

## **5.6. DAINTREE GATEWAY - WESTERN PRECINCT - STAGE 3 - DAY VISITORS CAR PARK UPGRADE PROJECT**

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**DEPARTMENT:** Infrastructure Services

### **RECOMMENDATION**

**That Council resolves to:**

- 1. Adopt the revised car park layout plan identified as the Daintree Gateway Western Precinct – Stage 3 – Visitor Car and Coach Parking Upgrade Project;**
- 2. Advise respondents of the community engagement phase of the adopted revised concept layout plan; and**
- 3. Proceed to final detailed design and documentation of the Daintree Gateway Western Precinct – Stage 3 - Visitor Car and Coach Parking Upgrade Project for construction.**

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### **EXECUTIVE SUMMARY**

The Daintree Gateway Master Plan is a multi-staged project designed to improve the visitor experience at the entrance to the Daintree Lowland rainforest in the Daintree National Park. In brief, the Daintree Gateway comprises four precincts:

1. Mossman-Daintree Road and Cape Tribulation Road intersection;
2. Western Precinct (river tour operators, boat ramp and floating pontoon area);
3. Ferry South Bank (where queuing for ferry entry and the ferry exit is located); and
4. Ferry North bank.

Council officers developed a concept layout plan for the upgrade of the carparking within the Western Precinct. The concept layout aimed to maximise parking within the existing site currently being utilised for the provision of multiple land use activities.

The concept layout plan was released for community consultation and a wide reaching engagement process took place over a number of weeks. A review of the community feedback was then completed and the concept layout was amended to address some of the community concerns. This report recommends that Council resolve to adopt the amended layout plan, notify the respondents of the outcome of the consultation and proceed to detailed design and documentation.

### **BACKGROUND**

The Daintree Gateway Master Plan is a multi-staged project designed to improve the visitor experience at the entrance to the Daintree Lowland rainforest in the Daintree National Park. The planning process commenced in 2009, and a full history of the project to date, plus copies of reports and plans are available on Council's website.

In brief, the Daintree Gateway comprises four precincts:

1. Mossman-Daintree Road and Cape Tribulation Road intersection;
2. Western Precinct (river tour operators, boat ramp and floating pontoon area);
3. Ferry South Bank (where queuing for ferry entry and the ferry exit is located); and
4. Ferry North bank.

Council has already completed work at the Mossman-Daintree Road and Cape Tribulation Road intersection (welcome sign and landscaping) as well as some work on the Western Precinct and the Ferry South Bank (installation of visitor information display area, amenities block and landscaping).

Further improvements in the Western Precinct include:

- Dedicated vehicle access and parking for river cruise operator customers;
- Clearly defining activity zones including creating a separate access for boat ramp users;
- Relocation of the sand pile to a new location and revegetation of the area once sand removed;
- Revegetation, including landscape treatments to screen parking areas and to provide shade; and
- Replanting on the southern approach so as to provide a canopy over the road.

A concept design layout was developed for the Daintree Gateway – Western Precinct Car Park Upgrade Project to incorporate the following land uses into the existing site:

- DTMR Boat Ramp Integration;
- Amenities block and Interpretive Signage Shelter;
- Commercial Business Access;
- Disability Access and Car Parking Requirements;
- Car Trailer Unit Parking;
- Landscaping;
- Pedestrian Pathway linking the Car Park, Daintree Interpretative Shelter, Boat Ramp Pontoons and Commercial Operations;
- Boat Wash Down Facility; and
- Intersection Upgrades.

Council prepared a Concept Layout Plan for visitors and coach parking for the river cruise customers and a separate area for boat ramp users. The proposed car park layout which incorporated the above land uses established the site has an area to accommodate 22 cars, one (1) disabled, four (4) bus and 24 car trailer unit parking bays.

Once the concept layout plan was completed, Council undertook community consultation to seek feedback on the parking arrangements, their demand requirements for parking, vehicle sizes and traffic flows.

## COMMENT

Revision of the Western Precinct Car Park configuration following Community Engagement to incorporate the following:

Car Trailer Unit Parking Area:

- The reported drainage problem will be investigated and if required will be rectified prior to putting down a new gravel surface;
- Whilst on the revised Plan an alternative parking configuration which allows vehicles to drive through is drawn, there will be no lines marked at this stage. This will enable car & trailers of varying lengths to park, and will accommodate RVs;
- Tree plantings within the area have been removed so as to not impede with manoeuvring and to maximise available space;
- The entrance to the car trailer unit parking area has been widened to allow two-way traffic and the traffic island removed to allow vehicles travelling from the north to enter the parking area; and
- Provision of Lighting.

