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1. Introduction

The purpose of this Chapter is to provide information on European cultural heritage associated with Sections 2 and 3 of the proposed Gold Coast Rapid Transit (GCRT) Project and the associated corridor. The locations of places identified as having significance in relation European cultural heritage are identified on the following Table 14-1 and Table 14-2. This Chapter outlines:

- relevant legislation and registers (national, State and local);
- background information on cultural heritage values;
- lists of registered places;
- identification of previously unknown places; and
- potential impacts on cultural heritage sites.

For more detailed information refer to the Volume 7 Technical Report titled *European Cultural Heritage (Corridor Impact Assessment Report)* prepared by ARCHAEO Cultural Heritage Services.
CULTURAL HERITAGE WITHIN STUDY AREA

Section 3

FIGURE 14 - 2

Legend

- Station
- Section 2
- Section 3
- Road Centrelines
- Highway
- Secondary Road
- Local Connector Road
- EPA QLD Heritage Register Boundaries
- GCCC - Heritage Sites
- Other Heritage Listings
- Other Heritage Listings - Register National Estate/ National Trust
- QLD Heritage Register - GCCC Identified
- QLD Heritage Register Sites - GCCC Identified
- Properties Adjoining
- Properties Adjoining
- Properties Adjoining
- Queensland Government
- Queensland Transport

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EPA QLD Heritage Register supplied by EPA (2007)
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2
2. Description of the Existing Environment

2.1 Overview
This Chapter discusses European cultural heritage significance. Indigenous cultural heritage significance is being considered in a parallel activity undertaken by the Project Team.

Every place has a history, aesthetic value or a social meaning to members of the community. Some measures must be applied in order to determine the degree of significance. The degree to which a place is significant will determine the appropriate forms of conservation management for that place. The Queensland Heritage Act 1992 sets out specific tests for considering places of State heritage value, while the Gold Coast City Council (GCCC’s) Planning Scheme determines sites or areas of local significance.

2.2 Key to Cultural Heritage and/or Visual Impact Tables
Table 14-1 to Table 14-6 identify the sites and places of cultural heritage significance within the study area. The GCRT has been assessed as impacting on the cultural heritage values of the sites and places listed with a tick (,) in the potential cultural heritage and/or visual value impact column of the tables. The indication of a ‘tick’ does not imply an adverse or other impact on the site; it merely indicates that there is potential for the site to be impacted from a cultural heritage value perspective. As discussed in section 3 of this Chapter, impacts can be described as direct, indirect, aesthetic and visual impacts, or areas of potential impact. The level and type of impact for each site/place on cultural heritage value is discussed in detail in section 3. The following tables provide an indicator only and must be considered in conjunction with following site specific discussion, conclusions and recommendations.

While a number of locations of cultural heritage significance have been identified within the corridor of the GCRT that could be affected, where these have been assessed as not impacting on the cultural heritage values of the sites, these have been indicated with a cross (×).

The following grading of impact is identified with sites that are ‘ticked’ in the following Cultural Heritage and/or Visual Impact Tables:

- **(indirect)**
  This indicates that while the site is adjacent to the alignment, there are no direct physical impacts on the heritage and/or visual value of the site.

- **(land required only)**
  This indicates that there is a direct impact on the site; however, this impact is limited to a land requirement only and no building structure would be removed or modified based on the Concept Design.

- **(direct)**
  These are sites where the building structure is very likely to be demolished or otherwise physically modified as a result of the project being developed in accordance with the Concept Design. Only
two sites are directly affected in this manner and are not sites listed under National, State or Local regulatory provisions. These site are two interwar period bungalows at 5 and 7 Scarborough Street, Southport (refer to following entries on Table 14-3 Previously Unknown Sites and Places). Similarly the ‘Pink Poodle’ neon sign at the hotel of the same name on the Gold Coast Highway at Broadbeach may have to be relocated on the same site. There are no other heritage valued building structures that have been identified as part of this investigation that would require demolition (full or part) based on the Concept Design.

These are sites that fall within the broad corridor of the GCRT and could be impacted by the project. It has however, been assessed that on the basis of the Concept Design as proposed in this Concept Design Impact Management Plan, the cultural heritage and visual value of these have not been adversely impacted.

Sites that are shaded grey indicate that the site is not located directly adjoining the GCRT infrastructure and associated alignment, but are sites of cultural significance within the contextual consideration of the GCRT corridor. These sites are not affected by the project.

2.3 Historical Heritage Sites of National or State Significance

At the national level, the Environment Protection and Biodiversity Conservation (EPBC) Act 1999 is now the key national heritage legislation and is administered by the Commonwealth Department of the Environment and Water Resources (CDEW). At the State level, historical cultural heritage matters are covered in the Queensland Heritage Act 1992, which provides for a listing of places within a State Heritage Register. Protection is offered to places that have been entered on the Queensland Heritage Register according to a set of criteria. Sites identified under these Acts are identified as follows.

Table 14-1 identifies the sites and places of national or State significance within Sections 2 and 3 of the GCRT that are on the alignment. Note that within the table, sites highlighted in light grey are sites that are within contextual consideration of the GCRT, but are not located on the alignment and therefore not subject to direct impacts on cultural heritage values as a result of the project being implemented.
Table 14-1  Impact on Sites and Places of National or State Heritage Significance

<table>
<thead>
<tr>
<th>Section</th>
<th>Site/Place</th>
<th>Significance</th>
<th>Register of National Estate</th>
<th>State Heritage Register</th>
<th>Cultural Heritage and/or Visual Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Southport Bathing Pavilion Marine Parade, Southport</td>
<td>As this structure is one of a group of buildings pivotal in understanding the development of the Gold Coast as a beach resort and in reflecting the evolution of bathing habits and customs in Queensland; For its ability to provide evidence of the former use and scope of the area, and of the former focus of the resort town of Southport; As it is a now rare example of the built environment at the south coast from the 1930’s; and As demonstrating a good example of a Spanish Mission architectural influence and of the public work at Southport of the prominent architectural firm Hall and Phillips.</td>
<td>Yes</td>
<td>Yes</td>
<td>*</td>
</tr>
<tr>
<td>2</td>
<td>Former Southport Town Hall 47 Nerang Street, Southport</td>
<td>It demonstrates the development of Southport during the 1930s, when a developing permanent community were provided with a large progressively designed hall, reflecting the anticipated prosperity and development of the shire; Its value as a representative and intact example of the Art Deco style of architecture, which is not common in Queensland; As it provides evidence of the existence of the Southport Town Council, a local authority which no longer exists; and As a centrally located civic building which has been open for public purposes for over sixty years.</td>
<td>Yes</td>
<td>Yes</td>
<td>(indirect)</td>
</tr>
<tr>
<td>2</td>
<td>Southport Drill Hall Queen Street, Southport (located in Owen Park)</td>
<td>It demonstrates the strategic military importance of coastal areas like Southport in the late 19th Century, and has a strong association with the Volunteer Defence Force; and A good and intact example of a standard 19th Century drill hall of which many were constructed and very few are known to survive in their original form.</td>
<td>Yes</td>
<td>Yes</td>
<td>(indirect)</td>
</tr>
<tr>
<td>3</td>
<td>Kinkabool High Rise Apartments, Hanlan Street, Surfers Paradise</td>
<td>The first high rise holiday apartment building on the Gold Coast, providing evidence of the development of tourist facilities in Queensland; Rare surviving evidence of the 1950s period of expansion of the Gold Coast, much of which has been lost to more recent development;</td>
<td>Yes</td>
<td>No</td>
<td>*</td>
</tr>
</tbody>
</table>
Section Site/Place Significance

Value as a characteristic example of 1950s modernist architecture in Queensland; and
its continuity of use as a holiday apartment building.

3 Seal Sculpture, Alexander Avenue, Broadbeach (moved to 187 Old Burleigh Road) Evidence of the style and quality of Lennon’s Hotel, a key construction in the history of the Gold Coast, which has now been demolished;
Tourist icon which formed an important part of their experience of Broadbeach for a generation of visitors; and
Value as recognised example of work of noted local sculptor, Len Shillam.

Yes
No

2.4 Historical Heritage Places of Local Significance
Frameworks for sites and places of local heritage significance within the study area are included in relevant Planning Schemes, Local Area Plans (LAPs) and constraint codes. Management of items identified as ‘significant’ is discussed within PART 7 of the GCCC Planning Scheme. This code seeks to facilitate the conservation of places of cultural heritage significance.

Figure 14-2 identifies the sites and places of local significance within Sections 2 and 3 of the GCRT. Note that within the table, sites highlighted in light grey are sites that are within contextual consideration of the GCRT, but are not located on the alignment and therefore not subject to direct impacts on cultural heritage values as a result of the project being implemented.
Table 14-2 Impact on Sites and Places of Local Significance

