Centre improvement project showcase

Case studies - completed projects

Read about City Place Maitland’s completed centre improvements projects below.

Broadway Stage 1, Broadbeach (2004)

In December 2002, a master plan was presented to stakeholders within the Broadbeach area. One of the key recommendations from the master plan was that Victoria Parade become a major pedestrian promenade from The Star Gold Coast and the Gold Coast Exhibition and Convention Centre to the Broadbeach Mall.

To achieve this promenade, traffic issues related to the location of on-street car parking, taxis, public transport and vehicular movement needed to be addressed.

The City’s Centre Improvement Program (CIP) along with Tract Consultants completed the master plan of this promenade area known as Broadway Stage 1 in April 2004. Broadway Stage 1 incorporated Victoria Avenue, parts of Victoria Park and Surf Parade, and the intersection of the Gold Coast Highway. The purpose of this master plan is to provide a world-class pedestrian promenade linking The Star Gold Coast and the Gold Coast Exhibition and Convention Centre to Broadbeach and the Broadbeach Mall.

Download and view Broadway Stage 1 Master Plan

Other works

Streetscape works to Surf Parade, part of Victoria Avenue and part of Albert Avenue formed part of a proposed private development. These works were undertaken in consultation with the CIP and in line with the Broadway Stage 1 master plan.

Budget

Phase 1: $1.306 million
- $653,000 developer contributions
- $653,000 CIP

Phase 1A: $45,000
- $30,000 property owner contributions
- $15,000 CIP


Burleigh Heads was the first project undertaken by the Centre Improvement Program (CIP).

In 2001-02, the Centre Improvement Project team and the Divisional Councillor consulted extensively with the Burleigh Heads Chamber of Commerce, owners of commercial property, business operators and local residents to develop a Master Plan for the Burleigh Heads Town Centre.

Download and view the 2001 Master Plan proposals.

Connor Street

In April 2003 substantial revitalisation works were completed in Connor Street.

These works included extended footpaths at the street corners to narrow the intersections for pedestrian safety as well as the introduction of shade trees, artworks, seating and lighting.

A new centre median was constructed with parallel parking on either side replacing the old centre parking and allowing for large shade trees and planting to enhance the amenity of the centre.

Artworks and furniture by Steven Hall, Eric Green and the Dare Gallery added richness to the centre.

West Street

In December 2003 works along the service road connecting the Gold Coast Highway and West Burleigh Road were completed, introducing large shade trees and extended footpaths significantly enhancing the alfresco dining in this area.

James Street

James Street was the remaining part of the Master Plan to be implemented.

In January 2012 owners of commercial property in James Street were invited to a series of presentations to inform them of a partnership with the City of Gold Coast for the revitalisation of James Street whereby the City would pay two-thirds of the cost and property owners are levied for one-third over a 10 year period.

Owners were asked to vote in a formal ballot for the establishment of the levy. In March 2012, the owners voted unanimously for the project not to proceed in James Street. The project was terminated.
Currumbin (2005)

Currumbin has a unique character with respect to other beachside suburbs – it’s where the bush (the vegetated littoral rainforest areas to the west) meets the beach (an area of vegetated coastal dune areas and parkland). Elephant Rock and Currumbin Rock enclose a popular surfing beach.

To ensure this unique character would be further enhanced through public works and upgrades in the area, extensive consultation was undertaken with property owners and interested community groups to develop a master plan which included works in the parkland along Pacific Parade and streetscape improvements along the western side of Pacific Parade.

Stage 1 included a shared bikeway and pedestrian walkway, post top pathway lighting, dunal planting and landscape planting to car parking areas and parkland areas, feature timber seating and picnic settings.

Stage 2 included extensive pavement upgrades to the commercial areas, new kerb and channel, improved stormwater drainage and amenity planting.

Stage 3 construction commenced in February 2005 (completed in March 2005) and included significant upgrades to the pedestrian pavement, new kerb and channel, improved stormwater drainage and access to private properties and an additional pathway in Murraba Street.

Budget

Total: $900,000 for Stages 1, 2 and 3

- $450,000 CIP
- $450,000 Councillor contribution

Davenport Street, Southport - Nerang Street to Hicks Street (2012)

This Centre Improvement Project site runs along Davenport Street from Nerang Street to Hicks Street. Fronting the project site is the City’s Southport branch office building, the Southport Magistrates Court and Courthouse Hotel, along with commercial offices and retail businesses.

