Adopted Report

for the

Commonwealth Games and Major Projects Committee Meeting

Held on

Wednesday, 15 May 2013

at

02:00 pm

Gold Coast City Council Chambers
135 Bundall Road Surfers Paradise

Our positioning statement
Working for our future - today

Our city vision
Defined by our spectacular beaches, hinterland ranges, forests and waterways, the Gold Coast is an outstanding city which celebrates nature and connects distinct communities with the common goal of sustainability, choice and wellbeing for all.

Our mission
Leading the way towards a bold future that can sustain growth and economic development while retaining a lifestyle that is uniquely ‘Gold Coast’.
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Commonwealth Games and Major Projects Committee Meeting
Wednesday, 15 May 2013

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General Business

CLOSED SESSION

KEY:
CEO   - Chief Executive Officer
CMS   - Community Services
EDMP  - Economic Development & Major Projects
ES    - Engineering Services
GCW   - Gold Coast Water
OS    - Organisational Services
PET   - Planning Environment & Transport
ATTENDANCE

Cr T Tate (Chairperson, departed at 2.47pm)
Cr D Gates
Cr A Bell
Cr M Grummitt
Cr J Grew
Cr P Taylor (departed at 2.57pm)
Cr D Crichlow
Cr W Owen-Jones (visitor)
Cr C Caldwell (visitor)
Cr R La Castra (visitor)
Cr C Robbins (visitor)
Mr D Dickson Chief Executive Officer
Mr D Scott Director Economic Development and Major Projects
Mr D Stewart Manager Major Projects
Mr M Parrish Executive Coordinator Program & Project Delivery
Mr R Pascoe Executive Coordinator Commonwealth Games Unit
Ms K Marshall Coordinator Venue Design & Architecture
Mr M Grimmer Director BVN Donovan Hill Architects

APOLOGIES

PRESENTATIONS

ADOPTED AT COUNCIL 28 MAY 2013

RESOLUTION  G13.0528.011  Moved Cr Tate  Seconded Cr Gates

That the Report of the Commonwealth Games & Major Projects Committee Meeting held on Wednesday, 15 May 2013 covered by Recommendations numbered CG13.0515.001 to CG13.0515.002 be received.

CARRIED

ADOPTION OF COMMONWEALTH GAMES & MAJOR PROJECTS COMMITTEE REPORT

RESOLUTION  G13.0528.012  Moved Cr Tate  Seconded Cr Gates


CARRIED
ITEM 1  GOLD COAST CULTURAL PRECINCT – PROJECT PLANNING UPDATE
LG235/46/03/03

RESOLUTION  G12.1023.009  Moved Cr Taylor  Seconded Cr Tozer

That Committee Recommendation CG12.1010.001 be adopted, with a change to Part 3, such that it reads in its entirety as follows:

"1 That Council endorse the Gold Coast Cultural Precinct Vision September 2012 for the purpose of proceeding with a competitive design process to attain high quality, detailed design concepts.

2 That Council consider the budget submission included in the 2012/13 September Budget Review to progress the Gold Coast Cultural Precinct including Greenbridge project.

3 That Council resolve that it is in the public interest that a competition in the structure of an Expression of Interest (EOI) and tender process be undertaken to deliver a concept design for the Cultural Precinct."
ITEM 1 (CONTINUED)
GOLD COAST CULTURAL PRECINCT - EVANDALE TO CHEVRON ISLAND
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4 That the Chief Executive Officer undertake the necessary planning and activities to move Council staff out of the existing Evandale administration buildings at the appropriate time in advance of the development of the Evandale Cultural Precinct with the exception of the riverside and civic chambers buildings.

5 That the design brief be brought back to Council for consideration prior to commencement of the competition process.

CARRIED

Cr Crichlow requested that her vote in the negative be recorded.”

It is my intention to move the following Motion at the Full Council meeting, Monday 5 November 2012 as follows:

“That the Gold Coast City Council, support the community consultation to be undertaken to determine the alignment of the Chevron Island Greenbridge.”

RESOLUTION G12.1105.003 Moved Cr Tate Seconded Cr Gates

“That the Gold Coast City Council support the community consultation to be undertaken to determine the alignment of the Chevron Island Greenbridge.”

CARRIED UNANIMOUSLY

Council at its meeting of 17 September 2010 resolved G10.0917.009:
(in part)

“7 That the Evandale Taskforce recommend that Council recognise the significance of the Greenbridge connections as a component of the project and further recommends their inclusion in the project scope and the necessity for detailed investigations.”

Council at its meeting of 12 March 2013 resolved G13.0312.012:

That Committee Recommendation CG13.0227.001 be adopted, with a change to Part 2, such that it reads in its entirety as follows:

1 That the report and attachments be deemed a confidential document and be treated as such in accordance with sections 171 (3) and 200 (9) of the Local Government Act 2009 and that the document remain confidential until the public launch of the design competition, unless Council decides otherwise by resolution.

2 That Council endorse the competition documentation provided in Attachment 1.

3 That Council endorse the recommended jury shortlist (with reserves) provided in Attachment 2 as amended.

4 That Council endorse the competition schedule as outlined in Attachment 3

CARRIED
5 DISCUSSION

The Evandale to Chevron Island Greenbridge is a pedestrian and cyclist bridge that promotes sustainable active transport which has been identified in key city documents:

- GCCC City Transport Strategy 2031
- Planning Schemes Chevron Island Local Area Plan (LAP)
- Gold Coast Cultural Precinct.

Various studies and reports have been undertaken regarding the proposed Greenbridge connections and two options identified for further consideration:

- Option A Mawarra Street Chevron Island (Eastern Alignment)
- Option B Anembo Street Chevron Island (Western Alignment)

Option A Mawarra Street
The Greenbridge lands within private property and an easement/pathway at the end of Mawarra Street, aligning with the current Chevron Island commercial hub with its southern Evandale landing further away from the Arts centre footprint adjacent to the existing lake.

