

## 2. Planning context

This chapter provides an analysis of the policies and strategies relevant to the Tugun to Coolangatta transport corridor as well as relevant projects and studies.

### 2.1 Strategic plans and policies

A range of strategic plans and policies exist at the Federal, State, Regional and Local levels which provide relevant guidance to the development of a future vision for the study area. These key plans and strategies are identified in Figure 2-1 and are summarised in Table 2-1. A more detailed description is provided in Appendix A.



Figure 2-1: Framework of strategic policies and strategies

**Table 2-1: Policies, plans and strategies**

Document	Description/ relevance
<p>Australian Infrastructure Plan (2021)</p>	<p>The 2021 Australian Infrastructure Plan, released by Infrastructure Australia, provides a reform pathway for responding to the 180 infrastructure challenges and opportunities identified in Infrastructure Australia's 2019 Audit. The plan presents 29 reform recommendations across nine areas of reform, covering three cross sector themes of innovation, resilience and liveability and six infrastructure sectors namely energy, water, telecommunications, social infrastructure, waste and transport</p> <p>Under the Transport reform chapter, the two recommendations of most relevance to this Route Strategy include:</p> <ul style="list-style-type: none"> <li>▪ Maximise the overall benefits of transport investments by aligning transport programs with place-based objectives (including specifically linking transport infrastructure funding decisions to published population and land use objectives)</li> <li>▪ Free people from relying on driving for door-to-door mobility by ensuring urban transport services are managed as an integrated, inclusive, user-responsive and smart transport system</li> </ul>
<p>Smart Cities Plan (2016)</p>	<p>The Smart Cities Plan provides a framework to bring together all tiers of government, the private sector, and community to define and achieve shared goals. The intent is for City Deals to position our urban centres, whatever their size, to realise their full potential through coordinated governance, strategic planning, investment and reform.</p> <p>In March 2022, a City Deal was signed between the Commonwealth Government, the Queensland Government and the SEQ Council of Mayors representing 11 local government areas within South East Queensland. However, as City of Gold Coast is not part of the SEQ Council of Mayors, the Gold Coast is not covered by this City Deal. Nevertheless, this Route Strategy should align with the intent of the Smart Cities Plan by aiming to create a more efficient and resilient transport system to improve accessibility and connectivity both within the Gold Coast and across SEQ</p>
<p>Queensland Government Goals and objectives (2021)</p>	<p>Section 10 of the <i>Financial Accountability Act 2009 (Qld)</i> requires that the Queensland Government prepares and tables in the Legislative Assembly a statement of the government's broad objectives for the community. The government currently outlines nine objectives centred around the theme of 'unite and recover'.</p> <p>Of these nine, objectives 5 (Building Queensland), 6 (Growing Our Regions) and 9 (Protecting our environment) are particularly relevant to this Route Strategy, as they outline a desire to build infrastructure that will support a growing region (in terms of growing transport demands) but in a way that is more environmentally sustainable.</p>
<p>Draft State Infrastructure Strategy (2022)</p>	<p>The Queensland Government has released a Draft State Infrastructure Strategy (SIS) replacing the former State Infrastructure Plan. The new strategy sets out a framework for building a strong, resilient and sustainable Queensland, providing a direction to guide future infrastructure planning and investment over the next 20 years. The overarching vision of the strategy is as follows:</p> <p><i>We will drive collaborative state infrastructure planning to boost productivity, grow our economy and create jobs throughout the state. Infrastructure planning and delivery will leverage opportunities to improve the liveability of our communities and capitalise on innovation to build a strong, sustainable, and resilient Queensland.</i></p> <p>Of the five focus areas in the strategy, four are of specific relevance to this Route Strategy, namely Connecting our Regions, Creating Liveable Communities, Building a 2032 Games Legacy and Driving Infrastructure Performance.</p>