The opportunity existed to visually upgrade and define this site as a distinct street in Southport’s central business district, to improve pedestrian connections to public transport and other key landmarks in the area, whilst also making Davenport Street an attractive destination to do business.

Centre Improvement Program (CIP) revitalisation projects are a partnership between the City and owners of commercial property in the project precinct. During December 2010 and February 2011, the project received the required support and Council resolved that the project should proceed.

Through the CIP, the City’s aim was to revitalise and enhance the site. The program was more than just streetscape works – its aim was to create a catalyst for the physical, economic and social revitalisation of commercial centres, and achieve a shared vision through a partnership between the City, property owners, businesses, the development industry and the community.

The projects are funded through a levy, whereby the City and commercial property owners contribute funds towards capital works within the centre.

Budget

The Davenport Street (Nerang Street to Hicks Street) CIP project budget totalled $1.2 million.

Draft Revitalisation Plan

Our CIP team worked closely with the Project Reference Group (PRG), a group of commercial property owners and business operators who elected to participate in the project, in preparing a Draft Revitalisation Plan for the upgrade of Southport’s Davenport Street, between Nerang Street and Hicks Street.

Download and view the Draft Revitalisation Plan.

Construction

Construction began in June 2012 and regular construction updates were provided to businesses and property owners. December 2012 saw the completion of the project to revitalise what is renowned as the legal centre of Southport. New landscaping, quality footpaths and night time lighting added subtle style that will ensure the street ages gracefully.

The images show a section of Davenport Street before and after the revitalisation project.
The new seating has proved to be a popular eye-catching feature.

Griffith Street, Coolangatta (2016)

Project type: Centre Improvement Project
Project status: Completed December 2016
Location: Griffith Street between McLean and Warner Streets, Coolangatta.
Construction period: June 2015 to December 2016

Project description

Coolangatta has become the southern Gold Coast’s major centre and pre-eminent beachside tourist destination.

The distinctive and unique environmental and physical features of the beaches and headlands are recognised for their recreational and scenic values, and contribute to the character, surfing culture and lifestyle of the area. Griffith Street is the main commercial street of Coolangatta’s business and shopping precinct.

The purpose of this centre improvement project was to revitalise the local economy and community life by transforming the precinct into a vibrant, safer place valued by locals and attractive to visitors. City Place Making consulted extensively with commercial property owners, traders and community throughout the project to develop a shared vision for the area.

Improvements

- incorporated attractive landscaping including the planting of mature trees, new garden areas, and landscaped feature ‘gateways’ to help define the precinct at the intersections of McLean and Warner Streets
- upgraded pavements for ease of movement and to encourage outdoor dining
- upgraded street furniture including seating, bike racks, bins and bollards
- upgraded street lighting, drainage and roads as well as public laneways to better connect the precinct to Chalk Street
- painted road surfaces with decorative patterning designed to slow traffic and make the street more pedestrian orientated
- installed decorative coloured light bulbs designed to create character and positively affect mood, making the area safer at night by discouraging crime and antisocial behaviour.

Budget

In December 2011, the required majority of commercial property owners within the levied area voted to support the project and its funding through a public-private partnership between owners and the City. Council financed the works while commercial property owners will contribute one third of the cost through a rates levy paid over a 10-year period.

Design: City Place Making, Planning & Environment
Build/installation: Infrastructure Delivery, City Infrastructure
Cost: $2.2 million

Project documentation

Download and view the Draft Revitalisation Plan

View before and after images from the construction phase of the project on our Griffith Street, Coolangatta image gallery.

Mermaid Beach – Gold Coast Highway (2011)

The Mermaid Beach commercial precinct runs along both sides of the Gold Coast Highway from Markeri Street on the western side to Alfred Street on the eastern side of the highway.

The precinct provides a key junction between Nobby Beach, Mermaid Beach, Mermaid Waters and Broadbeach. It is also on the proposed line of the Gold Coast Rapid Transit system.
Being situated approximately 250 metres west of the beach, the location has the opportunity to become a key commercial centre as a service provider and attraction for leisure activities. An exciting opportunity existed to visually define this site as a distinct activity hub along the Gold Coast Highway.

Centre Improvement Program (CIP) revitalisation projects are a partnership between the City and owners of commercial property in the project precinct. In October 2006, a majority of owners of commercial property within the site voted to initiate a project in their area.

