

Jetty Road

Transition & Coast Zone

Final Concept Plan

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
Transition and Coast Zone
Concept Report

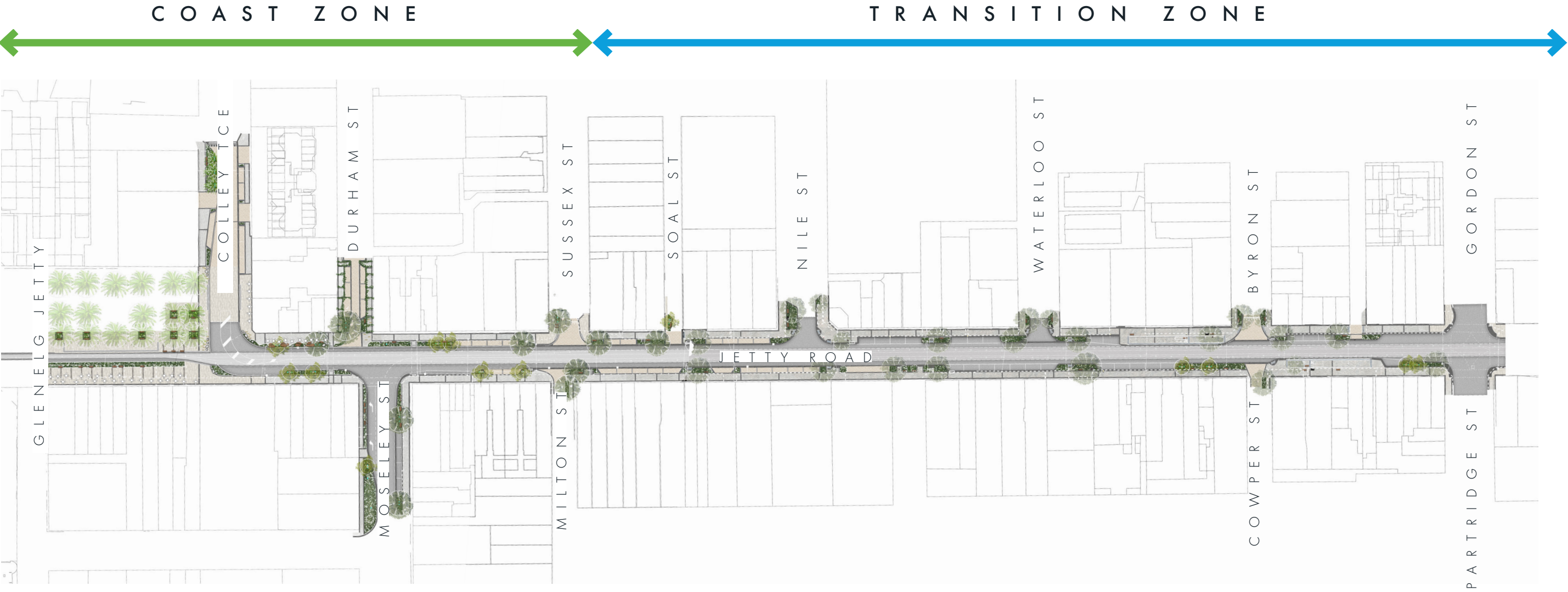
Prepared for
City of Holdfast Bay

Project Number
322-0567-00-L-09-RP01

Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
01	29 April 2025	Preliminary	SG	RB/HE	HE
02	9 May 2025	Preliminary	SG/ZC	HE	HE
03	12 May 2025	Preliminary	SG	HE	HE
04	27 May 2025	Preliminary Draft	SG/ZC	RB/HE	HE
05	28 May 2025	Preliminary	SG/ZC	RB/HE	HE
06	05 June 2025	Preliminary	SG/ZC	RB/HE	HE

