concept designs on 9 October 2024.

## Background

On 28 November 2023 Council initiated the commencement of Stage 2 of the Jetty Road Masterplan Project, 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 a four-year period, commencing with construction of the City Zone in late 2024, followed by the Coast and Transition for a cost not to exceed \$40 million. Accordingly, the design for the City Zone has been finalised for consideration by the Transforming Jetty Road Committee prior to seeking approval of the design from Council and releasing the plans to the community for their information in October 2024, prior to commencing construction in November 2024.

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

Additionally, Council agreed at a Workshop on 13 August 2024 for the project to prepare draft public art concept plans to create a sense of arrival and an entrance statement at the corner of Brighton Road and Jetty Road.

Subsequently Skunk Control was engaged to undertake the development of these concept designs. Due to overlapping programming, Council agreed to use precedent images of the artist's work in the City Zone concept plans, while the actual concept designs were being produced. Post approval of the artwork concept designs, the artwork would be released to the community with implementation at the end of the City Zone's construction period, which is estimated to be completed in April 2025.

A budget of \$9.6 million (from the committed \$40 million budget) was allocated to the City Zone to support the design development and construction.

On 9 July 2024 in report 210/24, Council approved the draft concept plans and for Administration to undertake detailed design as per decisions:

### **Motion**

**C090724/7817**

*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; and*
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.*

Further, on 1 October the Administration held a Council Workshop with Elected Members to discuss the finalised concept plans, engagement material and construction costs and staging. This workshop resulted in amendments to the design to relocate the accessible car park from the northern side of the road back to its original location on the southern side of the street. As this park in its current location is non-compliant with current standards, there was an acceptance by Elected Members that this car park was required to be upgraded to current standards and would result in the loss of one car park.

Additionally, Elected Members requested parking on Rose Street to be altered to accommodate a passenger drop off zone near the Jetty Road entrance, to support users of nearby medical services.

## 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 and achieve compliance with Australian Standards and the current Disability Discrimination Act.

The draft concept design has met the above requirements and adopted key design principles and the 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 even though each design is being developed separately.

The City Zone plans include the following design outcomes:

- the replacement of all kerbs and water tables (generally in the existing alignment);
- renewal of the roadway;
- structural realignment of the exiting stormwater network to reduce nuisance ponding on the road and parking bays and reset the asset life to 100 years;
- Renewal of pavers for the footpaths;
- continuous footpaths will be repaved in Juperana and more clearly identified as pedestrians having right of way;
- an entrance statement consisting of either a combination of public art, trees and or greening;

- all existing trees will be retained and uplighting installed consistent with Chapel Plaza to enable creative and curated lighting in the street to be undertaken;
- new garden beds;
- existing street lighting will be retained with new luminaires;
- retaining the existing CCTV infrastructure with hard wired fibre optic cabling;
- reduction of one car park to improve safety near Brighton Road corner;
- introduction of motor bike parking;
- removal of a high conflict cyclist exit point from the footpath.

The following information provides some rationale and further explanation of the design choices and options.

### *Parking*

Two car parks are proposed to be lost as a result of this design. One existing car park that directly abuts the existing cyclist footpath exit point has been removed and converted into a garden bed. The change will remove the existing cyclist conflicts with vehicles, improve safety and provide an opportunity to increase greening.

Due to the existing Accessible Carpark being upgraded to current standards and requiring more space, this parking area has been changed from a four-car park space to a three car and two motorcycle parks. The kerb in this location will also be changed to a mountable kerb rather than the retaining the existing stand-up kerb. This is to further facilitate compliance with the Disability Discrimination Act and enable an easier transition from the parking bay to footpath for people with mobility restrictions.

Additional motorcycle parking will be introduced to support diverse modes of transport.

### *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. This conflict has been removed and replaced with improved line marking across the Brighton Road intersection that will encourage cyclists to enter Jetty Road from Brighton Road directly from the Mike Turtur Bikeway rather than the footpath. Cyclists who do use the footpath can exit the footpath opposite Rose Street or at Patridge Street. This will reduce the risk of conflicts and increase cyclist, vehicle and pedestrian safety.

### *Paver Options*

The design has nominated two pavers for implementation. The first material option uses the nominated Jetty Road paver, Juperana natural stone in the roadway cross overs and an alternative engineered paver from Urban Stone called Fleece.

The Urban Stone Fleece paver will also differentiate this part of the street from the entertainment and dining precinct further west along the street. Changing the material pallet in the City Zone will enhance this node and recognise the individual personality of this part of the street as identified in the Masterplan.

There is also a cost difference between the paving options with Juperana costing \$390 per square metre and the Urban Stone Fleece costing \$115 per square metre. There is no

difference in installation costs. However, the useful life of the Urban Stone Fleece useful life is 30 years compared to 100 years of the Juperana.