Document	Description/ relevance
Queensland Plan (2014)	<p>The Queensland Plan is an aspirational community vision document. The plan includes nine foundations that create the framework for the Plan, each with its own goals. These foundations are Education, Community, Regions, Economy, Health and Wellbeing, Environment, People, Infrastructure and Governance. Each goal is supported by success factors and targets, which are divided into primary measures, lead indicators, and complementary secondary measures. This plan is intended to guide the development of subsequent plans and strategies and is therefore high level in nature.</p>
State Planning Policy (2017)	<p>The State Planning Policy July 2017 (SPP) is the pre-eminent state planning instrument that defines the Queensland Government's interests in planning and development. The SPP identifies policy and planning outcomes for 17 matters of State interest across five overarching themes. Generally, the planning and development policies within the SPP are intended to be operationalised through regional plans and local government planning schemes and support the development of Queensland Government policies and documentation as it relates to planning and development (e.g. Regional Transport Plans).</p> <p>Overall, the SPP recognises that infrastructure delivery is critical to driving economic growth and providing access to services, community infrastructure and employment opportunities but notes that it must be balanced with the protection of environmental, community and cultural heritage values.</p>
QLD Transport Strategy (2020)	<p>The Queensland Transport Strategy provides a 30-year vision for the transformation of the state's transport system that will have flexibility in responding to customer preferences, global trends and emerging technologies. It aligns to the SIS and the Queensland Plan (above) and will inform future versions of the Transport Coordination Plan (10-year plan) and TMR Strategic Plan (4-year departmental plan) below.</p> <p>The Strategy details five strategic outcomes to support a future-focused transport system over the next 30 years: 1. Accessible, convenient transport 2. Safe journeys for all 3. Seamless, personalised journeys 4. Efficient, reliable and productive transport for people and goods and 5. Sustainable, resilient and liveable communities</p>
Transport Coordination Plan (2017)	<p>The development of a Transport Coordination Plan is a requirement of the <i>Transport Planning and Coordination Act 1994</i>. The intent of the Act is to achieve overall transport effectiveness and efficiency through strategic planning and management of transport resources. The Transport Coordination Plan is intended to contribute to the Act's objectives and provides the overarching framework for strategic planning and management of transport in Queensland.</p> <p>The Transport Coordination Plan 2017-2027 identifies a vision for transport in Queensland, as well as three goals and five objectives to help achieve the vision. The objectives articulate the government's expectations of what the transport system will provide for Queenslanders over the next 10 years. The plan includes key indicators and criteria to guide the successful delivery of these objectives.</p> <p>Of particular relevance to this Route Strategy are the aspirations for a transport system that safely meets the needs of everybody (irrespective of age or ability) and to do so in a way which contributes to a cleaner, healthier more liveable environment.</p>
TMR Strategic Plan 2019, revised (2021)	<p>The TMR Strategic Plan is intended to guide the department's investment and planning decisions in a way that meets government objectives and supports the Transport Coordination Plan. TMR's vision for the transport network is to <i>create a single integrated transport network accessible to everyone</i>. Of the five supporting department objectives, the ones of most relevance to this Route Strategy are the objectives around</p>

