

**RELEASED 04112024**

## **ITEM NUMBER: 18.3**

### **CONFIDENTIAL REPORT**

#### **CITY ZONE STORMWATER RENEWAL**

*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;**
- k. tenders for the supply of goods, the provision of services or the carrying out of works.**

**Recommendation – Exclusion of the Public – Section 90(3)(d & k) 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: 318/24 – City Zone Stormwater Renewal 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: 318/24 – City Zone Stormwater Renewal 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 that may prejudice the commercial position of a contractor that Council is considering doing business with.**

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.
  
    - k. pursuant to section 90(3)(k) of the Act, the information to be received, discussed or considered in relation to this Agenda Item are tenders for the supply of goods, the provision of services, and the carrying out of works that are related to the provision of non-intrusive construction within the City Zone of the Transforming Jetty Road project.**
  
  - 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:** 18.3

**Subject:** CITY ZONE STORMWATER RENEWAL

---

## Summary

Following the endorsement of the Transforming Jetty Road, City Zone Concept design on 9 July 2024, detailed investigations into the performance, service standards and condition of the stormwater assets were undertaken. These investigations revealed that the existing stormwater infrastructure is required to be replaced. This report provides a summary of the findings, replacement options and recommendations to undertake the work.

---

## Recommendation

That Council:

1. approves Administration to undertake a structural relining of the existing stormwater system on the southern side of the City Zone for a cost not to exceed \$250,000;
2. approves the cost of the relining the stormwater pipes to be: 1) funded from Council's existing 2024-25 Capital Renewal Budget; or 2) with an increased allocation of the 2024-25 Capital Budget of \$250,000; or 3) funded from the Transforming Jetty Road Project budget;
3. approves Administration to engage Plumbing and Pipeline Solutions to undertake the work; and
4. approves Administration to prepare the site and notify the businesses and stakeholders in the street of the work commencing from 28 October 2024.

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

5. That having considered Agenda Item 18.3 318/24 – City Zone Stormwater Renewal in confidence under section 90(2) and (3)(d & k) of the *Local Government Act 1999*, the Council, pursuant to section 91(7) of that Act orders that the report, attachment and minutes be retained in confidence for a period of six months and/or the Chief Executive Officer is authorised to release the documents when a contractor has been engaged and that this order be reviewed every 12 months.

*This order is subject to section 91(8)(b) of the Act which provides that details of the identity of the successful tenderer must be released once Council has made a selection. In addition, section 91(8)(ba) of the Act requires details of the amount(s) payable by the Council under a contract for the provision of cleaning services must be released once the contract has been entered into by all concerned parties.*

---

## 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. Council also agreed to deliver the Masterplan in three stages commencing with construction of the City Zone in late 2024, followed by the Coast Zone and Transition Zones for a cost not to exceed Council investment of \$30 million and Federal Government grant of \$10 million. This budget excluded the cost of replacing the existing stormwater assets.

The City Zone concept design was developed in accordance with the approved scope of works and endorsed by Council on 9 July 2024, report number Report No: 210/24, for detailed design and further investigations.

### 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;*

*Refer Attachment 1*

The design for the City Zone was based on the renewal of the existing infrastructure with new materials in keeping with the Stage 1 Chapel Plaza and Bouchée Walk project and additional enhancements that:

- improve the 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) was allocated to the City Zone to support the design development and the construction, this budget excluded costs associated with the renewal of the stormwater assets.

## Report

This report will focus on the design due diligence undertaken to understand the current stormwater network, its capacity, its current condition, the existing and preferred service level and recommendations to renew the City Zone's stormwater assets.

### **Network Capacity**

Council has received several complaints about nuisance ponding along Jetty Road over a number of years. Given the Jetty Road upgrade was funded for delivery, it made sense to

undertake detailed investigations of the existing stormwater network to understand if improvements were required.