<table>
<thead>
<tr>
<th>Section</th>
<th>Site/Place</th>
<th>Suburb</th>
<th>Significance</th>
<th>Cultural Heritage and/or Visual Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Masonic Temple and Hall- 78 Nerang Street</td>
<td>Southport</td>
<td>The original Masonic Temple on the site was a weatherboard clad, corrugated iron roofed building constructed in 1906. This building remains on the site, although relocated away from the road. The new two-storey brick and glass curtain wall temple was constructed in 1960. The Masonic Temple site, with both old and new buildings, has social and historical significance for the Freemason community of Southport, as well as the wider Southport community.</td>
<td>(indirect)</td>
</tr>
<tr>
<td>2</td>
<td>Southport Hospital- Nerang Street (also named Gold Coast Hospital)</td>
<td>Southport</td>
<td>The Southport Hospital complex consists of buildings constructed in a variety of eras and styles. Buildings constructed from 1948 through to the 1960s and again in the 1980’s.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Harper &amp; Co Building- 142 Scarborough Street</td>
<td>Southport</td>
<td>The Combined premises of 142 and 142A Scarborough Street are intact examples of low to medium rise commercial premises that were constructed during the boom periods of the 1930s and 1950s and have historically aligned the commercial centre of the main streets of Southport Town.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>St Vincent de Paul- 108 Scarborough Street</td>
<td>Southport</td>
<td>The building is a good example of a single storey early twentieth century commercial character building.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>St Peters Anglican Church- 41 High Street</td>
<td>Southport</td>
<td>The current St Peters Church was constructed in 1959, to replace the former timber framed gabled weatherboard clad church building which had been constructed on the site in 1887 and removed prior to the introduction of the current building. The church has social significance for the local Anglican community as well as historical significance for the Town of Southport, as representative of the role of places of worship in the development of the town.</td>
<td>(land requirement only)</td>
</tr>
<tr>
<td>2</td>
<td>Catholic Church- 105-107 Scarborough Street</td>
<td>Southport</td>
<td>The church has social significance for the local Catholic community as well as historical significance for the Town of Southport, as representative of the role of places of worship in the development of the town.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Uniting Church and Hall- 23-25 Short Street (also known as 41 Scarborough Street)</td>
<td>Southport</td>
<td>The original timber framed, weatherboard clad, corrugated clad gabled roofed church was constructed in the early twentieth century and is still located on the site, although now used as a hall and juxtaposed with the much larger red brick church, for which a foundation stone was laid in 1964. This original church has historical significance to Southport as an intact example of one of the early churches of the area, whilst the modern church is associated with remembrance of those who served and fell in World War One and Two, as well as the family and friends of those who’s ashes are interred within the memorial wall. The church is also considered representative of the role of places of worship in the development of Southport.</td>
<td>(indirect)</td>
</tr>
<tr>
<td>Section</td>
<td>Site/Place</td>
<td>Suburb</td>
<td>Significance</td>
<td>Cultural Heritage and/or Visual Impact</td>
</tr>
<tr>
<td>---------</td>
<td>------------------------------------------------</td>
<td>---------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>2</td>
<td>Peregrine House- Nerang Street</td>
<td>Southport</td>
<td>Not located during visual study nor identified subsequent to consultation with GCCC heritage officers.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Gold Coast Business College- Nerang Street</td>
<td>Southport</td>
<td>Not located during visual study nor identified subsequent to consultation with GCCC heritage officers.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Former Dougbar building- 53 Nerang Street</td>
<td>Southport</td>
<td>The commercial façade of this three story rendered brick building, is decorated with painted mouldings. The building has been occupied by Billy Hyde Music retailers since 1962, and remains an intact example of the type of low to medium rise commercial premises that were constructed during the boom periods of the 1930s and 1950s and have historically aligned the commercial centre of the main street of Southport Town.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(indirect)</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Earl’s Court Motel - 131 Nerang Street</td>
<td>Southport</td>
<td>A visual survey of the site at 3 Nerang Street, Southport, revealed that there was no Earl’s Court Motel at this location. However, there is an Earl’s Court Motel currently located at 131 Nerang Street, Southport. This modern building would not be considered to have notable heritage values. Of possible note is the prominent signage that is characteristic of motel strips once abundant on the Gold Coast.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(indirect)</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Site- 8-10 Nerang Street</td>
<td>Southport</td>
<td>Not located during visual study nor identified subsequent to consultation with GCCC heritage officers.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Sugar Shack café building- Nerang Street</td>
<td>Southport</td>
<td>Not located during visual study nor identified subsequent to consultation with GCCC heritage officers.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Police Station-Scarborough Street</td>
<td>Southport</td>
<td>The Police Station is a recent addition to the Scarborough Street streetscape. However, it is an important addition, highlighting the continued nature of the administrative and civic centre that is the Southport Town Centre Precinct.</td>
<td>(land requirement only)</td>
</tr>
<tr>
<td>2</td>
<td>Former Ambulance building- 45 Nerang Street</td>
<td>Southport</td>
<td>Col. Hon. A. J. Thynne opened the former Southport Ambulance building on The 2nd December 1922. The two storey red brick building, with ornate double gable veranda to hipped corrugated iron clad roof, is a fine and in tact example of the civic architecture of the Southport Town centre. The recent modifications to the fabric, undertaken to facilitate the change of use from ambulance to commercial offices, were sympathetic to the original design of the building and retaining the distinct form and features of the building.</td>
<td>Requirement is for pedestrian needs only</td>
</tr>
</tbody>
</table>
The building is significant to the town of Southport for its role in connection with the establishment of the civic centre of Southport Town.

2 Former Trustee House- 66 Nerang Street
Southport
The building was constructed in the typical 1920-1930s Art Deco style of rectilinear forms juxtaposed with curves, finished with painted render, glazed ceramic tiles and glass bricks. It appears to have undergone modifications in the 1950s and remains in use as a commercial office building.

It is significant to the town of Southport, highlighting key eras of development for Southport Town, and remains as a fine and intact example of a commercial building that historically constituted the Southport Town centre.

2 Granton House- 34-36 Nerang Street
Southport
The Granton House building is an intact example of the type of low rise commercial premises that had traditionally aligned the commercial centre streetscape of Southport Town and were constructed in the boom eras of the 1930s and 1950s.

2 Site 50, 58, 60, 63- Queen Street
Southport
The original Anglers Arms Hotel, located at 50 Queen Street Southport was a gabled timber, single storey, country style hotel that was demolished in the 1960s to make way for the current painted brick, rectilinear form Anglers Arms Hotel that exhibits traits typical of its 1960s era.

Located at 58 Queens Street is a commercial character building, currently in use as a convenience store. This building was erected on the former Gaven Brothers butchery site by J. N. Skelton who acquired the butchery from the Gaven Brothers in 1910. He demolished the original building and built a brick building on the site for Skelton's Butchery.

Sites mentioned in the Gold Coast City Council local heritage list as being located at 60 and 62 Queen Street have been recently demolished. These were formerly commercial character buildings similar to that currently located at 58 Queen Street.

2 Site 151- Scarborough Street
Southport
The timber framed, weatherboard clad building with corrugated bull nosed awning, located at 151 Scarborough Street is a fine example of a single storey early twentieth century commercial character building. Located on busy Scarborough Street, the building, which currently houses a restaurant, provides tangible evidence of the early Southport seaside commercial character that has been superseded by adjacent modern developments.
2.5 National Trust of Queensland Listings

Although the Queensland National Trust Register does not attribute any legislative protection, sites and places listed on the register can contribute to the discussion of heritage and can often include site and places, which have sometimes been overlooked for entry onto local or federal heritage registers.

However, under the GCCC Planning Scheme, sites that are listed on the Queensland National Trust Register are protected under the Cultural Heritage (historic) Constraint Code (Part 7 Chapter 5 GCCC Planning Scheme 2007).

The following sites were identified as relevant to the study area:

- Wesley Uniting Church, 30 Clifford St; and
- Chevron Hotel Surfers Paradise.

A visual inspection of both the above sites revealed that they have been either removed or demolished recently, in place of modern high rise apartments.

2.6 Previously Unknown Sites and Places

The possibility that a site or place has escaped previous investigation, including those for the GCCC Heritage Register, must not be dismissed. To explore this potential, visual inspections and focused research was conducted within the general area where the GCRT Project corridor may have an impact.

Any place with potential historical heritage significance and where an impact may result from the project was then assessed for its levels of significance. Previously unknown sites and places identified within Sections 2 and 3 of the GCRT corridor are summarised in Table 14-3. Note that within the table, sites highlighted in light grey are sites that are within contextual consideration of the GCRT, but are not located on the alignment and therefore not subject to direct impacts on cultural heritage values as a result of the project being implemented.
Table 14-3  Previously Unknown Sites and Places

<table>
<thead>
<tr>
<th>Site/Place</th>
<th>Significance</th>
<th>Cultural Heritage and/or Visual Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Cecil Hotel, Nerang Street, Southport¹</td>
<td>The Cecil Hotel is a prominent landmark and a fine example of a hotel constructed during the boom period of the 1930s. The first Hotel Cecil was constructed in 1908, with the current modern brick building with red clay tiled roof, featuring a curved rendered corner façade, completed and opened in 1938. The Cecil Hotel has been recently renovated and continues in its original use as a hotel, a good example of hotels of the 1930s era and their role in the establishment and ongoing function of the town of Southport. The Cecil Hotel is of local significance for its historical and social values.</td>
<td>(indirect)</td>
</tr>
<tr>
<td>Loaders Creek Conservation reserve Southport</td>
<td>The Loaders Creek Conservation Reserve bordered by Queen, Wardoo and Barratta Streets and adjacent to the Southport Cemetery, is a densely vegetated area of land situated along Loaders Creek. The reserve is home to a variety of plant and animal species, including mature paperbarks along the water course, and is accessible via designated walking trails. The Loaders Creek Conservation Reserve is of local significance for its natural and social values.</td>
<td>(land requirement only)</td>
</tr>
<tr>
<td>Eleanor Perkins Park</td>
<td>The Eleanor Perkins Park bordered by Queen and Wardoo Streets, is situated adjacent to the Loaders Creek Conservation Reserve. The park is covered by open lawn, dotted with mature eucalypts and features picnic facilities. The park was dedicated to the memory of Eleanor Perkins, a Southport resident and teacher remembered for her contributions to the community, with a memorial plaque ceremony undertaken on the 27 June 1998, by the then Mayor Cr. G. J. Baildon. Eleanor Perkins Park has local significance for its natural values and historical associations with a local identity.</td>
<td>(land requirement only)</td>
</tr>
<tr>
<td>Trinity Lutheran Church, 156 Queen Street, Southport</td>
<td>The original timber framed, weatherboard clad, gable roofed Trinity Church was most likely constructed during the early twentieth century and was extended in the mid twentieth century with a brick addition featuring broken backed gabled roof, that is now the main church. The church complex is located on the corner of Carey and Queens Streets, Southport. The Church has social significance for the local Lutheran community as well as historical significance for the Town of Southport, as representative of the role of places of worship in the development of the town.</td>
<td>(land requirement only)</td>
</tr>
<tr>
<td>Old Railway Corridor, Helensvale to Southport</td>
<td>The Brisbane to Southport rail line was completed and opened in 1889, further facilitating the popularity of Southport as a tourist destination. The introduction of the railway was integral to the early twentieth century boom that resulted in increasing levels of urbanisation and infrastructure development in the town of Southport. The Queensland Government closed the railway line between Brisbane to Southport on 28 June 1964.</td>
<td>(land requirement only)</td>
</tr>
</tbody>
</table>