Document	Description/ relevance
	<p>Safety, Sustainability and Accessibility, ensuring that the transport network evolves including through the greater promotion of active and shared (including public) transport modes.</p>
<p>Queensland Cycle Strategy (2017, re-released 2020)</p>	<p>The Queensland Cycle Strategy (QCS) sets the direction for cycling in Queensland over the next decade in order to make cycling enjoyable, comfortable, healthy and safe. To grow cycling participation rates, the QCS notes that cycling infrastructure should help new riders feel safe and confident about using a bike for transport and support all riders to feel comfortable on their journey. People who want to start cycling, rate physically separated cycleways as their #1 priority to encourage cycling.</p> <p>QCS also aims to improve links between cycling and public transport infrastructure to support people to ride a bike as part of their journey. This includes making sure bike facilities are available on key public transport routes and that people have access to secure bicycle parking at public transport links.</p> <p>The QCS is supported by the Queensland Cycle Action Plan (QCAP), which is a 2-year program of short-term actions to help implement the 10-year vision of the QCS.</p>
<p>Queensland Walking Strategy (2019)</p>	<p>The Queensland Walking Strategy 2019-2029, outlines a vision for walking in Queensland along with priorities over the next 10 years with an overarching vision for walking: <i>an easy choice for everyone, every day</i></p> <p>The document highlights the need to develop healthy walkable neighbourhoods with quality open space from the outset that include a mix of commercial, education and entertainment areas with a variety of housing types and densities.</p> <p>For existing communities, the strategy suggests that providing more connected, smooth and even paths, shade and street trees along routes, greater separation from traffic, and lower traffic speeds in the right places will encourage people to walk more.</p>
<p>Queensland Freight Strategy (2019)</p>	<p>The Queensland Freight Strategy sets a ten-year shared vision for the state's freight system: an integrated, resilient and safe freight system that supports the economy and community. It outlines a series of shared commitments (by industry, customers and governments) to achieve this vision.</p> <p>The plan's vision and commitments are supported by nine "delivery statements" which includes encouraging rail freight on strategic corridors, and maximising productivity through non infrastructure solutions, among others.</p>
<p><i>ShapingSEQ</i>: South East Queensland Regional Plan (2017)</p>	<p>The South East Queensland Regional Plan 2017 (<i>ShapingSEQ</i>) is the relevant statutory regional plan for the project area and provides a framework to manage growth, land use and development across the SEQ region. It sets a 50-year vision for the region, as well as setting out goals, elements, and directions which facilitate the delivery of this vision.</p> <p>A key outcome sought by <i>ShapingSEQ</i> is the integration of land use and infrastructure planning to ensure that infrastructure constraints and capacity guides land use planning, and desired land use outcomes are supported by infrastructure.</p> <p>Coolangatta is identified within <i>ShapingSEQ</i> as a major regional activity centre within SEQ's southern sub-region that is intended to accommodate a significant proportion of the southern Gold Coast's population growth through urban consolidation. Further, Coolangatta forms a key population and employment node in the Southern Gateway Regional Economic Cluster (REC) that is identified within the southern sub-region, an emerging REC that supports priority sectors of health and tertiary education, manufacturing (focused on aviation industries) and tourism clusters.</p>

Document	Description/ relevance
	<p>The Tugun to Coolangatta section of the Gold Coast Light Rail is identified as a key element of the broader SEQ region's strategic road and freight system at 2041. An extension of the Gold Coast Light Rail is identified as priority region-shaping infrastructure within the southern sub-region that will form a key transport link and support future growth within the southern Gold Coast.</p>
<p>Regional Transport Plans for South East Queensland (2021)</p>	<p>The Regional Transport Plan for South East Queensland has four outcomes areas, linked to the Regional Plan outcomes areas, namely Grow, Prosper, Sustain and Live. Under each of these four outcome areas are a series of transport objectives and specific directions. The plan details an anticipated frequent public transport network for the Gold Coast in 2041 which includes Light Rail between Burleigh Heads and Gold Coast Airport. Other actions relevant to this Route Strategy include prioritising active transport to create walkable and well-connected communities as well as encouraging transit-oriented development along public transport corridors.</p>
<p>Principal Cycle Network Plan for South East Queensland (2016)</p>	<p>The SEQ Principal Cycle Network Plan (PCNP) identifies two parallel routes within the study corridor as principal cycle routes. That is, both the Gold Coast Highway/ Coolangatta Road/ Tweed Street and the Oceanway/ Pacific Parade/ Musgrave Street/ Marine Parade corridors are shown as Principal Routes. The identified Principal routes are indicative and intended to guide further planning and design to determine the precise route and design of cycle facilities. Nevertheless, the PCNP sets an expectation for the inclusion of high-quality cycle infrastructure in or near the Gold Coast Highway corridor as well as parallel to it, to cater for the widest range of potential users</p>
<p>City of Gold Coast Corporate Plan (2022)</p>	<p>The City of Gold Coast (CoGC) Corporate Plan 2022 sets the vision "Inspired by Lifestyle. Driven By Opportunity" for the city. The vision is underpinned by 3 themes, being Place, Prosperity and People.</p> <p>The Corporate Plan is intended to drive the activities of the council, including land use and transport planning and investment decisions. The plan includes clear aspirations around liveability and sustainability, as well as a diverse and productive economy.</p>
<p>Gold Coast City Plan (2016)</p>	<p>The Gold Coast City Plan 2016 plus amendments (v8) is the key instrument used by City of Gold Coast to regulate and manage future growth, land use and development in a way that advances planning and development policies identified within the SPP and relevant regional plan at the local level.</p> <p>The City Plan strategic framework identifies a strategic intent of establishing the Gold Coast as a world class city and identifies six broad themes that collectively seek to deliver on this intent. Generally, strategic outcomes within the planning scheme seek the integration of land use with transport infrastructure as a means of increasing accessibility and connectivity across the Gold Coast, providing choice and connecting people with places of economic, social and environmental value.</p> <p>The planning scheme identifies Coolangatta as a major centre that is the Gold Coast's pre-eminent southern beachside destination, which is expected to provide for higher density residential development, services and employment over the life of the planning scheme. Further, the Gold Coast Airport/Southern Cross University is identified as a key specialist centre that is a major economic generator for the communities in SEQ and northern New South Wales.</p> <p>The planning scheme's focus on a more consolidated, compact urban form represents a significant shift in land use policy, which seeks to focus development away from the city's fringe and towards high amenity, well-serviced activity centres within the city's existing urban footprint. A key element of this policy is the identification of Light Rail</p>