1 Overall Landscape Concept Plan - Transition and Coast Zone

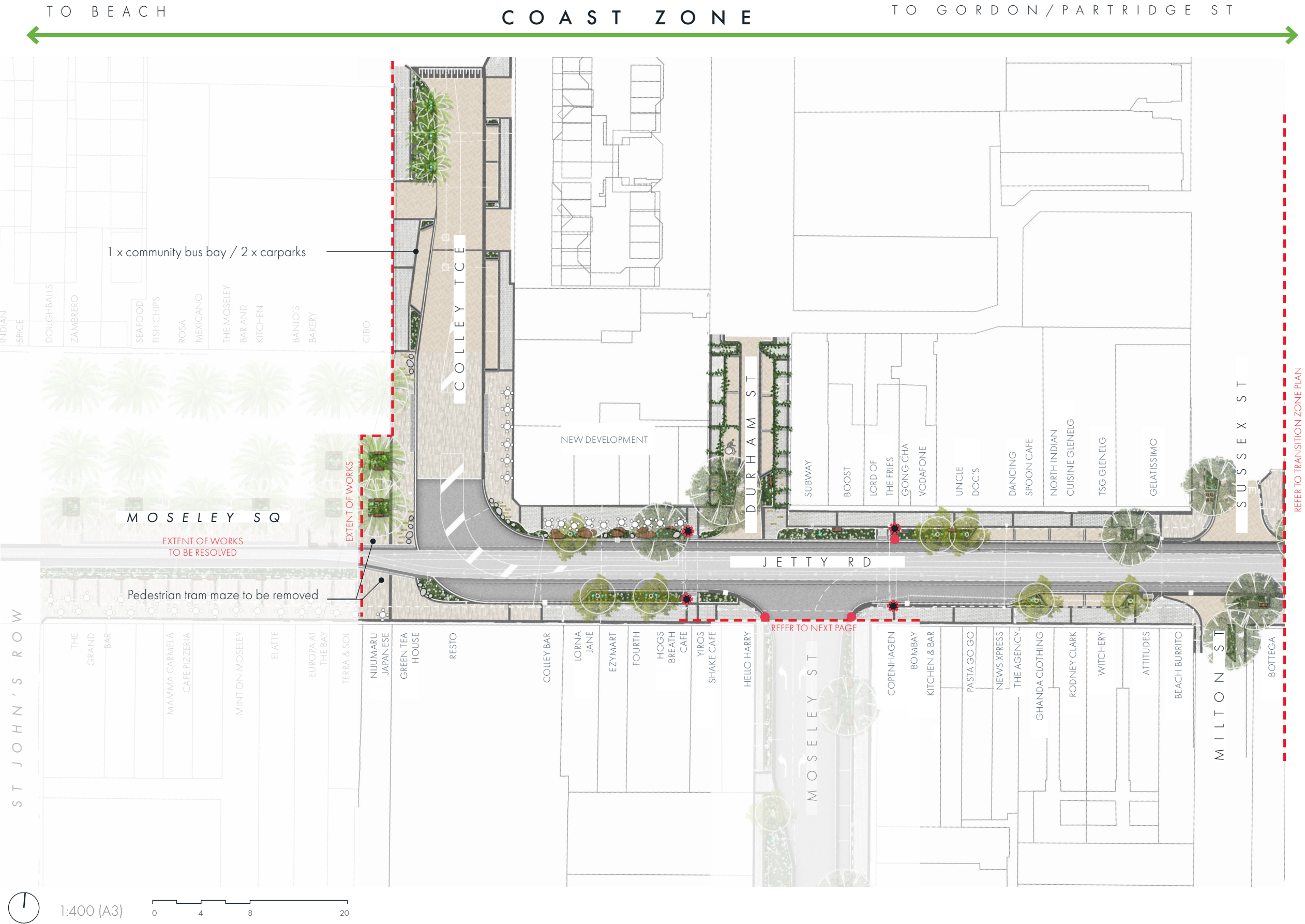


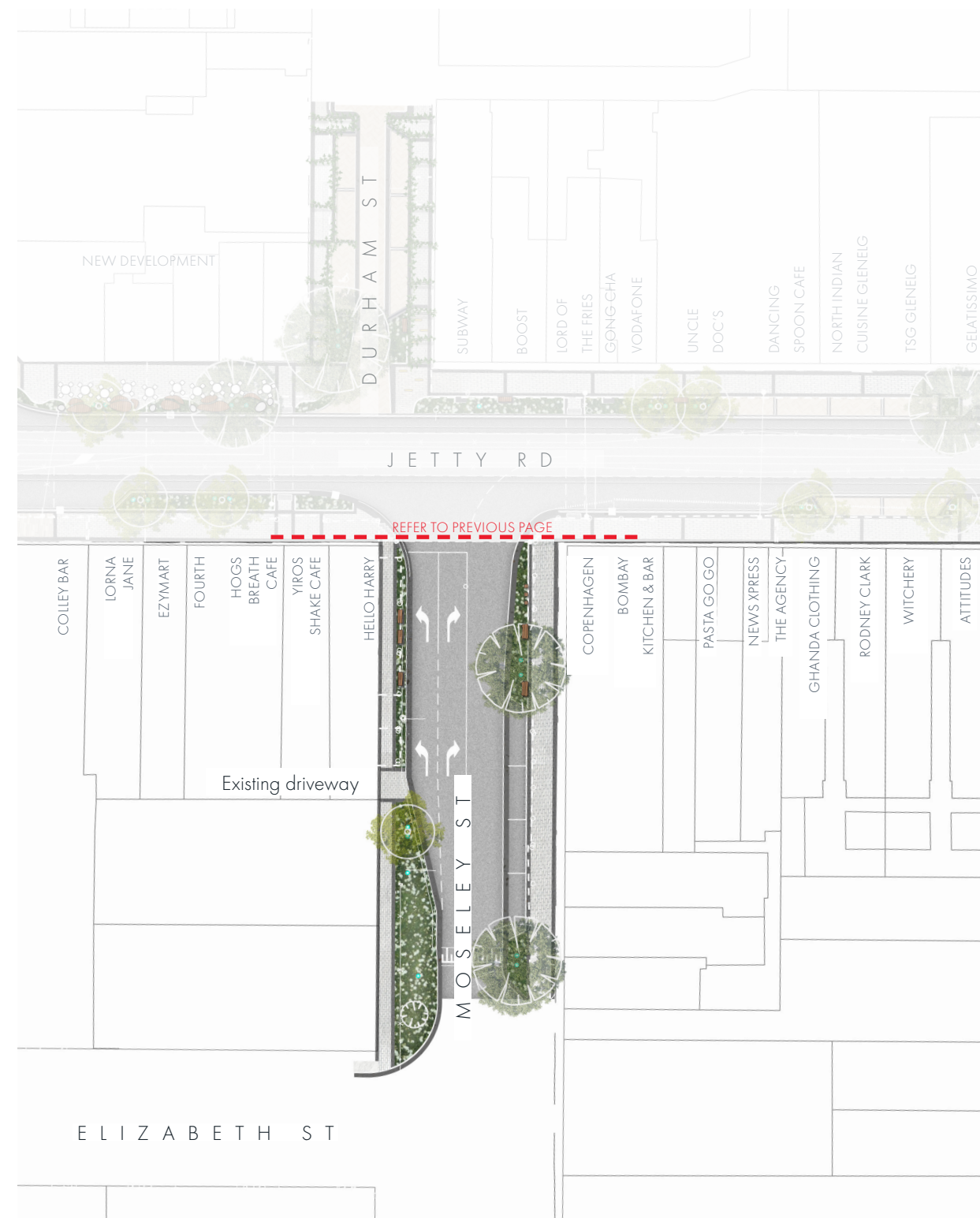
Legend

	Existing Street Tree		Proposed Bollards		Proposed Raised Stone Edge
	Proposed Street Tree		Proposed Bike Racks		Existing Verandah Line
	Asphalt		Proposed Rubbish Bins		
	Proposed Pavement		Proposed Single Seat		
	Proposed Banding		Proposed Double Seat		
	Proposed Feature Paving		Proposed Uplighting to Trees		
	Proposed Crossing Paving		Proposed Arbour		