¹ Has been identified in the 1997 Southport Strategy. Pg. 55
<table>
<thead>
<tr>
<th>Site/Place</th>
<th>Significance</th>
<th>Cultural Heritage and/or Visual Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pink Poodle Motel neon sign, Surfers Paradise</td>
<td>The neon sign of the Pink Poodle Motel, located on the Gold Coast Highway, Broadbeach, is a Gold Coast landmark. Whilst the original motel has been replaced, the sign itself is a lasting example of signage from the 1960s motel strip, constructed during a boom time for the Broadbeach area. Subject to refinement of design, this sign will be moved within the same site and then function in a similar manner to its current location, hence heritage value can be retained although the sign is not in its original location.</td>
<td>Requirement is for an aligned transport purpose</td>
</tr>
<tr>
<td>Q1 High Rise, Surfers Paradise</td>
<td>Construction of arguably the world’s tallest residential tower, the eighty storey Q1 building, was completed in November 2005. Designed by Atelier SDG, and reportedly inspired by the Sydney 2000 Olympic torch and the Sydney Opera House, Q1 was named in honour of members of Australia’s Olympic sculling team of the 1920s. The building is a Gold Coast landmark and is a symbol of the extravagance and constant metamorphosis that is synonymous with the character of the Gold Coast and more specifically the Surfer’s Paradise built environment.</td>
<td></td>
</tr>
<tr>
<td>Cascade Gardens, Broadbeach</td>
<td>Cascade Gardens, located on the Gold Coast Highway, Broadbeach, is a dedicated recreation complex set within established landscaped grounds. Development of the thirteen acre Main Roads Department Reserve into parkland containing picnic areas, garden walks, a Kokoda Memorial Trail and natural habitats for a variety of plant and animal species, was undertaken by the local Rotary Club, and officially handed over to the Gold Coast City Council at the end of 1960 (South Coast Bulletin 1960). The gardens are bordered by the Herb Fennel and Noel Watson picnic area that is situated along the highway, and provide public access to an adjacent canal. Cascade Gardens is popular with local residents and visitors, and has local social significance for its association with the Surfers Paradise Rotary Club.</td>
<td>Requirement is for an aligned transport purpose</td>
</tr>
<tr>
<td>Former Cable Station site (relocated to Southport School), Bauer Street, Southport</td>
<td>The former Cable Station, erected in 1902, was the terminus for the Trans-Pacific Cable from Vancouver (GCCC 2007). Located on Bauer Street, Southport, the cable station building was a timber framed, weather board clad, hipped and multi gable roofed low-set structure. Closed in 1962, the buildings were sold and have since been relocated to Southport School, Queen Street, Southport, whilst the site has been redeveloped into a nursing home facility.</td>
<td>Requirement is for an aligned transport purpose</td>
</tr>
<tr>
<td>Interwar bungalow, 5 Scarborough Street, Southport</td>
<td>This interwar bungalow located at 5 Scarborough Street, Southport, is one of few remaining former residential buildings from its era, located within central Southport. Now converted to commercial use, the façade has been clad with painted fibrous cement sheeting, although the building retains many of its original features.</td>
<td>Requirement is for an aligned transport purpose</td>
</tr>
<tr>
<td>Lowset porch gabled bungalow, 7 Scarborough Street, Southport</td>
<td>This interwar gabled bungalow with weatherboard cladding and diamond patterned shingled roof, located at 7 Scarborough Street, Southport, is one of few remaining former residential buildings from its era, located within central Southport.</td>
<td>Requirement is for an aligned transport purpose</td>
</tr>
</tbody>
</table>
Owen Park Sporting Grounds, Southport

The Owen Park Sporting grounds were formerly the site of the Southport showgrounds. Converted to sporting grounds during the 1980s, the site currently contains a variety of relocated timber framed buildings, including the Southport Drill Hall, none of which appear remnant from the time of the showgrounds when compared with aerial photographs from the 1940s.

2.7 Precincts

Along with specific sites, the construction of the GCRT will also affect a number of heritage precincts. Individual sites and places within a precinct may be of significance. Conversely, a range of sites and places within a precinct may - individually - not be of a high level of heritage significance, but may as part of the overall precinct contribute to its significance.

Table 14-4 identifies the precincts within Sections 2 and 3 of the GCRT.

Table 14-4 Precincts

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southport Town Centre precinct (refer to Figure 14-3)</td>
<td>The Southport Town Centre precinct is located along Nerang Street, between High Street and the Gold Coast Highway and includes the immediate vicinity of Scarborough Street. This area houses a good cross section of significant low rise retail and municipal buildings, including the former Southport Town Hall and Ambulance Station, churches and a collection of retail buildings dating from the late nineteenth century. The precinct clearly demonstrates the growth of Southport as an administrative, retail and community centre since early times, with the design and prominence of the former Town Hall and Ambulance building evoking a particular sense of municipal pride. Design and integration of the rapid transit corridor in a way that enhances the on-going historical role of the Southport Town area is an important consideration.</td>
</tr>
<tr>
<td>Southport Foreshore Parkland (refer to Figure 14-3)</td>
<td>This strip of parkland on the eastern side of the Gold Coast Highway, running from through Southport and as far south as the Nerang River, is a large and well known recreation reserve, containing picnic and playground areas, public walkways, recreational facilities and general open space with pine trees and pandanus palms lining the foreshore.</td>
</tr>
</tbody>
</table>

2 For the purposes of this study, a precinct is an area defined by a significant density of heritage sites and places of significance interrelated by common historical themes, functionality or aesthetics.
Located within this precinct are the heritage listed Southport Bathing Pavilion, and Anzac Park, a highly significant park with memorial gates and a cenotaph of a lone soldier. A large fig tree and other significant landscaping associated with the original construction of this monument also remain.

Evident within the parkland precinct are remnants of the former sea wall and compared with today’s shoreline, indicates the extent of reclamation of the seaway.

In addition to the precinct parameters outlined above, areas of open parkland can be found to the west of the Gold Coast Highway and should be considered part of the precinct, transcending the divisive barrier of the Gold Coast Highway. These include:

- Carey Park;
- Matron and Sister Higman Park;
- Jack Cronin Park; and
- Southport Croquet Club.

This precinct is considered to be highly significant to the local area for its ability to demonstrate the evolution of Southport’s history as a tourist destination and its aesthetic and landmark qualities.

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southport Cemetery</td>
<td>This site situated on Queen Street, adjacent to the Loaders Creek Reserve was first gazetted as an interment site during the boom of the 1880s when the town of Southport was undergoing considerable development and has historic and social significance for the local community as a place of interment for relatives, friends and notable members of the Southport community. Surrounded by landscaping that includes mature plantings on the adjacent footpath, this site is integral to the history of Southport. The cemetery is not listed on any heritage registers. However, this is not an indication of its lack of significance, rather it emanates from a common assumption that the site such as this is beyond reproach.</td>
</tr>
</tbody>
</table>
2.8 Significant Character Areas

Some areas are also understood to contribute to the overall urban character of the study area and require consideration in the context of the proposed GCRT.

Figure 14-4 identifies these areas within Sections 2 and 3 of the GCRT.

### Table 14-5 Significant Character Areas

<table>
<thead>
<tr>
<th>Area</th>
<th>Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surfers Paradise East</td>
<td>Although the edges are blurred, the Surfers Paradise East Character area is identified as the vicinity of Cavill, Orchid and Elkhorn Avenues between the Gold Coast Highway (sometimes referred to as Surfers Paradise Boulevard) and the Beach. This area of Surfers Paradise is unique to Queensland and Australia. Its semblance of rare and early examples of residential high rise buildings from the 1960s to the recently completed Q1, highlight the constant metamorphosis and extravagant nature of this truly unique area. The Surfers Paradise East Character Area is a venue for entertainment, tourism, socialising and even residence, all contained within dense built environment that represents an enduring image and character unique to Surfers Paradise.</td>
</tr>
<tr>
<td>Broadbeach Central</td>
<td>The Broadbeach Central character area is identified by the <a href="#"><em>Gold Coast Heritage and Character Study</em></a> and as the area from Peerless Avenue in the south to Queensland Avenue in the north, The Gold Coast Highway in the west and the Foreshore Parkland to the east. The Broadbeach Central Character Area is typical of the local areas that developed between the highways, with remaining urban linear form parallel to the beach. This character area in particular, remains an important reminder of the nature of development that existed on the Gold Coast, south of the Nerang River, fifty years ago.</td>
</tr>
<tr>
<td>Southport Township</td>
<td>The Southport Township Character area extends beyond the vicinity of Nerang Street and the central administrative precinct of Southport Town Centre, to encompass the surrounding suburban development that facilitated the establishment of a permanent residential population, a key factor in the transition of Southport from tourist destination to township. The built environment of Southport Township, although varying in age and style, is characterised by low rise commercial and single and double storey residences often retaining the generously proportioned subdivisions that are visible on aerial photographs of the area taken in 1944. This character area is not to be confused with the heritage precinct described for Southport Town Centre and it is important to the consider the design and integration of the rapid transit corridor in a way that enhances the urban character.</td>
</tr>
</tbody>
</table>
2.9 Archaeological Potential

The section does not claim to constitute an archaeological assessment. However, a review of the contextual information, including aerial photographs and visual assessment of the site has confirmed archaeological potential is likely to exist in some areas in the context of the proposed GCRT.

Table 14-6 identifies these areas with archaeological potential within Sections 2 and 3 of the GCRT.

<table>
<thead>
<tr>
<th>Archaeological Site</th>
<th>Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Former Helensvale to Southport Railway (refer to Figure 14-5)</td>
<td>The former 1880s railway corridor between Helensvale and Southport was briefly assessed to attempt to gauge the archaeological potential of the site. The alignment of the former railway between Helensvale and Southport is clearly visible on aerial photographs taken in 1944. A visual field survey was undertaken during this assessment to investigate the presence of any visible archaeological features along the route indicated on aerial photographs. Any visible surface archaeology in areas accessible was photographed and GPS positions taken. Section 2 of the GCRT Project did not reveal any visible remains of the former railway. However, access to all areas was not available and thus it should not be considered an exhaustive representation of the archaeological potential of this area.</td>
</tr>
<tr>
<td>Recently demolished historic Margate, corner of Pohlman and Tweed Streets, Southport</td>
<td>Margate, the former single storey brick residence with corrugated iron clad hipped roof, located on the corner of Pohlman and Tweed Streets was constructed between 1925 and 1937 probably by the then owners of the site the Amos family, and used as a holiday home (Ivan McDonald Architects 1999). The building has been demolished since the initial survey undertaken by ARCHAE on in June 2007 and the site is in current use as a parking lot.</td>
</tr>
</tbody>
</table>

2.10 Interpretive potential (outside the scope of the project)

While it is beyond the scope of the project, this Chapter recognises the potential opportunities within the vicinity of the project to interpret elements within the historic landscape, which are no longer apparent.

Interpretation generally facilitates a connection between the community and items of heritage significance. Several sites within the study area, where heritage fabric has been demolished or removed, have the potential for recognition such an interpretive process (i.e. in lieu of their physical presence). These sites include but are not limited to:

- Former Jubilee Bridge, Southport; and
- Former Helensvale to Southport Railway (refer to Table 14-5).
3. Potential Benefits, Impacts and Mitigation Measures

3.1 Overview of potential benefits and impacts

The GCRT corridor will traverse suburbs of the Gold Coast that were among the early European settlement of the area, which hold significance in the history of the development and growth of the Gold Coast. While many areas exhibit levels of urban character unique to the Gold Coast, this Chapter also outlines a collection of significant heritage sites and places that exist within the study area.

In particular, three areas in the study corridor exist in which a number of individually significant places are grouped and linked by common themes. These are the heritage precincts of Southport Town, Southport Foreshore Parklands and Southport Cemetery.

As much as possible, heritage sites and places should be protected from damage both during and after construction of the GCRT Project. Unlike other structures that can be repaired should damage occur, heritage sites and places should be maintained in their original and undamaged condition, especially as, in many cases, the original material and workmanship are the elements of heritage structures that contribute to their significance. The significance of heritage structures is contained in the fabric of the structure, and this fabric should be protected if at all possible.