Option B Anembo Street
The Greenbridge lands one street block away from the current Chevron Island commercial hub within the Anembo Street road reserve fronting the Nerang River with its Evandale landing aligning close to the existing Arts Centre footprint.

5.1 Key Considerations

There are many social, economic and environmental issues that require consideration prior to deciding on the preferred alignment. These include the objectives and vision of the Cultural Precinct with equally important drivers for active transport as well as the technical, hydraulic and planning scheme considerations.

5.1.1 Gold Coast Cultural Precinct

The Gold Coast Cultural Precinct has been identified in the draft 2020 City Plan as one of the most significant and important projects for the city.

Easy access by active and public transport will be essential for the operational viability of Evandale as a significant civic and cultural destination within a wider corridor of cultural and entertainment activity between the Surfers Paradise, Chevron Island, Bundall and the Racecourse. A Greenbridge is proposed as a critical central link and achievable early step that will generate positive consequences towards access and mobility improvements within the locality.

The idea of a Greenbridge linking Evandale and Chevron Island is not new. It has been publicly foreshadowed for many years. The Chevron Island Local Area Plan indicates intention from a bridge aligned with Mawarra Street. Community feedback in April 2011, on the 2010 Cultural Precinct Taskforce masterplan which included a Greenbridge, demonstrated strong demand and support for a Greenbridge.
Cultural Precinct Design Competition

A Design Competition for the Gold Coast Cultural Precinct is now underway. The competition Design Brief calls for design teams to consider bridge location options to connect Evandale with Chevron Island via alignment with either Mawarra Street (Option A) or Anembo Street (Option B) as identified in Attachment 1 (Design Brief - part).

The Design Brief sets the design strategy ‘City Links’ which aims to achieve provision of multiple modes of transport to improve actual access as well as public perceptions of accessibility to the cultural precinct.

The brief also identifies a nominal budget allocation of $25 million for inclusion of the Greenbridge and landings as part of the Artscape capital component and specifies expected outcomes as follows:

- The Greenbridge is envisaged as a feature of the Artscape. A ‘Greenbridge’ is defined as a bridge, which is principally designed for pedestrians and cyclists with capacity to accommodate vehicles (such as maintenance and emergency) as required.

- The Greenbridge Options Analysis identifies technical requirements, design criteria, typologies and exemplars, traffic and car parking management implications and probable costs associated with bridge design and construction. Outcomes of the investigation, which focused on the two apparent options of linking to Anembo and Mawarra Streets, indicate that there is little technical difference between these alignments.

The desired outcome is to determine a technically feasible and cost-effective solution for a Greenbridge that will:

- Be a stimulating part of the visitor experience providing legible, enjoyable, convenient, safe and equitable access to and from the cultural precinct; and

- Minimise adverse impact on the residential amenity of properties adjacent to the Chevron Island landing area.

5.1.2 City Transport

The Greenbridge supports the city’s transport vision of smart growth, a well connected city and providing people opportunity in making sustainable transport options. When considering the Gold Coast City Transport Strategy 2031 and proposed Cultural Precinct, a Greenbridge is a key link with the city’s active transport network as well as the operational viability of the Cultural Precinct.

This active transport network includes for shared path connections on existing road reserves of Chevron Island through the Cultural Precinct and Evandale Parklands to Bundall and potentially onto the racecourse precinct.
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City Transports advice is a preference to locate the bridge on the Mawarra Street Alignment which provides a better outcome of the connectivity of the bridge through Chevron Island commercial hub to Surfers Paradise. The Mawarra Street alignment provides the most direct connection between the commercial centre at Chevron Island and the proposed cultural centre. The Mawarra Street alignment can also provide safe and direct access between the northern end of the bridge and Thomas Drive minimising potential conflict points at private vehicle driveways and road crossings.

City Transports preference has been further supported through the outcomes of the independent SKM options evaluation technical report and the outcomes of the Chevron Island and Cronin Island property owner consultation.

5.1.3 Property Owner Consultation

In accordance with Council resolution G12.1105.003 (above) “That the Gold Coast City Council support the community consultation to be undertaken to determine the alignment of the Chevron Island Greenbridge.”, in January 2013 Council delivered a letter and survey to property owners of Chevron (including Cronin Island) to gain community feedback on the Cultural Precinct Greenbridge Project. (refer Attachments 2).

The surveys were individually addressed and sent out to 2174 property owners with 470 responses received when the survey closed in February 2013. This response rate represents a 95 per cent confidence level with a confidence range of + or – 4. This means that Council can be 95 per cent confident that this survey sample represents the views of all property owners in the survey area.

Key responses to questions in the survey have been included below. Graphical representations have been used to assist in visualising respective responses to survey questions. It is not intended to replace the survey data which provides the full property owner responses.

Q1. Do you support the idea of the pedestrian greenbridge?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percentage</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>80.26%</td>
<td>370</td>
</tr>
<tr>
<td>No</td>
<td>20.74%</td>
<td>91</td>
</tr>
</tbody>
</table>
Based on this response there is overwhelming support for the proposed Greenbridge. It should be noted that when the Cultural Precinct survey was undertaken in 2011 there was community support for a Cultural Precinct of approx. 79.7 per cent.

Q2. Which option do you prefer?

The Mawarra Street alignment has the clearest support from the property owners surveyed.

If we add the Either Alignment responses to option A and B respectively the support for both options can be represented as follows:

- **Option A Mawarra Street Alignment with Either Responses** gives 67.93 per cent
- **Option B Anembo Street Alignment with Either Responses** gives 40.53 per cent
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Q3. If a bridge is built, which of the following cost ranges would you prefer?

Bridge Cost Range $10-$20m  56.82 per cent (200 responses)
Bridge Cost Range $20-$30m  43.18 per cent (152 responses)

This response is reasonably evenly spread with no real preference dominating.

