City transect

An analysis of the Gold Coast by Architect Phillip Goad focused on key character bands across the transect of the city from the beach to hinterland ranges. The study identified six predominant character bands that define the city’s overall form and character. Moving from east to west, the following character areas (illustrated at right) were identified:

1. The beach
2. The towers and coastal strip
3. The highway strip
4. The canal estates
5. The suburbs
6. The hinterland

Gold Coast transect - extract from 1994 Gold Coast planning scheme
Surfers Paradise, showing strong connections between the beach and waterway networks.
**City structure and centres**

**Key structuring elements**

**North south structuring routes**
The city is currently focused around major north-south arterial routes which reflect the focus of development along the north-south beachfront.

**Major east west connections**
A number of major east-west connections provide road access between the hinterland, the highway, residential activity centres, and the coastal core but tend to favour private modes of transportation.

**Finer grain connections to the beach**
Pockets of finer and higher quality east-west connections to the beach also occur within the city, and provide opportunity for the establishment of key active transport and high quality streets.

**Too few links and too far apart**
Key links between western residential catchments and the coast occur, but are constrained by natural and built form elements.

**The urban ladder**
Key east west connections provide a strong foundation for an east west ‘mesh’ of connections facilitating movement and a poly-centric urban form.

**Historic coastal centres**
The historic coastal centres of the Gold Coast should be emphasised as distinctive areas of activity, providing a diverse mix of uses and contributing to the city’s employment, recreation and residential offers.

**Centre growth supported by access**
The economic vitality of major centres can be reinforced by strong public and active transport linkages engaging western residential catchments with the coastal core.

**Finer grain network of centres**
Secondary centres, catalyst sites and public realm intervention opportunities between major centres of activity can be renewed - contributing to the establishment of a finer grain network of centres and assist the Gold Coast in ‘coming of age’.
City wide growth
Over the next 20 years, the Gold Coast is expected to accommodate an additional 246,000 persons which accounts for about 20% of population growth across South East Queensland (SEQ) (246,000 of 1.22 million persons). This equates to an annual growth rate of about 12,300 persons per year with the total population reaching levels of around 788,000 by 2031.

Since 2001 the population of the City of Gold Coast Local Government Area (LGA) has increased by more than 3% per annum.

These levels of growth projected will reinforce the Gold Coast as the sixth largest city in Australia and place the city on an equal footing with a number of other globally recognised cities of substance.

Residential growth
Within the GCRT corridor, the current (2011) dwelling mix comprises just 17% single dwellings and this is projected to decrease to about 12.5% by 2031. An additional 33,000 multi-unit dwellings (93%) and about 2,500 single unit dwellings (7%) are expected to be delivered between 2011 and 2031. This equates to about 1,650 multi-dwellings and 125 single dwellings per year.

Unchecked, continuation of these trends will not adequately meet community needs for diverse housing types, social services and facilities that anticipated demographic changes suggest will be required.

Employment growth
The GCRT corridor is expected to accommodate about 22% of future employment growth, including 26% of non-industrial employment growth over the next 20 years from 2011 to 2031. Employment within the GCRT Corridor is expected to increase from 49,970 jobs to about 77,200 jobs by 2031, an increase of about 27,200 jobs. Most of the growth will be within the Community category (47%) which includes health, education and public service jobs.

Assumptions
Population projections across the City of Gold Coast have been based upon projections from the GCCC contained within its Priority Infrastructure Plan (PIP) assumptions (2010). The dwelling and population projections generated by GCCC tracked similarly to the medium series projections of the Queensland Treasury Planning and Information Forecasting Unit (PIFU) at the overall Gold Coast LGA level.

However, the PIP assumptions for residential and employment do not factor in the development of the GCRT; thus the projected growth of some of the Statistical Local Areas (SLAs) around the GCRT corridor may be underestimated.

In analysing the economic impact of the GCRT, MacroPlan applied an adjustment factor to account for the stimulus effect of the GCRT based on previous research measuring the impacts of transport infrastructure on population projections in the growth areas of Melbourne and Perth. The adjustment factor assumes an uplift in the order of 20% of the existing projections, subject to local conditions and drivers.

