

ITEM NUMBER: 18.1

CONFIDENTIAL REPORT

HOARDING FEE RELIEF

Pursuant to Section 90(2) 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:

- b. Information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and would, on balance, be contrary to the public interest.
- d. 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; and would, on balance, be contrary to the public interest.

Recommendation – Exclusion of the Public – Section 90(3)(b & 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: 339/21 Hoarding Fee Relief 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: 339/21 Hoarding Fee Relief in confidence on the following grounds:
 - b** pursuant to section 90(3)(b) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the Council is

conducting business; or
would prejudice the commercial position of the Council.
 - 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.

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.
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Item No: **18.1**

Subject: **HOARDING FEE RELIEF**

Date: 12 October 2021

Written By: Manager Development Services

General Manager: Strategy and Corporate, Ms P Jackson

SUMMARY

Council has received a request from the Architect working on behalf of the Taplin Group for dispensation from the hoarding fees otherwise payable to facilitate the construction of a multi-storey retail and hotel building at the site bound by Jetty Road, Colley Terrace, and Durham Street at Glenelg (otherwise known as 13-23 Jetty Road and 1-3 Colley Terrace). The request is submitted on the basis that the site's unique location warrants a complex, and therefore costly, hoarding solution as a means to maintain safe and unencumbered pedestrian and vehicular access through this gateway location. The added argument is that any discount on the fees payable to Council would be offset by the broader economic benefits that come with maintaining foot traffic for businesses and planned events at Glenelg.

In the absence of a formal hoarding application to accompany the request, this report recommends that in-principle support is provided for dispensation from fees associated with aboveground hoardings that do not encumber safe and effective pedestrian and vehicle movement through the area, but that payments are sought for any temporarily decommissioned on-street paid and unpaid carparks during the period of construction. It is estimated that this would equate to a hoarding fee reduction of approximately \$100,000 for an anticipated 3000 square metres of above-ground hoarding over an 18-month construction period.

RECOMMENDATIONS

That Council

1. **Accede to the request made by Alexander Brown Architect on behalf of the Taplin Group for partial dispensation from future hoarding fees associated with an approved hoarding plan by Council for the construction of a multi-storey retail and hotel building located at 13-23 Jetty Road and 1-3 Colley Terrace, Glenelg and approved by the State Commission Assessment Panel in Development Application Number 110/M104/20, on the basis that:**
 - a) **dispensation of 30% (limited to \$100,000) is provided from the fees otherwise payable for the aboveground hoardings that do not encumber safe and effective pedestrian and vehicle movement through the area;**

- b) dispensation of fees is not applicable to any on-street paid and unpaid carparks that are obstructed by the developer or its agents by virtue of construction activity; and
 - c) dispensation from hoarding fees cease to be offered following a period of eighteen (18) months from the commencement date of construction, after which time all aboveground hoardings will be invoiced at the full amount found in Council's fees and charges schedule operative at the time.
 - d) Receipt of confirmation of the cost provided in the Architect's correspondence of implementing the hoarding solution through provision of a Quantity Survey prepared by an accredited professional.
2. Part 1(a) to (c) of this resolution is valid until 30 March 2022, with construction commenced after this date not entitled to dispensation from hoarding fees otherwise attributable to the construction of a multi-storey retail and hotel building located at 13-23 Jetty Road and 1-3 Colley Terrace, Glenelg and approved by the State Commission Assessment Panel in Development Application Number 110/M104/20.

RETAIN IN CONFIDENCE - Section 91(7) Order

3. That having considered Agenda Item 18.1 Report No: 339/21 Hoarding Fee Relief in confidence under section 90(2) and (3)(b) and (d) of the *Local Government Act 1999*, the Council, pursuant to section 91(7) of that Act orders that the report, attachments and minutes be retained in confidence until further notice and the Chief Executive Officer is authorised to release the documents when the matter is concluded, giving due consideration to any relevant legal considerations, and that this order be reviewed every 12 months.

COMMUNITY PLAN

Place making: Creating lively and safe places
Culture: Being financially accountable

STATUTORY PROVISIONS

Local Government Act 1999 [s221]

BACKGROUND

Planning approval was issued by the State Commission Assessment Panel (SCAP) on 25 June 2020 for construction of a seven (7) storey retail and hotel building at the location bound by Jetty Road, Colley Terrace, and Durham Street, Glenelg. These plans are provided as Attachment 1 to this report. The boundary-to-boundary design of the building means that hoardings will invariably be required over the footpaths at the time of construction, thereby incurring fees in accordance with Council's adopted fees and charges schedule. Council discussed this matter at a workshop held on 21 September 2021.

Refer Attachment 1

REPORT

Section 221 of the *Local Government Act 1999* allows councils to seek a fee for developers to place hoardings, scaffolding or equipment on a public road or footpath as a means to facilitate construction on an adjacent site. The fees for these installations on public land are unique to each council and set each financial through a fees and charges schedule. The fees are singular and applied equally across the City of Holdfast Bay, irrespective of location or type of construction undertaken. The fees established specifically for the City of Holdfast Bay are currently as follows:

Application fee: \$61
Road closure: \$279.50 per week
Footpath or Road: \$6.50/m² per week
Paid Car Park Removal: \$93/car park/day
Unpaid Car Park Removal: \$53/car park/day

The written request made on behalf of the Taplin Group, provided as Attachment 2, quotes a potential hoarding fee in the order of \$295,000 payable to Council. Council Administration's calculations show the figure is plausible, comprised of approximately \$235,000 for occupation of 3000 square metres of footpaths over an eighteen (18) month period, \$10,000 for removing one (1) unpaid car park over that same timeframe, and the approximate \$50,000 payable for the occasional closure of roads required for heavy-vehicle deliveries to the site. The Taplin Group's case for seeking dispensation from the likely hoarding fee is based on the additional costs incurred with providing a hoarding solution that responds to the unique setting of the development site. Specifically, the developer is seeking to retain pedestrian access through the area and limit the timeframe for construction by incorporating freestanding and cantilevered gantries (where construction can continue above an otherwise unobstructed footpath), and providing the additional reinforcement required to support an on-site crane site office (thereby avoiding the need to place the crane and site office on the public road).

Refer Attachment 2

This preferred approach compares favourably with an otherwise conventional and relatively inexpensive hoarding solution that would likely close-off this gateway site to pedestrians over an extended period of time. Such an aggressive strategy would be more detrimental to the business community and visitors alike.

Attachment 3 to this report shows the two (2) types of hoarding options available (identified as Type 'A' and Type 'B'), which has been provided by the developer's tenderer for Council's preliminary consideration. It is evident that the Type 'B' hoarding option is far more expansive, occupying all of the Colley Terrace footpath and requiring the closure of Durham Street to accommodate ground-mounted infrastructure (including a crane). This option has far greater impact when compared with the Type 'A' alternative, which uses scaffolding over the footpath to retain pedestrian access, without requiring footpath closures. It is the Type 'A' option that is cost-prohibitive however, and for which the Taplin Group seeks some fee dispensation from.

Refer Attachment 3

Whilst the self-contained solution offered through the Type 'A' option will require occasional occupation of the roadway and footpath to accommodate strategic heavy-vehicle deliveries, these will be occasional and outside of peak demand periods, and not during planned events. The developer will be invoiced the full fee for these limited-period hoarding applications.

The request for hoarding fee dispensation is touted by the Taplin Group as providing an offset for any potential losses to the business community incurred through an aggressive hoarding option that otherwise restricts access through the area. However, there are opportunities and challenges for Council acceding to a request for dispensation from the payment of hoarding fees associated with the development. The primary reason for granting fee relief would be to ensure that pedestrian and vehicular movement continue unabated during the lengthy construction period, thereby ensuring continued accessibility and visitation for established businesses and planned events. The other benefit would be to engender goodwill with the developer, which will assist in developing a bipartisan approach to the design and functioning of the future interface between the development site and Jetty Road and Moseley Square master plans (with a hotel planned for the site, it is imperative that the private and public realms are integrated in design and function).

Also, a conventional hoarding solution is likely to not only block access through the corner site, but appear as a blight when viewed from Moseley Square with surface to top tarpaulins, exposed cranes and construction offices. Finally, there may be reputational harm to Council if the Taplin Group cite Council's failure to grant fee relief as the reason for the project becoming uneconomical, and therefore undeliverable.

The disincentives for granting fee relief are primarily felt through a loss of significant revenue, particularly given that Council reaped none of the substantial planning assessment fees for the development (which was assessed by the SCAP instead). There is also the issue of equity with how Council treats other developers, and the reason why this report is presented in confidence. Council will therefore need to consider whether this site (apart from all other development sites) is so unique given its strategic value as a gateway for the economic functioning of the Glenelg District Centre, that the broader benefits to the community of maintaining a degree of access and

amenity through this area are enough to offset the costs of foregoing the allotted hoarding fees payable to Council.

In light of the above, it may be appropriate to provide dispensation in the order of 30%, and limited to \$100,000, from the fees otherwise associated with the aboveground hoardings only, being those that do not encumber safe and effective pedestrian and vehicle movement through the area, over a strict 18-month construction timeframe, after which time hoarding fees are payable in accordance with the adopted rate. This may also provide an incentive to the Taplin Group to shorten the construction timeframe as far as possible. In this regard, it proposed that no fee reduction is provided for any decommissioned unpaid carparks, or costs associated with periodic applications for temporary road closures to facilitate heavy-vehicle deliveries during the construction period.

SUMMARY

There are some extenuating circumstances associated with this construction site that set it apart from all others in the city. It is a gateway site, but also a link from Jetty Road to Moseley Square. To close it over an extended period of time through the use of a conventional hoarding solution would reduce the cost of the hoarding infrastructure (if not the hoarding fees), but be detrimental to businesses and visitors to Glenelg. Conversely, to maintain permeability through the area and to keep the construction timeframe to a minimum requires a more sophisticated, and therefore more expensive hoarding solution.