Administration has laid a trial area of the new paver in the street to test its suitability. Specific spoil tests and cleaning are currently underway and further information will be provided to Council once tests are complete.

#### *Trees Installation*

Currently there are two risks associated with the installation of new trees, particularly the Palm trees. Refer to City of Holdfast Bay Transforming Jetty Road Committee Meeting on 11 September 2024 Report No: 302/24 for a detailed summary of these risks. At the time this report was prepared the trees still remain at risk of delivery and unlikely to be installed.

#### *Entrance Statement*

The design of the Jetty Road entrance statement is currently in the early conceptual planning phase and will not be presented or discussed as part of this report. Once the preliminary draft concept designs have been finalised, they will be presented to the Transforming Jetty Road Committee and Council for consideration.

#### *Creative Lighting*

The City Zone will feature creative lighting throughout this Zone in keeping with Chapel Plaza and Bouchée Walk. This design element will be consistent throughout the street and include tree uplighting, under croft seat lighting and other lighting in key areas along the street such as the artwork.

#### *Tram Corridor and Vehicle Traffic*

The tram corridor will remain unchanged, and the traffic operations will see minor tweaks 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 traffic operation.

#### *Water Sensitive Urban Design*

The design has explored a range of options to reduce stormwater entering the stormwater system and re-using 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 specific garden beds to water the plants.

#### *Stormwater Improvement*

On 24 September 2024, Council approved for the performance of the stormwater to be improved by undertaking a structural re-lining of the existing system. This work includes removing the existing tree roots that have penetrated the pipes and preventing the trees re-penetrating the network and reducing the pipe capacity. The structural re-lining will also reset the asset life to 100 years.

### *Furniture*

The current Jetty Road Masterplan suite of furniture, which is currently located in Chapel Plaza and Bouchée Walk, has been amended to remove the fibre reinforced concrete plinth to reduce installation and maintenance costs and efforts. Please refer to the public engagement package for images.

Currently all seats within the City Zone are proposed to be replaced with the updated furniture suite, with the exception of the two seats out the front of the Commonwealth Bank. Discussions with the Banking Manager identified that their customers are uncomfortable and feel unsafe leaving the bank or using the automatic teller machines, with the current seating location directly opposite the Bank. An alternative location for these seats is yet to be identified. The removal of these two seats is supported by the Manager of the Commonwealth Bank.

### *Cleaning and Maintenance*

The design has been reviewed by the 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 most hardscape perturbation materials with greening, installing more greening, 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*

Site investigations have commenced and currently there is no below-ground third party infrastructure proposed to be relocated. However, some service pits have been nominated to be adjusted to meet the new footpath levels and careful co-ordination is required to ensure there are no impacts on the proposed construction program.

The Project team has also met with all service authority representatives and apart from Telstra, no issues have been raised that would impact on the delivery of the design.

Telstra have indicated that their infrastructure requires alternative compaction during construction due to their infrastructure being located at a shallow depth, being made from asbestos and their services pits are only loaded for pedestrian usage. An alternative compaction method has been accepted by Telstra. However, if these items present issues during construction that impact on time, budget or stakeholder disruption, they will be reported back to the Committee and Council.

Apart from the implementation of the trees, there are no other issues identified with service authorities.

### *Inform Engagement Activities*

The City Zone's design is ostensibly a renewal of the existing assets with additional greening and artwork. Council is not required to and normally would not consult with the community on renewal-based designs and plans. Therefore, the City Zone plans will not be released for consultation and instead released for information only (an Inform activity). Additionally, due to the nature of the design, there are no identified elements that the community could genuinely influence and therefore also does not warrant a consultation activity.

On 9 July 2024, Council endorsed for the plans to be released publicly as an Inform activity.

The Project has shared the draft concept designs with key stakeholders such as the Jetty Road Mainstreet Committee, landlords and some businesses in the City Zone. The feedback from these stakeholders is positive and their key comments centred on improved stormwater, more greening and beautifying the area to encourage more pedestrian activity and increased visitation. All these elements are included in the current design.

Refer to Attachment 2 for the Inform package that will be published on council's Your Holdfast project page. This package includes the plans, frequently asked questions that includes addressing the reason for the Inform engagement activity, design features and the estimated construction commencement dates.

*Refer Attachment 2*

### *Construction Staging and Programing*

Two site compound layouts have been submitted by the contractors for consideration by Council. The first option, Option 1, does not retain east-west pedestrian access on the footpath and moves the pedestrian thoroughfare to the parking and roadway areas. The second option, Option 2, builds the footpath in two sections and retains east-west pedestrian access within the footpath. Both options retain access into businesses during their opening hours.

Option 2 provides a better customer experience and retains foot traffic along the existing footpath corridor which is deemed favorable to the businesses. However, this option also extends the construction program finish date into July 2025 and only allows a one-month construction hiatus before the Transition and Coast zones are currently programmed to commence construction. Whereas Option 1 accelerates the construction program but presents more safety and user experience risks. There is no material difference in the cost to implement either of these options.