The Transforming Jetty Project (Project) commissioned Tonkin Consulting to investigate the stormwater assets, determine the current service level, reduce nuisance ponding of water in the street and options to improve stormwater in the City Zone to meet a 20-year ARI service standard. The service standard ARI (Average Recurrence Interval) is used to describe flood size. It is the long-term average number of years between floods of a certain magnitude. For example, a 20-year ARI flood is a flood that occurs or is exceeded on average once every 20 years.

Using the 20-year ARI service level, the investigations included forecasting future capacity requirements from the immediate surrounding network and the wider network further up and down stream of Jetty Road. This was to ensure that a comprehensive and full understanding of any changes and impact could be understood and included for consideration during the delivery of the Project.

The investigations demonstrated that the current service standard on Jetty Road is more aligned to a 5-year ARI level (a lower level of service) and a significant upgrade of the surrounding network was required to meet the 20-year ARI service standard. This included providing additional capacity along the southern side of the City Zone by installing a new pipe in the roadway or increasing the size of the existing pipe that was currently positioned under the building awnings and verandas of the businesses along the street.

Given the Project's scope and funding did not extend to the surrounding stormwater network, these outer network assets were not due for renewal in the next 10 years and that there were marginal benefits in isolating and updating only Jetty Road, the Project commissioned an investigation into the existing pipes on Jetty Road to determine their condition and understand what could be done to improve the service level.

#### ***CCTV Investigations of the Stormwater Pipes- City Zone***

The project commissioned an independent CCTV investigation of the network to understand the current underground system and the condition of the pipes. The investigations revealed that the system is connected to the upstream surrounding network that services the eastern and south-eastern areas of the council area. The City Zone section of the stormwater is discharged into two separate systems along Jetty Road. The eastern section drains into Brighton Road and western section into Gordon Street. These investigations also showed that there was a missing section of the pipe on the far south-western side of street, that the existing clay pipes were severely cracked and tree roots had penetrated the pipes in some areas. The small system on the northern side of the road was considered in good condition. Refer to the Map 1 overleaf for more information.

## Map 1 City Zone Stormwater Network



### Treatment Options

Based on the investigations, the asset is deemed to be failing and requiring replacement. This report details three options Council can consider.

#### Option 1 – Do nothing

Council could accept the failing asset and existing nuisance ponding on the street until the assets fall due for replacement in some 10 years' time. However, this option would not meet the Project's scope of improving stormwater along Jetty Road and may attract reputational risk from key stakeholders and businesses in the area. It is also reasonable to assume the current service level would worsen over time and nuisance ponding would increase.

#### Option 2 – Replace and increase the existing pipes in the City Zone

This option provides several short- and long-term benefits as it will address the existing issues and could future proof the network in this area by increasing the service level and meeting the 20-year ARI. However, to implement this option, further investigations would be required to find an alignment to fit a larger pipe in the roadway or in between services in its current location. This may also involve third party services needing to be moved.

Either of these locations will require intrusive and disruptive construction and include the tram services being interrupted for several weeks to undertake the work. Until this further investigatory work is undertaken, it is difficult to cost this option with any degree of certainty.

#### Option 3 – Structural Re-lining of the Existing Pipe

This option involves the existing pipes being relined using fibreglass strands reinforced with resin. This is a non-invasive construction method that uses the existing surface entry pits to feed the new pipe work through the existing pipe and then a robot is inserted to the pipe cavity to inflate the fibre casing and cure the structural lining in place.

This option will reset the asset life to 100+ years, increase the load rating of the pipe to accommodate the required traffic along the footpath, does not require any trenching to insert the pipe and can be undertaken at night to further minimise noise and localised disruption along the street.

The cost to undertake the structural relining of the City Zones stormwater pipes is estimated not to exceed \$250,000. This cost includes removing all the tree roots, undertaking the construction at night and all necessary traffic management requirements to ensure Jetty Road can operate as normally as possible. Works undertaken at this time will not require a tram closure. This option would also better utilise the existing network to increase the service level by removing the tree roots and preventing their re-entry into the pipes.