The Council is being asked to consider whether it forgoes fees to maintain business continuity for the commercial sector, or whether it seeks to recoup all fees owing at the expense of deactivating that space. It is therefore recommended that dispensation from fees associated with aboveground hoardings that do not encumber safe and effective pedestrian and vehicle movement through the area is offered, but that compensation is sought for any decommissioned on-street paid and unpaid carparks (temporary or otherwise). It is estimated that this would equate to a hoarding fee reduction of approximately \$100,000 for an anticipated 3000 square metres of above-ground hoarding over an 18-month construction timeframe. However, dispensation should also be contingent on receipt of confirmation of the cost, provided in the Architect's correspondence, of implementing the hoarding solution through provision of a Quantity Survey prepared by an accredited professional.

BUDGET

Should Council accede to the request for fee relief, it is estimated that this would equate to a foregone income of up to \$100,000 in hoarding fees.

LIFE CYCLE COSTS

There are no life cycle costs associated with this matter.

Attachment 1





COLLEY TERRACE | HOTEL

CNR JETTY ROAD & COLLEY TERRACE, GLENELG

PREPARED FOR : **ANDREW TAPLIN**

DESIGN : ALEXANDER BROWN ARCHITECTS

ISSUE DATE : 21.02.2020

REVISION: CONCEPT DESIGN [Issue A]

ABA

COLLEY TCE - MIXED USE DEVELOPMENT
FACADE



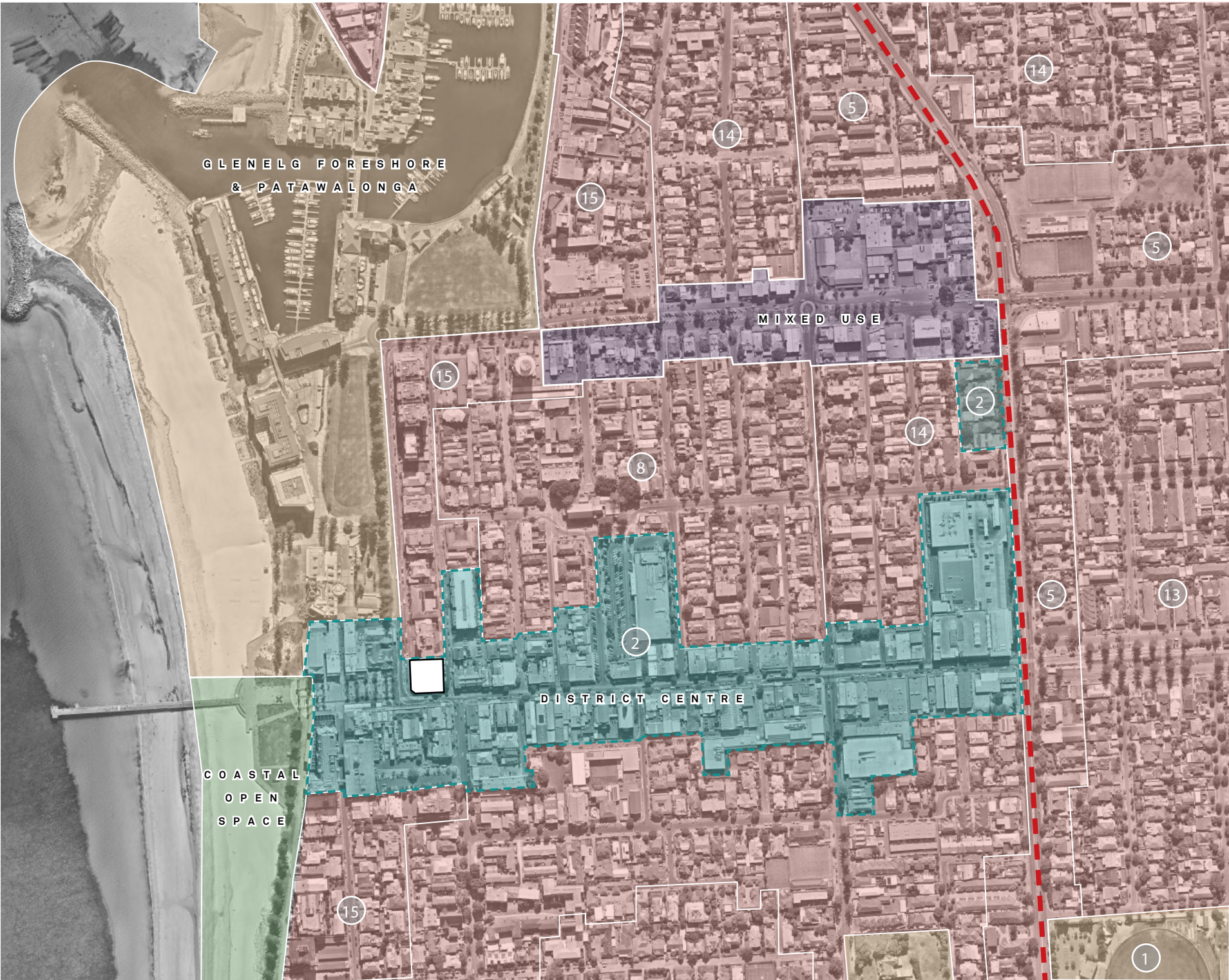
COLLEY TCE - MIXED USE DEVELOPMENT
ROOFTOP BAR INSPIRATION







COLLEY TCE - MIXED USE DEVELOPMENT
URBAN CONTEXT



LEGEND

- SUBJECT SITE - COLLEY TERRACE HOTEL
Policy Area : 2
- Council 'District Centre' Zone
- Council Residential, Residential Character & Residential High Density Zones
- Main Arterial Road
- Policy Area 1 - Recreational
- Policy Area 2 - Glenelg
- Policy Area 5 - Medium Density
- Policy Area 8 - Medium Density
- Policy Area 13 - Streetscape Character
- Policy Area 14 - Streetscape Character
- Policy Area 15 - Urban Glenelg