2 Concept Plan- Coast Zone

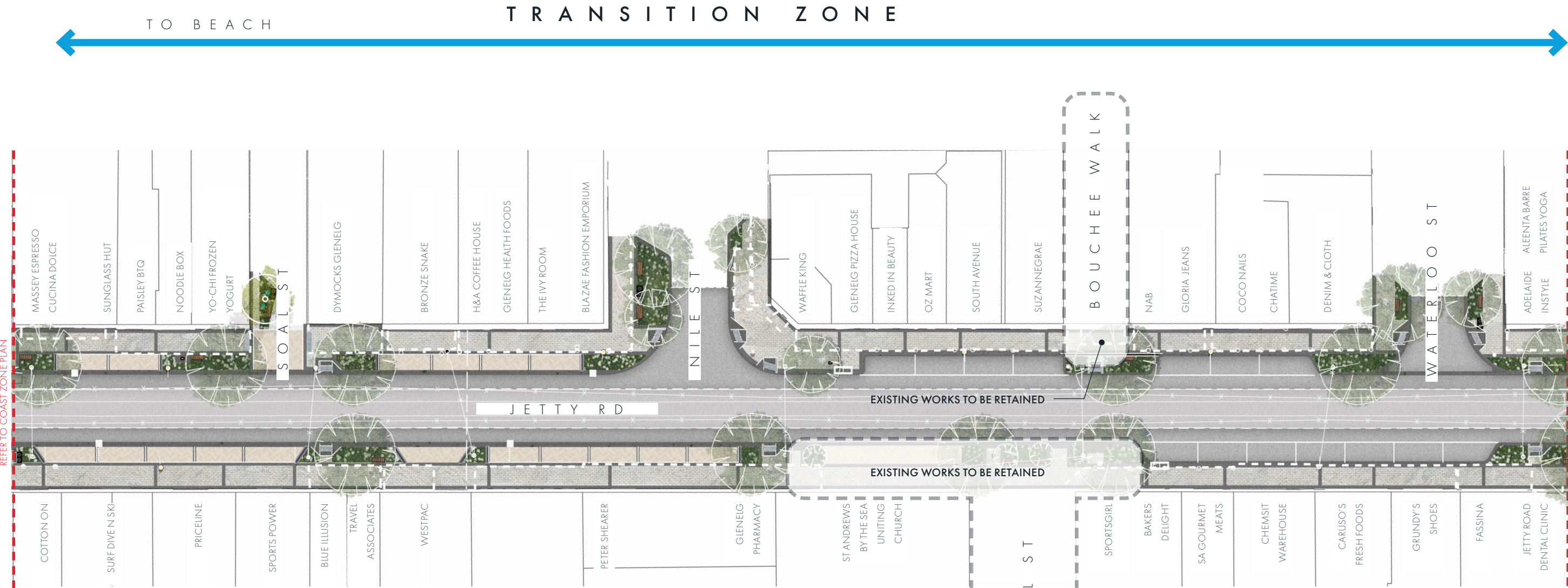




Legend

- | | | | | | |
|--|----------------------|--|--------------------------|--|---|
| | Existing Street Tree | | Proposed Feature Paving | | Proposed Uplighting to Trees |
| | Proposed Street Tree | | Proposed Crossing Paving | | Proposed Arbour |
| | Proposed Palm Tree | | Proposed Bollards | | Proposed Raised Stone Edge |
| | Existing Palm Tree | | Proposed Bike Racks | | Existing Verandah Line |
| | Asphalt | | Proposed Rubbish Bins | | Signal Lanterns Mounted to Existing Tram Pole |
| | Proposed Pavement | | Proposed Single Seat | | DDA Carpark |
| | Proposed Banding | | Proposed Double Seat | | DDA Carpark |

