



Delivering the next chapter of light rail on the Gold Coast
The Gold Coast has long been one of Australia's most dynamic and fastest-growing cities, known for its golden beaches, thriving tourism industry and booming population.

Delivered under a Design and Construct (D&C) contract by **John Holland**, one of Australia's leading infrastructure and construction companies, Gold Coast Light Rail Stage 3 is a \$1.549 billion project jointly funded by the Australian Government, Queensland Government and City of Gold Coast, and managed by GoldlinQ.

The project commenced in 2022, with completion scheduled for mid-2026.

Gold Coast Light Rail is the largest transport project ever undertaken on the Gold Coast and is more than 20 kilometres long with 19 stations between Helensvale and Broadbeach South. Stage 3 will extend the tram network by 6.7km from Broadbeach South to Burleigh Heads, adding eight new stations and five new trams to the fleet.

Stage 3 runs along the centre of the Gold Coast Highway, with two lanes retained on either side of the light rail line.

The project includes an upgrade and expansion of the existing depot and stabling yard facilities, new light rail and bus connections at Burleigh Heads and Miami, including a new bus interchange in Burleigh Heads.

It also supports works and improvements such as signalled traffic intersections and upgrades, safer signalised pedestrian crossings and improved pedestrian and bicycle facilities.

These works also include new and upgraded active travel infrastructure, including footpaths, cycleways and bike shelters and Intelligent Transport Systems (ITS) infrastructure to support safe and efficient movement.

Four Traction Power Substations (TPS) have been constructed to support the expanded network, alongside new and upgraded utilities including water, gas, power, telecommunications, drainage and sewer infrastructure.

Overhead powerlines were relocated beneath the road surface, improving safety and reliability and retaining walls built to support corridor stability and access.

The project will connect communities with businesses and jobs, hospitals and medical facilities, education, shopping, dining, entertainment and sporting centres.

It also includes precinct revitalisation projects at Nobby Beach and Burleigh Heads, and park upgrades at Mermaid Beach, Miami and Burleigh Heads, enhancing public spaces and community amenity.

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Designing a Connected Future

This project is more than just tracks and trams. It brings together a complex network of infrastructure – including track form, overhead line equipment (OHLE), traction power, traffic signals, stations, intersection upgrades – woven with carefully considered urban and landscape design.

Once complete, the extension will deliver a seamless experience for passengers and communities alike, enhancing connectivity, safety, and the overall environment.

The urban setting of the route has required significant infrastructure enhancements. Intelligent Transport Systems (ITS) were installed to future-proof the network, while structural improvements like retaining walls ensure long-term resilience and accessibility.

Preserving the Gold Coast's natural beauty has of course been a key focus throughout the project. Existing trees along the Gold Coast Highway were retained wherever possible, with additional plantings introduced to create a lush green corridor alongside the light rail.

John Holland designed each station precinct to enhance accessibility, respect the surrounding urban character, and maintain visual appeal.

Park upgrades were also delivered at Mermaid Beach, Miami, and Burleigh Heads to enhance public spaces and community amenity, while precinct revitalisation projects at Nobby Beach and Burleigh Heads further support local vibrancy.



Station Highlights

Eight new stations will be constructed as part of Stage 3, all maintaining a consistent architectural style with previous stages, prioritising functionality and passenger comfort. Each station features open spans and minimal vertical elements to reduce visual impact and create a spacious, contemporary environment.

Structural and services engineers have worked in close collaboration to ensure every station meets rigorous standards for form, function, and performance.

Nobby Beach station, located at the intersection of Lavarack Road, Gold Coast Highway, and Albicore Street, integrates seamlessly into the broader precinct upgrade. It includes a sheltered bike rack, kiss-and-ride facilities and convenient connections to local bus services.



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project for John Holland.*

AS4454 sets strict requirements for the production and classification of composts, soil conditioners and mulches, covering contamination limits, particle size distribution, organic content, moisture levels, physical impurities, and processing methods to create a controlled, engineered mulch product.