LOCATION PLAN



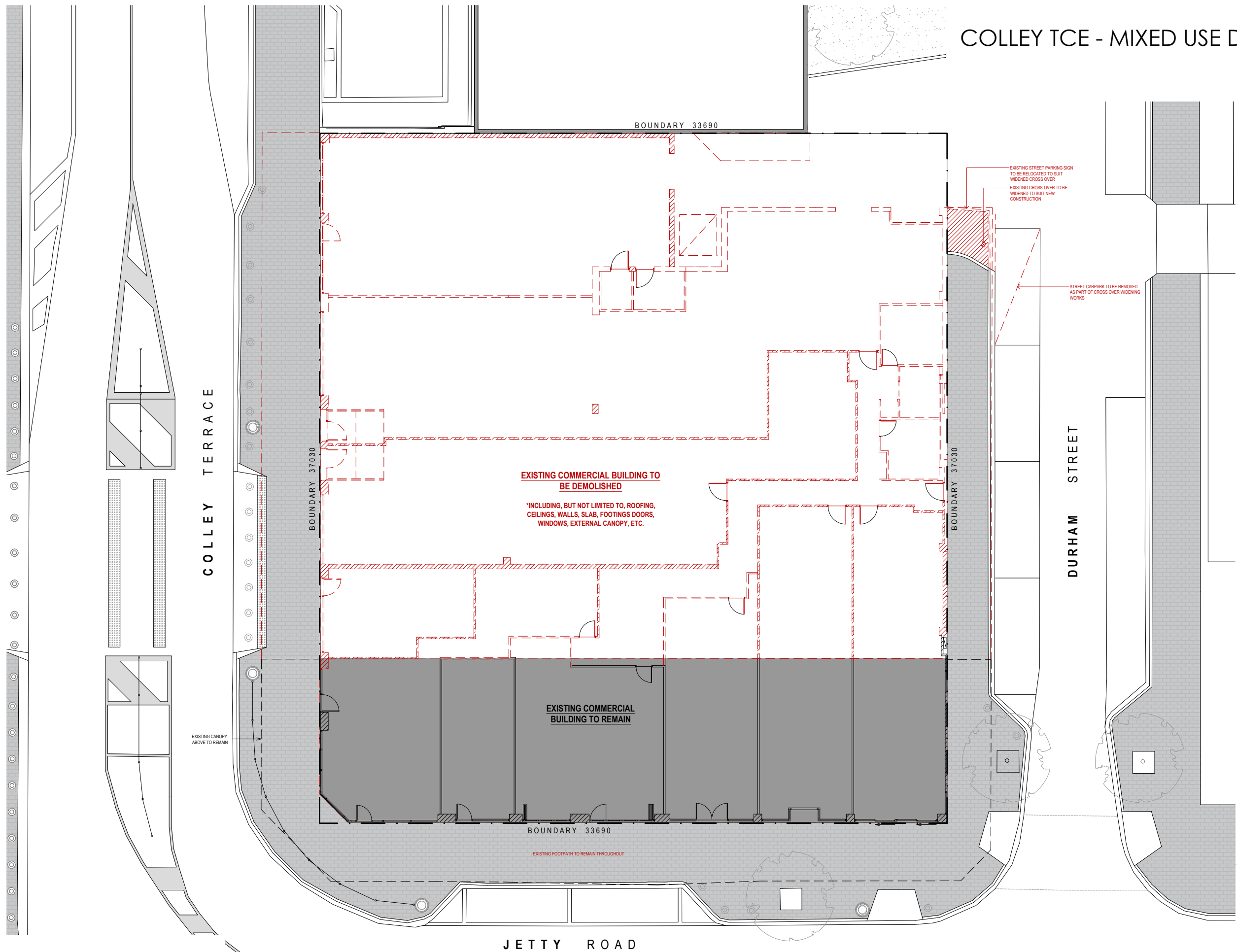
COLLEY TCE - MIXED USE DEVELOPMENT


URBAN CONTEXT



CONTEXTUAL PHOTOGRAPHY

COLLEY TCE - MIXED USE DEVELOPMENT FLOORPLANS



DEMOLITION PLAN 
1:200 @ A3

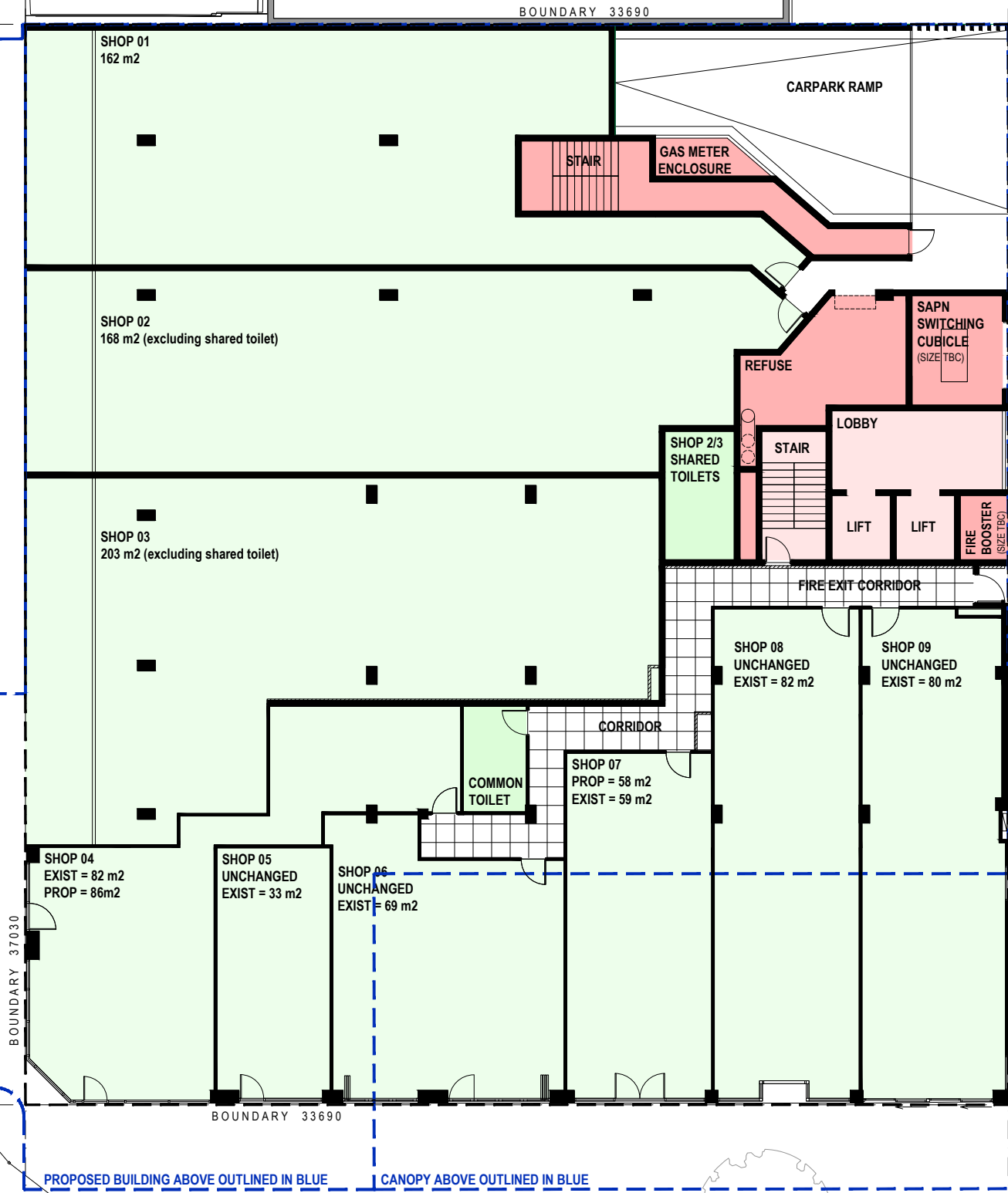
COLLEY TCE - MIXED USE DEVELOPMENT
FLOORPLANS

COLLEY TERRACE

DURHAM STREET

JETTY ROAD

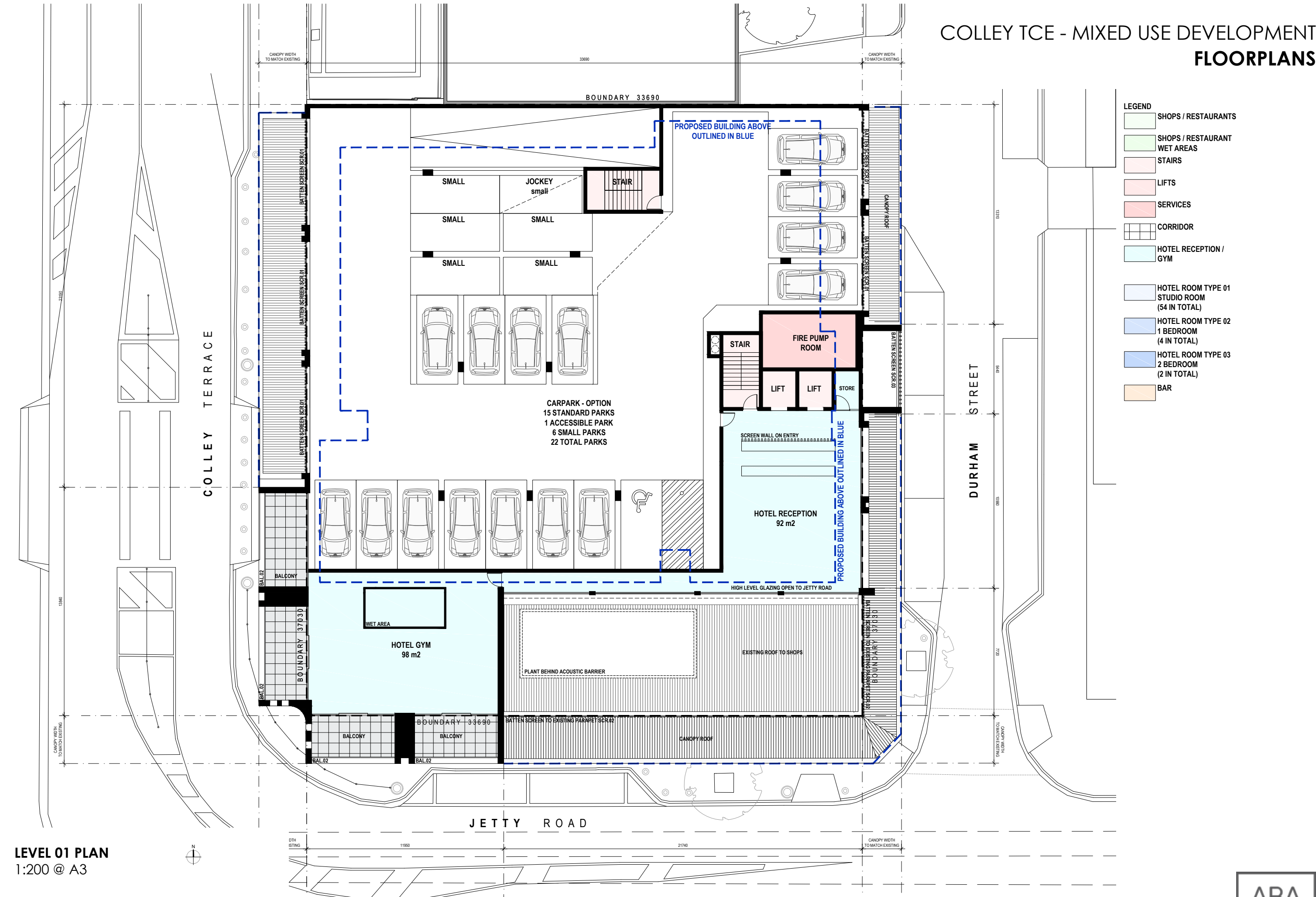
- LEGEND
- SHOPS / RESTAURANTS
 - SHOPS / RESTAURANT WET AREAS
 - STAIRS
 - LIFTS
 - SERVICES
 - CORRIDOR
 - HOTEL RECEPTION / GYM
 - HOTEL ROOM TYPE 01 STUDIO ROOM (54 IN TOTAL)
 - HOTEL ROOM TYPE 02 1 BEDROOM (4 IN TOTAL)
 - HOTEL ROOM TYPE 03 2 BEDROOM (2 IN TOTAL)
 - BAR