### ***Funding and Current Asset Renewal Program***

The Transforming Jetty Road budget excluded funding for stormwater renewal work. Currently the annual stormwater budget is allocated to resolve local stormwater issues, repair and/or replace stormwater systems due to structural or serviceability failure.

The current renewal program has identified the following streets requiring work, with an estimated cost to Council of \$440,000, over the next three years:

- Fisher Terrace - collapsed pipe replacement
- Burnham Road - collapsed pipe replacement/abandon
- Burnham Laneway - detention
- Adelphi Terrace - pipe renewal
- Farrell Street - pump renewal
- Wigley GPT and Outfall - improved access for maintenance.

Additional capital new projects have been funded by Council, with grant funding:

- Tarlton Street Drainage project with joint funding from Preparing Australian Communities Grant (Federal Government)
- Harrow Road Gross Pollutant Trap with joint funding from Stormwater Management Authority (State Government) – Harrow Road GPT
- Shannon Avenue with joint funding from Cooler, Greener, Wilder Grant (Green Adelaide)

The Project is seeking approval from Council to undertake the stormwater replacement within the City Zone of the Transforming Jetty Road project, and that funding be allocated from the capital renewal budget to fund the works. Council has three options available for the funding of this work:

1. allocate funds from Council's current renewal budget and delay the work that has been identified as outlined above;
2. approve an increase to Council's current renewal budget of \$250,000; or
3. allocate funds from the Transforming Jetty Road project budget. There is an allocation of \$200,000 in the project budget for new stormwater works for the City



Zone section. With the approach outlined, this allocation will not be required for new stormwater and could be reallocated to renewal work.

### ***Recommendation***

It is recommended that Council approves the Project to undertake the structural relining of the existing pipe. The increase in service level from a 5-year ARI service standard to a 20-year ARI service standard is not achievable through the upgrade of the stormwater of Jetty Road alone. To achieve this increase in service standard, significant investment is required in the stormwater network upstream of Jetty Road, which is not a priority within Council's Stormwater Management Plan.

Investigations have shown the current stormwater pipes are cracked, damaged and have tree root intrusion. The replacement of the existing pipe, using an unintrusive method will ensure better performance of the network and reset the asset life of the stormwater pipes to 100+ years. This approach is a cost-effective option to improve the network's performance until upgrades of the broader stormwater network are undertaken in future years.

### ***Installation Date***

A contractor has been identified to undertake this work which would include the pipes being prepared in the last week of October at night and the relining commencing Sunday 6 November 2024. The contractor would be directly engaged, and the Project is seeking Council approval under an exemption to Council's Procurement Policy due to time constraints on the Project.

This program would align with the City Zone's planned construction.

### ***Next Steps***

Following Council's approval, Administration would:

1. Finalise the scope of work and costs.
2. Engage the contractor by seeking an exemption to the procurement policy from the CEO to engage Plumbing and Pipeline Solutions.
3. Provide a report to the section 41 Transforming Jetty Road Committee.
4. Notify key stakeholders and businesses along Jetty Road of the work commencing, the dates of the work, traffic management requirements and the expected minimal impact on the street's operations.
5. Commence the work on 28 October 2024.

## **Budget**

A budget of \$250,000 is required to deliver this work.

## **Life Cycle Costs**

Not applicable as the asset's life would be reset.



## Strategic Plan

The Transforming Jetty Road Project aligns with the strategic goals of the City of Holdfast Bay, and objectives and outcomes sought in State and Commonwealth Government plans, contributing to economic growth, community wellbeing, and the promotion of tourism.