Document	Description/ relevance
	<p>urban renewal areas within the city which are intended to be targeted for urban consolidation and renewal. The planning scheme identifies Light Rail urban renewal investigation areas, including land within the project area, where more detailed planning is required to identify a preferred future growth scenario.</p>
<p>Gold Coast Airport Master Plan (2017)</p>	<p>This Master Plan provides a strategic vision for Gold Coast Airport. The Master Plan includes plans for a new access road from the Gold Coast Highway to the south of the Airport, on or near the QLD/ NSW border as well as a range of future transport linkages including the Gold Coast Light Rail extension and Gold Coast heavy rail extension. While the plan acknowledges that timing of these potential projects is subject to further detailed investigation and funding commitments, it states that protecting these transport corridors is critical to preserve the future economic growth advantages of enhanced connectivity. The plans also note that these significant passenger transit opportunities will continue to be considered during future master planning cycles with appropriate responses incorporated, based on further project feasibility assessments and funding commitments.</p> <p>The outcomes of this Route Strategy will inform these future updates.</p>
<p>Gold Coast City Transport Strategy (2013)</p>	<p>The Gold Coast City Transport Strategy guides transport policy and investment decisions. Its vision is for smart growth, a connected city and sustainable travel choices. The strategy is underpinned by six objectives with supporting actions to expand and deliver on the vision, grouped around five outcome areas as follows.</p> <ul style="list-style-type: none"> <li>▪ Integrated transport and land use: prioritise future urban developed as transit-oriented development in centres and along key public transport corridors including the Broadbeach to Coolangatta corridor</li> <li>▪ Public transport network: progressively deliver city wide integrated high frequency public transport network consisting of Light Rail, heavy rail and rapid bus</li> <li>▪ Active transport network: develop a connected and accessible active transport network with improved safety and security (including implementing community boulevards and pedestrian priority zones along the coastal strip)</li> <li>▪ Road and freight network: make the most of existing infrastructure and promote greater use of public and active transport as well as improve the legibility of the road network to encourage motorist to avoid unnecessary trips through activity centres and beachside areas.</li> <li>▪ Changing travel behaviours: expand council’s active travel initiatives targeting schools, workplaces and communities</li> </ul>
<p>Gold Coast Southern and Central Area Transport Strategy (2012)</p>	<p>TMR initiated the Gold Coast Southern and Central Area Transport Study (GCSCATS) in recognition of the need to provide a more sustainable and integrated transport system for the Gold Coast.</p> <p>GCSCATS is of direct relevance to this Route Strategy as it defined the preferred transport elements for a 2031 network which included Light Rail to Gold Coast Airport and Coolangatta CBD supported by comprehensive pedestrian and cycle networks (especially along the coastal spine). It also included passenger rail extended to Elanora, 6 laning of the M1 Pacific Motorway to Tugun and land use planning overlays to influence parking supply and pricing in areas supported by Light Rail.</p>