LEVEL 00 PLAN
1:200 @ A3

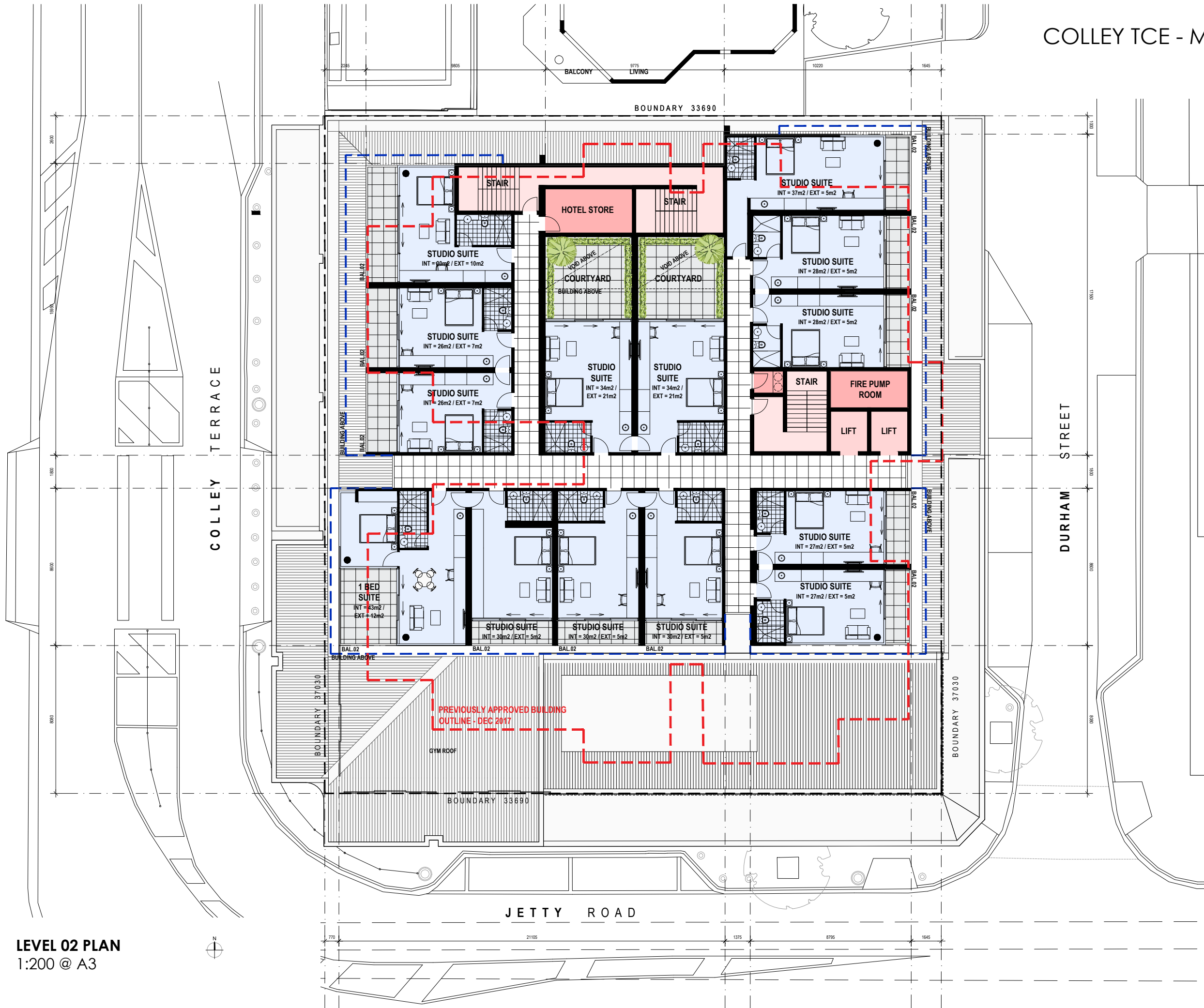


COLLEY TCE - MIXED USE DEVELOPMENT
FLOORPLANS

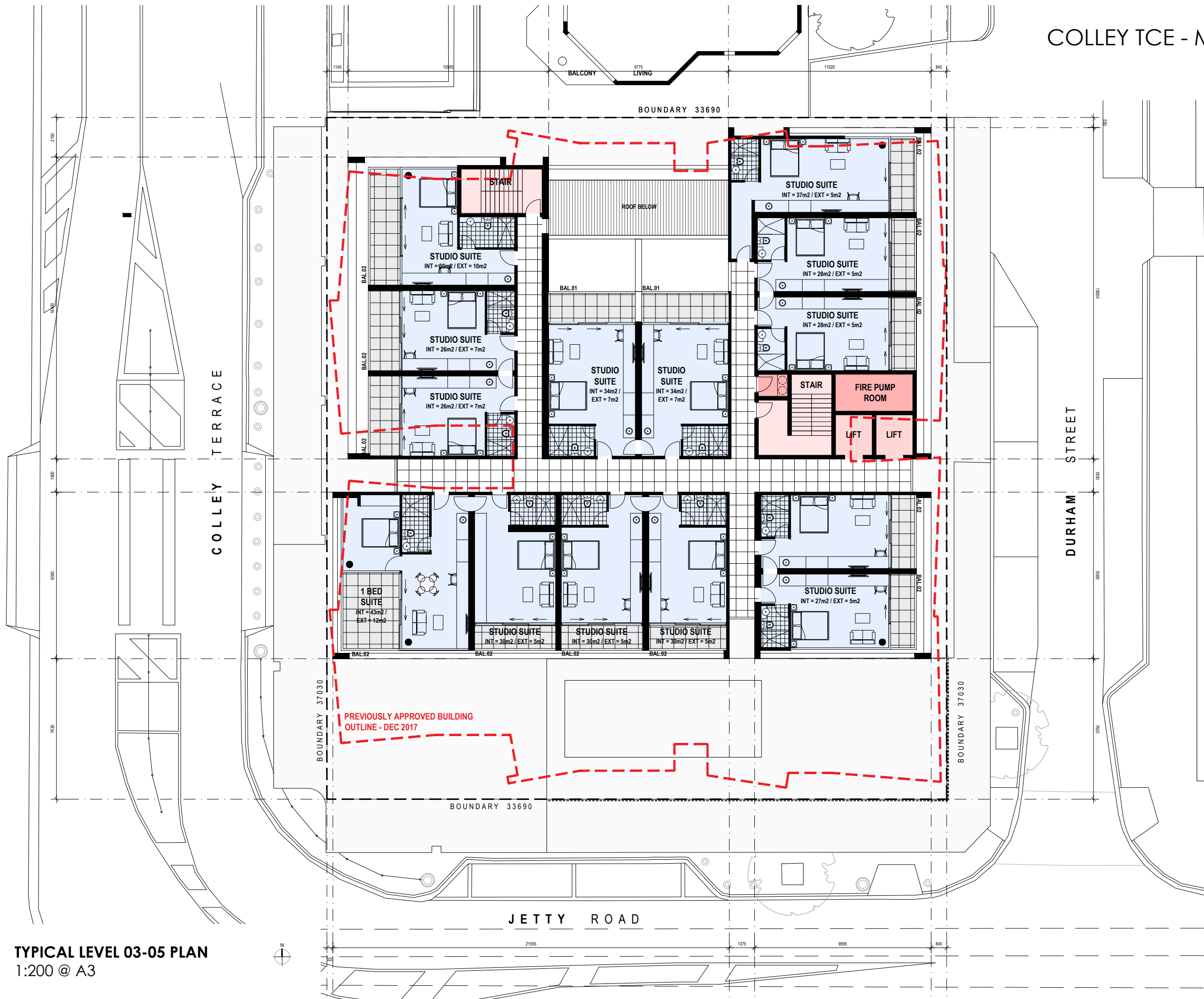


LEVEL 01 PLAN
1:200 @ A3

COLLEY TCE - MIXED USE DEVELOPMENT
FLOORPLANS



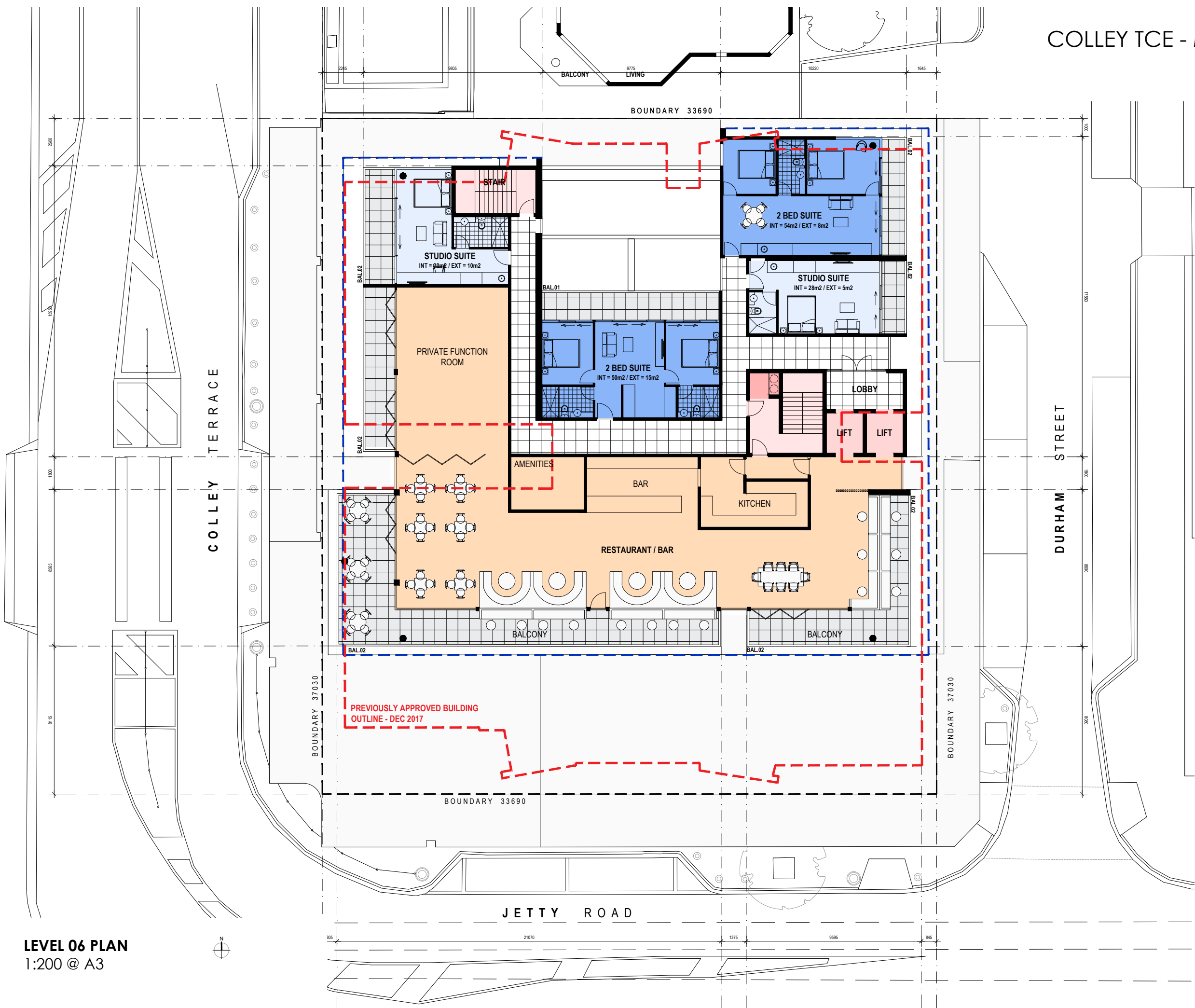
COLLEY TCE - MIXED USE DEVELOPMENT FLOORPLANS