It should be noted that Council has engaged independent Quantity Surveyor Donald Cant Watts Corke (DCWC) which have estimated a premium/iconic Greenbridge to cost in the order of $20 million with landing costs, design and acquisition estimated at $5 million giving the total bridge cost at $25 million which aligns with the middle cost range as presented in the property owner survey.

The survey results indicate that the property owners are very supportive of the Greenbridge and have a preference for Option A Mawarra Street.

Some of Option A responses in the feedback comments area of the survey were:
- closer to the commercial hub
- shorter/cheaper bridge
- aligns with lake
- doesn’t align with the cultural precinct
- closer to (Chevron Island) parking behind shops
- minimises disruption to residents as route travels through commercial precinct

Whereas some of Option B Anembo Street feedback is:
- closer to the Arts Centre
- easier to construct
- good entrance statement
- more impact on the residential area
- too busy in peak hour
- too far away from commercial area

It should be noted that there was a low survey response from the commercial property owners on Chevron Island however if they did respond it would not have altered the outcomes of the survey due to the high survey response rate.
Regarding question 4. "Are there any other bridge examples that you may know of, that you prefer?", feedback included:

- "Kurilpa Bridge, Queensland"
- "Goodwill Bridge, Brisbane"
- "Infinity Bridge, England"
- "Macintosh Island Bridge, Gold Coast"
- "Melbourne CBD Yarra River Pedestrian Bridge"
- "Casino to Convention Centre, Gold Coast"

Responses to question 5. "Would you like to add any other comments?", feedback included:

- "give bridges to the artists to beautify them"
- "must be a bridge that everyone can use"
- "a premium bridge of better quality would lead into the Precinct with better synchronicity"
- "please ensure separate tracks for cyclists and walkers"

### 5.1.4 Options Evaluation Technical Report

An Evandale to Chevron Island Greenbridge options evaluation technical report was undertaken by consultants SKM in October 2012 to review and report on the two identified bridge alignment options. A third option for a direct bridge connection with Surfers Paradise, which has historically been mooted, was not included because that alignment is not considered realistically achievable at this stage in the growth of the city.

As part of the options evaluation all previous and current reports were reviewed, a strengths, weaknesses, opportunities and threats (SWOT) evaluation undertaken for each option and the report concluded:

Both options are not significantly different from each other
Both alignments are technically feasible.
Both alignments need to take in account the hydrological and flooding limitations

Specifically Anembo Street should be lower construction cost due to shorter bridge span and potentially simplified landing solutions. Its landing on Evandale would have closer linkages to the existing and future Cultural Precinct and aligns with a street end fronting Nerang River. A driveway issue is in conflict with bridge landing in Anembo Street requiring resolution. If the driveway cannot be resolved a property acquisition will be required to enable this option to proceed.

The Mawarra Street landing is closer to Chevron Island commercial hub has less impact on the residential area and provides a more direct route to Surfers Paradise and provides the platform for further integration with transport and active uses. It aligns with Chevron Island LAP however a property acquisition is required to land bridge in this location.

The road reserve widths for Anembo Street (16.5 metres) and Mawarra Street (20 metres) will require investigation into the width and location of shared paths with respect to existing and proposed developments. As the road reserve width of Mawarra Street is wider than Anembo Street it would more easily accommodate wider paths and provides potential for linkages within and through the Chevron Island commercial hub, and the path would be less impacted by driveways as it links to the Chevron Island Karloo street carpark adjacent to Mawarra Street.
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The options evaluation technical report also provided comment on the bridge design proposed to be approximately 5.7 metres wide and constructed above the Nerang River to maintain boating access, hydraulic and flooding design inputs, Disability Discrimination Act (DDA) compliance standards to maintain boating access and technical bridge design standards and codes.

SKM’s preferred option is Mawarra Street provided the Evandale bridge landing is as close as possible to the future Cultural Precinct living arts centre.

5.1.5 Local Area Plan

The requirement for a Greenbridge is identified in the Planning Schemes Chevron Island Local Area Plan (LAP) (refer Attachment 3). This Chevron Island Development Control Plan provides for a bridge to be located at Mawarra Street.

Determination of the location of the final bridge alignment needs to consider future development factors having regard to the latest thinking for the future of the Cultural Precinct and new development taking place and anticipated on Chevron Island.

The following question has been raised with Planning Environment and Transport (PET) with regards to the proposed Greenbridge and local area plan.

‘Does the planning scheme state that development must comply with the provisions stated under a Local Area Plan (LAP) (i.e. does the bridge alignment have to reflect the LAP location intent)’?

The planning scheme does not state that development must comply with the planning measures stipulated in an LAP. As per Part 6, Division 1: Introduction to Local Area Plans, the purpose an LAP is to provide a planning framework to guide development. However, generally all types of development subject to the planning scheme need to demonstrate compliance with the planning measures of the relevant LAP.

LAPs establish the development potentials that are generally applicable to land within their boundaries. LAPs are complementary to the domains (zoning) in the planning scheme. For those areas where an LAP applies, the LAP replaces the function of the domain controls.

The LAPs are the key to the assessment status of individual development proposals within their subject areas. The controls included in each LAP provide guidance for the assessment of a development proposal.

The LAP for Chevron Island contains a code for the purposes of assessing development applications within its subject area. This code states requirements intended to protect the identified corridor for the Greenbridge at the site shown on the LAP Map.

A proponent may still apply for development that does not meet the code requirements of an LAP. If a proposal does not meet the code requirements of the LAP or provide sufficient alternative solutions, council can use this as sufficient grounds to refuse the application.

It is also noted that where public notification of a proposal is triggered, the community has the opportunity to make properly made submissions on the proposal, in which they may use aspects of non-compliance to justify their position.
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Should the Anembo Street alignment be chosen the LAP would require amendment as part of the planning scheme review.

Essentially PET advises that ‘the planning scheme does not state that development (bridge) must comply with the planning measures stipulated in an LAP’ therefore the bridge can be located on either alignment.