Based on the feedback from the Council Workshop on 1 October, Administration will discuss these options with the businesses in the street to look for opportunities to implement both options to achieve a balance of impact on customer experience and reducing the construction program time.

### *Construction*

Preparation for the construction of the City Zone has commenced and is currently on track to commence in November 2024.

As discussed with Elected members at the Workshop on 1 October 2024, Administration will work with stakeholders and the contractors to refine the staging and programming to reduce the impact on the street's operation and economy that is within the means of the project budget.

Both Early Constructor Involvement (ECI) contractors have submitted a price to undertake the construction which is within the allocated \$9.6 million budget. This report seeks approval from Council to enter into a construction contract, to undertake the City Zone, for a cost not to exceed \$8.1 million including a 10% contingency allowance. This will allow Administration to continue to negotiate a suitable program, staging and price that represents best value for money and considers the impact of construction on the stakeholders. This approval approach will allow Administration to move quickly to execute the construction contract once an appropriate deal has been agreed and to commence construction without delay.

Once the staging, programming and costs have been finalised, Administration will notify the Council of the preferred contractor, the final costs, staging, programming and business support activities council will be providing during construction.

#### *Next Steps*

Following Council's approval of this report, Administration will:

1. finalise the City Zone plans for construction.
2. release the Plan to the community on 9 October 2024.
3. share the staging plans with stakeholders and negotiate appropriate implementation of a range of site compound layouts in line with the option outlined in this report.
4. request final construction cost at 100% design.
5. execute the construction contract with the preferred tenderer.
6. notify Council of the price, agreed staging and program of the construction contract.
7. prepare the site for construction and notify stakeholder and construct the design.

## **Budget**

The current available budget is \$10 million.

## **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**

City of Holdfast Bay Community Consultation and Engagement Policy

## Statutory Provisions

Not applicable

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**Written By:** Project Manager, Transforming Jetty Road

**A/Chief Executive Officer:** Ms P Jackson

CONFIDENTIAL

# 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	02 October 2024	Updated - Final	SG/FS	HE	HE
03	10 April 2024	Updated - Footpath Material Options	SG	HE	HE
04	08 July 2024	Revised Final Report	SG	HE	HE
05	01 October 2024	Updated - Sculpture Precedents	SG	HE	HE
06	02 October 2024	Updated - Parking	SG	HE	HE

# Contents

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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, and retain existing street operations.



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 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 public realm at the Jetty Road / Brighton Road intersection.

# 2 Overall Landscape Concept Plan - City Zone



**Legend**

Asphalt	Proposed Rubbish Bins
Proposed Footpath Pavement: Urban Stone Fleece in stretcherbond	Proposed Uplighting to trees
Proposed Cobblesets	Existing Trees to be retained
Proposed Entry Statement Feature Paving: Juperana in stretcherbond	Proposed Feature Palms
Proposed Crossing Paving: Juperana in herringbone pattern	Proposed Street Tree
Proposed Seat	Existing CCTV Camera
Proposed Bike Rack	Existing Light Pole
Proposed Ballards	



### 3 Landscape Concept Plan - City Zone

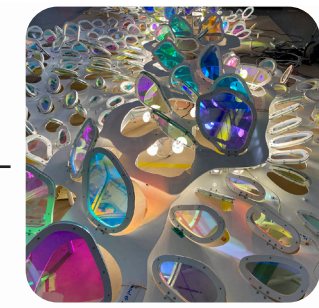
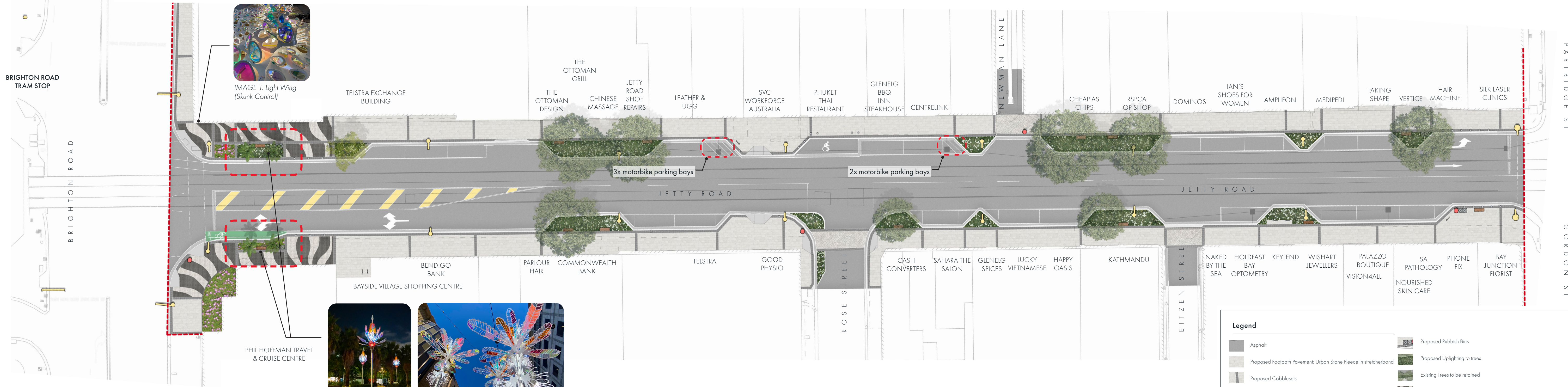