Through the CIP, the City aimed to revitalise and enhance the site. The program was more than just streetscape works - its aim was to create a catalyst for the physical, economic and social revitalisation of commercial centres, and achieve a shared vision through a partnership between the City, property owners, businesses, the development industry and the community.

The projects are funded through a levy, whereby the City and commercial property owners contribute funds towards capital works within the centre.

预算

The Mermaid Beach CIP project had a total budget of $900,000. The first Project Reference Group meeting took place on 10 February 2009.

主计划

The City's CIP worked with the Project Reference Group (a group of commercial property owners and business operators who elected to participate in the project) in preparing a Draft Master Plan for the revitalisation of the Mermaid Beach commercial centre on the Gold Coast Highway from Markeri Street to Alfred Street.

Download and view the Mermaid Beach draft master plan

施工

Construction began in May 2011 and was completed in October 2011.

迈阿密（2006年）

Miami is one of the original beachfront local centres. Its character still reflects the older style shop front character. The area is also unique due to its vicinity to the beach and foreshore parkland areas.

To improve the amenity of this local centre, a master plan was developed that covered the area between Kelly and Nundah Avenues to the north, to Mountain View in the south, and from the Esplanade to the east to Sunshine Parade in the west.

The works were funded by a partnership between the City's Centre Improvement Program (CIP), the Divisional Councillor, and a selected number of property owners in the area through a levy.

Extensive consultation was undertaken primarily through a Project Reference Group, with the membership made up of property owners within an identified levy area. The Project Reference Group provided direction and feedback through the design process, including the master planning stage and the detailed design of Stage 1 of the works.

Improvements included new kerb and channel, amenity lighting, creative pavement upgrades, streetscape planting, and feature furniture and artwork.

The aims of the master plan were:

- Gold Coast Highway - to achieve a more formal type character, functional yet with a certain amenity factor that reinforces the business identity of Miami
- Toombul Avenue and Kedman Avenue - works that are semi-formal in appearance to provide a pedestrian-friendly environment - a green link between the residential areas of Miami to the foreshore parks and beachfront
- The Esplanade - works to reinforce the edge of the Miami commercial precinct while enhancing and complementing the open space and beach environment.

Stage 1 - Construction completed June 2006

South Bank Parklands and Gold Coast Airport - Towards Master of Urban Design Awards.
Area included Toombul Avenue and Gold Coast Highway between Toombul Avenue and Mountain View Avenue.

Stage 2 - Construction completed June 2006

Area included extensive landscape embellishments and pavement upgrades to Kratzman Avenue, northern side.

Other streetscape upgrades in line with the Miami Centre Improvement Master Plan include:
- Gold Coast Highway and northern side of Toombul Avenue - works undertaken as part of the adjacent redevelopment
- Kelly Avenue and part of eastern side of Gold Coast Highway - works undertaken as part of the redevelopment of the adjacent site.

Budget

Stage 1: $700,000
- $450,000 CIP
- $50,000 Councillor contribution
- $200,000 property owner contributions

Stage 2: $80,000
- $40,000 CIP
- $40,000 Councillor contribution

Download and view the Miami overall concept master plan

Mudgeeraba (2006)

Mudgeeraba village developed in response to the needs of the timber, dairy farming and agricultural activities that had become the mainstay of the local economy.

Buildings constructed from local timber conformed to the requirements of the early settlers and reflected the character of the area.

The early 1960s saw several of the original buildings demolished to allow for construction of modern shopping centres which lacked connection to the true heritage of Mudgeeraba.

Project partners

Through July and early August 2004, the City met with the owners of commercial property within the town centre of Mudgeeraba to offer the option of entering a partnership agreement with Council whereby the commercial property owners and the City would contribute funds towards undertaking a Centre Improvement Project in Mudgeeraba. The commercial property owners voted on this proposal, which was supported by a clear majority.

Subsequently a Mudgeeraba Centre Improvement Project Reference Group was formed from commercial property owners and business operators within the town centre of Mudgeeraba to work with the Centre Improvement Program's design team in preparing a draft master plan for the Mudgeeraba Town Centre.

The draft master plan went on display in Mudgeeraba in January/February 2005 for public comment. The feedback from the display indicated clear support for the proposals.

Detail design and costs were prepared to assist in prioritising which parts of the master plan were to be built from the available budget.