- LEGEND**
- SHOPS / RESTAURANTS
 - SHOPS / RESTAURANT WET AREAS
 - STAIRS
 - LIFTS
 - SERVICES
 - CORRIDOR
 - HOTEL RECEPTION / GYM
 - HOTEL ROOM TYPE 01 STUDIO ROOM (54 IN TOTAL)
 - HOTEL ROOM TYPE 02 1 BEDROOM (4 IN TOTAL)
 - HOTEL ROOM TYPE 03 2 BEDROOM (2 IN TOTAL)
 - BAR

TYPICAL LEVEL 03-05 PLAN
1:200 @ A3

COLLEY TCE - MIXED USE DEVELOPMENT
FLOORPLANS

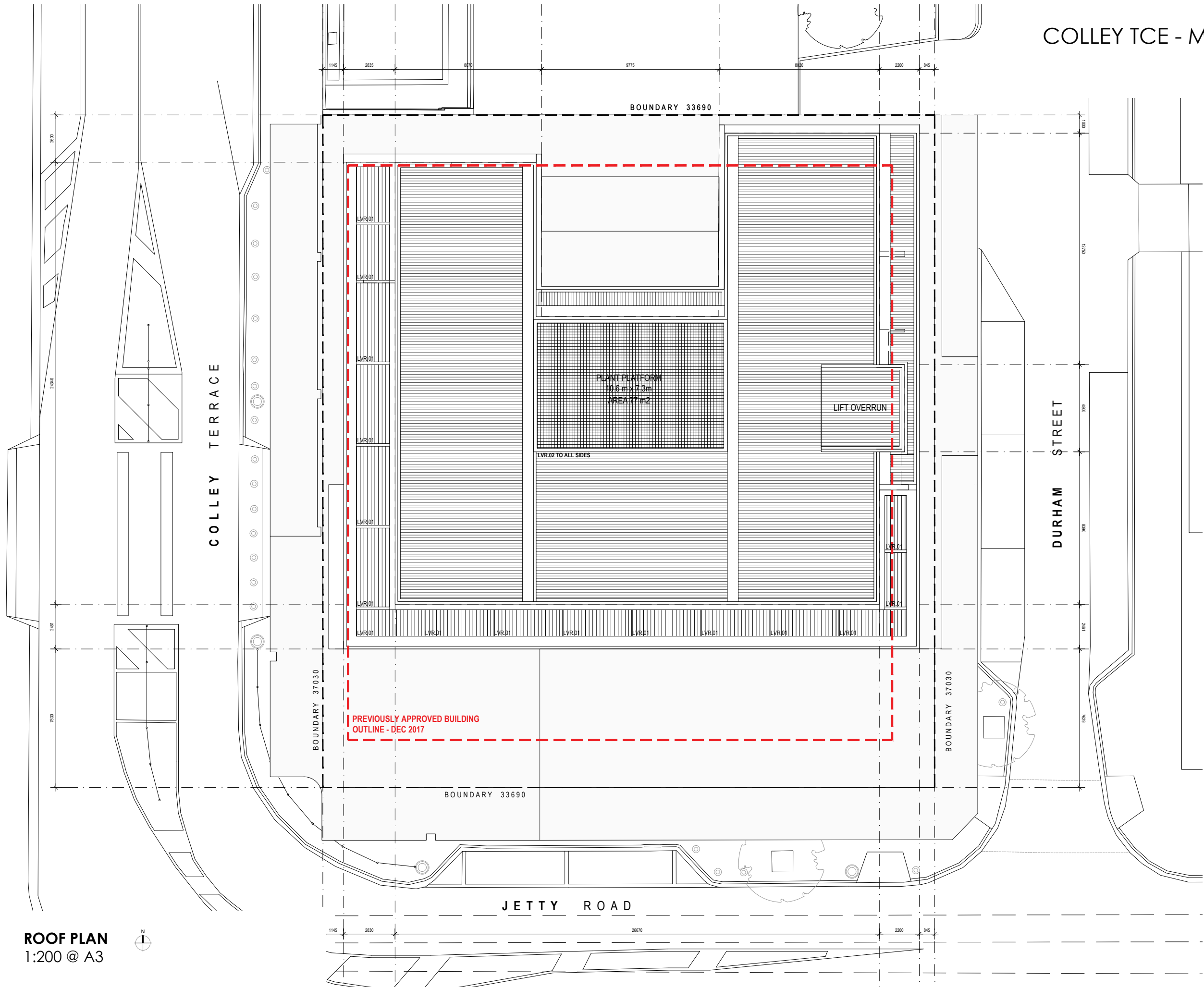


- LEGEND
- SHOPS / RESTAURANTS
 - SHOPS / RESTAURANT WET AREAS
 - STAIRS
 - LIFTS
 - SERVICES
 - CORRIDOR
 - HOTEL RECEPTION / GYM
 - HOTEL ROOM TYPE 01 STUDIO ROOM (54 IN TOTAL)
 - HOTEL ROOM TYPE 02 1 BEDROOM (4 IN TOTAL)
 - HOTEL ROOM TYPE 03 2 BEDROOM (2 IN TOTAL)
 - BAR

LEVEL 06 PLAN
1:200 @ A3



COLLEY TCE - MIXED USE DEVELOPMENT
FLOORPLANS

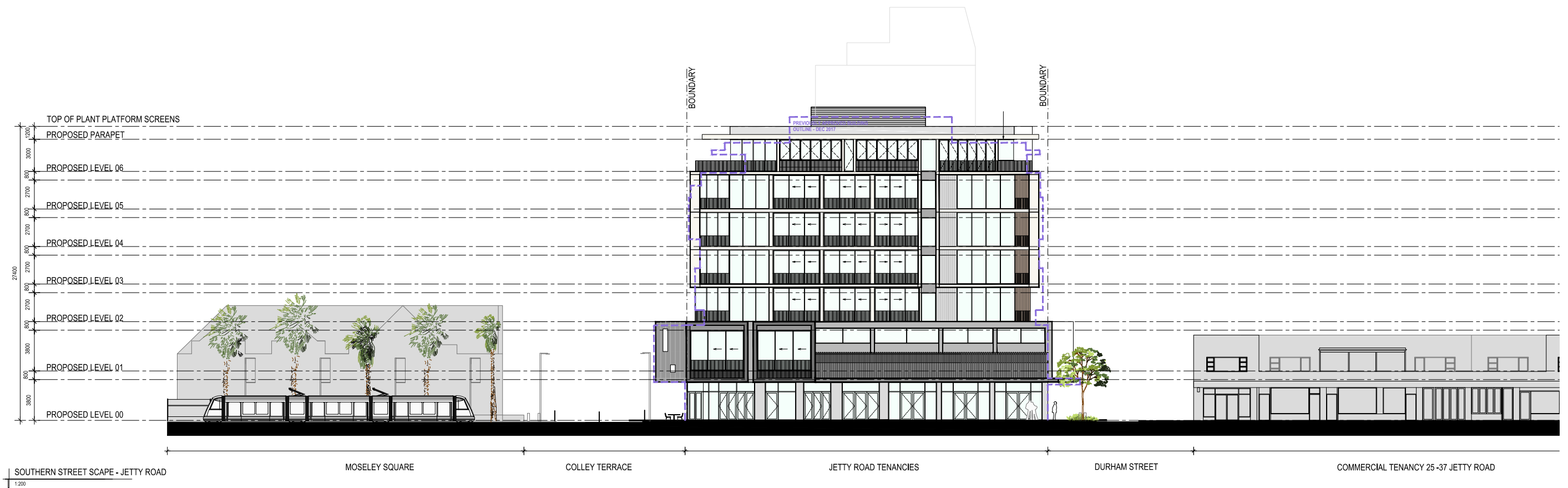
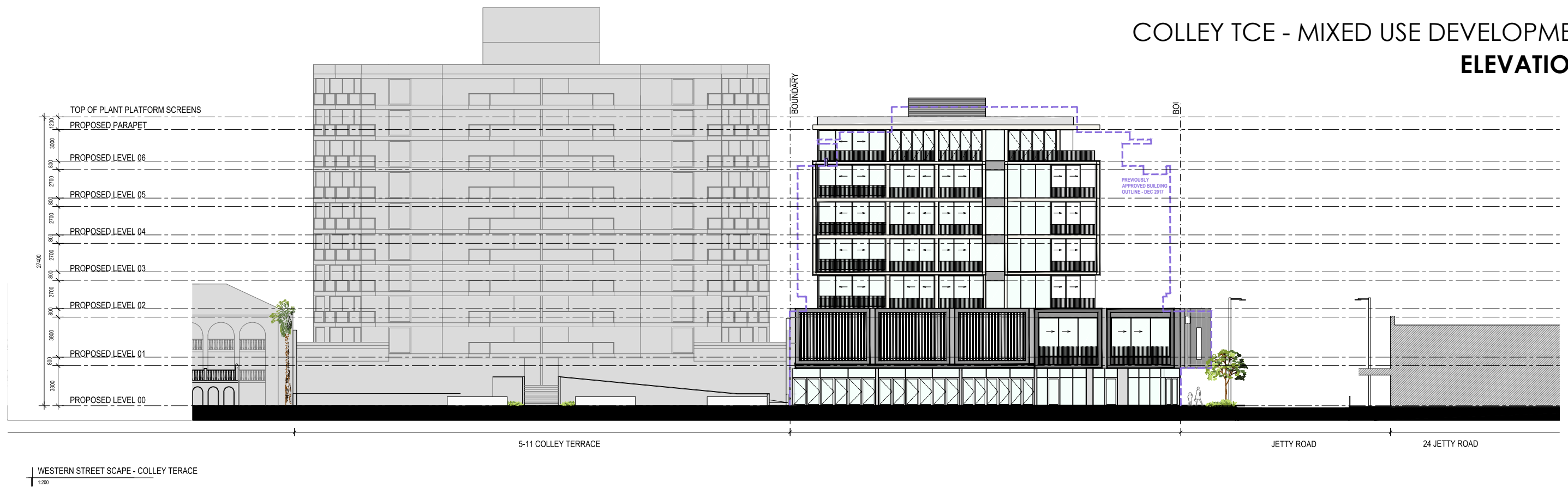