IMAGE 1: Light Wing (Skunk Control)



IMAGE 2: Light Sentinels (Skunk Control)



IMAGE 3: Joy Tapestry (Skunk Control)

Example sculptural pieces as potential alternative to palm trees\*  
 \*Currently in concept development

Legend			
	Asphalt		Proposed Rubbish Bins
	Proposed Footpath Pavement: Urban Stone Fleece in stretcherbond		Proposed Uplighting to trees
	Proposed Cobblesets		Existing Trees to be retained
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	Proposed Crossing Paving: Juperana in herringbone pattern		Proposed Street Tree
	Proposed Seat		Existing CCTV Camera
	Proposed Bike Rack		Existing Light Pole
	Proposed Bollards		







**Sculptural Precedents:**

\*Actual art pieces currently in concept development



Light Sentinels (Skunk Control)



Joy Tapestry (Skunk Control)

5.1 Tree Selection



*Celtis australis*  
European Nettle Tree



*Washingtonia robusta*  
Mexican Fan Palm

5.2 Plant Selection



*Carpobrotus rossii*  
Karikalla



*Dianella revoluta*  
Little Jess



*Dianella revoluta*  
Black Anther Flax Lily



*Hardenbergia comptoniana*  
Native Wisteria



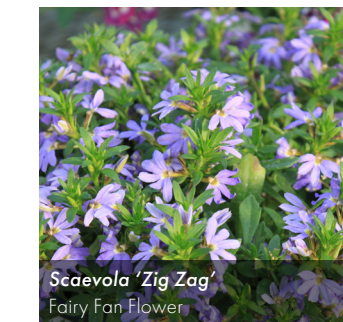
*Lomandra longifolia 'Tanika'*  
Tanika Mat Rush



*Leucophyta brownii nana*  
Dwarf Coshion Bush



*Poa labillardieri 'Eskdale'*  
Tussock Grass

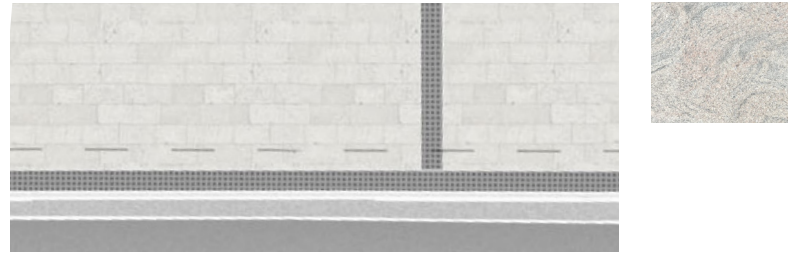
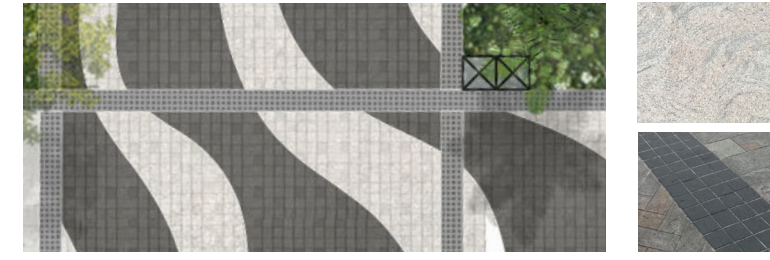
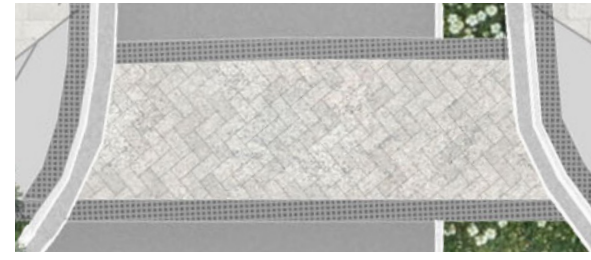