Throughout the refinement of the GCRT corridor, the location of heritage sites has been an important factor. As demonstrated in Table 14-1 to Table 14-6 these refinements have minimised heritage impacts, and excluded a further 19 sites from any impact from the GCRT.

The GCRT Project included the development of Precinct Plans, as referred to in Volume 2 Chapter 13 titled Urban Design, Landscape and Visual Environment and in Volume 5 titled Urban Design. The Precinct Plans were developed taking into consideration the potential impacts on sites and places of cultural heritage value. They have, where possible, avoided impact on the heritage assets and values and incorporated mitigation measures into the design.

Cultural heritage impacts can be either of a positive or an adverse nature. Impact can take the following forms:

- **Direct impact**: where a heritage site or place will be affected, resulting in modification or damage to, or complete loss of that site or place;

- **Indirect adverse or indirect positive impact**: where a heritage site or place has its amenity, usefulness, context, and/or function changed; and

- **Positive or adverse aesthetic or visual impact**: where a heritage site or place’s visual or aesthetic outlook is improved or compromised, or where new design elements are sympathetic or unsympathetic to the heritage character of the area.

The degree of impact can be measured on a scale of minor, moderate or major. The nature of impacts of the project upon heritage sites and places are discussed as follows.

### 3.1.1 Direct Impacts

Direct impact on a heritage item, place or precinct is posed by alteration, modification or even destruction of the fabric of the place and its curtilage.
A direct impact of the GCRT Project that must be considered is the removal of part or all of the fabric of a heritage site or place. This would occur mainly in areas where new transport corridors were required. In addition, the resumption of curtilage associated with the access and function of a heritage site or place is considered a direct impact.

Vibration and Settlement

In addition, proximal excavation and drilling for piers during construction may impact on built structures in such a way as to affect their integrity. Some level of vibration may occur during construction. It should be determined prior to the construction of the transit corridor, whether or not this will have an impact on building structures. Movements of foundation material may occur during construction, or may develop at later periods due to settlement. During the North South Bypass Tunnel Project (2005) and Northern and Eastern Busway Projects (2006), standards were developed by ARCHAEO for control criteria for structures that would guide management of significant heritage sites and places. It is recommended that the same standards be adopted for the GCRT Project.

3.1.2 Indirect Impact

The nature of the transport project has the potential for both adverse and positive indirect impacts on significant sites within the study area.

Contextual Impact

The loss or alteration to the context or setting of a heritage item or place, through land acquisition or relocation of the heritage item, may have an impact on the significance of the heritage item through loss of provenance associated with context.

Impact on the context of a heritage item can also be positive, through the introduction of elements which enhance the setting of aesthetic and/or promotion of connections and associations of the significance of the heritage item with its context, such as the introduction of interpretive elements.

Amenity

The convenience of infrastructure that facilitates the use or access to a heritage item, such as parking, pedestrian access, walkways or general open space, is an important part of the setting of a heritage site. Equally, retaining the ability for continued use of a site and a community connection with the fabric, a tangible association with the significance of the heritage item must be considered. Impact on amenity can be both adverse and positive and should be inherently considered at the design stage of the GCRT Project.

Usefulness/Functional Change

The alteration to the existing function or use of a heritage item can impact on how that item is perceived and valued by the community. Retention of the original nature of use of a heritage item accentuates the direct connection between the history of the item and its current associations and fabric. However, proposed change of use is often necessary in the retention and maintenance of a heritage item by facilitating continued use, when original use is no longer economically viable nor contemporaneously relevant.
Proposed re-use or function of a heritage place should be compatible with the significance of the place. Change of use often generates a requirement for modifications to the fabric to facilitate its new role and should be carefully considered to ensure as much original fabric as possible is retained and unaltered.

### 3.1.3 Aesthetic and Visual Impact

In addition to any direct impact on heritage structures by construction of the GCRT Project, visual and aesthetic impact should also be considered. Visual impact could be expressed as compromised visual settings for individual heritage places or as new visual elements that are unsympathetic to the character of the area. Impact on the aesthetics of a site includes sensory perception such as form, scale, colour, texture, materials, smells and sounds associated with the place and its use.

Equally, aesthetic and visual impact can be positive, in that design and integration of the project, if possible, could enhance a heritage place. Impact on aesthetic and visual settings will be assessed during the impact assessment phase of this project.

### 3.1.4 Areas of Potential Impact

This assessment discusses any impacts and potential impacts on historical heritage sites in Sections 2 and 3 of the GCRT Project. Potential impact was assessed for sites that were fully or partially located within 50 metres either side of the centre line of the transit route.

Essentially, impact on heritage sites and places is potentially possible where:

- new rail and/or road infrastructure is introduced to existing roadways and streetscape, to facilitate the rapid transport corridor;
- new rail and/or road infrastructure is introduced to areas not previously designated for roadways, to facilitate the rapid transport corridor;
- new transit corridor stations are established; and
- the transit corridor may impact visually on heritage sites and places.

Outside of these areas and within the GCRT corridor, impact on cultural heritage sites and places is not predicted. Additionally, no comment can be made about work sites as information on potential placing has not been provided for this impact assessment.

### 3.2 Benefits, Impacts and Mitigation Measures: Overall

Overall, there are only two sites that will have a direct adverse material affect in terms of the building structures being impacted. These sites are located at 5 and 7 Scarborough Street, Southport and are two interwar dwellings. These sites are not listed on any national, State or local register and are therefore considered to be of limited heritage significance. The significance is only as examples of residences from the interwar period. The only other site that is directly affected is the Pink Poodle Hotel neon sign; however, the heritage significance is not adversely affected. This sign on the Gold Coast Highway at Broadbeach may have to be relocated to another location on the same site and will therefore retain its landmark function and remain part of the cultural landscape in this location. This site is not listed on any national, State or local register.
No other building structures are affected based on the Concept Design. Several sites are affected by land requirements, typically for widening of the road reserve for footpaths. The majority of sites identified will have no direct affect on cultural heritage values. The following sections outline the benefits, impacts and mitigation measures for Section 2 and 3 of the GCRT corridor.

3.3 Benefits, Impacts and Mitigation Measures: Heritage Places of National, State or Local Significance

3.3.1 Section 2 - Former Southport Town Hall - Nerang Street, Southport

Impact
This site is not directly affected by the alignment based on the Concept Design.

Based on the concept designs available, the assumption has been made that the proposed project corridor extends along the centre of Nerang Street (the main street of Southport), where the former Town Hall was situated. This alignment therefore poses a minor adverse direct impact on the former Town Hall through proximal construction activities and potential vibration (subject to specialist assessment).

The design intent associated with civic buildings such as the Town Hall was to instil civic pride, with wide footpaths to the front being part of the setting of the building that facilitated community congregation and visual appreciation of the building. The resumption of footpath associated with the former town hall would have a moderate adverse contextual and visual impact on this State significant site, altering the relationship between the scale of the building and its setting and entailing a potential loss of perceived setback from the streetscape.

The introduction of transport infrastructure to the adjacent street poses a major adverse contextual, aesthetic, visual and amenity impact on the former Town Hall as part of the Southport Precinct. The increased access to the site facilitated by the GCRT station has a potential minor positive impact on amenity and use of the former Town Hall, while the reduction in levels of private vehicular traffic and parking will have a moderate positive contextual impact on the site.

Mitigation
Any development being contemplated within the boundaries of this site should be avoided wherever possible, or managed to provide protection of this significant cultural heritage site.

3.3.2 Section 2 - Southport Drill Hall – Queen Street Southport

Impact
This site is not directly affected by the alignment based on the Concept Design.

The previous relocation of this heritage building to the Owen Park location has resulted in a loss of provenance and contextual significance. However, the hall itself remains a significant heritage item with fabric intact. Further relocation of the Drill Hall has the potential to damage significant fabric.

Based on the concept designs available, the assumption has been made that the project corridor runs along the centre of Queen Street past Owen Park, where the Drill Hall is located. The Drill Hall is sufficiently set back from the road that adverse direct impact will be minor to nil. The proposed increase
in diameter and capacity of existing Reinforced Concrete Pipe (RCP) pipework and new bubble up pit in close proximity to the Southport Drill Hall poses a moderate adverse direct impact.

From a heritage perspective, the introduction of transport infrastructure to Queen Street will have a minor adverse aesthetic and visual impact, and the resumption of land from Owen Park will have a moderate adverse contextual impact on the Drill Hall by bringing the roadway closer.

**Mitigation**

While impact to this site should be avoided wherever possible, if the project is left with no other alternative but to relocate the Drill Hall, this Chapter suggests a suitably managed relocation of the building would be acceptable but would require approval from the Environmental Protection Agency/Queensland Heritage Council (EPA/QHC).

**3.3.3 Section 3 - Kinkabool High Rise Apartments - Hanlan Street, Surfers Paradise**

**Impact**

No direct impacts are anticipated. However, the close proximity of this significant site to the impact corridor facilitates the potential for indirect impacts.

Based on the current concept plans, the assumption has been made that the project corridor will run along the centre of the Surfers Paradise Boulevard, a busy existing roadway with associated linear development. The introduction of public transport has the potential to result in a reduction of vehicular traffic, a minor positive contextual impact on the Kinkabool Apartments located on Hanlan Street, just off Surfers Paradise Boulevard.

**Mitigation**

Not Applicable

**3.4 Benefits, Impacts and Mitigation Measures: Sites and Places of Local Significance**

**3.4.1 Section 2 - Masonic Temple and Hall- 78 Nerang Street**

**Impact**

The increased access to the site facilitated by the GCRT station has a potential minor positive impact on amenity and use of Temple, whilst the reduction in levels of private vehicular traffic and parking will have a moderate positive contextual impact on the site.

Based on the Concept Designs available, the assumption has been made that the transit corridor will run along the centre of Nerang Street, in front of the Masonic Temple which is currently situated close to the existing roadway.

The resumption of land to the front of the temple will have a moderate direct impact on the curtilage of the Masonic Temple and moderate adverse contextual, amenity and visual impact on the heritage item through the loss of congregational space at the front of the Temple and the loss of perceived setback from the streetscape.
Mitigation

Project development within the boundaries of this site should be avoided wherever possible, or managed to provide protection of these locally significant cultural heritage sites by suitably qualified professionals.

Most importantly, the resumption of footpath associated with these buildings will alter the relationship between the scale of the building and its setting, with a loss of perceived setback from the streetscape amenity for shoppers, and should be avoided. If necessary, this should be mitigated through the use of accessible design.

3.4.2 Section 2 - Southport Hospital - Nerang Street

Impact

Based on the Concept Designs available, the assumption has been made that the transit corridor will run along the centre of Nerang Street in front of the Southport Hospital. Of most interest, the resumption of land to the front of the hospital will have a moderate adverse direct impact on the curtilage of this extensive complex.