The Project Reference Group was presented with the costs of the project and four areas considered as being significant node areas with maximum impact for the whole Town Centre were prioritised for construction.

The prioritised areas of Cuddihy Park, the Old Post Office, Swan Lane and the intersection of School and Robert Streets are depicted in the photo gallery. Footpaths linking the nodes were also constructed.

Budget

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Property Owners levy</td>
<td>$300,000</td>
</tr>
<tr>
<td>CIP</td>
<td>$815,000</td>
</tr>
<tr>
<td>Roads maintenance</td>
<td>$66,000</td>
</tr>
<tr>
<td>Developer contribution</td>
<td>$40,000</td>
</tr>
<tr>
<td>Divisional Councillor contribution</td>
<td>$175,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,396,000</strong></td>
</tr>
</tbody>
</table>

Construction commenced on 13 February 2006 and was completed in August of the same year.

A simple palette of materials and earthy tones with both rough and smooth textures was chosen to complement the historic and modern buildings and enhance the village atmosphere, creating a place of unique identity and celebrating local character.

Traditional and modern materials were placed side by side and laid in both traditional and contemporary form. Pathways connected nodes, improving legibility of the village and drawing its extremities back to the heart.

The planting acknowledged the community's desire to maintain the cottage garden traditions of the village, providing a variety of flowering species, whilst being considerate of the potential for drought conditions and long term sustainability.

View images from the project on our Mudgeeraba image gallery.
Oxenford Town Centre (2008)

In September 2005, commercial property owners in the town centre of Oxenford voted to initiate a Centre Improvement Project in their area. Centre Improvement Projects are a partnership arrangement between the City and commercial property owners.

The projects are funded through a levy system, whereby the City and commercial property owners both contribute funds towards capital works within the centre.

The City's CIP has worked with the Project Reference Group (a group of commercial property owners and business operators who elected to participate in the project) in preparing the Draft Master Plan.

Download and view the detailed Draft Master Plan

Budget

The Oxenford Town Centre project had a budget of $1,500,000 which did not cover the cost of implementing the entire Draft Master Plan. The City's CIP worked with the Project Reference Group to prioritise the areas of the Draft Master Plan to be constructed from the available budget. Construction commenced in May 2007 and was completed in August 2008.

The Draft Master Plan was a vision for the whole Town Centre and will be used to guide streetscaping requirements in all future developments.

Paradise Point (2008)

The commercial centre of Paradise Point services the expanding local population of Paradise Point, Runaway Bay North and the developments of Sovereign and Ephraim Islands.

The centre has a distinct character partly due to its location adjacent to parkland, close connection to the Broadwater, public open space and a defined local core within a rectangle formed by The Esplanade, Bruce Avenue, Grice Avenue and Falkinder Street.

In September 2005, owners of commercial property situated in the Paradise Point local centre voted to initiate a Centre Improvement Project for the physical, social and economic revitalisation of their centre.

A Project Reference Group of commercial property owners and business operators within the commercial precinct of Paradise Point, who elected to be part of the group, worked with the Centre Improvement Program's design team to prepare a Draft Master Plan for the precinct.

Download and view the Draft Master Plan.

The project proceeded to construction in September 2007 and was completed in November 2008 at a total cost of $3,165,000.

The project delivered streetscape and amenity improvements plus the undergrounding of some Energex power lines through a consultative private/public partnership between the City and the owners of commercial property in the Paradise Point local centre.

The improvements built upon the growing outdoor dining and specialist retail activity in the area and complemented current and future development needs.

Scarborough Street, Southport (2005)

Scarborough Street in Southport, from Young Street to Short Street, underwent a major revitalisation with the construction of new streetscaping completed in December 2005.

Project partners

The Centre Improvement Program (CIP) team, assisted by Business Design Australasia, consulted extensively with the Divisional Councillor, Scarborough Street commercial property owners and business operators to develop a master plan for Scarborough Street.

The CIP team undertook the detailed master plan of Scarborough Street. Project documentation was coordinated by the CIP team, in conjunction with the City's Engineering Services Directorate. A private sector contractor constructed the works. During construction, regular consultation was undertaken and progress reports provided to local traders to keep them informed of relevant issues and minimise disruption to business.