*Scaevola 'Zig Zag'*  
Fairy Fan Flower



*Westringia fruticosa 'Milky Way'*  
Coastal Rosemary





**Crossings: Juperana** *Herringbone Pattern*

**Feature Paving: Juperana + Cobblesets** *Stretcherbond Pattern*

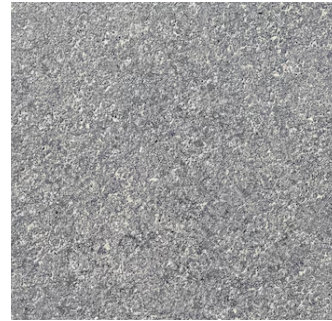
**Footpath: Urbanstone Fleece** *Stretcherbond Pattern*



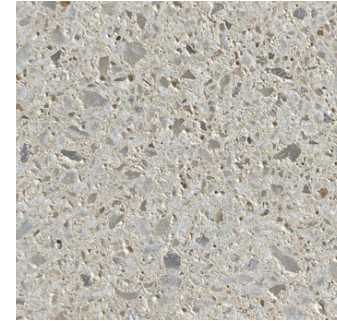
**Feature Paving + Cobbleset Paving Bands**  
Footpath Banding: Austral Black Stone-100 mm x 100 mm (charcoal oxide mortar)



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



**On-street Carpark Pavement**  
Asphalt



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



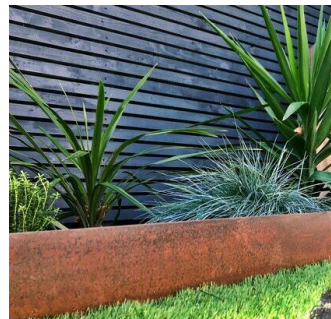
**Semi-mountable kerb**  
Black oxide to match existing Chapel St Plaza works



**Upright kerb**  
Black oxide to match existing Chapel St Plaza works

Crossovers: 100 mm x 100 mm

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



**Corten Edging**  
to garden beds where required



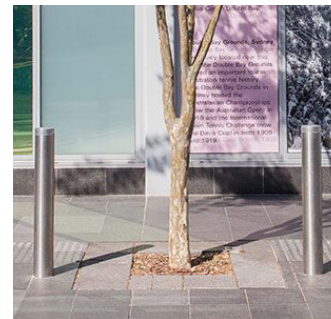
**Seat**  
Groundplay seat to match Chapel St Plaza with extended legs



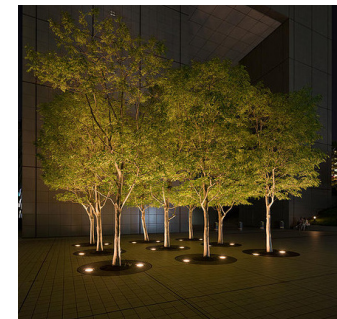
**Bin Enclosure**  
to match Chapel St Plaza



**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

Contact Tract

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

# Attachment 2



# Jetty Road

## City Zone

### Landscape Concept Report

Prepared for City of Holdfast Bay

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06	02 October 2024	Updated - Parking	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, and retain existing street operations.



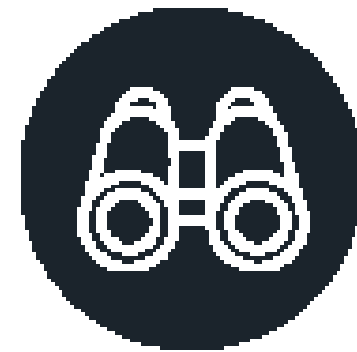
Improve and upgrade **infrastructure services** will assist in creating a functional and legible streetscape. Creating continuous footpaths, indented parking bays, increasing tree canopy, as well as uplighting trees will be key feature in this zone.



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 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 public realm at the Jetty Road / Brighton Road intersection.

# 2 Overall Landscape Concept Plan - City Zone



**Legend**

Asphalt	Proposed Rubbish Bins
Proposed Footpath Pavement: Urban Stone Fleece in stretcherbond	Proposed Uplighting to trees
Proposed Cobblesets	Existing Trees to be retained
Proposed Entry Statement Feature Paving: Juperana in stretcherbond	Proposed Feature Palms
Proposed Crossing Paving: Juperana in herringbone pattern	Proposed Street Tree
Proposed Seat	Existing CCTV Camera
Proposed Bike Rack	Existing Light Pole
Proposed Ballards	