Additionally, the introduction of transport infrastructure to the streetscape will impact on views to the hospital from the street, although the more recent complex is of a scale where this adverse visual and contextual impact will be minimal. Resumption of the centre of Nerang Street and associated loss of amenity for pedestrian access when crossing the street and central parking facilities would pose a moderate adverse contextual, aesthetic, visual and amenity impact on the Southport Hospital.

Finally, the increased access to the site facilitated by the rapid transit station has a potential minor positive impact on amenity and use of the Southport Hospital, while the reduction in levels of private vehicular traffic and parking will have a moderate positive contextual impact on the site.

Mitigation

Opportunities exists for the enhancement of the Southport Hospital through the use of sympathetic design elements that avoid, where possible, introduction of a physical and visual barrier along the centre of Nerang Street by the project. This includes level pedestrian access at regular crossing points and enhancement of the streetscape through plantings. The implementation of these measures would pose a moderate positive contextual, aesthetic, visual and amenity impact for the Southport Hospital.

3.4.3 Section 2 - St Peters Anglican Church - 41 High Street

Impact

Based on the Concept Designs available, the assumption has been made that the project corridor will run along the centre of Nerang Street and will require possible resumption of the existing footpath adjacent to the church and possibly some site curtilage. This resumption will have a moderate adverse direct impact on the curtilage of the Church, moderate adverse contextual impact through the loss of congregational space at the front of the church and moderate adverse visual impact through the loss of perceived setback from the streetscape.

The increased access to the site facilitated by the rapid transit station has a potential minor positive impact on amenity to and use of the Church and the reduction in levels of private vehicular traffic and parking will have a moderate positive contextual and visual impact on the site.
The introduction of transport infrastructure to the adjacent street poses a major adverse contextual, aesthetic, visual and amenity impact on Saint Peters Anglican Church as part of the Southport Town Precinct, which could be potentially guided into an opportunity for moderate positive contextual, aesthetic, visual and amenity impact and streetscape enhancement.

**Mitigation**

Project development within the boundaries of this site should be avoided wherever possible, or managed to provide protection of these locally significant cultural heritage sites by suitably qualified professionals.

Most importantly, the resumption of footpaths associated with these buildings will alter the relationship between the scale of the building and its setting with a loss of perceived setback from the streetscape amenity for shoppers and should be avoided. When necessary it should be mitigated through the use of accessible design.

### 3.4.4 Section 2 - Uniting Church and Hall- 23-25 Short Street

**Impact**

Based on the Concept Designs available, the assumption has been made that the corridor will run along the centre of Scarborough Street and will result in the resumption of footpath and some curtilage from the front of the church. This resumption will have a moderate adverse direct impact on the curtilage of the church and moderate contextual impact through the loss of congregational space at the front of the church and infringement of the space adjacent to the memorial walls.

Resumption of the centre of Scarborough Street and associated loss of amenity of the verge for pedestrian access when crossing the street and central parking facilities, would pose a moderate adverse contextual, visual and amenity impact on the Southport Uniting Church, located within the Southport Township Character Area.

The introduction of transport infrastructure and vehicles has the potential to create a visual barrier along the street, resulting in a moderate adverse visual impact.

The increased access to the site facilitated by the GCRT station has a potential minor positive impact on amenity to and use of the Church and the reduction in levels of private vehicular traffic and parking will have a moderate positive contextual and visual impact on the site.

**Mitigation**

Opportunity exists, however, for the mitigation of these adverse impacts and for the contextual and visual enhancement of the Church setting and streetscape through the use of sympathetic design elements. These would avoid creating a physical and visual barrier along the centre of Scarborough Street and promote amenity within the Southport shopping area, which includes parking and level pedestrian access at regular crossing points. The implementation of these measures would pose a moderate positive contextual, aesthetic, and visual and amenity impact for the Southport Uniting Church.
3.4.5 Section 2 - Former Dougbar building- 53 Nerang Street

Impact

Based on the Concept Designs available, the assumption has been made that the proposed route of Section 2 directs the transit corridor along the centre of Nerang Street, where the former Dougbar Building is situated. This alignment poses a minor adverse direct impact on the former Dougbar Building through proximal construction activities. The resumption of footpath and shopfront awning associated with the former Dougbar Building, as indicated on the Concept Designs, would have a moderate adverse contextual and visual impact on this and other strip shops along Nerang Street.

The introduction of transport infrastructure to the adjacent street poses a major adverse contextual, aesthetic, visual and amenity impact on the former Dougbar Building as part of the Southport Town Precinct.

The increased access to the site facilitated by the GCRT station has a potential moderate positive impact on amenity and the use of this commercial premises and the reduction in levels of private vehicular traffic and parking will have a moderate positive contextual and visual impact on the broader site. Project development within the boundaries of this site should be avoided wherever possible, or managed to provide protection of these locally significant cultural heritage sites by suitably qualified professionals.

Most importantly, the resumption of footpath associated with these buildings will alter the relationship between the scale of the building and its setting with a loss of perceived setback from the streetscape amenity for shoppers, and should be avoided. When necessary it should be mitigated through the use of accessible design.

3.4.6 Section 2 - Former Ambulance building- 45 Nerang Street

Impact

Based on the Concept Designs available, the assumption has been made that the proposed route of Section 2 directs the transit corridor along the centre of Nerang Street, where the former Ambulance Building is situated. This alignment poses a minor adverse direct impact on the site through proximal construction activities.

The resumption of footpath associated with the former Ambulance Building would have a moderate adverse contextual and visual impact on this locally significant site, altering the relationship between the scale of the building and its setting and include a potential loss of perceived setback from the streetscape.

Increased access of public transport to the town centre and resulting reduction in private vehicular traffic and parking will have a moderate positive contextual, amenity and visual impact on commercial premises, including the former Ambulance Building. Note that this section of Nerang Street is proposed to be closed from general traffic and the only vehicles in this section of the street will be the GCRT vehicles and other authorised vehicles. This will enhance the role of the former ambulance station as a more accessible location for pedestrians as well as the civic role of a public transport system being the same locality.
The introduction of transport infrastructure to the adjacent street poses a major adverse contextual, aesthetic, visual and amenity impact on the former Ambulance Building as part of the Southport Town Precinct.

Mitigation

Project development within the boundaries of this site should be avoided where possible, or managed to provide protection of these locally significant cultural heritage sites by suitably qualified professionals.

Most importantly, the resumption of footpath associated with these buildings will alter the relationship between the scale of the building and its setting, with a loss of perceived setback from the streetscape amenity for shoppers, and should be avoided. When necessary it should be mitigated through the use of accessible design.

3.4.7 Section 2 - Former Trustee House- 66 Nerang Street

Impact

Based on the Concept Designs available, the assumption has been made that the proposed route of Section 2 directs the transport corridor along the centre of Nerang Street, the main street of Southport, where the former Trustee House is situated.

This alignment poses a minor adverse direct impact on the former Trustee House through proximal construction activities. The resumption of footpath associated with the former Trustee House, as indicated on the Concept Designs, would have a moderate adverse contextual and visual impact on this locally significant site and streetscape, altering the relationship between the scale of the building and its setting, and the loss of perceived setback from the streetscape.

The introduction of transport infrastructure to the adjacent street poses a major adverse contextual, aesthetic, visual and amenity impact on the former Trustee House as part of the Southport Town Precinct. The increased access to the site facilitated by the rapid transit station has a potential moderate positive impact on amenity to and use of the former Trustee House.

Mitigation

Project development within the boundaries of this site should be avoided wherever possible, or managed to provide protection of these locally significant cultural heritage sites by suitably qualified professionals.

Most importantly, the resumption of footpaths associated with these buildings will alter the relationship between the scale of the building and its setting, with a loss of perceived setback from the streetscape amenity for shoppers, and this should be avoided. When necessary it should be mitigated through the use of accessible design.
3.5 Benefits, Impacts and Mitigation Measures: Previously Unknown Sites and Places

3.5.1 Section 2 - The Cecil Hotel- Nerang Street, Southport

Impact

Based on the Concept Designs available, the assumption has been made that the proposed route of Section 2 directs the transit corridor along the centre of Nerang Street turning into Scarborough Street. This alignment poses a minor adverse direct impact on the Cecil Hotel through proximal construction activities.

The increased access to the site facilitates by the adjacent GCRT station has a potential moderate positive impact on amenity to and use of the hotel and the reduction in levels of private vehicular traffic and parking will have a moderate positive contextual and visual impact on the site.

The resumption of footpath associated with the Cecil Hotel would have a moderate adverse contextual and visual impact on this prominent landmark, altering the relationship between the scale of the building and the streetscape.

The introduction of transport infrastructure to the adjacent street poses a major adverse contextual, aesthetic, visual and amenity impact on the Cecil Hotel as part of the Southport Town Precinct. This could, potentially, be guided into an opportunity for moderate positive contextual, aesthetic, visual and amenity impact and streetscape enhancement.

Mitigation

Project development within the boundaries of this site should be avoided wherever possible, or managed to provide protection of these locally significant cultural heritage sites by suitably qualified professionals.

Most importantly, the resumption of footpath associated with these buildings will alter the relationship between the scale of the building and its setting with a loss of perceived setback from the streetscape amenity for shoppers, and this should be avoided. When necessary it should be mitigated through the use of accessible design.

3.5.2 Section 2 - Loders Creek Conservation Reserve, Southport

Impact

Based on the current Concept Designs available, the assumption has been made that the proposed corridor runs along the footpath to the western side of Wardoo Street, turning into and aligning along the northern side of Queen Street.

The resumption of curtilage and introduction of pavement to this natural site would have a moderate adverse direct and visual impact on the site. The resumption of adjacent footpath beyond the reserves boundaries would pose a moderate adverse contextual and visual impact on the site. The introduction of transport corridor infrastructure to the adjacent streetscapes poses a moderate adverse aesthetic, visual and contextual impact through the introduction of a physical and visual barrier.

3 Has been identified in the 1997 Southport Strategy. Pg. 55
The increased access to the site facilitated by the adjacent rapid transit station has a potential moderate positive impact on amenity and use of the reserve facilities, which is important in fostering an appreciation of the site.

Mitigation
It is recommended that the nature of this impact be mitigated through the use of sympathetic design elements that minimise the visual prominence of the new transit corridor, retain ease of pedestrian access to and from the site and where possible retain or reinstate the natural landscape. The implementation of this recommendation, whilst still involving alteration to the setting, would pose a minor positive visual and contextual impact.

