

ITEM NUMBER: 9.1

CONFIDENTIAL REPORT

TRANSFORMING JETTY ROAD DRAFT CITY ZONE CONCEPT PLAN

Pursuant to Section 87(10) of the Local Government Act 1999 the Report attached to this agenda and the accompanying documentation is delivered to the Transforming Jetty Road Committee upon the basis that the Transforming Jetty Road Committee consider the Report and the documents in confidence under Part 3 of the Act, specifically on the basis that Transforming Jetty Road Committee 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;**
- j. **Information the disclosure of which –**
 - i. **would divulge information provided on a confidential basis by or to the Minister for Infrastructure and Transport; 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* the Transforming Jetty Road Committee 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: 198/24 Transforming Jetty Road City Zone Draft Concept Plan in confidence.
 2. That in accordance with Section 90(3) of the *Local Government Act 1999* the Transforming Jetty Road Committee is satisfied that it is necessary that the public be excluded to consider the information contained in Report No: 198/24 Transforming Jetty Road City Zone Draft Concept Plan 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 and that information may prejudice the commercial position 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 Transforming Jetty Road Committee 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.
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Item No: 9.1

Subject: TRANSFORMING JETTY ROAD CITY ZONE CONCEPT PLAN

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 and is seeking feedback and an endorsement from this Committee prior to submitting the design to Council for approval.

Recommendation

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.**

RETAIN IN CONFIDENCE - Section 91(7) Order

4. **That having considered Agenda Item 9.1 Transforming Jetty Road Draft Concept Plan City Zone in confidence under section 90(2) and (3)(d and j) of the *Local Government Act 1999*, the Transforming Jetty Road Committee, pursuant to section 91(7) of that Act orders that the report and attachment be retained in confidence for a period of eight months and/or the Chief Executive Officer is authorised to release the documents when the concept plan has been released to the public and that this order be reviewed every 12 months.**
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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 a four-year period, 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. Accordingly, the design for the City Zone has been prepared for consideration by this Committee prior to seeking approval of that design from Council.

The City Zone design has been developed in accordance with the high-level Street Plan that was approved by Council on 28 November 2024 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.

A budget of \$9.6 million (from the committed \$40 million budget) was allocated to the City Zone to support the design development. 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 including a 10% contingency. This cost should not be considered final and should be viewed as an indicative cost that is subject to variation on further design development and investigations.

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 and ensure achieved 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 even though each design is being developed separately.

The attached draft design includes the following design outcomes:

- the replacement of all kerbs and water tables (generally in the existing alignment);
- a profile and reinstatement of the asphalt in the roadway;
- stormwater replacement to reduce nuisance ponding on the road and parking bays;
- new pavers for the footpaths;
- continuous footpaths will be repaved and more clearly identified as pedestrians having right of way;
- five new trees including four new palm trees (*Washingtonia Robusta*) and an additional *Celtis Australis* (the same species as the existing trees);
- new garden beds;
- new light poles and street lighting;
- retaining the existing CCTV infrastructure with hard wired fibre optic cabling;
- reduction of one car park;
- 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

One existing car park that directly abuts the existing cyclist footpath exit point has been removed and converted into a garden bed to increase greening by allowing an additional tree to be planted. This will provide 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 and 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.

Paver Options

The design has nominated two pavers for implementation. The first material option uses the nominated Jetty Road paver, Juperana natural stone for both the footpaths and the roadway cross overs. The second option is a lower cost alternative featuring Urban Stone's Fleece engineered paver for the footpath and retains Juperana natural stone in the roadway crossovers.

The cost of using Juperana in the footpath and the roadway crossovers is within the nominated budget. However, if the footpath was replaced with the engineered paver, the savings could be channelled into contingency for the construction of the remaining zones.

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

Palm Trees

To achieve a cohesive design that synergises the beginning of the street with the Coast Zone and Moseley Square, four semi mature palm trees have been nominated to be installed either side of the entrance to Jetty Road at the Brighton Road end. 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.

Entrance Statement

The design of the Jetty Road entrance statement is being undertaken alongside of the City Zone street upgrade and the design is not presented or discussed as part of this report. Once a draft concept design has been finalised it will be presented to this Committee for consideration.

Creative Lighting

The City Zone will feature creative lighting throughout this Zone by installing tree uprights to either side of every tree in this Zone. 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.

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 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 in garden bed to water the plants.

Stormwater

The stormwater design is still being finalised and once completed the outcomes will be noted in a report to this Committee. The design will essentially seek to increase the capacity of the system without creating or moving the existing issues further down 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 all hardscape perturbances 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 concept design, the project will commence site investigations to ensure the nominated design can be achieved and report any risk back to the Committee and Council.

Service Authority

The project will commence detailed discussions with service authorities to ensure the 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.

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), is endorsed by this Committee, detailed design can be commenced and the preparation of the design collateral for a community engagement 'Inform only' activity.

Next Steps

Following the endorsement of the Draft City Zone concept design by this Committee, the project will submit the design to Council for consideration and approval.

Additionally, the project will prepare the 'Inform only' collateral to accompany the approved concept design and seek feedback from the Committee prior to releasing the design to the public.

Budget

Currently a proposed budget of \$10 Million is awaiting approval via Council's Annual Business Plan and Budget.

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

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