A significant global city in its own right
The growth projected over the coming 20 years will reaffirm the significance of the Gold Coast at a national level, but also place it on equal footing with some of the most competitive and livable cities on the planet. As a major regional centre just an hour from the state capital, a paradigm shift and ongoing investment in civic infrastructure is needed if the Gold Coast is to reaffirm its role as a significant city in its own right.
Transformative levels of growth

**Employment growth (commercial)**

Commercial, white collar and laboratory based employment on the Gold Coast is projected to nearly double in the planning horizon for the project. Significantly, the GCRT and broader transport network will need to support nearly twice the number of work related trips during peak hour.

Current 2010 commercial jobs = 50,000

Existing Commercial profile

Future 2031 commercial jobs = additional 43,000

Regional plan targets

**Population growth**

The residential population of the Gold Coast is projected to increase by nearly half again in the next 20 years. The quantum of development required to accommodate this growth will involve a significant change in the composition of the corridor and presents a significant opportunity to reshape the form of the city and pursue higher quality, more urbane forms of development. An important challenge for the Gold Coast is the seasonal fluctuation in population as a result of tourism ‘high’ seasons and major events that can attract large numbers of visitors requiring accommodation and services.

Current 2010 population = 500,000

Existing housing profile - average dwelling size 2.5 people
Approximately 200,000 existing dwellings

Future 2031 population = additional 250,000

Regional plan targets
143,000 new dwellings and 97,000 infill dwellings

By 2031 new commercial jobs will increase by 100%

By 2031 the Gold Coast population will grow by 50%
City wide land supply

The Gold Coast accounts for approximately 10% of available SEQ broadhectare land supply, and with a growth target of 20% of the region’s growth it will mean an increasing emphasis on infill forms of development and densification.

The SEQ Regional Plan 2009-2031 identifies Coomera as a significant area for ongoing development, yet this area cannot accommodate all future growth. At the current rate, there is approximately nine years of broadhectare land supply remaining on the Gold Coast.

The scarcity of broadhectare land on the Gold Coast highlights the need for progressive planning frameworks that focus on infill and renewal opportunities to accommodate growth.

Corridor land budget

The study corridor is comprised of 2,000 hectares of the most intensively developed land on the Gold Coast.

The land budget (amount of land given over for different land uses) for the area is fairly typical when compared to other Australian capitals, with the exception of a very high proportion of waterways on the Gold Coast. The amount of green space in the corridor is also slightly higher than average and currently includes the Parklands Trust site and the area of beaches within the study area boundary.

This higher than usual amount of non-developable land components means that only around 40% of the study area is capable of accommodating development, totalling approximately 800 hectares.
**Development constraint assessment**

**Corridor development constraints**
A sieve analysis was undertaken by the Gold Coast City Council’s spatial information system team to identify areas with lower constraints for future development.

The assessment considered:
- Sites with more than 5 strata title units
- Local, State and Commonwealth heritage layers
- Sites at risk of inundation
- Areas with recent development activity
- Existing buildings over 50m in height

**Areas of opportunity**
The assessment gives rise to a number of key observations:
- Some large areas of traditional (low density, detached) residential development to the west of the corridor are potentially sensitive to change and would be slow to change if renewal was considered to be desirable
- There are key clusters of underdeveloped and government owned sites in and around each of the major centres, and in corridors extending west from Surfers Paradise, Broadbeach and Southport which are key opportunities for renewal. This includes the significant Queen Street corridor that extends to the Gold Coast Health and Knowledge Precinct and will be well served by GCRT.
- There are some major longer term city expansion opportunities west of the coastal strip, such as the Bundall equine precinct and Hooker Boulevard renewal sites. Whilst not a key consideration for this study, they should inform longer term planning.
- Key ‘corridors of opportunity’ exist west of Southport, Surfers Paradise and Broadbeach. These corridors align with major existing access routes to the coastal core and could support rapid public transit routes in the future. Medium term intensification could be supported along these routes advancing concepts for a ‘network city’ underpinned by TOD and public transport.
GCRT project appointment of GoldLinQ consortia

On 6 May 2011, Queensland Premier Anna Bligh announced GoldLinQ as the successful proponent to design, build, operate and maintain Queensland’s first ever light rail system on the Gold Coast. This is a major milestone for the project. It will deliver 13km of light rail, 16 stations, 14 vehicles and more than 6,300 direct and indirect jobs.

GoldLinQ has mobilised resources, established a local office, and commenced the project on 1 June 2011.

