

Cairns Regional Council
Daintree Gateway Masterplan
Options Report

Options Report
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Draft

1 Introduction

The Daintree Gateway Masterplan project is an initiative of Cairns Regional Council (Council) to improve the user experience and visual appearance of the Daintree Gateway precinct. The Daintree is one of the star attractions in Tropical North Queensland and an important part of the traditional lands of the KuKu Yalanji people. However the access to the Daintree is in poor condition and Council wish to develop a masterplan that will guide development of a world-class gateway facility that is more befitting of the world heritage values of the Daintree-Cape Tribulation area. Council also intend to actively engage with the community to ensure the many project stakeholders can shape the project outcomes and set a benchmark for future projects.

Arup has been engaged by Council to develop the masterplan in consultation with community and stakeholders.

This Options Paper is the second stage in the masterplan project. It is preceded by a Strategic and Contextual Frameworks paper that sets out a purpose, vision and guiding principles for the project, as well as documenting the tenure and legislative framework for the project. The strategic framework is summarised at Section 3 to assist in interpretation of the options outlined in this paper.

The purpose of this Options Paper is to describe and illustrate a broad range of potential development options for the purposes of community and stakeholder consultation. The paper is not intended to recommend a preferred option but to record all options proposed to, or identified by, the consultants in the initial stages of the project. This paper will form the basis of consultation with a wide range of community, business and visitor stakeholders to test and evaluate the options and develop a shortlist of preferred options for future development. This process will occur during February via the web, meetings and direct interviews/surveys.

For the purposes of this paper the study area is divided into six precincts, namely:

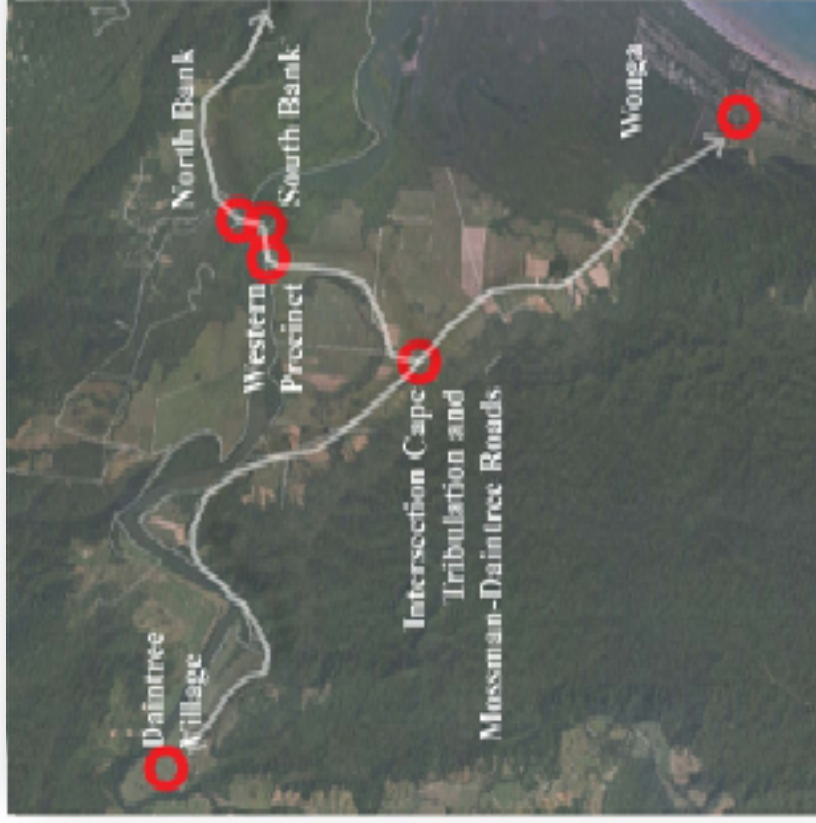
- Intersection of Cape Tribulation & Mossman-Daintree Roads
- Western Precinct
- South Bank
- North Bank
- Daintree Village
- Wonga turnoff

Non site specific options are also considered as a separate 'precinct'.