## 2.2 Relevant projects and related studies

### 2.2.1 TMR projects/ studies

Table 2-2: Transport and Main Roads (QLD) projects and studies

Project	Description/ relevance
Gold Coast Light Rail Stage 4	The Tugun to Coolangatta Multi Modal Corridor Study forms part of the wider suite of investigations being undertaken as part of Gold Coast Light Rail Stage 4. In its entirety, the current planning for Stage 4 is intended to deliver a Preliminary Evaluation and Business Case to support future investment in the proposed 13km southern extension of Light Rail from the southern extent of Stage 3 (now under construction) at Burleigh Heads to Coolangatta via the Gold Coast Airport.
Heavy Rail Extension to Gold Coast Airport planning study	<p>In 2005, TMR identified a possible corridor to extend heavy rail south of Robina to Tugun. Following community consultation, a preferred rail corridor between Robina and Tugun (QLD/NSW border) was identified and preserved in 2008. The first stage between Robina and Varsity Lakes was then constructed in 2009. Further investigations were also conducted in 2009 as part of a wider Robina to Tugun Rail Impact Assessment Study that considered technical, environmental, social and economic impacts of a preferred rail alignment.</p> <p>Following completion of the detailed design for the M1 Varsity Lakes to Tugun project (now under construction), which shares the same corridor for much of its length, TMR commenced further investigations to revisit and refine the planning for this future rail link. This will include updating a concept design and reconfirming or refining the property requirements to enable this rail extension to be implemented in the future. This planning interfaces directly with the Tugun to Coolangatta MMCS at Gold Coast Airport where both Light Rail and heavy rail stations are planned and a preferred multi-modal interchange arrangement will need to be identified.</p>
M1 Varsity Lakes to Tugun upgrade	<p>The \$1 billion Pacific Motorway Varsity Lakes to Tugun (VL2T) project is being delivered to upgrade 10km of the M1 and is being constructed in packages. All three packages are now under construction. Key features of the upgrade include:</p> <ul style="list-style-type: none"> <li>▪ Widening 10km of the M1 from 2 to a minimum of 3 lanes in both directions between Varsity Lakes (Exit 85) and Tugun (Exit 95), including improvements to the road alignment, upgrading three motorway interchanges and extending all entry and exit ramps.</li> <li>▪ Constructing a new 2-way western service road between Tallebudgera (Exit 89) and Palm Beach (Exit 92) and a new bridge over Tallebudgera Creek connecting the new western service road.</li> <li>▪ Installing smart motorway technologies to improve travel time between Nerang and Tugun.</li> <li>▪ Installing bicycle and pedestrian paths to improve active transport connections</li> </ul>

## 2.2.2 Gold Coast Airport access changes (QAL)

The Queensland and New South Wales Governments, as well as the Gold Coast Airport, have entered into an agreement to fund and construct a new southern vehicular access at the Airport as identified in the 2017 Master Plan (refer Figure 2-2).



Figure 2-2: Gold Coast Airport Southern Entrance concept design (Source: <https://www.archipelago.com.au/gca-southern-entry>)

The Queensland Government has committed \$6.2 million to the project, which will create a new entrance to the airport precinct on the Queensland/New South Wales border, reducing traffic at the current access at the intersection of the Gold Coast Highway and Terminal Drive (south).

The plan also includes a range of upgrades to internal airport access roads and intersections including Queensland Airport Road and Southern Cross Drive, as well as improved access to the new Ground Transport and Car Hire Access areas.