The State Government will continue to deliver the early works program currently underway in Southport, Broadbeach and the Gold Coast Health and Knowledge Precinct.

All three levels of government have helped to fund the project. The cornerstone of the project is a long term partnership between governments and the private sector for the finance, construction and operation of the system.

Passenger services are expected to start towards the end of 2014.

In its entirety, the GCRT project is comprised of five sections:

- Stage 1: Helensvale to Griffith University (Delivery time frame unconfirmed)
- Stage 2: Griffith University to Southport (Delivery 2011 - 2014)
- Stage 3: Southport to Broadbeach South (Delivery 2011 - 2014)
- Stage 4: Broadbeach South to Burleigh Heads (Delivery time frame unconfirmed)
- Stage 5: Burleigh Heads to Coolangatta (Delivery time frame unconfirmed)

Alignment and timing of future stages is being considered by the Queensland Government. Upon completion, the GCRT alignment will provide a connection between the Helensvale heavy rail station via Southport, linking to the coastal strip via Main Beach, Surfers Paradise, Broadbeach, Burleigh Heads, Palm Beach and Coolangatta.

This study focuses on defining a supportive city form and land use mix for sectors 2 and 3 of GCRT.
Patronage forecasts
Passenger volumes are expected to be concentrated at four of the GCRT stations. The Gold Coast University station and Broadbeach South have particularly high volumes, which take into account transfers to and from the bus network. Southport and Cavill Avenue serve some of the most intensively developed areas on the coast.

The Corridor Access and Mobility Study (CAMS) highlights locations where footpath widening is required to support future passenger numbers, major event traffic and local pedestrian movements.
Thinking beyond the station

Whole of journey experience

The areas beyond the station itself (the streets, spaces and station approaches) form an integral part of the journey experience and are as important as the essential track infrastructure and rolling stock in creating an attractive and well used public transport network.

Urban design, place making and the quality of streets will play a crucial role in enhancing station walk-up and defining the overall experience and attractiveness of the Gold Coast light rail network, as well as providing broader benefits for community well being, local area vitality and prosperity.

A convenient and high quality passenger experience is required to position public transport as an attractive alternative to the private car. A new paradigm is needed that considers the journey from door to door rather than from the station entry to exit alone.

To successfully translate the investment in light rail to greater public transport ridership it will be essential to provide sufficient capacity in the public realm for people to locate, approach and access the network safely and comfortably. Footpaths on the approach to busy stations will need to be sufficiently wide to accommodate peak and event loading. Stations will need to be readily identifiable in the urban fabric so that commuters can locate them and navigate easily. Sufficient space will also be needed for crowd marshalling during events, and on a day-to-day basis for people to wait, meet and check timetabling information and to ‘decompress’ during a journey at key decisions points.

These issues are considered in detail in the Corridor Mobility and Access Study, which has informed the formulation of the precinct urban design frameworks in Part 5.

More footpath capacity is needed to support GCRT

Key areas for action to accommodate GCRT pedestrian movements include busy approaches to stations, signal waiting areas and marshalling zones for major event volumes. Footpath widenings of up to 5m and signal phasing changes are required at some locations to accommodate expected foot traffic.

This illustration shows that the volume of passengers disembarking off a full light rail carriage will put pressure on the pedestrian network. A single person requires a minimum 1m width of footpath to move comfortably. Each 1m width of footpath can therefore accommodate around 40 people walking, per minute. The wider the footpath, the more people can move along it simultaneously. A similar principle applies to areas where groups of people gather, such as at pedestrian crossings.

NOTE: Key Corridor Access and Mobility Study recommendations about footpath widening requirements are outlined in the Better Gold Coast Places chapter of this document.
**Case study - lack of pedestrian environment quality**

**A walk to the station or the beach...**
Walk from Slatyer Avenue along Thomas Drive to the beach (2km), highlights a lack of key pedestrian and cycle infrastructure.

2000m further to go
No footpath on northern side of the road

1200m further to go
There is still a footpath on only one side of the road; roundabouts give priority to vehicles

1000m further to go
Traditional main street environment with engaging uses, good footpaths, shade and awnings

500m further to go
Footpaths on both sides of the bridge (narrow), gateway treatment and sense of arrival

400m further to go
Car dominated intersections with lengthy wait times for pedestrians

150m further to go
Within the pedestrian ‘core’ footpaths, awnings, street trees and active ground floors provide a quality environment

The beach
A clear sense of arrival; shade and shelter provided on beach front

**Barriers to walking**

A lack of basic infrastructure and priority given to motorised traffic makes walking and cycling between the beach and inland areas difficult.