- LEGEND**
- SHOPS / RESTAURANTS
TOTAL FLOOR AREA = 942m²
 - SHOPS / RESTAURANT
WET AREAS
 - STAIRS
 - LIFTS
 - SERVICES
 - CORRIDOR
 - HOTEL RECEPTION /
GYM
GYM = 106m² + 57m² BALCONY
RECEPTION = 90m²
 - HOTEL ROOM TYPE 01
STUDIO ROOM
(50 IN TOTAL)
SIZES VARY
23m² (INT) + 8m² (EXT) = 31m²
27m² (INT) + 8m² (EXT) = 35m²
30m² (INT) + 8m² (EXT) = 38m²
 - HOTEL ROOM TYPE 02
1 BEDROOM
(9 IN TOTAL)
SIZES VARY
36m² (INT) + 8m² (EXT) = 44m²
46m² (INT) + 9m² (EXT) = 55m²
 - HOTEL ROOM TYPE 03
2 BEDROOM
(2 IN TOTAL)
SIZES VARY
51m² (INT) + 10m² (EXT) = 61m²
60m² (INT) + 14m² (EXT) = 74m²
 - BAR
RESTAURANT = 225m² + 83m² BALCONY
FUNCTION ROOM = 56m² + 14m² BALCONY

ROOF PLAN
1:200 @ A3

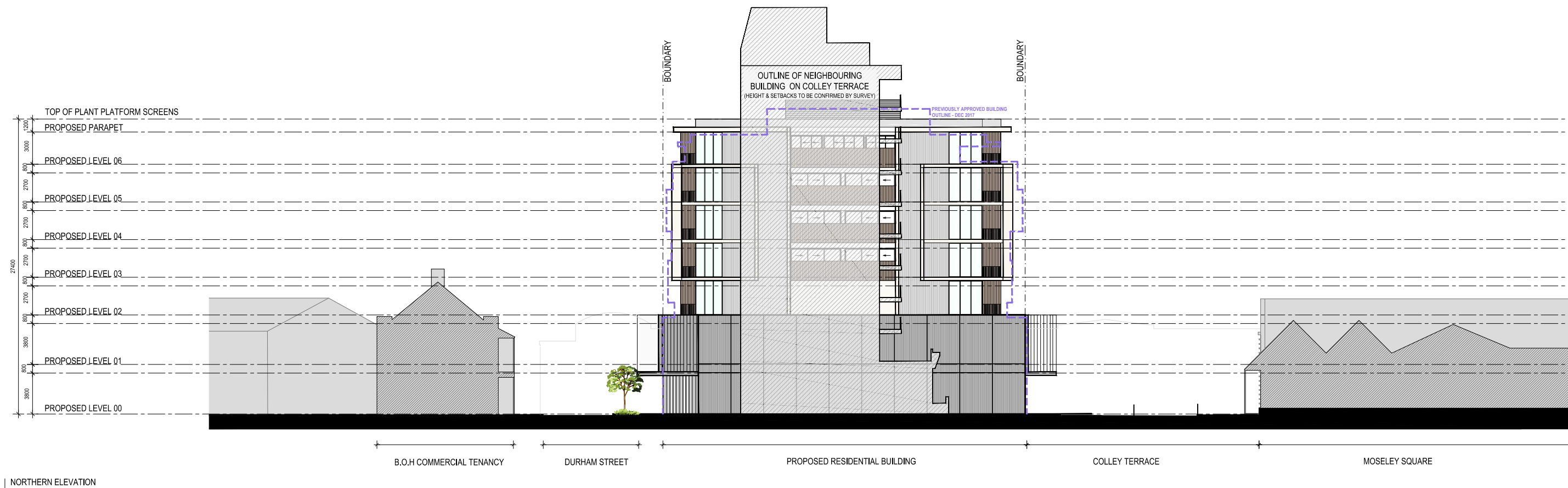
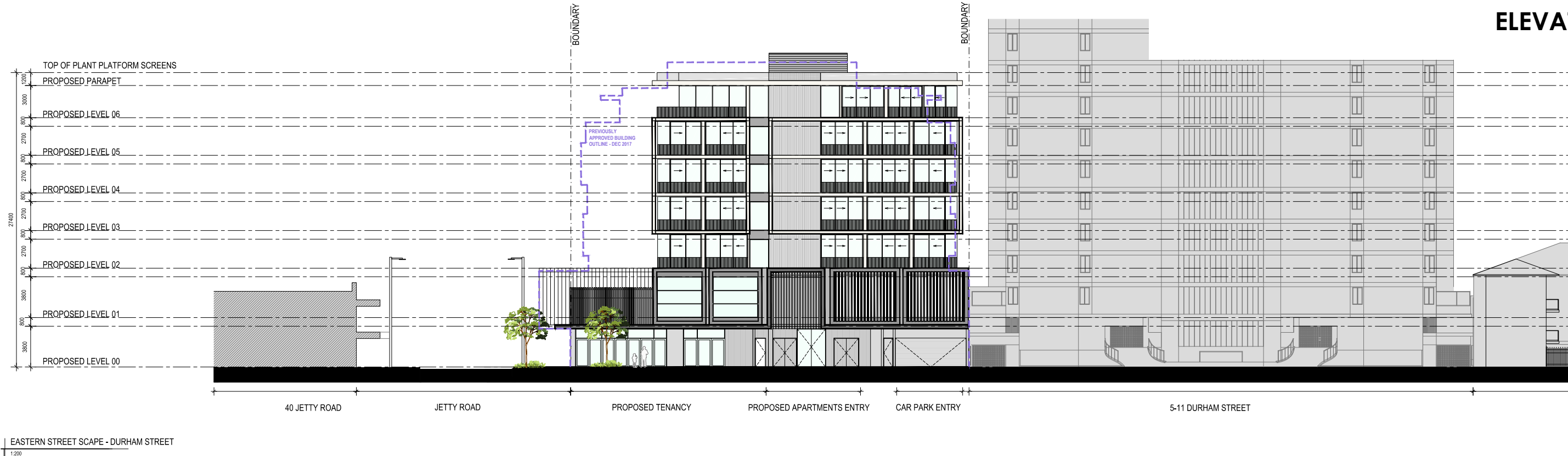