5.1.6 Changes in Local Land Use and Development

On 5 November 2012, Council approved an application (Goldan development PN89317/01/DA3, Application Number MCU201100759) for Material Change of Use (Impact Assessment) for a mixed use development featuring a 16 storey high rise apartment building, five storey office building, café, restaurant and shop at 9-11 Anembo Street and 10 – 12 Mawarra Street (Cnr Anembo Street, Thomas Drive and Mawarra Street), Chevron Island. The development proposal was designed and presented along with the idea of generating an ‘artswalk’ extending the length of Thomas Drive, to promote flow and activity between Surfers Paradise and Evandale. This ‘artswalk’ concept presents an ideal organising initiative through which many streetscape improvement and commercial vitality objectives could be achieved.

Additionally on 12 January 2009 Council approved (Beau Dowsett development PN45652/01/DA1, Application Number MCU2800379) for a Material Change of Use (Impact Assessment) for a mixed use development which allows for an eight storey building including cafes, offices and apartments fronting Stanhill Drive, Mawarra Street and the above Anembo Street development at 2, 4, 6 and 8 Mawarra Street and 7 Anembo Street. Council is currently assessing a request lodged on 15 August 2012 to change this existing approval with minor changes to design and floor layouts.

Within the draft City Plan for Council’s future consideration, an extension of this idea as creation of a ‘cultural corridor’ has been included as a Signature Action. As a project that could encompass and bring cohesion to a complexity of issues and opportunities, the ‘cultural corridor’ offers potential dividends in activating a strafe of landuse, development and transport improvements and connections stretching from Elkhorn Avenue Surfers Paradise, across Chevron Island, Evandale, Bundall office area and the Gold Coast Turf Club. It would need involvement and commitment from multiple stakeholders, including but not limited to council directorates (PET - landuse and transport, Engineering Services - roads and traffic, Community Services - parks, street licensing and cultural coordination), private developers, residents and organisations like Surfers Paradise Alliance, Chevron Island Traders Association, The Arts Centre and Gold Coast Turf Club.

5.1.7 Preliminary Greenbridge Hydraulic Modelling Report

The Evandale Greenbridge Preliminary Hydraulic Analysis Summary Report, revised April 2013 provides analysis and advice on the hydraulic impacts associated with a potential future Greenbridge. The fundamental outcome of this summary report is that any modifications due to the bridge and associated filling should maintain the existing flooding characteristics in terms of conveyance and flood storage. This is due to the site being located in a very sensitive area of the Nerang River system.

Focus should be on keeping any landing within the flood affected area north of the lake to an absolute minimum obstruction to flood flows. Filling of the site should also be focussed away from sensitive areas which currently exhibit high velocity flood flow.
The impact on flood levels is sensitive to the configuration of the bridge landing. Any landing in the flood affected area should be considered in detail to minimise obstruction or avoided if possible. Not only is there functional issues associated with potentially placing patrons at risk during a flood event, but afflux issues exist. The Mawarra Street option with a compliant bridge landing/ramp linking to existing ground levels, aligned perpendicular to flow is not acceptable and adversely impacts peak flood levels. Any landing within the flood affected area should be aligned parallel to flow and configured to minimise obstruction to flow.

The preliminary hydraulic analysis was an impact assessment to determine key site constraints and likely limitations. The investigation was associated with initial testing of predefined options with iterations aimed to toward deriving acceptable solutions. It investigates possibilities and arrives at a better understanding of the site hydraulics.

Therefore both options (in some form), pending detailed investigations, appear to be hydraulically feasible but additional detailed modelling is required as the project progresses. To better inform the GCCP Stage 2 short listed competitors more information about the flood characteristics of the Evandale site and optional bridge landing locations is being prepared by Council’s Waterways and Flood Management Team.

5.1.8 Ongoing Communication

The Gold Coast Cultural Precinct website http://goldcoastculturalprecinct.info/ contains all documentation and information for competitors, stakeholders and the community.

This website provides a documentary repository of the process and outcomes and, over time, an important historical record of the Cultural Precinct project.

It is proposed that all relevant documentation including the technical reports and the results of the community consultation survey pertaining to the Greenbridge be uploaded to this website.

Furthermore it is proposed that all property owners consulted be sent via a letterbox drop the results of the survey. (Refer draft letter Attachment 4).

A strategy for community engagement through the life of the Cultural Precinct Project has been developed in collaboration with Corporate Communication Branch and Corporate Planning and Performance Branch.

6 ALIGNMENT TO BOLD FUTURE VISION, CORPORATE PLAN, OPERATIONAL PLAN

The Gold Coast Cultural Precinct project including the Evandale to Chevron Island Greenbridge is an opportunity to transform a major civic land asset and provide cultural facilities that keep pace with community growth. The project vision aligns directly with the core themes and values of the draft Gold Coast 2020 City Vision.
7 FUNDING AND RESOURCING REQUIREMENTS

Budget/Funding Considerations

The Gold Coast Cultural Precinct design competition is being managed in accordance with the endorsed budget as approved by Council’s decision on 23 October 2012. Currently no funding has been allocated to progress the detailed design or construction of the Greenbridge following the design competition.

Human Resources

Activities in relation to the project will continue to be led by officers within Council’s Major Projects Branch in collaboration with other officers in the organisation as required.

8 RISK MANAGEMENT

A risk management plan for the Gold Coast Cultural Precinct project has been prepared in accordance with Gold Coast City Council’s Enterprise Risk Management Framework (ERMF) and is monitored and reviewed regularly.

9 STATUTORY MATTERS

Not Applicable.

10 COUNCIL POLICIES

Not Applicable.

11 DELEGATIONS

Not Applicable.

12 COORDINATION & CONSULTATION

The table below identifies how internal and external stakeholders have been involved / participated in the proposal to date and the outcome of that participation.