Thomas Drive provides one of the better routes, but still involves risky road crossings, inadequate footpath provision on only one side of the street and lengthy wait times at signals once you reach the coastal strip.

**Can we improve the quality of east west routes to connect the coastal core with the rest of the Gold Coast?**
Planning for a bold future
National and State Government policy initiatives

Cities, Our Future: a national urban policy for a productive, sustainable and liveable future
May 2011

The Australian Government has prepared a long-term blueprint for making the nation’s eighteen capital and major regional cities more productive, sustainable and liveable. It highlights the role of these cities as the “engine rooms of growth, innovation and opportunity” underpinning the nation’s competitiveness.

The National Urban Policy was developed following extensive consultation with all levels of government, peak industry and professional groups, other non-government organisations, academia and urban researchers, as well as the broader community. The final framework identifies the need to:

> Better connect infrastructure with jobs and where people live to reduce people’s dependency on the car
> Develop high quality public transport and infrastructure systems to ease congestion and improve quality of life
> Reduce the carbon footprint of cities and adapt them to the consequences of climate change
> Improve urban planning and design to better reflect Australia’s increasingly diverse lifestyles

South East Queensland Regional Plan 2009 – 2031

The defining plan setting out growth targets and strategic policies to manage growth within South East Queensland for the next 20 years is the South East Queensland Regional Plan (SEQRP). The SEQRP identifies a requirement for an additional 143,000 dwellings to accommodate the Gold Coast’s anticipated regional growth and demographic change, to be provided through a combination of both broad hectare (greenfield) and infill development. It notes that broad hectare land supply is expected to be largely exhausted by 2016.

The SEQRP also identifies a number of activity centres that will be serviced by the GCRT alignment, including the ‘Principal Activity Centre’ at Southport, several ‘Major Activity Centres’ including Broadbeach, and Surfers Paradise, and the Gold Coast Health and Knowledge Precinct (GCHKP), which is identified as a ‘Specialist Activity Centre’.

The SEQRP identifies a series of Desired Regional Outcomes. Under the broader theme of “Compact Settlement” is Desired Regional Outcome 8, which can be considered to be of great significance for the Corridor Study.

Desired Regional Outcome 8 states: “A compact urban structure of well-planned communities, supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations establishes the context for achieving a consolidated urban settlement pattern”.

Some of the principles to achieve this desired regional outcome that are relevant to the study corridor include:

Principle 8.1 Compact development
Conserve land by making the most efficient use of land allocated for urban development.

Principle 8.2 Containing growth
Locate urban development in the urban footprint within and near existing communities, and existing and planning public transportation infrastructure, to promote liveability and transport efficiency, and reduce car dependence and private vehicle travel.

Principle 8.3 Urban character and design
Design and site development to reflect South East Queensland’s sub-tropical climate, reinforce local character and achieve innovation and design excellence.

Principle 8.4 Urban greenspace
Provide an integrated, high quality, urban community greenspace network to cater for community and environmental needs in development areas and existing communities.

Principle 8.5 Housing choice and affordability
Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.

Principle 8.6 Activity centres and transit corridors
Focus employment, infill housing and community services in well-planned, vibrant and accessible regional activity centres and along high-frequency, priority public transport corridors.

Principle 8.7 Centres that support business
Principal and major activity centres located on existing and planned high-frequency public transport routes should provide for the future growth of a broad range of business uses to support employment growth.

Principle 8.8 Mixed use activity centres
Include a broad mix of land uses in activity centres and structure them as mixed use centres in a predominately main street format to best serve their surrounding communities.

Principle 8.9 Integrated land use and transport planning
Ensure new development utilises existing infrastructure or can be provided with timely transport infrastructure, community services and employment.
Planning for a bold future
State Government policy initiatives

Draft Connecting SEQ 2031
As a companion to the SEQR P, the draft Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland, once finalised, will be the guiding transport planning and policy document for the region. The plan adopts an integrated approach that considers land use planning and different modes of transport. In particular, this approach supports the Desired Regional Outcomes of the regional plan through promoting a more compact urban form, identifying ‘hubs’ which “…will form the basis for focusing public transport services on centres with a high potential for development of tertiary education, medical and commercial offices, with intensified high density residential activity to support higher public transport use”, (p.3).