Visitor Area:

- Bus parking has been relocated;
- Car parking area will be sealed;
- Overflow parking area has been allowed for (where soil pile currently located); and
- Provision of Lighting.

Some requests were not reflected in the revised plan due to available area. Without a larger footprint, it is not possible to achieve:

- the requested number of boat trailer parking spots;
- the requested number of standard visitor car parks;
- the inclusion of the ferry ticket booth;
- redirection of ferry traffic through the precinct; and
- expanded visitor information area.

A larger footprint could be achieved by incorporating the soil pile area in the plans, acquiring some of the adjacent land, and/or realignment of Cape Tribulation Road to allow for more space on the river side.

## PROPOSAL

That Council resolves to:

1. Adopt the revised car park layout plan identified as the Daintree Gateway Western Precinct – Stage 3 – Visitor Car and Coach Parking Upgrade Project;
2. Advise respondents of the community engagement phase of the adopted revised concept layout plan; and
3. Proceed to final detailed design and documentation of the Daintree Gateway Western Precinct – Stage 3 - Visitor Car and Coach Parking Upgrade Project for construction.

## FINANCIAL/RESOURCE IMPLICATIONS

Council has allocated funds for the construction of the Daintree Gateway - Western Precinct Stage 3 – Visitors Car and Coaches Parking Upgrade Project in the 2016/2017 capital budget.

## RISK MANAGEMENT IMPLICATIONS

The design will be completed in accordance with Australian Standards and other relevant industry standards. The design will be certified by a Registered Professional Engineer of Queensland and construction will be managed through Council project & construction management processes.

This area is currently an unsealed gravel carpark and as this is the gateway to the Daintree area the current facility does not provide the amenity and welcome to visitors that it could if upgraded. The proposed upgrade will improve visitor experiences and local community members will benefit from the improved facility.

## SUSTAINABILITY IMPLICATIONS

**Economic:** Improve visitor experience and reduce infrastructure maintenance requirements.

**Environmental:** Reduce sediment runoff and improve runoff water quality into the Daintree River and the Great Barrier Reef.

**Social:** The improved facilities will improve access for residents, tourists and commercial operators, allowing an enhanced experience of the Daintree River and the Reef.

## CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

### Corporate Plan 2014-2019 Initiatives:

#### Theme 2 - Building a Sustainable Economic Base

*2.4.2 - Collaborate with communities in the north of the Shire to identify and pursue opportunities for increased tourism market share.*

## COUNCIL'S ROLE

Council can play a number of different roles in certain circumstances and it is important to be clear about which role is appropriate for a specific purpose or circumstance. The implementation of actions will be a collective effort and Council's involvement will vary from information only through to full responsibility for delivery.

The following areas outline where Council has a clear responsibility to act:

**Asset-Owner** Meeting the responsibilities associated with owning or being the custodian of assets such as infrastructure.

## CONSULTATION

**Internal:** CEO Unit;  
Infrastructure Group; and  
Water and Wastewater Group.

**External:** Daintree Marketing Cooperative (DMC);  
Daintree Coast Community Council (DCCC);  
Mossman Boating and Fishing Club (MBFC);  
Meetings with each of the three river cruise operators;  
Boat ramp users; and  
Department of Transport and Main Roads.

## COMMUNITY ENGAGEMENT

A concept plan outlining improvements to the area where the Daintree River tour operators, public boat ramp and floating pontoon are located was prepared and released for public comment.

Communication methods included a posting on Council's website and Facebook page, a poster on the Daintree Ferry notice board, notices to member lists of Daintree Marketing Cooperative (DMC), Daintree Coast Community Council (DCCC) and Mossman Boating and Fishing Club (MBFC). It also included meetings with each of the three river cruise operators, boat ramp users, and commercial operators who use the boat ramp.

The DMC and DCCC prepared their feedback by consulting with members at a public meeting and via electronic correspondence. Similarly, president of MBFC talked to a number of members before providing input.