![Scarborough Sketchplan](image)

**Total: $2.767 million**

- $1.417 million CIP
- $800,000 one-off contribution from Australia Fair Shopping Centre
- $450,000 property owner contributions
- $100,000 Councillor contribution

Short Street, Southport (2004)

In 2004, Short Street in Southport underwent a major revitalisation with the introduction of many large trees, new paving and planting, and feature seating areas. Construction started in August 2004 and was completed just prior to Christmas 2004.
Project partners
The Centre Improvement Program (CIP) team, assisted by Business Design Australasia, consulted extensively with the Divisional Councillor, Short Street commercial property owners and business operators to develop a master plan for Short Street.

The CIP team and Vital Places Pty Ltd undertook the detailed master plan of Short Street. Project documentation and construction was coordinated by the CIP team in conjunction with the City’s Engineering Services Directorate.

Regular consultation was undertaken and progress reports were provided to local traders to keep them informed during the construction phase of the project.

Budget
Total: $1.756 million
- $1.256 million CIP
- $500,000 property owner contributions

Thomas Drive, Chevron Island (2012)
Chevron Island was one of the first 'modern' major land developments built in the hey days of the 1950s in Surfers Paradise.

The medium density residential character of Chevron Island, its compact neighbourhood identity, its waterfront location and its proximity to Surfers Paradise and Bundall/Evandale are key local characteristics and valuable features. Chevron Island is a distinctive residential area with a village-size commercial centre. It has a strong sense of local character and exhibits a robust and vibrant social mix.

Chevron Island is bisected by a busy road that currently caters for high volumes of through traffic.

The Chevron Island Commercial Centre Improvement Project was centred on Thomas Drive between Anembo Street and Burra Street.

Budget
The Chevron Island Commercial Centre project had a total budget of $2.2 million.

A Project Reference Group (PRG) of nominated members comprising of owners of commercial property and business operators in the Chevron Island Commercial Centre worked closely with the Centre Improvement Program (CIP) team to develop a Master Plan for the revitalisation of the centre.

The first PRG meeting took place in October 2008. Information updates were posted on this web page following each meeting.

Original concept design
The Centre Improvement Program (CIP) released a concept design in 2009 depicting a very leafy and pedestrian-friendly precinct with much wider footpaths and exciting design elements which would result in a complete transformation of Thomas Drive.

Following consultation with the Project Reference Group, the CIP team came up with an innovative design proposing to significantly change the perception of Thomas Drive, creating a people-oriented place, without unduly impacting parking availability within the precinct.

This design would have functionally modernised the ageing business district with parking on the side of the road replacing centre parking.

Draft Master Plan
Cty's CIP worked with the Project Reference Group to prepare a Draft Master Plan for the revitalisation of Chevron Island's commercial centre.

Download the Draft Master Plan.

New Concept Design (August 2010)
Following further extensive consultation with the centre's business operators and commercial property owners, a strong desire was expressed to retain centre parking in Thomas Drive. CIP developed a new design to incorporate centre parking and aspects of the previous designs of most importance to the Chevron Island community.

May 2011
In response to budget cuts preventing additional funding being allocated to the project, and to reduce disruption and impact on parking in the centre, CIP presented a revised and scaled down design to the PRG in May 2011.
Construction

Construction began at the heart of the project during September 2011 and was suspended for one month during the December/January holiday season. Following delays due to some 40 days of wet weather experienced between January and March, construction works were completed in September 2012.

Tugun Town Centre (2011)

Before the 1930s, Tugun boasted of having its own hotel, a railway station, a surf life saving club and general store. It is situated at a gateway to the Gold Coast and threshold to an intensity of infrastructure development, including: the Gold Coast Ocean Way; extensions to the airport runway; the desalination plant; the Tugun Bypass; and a university campus, proposed business precinct, a new terminal building and western enterprise area within the airport environs.

Centre Improvement Program (CIP) revitalisation projects are a partnership between the City and owners of commercial property in the project precinct. During December 2007 (stage 1) and March 2008 (stage 2), a majority of owners of commercial property in the project precinct voted to initiate a CIP in their area.

The combined (stage 1 and 2) Centre Improvement Project site ran along Golden Four Drive between Toooula Street and Wagawn Street.

Through the CIP, the City aimed to enhance Tugun Town Centre. The program was more than just streetscape works - its aim was to create a catalyst for the physical, economic and social revitalisation of commercial centres, and achieve a shared vision through a partnership between the City, property owners, businesses, the development industry and the community.