Complementing the hubs, transit corridors are defined as a focus for medium density and mixed use development. Priority transit corridors have also been identified where increases in density can start to occur in the short term, compared to the medium and longer term for other transit corridors.

Other relevant key features of the plan include the extension of the heavy rail line to Coolangatta, extensions of the Gold Coast light rail to Helensvale and Coolangatta, provision of a network of bike paths within five kilometres of Coolangatta, provision of a network Gold Coast light rail to Helensvale and line to Coolangatta, extensions of the heavy rail corridors. The current GCRT corridor from Gold Coast Health and Knowledge Precinct, Surfers Paradise, Broadbeach, Varsity Lakes (station), Burleigh Heads, Eliora, Gold Coast Airport to Coolangatta is identified as a priority transit corridor, while future transit corridors are the proposed GCRT route between Helensvale and Eliora, and from Robina to Varsity Lakes station.

Transit Oriented Development (TOD)
TOD is the primary land use strategy of the SEQRP. It supports the State Government’s Toward Q2 (green, healthy) aspirations and assists in the delivery of congestion management and climate change initiatives. The SEQRP establishes a clear policy to intensify transit oriented development around major public transport nodes or corridors to reduce the need for private travel and to protect open space and agricultural land on the urban fringe.

Transit oriented developments have features that concentrate passenger demands and support walking and cycling to access local services. TODs contribute to a more sustainable transport system by: meeting access and equity needs; reducing the need for private motor vehicles to access employment and services; being more affordable to construct, operate and maintain; offering choice, convenience and supporting economic activity; reducing pollution and waste; and limiting consumption of resources to sustainable levels.

The Transit Oriented Development: Guide for Practitioners in Queensland (TOD Guide) is designed to build an understanding of the TOD concept and good practice in the Queensland context. The guide notes that a successful TOD will respond to local context and opportunities. It is part of a suite of guidelines and planning tools that will influence TOD implementation in Queensland.

Growth Management Queensland
Growth Management Queensland brings together the growth program coordination, planning policy, planning services, building and development, transit oriented development and infrastructure program management functions of the department. Growth Management Queensland oversees and ensures the delivery of growth management initiatives in the department and across government.

Following research and consultation, including through the 2010 Growth Management Summit, the Queensland Government has identified six priority areas for growth management:

> shaping the future
> strengthening regions
> promoting liveable and affordable communities
> delivering infrastructure
> protecting lifestyle and environment
> connecting communities

To deliver on these priorities, growth management initiatives, with supporting actions, have been identified. The Queensland Government has released the Shaping Tomorrow’s Queensland: A Response to the Queensland Growth Management Summit.

Smart growth
The SEQR P embraces smart growth principles such as:

> a more compact urban form
> the need to create quality housing for people of all income levels
> a focus on designing walkable neighbourhoods
> creating distinctive, attractive communities based on a mixture of land uses
> providing for a variety of transportation choices and reduced car dependency
> protecting the region’s natural landscapes
> targeting new development to accessible infill locations
> prioritising use of existing infrastructure.
Planning for a bold future
Gold Coast City Council policy

Bold Future Planning Scheme (Gold Coast Planning Scheme Review)

A key component of Gold Coast City Council’s Bold Future Vision, the new Planning Scheme will guide land use planning and development for the next decade.

The Bold Future theme of ‘a city connecting people and places’, has been a particular focus for the Phase 2 corridor study, considering:

- Development options within walking distance of activity centres and light rail stations
- Concentrating urban development within the coastal urban area
- Possible future public transport corridors and aligning development outcomes with future intent for these corridors
- Convenient, safe and connected pedestrian and cycle routes across the city
- ‘Green’ bridges in important locations over waterways to address existing gaps in pedestrian and cycle routes

Phase 2 outputs will inform the Planning Scheme Review, with particular input into Council’s local planning process, corridor and city-wide built form guidance.

Our Living City – Gold Coast Planning Scheme 2003

There are currently four Local plans that provide development guidance within the study corridor. Areas of the study corridor not addressed by Local plans (Main Beach, Macintosh Island, Isle of Capri, Florida Gardens, and some portions of Broadbeach South) are addressed at the ‘Domain’ level within the current Gold Coast Planning Scheme 2003, which provides built form guidance.