In Section 4, a range of possible options for each precinct, are identified and described, including a review of advantages and disadvantages and inter-relationship with other options. The options range from 'do-nothing' to a high level of development. In Section 5, combinations of the various options are presented. These options are centred on a key location for an interpretative/visitors facility and a range of low-high development models associated with each location.

The paper is informed by desktop research, site investigations, preliminary consultation and schematic design. This paper is intended to stimulate discussion and inform ongoing consultation. It does not purport to fully represent the views or interests of Council or any project stakeholder, and design ideas contained in the document should not be interpreted as actual proposals or used as the basis for project planning.

Figure 1.1 Gateway Options Location Plan



2 Definition of the Gateway

This project is intended to improve the journey and experience for visitors traversing and using the area immediately adjacent to the Daintree River, including Daintree Village and Wonga Beach, and travellers heading north of the river to the Cape Tribulation section of the National Park. (Refer to Figure 1.) For clarity the study area is described as the Daintree-Cape Tribulation area.

For the Kuku Yalanji people, this area has long been a significant part of the cultural landscape. Over the past three decades the high biodiversity values and the refugial nature of the rainforest ecology has earned the Daintree region a national and global reputation. Today, residents and landholders of the region clearly understand and appreciate their important role alongside the Traditional Owners as custodians of the unique environment.

The significant values of the region attract a steady flow of local, interstate and international visitors. Infrastructure has not kept pace with the increasing visitor numbers, demographics and expectations. Much of the infrastructure in the study area is visually unattractive, providing an inadequate gateway for a locality with the significance of the Daintree.

The purpose of this project is to create a master plan for the development of a more appropriate gateway for the region that can improve visitor outcomes in the region by creating an appropriate visual presence, building a greater understanding of the experiences and opportunities available, and therefore assisting visitors to seek out the personal experiences they particularly desire. However it is not intended that the resulting gateway will not become a destination in its own right or compete with existing attractions and business in the area.

Figure 2.1: Study Area



3 Strategic Framework

3.1 Purpose

The Daintree Gateway has two distinct purposes:

Improve the experience for visitors to the Daintree-Cape Tribulation area.

Increase economic benefit from visitation for local communities and businesses.

3.2 Vision

The Gateway is an enticing landmark that welcomes visitors to the magical wilderness and cultural landscape of the Daintree River and the world’s oldest rainforest.

The Gateway enhances the prosperity of the Daintree area by inspiring visitors to take more time to get to know the values and stories of this outstanding natural environment, its traditional owners and the resident communities.

3.3 Guiding Principles

The following Guiding Principles have been adopted for the project.

Sustainability

Sustainability will be a fundamental consideration in the development of the Daintree Gateway, clearly expressed in the design of built and natural environments. Project outcomes will demonstrate a balance between community needs, economic growth, cultural practices, environmental protection and efficient use of resources.

Cultural Association

The Daintree Gateway will celebrate the rich cultural fabric of the Daintree-Cape Tribulation area and provide opportunities for visitors to learn and interact with cultural history and contemporary practices through interpretive displays, materials, design and art. The precinct will honour the Eastern Kuku Yalanji as the traditional owners of the land and will also acknowledge the non-Indigenous history and association with the Daintree area.

Environmental Protection

The Daintree Gateway will be a celebration of the significance and natural wonder of the Wet Tropics World Heritage Area and Daintree National Park. Development and land uses associated with the Gateway will improve degraded areas, enhance vistas and scenic amenity and do no harm to the coastal and riverine processes of the Daintree River, endemic habitats and eco systems, or the cultural landscape.

Local Economy

The Daintree Gateway will enhance the prosperity of local businesses and communities. It will contribute to greater awareness of the experiences available in the region and will promote and complement existing businesses and attractions.

Sense of Place

The Daintree Gateway will clearly mark the journey from rural landscape to wilderness environment and pay homage to the natural and cultural character of the Daintree-Cape Tribulation area. The Gateway will create a strong sense of arrival, welcome and anticipation and provide a visitor experience befitting the world class values of the area.