## 2.2.3 New South Wales projects/ studies

Table 2-3: NSW projects and studies

Project	Description/ relevance
Pacific Highway Tweed Heads Microsimulation (TfNSW)	<p>Transport for NSW (TfNSW) is undertaking a planning investigation for 20km of the Pacific Highway (Motorway) between Stewart Road (Tugun) and Tweed Valley Highway. This investigation has been prompted by the current upgrades to the M1 currently under construction between Varsity Lakes and Tugun and the sustained population growth in Tweed, which will continue with further planned land releases (greenfield expansion) within the Tweed Shire.</p> <p>The purpose of the study is to identify upgrades required to cater for this population growth while maintaining the national function of the Pacific Highway – the primary north south road link between Sydney and Brisbane and a vital piece of the nation's</p>



Project	Description/ relevance
	land transport infrastructure. Upgrades are also required to improve safety, reducing the number of fatalities.
Tweed Multi Modal Corridor Study (TfNSW)	TfNSW has identified an extension of Gold Coast Light Rail into Tweed Shire as an initiative for investigation under the Regional NSW Services and Infrastructure Plan, a Future Transport 2056 supporting plan. The Tweed Multi-Modal Corridor Study was undertaken partly in parallel with this Tugun to Coolangatta Multi Modal Corridor Study to take a wholistic view of route options and future transport requirements to allow for a potential future southern extension of Light Rail into Tweed Shire
Tweed Regional City Action Plan (NSW DPIE)	Regional City Action Plans identify a vision, city drivers, objectives, actions and a delivery framework to promote employment growth, greater housing diversity and plan for infrastructure delivery. The NSW Department of Planning, Industry and Environment (DPIE) commissioned Deicke Richards to undertake an Enquiry by Design (EbD) process to inform the development of the Tweed Regional City Action Plan. The project sought to engage with a broad range of stakeholders to identify and explore a shared vision for the future planning of the city, as well as develop innovative urban design and land use opportunities to enable growth, support high liveability and attract investment.

## 2.2.4 Urban design, placemaking and place analysis studies (CoGC)

The City of Gold Coast has undertaken various place-based studies within the corridor with the overall aim of protecting and enhancing areas on the Gold Coast with a particular local identity, natural resource base or development character. The primary intent of these place analysis studies is to provide a resource to ensure character elements are appropriately considered in future development decisions along the southern Gold Coast strip. Key findings and recommendations for the Bilinga, Kirra and Coolangatta areas (noting that Tugun town centre is north of our study area) are outlined below.

Table 2-4: City of Gold Coast place-based studies

Study name/ area	COGC study findings
Kirra Place Analysis (CoGC 2019)	<p>The Kirra neighbourhood centre located along the ocean front is the central focus of a small residential suburb, which has an intimate character and is characterised by large expanses of parkland along the oceanfront with distinctive mature vegetation. Other features include:</p> <ul style="list-style-type: none"> <li>▪ One sided commercial/retail strip with activity nodes with interspersed residential</li> <li>▪ Street grid and associated road widths inform proportion of building height.</li> <li>▪ High quality public realm with northern aspect and outlook</li> <li>▪ Legible gridded streetscape that is flat and accessible and diversity of open space with varying forms.</li> <li>▪ Framed to the east by Kirra Hill and Mount Murraba ridgeline forming elevated outlooks with iconic views.</li> <li>▪ Existing sense of Gateway created by open space and existing views.</li> </ul>
Coolangatta and Kirra Business Centre Place Based Master Plan (CoGC, 2020)	<p>The Coolangatta and Kirra Business Centre Place Based Master Plan aimed to unlock the precinct's potential and guide its transformation into one of the city's most vibrant and diverse beachside neighbourhoods and business centres. Through well engaged place making, thorough site analysis and urban design, opportunities aim to improve the street environment. Many of the challenges in strengthening and enhancing the area's pedestrian environment and public space revolve around achieving solutions</p>