Southport Local plan

The Southport Local plan (LAP) applies to the eastern half of Southport within the Study Corridor. This LAP seeks to implement the designation of Southport as a Key Regional Centre, as outlined within the SEQRP 2009-2031. It seeks to encourage development of the core of Southport as a pedestrian friendly, multi-functional centre with activity focused at street level. Surrounding the core area, residential and showroom uses are to remain.

The LAP also encourages continued engagement with foreshore areas and facilitation of public access to other waterways. The historic built form elements within Southport are also to be protected.

A master plan for Southport has been endorsed by the Council.

The Spit (Gold Coast Harbour) Local plan

Southern portions of The Spit (Gold Coast Harbour) LAP adjoin the Main Beach Precinct. This LAP aims to preserve the open space character of The Spit and control recreational usage of park reserves. It is also intended that marine-oriented development and entertainment facilities be consolidated and enhanced. Conservation and maintenance of the environmental quality of the Broadwater and the coastal beaches is also encouraged.

Surfers Paradise Local plan

The Surfers Paradise Precinct lies within the Surfers Paradise Local plan. This LAP seeks to promote the economic growth and role of this precinct as the Gold Coast’s major tourist centre. To achieve this, the Surfers Paradise LAP seeks to consolidate commercial, retail, tourist and entertainment activities within the core of Surfers Paradise, and encourages high-rise residential and tourist development to enhance the distinctive skyline and urban form.

Chevron Island Local plan

Located adjacent to the Surfers Paradise Precinct, the Chevron Island LAP seeks to facilitate an increase in residential density within the island, given its proximity to Surfers Paradise, the Bundall office and showroom precinct, and the Gold Coast City Arts Centre at Evandale. Given the constraints and demand on the existing road network, providing accessibility to high quality pedestrian and cyclist facilities is also a central part of this LAP.

Broadbeach Local plan

Contained within Broadbeach Precinct, the Broadbeach LAP seeks to provide a special identity for Broadbeach through distinctive built form and landscape treatment, with residential and accommodation uses predominant throughout. The LAP also aims to enhance connectivity between the four major commercial nodes within the LAP boundary (Gold Coast Convention Centre, Jupiters Casino, Pacific Fair Shopping Centre and Broadbeach Mall). The Broadbeach LAP also seeks to retain and enhance the local parks and open spaces predominant within the area, and encourages the use of the Little Tallebudgera Creek banks for outdoor dining, water-based public transport and general public access.
Planning for a bold future
Contextual projects

There is a range of local and state initiatives that are important contextual considerations for the Corridor Study. These projects, recently completed or underway, have informed the development of urban design frameworks and precinct planning direction for the study corridor.

Gold Coast Health and Knowledge Precinct
The Department of Employment, Economic Development and Innovation (DEEDI) is undertaking a master planning exercise for the Gold Coast Health and Knowledge Precinct (GCHKP) located on the existing parklands, showgrounds and other sites along Olsen Avenue, Parklands Drive and Smith Street.
The precinct includes significant land holdings including Griffith University, the new Gold Coast University Hospital and the parklands redevelopment site.
Because of the work already underway, the GCRT Corridor Study has not undertaken detailed study in GCHKP and instead focuses on issues of connectivity and integration of the designated precinct with other areas included in the study area, particularly with other parts of Sections 2 and 3 of the GCRT route.

EcoVillage
Master planning is proceeding for the parklands redevelopment site, which contains the EcoVillage, an Athletes’ Village forming part of the Gold Coast Commonwealth Games bid, which will be adapted post Games into a vibrant transit oriented community.
The decision regarding the host city for Commonwealth Games will be made in November 2011.
With or without a Games Village and irrespective of the Games decision, full redevelopment of the parklands will occur.
The redevelopment will feature a mix of uses, with the dominant activity being knowledge and health industry activities aligned with the Gold Coast University Hospital and Griffith University. It is expected that up to 2,500 residents will live on the site in a range of medium and high density housing configurations.
Retail activities are proposed, to create a small scale neighbourhood centre for the GCHKP without competing with Southport or other established centres.

Southport Depot
GCCC’s Southport Depot, located on leased State Government land, will be required to vacate some areas of the site by 30 June 2011 to make way for the light rail depot and workshops. As an interim solution, Council has taken a three year lease on a site in Middleton Street, Southport.
A long-term solution is being investigated.