Character

The Gateway will reflect the tropical and natural character of the Daintree-Cape Tribulation area. The built form will be a high quality design that reflects and respects the natural areas and character of the local area. Planning of the project will enhance vistas and degraded areas and retain and increase vegetation.

Access and Mobility

The Daintree Gateway will transform the way in which people move through the entire Daintree region and the choices they make about journeys and destinations. In the immediate development area, the Gateway will rationalise the road network, parking areas and river access, creating a safe, legible and accessible environment that meets the needs of all users.

Planning

A successful Daintree Gateway project will be delivered by an integrated and collaborative planning process informed by the:

- cultural values of the landscape and precinct;
- wealth of local knowledge and ideas;
- important role of tourism in the area;
- need to make provision for adaptation and change; and
- value of good design, innovation and creativity.

4 Options Analysis

4.1 Introduction

In this section a range of options are presented for the six precincts within the study area, namely:

- Intersection (Cape Tribulation & Mossman-Daintree Roads)
- Western Precinct
- South Bank
- North Bank
- Daintree Village
- Wonga turnover and

Non site specific options are considered under a seventh section.

For each precinct, there is a table summarising the range of options. This is followed by a more detailed description and conceptual illustration for each option.

The range of options explored for each precinct include consideration of a do nothing option, and low through to high levels of development. This will ensure a full range of options are considered for each site. Table 4.1 describes in brief the 4 levels of development and depicts the shading used to denote these development levels throughout the report.

Table 4.1 Development Levels

Do Nothing	• Facilities remain unchanged - no new works proposed in relation to this project.
Low level of development	• Minor works to develop low key, essential facilities only • For example: landscaping, signage, safe river access, safe pedestrian routes, car parking and legible access routes.
Moderate level of development	• Moderate level of works to develop information facilities and/or visitor amenities (such as toilets, souvenirs and food and beverage stands) in addition to essential works.
High level of development	• Major works to deliver a significant facility. Scope would include essential facilities plus high quality, visually significant interpretative facilities and/or visitor facilities.

4.2 Mossman-Daintree and Cape Tribulation Roads Intersection

4.2.1 Existing Conditions

The intersection of the Mossman-Daintree and Cape Tribulation roads is a key decision point in the 'Daintree journey'. Continuing along the Mossman-Daintree Rd takes the travellers to a number of river tour operators and Daintree Village, whereas making the right hand turn takes travellers to other tour operations, the Daintree River Ferry and onwards to Cape Tribulation.

The intersection is set amongst canefields with no particular landscape or design treatment. Road signage advises of the turn onto Cape Tribulation Road. There is a simple cafe set well back from the road with little visual presence and a poorly presented visitor information bay which includes only advertising for tour products, no general information or interpretation about the area and options available.

The key aspects of the precinct are depicted at Figure 4.2.1

Figure 4.2.1 – Existing Conditions at Mossman-Daintree and Cape Tribulation Roads Intersection



4.2.2 Summary of Options

<i>Ref</i>	<i>Potential Action (Option)</i>	<i>Comments</i>
IN.0	Do nothing	- Does not achieve project objectives - Leaving the existing pull-over and signage may affect legibility of the gateway if not upgraded
IN.1	Remove signage/pull-over and rehabilitate area	- Preferable to do-nothing option for low impact works in this area. - An alternative location would be required for tourist information
IN.2	Upgrade existing pull-over area	- Minimal cost option with no land purchase costs and few ongoing costs - Available area is constrained - Best in conjunction with other options
IN.3	Create entry treatment at intersection	- Minimal cost option with no land purchase costs and few ongoing costs - Best in conjunction with other options (eg In.2)
IN.4	Establish visitors/interpretive centre at intersection	- High cost option including land purchase and ongoing costs - Location makes clear statement about inclusion of Daintree Village within the Daintree Precinct

4.2.3 Description of Options

Option IN.1: Remove signage/pull-over and rehabilitate site

Proposed Scope:

- Remove existing information signage and pull-over area.
Landscape site

Advantages:

- Places the focus of gateway on other parts of the study area

Disadvantages:

- Critical decision point in journey not highlighted
- Opportunity to promote Daintree Village as a part of the Gateway is lost
- Available site is under-utilised

Linkages to other options:

- Interpretive information must be provided elsewhere



Option IN.2: Upgrade Pull Over Area

Proposed Scope:

- Upgrade existing pull-over area with high quality landscaping, tourist information and some general information/ interpretive signage

Advantages:

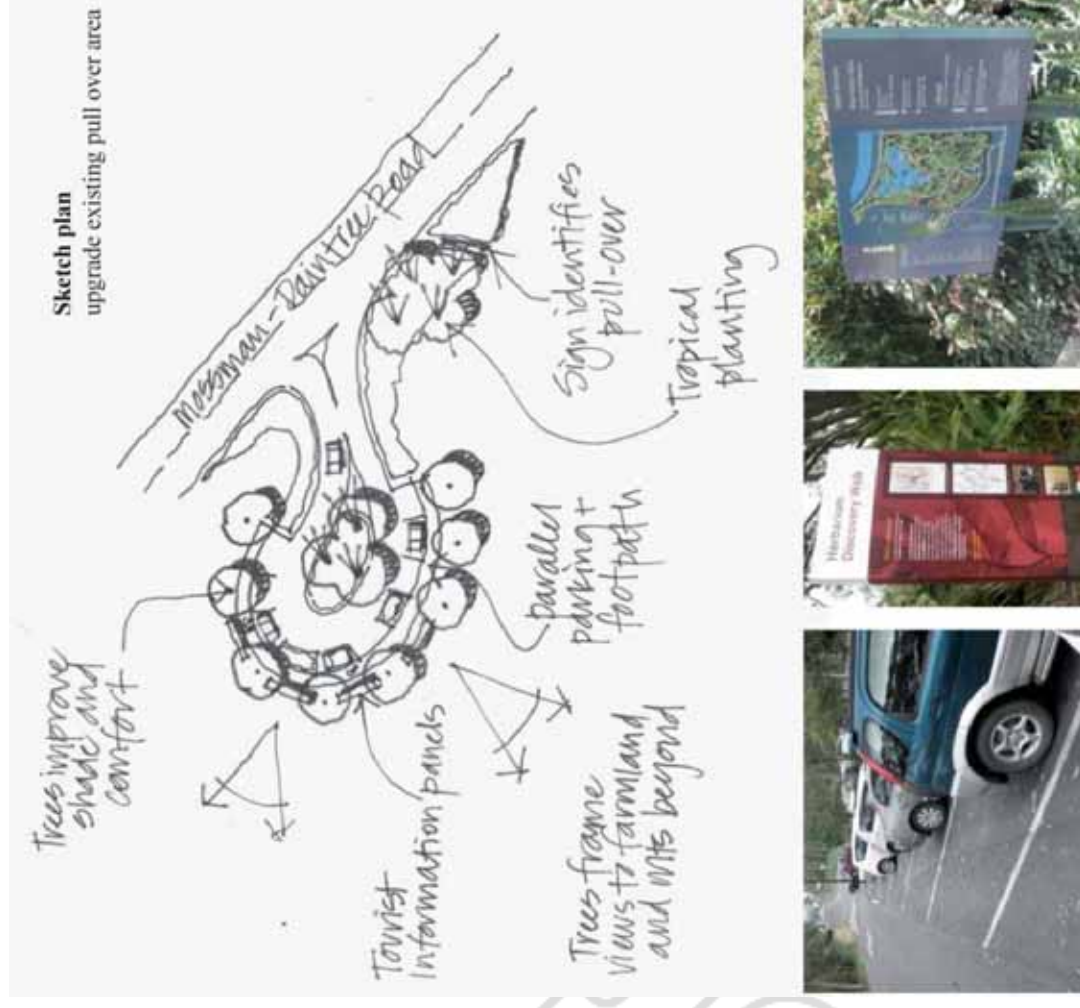
- Minimal cost option - no land purchase costs and few ongoing costs
- Includes the Daintree Village as a part of the gateway
- Separates tourist information from recreational and tourist users of the river and locals crossing the river