<table>
<thead>
<tr>
<th>Name and/or Title of the Stakeholder Consulted</th>
<th>Directorate or Organisation</th>
<th>Is the Stakeholder Satisfied With Content of Report and Recommendations (Yes/No) (comment as appropriate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Director ED&amp;MP Darren Scott</td>
<td>ED&amp;MP</td>
<td>Yes</td>
</tr>
<tr>
<td>City Architect, Chris Gee</td>
<td>PET</td>
<td>Yes</td>
</tr>
<tr>
<td>Manager City Transport, Alton Twine</td>
<td>PET</td>
<td>Yes</td>
</tr>
<tr>
<td>Manager Property Services, Brendan Madden</td>
<td>OS</td>
<td>Yes</td>
</tr>
<tr>
<td>Manager Corporate Communications Warwick Sinclair</td>
<td>Office of the CEO</td>
<td>Yes</td>
</tr>
<tr>
<td>Executive Coordinator Major Projects Mike Parrish</td>
<td>EDMP</td>
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<tbody>
<tr>
<td>Waterways and Flood Management – Hamid Mirfenderesk</td>
<td>PET</td>
<td>Yes</td>
</tr>
<tr>
<td>Coordinator Major Projects - Luke Adair</td>
<td>ED&amp;MP</td>
<td>Yes</td>
</tr>
<tr>
<td>Manager ES Assets Mark Ash</td>
<td>ES</td>
<td>Yes</td>
</tr>
<tr>
<td>Executive Coordinator Parks – Ross Greenwood</td>
<td>CS</td>
<td>Yes</td>
</tr>
<tr>
<td>Coordinator Community Consultation, Colin Russo</td>
<td>Office of the CEO</td>
<td>Yes</td>
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</table>

2174 property owners of Chevron and Cronin Islands were consulted as part of the external public consultation survey.

The Office of the Mayor, Divisional Councillor and CEO have been consulted as part of the Chevron Island and Cronin Island property owner consultation process.

13 STAKEHOLDER IMPACTS

In accordance with the External Communication Policy, Corporate Communication staff have been consulted on potential positive and negative impacts prior to this report going forward. The property owners of Chevron Island have shown a positive interest in the proposed Greenbridge via the recent survey and will be consulted further as the Gold Coast Cultural Precinct project progresses.

14 TIMING

This necessary actions will be undertaken as required within the timeframes and recommendations of this report.

15 CONCLUSION

The Evandale to Chevron Island Greenbridge is a pedestrian and cyclist bridge that promotes sustainable active transport, is proposed to be approximately 5.7 metres wide, constructed above the Nerang River to maintain boating access and is a critical link for the activation of the Cultural Precinct. The Gold Coast Cultural Precinct has been identified in the draft 2020 City Plan and the Greenbridge identified in the City Transport Strategy 2031 as a key city building priority to establish and implement a Greenbridge connection to Chevron Island.

There is a definite need for a Greenbridge to connect Evandale to Chevron Island and it has 80 per cent support from respondents in the Chevron and Cronin Island property owners. The Mawarra Street alignment is 150 per cent more or 2.5 times preferred by property owners over Anembo Street.
There are several key considerations in determining the preferred alignment including:

- Gold Coast Cultural Precinct
- City Transport
- Property Owner Consultation
- Options Evaluation Technical report
- Planning Scheme/Local Area Plan
- Hydraulic Considerations

For Council to progress funding, detailed design and construction of a Greenbridge in advance of the Commonwealth Games in 2018, the preferred alignment, design direction and working budget will need to be determined within the 2013-14 Financial Year.

By early 2014, following completion of the Cultural Precinct Design Competition, Council will have adequate information to strategically evaluate the many issues associated with determining the best bridge alignment. Considerations will include technical matters, community opinions, probable costs, changes in local area land use and development, the likely success of any necessary property acquisitions, and design opportunities that will emerge through the Cultural Precinct Design Competition.

The Evandale to Chevron Island Greenbridge Options Analysis report has been supplied to Cultural Precinct Design Competition Registrants as part of Stage One. To augment information for Competitors, Council has an opportunity to introduce further information to Stage Two. It is considered that the following further information should be supplied to the design teams which are Shortlisted to compete in Stage Two:

- The proformas and results of the January 2013 community survey;
- A copy of PN89317/01/DA3, 9-11 Anembo Street, Chevron Island Thomas Drive and PN45652/01/DA1, 2-8 Mawarra Street, Chevron Island
- Additional flood modelling information

16 RECOMMENDATION

It is recommended that Council resolves as follows:

1. That Council note the content of this report and the attached results of the Chevron and Cronin Island Green Bridge Survey.
2. That this report, its attachments including the survey outcomes, further flood modeling information and a copy of the Chevron Island development approvals be provided to the Design Competition Stage Two Shortlisted Competitors as an addendum to the reference information for consideration in their design responses.
3. That following the completion of the Design Competition and consideration of all opportunities and constraints, a report be presented to Council to determine the preferred Chevron Island bridge location.
4. That the community be provided with an overview of the survey outcomes and the approach to be adopted within the above recommendations to optimise the value of the competition in guiding the best outcome.
ITEM 1 (CONTINUED)
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LG235/46/03/03

Changed recommendation

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COMMITTEE RECOMMENDATION CG13.0515.001
moved Cr Bell seconded Cr Tate

1. That Council note the content of this report and the attached results of the Chevron and Cronin Island Green Bridge Survey.

2. That this report, its attachments including the survey outcomes, further flood modeling information and a copy of the Chevron Island development approvals be provided to the Design Competition Stage Two Shortlisted Competitors as an addendum to the reference information for consideration in their design responses.

3. That in response to the survey results, the Chevron Island alignment of the proposed Green Bridge be at Mawarra Street, and that the community be informed accordingly.

4. That the Evandale alignment of the Green Bridge be as further determined by Council following the Design Competition.

5. That any necessary property or planning matters to facilitate the above resolutions be progressed by Council officers.