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- Correct particle size range for landscape and rehabilitation use
- Low contamination thresholds, including plastics, metals and other foreign objects
- Required organic composition and moisture content
- Controlled processing to minimise pathogens and maximise consistency
- The mulch was used throughout the light rail corridor for soil conditioning, erosion control, and long-term landscape stabilisation. Maintaining consistency and meeting environmental compliance were essential for John Holland, and we delivered on both throughout the project's duration.

Key points:

- AS4454 compliant mulch, batch tested and quality assured
- Processed using high-capacity horizontal grinders
- Guaranteed low-contamination product meeting particle size and organic content standards
- Delivered for corridor rehabilitation and environmental management
- Provided directly to John Holland as part of their vegetation and environmental package



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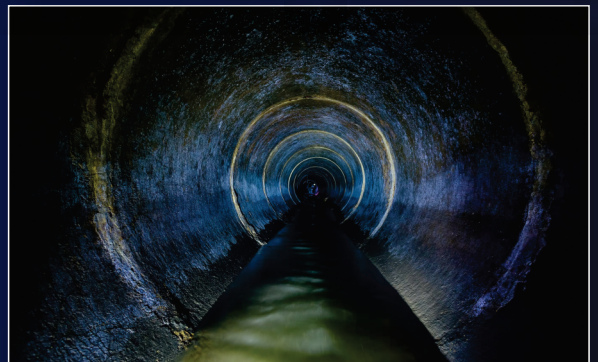
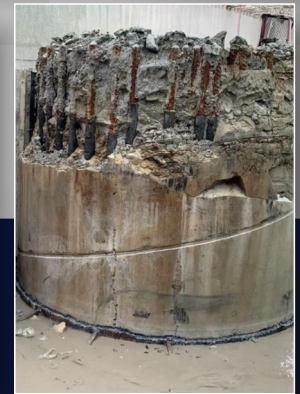
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Burleigh Heads station – positioned just south of Goodwin Terrace – enhances connectivity within the Burleigh Heads precinct. With improved access to the beachfront, village, and Memorial Park, the station features a sheltered bike rack, an integrated bus terminal and facilities for tram and bus operators.

Supporting Communities, Workforce, Inclusion

Delivering a project of this scale in a densely populated corridor – home to 12,500 residential properties and over 600 businesses – requires a proactive and responsive approach.

The Communications and Stakeholder Engagement team works closely with construction and environment teams to keep the community informed and involved.

Initiatives such as the Love Your Local campaign encouraged residents and visitors to support local businesses throughout construction, and the team also launched the Community Fund to support local groups.

The project has also made significant strides in social procurement and inclusion, involving contracts with six indigenous businesses and eight certified social enterprises. Partnerships with organisations like Multicultural Australia, CareerSeekers, and Veterans in Construction helped create employment pathways for refugees and ex-defence force personnel.

Additionally, Stage 3 has achieved approximately two per cent indigenous labour hours – a notable outcome given the Gold Coast’s indigenous population. Two indigenous



scholarships were awarded to Griffith University students, who went on to contribute to the project through roles in the Community and Stakeholder and Environmental teams. Under the Queensland Government Building and Construction Training Policy, Stage 3 has exceeded its workforce development targets well ahead of schedule.

To date, more than 140 apprentices and trainees have contributed to the project, achieving 396,488 apprentice/trainee hours – 202 per cent of the target. An additional 346,026 hours of other workforce training has been delivered, reaching 265 per cent of the target.

Sustainability and Innovation in Delivery

Sustainability is embedded in every aspect of the project, which received an ‘Excellent’ rating from the Infrastructure Sustainability Council (ISC) thanks to **John Holland**



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initiatives such as the deployment of Solpods – redeployable solar systems that reduce grid electricity use by up to 55 per cent at Miami and 30 per cent at Broadbeach.

Two 38.5kWp grid-connected systems featuring 70 solar panels are installed at both locations.

Innovative materials and methods have also played a role. The introduction of ZoneBloc barriers, a compact and eco-friendly concrete system, has reduced steel tonnage and fuel use, with 4.2km installed along the Gold Coast Highway.