3.5.3 Section 2- Trinity Lutheran Church, 156 Queen Street, Southport

Impact
Based on the Concept Designs available, the assumption has been made that the corridor will run along the centre of Queen Street and could require resumption of the existing footpath and curtilage of the Church. This resumption will have a moderate adverse direct impact on the setting of the church, moderate adverse contextual impact through the loss of congregational space at the front of the church, and moderate adverse visual impact through the loss of perceived setback from the streetscape.

The introduction of transport infrastructure and vehicles has the potential to create a visual barrier along the street, resulting in a moderate adverse aesthetic, visual and contextual impact.

A proposed increase in the diameter and capacity of an existing RCP across the site, and the introduction of a new bubble up pit, would pose a moderate direct impact on the Trinity Lutheran Church and curtilage.

The reduction in levels of private vehicular traffic and parking will have a moderate positive contextual and visual impact on the site. The increased access to the site through public transport will pose a minor positive use and amenity impact for existing and new members of the congregation.

Mitigation
This should be mitigated through the use of sympathetic design elements that avoid creating a physical and visual barrier along the centre of Queen Street and which are carefully designed to not only retain, but also to enhance the cohesive streetscape - a potential moderate positive contextual, visual and amenity impact.

3.5.4 Section 2 - Former Cable Station Site (relocated to Southport School), Bauer Street, Southport

Impact
The proposed project alignment traverses Queen Street, Southport, with the associated impact corridor encroaching on the boundaries of the Southport Primary School, the present location of the former Cable Station Building.
The previous relocation of the heritage item has resulted in a loss of provenance and contextual significance. However, the building itself remains of local interest. Further relocation of the former Cable Station Building has the potential to damage the fabric.

Based on the Concept Designs available, the assumption has been made that the corridor runs along the centre of Queen Street past Southport Primary School, in which the former Cable Station is located.

**Mitigation**
Not applicable.

### 3.5.5 Section 2 - Interwar bungalow, 5 Scarborough Street/Lowset porch gabled bungalow, 7 Scarborough Street - Southport

**Impact**
Based on the Concept Designs available, the assumption has been made that the corridor will run along the centre of Scarborough Street and will result in the resumption of footpath the front of numbers 5 and 7 for the introduction of pavement.

This resumption will have a moderate adverse aesthetic, visual and contextual impact on the buildings through the loss of perceived setback from the streetscape. Any proposed resumption of curtilage of these properties will pose a major adverse aesthetic and direct impact.

Resumption of the centre of Scarborough Street and associated loss of amenity of the verge for pedestrian access when crossing the street and central parking facilities, for the introduction of transport infrastructure and vehicles, would pose a moderate adverse contextual, visual and amenity impact on numbers 5 and 7 Scarborough Street. The introduction of the Southport South Station directly opposite the houses has the potential to create a visual barrier along the street, resulting in a major adverse aesthetic, contextual and visual impact.

The increased access to the site facilitated by the rapid transit station has a potential moderate positive impact on amenity to the site and the reduction in levels of private vehicular traffic and parking will have a moderate positive contextual and visual impact on the site.

**Mitigation**
Opportunity exists for mitigation of these adverse impacts and for the contextual and visual enhancement of these former residences through the use of sympathetic design elements that avoid creating a physical and visual barrier along the centre of Scarborough Street and promote amenity within the Southport Shopping Area, which includes parking and level pedestrian access at regular crossing points. The Southport South Station should be an open design, avoiding the introduction of a physical and visual barrier and enhancing the streetscape - a minor positive contextual and visual impact.

### 3.5.6 Section 2 - Owen Park Sporting Grounds, Southport

**Impact**
Based on the Concept Designs available, the assumption has been made that the corridor will run along the centre of Queen Street and will require possible resumption of the existing footpath adjacent sporting grounds for the introduction of pavement - a moderate contextual and visual impact that alters the setting
of the park. This resumption may extend into Owen Park curtilage - a moderate adverse direct impact on the extensive grounds.

The amenity provided by the GCRT Project will have a moderate positive contextual and visual impact and subsequent reduction in levels of private vehicular traffic and parking will have a moderate positive contextual and visual impact.

The introduction of transport infrastructure and vehicles has the potential to create a visual barrier along the street, resulting in a moderate aesthetic, adverse visual and contextual impact.

**Mitigation**

This should be mitigated through the use of sympathetic design elements that avoid creating a physical and visual barrier along the centre of Queen Street and promote ease of pedestrian access and shading through the introduction of plantings - a potential minor positive contextual impact for Owen Park.

### 3.5.7 Section 2 - Old Railway Corridor, Helensvale to Southport

**Impact**

Where the construction of the transit corridor infrastructure directly intersects with the alignment of the former Helensvale to Southport Railway, a major direct adverse impact is posed for the remnant archaeology, and, if possible, should be avoided.

Proximal construction of the new GCRT to the former rail alignment will result in loss of setting - a moderate adverse contextual impact. However, the reuse of an existing transport corridor for a function that is consistent with its historic use is considered a moderate positive contextual and use impact.

**Mitigation**

While this assessment is not suggesting the existence of significantly high values within the former rail corridor, there is a need for further assessment and management of this precinct prior to construction. Community awareness of the former 1880s Helensvale to Southport railway through interpretation should also be encouraged.

### 3.5.8 Section 3 - Q1 High Rise, Surfers Paradise

**Impact**

Based on the Concept Designs available, the assumption has been made that the proposed corridor extends along the centre of Surfers Paradise Boulevard and poses a minor adverse direct impact on Q1 through proximal construction activities.

The resumption of footpath adjacent to the Q1 building, as indicated on the Concept Design plans, would have a moderate adverse contextual and visual impact the site, altering the relationship between the scale of the building and its setting with a loss of perceived setback from the streetscape. Any resumption of curtilage would pose a major adverse direct impact for the Q1 site.

**Mitigation**

The introduction of transport infrastructure including corridor and stations in the vicinity has the potential to create a visual and physical barrier along the already busy Surfers Paradise Boulevard. Opportunity
exists for the mitigation of potential adverse impacts and for the contextual and visual enhancement of Q1 through the use of sympathetic design elements that avoid creating a physical and visual barrier along the centre of the boulevard. Opportunity also exists for improved streetscape initiatives relevant to the locality, resulting in a potential minor positive contextual and visual impact.

3.5.9 Section 3 - Cascade Gardens, Broadbeach

Impact
As discussed in the Volume 6 Reference Design Book, the impacts on cultural heritage items were taken into consideration into the design of the section of GCRT alignment along the Gold Coast Highway between the Surfers Paradise Boulevard / Remembrance Drive intersection and Hooker Boulevard. This section includes Cascade Gardens. It was recommended that the western kerb line of the Gold Coast Highway between the fire station (opposite Second Avenue) and Australia Avenue be maintained to eliminate potential impacts of the alignment on Cascade Gardens.

Based on the above, the assumption has been made that - as the proposed corridor extends along the centre of the Gold Coast Highway and will not require the resumption of curtilage of Cascade Gardens – major direct adverse aesthetic and visual impact on the site will be avoided. However, the resumption of footpath adjacent to the site and introduction of pavement poses a moderate contextual and visual impact on the setting of Cascade Gardens.

Most importantly, the introduction of the project corridor will provide increased accessibility to Cascade Gardens - a moderate positive impact on use and amenity. However, this is offset by the moderate adverse visual impact introduced through transport infrastructure and vehicles, which has the potential to create a visual and physical barrier along the street and further alienate the site from the residential area of Broadbeach.

Mitigation
Assuming the impact is mitigated through the use of sympathetic design elements that avoid, where possible, a physical and visual barrier along the centre of the highway and promote ease of pedestrian access and retention of plantings, a potential minor positive contextual impact for Cascade Gardens is likely.

Due to the nature of the site and the potential for impact by the project, it is recommended that a full Cultural Heritage Management Plan (CHMP) be prepared for this site in advance of the implementation of the transit corridor.

3.6 Benefits, Impacts and Mitigation Measures: Precincts

3.6.1 Section 2 - Southport Town Centre Precinct

Impact
The increased access to the Southport Town Centre Precinct, facilitated by this new public transport option, has the potential to revitalise the centre of Southport. This renewed focus on the municipal centre could lead to a considerable increase in viability and density, both commercially and within the residential catchment.
The streetscape of the Precinct exhibits a moderate to high level of visual character with low-rise commercial buildings complimented by ample footpath and shade provided by shopfront awnings. In addition, the central street parking and vegetated verge facilitate ease of pedestrian across the street from building to building, mitigating the barrier of the road. Views and vistas across the street also enhance this sense of cohesion that transcends the physical dissection of the roadway.

Based on the current Concept Designs, the assumption has been made that the corridor will run along the centre of Nerang and Scarborough Streets.

The resumption of the centre of these main streets - and associated loss of amenity of the vegetated verge, ease of pedestrian access when crossing the street and central parking facilities - would pose a major adverse direct, aesthetic, visual and amenity impact on the Southport Town Precinct. There would also be an associated major adverse contextual, aesthetic, visual and amenity impact on the individual sites located along these streets.

The resumption of footpath along these streets, which strongly contributes to the aesthetic and function of this municipal and shopping centre, would pose a major adverse direct, aesthetic and amenity impact on the town centre streetscape, altering the perceived relationship between the scale of the buildings and the street and their setback from the street. However, the reduction in levels of private vehicular traffic and parking would reduce noise and other pollution levels and encourage the increase in footpath dining options that exist along the streets - a moderate positive visual and amenity impact.

The introduction of transport infrastructure and rapid transit vehicles, as well the proposed Southport Station located directly opposite the former Ambulance Building, has the potential to block views across the street, creating a major adverse visual impact.

Mitigation
Design and integration of the rapid transit corridor in a way that enhances the ongoing historical role of the Southport Town area is an important consideration.

Opportunity exists for the mitigation of adverse impacts and for the contextual, aesthetic and visual enhancement of the Southport Town Centre Precinct through the use of sympathetic design elements that avoid creating a physical and visual barrier along the centre of the street, and promote amenity that includes level pedestrian access at regular crossing points. This includes the GCRT stations, which should be of open design, avoiding the introduction of a physical and visual barrier to the streetscape.

The implementation of these recommendations, although still allowing for significant modification to the streetscape, would potentially pose a moderate positive direct, aesthetic, visual and amenity impact on the Southport Town Centre Precinct and a moderate positive contextual, visual and amenity impact on sites located along these main streets.

3.6.2 Section 2 - Southport Foreshore Parkland

Impact
Based on the current Concept Designs, the assumption has been made that the project corridor will run along the southern side of the Gold Coast Highway with no direct impact anticipated for areas of the Southport Foreshore Parkland located to the east of the Highway.
The introduction of transport infrastructure, rapid transport vehicles, and elevated retaining walls for the bridge approach, has the potential to block views across the existing four lane highway, further accentuating the division between the foreshore parkland and the Southport Township Character Area. This would pose a minor adverse visual and amenity impact. This adverse impact is offset by the increased access to and resulting appreciation of the heritage value of the site, facilitated by the introduction of rapid public transit with a stop at Broadwater Station and potential reduction in traffic along the Gold Coast Highway. Both are moderate positive amenity and contextual impacts.