CARRIED
2.3.4 City Links
Design Strategy

The ability to attract and accommodate pedestrian traffic is a key success factor for any cultural precinct. The provision of multiple modes of transport will improve actual access as well as public perceptions of accessibility to the cultural precinct and be essential for its operational viability. Planning, development, and management of transport links will prioritise walking, cycling, and public transport options. This will start with a green bridge connecting Brunswick directly to the Island, and continue with a range of improvements to be implemented in strategic sequence.

Despite its central location, the Brunswick site is not well connected in terms of active and public transport options. While the Gold Coast has been built upon strong north-south connections, it is essential now to plan and promote east-west action routes. The eastern precinct will be a critical central link in a chain of cultural and entertainment activities stretching eastwards from Surfers Paradise through the Gold Coast Turf Club which will also be the future home of the annual Gold Coast Show. The current primary reliance on cars to access these destinations needs to be countered by strategic planning and implementation of safe and convenient ways for people to travel by foot, cycle, water and bus.

The first initiative to facilitate and implant the potential of this east-west connection will be a new green bridge linking Brunswick directly to the Island. The site of a continuous pathway between the cultural precinct and the light rail service (Gold Coast Rapid Transit), will involve coordination and implementation of the transport plan and will be one of the major components of the site layout. The pedestrian path is intended to develop as an Art Walk that will strengthen the relationship between the cultural precinct at Brunswick and the renovated beachside boulevard accomplishment areas for public benefit and with students for the commercial viability of the Island’s retail areas. The green bridge is an essential element of the Island’s cultural component. It will support the city’s transport vision of smart growth, a well-connected city and providing people with an opportunity to enjoy sustainable transport options.

Council’s intention is that other future active and public transport improvements will be progressively implemented. These include:

- An interchange hub for public buses, commercial coaches and trams;
- Water transport, ferry, water taxis and private vessels; and
- A Sundale Float intended to operate safe and easy connection for pedestrians and cyclists between the cultural precinct and the western side of Sundale Float.

It is assured that these will reduce the necessity to provide extensive car parking facilities at the cultural precinct, but continuing demand for additional car parking will be addressed. To offset the reduction of unattached areas dedicated to car parking, new buildings must provide alternative car parking and it is anticipated that commercial car parking can be incorporated within surrounding developments such as retail. The normal budget allocations for the Council include an allowance with the expectation that innovative solutions for sustainable multi-purpose car parking can be incorporated within the Aboriginal component.

City Links
Considerations

- Connectivity zoning and public transport in multiple locations and forms (bus, rail, ferry);
- Access to pedestrian, bicycle, and pedestrian pathways;
- Access to cycling pathways;
- pedestrian elements need to be integrated with other infrastructure;
- Public transport in the area needs to be improved, increasing public transport capacity and efficiency;
- Public transport elements should be integrated with other transport elements (bus, rail, ferry, cycling);
- Cycle parking to provide easy access to pedestrian pathways; and
- Strategic planning for sustainable public transport improvements within the area, including integrated public transport facilities and infrastructure development.
3.1 Artscape

3.1.1 Vision

Artscape is envisaged as a curated landscape in both artistic and botanical terms: an outdoor gallery and theatre open to the skies – and the world. It will be defined by features and plantings that create an oasis of amazing beauty and interface seamlessly with the New Arts Museum and Living Arts Centre. It will be activated through a rich and ever-changing artistic program and inhabitable in countless ways from private plenities, contemplative art installations and citizen-driven ceremonies, to public performances live or simulcast from anywhere in the world, digital design tournaments, moonlight dance and crowded markets and festivals.

Nominal budget allocation AUD$85 million

- Tropical pathways
- Spectacular concrete and stainless steel waterways
- Gardens
- Water features
- Pathways
- Terraces
- Public art
- Site entry (green)
- Green bridge (glass)

3.1.2 Design Objectives

3.1.2.1 General layout and circulation

A landscape hierarchy and sequence of arrival and activity spaces and pathways should be established to:

- Provide for countless ways to inhabit the gardens, from rustic, durable spaces for picnics to lush contemplative spaces that allow people to connect with nature or play in water;
- Frame views and visibility of parcel features and create vantage points that enhance a orientation and allow reflectivity on the full grandeur of the precinct;
- Create safe and convenient access to, from and across the site, with priority for pedestrians and cyclists, and also provides for access by private and public watercraft;
- Enhance opportunity to engage with the arts and river.

3.1.2.2 Enchanting gardens

Garden groves, by their very nature are culturally inclusive and inspirational places and the creation of otherwise gardens has been a defining characteristic within the urban landscape of the Gold Coast. From early days with The Zee in Jim Clark's Surfside Paradise and the playful landscapes of theme parks, tourist gardens of resort hotels and urban visions like the Cavalloro Gardens, exotic and endemic sub-tropical plantings have been blended in imaginative ways to create pleasure gardens. So it is fitting to conceive of Evandair's outdoors as a sub-tropical amphitheatre for entertainment and delight.

The gardens should be protected and nurtured in a balance of the aesthetic and horticultural senses. They should utilize native and exotic species appropriate to their location and thrive with a suitably maintenance regime. They should incorporate outdoor furniture and play equipment to enhance visitor experience of spaces as outdoor rooms.

It is imperative that the gardens will promote biodiversity and encourage wildlife, and incorporates opportunities for play, exercise and experiential learning.

It is also desirable that the gardens be designed to accommodate potential thematic elements that may be developed in partnership with Gold Coast's Visitor Centre to signify strong and international relationships.

3.1.2.3 Public art

Even without entering one of the cultural buildings, visitors will know they are in an artful landscape through their encounter with art in the gardens. Environments art in the landscape, permanent installations and temporary public artworks will be exhibited throughout the cultural precinct. As we have more artists seeking to express their work directly with land and nature, the Artscape provides a setting for the display of artworks that were never intended for exhibition in museum gallery settings. Visitors might encounter music in prominent locations, or discover them in hidden or unexpected places.