These barriers are 46 per cent smaller and 60 per cent more environmentally friendly than traditional options. In another Queensland-first, the John Holland environment team adopted an unmanned, remote-control, battery-powered boat for surface water sampling.

This technology allows for easier collection from hard-to-reach locations and increases overall monitoring capacity – making it the first major infrastructure project in the state to use this eco-friendly solution.

A Legacy for Generations

With more than 100 million paid passenger trips to date and strong patronage growth, the system has already proven its worth.

Whether it is surfers chasing waves, tourists flocking to attractions, or residents commuting to work – light rail has become integral to moving people throughout the Gold Coast.



From tracks to trees – we are greening Stage 3

More than 74,000 native trees and plants are breathing new life into the Gold Coast Highway between Broadbeach and Miami, transforming the light rail corridor into a vibrant, living landscape.

By mid-2026, over 118,000 native species will be planted along Stage 3 and in nearby parks, bringing nature back to the heart of our city and creating a greener, more connected community.

Current Progress

Construction Milestones: As of now, more than 3.5 kilometers of track have been laid, and 43 kilometers of underground utilities have been installed along the light rail alignment from Broadbeach South to Burleigh Heads. The northern section of Stage 3 is nearing completion, with efforts now shifting to the southern section.



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Testing and Commissioning: Testing and commissioning of the light rail system are expected to begin from the northern end of Stage 3 by late 2025, with the entire system anticipated to open for passenger services in mid-2026.

Community Impact: The project is designed to improve public transport accessibility, reduce road congestion, and enhance urban amenity. It is expected to significantly benefit the local community by providing a reliable transport option and supporting the growing population of the Gold Coast.

Completion Timeline: The project is on track for completion by mid-2026, with ongoing construction activities and community engagement to keep residents informed about developments and potential impacts.

Conclusion

This infrastructure project represents a significant investment in the Gold Coast's public transport system, aiming to enhance connectivity and support sustainable urban growth.

Fast Facts

Key Features

The extension will cover 6.7 kilometers from Broadbeach South to Burleigh Heads. It will include eight new light rail stations along the route.

DualTrack System: The light rail will run along the center of the Gold Coast Highway, retaining two traffic lanes on either side of the tracks.

Travel Time: The journey from Broadbeach South to



Burleigh Heads is expected to take around 16 to 17 minutes.

Additional Trams: The project will introduce five new light rail vehicles (LRVs) to accommodate increased passenger demand.

Subcontractors and Suppliers

Rail Systems Core Subcontract [RSCS]	Alstom Transport Australia Pty Ltd
Early Works - Site Investigation Survey	Bennett and Bennett Consulting Surveyors
Early Works - Sewer & Stormwater CCTV	Total Drain Cleaning Services Pty Ltd



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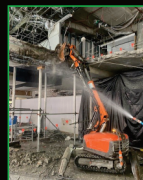


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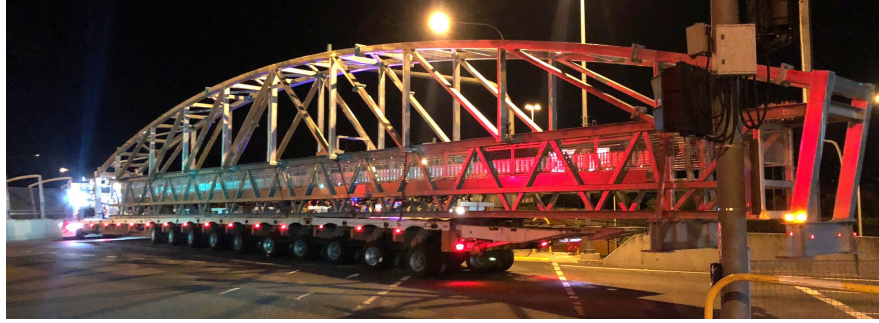
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Currently, Brezac is proud to support the delivery of the Gold Coast Light Rail project.

Having supplied and installed structural steel for Stage 2 - including Helensvale Station and pedestrian overpass and light rail stations, they are now delivering on Stage 3, encompassing 8 new stations, bus terminals, bridge & cycle-rail structures, balustrades and bike shelters.

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