Central Southport Master Plan
The Central Southport master plan was endorsed by Council in November 2009 and included urban design guidelines for streets and buildings. The Central Southport master plan is comprised of strategies for the built, natural, heritage, economic, social and infrastructure requirements for Southport. The outcomes of the plan will inform the forthcoming Local plan, Planning Scheme Review, and other Council initiatives.
The GCRT Corridor Study has involved a limited review of the Central Southport master plan for compatibility with the outcomes of the GCRT Corridor Study, and has reported by exception on variations recommended to the Central Southport master plan to inform the intended Local plan process for this area.
Planning for a bold future
Contextual projects

Surfers Paradise projects

Surfers Paradise is one of the key areas of interest along the GCRT route and there is a variety of projects within the area that inform the GCRT Corridor Study. These include the development of a vision for Surfers Paradise and a range of projects identified in the Surfers Paradise Strategic Action Plan 2010-2020 including the Surfers Paradise River Walk project.

The research undertaken for the numerous projects in Surfers Paradise will assist in planning, design and decision making regarding the Surfers Paradise area.

Other major projects in Surfers Paradise include:

Surfers Foreshore Extension

The Gold Coast City Council is close to finishing the last final stage of construction on the southern end of the Surfers Foreshore extension. The area in front of the Soul high-rise is being completed by Juniper and is due to be finished by September 2011.

Cavill Mall Redevelopment

The master plan for the Cavill Mall redevelopment is available on Council’s website as a public plan. The Council is looking at staging works as completion of the bulk of work is dependent on future budget allocation.

Car park site, Cypress Avenue

As part of GCRT land acquisition for the station to be located in front of this site the City Architect has prepared a concept plan for Cypress City Park on the existing car park site.

Surfers Central Riverwalk

Preliminary concept plans have been completed for the Surfers Central Riverwalk, Surfers Central Wharf, Surfers Central Ferry Terminal and the Cavill West green bridges, as a strategy to enhance pedestrian connectivity within Surfers Paradise. The next stage of the project will include an extension of the riverwalk northwards from Appel Park.

Green bridges along the Cavill West Corridor will provide linkages between Cavill Mall and the light rail system westward through Chevron Village, Cultural Parklands, Bundall Business District, to the Racecourse precinct.

The Phase 2 Corridor Study has identified the Surfers Central Riverwalk as a key link in the overall pedestrian movement network.

Station Centre Improvement Projects (SCIP)

In collaboration with its Transport Planning Branch, Council’s Centre Improvement Program is delivering the Station Centre Improvement Project (SCIP). SCIP revitalisation projects are a partnership between Council and owners of commercial property in the project precinct.

The scope of this work, which focuses on key stations along the GCRT route, is to provide concepts and specifications for the treatment of the station’s public realm environments to ensure that place making outcomes will be achieved. SCIP will provide and build on the GCRT Concept Design and Impact Management Plan (CDIMP), particularly Chapter 5, to ensure high quality urban design solutions for each light rail station.

Gold Coast Cultural Precinct (135 Bundall Road)

The outcomes of a consultation program held February - April 2011 show strong community support for development of Gold Coast City Council’s Evandale site as the City’s primary cultural hub and destination. In June 2011 the Council resolved to progress the project to enable formal negotiation of investment partnerships with the State and Commonwealth Governments.

Easy access is important to the community and critical to the precinct’s operational viability. Improving public and active transport connections and providing adequate on-site car parking will be high priorities in site planning. The site plan presented identified a proposed green pedestrian bridge to Chevron Island. Sixty one per cent of survey respondents indicated they would be likely to use the bridge.

Opportunities exist to create connections with regional and local transport planning routes, and to consider planning scheme incentives and infrastructure to promote intensity of use and development and walkability within and to the nearby Bundall business area.

Davenport Street Station Centre Improvement Project

During December 2010 and February 2011 the Davenport Street, Southport (Nerang St to Bay St) project received the required support and Council resolved that the project proceed.

Council is currently in the design and community consultation phase of the project, working with a Project Reference Group (PRG) made up of business owners and operators within the street to develop a revitalisation plan that was put on public display for wider comment in July 2011.

Summary of key milestones for the project include:

> Design - Feb to Aug 2011
> Documentation - Sep to Dec 2011
> Construction - Beginning early 2012