Importantly, the project corridor will also align along the centre of Queen Street and deviate across the Jack Cronin Rotary Park with its line of commemorative plantings dedicated to past exchange students, part of the Matron and Sister Higman Park and the majority of the Southport Croquet Club, with a proposed station in this location.

This alignment would result in resumption of part or all of these sites and poses a major adverse aesthetic, visual, direct and amenity impact on the Southport Croquet Club and the Jack Cronin Rotary Park, as well as a moderate adverse direct and contextual impact on the Matron and Sister Higman Park - all contributing components of the Southport Foreshore Parkland Precinct.

The introduction of new transport corridor infrastructure heralds an opportunity for the incorporation of appropriate interpretive design elements to raise community awareness and appreciation of former foreshore infrastructure such as the Jubilee Bridge and the Old Sea Walls - a minor positive contextual impact.

Mitigation

It is recommended that a Conservation Management Plan (CMP) be prepared for the site in advance of the construction of the transit corridor to assess and manage cultural heritage values contained within the site.

3.6.3 Section 2 - Southport Cemetery

Impact

Based on the current Concept Designs, the assumption has been made that Section 2 of the project will run along the north side of Queen Street with resumption of the adjacent footpath and part of the Cemetery Precinct curtilage. While unclear, the resumption of curtilage for the revised pavement has potential for a major adverse direct impact on the precinct through the resumption of possible graves located in the south east corner of the site, and a major adverse aesthetic, direct and visual impact from the removal of some of the mature plantings that align Queen Street. The resumption of footpath adjacent to the cemetery and introduction of pavement would have a moderate contextual and visual impact.

The introduction of the Wardoo Street Station to the Wardoo Street alignment of the project will provide increased access near e Southport Cemetery Precinct - a moderate positive impact on amenity. However, this is offset by the moderate adverse aesthetic, visual impact introduced through transport infrastructure and vehicles, which has the potential to create a visual barrier along the street. The nature of this infrastructure is however, consistent with that of a higher order road and therefore not unexpected.

The locations of marked graves will not be resumed for the GCRT Project.
Mitigation

Opportunity exists for the mitigation of adverse impacts and for the contextual and visual enhancement of the Southport Cemetery Precinct through the use of sympathetic design elements that avoid creating a physical and visual barrier along the centre of the street, and include plantings for shade and promote amenity that includes level pedestrian access at regular crossing points. Implemented in this way, the design could be revised to provide a moderate positive contextual, amenity and visual impact for the Southport Cemetery.

3.7 Benefits, Impacts and Mitigation Measures: Significant Character Areas

3.7.1 Section 2 and 3 - Southport Township

Impact

The increased access to the Southport Township Character Area, facilitated by this new public transport option, has the potential to revitalise the centre of Southport through increased visitation and subsequent commercial viability for business within the administrative centre, presenting a major positive contextual, use and amenity impact on the area.

Indirectly, the project has the potential to steer development towards medium to high rise, be it juxtaposed with or in place of the low-rise built environment that is integral to the character of Southport. This increase in development, if undertaken without consideration for the character of Southport, poses a potential major adverse aesthetic, contextual and visual impact on the Southport Township Character Area.

The potential for the introduction of the GCRT Project to promote a linear form of development and dissect the Southport Township Character Area, similar to other developments found on the Gold Coast (and contradictory to the centralised development footprint that is integral to the character of Southport), has been mitigated by the detour from Nerang Street into Scarborough Street. There remains, however, the potential for the project corridor to promote linear development along Queen Street, which is currently recognised as a potential major adverse aesthetic, contextual and visual impact on the Southport Township Character Area.

Mitigation

The potential for these major adverse impacts on the Southport Township Character Area posed by inappropriate development could be managed by GCCC development control measures.

Design and integration of the GCRT corridor in a way that enhances the on-going historical role of the Southport Township Character Area is an important consideration. Opportunity exists for the mitigation of adverse impacts and for the contextual and visual enhancement of the streetscape along the corridor through use of sympathetic design elements which avoid the impression of a physical and visual barrier along the centre of Queen, Nerang and Scarborough Streets and promote amenity that includes level pedestrian access at regular crossing points.

The GCRT stations should, if possible, be of open design, avoiding the introduction of a physical and visual barrier to the streetscape and promoting a connection with the setting through the incorporation of interpretative elements.
3.7.2 Section 2 and 3 - Surfers Paradise East

Impact
The increased access to the Surfers Paradise East Character Area, facilitated by this new public transport option, has the potential for moderate positive use and amenity impact on Surfers Paradise through increased visitation and subsequent commercial viability for business within the character area. This increase in access and commercial viability as a result of the project will potentially result in an increase of development and density. This is considered a potential adverse direct, visual and contextual impact on the existing built environment, although minor in the context of an area where development and change is seemingly constant and part of its character.

Inappropriate development has the potential to alienate the Surfers Paradise East Character from Surfers Paradise major along the existing busy Gold Coast Highway, and this poses a major aesthetic, contextual, amenity and visual impact on the Surfers Paradise Character Area.

Mitigation
Potential exists for the GCRT Project to promote a linear form of development consistent with the existing linear development pattern of Surfers Paradise and should be encouraged.

Opportunity also exists for the mitigation of this adverse impact and for the contextual and visual enhancement of the streetscape along the GCRT route through use of sympathetic design elements that avoid creating a physical and visual barrier along the Gold Coast Highway and promote amenity (including level pedestrian access at regular crossing points) - resulting in a potential minor positive contextual, visual and amenity impact. The GCRT stations should, if possible, be of open design, avoiding the introduction of a physical and visual barrier to the streetscape and promoting a connection with the setting through the incorporation of interpretative elements.

If these recommendations are considered, the introduction of the corridor within this precinct will - on balance - have a moderate positive contextual, amenity and use impact on the Surfers Paradise East Character Area.

3.7.3 Section 2 and 3 - Broadbeach Central

Impact
From a heritage perspective, the increased access to the Broadbeach Central Character Area, facilitated by this new public transport option, has the potential for minor positive use and amenity impact on the residential and commercial viability of holiday accommodation within the Broadbeach Central Character Area. This increase in access and commercial viability will potentially result in an increase of development and density within the Broadbeach Central Character Area, with a potential major adverse direct, visual and contextual impact on the existing built environment, with particular pressure placed on the remaining characteristic low-rise development.

The introduction of the rapid transport infrastructure has the potential to accentuate the visual and physical barrier of the existing busy Gold Coast Highway - a moderate adverse aesthetic, contextual, amenity and visual impact on the Broadbeach Central Character Area.
Mitigation

Opportunity exists for the mitigation of this adverse impact and for the contextual and visual enhancement of the streetscape along the GCRT corridor through the use of sympathetic design elements that avoid creating a physical and visual barrier along the Gold Coast Highway and promote amenity (including pedestrian access at regular crossing points) - a potential minor positive contextual, visual and amenity impact.

The GCRT stations should, if possible, be of open design, avoiding the introduction of a physical and visual barrier to the streetscape and promoting a connection with the setting through the incorporation of interpretative elements.

The implementation of this design philosophy would pose a minor positive contextual, amenity and visual impact on the Broadbeach Central Character Area.

3.8 Benefits, Impacts and Mitigation Measures: Archaeological Potential

3.8.1 Section 2 and 3 - Former Helensvale to Southport Railway

Impact

Where the construction of the transport corridor infrastructure directly intersects with the alignment of the former Helensvale to Southport Railway, this poses a major direct adverse impact for the remnant archaeology, and if possible should be avoided.

Proximal construction of the new GCRT to the former rail alignment will result in loss of setting - a moderate adverse contextual impact. However, the reuse of an existing transport corridor for a function that is consistent with its historic use is considered a moderate positive contextual and use impact.

Mitigation

Whilst this assessment is not suggesting the existence of significantly high values within the former rail corridor, there is need for further assessment and management of this precinct prior to construction. Community awareness of the former 1880s Helensvale to Southport railway through interpretation should also be encouraged.
4. Conclusions and Recommendations

4.1 Overall Conclusions

4.1.1 General

This cultural heritage Chapter has assessed the impact of the proposed GCRT Project on historical cultural heritage values located within the designated study areas of Sections 2 and 3. A range of impacts on historical cultural heritage values are associated with the project and have been determined for both immediate and long term implications. Of most significance is the cumulative effect on the precincts and character areas which exist in the study corridor.

Overall, there are only two sites that will have a direct material affect in terms of the building structures being impacted. These sites are located at 5 and 7 Scarborough Street, Southport and are two interwar dwellings. These are sites previously not known and are not listed on any national, State or local register. While being examples of dwellings from that period, their cultural significance is otherwise limited. The Pink Poodle Hotel neon sign may require relocation; however this would be on its current site and within the context of it remaining a feature of that location. The sign is not listed on any national, State or local register. No other building structures are affected based on the Concept Design. Several sites are affected by land requirements, typically for widening of the road reserve for footpaths. The majority of sites identified will have no direct affect on cultural heritage values.

This Chapter assesses that the greatest potential for a positive impact is located within the Southport Town Centre precinct. The potential for revitalisation of this central administrative and commercial district in association with the introduction of the new public transit option could have a major positive contextual, visual, amenity and use impact - if designed and implemented in keeping with the recommendations.

However, this area is also the location where the greatest potential for negative impact exists, should the GCRT infrastructure impinge upon the cohesive streetscape that relies on ease of visual and physical access across the main streets of Nerang, Scarborough and Queen Streets.

4.1.2 Mitigation

The mitigation measures identified in the previous section 3 generally indicate that avoidance of direct impacts is preferred. There are several sites that are subject to direct impacts wither from land requirements from the site as a whole or in two cases, the building structures are also directly affected. The Concept Design has sought to avoid affecting cultural heritage values where possible and has largely succeeded in avoiding direct impacts on these values. The detailed design process will, however, determine the specific nature of impacts and the extent of other mitigation measures.

4.1.3 Management of Impacts

No State, national or locally listed sites are under major direct impact resulting from demolition or removal. However, the proposed resumption of adjacent footpath and even curtilage of some of these sites has the potential to significantly impact on their perceived setback, scale and setting, which
contribute to their significance. From a heritage perspective, development within the boundaries of these sites is not appropriate without the following:

- developing and implementing cultural heritage management plans prior to works commencing; and
- specific consideration given in the detailed design stage.

Several areas of potential historical archaeology have been identified within this Chapter, including the former Helensvale to Southport railway alignment which is potentially under direct impact by the GCRT project. Both heritage and archaeological sites subject to a direct impact from the GCRT should be further assessed and investigated, with a cultural heritage management plan in place prior to commencement of construction.