### 3 Landscape Concept Plan - City Zone

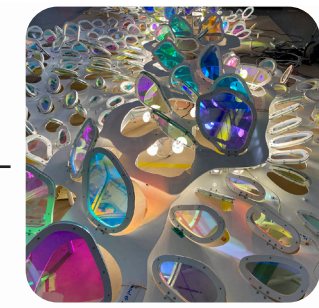
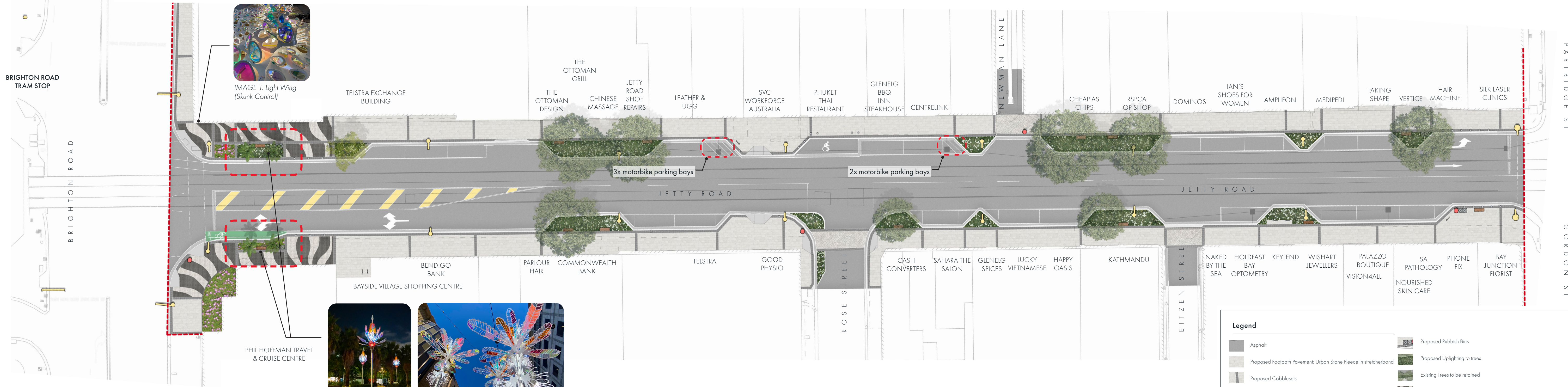


IMAGE 1: Light Wing (Skunk Control)



IMAGE 2: Light Sentinels (Skunk Control)



IMAGE 3: Joy Tapestry (Skunk Control)

Example sculptural pieces as potential alternative to palm trees\*  
\*Currently in concept development

Legend			
	Asphalt		Proposed Rubbish Bins
	Proposed Footpath Pavement: Urban Stone Fleece in stretcherbond		Proposed Uplighting to trees
	Proposed Cobblesets		Existing Trees to be retained
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	Proposed Crossing Paving: Juperana in herringbone pattern		Proposed Street Tree
	Proposed Seat		Existing CCTV Camera
	Proposed Bike Rack		Existing Light Pole
	Proposed Bollards		







**Sculptural Precedents:**

\*Actual art pieces currently in concept development



Light Sentinels (Skunk Control)



Joy Tapestry (Skunk Control)

5.1 Tree Selection



*Celtis australis*  
European Nettle Tree



*Washingtonia robusta*  
Mexican Fan Palm

5.2 Plant Selection



*Coropogon rossii*  
Kaitiaki



*Dianella revoluta*  
Little Jess



*Dianella revoluta*  
Black Anther Flax Lily



*Hardenbergia comptoniana*  
Native Wisteria



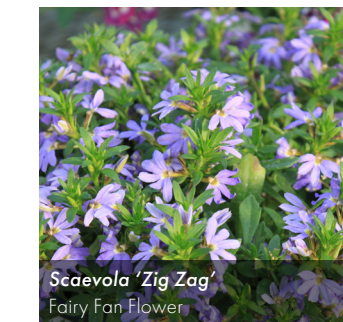
*Lomandra longifolia 'Tanika'*  
Tanika Mat Rush



*Leucophyta brownii nana*  
Dwarf Coshion Bush



*Poa labillardieri 'Eskdale'*  
Tussock Grass

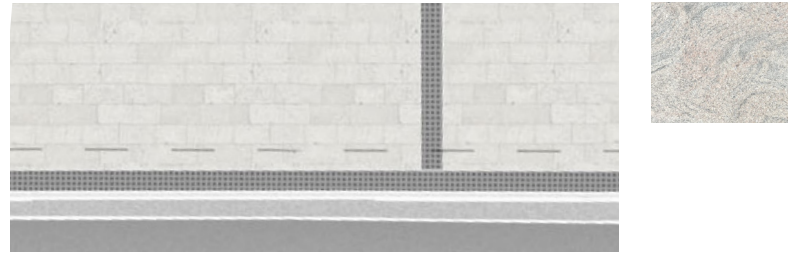
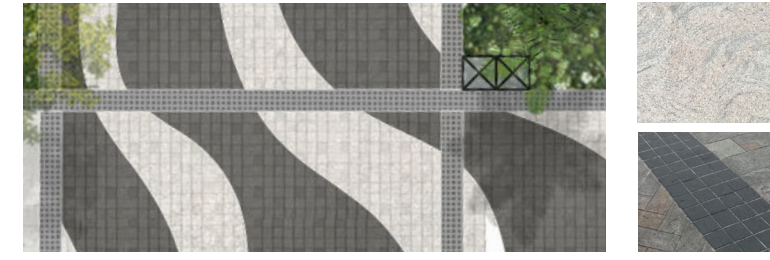
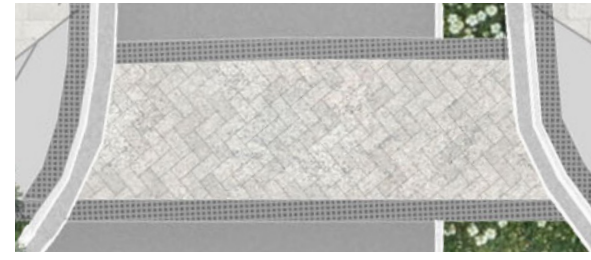