Gold Coast City Gallery collection includes a number of sculptures currently located in a sculpture walk around the site. The Artscape should address the display requirements and modes of engagement with some of these works. It is envisaged that the ongoing development of the cultural precinct will involve the commissioning a variety of public artworks, including major site-specific works within the Artscape.
3.1.2.4 Built elements

**Great terrace:** Perhaps the greatest defining built feature is expected to be the open sheltered terrace, a spacious, large-scale outdoor room, accessible to either the Living Arts Centre or other arts museums or galleries between the two. The terrace is to be accessible from various directions and areas, creating a central gathering and empty space with multiple functions and impacts. It is envisaged that the terrace will be of sufficient size to accommodate surrounding elements and provide an outdoor setting for casual gatherings and events. It must be a site that can be enjoyed and be scattered in a sea of flowers.

**Open-air amphitheatre:** Establishment of a large outdoor venue, embracing the seaside waterfront and with the city skyline visible at a backdrop, is another feature that will define the cultural precinct as a landmark destination. Further development of its functionality is included within the Living Arts Centre component.

**Small buildings in the gardens:** The Amphitheatre’s generous scale and setting lends itself to provision of small buildings, which may be used for directional purposes. These structures may be temporary, permanent, or permanent installations for temporary events or special exhibitions. These features may be employed in an effective and imaginative way of enhancing the landscape. These can be used for anything from barbecues to picnics. These may be of a creative, commercial or other nature and can offer their own interpretation of the occupant of a given space or the integration of themes such as gastronomy, taste, performance, retail and community-based activities.

**A more permanent feature is the existing St Mary’s Chapel, a small historic timber church with a tower and bells.** This site is home to the St Mary’s Chapel with a tower and bells. This site is used for weddings and memorial services.

3.1.2.5 Car parking

The Amphitheatre must be able to accommodate visitor parking in a manner of spaces currently dedicated to car parking in front of areas (commercial or public) for which a parking management strategy will be in place to ensure effective management of the space. This envisages a tour bus, car park, and a parking lot at the Amphitheatre. The car park will be centrally located to ensure maximum access to the Amphitheatre and its various facilities.

3.1.2.6 Green bridge

The green bridge is envisaged as a feature of the Amphitheatre. A green bridge is defined as an outdoor space that is specially designed for pedestrians and cyclists, allowing easy access to and from the cultural precinct. The green bridge is envisaged to provide an easy and accessible route for pedestrians and cyclists, facilitating seamless movement between different parts of the Amphitheatre. The green bridge is envisaged to be a central feature of the Amphitheatre, providing an attractive and inviting space for visitors and the community.

**The green bridge is envisaged to provide:**
- A pedestrian and cyclist-friendly route
- A visually appealing and engaging space
- Seamless connection between different parts of the Amphitheatre
- Enhanced accessibility for visitors
- An attractive and inviting space for the community
Dear Chevron Island and Cronin Island property owners,

As you may be aware, considerable support for a Gold Coast Cultural Precinct at Evandale has grown over the last decade. To support any future precinct, active and public transport connections will be essential for the operational viability of Evandale as a civic and cultural destination.

An achievable first step is the opportunity to construct a greenbridge linking Evandale to Chevron Island. Greenbridges encourage people to walk or cycle instead of using motor vehicles. Walking and cycling is friendly to the environment, saves money, and fosters healthy lifestyles. A bridge would produce positive benefits by improving access and mobility within the locality. The bridge would also further promote Chevron Island as an auxiliary arts, retail and dining district.

Council has proposed two locations for a possible greenbridge (as shown on the survey). Both options provide access for all pedestrians and cyclists, including those with mobility challenges.

Council now wants to hear your comments about the proposed greenbridge, and is inviting survey feedback between Monday 28 January and Friday 8 February 2013.

Enclosed is a survey inviting you to have your say about the proposed options. Please fold and seal the survey and return it to Council via Australia Post. No stamp is required if posted in Australia. Surveys may also be hand delivered to Council via a Council administration building.

Thank you for taking the time to participate in this survey.

Yours sincerely

Mayor Tom Tate
Cr Lex Bell

Gold Coast City Council
Gold Coast Cultural Precinct Evandale to Chevron Island Greenbridge

Frequently Asked Questions

What is the Evandale to Chevron Island Greenbridge?
A pedestrian and cyclist bridge that promotes sustainable active transport.

The Way Forward
Currently Council is consulting property owners of Chevron Island (including Cronin Island) about the location of the bridge. This is the stage where Council listens to your voice and considers your opinion. Once that process is complete, Council assesses all the available information and makes an informed decision about the bridge location on behalf of the City.

The next steps will be preparation and selection of a bridge concept (design). This will include further community consultation.

What is the Gold Coast Cultural Precinct?
Council is committed to the redevelopment of the Evandale site into a Gold Coast Cultural Precinct. The aim is to create a world-class arts and cultural precinct—with open space as well as linkages from Evandale across to Chevron Island and further on to Surfers Paradise. In much the same way as other major cities have a ‘cultural heart’, this will be our City’s cultural heart.

For further information on the cultural precinct refer to goldcoast.qld.gov.au/haveyoursay.

Why do we need a bridge?
As a city with many waterways, connectivity can be constrained by a few links across our rivers and canals. When considering the Gold Coast transport strategy and proposed Gold Coast Cultural Precinct, a Greenbridge is a key link with the city’s active transport network as well as the operational viability of the Cultural Precinct. The requirement for a Greenbridge has been identified in the Planning Scheme’s Chevron Island Local Area Plan. The Chevron Island Development Control Plan provides for a bridge to be located at Mawarra Street.

Where will it be located?
There are two bridge alignment options identified for connecting to Chevron Island:
- Option A - Mawarra Street,
- Option B - Amieno Street.