Study name/ area	COGC study findings
	with existing traffic issues. Key strategies included reducing traffic speed and shifting parking away from high pedestrian areas to improve walkability and cycling
Coolangatta Streetscape Design Guidelines (CoGC, 2019)	The aim of the Streetscape Design Guidelines is to provide direction about the spatial organisation and materiality of the public realm within the Major Centre and adjoining areas. The Guidelines are intended to support the City Plan and the Coolangatta and Kirra Business Centre Placed Master Plan with public realm outcomes expected of Coolangatta, by improving the pedestrian experience.
Gold Coast Light Rail Stage 3 (and 4) – Urban Design Framework (CoGC, 2017)	<p>This document provided an urban design framework to respond to the emerging challenges of growth on the coastal corridor between Broadbeach and Coolangatta to capitalise on future Light Rail and to accommodate population growth while preserving the natural setting and amenity that defines the Gold Coast. The urban design framework provides a “road map” describing the future shape of the Broadbeach to Coolangatta study corridor and how growth could be guided to maximise community benefit and liveability. Key moves and recommendations for each section of the study corridor were identified and should be taken into consideration:</p> <p>Key moves for Bilinga and Airport are as follows:</p> <ul style="list-style-type: none"> <li>▪ Strengthen the Terminal Drive to Johnson Street connection as a key east west green link</li> <li>▪ Reinforce Lang Street as a minor green link</li> <li>▪ Improve public realm and planting on George Street</li> <li>▪ Improve public realm and planting treatments along the Gold Coast Highway creating an attractive and safe pedestrian environment</li> <li>▪ Improve public realm treatments and intensify development entitlements on nominated east-west streets</li> <li>▪ Reinforce active edges in existing activity nodes and introduce new active uses where increased density entitlements and Light Rail nodes are proposed</li> <li>▪ Investigate future renewal opportunities with the Airport car park, Tourist Park and Racecourse</li> </ul> <p>Key moves for Kirra and Coolangatta are as follows:</p> <ul style="list-style-type: none"> <li>▪ Strengthen Miles Street (Kirra) and Dutton Street (Coolangatta) as precinct focussed green street connections</li> <li>▪ Focus renewal improvements and public realm in close proximity to Light Rail stations</li> <li>▪ Reconfigure the Chalk Street carpark to better integrate with new Light Rail</li> <li>▪ Introduce high quality cycle infrastructure along Coolangatta Road and the Gold Coast Highway</li> <li>▪ Consolidate and reinforce active edges along the foreshore</li> <li>▪ Improve the foreshore parks includes spaces adjoining Surf Life Saving Clubs</li> <li>▪ Strengthen pedestrian and cycle permeability across the Gold Coast Highway and Coolangatta Road</li> <li>▪ Reinforce Miles St role as a local bus connection to the wider movement network and integrate the Coolangatta bus interchange with the Light Rail terminus</li> </ul>

## 2.3 Strategic directions for the Tugun to Coolangatta corridor

Specific directions and changes that emerge from the review of the above documents include:

- Light Rail between Broadbeach South and Coolangatta is a key assumption of higher order plans such as the South East Queensland Regional Plan (*ShapingSEQ*) and Regional Transport Plans for South East Queensland and therefore will need to be accommodated in any corridor planning.
- Upgraded high quality (principal) cycle facilities are expected to be provided as a priority (within the next 10 years) – this includes facilities on the Gold Coast Highway/Coolangatta Road corridor to support the existing Oceanway shared path facility on the coastal corridor
- Transport and land use planning should seek to complement the outcomes of the Burleigh Heads to Tugun Route Strategy whereby through traffic is encouraged to use the M1 to support a more attractive and liveable coastal corridor. Nevertheless, the Gold Coast Highway from Stewart Road (Tugun-Currumbin Road) to the airport will need to remain an efficient movement corridor to cater for oversized and hazardous goods vehicle as well as support Tugun Bypass tunnel closures.
- The Gold Coast Airport is a key destination within the 'Southern Gateway' Regional Economic Cluster. Improving access to this node (which will increasingly accommodate more than just airport passengers and workers) from the wider region, through a wider range of mode options is a major opportunity.
- There is need to accommodate population growth and additional housing within the corridor which is within the existing urban footprint, in order to protect green spaces. However, development and density should provide variety and should enhance the character of the southern Gold Coast villages and centres.