### Summary of Feedback

#### Car Trailer Unit Parking Area

- Prefer to have no lines to enable people to park anywhere; leave it as is – it's working;
- Concerned current parking spaces are not long enough. Some members (Mossman Boat and Fishing Club) have boats 4m longer, some have a 2m draw bar. Average 14-15 m, some with 4WDs measure 16m;
- Concerned current parking spaces aren't wide enough. When backing out, concerned there's insufficient room to swing car and trailers, cars may be clipped;
- Concerned if there's kerbing around the parking area, when it floods debris will get caught up. Will have major issues with silt when it floods. If it is kept flat it is easier to keep clean;
- Concerned there aren't enough parking spacing. On a Saturday morning there's 25 trailers parked. In Mackerel season up to 60 boat/trailers are parked in the area. There needs to be an area for the overflow;
- On some days we currently see far higher numbers than 24 trailers parked far more efficiently on the grassy area (we counted 16 trailers a day in May which is low season & lower usage);
- On a recent Saturday with good weather, 45 car & trailers were parked in the area;
- One commercial operator who runs fishing trips daily estimates on busy days the cars and trailers parked numbers around 40;
- Boat Parking to be redefined to Long Vehicle parking (so can be used by 4WD & trailers, caravans and RVs etc) and increase number of spaces;

- There is a drainage problem in the area where boat and trailer currently park. It would be good if this could be fixed;
- The new traffic Island would make accessing the boat ramp area problematic for those travelling from the north;
- I think the traffic island preventing people travelling from the north turning into the area will annoy those from north of the Daintree River;
- Preference is for people using the boat ramp to continue to exit at the ferry end, rather than all vehicles having to exit through the main entrance by the amenities.

#### Visitor Area (River Cruise Operators, Visitor Information and Amenities)

- In regards to the bus parking it should not be in front of the ticket boxes as that space should be used for customer car parking;
- Bus parking directly in front of the River Cruise Tout Booths may impact negatively on sales by reducing visibility to potential self-drive customers;
- Please allow for some sort of overflow for extra cars when all the trailer bays are full and there are more than 22 cars. This does occur on busy days;
- The 22 standard visitor parking bays are less than adequate for current River cruise customers "we counted 10 cars in the car park on a day in May with cruise boat at less than 25% capacity";
- One operator estimated the capacity of river boats offering tours from the precinct was 154 seats. If one assumes 30% come by coach, and 2-3 per car, this means around 40-50 car parking spaces are required;
- One operator said when the car park is full in the season, people drive in, and then drive away. If there were more parking spots, they would get more business;
- Can there be 'Car Park' signs on the main road approach that includes 'RV Parking' and can some of the 22 standard parking bays be allocated to RV Parking? It will go some way to supporting Council's commitment to supporting and growing the RV market and the provision of appropriate directional signage and facilities for RVs;
- It would uplift the area if the car park area was sealed. It does get pot holes and puddles form after the rain;
- The soil pile needs to be relocated – this would free up space and improve amenity of the area.

#### **ATTACHMENTS**

Attachment 1 - Western Precinct Carpark Upgrade Project – Concept Layout Plan for Public Consultation

Attachment 2 - Western Precinct Carpark Upgrade Project – Concept Layout Plan post Public Consultation



LEGEND

- Proposed Sealed Access Road / Parking Bays
- River Cruise Boats Kiosks
- Public Amenities - Toilets, Visitor Information centre
- Concrete Pathway 2.0m wide

River Cruise Boat Pontoon

Parking Bays - 26 Standard + 1 Disability Parking Bay

Boat Ramp Entry/Exit



Sealed Vehicle access to River Gauge and Pontoon (Additional Bus Parking)

Road Connection to McDowall Lane to service 4 existing residences

McDOWALL LANE

River Cruise Bus Parking Bays (10m long x 4.0m wide)

8 SP143026

Possible additional Car park to increase Total Parking Bays - 52 Standard + 1 Disability Parking Bay

Stage 2

Mossman / Port Douglas

Existing Access to be retained

TYPICAL PARKING BAY DIMENSIONS

DAINTREE RIVER

Vegetation & Mangroves

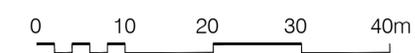
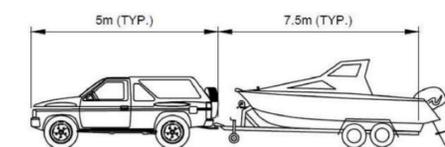
Cape Tribulation

ROAD

3 SP126928

"Keep Clear" linemarking to intersection

25 Trailer Parking Bays (3.0m wide x 12.5m long) Design Vehicle:



DAINTREE GATEWAY CAR PARK UPGRADE OPTION 2

Concept Plan Prepared by:



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