3 Concept Plan- Transition Zone



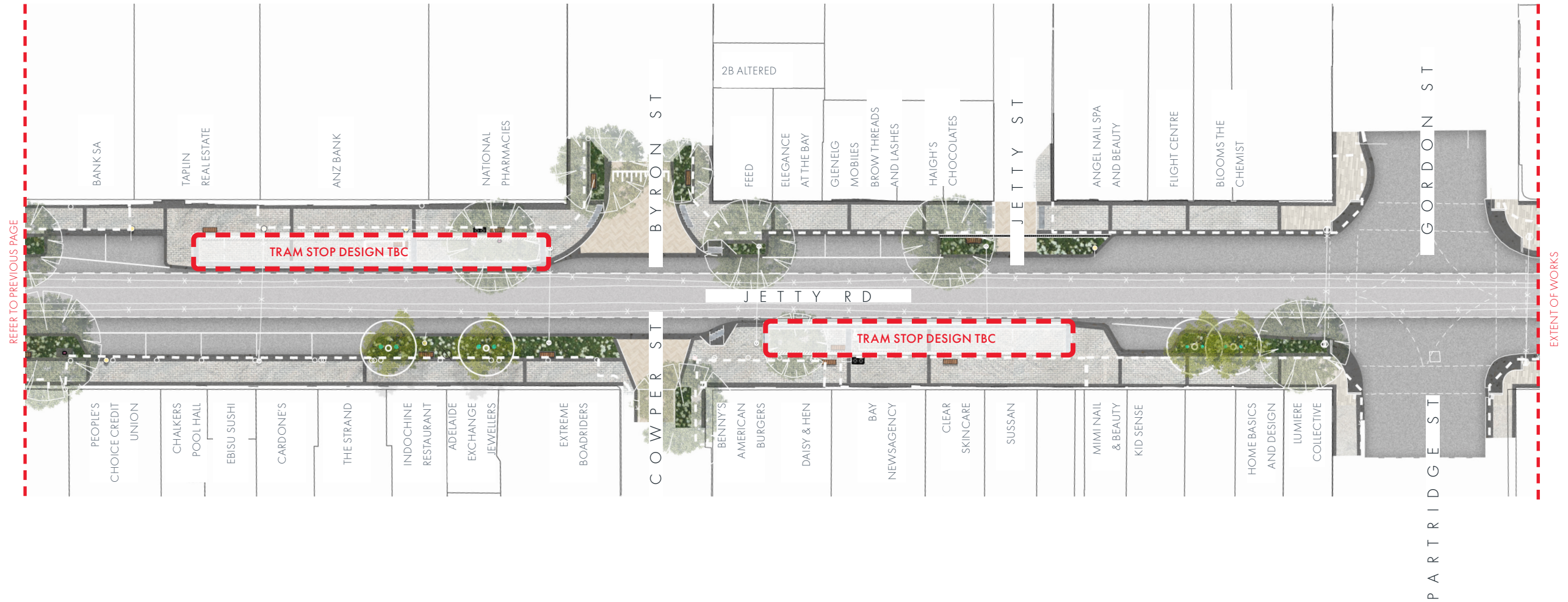
Legend

- | | | | | | |
|--|--------------------------|--|------------------------------|--|----------------------------|
| | Existing Street Tree | | Proposed Bollards | | Proposed Raised Stone Edge |
| | Proposed Street Tree | | Proposed Bike Racks | | Existing Verandah Line |
| | Asphalt | | Proposed Rubbish Bins | | |
| | Proposed Pavement | | Proposed Single Seat | | |
| | Proposed Banding | | Proposed Double Seat | | |
| | Proposed Feature Paving | | Proposed Uplighting to Trees | | |
| | Proposed Crossing Paving | | Proposed Aco Drain | | |