*Scaevola 'Zig Zag'*  
Fairy Fan Flower



*Westringia fruticosa 'Milky Way'*  
Coastal Rosemary





**Crossings: Juperana** *Herringbone Pattern*

**Feature Paving: Juperana + Cobblesets** *Stretcherbond Pattern*

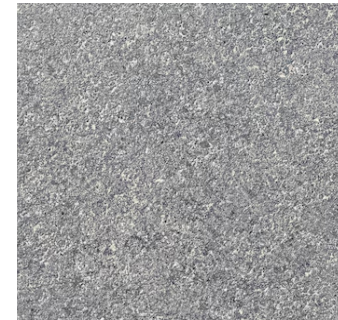
**Footpath: Urbanstone Fleece** *Stretcherbond Pattern*



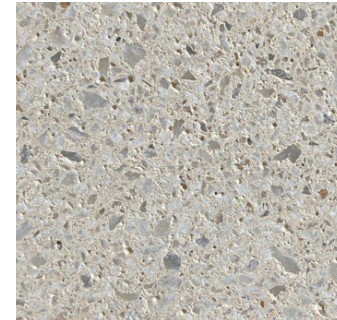
**Feature Paving + Cobbleset Paving Bands**  
Footpath Banding: Austral Black Stone-100 mm x 100 mm (charcoal oxide mortar)



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



**On-street Carpark Pavement**  
Asphalt



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



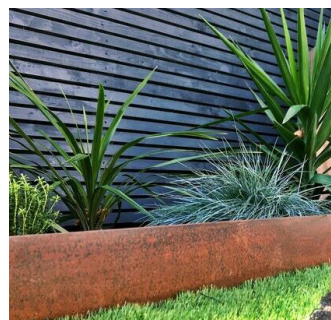
**Semi-mountable kerb**  
Black oxide to match existing Chapel St Plaza works



**Upright kerb**  
Black oxide to match existing Chapel St Plaza works

Crossovers: 100 mm x 100 mm

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



**Corten Edging**  
to garden beds where required



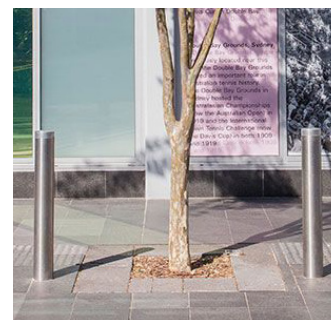
**Seat**  
Groundplay seat to match Chapel St Plaza with extended legs



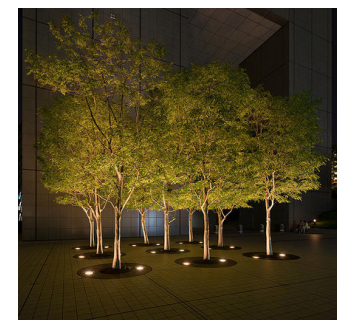
**Bin Enclosure**  
to match Chapel St Plaza



**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

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# TRANSFORMING JETTY ROAD GLENELG

We're transforming Jetty Road into a modern, safe, vibrant and accessible destination that will cement Glenelg as Adelaide's premier coastal shopping, dining and entertainment precinct.

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## Renewal works will be commencing in the City zone in November 2024

This is the first zone of the three-year, multi-stage project.

New paving and kerbs, improved stormwater, more greening, artistic lighting and new furniture are key features of the renewal works, as well as an entry statement at the corner of Brighton Road that will show visitors they've arrived at Adelaide's favourite coastal destination.

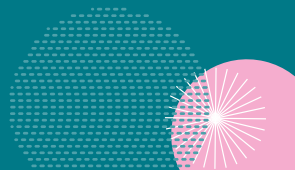


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Find out more here





BRIGHTON RD



Entry statement  
to Jetty Rd

# CITY ZONE

New paving  
& kerbing



NEWMANS LN

Improved  
Stormwater



PARTRIDGE ST

## JETTY RD

BRIGHTON RD



More green spaces,  
trees & low-level  
plantings



ROSE ST

Artistic lighting &  
new furniture



EITZEN ST

Improved  
pedestrian safety &  
accessibility



GORDON ST



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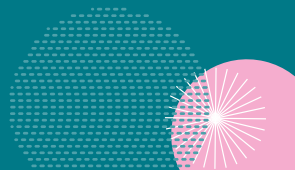