## Council Policy

Not applicable

## Statutory Provisions

Not applicable

---

**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	05 July 2024	Updated - Final	SG/FS	HE	HE
03	10 April 2024	Updated - Footpath Material Options	SG	HE	HE
04	05 July 2024	Revised Final Report	SG	HE	HE

# Contents

<b>1</b>	<b>Design Principles</b>	<b>06</b>
1.1	City Zone Design Principles	06
<b>2</b>	<b>Jetty Road High Level Concept Plan</b>	<b>08</b>
<b>3</b>	<b>Landscape Concept Plan - City Zone</b>	<b>10</b>
<b>4</b>	<b>Section-East Facing</b>	<b>12</b>
<b>5</b>	<b>Planting Palette</b>	<b>13</b>
5.1	Tree Selection	13
5.2	Plant Selection	13
<b>6</b>	<b>Materials Palette</b>	<b>14</b>





# 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 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.

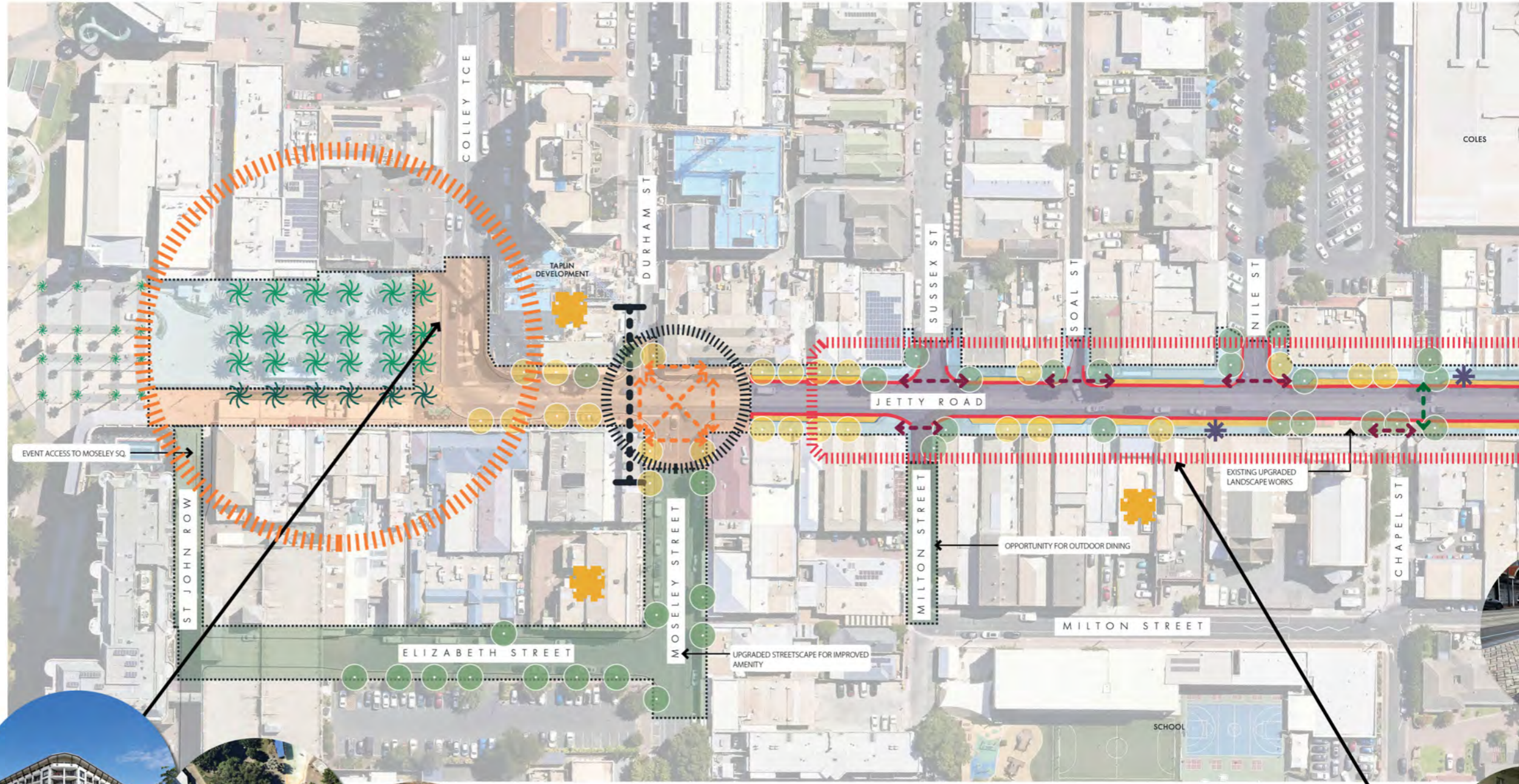


# 2 Jetty Road High Level Concept Plan

C O A S T

**LEGEND**

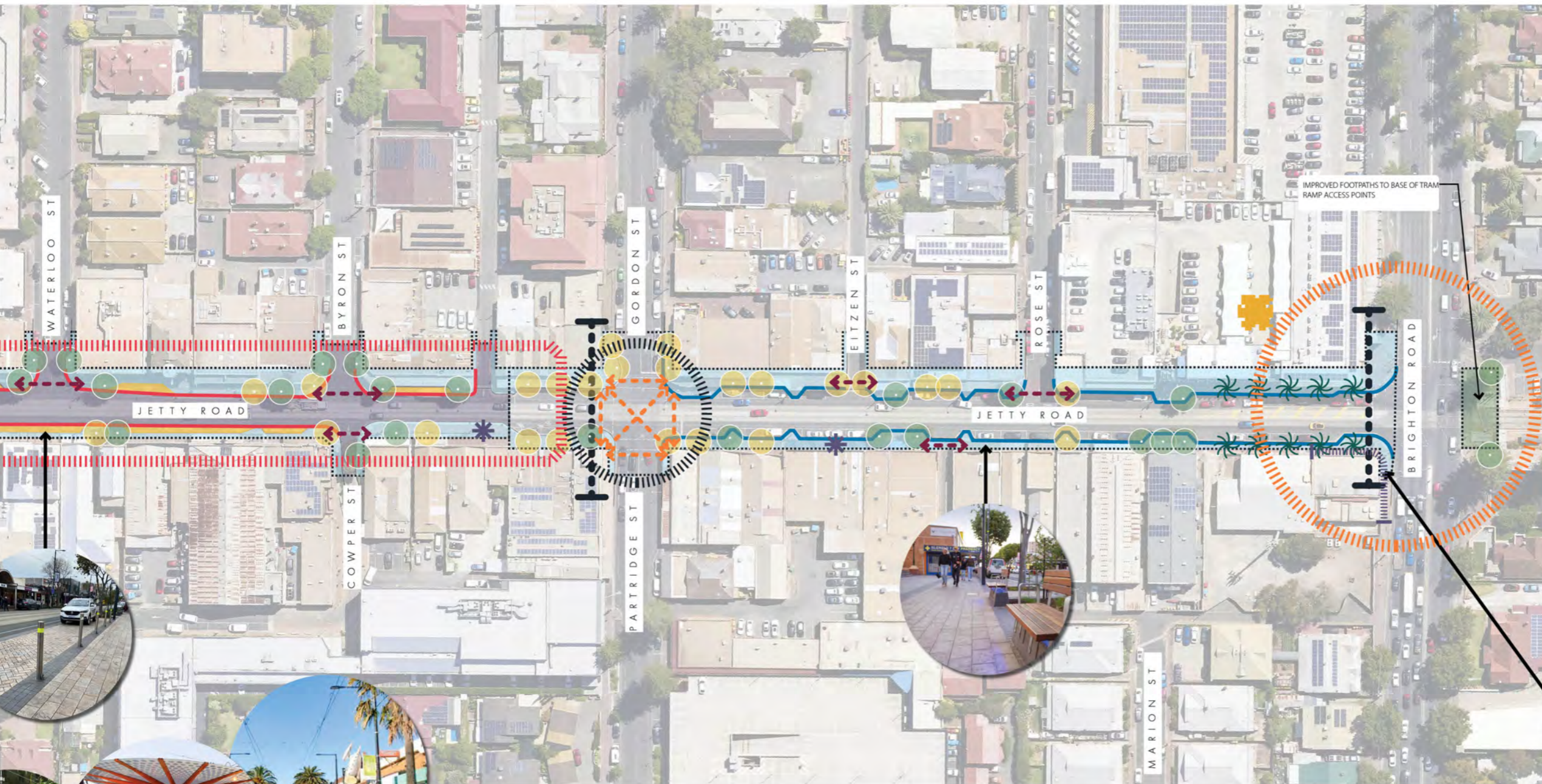
- Flush ped / vehicle treatment
- Plaza
- Asphalt upgrade
- Pavement upgrade
- Optional scope
- Paved multiuse area
- Gateway
- Continuous footpath treatment
- Pedestrian crossing
- Upright kerb
- Semi-mountable kerb
- Scramble crossing
- Future development site
- Major Gateway
- Minor Gateway
- Potential 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**