COLLEY TCE - MIXED USE DEVELOPMENT ELEVATIONS



SOUTHERN & WESTERN - STREETSCAPE
1:200 @ A3

COLLEY TCE - MIXED USE DEVELOPMENT
ELEVATIONS

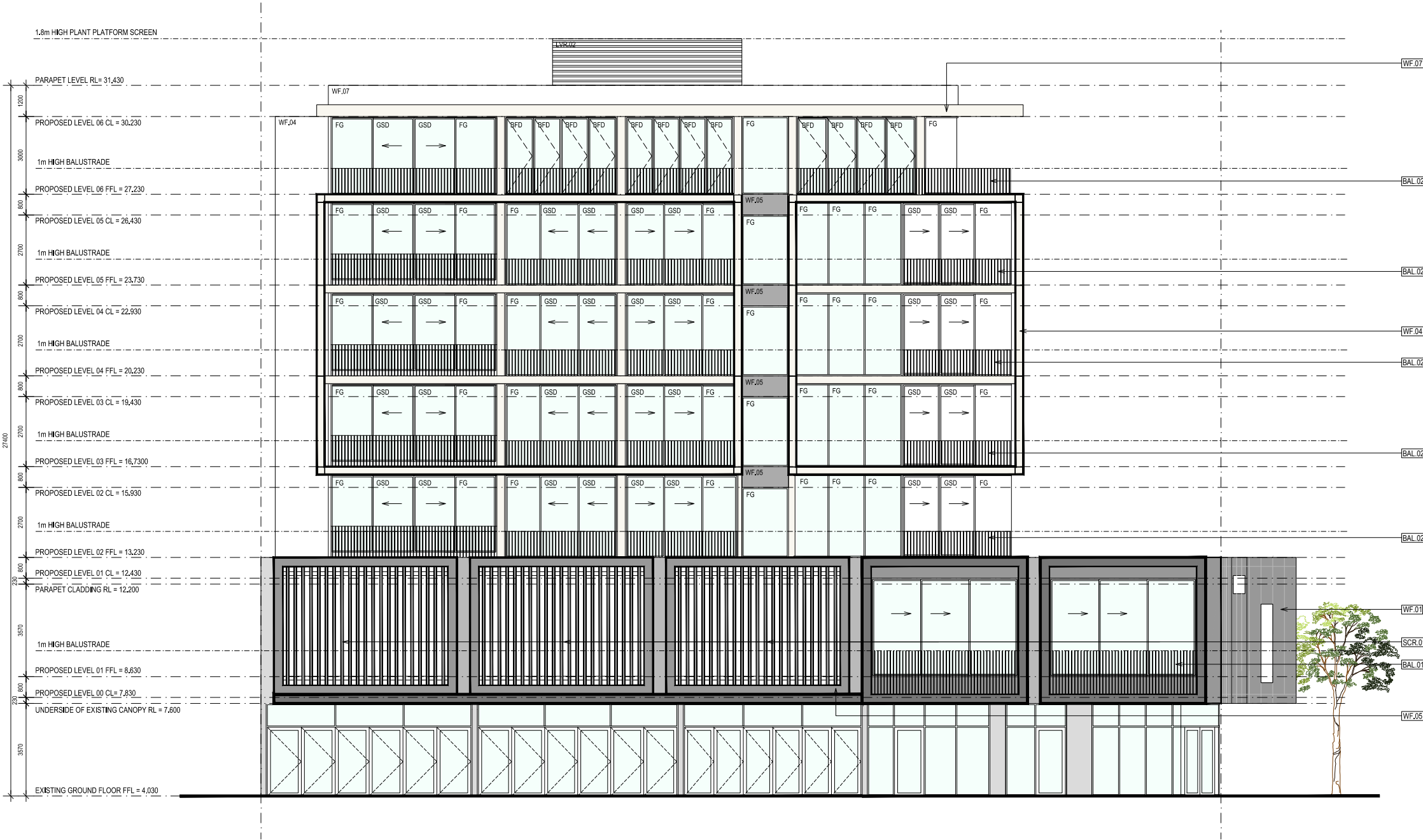


EASTERN & NORTHERN - STREETSCAPE
1:200 @ A3



COLLEY TCE - MIXED USE DEVELOPMENT

ELEVATIONS



WEST ELEVATION - COLLEY TERRACE

1:200 @ A3



COLLEY TCE - MIXED USE DEVELOPMENT

FINISHES LEGEND

BAL.01	1.5m HIGH SOLID WALL WITH WF.06 EXTERNALLY
BAL.02	1.0m HIGH POWDER COATED STEEL VERTICAL POST AND RAIL BALUSTRADE - BLACK
BFD	BIFOLDING DOOR
BFW	BIFOLDING WINDOW
FG	FIXED GLAZING
GD	GLASS DOOR
GRD	GARAGE ROLLER DOOR CB : NIGHT SKY
GSD	GLASS SLIDING DOOR
LVR.01	VERGOLA AUTOMATIC OPERABLE LOUVERS NATURAL ALUMINIUM
LVR.02	POWDERCOATED ALUMINIUM LOUVRE SCREEN
SCR.01	POWDERCOAT ALUMINIUM BATTEN SCREEN 50 x 50mm FINISH - BLACK
SCR.02	POWDERCOAT ALUMINIUM BATTEN SCREEN 50 x 150mm FINISH - BLACK
WF.01	REVOLUTION ROOFING INTERLOCKING PANEL WITH MATCHING FLASHING MONUMENT
WF.02	JAMES HARDIE SCYON AXON TEXTURED CLADDING WITH PAINT FINISH : MONUMENT
WF.03	PRE-CAST CONCRETE RIBBED LIGHT GREY FINISH
WF.04	PRE-CAST CONCRETE SMOOTH LIGHT GREY FINISH
WF.05	PAINTED STEEL / CFC SHEET MONUMENT
WF.06	INNOWOOD TIMBER CLADDING FINISH: SPOTTED GUM
WF.07	PAINTED CFC PANEL COLOUR : TO MATCH WF.04
WF.08	PRE-CAST CONCRETE RIBBED DARK GREY FINISH

GLAZING SUITE
COMMERCIAL POWDERCOATED ALUMINUM
FRAMES - BLACK
GLAZING - AS PER ENERGY ASSESSMENT



SOUTH ELEVATION - JETTY ROAD
1:200 @ A3

COLLEY TCE - MIXED USE DEVELOPMENT

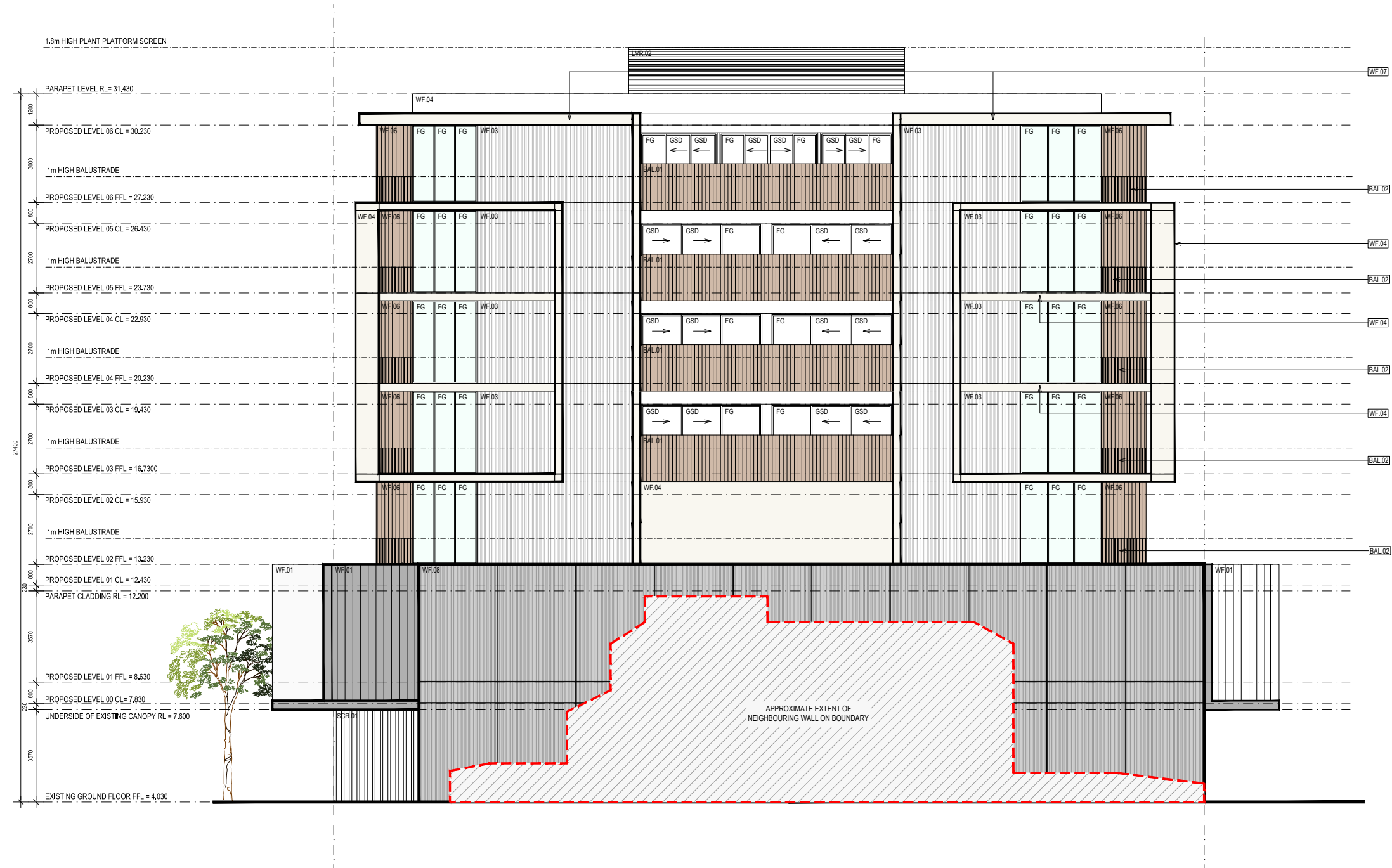


FINISHES LEGEND

BAL.01	1.5m HIGH SOLID WALL WITH WF.06 EXTERNALLY
BAL.02	1.0m HIGH POWDER COATED STEEL VERTICAL POST AND RAIL BALUSTRADE - BLACK
BFD	BIFOLDING DOOR
BFW	BIFOLDING WINDOW
FG	FIXED GLAZING
GD	GLASS DOOR
GRD	GARAGE ROLLER DOOR CB : NIGHT SKY
GSD	GLASS SLIDING DOOR
LVR.01	VERGOLA AUTOMATIC OPERABLE LOUVERS NATURAL ALUMINUM
LVR.02	POWDERCOATED ALUMINIUM LOUVRE SCREEN
SCR.01	POWDERCOAT ALUMINIUM BATTEN SCREEN 50 x 50mm FINISH - BLACK
SCR.02	POWDERCOAT ALUMINIUM BATTEN SCREEN 50 x 150mm FINISH - BLACK
WF.01	REVOLUTION ROOFING INTERLOCKING PANEL WITH MATCHING FLASHING MONUMENT
WF.02	JAMES HARDIE SCYON AXON TEXTURED CLADDING WITH PAINT FINISH : MONUMENT
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WF.04	PRE-CAST CONCRETE SMOOTH LIGHT GREY FINISH
WF.05	PAINTED STEEL / CFC SHEET MONUMENT
WF.06	INNOWOOD TIMBER CLADDING FINISH: SPOTTED GUM
WF.07	PAINTED CFC PANEL COLOUR : TO MATCH WF.04
WF.08	PRE-CAST CONCRETE RIBBED DARK GREY FINISH
GLAZING SUITE COMMERCIAL POWDERCOATED ALUMINUM FRAMES - BLACK GLAZING - AS PER ENERGY ASSESSMENT	

EAST ELEVATION - DURHAM STREET
1:200 @ A3

COLLEY TCE - MIXED USE DEVELOPMENT



FINISHES LEGEND

BAL.01	1.5m HIGH SOLID WALL WITH WF.06 EXTERNALLY
BAL.02	1.0m HIGH POWDER COATED STEEL VERTICAL POST AND RAIL BALUSTRADE - BLACK
BFD	BIFOLDING DOOR
BFW	BIFOLDING WINDOW
FG	FIXED GLAZING
GD	GLASS DOOR
GRD	GARAGE ROLLER DOOR CB : NIGHT SKY
GSD	GLASS SLIDING DOOR
LVR.01	VERGOLA AUTOMATIC OPERABLE LOUVERS NATURAL ALUMINIUM
LVR.02	POWDERCOATED ALUMINIUM LOUVRE SCREEN
SCR.01	POWDERCOAT ALUMINIUM BATTEN SCREEN 50 x 50mm FINISH - BLACK
SCR.02	POWDERCOAT ALUMINIUM BATTEN SCREEN 50 x 150mm FINISH - BLACK
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WF.06	INNOWOOD TIMBER CLADDING FINISH: SPOTTED GUM
WF.07	PAINTED CFC PANEL COLOUR : TO MATCH WF.04
WF.08	PRE-CAST CONCRETE RIBBED DARK GREY FINISH
GLAZING SUITE COMMERCIAL POWDERCOATED ALUMINIUM FRAMES - BLACK GLAZING - AS PER ENERGY ASSESSMENT	