Budget

The Tugun Town Centre project started with a budget of $800,000. Extra contributions from within the City and divisional funds from Councillor for Division 14, Chris Robbins, increased the budget to $1.225 million.

Master Plan

The City’s CIP worked with the Project Reference Group (a group of commercial property owners and business operators who elected to participate in the project) in preparing the Draft Master Plan for the revitalisation of the centre.

The Draft Master Plan was placed on public display from 17 September to 6 October 2008 for community feedback.

The CIP subsequently assessed public comment prior to finalisation of the Master Plan for Tugun Town Centre. To view the Master Plan click on the link below.

Download and view the Master Plan.

Construction

Construction commenced in June 2010 and although wet weather slowed the progress of works, construction was completed in February 2011.

The photographs show Tugun’s central rotunda area before and after the makeover.
**Young and Davenport Streets (Gold Coast Chinatown), Southport (2014)**

This Centre Improvement Project combines Young Street with the southern section of Davenport Street (between Nerang Street and Young Street), Southport.

Young and Davenport Streets consist of a mix of commercial and retail businesses, including the western side of Australia Fair Shopping Centre. These streets are conveniently located within a five minute walk to Southport Broadwater Parklands, Southport Magistrates Court, TAFE Gold Coast, Southport Library, an array of professional services plus a number of high-rise residential tower developments, and the nearest light rail station is just 100 metres away in nearby Nerang Street.

Owners of commercial property in Young and Davenport Streets voted for a Centre Improvement Project (CIP) 2012-13 with a combined budget of $3.5 million. Chinatown required significantly more upgrading than a typical CIP project with the result that a total of $6.8 million was spent on Chinatown, including $1.2 million for cultural embellishments arranged through City of Gold Coast’s Economic Development and Major Projects Directorate.

A Project Reference Group (PRG), comprising owners of commercial property and business operators from the two streets who elected to be part of the project, worked with the CIP team creating a draft revitalisation plan for Young and Davenport Streets. The first Young Street PRG meeting took place on 31 October 2012. Subsequently, Young Street and Davenport Street PRG meetings were combined from 29 May 2013. Regular consultation with the PRG continued through to July 2013, culminating in endorsed revitalisation plans for public display.

Download and view the revitalisation plans for Young and Davenport Streets.

**Awards**

- 2016 AILA QLD Landscape Architecture Award – Civic Landscape - visit the AILA web page for review of judges comment
- Gold Coast 2015 Urban Design Award - Urban Design Commendation - visit City of Gold Coast Urban Design

**Gold Coast Chinatown**

It was envisioned that the streetscape transformation at Young and Davenport Streets would contribute to the evolution of a successful international district (Chinatown) for Southport.

View the 3D visualisation of Gold Coast Chinatown below.

**Construction**

The Centre Improvement Program completed Phase 1 streetscape construction works in July 2014.

The completed works has visually upgraded the entire public space, lifting its presentation and improving amenity, and importantly has defined this site as a distinct precinct in Southport's Central Business District, making Young and Davenport Street attractive destinations to do business.

Quality streetscape works have created an enticing, vibrant place to allow Chinatown to grow and host a number of events and festivals to bring visitors and locals alike into the precinct to enjoy a rich experience.

**Achievements**

New consistent, safer footpaths provide better walkability; increased opportunities exist for outdoor dining; safer pedestrian/vehicle environment and a reduction in vehicle speed limit; colourful road print treatments remind drivers to proceed cautiously; public seating areas; street trees and garden planting, with feature rock retaining walls around gardens; new road surface and distinctive parking lane; new improved lighting; closed circuit television (CCTV).

An upgrade to the underground water and sewer infrastructure, under-grounding of previous overhead power supply, and installation of a gas main in Young Street with provision for extension to serve Davenport Street enabled the establishment of new restaurants and cafés.
Contact us

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Email: cpm@goldcoast.qld.gov.au

Related information
- Centre Improvement Program
- Centre improvement project testimonials

Key information

Brochures, fact sheets & reports
- Centre Improvement Program master plans
External links

YouTube - Centre Improvement Program video playlist

Image gallery

Centre Improvement Programs
Centre Improvement Program - Burleigh Heads
Centre Improvement Program - Currumbin
Centre Improvement Program - Griffith Street, Coolangatta
Centre Improvement Program - Mudjimba
Centre Improvement Program - Short Street, Southport

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