This Chapter concludes with a number of specific recommendations related to individual sites. These recommendations are made to manage impacts on cultural heritage values of heritage sites and places.

### 4.2 Individual Site Recommendations

#### 4.2.1 Section 2 - Sites aligning the Nerang and Queen Streets, Southport

Sites aligning the Nerang and Queen Streets, Southport include:

- the former Southport Town Hall, Nerang Street, Southport;
- Masonic Temple and Hall, 78 Nerang Street, Southport;
- Saint Peters Anglican Church, Corner Nerang and High Streets, Southport;
- Southport Uniting Church and Hall, Corner Scarborough and Short Streets, Southport;
- the former Ambulance Building, 45 Nerang Street, Southport;
- Trinity Lutheran Church, 165 Queen Street Southport;
- the former Dougbar Building, Nerang Street, Southport;
- the former Trustee House, 66 Nerang Street, Southport; and
- the Cecil Hotel, Nerang Street, Southport.

Project development within the boundaries of these locally significant cultural heritage sites should be avoided wherever possible, or managed to provide protection of these sites by suitably qualified professionals.

Most importantly, the resumption of footpaths associated with these buildings will alter the relationship between the scale of the building and its setting with a loss of perceived setback from the streetscape amenity for shoppers, and should be avoided. When necessary it should be mitigated through the use of accessible design.

#### 4.2.2 Section 2 - Southport Drill Hall, 210 Queen Street, Southport

Development being contemplated within the boundaries of this site should be avoided wherever possible, or managed to provide protection of this significant cultural heritage item.
The direct impact proposed by an increase in existing RCP pipework and new bubble up pit in close proximity to the Southport Drill Hall should be mitigated through a thorough assessment of the direct implications by an engineer prior to construction. Alternatively the RCP could be relocated away from this item of State significance.

Opportunity exists for enhancement of the significance of the Drill Hall through the introduction of interpretive design elements.

4.2.3 Section 2 - Southport Hospital, Nerang Street, Southport
Opportunity exists for the contextual and visual enhancement of the Southport Hospital as detailed in the recommendations for the Southport Town Centre Precinct.

4.2.4 Section 3 - Loders Creek Conservation Reserve, Queen Street, Southport
The resumption of curtilage and introduction of hard pavement to this natural site should be avoided in order to retain the natural values of this site.

The introduction of transit corridor infrastructure to the adjacent streetscapes should be mitigated through the use of sympathetic design elements that minimise the visual prominence of the new transit corridor, retain ease of pedestrian access to and from the site and where possible retain or reinstate the natural landscape.

4.2.5 Section 2 - Owen Park Sporting Grounds, Queen Street, Southport
Resumption of Owen Park curtilage should be avoided where possible.

The introduction of transport corridor infrastructure to the adjacent streetscapes should be mitigated through the use of sympathetic design elements that avoid creating a physical and visual barrier along the centre of Queen Street and promote ease of pedestrian access and shading through the introduction of plantings, a potential minor positive contextual impact for Owen Park.

4.2.6 Section 2 - 5 and 7 Scarborough Street, Southport
From a heritage perspective resumption of curtilage from these former residences will result in loss of setting and should be avoided.

The adjacent Southport South Station should be an open design, avoiding the introduction of a physical and visual barrier and enhancing the streetscape, a minor positive contextual and visual impact.

Opportunity exists for the contextual and visual enhancement of these buildings as detailed in the recommendations for the Southport Town Centre Precinct.

4.2.7 Section 2 - Southport Town Centre
The resumption of footpath along the main streets should be avoided, which will alter the relationship between the scale of the buildings and their setting, with a loss of perceived setback from the streetscape and amenity for shoppers. Where necessary, resumption should be mitigated through the use of accessible design elements such as level paving and difference in finishes to define footpath and congregational space, as well as retention of shopfront awnings.
The introduction of GCRT infrastructure should be considered as an opportunity for the contextual and visual enhancement of the Southport Town Centre Precinct through the use of sympathetic design elements that avoid creating a physical and visual barrier along the centre of the street, and promote amenity (including level pedestrian access at regular crossing points, retention or reinstatement of plantings and a general cohesion of streetscape.

The GCRT stations should be an open design, avoiding where possible the introduction of a physical and visual barrier to the streetscape, and providing an opportunity for the inclusion of interpretive elements.

4.2.8 Section 2 - Southport Foreshore Parkland

It is recommended that a Conservation Management Plan (CMP) be prepared for the site in advance of the construction of the transport corridor to assess and manage cultural heritage values contained within the site.

4.2.9 Section 2 - Southport Cemetery Precinct

It is recommended that a CMP be prepared for the site in advance of the construction of the transport corridor to assess and manage cultural heritage values contained within the site.

4.2.10 Southport Township

There is potential for the introduction of the GCRT corridor to promote a linear form of development and dissect the Southport Township Character Area, similar to other development found in the Gold Coast and contradictory to the centralised development footprint that is integral to the character of Southport. This should be managed through GCCC’s development control measures.

Development pressure resulting from the revitalisation of the area generated by the GCRT, as well as vacant land with potential remnant archaeology and green-space and other inappropriate development, should be likewise managed by these control measures.

Opportunity exists for the mitigation of identified adverse impacts and for the contextual and visual enhancement of the streetscape along the GCRT route through the use of sympathetic design elements that avoid creating a physical and visual barrier along the centre of Queen, Nerang and Scarborough Streets, and promote amenity (including level pedestrian access at regular crossing points).

The GCRT Stations should be of open design, avoiding the introduction of a physical and visual barrier to the streetscape and promoting a connection with the setting through the incorporation of interpretative elements.

4.2.11 Section 2 - Former Helensvale to Southport Railway, Southport

Where possible, direct alignment with the former rail route should be avoided to preserve the archaeological record. However, where direct impact is unavoidable, a detailed assessment of the archaeology of the site and presence of a qualified archaeologist to monitor construction is strongly recommended.

Section 2 will bring the GCRT in direct conflict and close proximity with the alignment of the former Helensvale to Southport railway. It is recommended that further contextual and physical investigation into the nature of archaeological remains be undertaken.
4.2.12 Section 3 - Q1 High Rise, Surfers Paradise

The resumption of footpath adjacent to the Q1 building should be mitigated through the reintroduction of level paving and differentiation of finishes that define footpath and Q1 space. Any resumption of curtilage would pose a major adverse direct impact for the Q1 site and should be avoided.

It is recommended where possible that the proposed GCRT design offers contextual and visual enhancement of Q1 through the use of sympathetic design elements that avoid the creation of a physical and visual barrier along the centre of the boulevard where possible and improve the streetscape - a potential minor positive contextual and visual impact.

4.2.13 Section 3 - Cascade Gardens, Broadbeach

It is recommended that a CMP be prepared for the site in advance of the construction of the transport corridor to assess and manage cultural heritage values contained within the site.

4.2.14 Section 3 - Surfers Paradise East Character Area

It is recommended that the design of the GCRT mitigate potential adverse impact and enhance the streetscape along the GCRT route through the use of sympathetic design elements that avoid creating a physical and visual barrier along the Gold Coast Highway and promote amenity (including level pedestrian access at regular crossing points).

The GCRT stations should be of open design, avoiding the introduction of a physical and visual barrier to the streetscape and promoting a connection with the setting through the incorporation of interpretative elements.

4.2.15 Section 3 – Pink Poodle Hotel Neon Sign

This sign is to be relocated (if required) to a location on the current site where it remains in a similar context to its original location and being a prominent feature of that section of the Gold Coast Highway.

4.2.16 Section 3 - Broadbeach Central Character Area

Development and density pressures placed on the remnant areas of low and mid-rise built environment within the Broadbeach Central Character Area should be managed through GCCC development control measures.

The introduction of the rapid transport infrastructure should not accentuate the visual and physical barrier of the existing and busy Gold Coast Highway. Opportunity exists for the mitigation of this adverse impact and for the contextual and visual enhancement of the streetscape along the GCRT route through the use of sympathetic design elements that avoid creating a physical and visual barrier along the Gold Coast Highway and promote amenity (including pedestrian access at regular crossing points).

The GCRT stations should be of open design, avoiding the introduction of a physical and visual barrier to the streetscape and promoting a connection with the setting through the incorporation of interpretative elements.
4.3 Specific Recommendations

4.3.1 Designing the Rapid Transport Corridor

The best form of cultural heritage management is avoidance of impact on sites and places of significance. It is recommended that the design of the rapid transit corridor take into account each of the heritage sites, places and precincts discussed, and, where possible, avoids impact.

4.3.2 Specialist Assessment

If design constraints result in the rapid transit corridor being in proximity to a known site, place or precinct of heritage significance, then detailed assessment and management recommendations will be required. This information should aim to provide design teams with specific recommendations to manage the proposed project around key historic sites with minimal impact and improved interpretation. Reporting should provide relevant information to help guide the project on ways of reducing, where possible, the impact of this proposed project on specific historic heritage sites and character areas outlined in this report.

In the case where unavoidable impact is expected to a site listed on the Queensland Heritage Register, than a CMP should be constructed for the site in direct consultation with the EPA Cultural Heritage Branch and Queensland Heritage Council.

4.3.3 Archaeological Record

This Chapter recommends several potential areas that require further assessment to determine their heritage value. Additionally, it is recommended that a heritage archaeologist be appointed during construction of the GCRT Project so that a call-out can be made as soon as potential archaeological material is noted.

4.3.4 Proximal Construction

It should be noted that the proposed construction of piers located within 20 metres of a site listed on the State Heritage Register will require a site specific CMP, while for non listed sites of heritage value, an individual appraisal must be undertaken by a qualified engineer in consultation with the GCCC - and prior to the commencement of construction.

4.3.5 Alterations to Current Route Alignment

Variations to the route alignment of 20 metres or more will require a revision of the Cultural Heritage Impact Assessment.

4.3.6 Sites removed as part of the GCRT

In the event that, for a range of other reasons retention of a heritage site is not possible, it is recommended that a full archival recording of this heritage site be undertaken prior to works commencing.

Recording should also take into account the local area around the building, demonstrating its relationship to its surroundings. At a minimum, copies of the archival recording should be lodged with the State...
Library of Queensland, the Heritage Branch of the Environmental Protection Agency and the GCCC Local Studies Library, so that the recording becomes accessible research information.

4.3.7 Work Sites
This assessment of cultural heritage values associated with the GCRT corridor has not taken into consideration any work sites for storage of machinery, or spoil sites for disposal of material from construction activities. When these sites are known to the project, they should also be assessed for cultural heritage values.

4.3.8 Community Consultation
At the time of preparation of this assessment of cultural heritage values associated with the GCRT corridor, community consultation feedback in relation to heritage values was unknown. Should further information on known or unknown sites with cultural heritage values become available from the community, further investigation will be required and recommendations made.