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# CITY ZONE



Entry statement  
to Jetty Rd

New paving  
& kerbing



Improved  
Stormwater



## JETTY RD



More green spaces,  
trees & low-level  
plantings



Artistic lighting &  
new furniture



Improved  
pedestrian safety &  
accessibility



BRIGHTON RD

PARTRIDGE ST

GORDON ST

NEWMANS LN

ROSE ST

EITZEN ST

BRIGHTON RD

# TRANSFORMING JETTY ROAD GLENELG FREQUENTLY ASKED QUESTIONS



## City Zone – 1 October 2024

### What is the City zone?

The City zone is a section of Jetty Road, Glenelg which starts at the Brighton Road intersection and extends west to the Partridge Street/Gordon Street intersection.

It also extends into two side streets on the northern side of Jetty Road – Rose Street, Eitzen Street and Newmans Lane.

### What is planned for the City zone?

A new entry statement that draws people's attention and lets them know they've arrived at Jetty Road will be installed at the Brighton Road end of Jetty Road. A concept design is being created by visual artists Skunk Control. Skunk Control also created the nine colourful petals that were installed on the pergola in Bouchee Walk which was part of stage one of the Jetty Road upgrade that was completed in 2022.

Other plans include:

- Installation of new continuous paved footpaths
- Enhancing pedestrian safety with Disability Discrimination Act compliant and improved pedestrian areas
- Improved stormwater to reduce ponding on the footpaths, parking bays and the road
- Increased greenery and use of water-sensitive urban design elements to reduce urban heat
- Beautifying the existing street

### When will construction start?

Work in the City zone will begin in late October 2024 with essential stormwater works. In mid-November, the street renewal construction phase will begin with completion set for mid-2025.

### Will the community be consulted on the City zone plans?

The plans for the City zone renewal works will be released to the community for information only.

As the City zone plans are not changing the function of the street, there is limited scope and opportunity for the community to provide genuine feedback.

The majority of construction works in this zone are a renewal of existing assets, with the addition of greenery and creative and functional street lighting and furniture.

The next opportunity for specific community feedback on the Transforming Jetty Road Glenelg project will be when the concept plans for the Coast and Transition zones are publicly released in mid-November 2024.

The community will be invited to review and share their thoughts on those plans during that consultation period.



**Will there be a change to on-street parking in the City zone?**

There will be minor changes to on-street parking, including the reduction of two car parks to increase cyclists' safety and remove potential conflicts with vehicles. This also provides an opportunity for increased greenery.

**Will there be any accessible car parks retained on the street in the City zone?**

Yes. The existing accessible car park will be upgraded to be Disability Discrimination Act compliant. This will also create an opportunity to provide parking for motorbikes/scooters near this location.

**Will on-street parking be impacted during construction?**

Disruption to on-street parking will be kept to a minimum during the construction works in the City zone, however there may be times when a parking spot is unavailable when the road is being resurfaced. Parking provided by the Bayside Village will not be impacted. The Partridge Street car park will not be impacted and offers two hours free parking.

**Will footpaths be closed to pedestrians during construction?**

Pedestrian access will be retained on the footpaths during business operating hours.

**Will the road be closed to traffic during construction in the City zone?**

There will be intermittent, out-of-hours road closures during construction with traffic detours in place.

**Will there be disruptions to the current tram services during construction?**

We do not anticipate major disruptions to the current tram services, however there will be times when the tram may have to terminate at the Brighton Road stop while the road in the City zone is being resurfaced.

**How will local traders be supported during the construction works?**

We are working closely with businesses in the Jetty Road precinct to understand their operational requirements during the construction periods and ensure that they are able to trade with minimum disruption during their normal hours of operation.

We will provide wayfinding for visitors and local residents to navigate construction areas and access businesses and services along Jetty Road Glenelg. This will also include promoting off-street and side-street parking.



**Will the 2024 Glenelg Christmas Pageant be impacted?**

Yes, there will be a minor change to pageant's starting location. This year, the pageant will start from the Jetty Road intersection of Gordon / Partridge streets. This is about 100 metres west of where the pageant has started in previous years at the Jetty Road / Rose Street in intersection. It will then travel down Jetty Road and along Colley Terrace, allowing more people to see it. The tram will terminate at the Brighton Road stop on pageant day as it has in previous years.

There will still be pedestrian access through the City zone for people wanting make their way to the Christmas pageant route.

**Will other events be impacted?**

Any other events held along Jetty Road will continue to be accessible via the City zone.

**How is this project being funded?**

The City zone is the part of the three-stage, multi-year Transforming Jetty Road Glenelg project which was announced earlier in 2024. Council has secured \$10 million from the Australian Government to help deliver the Coast zone. The remaining \$30 million will be funded by Council.