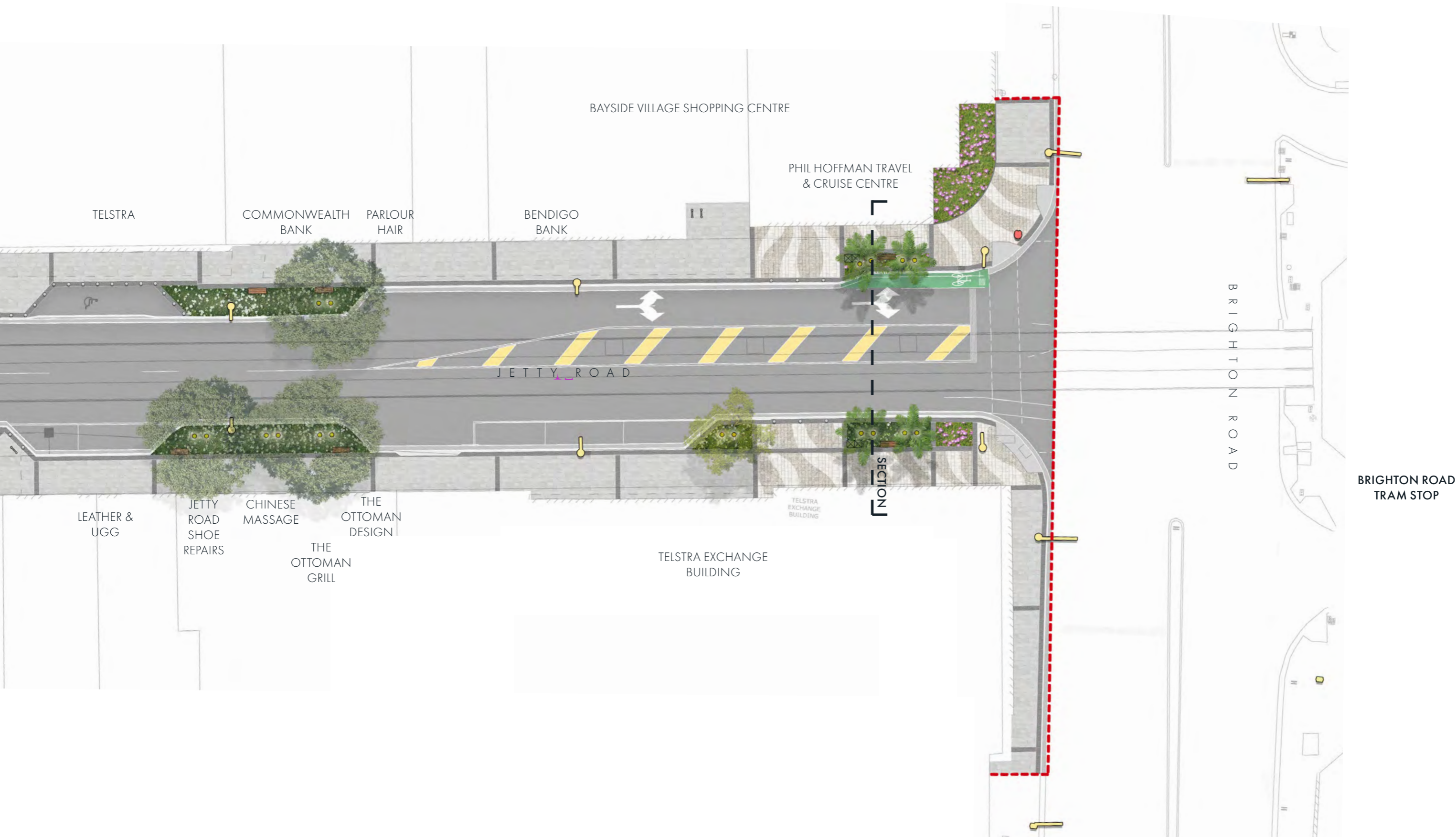
### 3 Landscape Concept Plan - City Zone