Disadvantages:

- Adjacent to the highway with low level of amenity
- Scenic views but not iconic Daintree experience
- Distant from the Daintree River therefore connection with the crossing lost
- No opportunity for amenities and picnic facilities, or commercial activities
- Limited number of users can be accommodated

Linkages to other options:

- Allows for a lower impact option at the Daintree River (Western Precinct, South Bank and North Bank)



Option IN.3: Entry Treatment at Intersection

Proposed Scope:

- Entry treatment at intersection, including signage, public art, landscape and pavement treatment.

Advantages:

- Minimal cost option with low land purchase costs and few ongoing costs
- Emphasises route selection, reducing missed turns

Disadvantages:

- Available area is constrained
- Car based experience, no opportunity for stopping and landscape interpretation

Linkages to other options:

- Compatible with all other options



Option IN.4: Interpretive/Visitors Centre at Cape Tribulation Road Intersection

Proposed Scope:

- Interpretive centre (on site of existing cafe or on north-east corner). May include refreshed existing or new cafe on site.

Advantages:

- Location makes clear statement about inclusion of Daintree Village within the Daintree Precinct
- Builds upon existing business rather than adding competition

Disadvantages:

- High cost option including land purchase and ongoing costs
- May require temporary displacement of existing business

Linkages to other options:

- Allows for a lower impact option at the Daintree River (Western Precinct, South Bank and North Bank)



4.3 Western Precinct

4.3.1 Existing Conditions

The Western Precinct is located where the Cape Tribulation road meets the river and makes a right hand bend towards the east and ferry crossing. It is a visually significant point on the journey, which is marred by the general condition of the site. Visual amenity is further detracted by a cane bin loading area and dredge spoil pile on the approach to the precinct.

The site currently includes a unformed parking area, public boat ramp, landing pontoon for tour operators, concession stands for tour operators, portable toilets and an old shelter with some interpretive signage. At peak tour times and on weekends/public holidays the area is heavily used by local fisher people and visitors. However the infrastructure is generally 'tired' and in poor condition, with very poor visual amenity. The area does not meet public expectations for accessibility requirements.

The Western Precinct includes a number of reserve tenures, including road reserve and coastal esplanade. Resolution of tenure has been on ongoing impediment to improvement works.

Figure 4.3.1 Existing conditions at the Western Precinct



4.3.2 Summary of Options

Reference	Potential Action (Option)	Comments
WP.0	Do nothing	Does not achieve project objectives
WP.1	Realign Cape Tribulation Road	- A re-alignment on approach to the precinct may slow traffic and improve the visual experience - May not be able to get sufficient adjustment to the road alignment within road easement to make a material reduction in traffic speed
WP.2	Upgrade existing facilities	- Works would include defined parking, landscaping, amenities, improved interpretive signage, public art and more visually appealing tour booking huts. - Essential works to improve safety and amenity for current uses
WP.3	Boardwalk in Oxbow Wetlands	- May be duplicating facilities provided on Cape Tribulation - Scenic amenity / health of wetlands questionable, would require rehabilitation to provide quality experience
WP.4	Lookout tower in canopy on river bank	- Unique perspective on Daintree River, provide good introduction to experience - May be duplicating look-outs/canopy walks available north of the river
WP.5	Interpretive/visitors centre	Would include tour booking desks, cultural and natural interpretation and possible sale of refreshments. May include sale of ferry tickets to reduce queuing.
WP.6	Pontoon style interpretive/visitors facility on river	- Similar scope to WP.6, more cost and high flood risk - Provides an iconic experience - May compete with existing business

4.3.3 Description of Options

Option WP.1: Re-align Cape Tribulation Road

Proposed Scope:

- Minor realignment to Daintree Ferry Road to slow travel speeds approaching the tour departure area (or roundabout at entry to Western Precinct)

Advantages:

- Slower traffic and improved safety
- Create a more interesting/visually enticing experience

Disadvantages:

- Land cost if cannot be accommodated on road verges
- May not be sufficient land available to create enough alignment change to reduce the speed

Linkages to other options:

- May be combined with any other options.\
- Particularly appropriate for options involving substantial development of the Western Precinct.