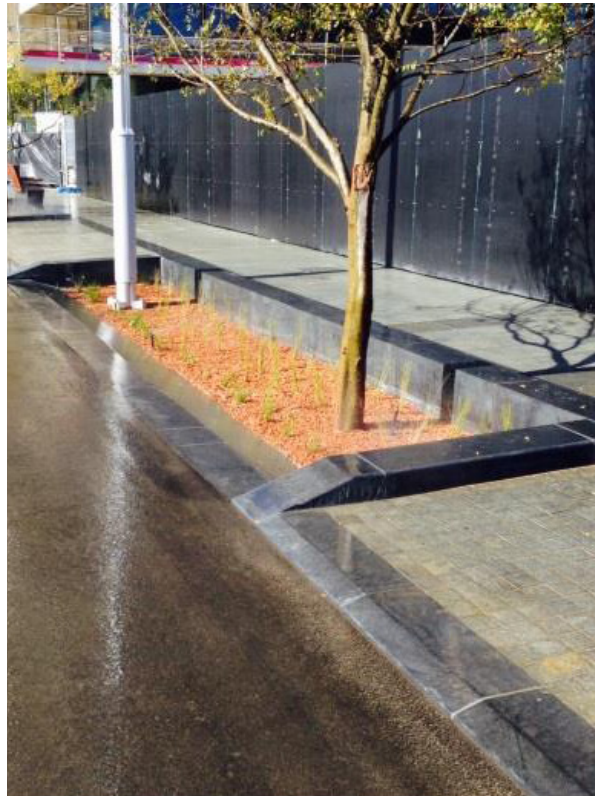


TRANSITION ZONE

TO BRIGHTON RD



4 Alternative Edge Treatments



1. Raised stone edge tapered to tie into rollover kerbs



2. Sunken raingarden with integrated seat on path edge

Pros / Cons:

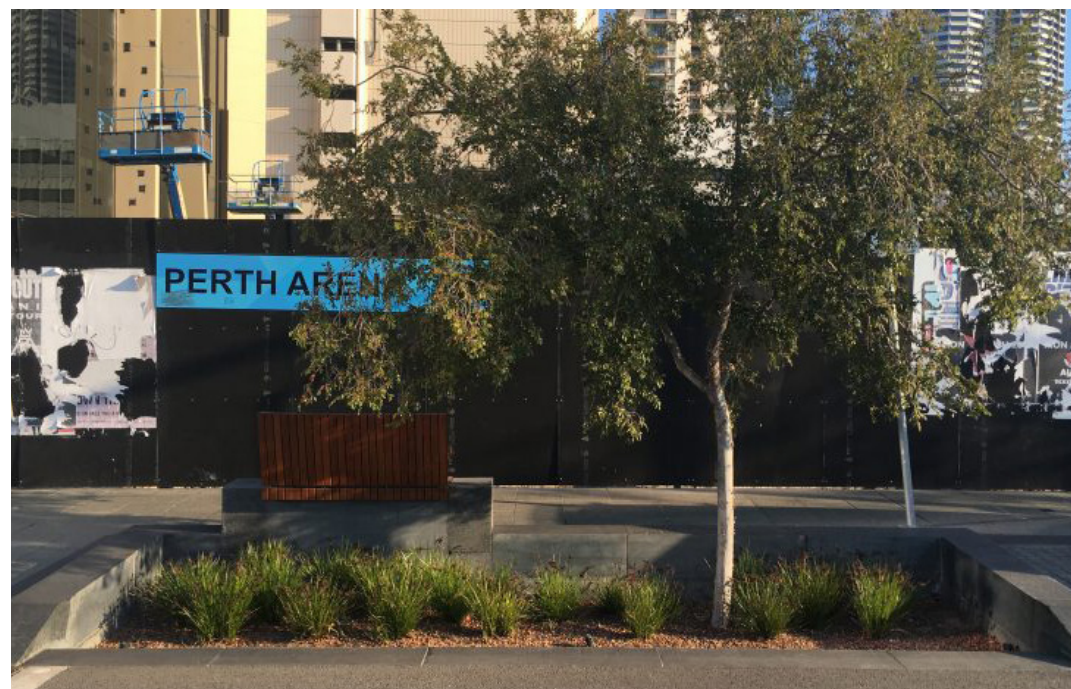
Multifunctional aspects: Does not have additional functions (unless seating is integrated - refer images 2 & 3).

Safety: Provides a low / surface level physical barrier. Low vehicle visibility, particularly when reversing. Suitable colour contrast is required to minimise tripping risk.

Cost: Dependant on materiality and installation costs. Stone is higher cost than typical concrete kerb.

Maintenance: Low maintenance.

Spatial Requirements: Low amount of space needed, allowing for wider pedestrian paths and greater outdoor dining space.



3. Raised seating wall surrounding raingarden



4. Tumbled granite paving band provide textural distinction between pavement and carpark space. Colour to match smooth granite paving bands used throughout design.

Contact Tract

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