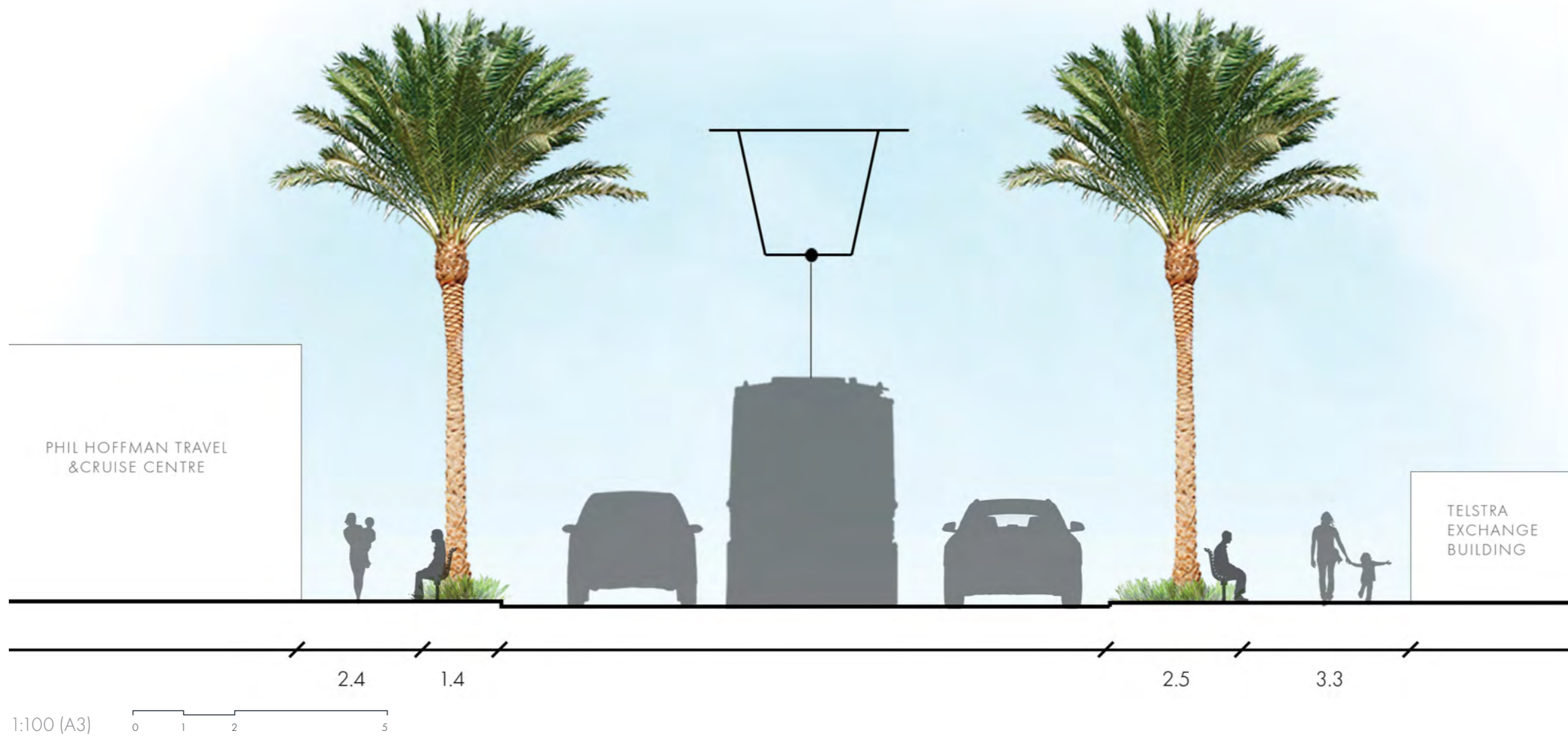
**Legend**

	Asphalt		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 Bollards		





# 4 Section-East Facing



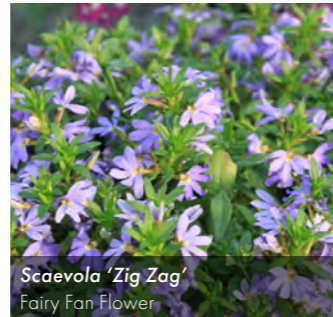


# 5 Planting Palette

## 5.1 Tree Selection



## 5.2 Plant Selection





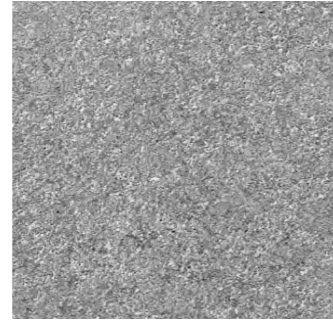
## 6 Materials Palette



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



**Feature Paving + Crossings - Juperana Granite**  
Urbanstone - Juperana Granite - Stretcherbond with inlay (Feature Paving) and Herringbone (Crossings) - 400 mm x 200 mm x 40 mm



**On-street Carpark Pavement**  
Asphalt



**Footpath Paving**  
Urbanstone - Fleece - Stretcherbond - 200 mm x 200 mm x 60 mm



**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



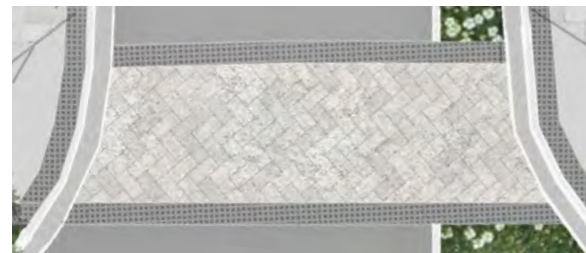
**Bike Racks**  
Street Furniture Australia to match Chapel St Plaza



**Bollards**  
Street Furniture Australia to match Chapel St Plaza



**Tree Uplights**  
to be developed during detailed design



**Crossings: Juperana** *Herringbone Pattern*

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

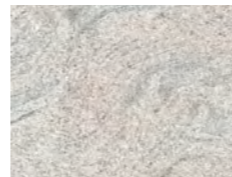
\$454 per sqm supplied (60mm thick)



**Feature Paving: Juperana** *Stretcherbond Pattern*

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

\$454 per sqm supplied (60mm thick)



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

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

\$167 per sqm supplied (60mm thick)

\*note based on 600x400mm paver size

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)