NORTH ELEVATION
1:200 @ A3



MOSELEY SQUARE



JETTY ROAD

COLLEY TCE - MIXED USE DEVELOPMENT
EXTERNAL PERSPECTIVE



COLLEY TERRACE STREETSCAPE



JETTY ROAD STREETSCAPE

COLLEY TCE - MIXED USE DEVELOPMENT
EXTERNAL PERSPECTIVE



DURHAM STREET STREETSCAPE



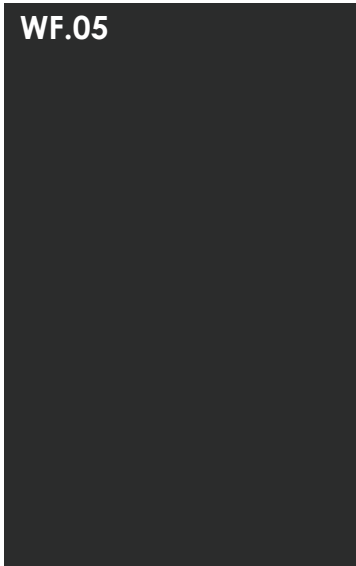
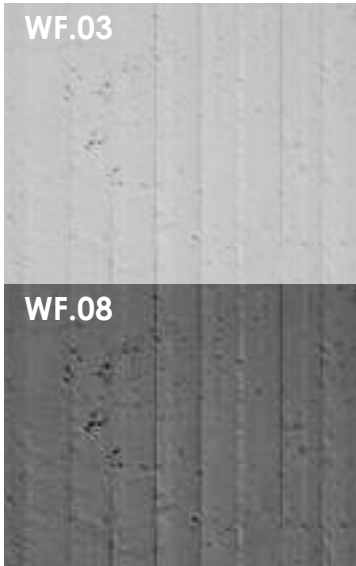
COLLEY TERRACE - LONGSHOT



MOSELEY SQUARE



JETTY ROAD - LONGSHOT



Attachment 2



18th August 2021

Roberto Bria
Chief Executive Officer

City Of Holdfast Bay
PO Box 19
Brighton SA 5048

RE: Mosely Square – Mixed Use Development, Traffic Management and Public Realm Permit Cost

Dear Roberto,

I'm writing to you on behalf of our client the Taplin Group who are keen to proceed with the redevelopment of the prominent corner site on Jetty Road and Colley Terrace, this is a development providing a significant contribution and improvement to the backdrop of Mosely Square and the greater public realm of Glenelg's main street.

We are particularly proud of how this development will ultimately deliver a high-quality project, activating the pedestrian streetscape and accommodating an international standard boutique hotel with a rooftop restaurant and bar which will expand on the tourism offerings in the area. This project will become a well-integrated attraction and destination that will help lift the overall quality of this incredibly important site.

This site has however presented us with some interesting challenges, especially with respect to the logistics, planning, and overall construction management of this project. This is a unique site and unlike any other site in the area for a variety of reasons. In particular, with respect to safeguarding the site and that we achieve and maintain a positive and sensitive approach to safe access and movement in and around our site for pedestrians, cyclists, the general traffic and maintaining tram movement during construction; and ensuring that the project is built with as minimal impact and footprint on the overall public realm and maintaining this through all the various stages of the project.

During the detailed design development, as well as holding meetings with the various builders in discussing our best options and methods of construction we have been able to establish several options that will allow this project to reach completion. We have solutions that are certainly a lot more cost-effective options to construct the project, but these do come at the detriment of a greater impact on the public realm and may cause significant increases and delays in the overall construction program.

As mentioned, we know that there are certainly more effective construction management options for the site, but these are all proving to also be the most aggressive solutions in managing the site during construction and that are less sympathetic to the public realm and create a significant impact on the nearby retail traders. This is especially when reviewing what the overall ongoing cost to the implementation strategy, and what the council required permits may amount to for us to achieve the various site management solutions.

In our opinion, in achieving the best possible outcome for the greater community is to reduce the overall footprint and impact of the construction site throughout all the phases of the project and this has been paramount in our decision-making process, but in maintaining this strategy we are ending up with more expensive and cost prohibitive solutions and could be somewhat non-commercial or sensible cost solutions.

We have sought professional advice in working through this matter and have worked closely with the builders and structural engineers in the project to reach a solution that would achieve the best possible outcome, to achieve a minimal public nuisance and for the day-to-day management solution for the site. We also reviewed in detail the alternatives that we more cost effective to implement but these options will most definitely create more impact on traders, pedestrian, and traffic movement in and around the site during various stages of construction. These options although may be manageable it has been suggested also that this may also significantly extend and slow down the overall construction program in the order of 3-4 months.

Therefore, We have clearly recommended to our client that the best overall outcome for the construction management for this project is to reduce the construction zone footprint of the construction site and to achieve this we have needed to consider the following.

- To reinforce the overall structure beyond what would be normally required for other sites to accommodate provisions to install an on-site tower crane that will remain on site for most of the construction program. This method of construction by having a tower crane on site is only common in high rise projects where the cost of this is easily justified on projects of that scale and size. The alternative to this is that we bring in large mobile cranes in as required which would close off roads at times and the most common method used in this scale of commercial construction. This is a significant project cost but the best possible solution for this unique site in our opinion. The cost to do this, will be approximately **\$230,000.00** excluding GST
- We have also had engineered a 'Type A' structural steel freestanding gantry hording to ensure that we can maintain safe pedestrian movement around the site, and more importantly provide another barrier of protection to the public realm. The final design, scale and cost of this hording system is also more common in larger scale projects where the significant cost of this can easily be justified on these projects. Once the project is completed and this gantry is removed, and this does unfortunately become a significant lost cost to the project. The cost to do this will be approximately **\$110,000.00** excluding GST
- With the combination of the tower crane and engineered gantry, we can achieve a much smaller footprint to the deliveries and site office requirements in a somewhat compact zone along Durham Street.

The builders have also made us aware of the overall council permit costs to achieve our desired outcome during the tender phase of the project. Each builder has contacted council and sought advice on the potential scheduled permit costs for us to achieve the best construction zone solution for the site and we have been quoted in the order of **\$295,000.00** for council the required permits to achieve the desired outcome for the site. In addition to the permit fees, it has been estimated that the reinforcing of the structure and design and cost of a pedestrian gantry to achieve this desired outcome will be a further **\$340,000.00** in addition to the permit fees. Our other alternative is that we save these costs and employ an aggressive site management strategy that will impact pedestrian and traffic flow in and around the site.

With the additional cost of the engineering and anticipated council permit costs during construction, current industry inflated building costs, it appears that the best possible construction zone management solution may prove cost prohibitive for this project and we are writing to you to ask if we could work with council in reviewing the overall cost of the permit fees to ensure that we can push to achieve the best solution for the project, construction site, and public realm and open up the opportunity to complete the project in the fastest possible time frame and not be a nuisance to the patrons of Glenelg.

In addition to this, in achieving the outcome that we are suggesting this will also make sure and keep foot traffic flowing in a manner that will provide minimal impact on the traders or event providers during the period of construction anticipated, this has contributed made an engineered hoarding solution required and necessarily more complex and very costly to implement.

Therefore, we are writing to you to seek assistance in this matter to ensure that we achieve the best possible solution for the site, community, retail traders and patrons during construction. We are seeking an offset of the additional permit fees and lost construction fees, by negotiating a position with respect to forfeiting permit fees to ensure that we achieve a desired outcome for all stakeholders of the projects and more importantly the retailers and community. Any reduction in the cost of the hoarding fees provided to the Taplin Group will be more than offset by the economic gains provided through the implementation of a safe and permeable hoarding solution that ensures continuity of patronage and trade within the Glenelg District Centre.

My team and I are happy to meet with you and your team to discuss in detail the various options for the information provided in this letter. Thank you for your time in advance and I look forward to working with you and your team to find a solution to this matter.

Kind regards,



Alexander Brown b.arch

Director - Architect AIA



Attachment 3



LEGEND

Pedestrian Traffic Flow

Ladder Beam For Vehicle/Pedestrian Access Under

Type A Hoarding

Type B Hoarding

Construction Traffic Flow

Material Hoist

Crane Swing Path (long term crane approval required)

Altered Main Traffic Flow

No Entry

COLLEY TERRACE

Min 4000mm Width

Min 9000mm Width

Material Hoist

Scaffold Cantilever for South/West Corner Construction

EXISTING COMMERCIAL BUILDING TO BE DEMOLISHED
*INCLUDING, BUT NOT LIMITED TO, ROOFING, CEILINGS, WALLS, SLAB, FOOTINGS, DOORS, WINDOWS, EXTERNAL CANOPY, ETC.

EXISTING COMMERCIAL BUILDING TO REMAIN

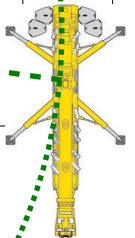
Live Tenancy Protection Deck

Live Tenancy Protection Deck With Type A Hoarding

Temporary Disabled Parking

JETTY ROAD

Projection Of Existing Pavement For Duration (scaffold over)



EXISTING STREET PARKING SIGN
PLEASE RELocate TO BUT
PAINTED OVER
CROSS OVER TO BE
PAINTED OVER

APRANK TO BE RELOCATED
TO CROSS OVER WIDEN