Both alignment options are technically feasible. The key drivers that will determine the preferred alignment will be related to impacts on Chevron Island residents in the vicinity of the bridge connection and maximising patronage, safety and efficiency of circulation routes. That’s why your say is so important.

What will it look like?
The pedestrian bridge is yet to be designed but, in keeping with the proposed Cultural Precinct, it is anticipated it will be an iconic structure of a high design standard, approximately six metres in width constructed above the Nerang River to maintain boating access.

Further information about the bridge will be provided as the project progresses.

How much will it cost?
The cost will be proportional to the final bridge form and dependent on technical considerations such as geo-technical conditions.

The anticipated cost is up to $30 million.

When will it be constructed?
Timing of construction is yet to be determined and will be dependent on project funding. At this stage, Council has only allocated funding to progress the bridge design development in the 2012-13 financial year.

What can I do?
The purpose of this survey is seek your views on the proposed Greenbridge to assist Council in making a decision on the recommended alignment.

Colin Russo, Coordinator Community Engagement
PO Box 5042 Gold Coast Mail Centre Qld 9729  Email: culturalprecinct@goldcoast.qld.gov.au
Q6 Would you like to add any other comments?

Additional comments can be emailed to:
culturalprecinct@bcq.qld.gov.au, or posted to:
Cailin Russo, Coordinator Community Engagement,
PO Box 5042 Gold Coast Mail Centre Qld 5725.

Council would like to thank you for taking the time to complete this survey. Your feedback will assist Council to better plan for the future of the precinct.

To return your completed survey, please fold and then seal by moistening in the areas shown. No envelope or stamp required if posted in Australia.

Surveys may also be hand delivered to Council via a Council administration building.

Gold Coast City Council is collecting your personal information to measure community needs and preferences in accordance with Council’s Community Consultation Policy.

Surveys have been costed to individual property owners for reporting purposes.

The information will only be accessed by authorised Council officers or Council contractors in accordance with the conditions of the Information Privacy Act 2003. Your information will not be given to any other persons or agencies unless you have given us permission or we are required by law.

Gold Coast Cultural Precinct - Greenbridge
Have your say

Greenbridge Survey
Council is proposing a new pedestrian bridge between Chevron Island and Evandale. This survey is to gauge your responses to the proposal.
Section 1: Survey questions

Q1 Do you support the idea of the pedestrian bridge?  
   [ ] Yes  [ ] No

Q2 Which option do you prefer?  
   [ ] A  [ ] B  [ ] Either  [ ] Neither
   Regarding Option A, what are your likes, dislikes, or any comments you may have?
   ________________________________________________________________
   ________________________________________________________________
   ________________________________________________________________

   Regarding Option B, what are your likes, dislikes, or any comments you may have?
   ________________________________________________________________
   ________________________________________________________________
   ________________________________________________________________

Q3 If a bridge is built, which of the following cost ranges would you prefer?
   Examples of bridges in each price range.  
   These images are indicative only.

   $10-20m.

   A premium bridge design of between $20-30m.

Q4 Are there any other bridge examples that you may know of, that you prefer?
Legend

1. COMMERCIAL Subprecincts
   1. Core Area
   2. Peripheral Area
   3. Retail Commercial
   4. Office Commercial
   5. Industrial Commercial

2. INNER RESIDENTIAL

3. WATERFRONT RESIDENTIAL

4. OPEN SPACE

Chevron Island Local Area Plan - LAP Map 7.2 - Precincts

Ver. 1.2

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Summary of Survey Results

Q2 Do you support the idea of a greenbridge?

- Yes: 85.26% (1370 preferences)
- No: 14.74% (91 preferences)

Q3 Which option do you prefer?

- Option A Mawarra Street Alignment: 45.66% (206 preferences)
- Option B Anwenbo Street Alignment: 16.21% (86 preferences)
- Either Alignment: 23.37% (113 preferences)
- Neither Alignment: 13.86% (82 preferences)

The Mawarra Street alignment has the clearest support from the property owners surveyed.

Q5 If a bridge is built, which of the following cost ranges would you prefer?

- Bridge Cost Range $10-$20bn: 66.82% (200 preferences)
- Bridge Cost Range $20-$30bn: 40.16% (162 preferences)
Dear Chevron Island and Cronin Island property owners,

In January 2013 Council delivered a letter and survey to 2174 owners of properties on Chevron Island (including Cronin Island) to gain feedback on preferences for location of a Greenbridge (pedestrian/cycle) connection between the Gold Coast Cultural Precinct at Evandale and Chevron Island.

When the survey closed in February, 470 responses were received. This is a high response rate which shows keen community interest in the greenbridge project.

On the reverse side of this sheet is a summary of several of the survey question results for your information. A copy of the survey response can be viewed on the Gold Coast Cultural Precinct website www.goldcoastculturalprecinct.info.

There are many social, economic and environmental issues that Council will need to consider carefully before deciding on the preferred alignment. These include the objectives and vision for the Cultural Precinct, for active and passive transport options, as well as technical, hydraulic and planning scheme considerations.

The desired outcome is to determine a technically feasible and cost-effective solution for a greenbridge that will:

- be a stimulating part of the visitor experience providing legible, enjoyable, convenient, safe and equitable access to and from the cultural precinct; and
- minimise adverse impact on the residential amenity of properties adjacent to the Chevron Island landing area.

Following completion of the Cultural Precinct Design Competition in November this year, adequate information will be available for Council to strategically evaluate the many issues associated with determining the best bridge alignment. A report, exploring all opportunities and constraints, as well as the results of this survey, will be presented to Council for determination of the Evandale to Chevron Island greenbridge location.

Thank you for taking the time to participate in the survey. If you would like to keep informed about the progress of the design competition and the cultural precinct, you are invited to subscribe for updates on the Gold Coast Cultural Precinct website at www.goldcoastculturalprecinct.info.

Yours sincerely,

Mayor Tom Tate
Councillor Lex Bell

CITY OF GOLDCOAST