Option WP.2: Upgrade Existing Facilities

Proposed Scope:

- Upgrade existing parking area with defined parking, landscaping, amenities, improved interpretive signage, public art and more visually appealing tour booking huts.

Advantages:

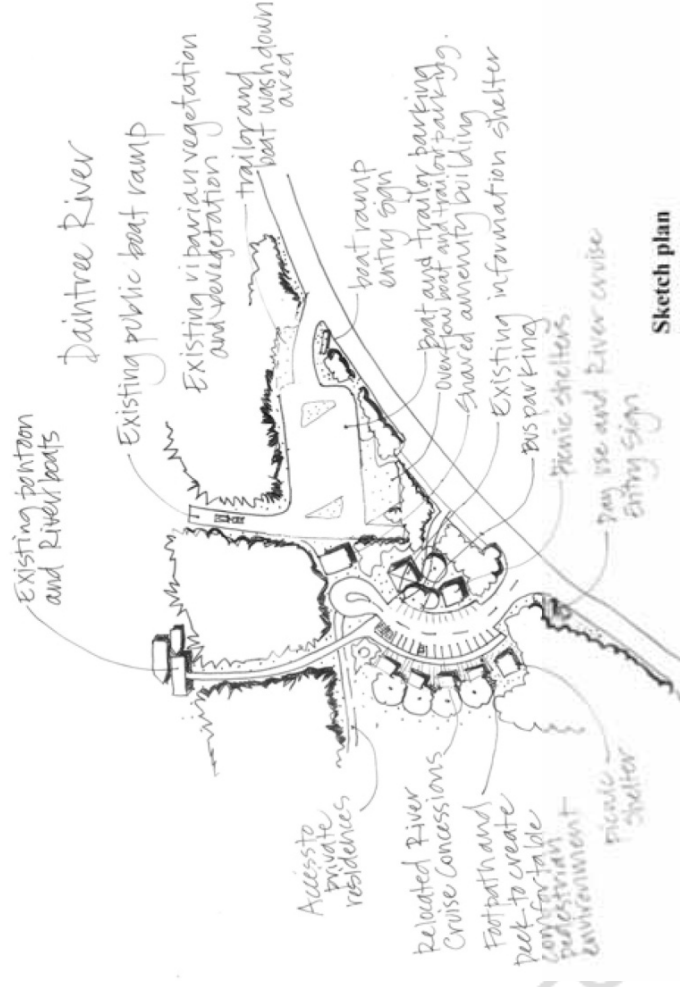
- Improved separation of day use visitors and boat ramp users
- Improved amenities / shared use of amenity building
- River Cruise stands organised and more attractive
- Clear/safe parking and bus drop off areas, road crossing points and pedestrian pathways
- Safe and attractive picnic/test areas
- Landscape design to improve visual amenity
- Direct visitors to safe river access

Disadvantages:

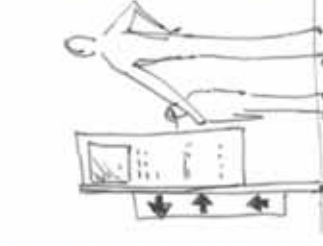
- Likely to involve some land costs
- Limited capacity for growth in visitor numbers and number of concessions
- No formal interpretive facilities at site

Linkages to other options:

- Would complement interpretive/visitor centre in other location
- Arguably an essential work scope to support existing uses



Sketch plan
Feature planting with location sign



Option WP.3: Boardwalk on Oxbow Wetlands

Proposed Scope:

- Boardwalk in wetlands on Cape Tribulation Road (between intersection and Western Precinct)

Advantages:

- Celebrates diverse local habitat

Disadvantages:

- Potential duplication of wetland walks already established at Cape Tribulation
- May distract from journey and activities available at the Daintree River
- Quality / health of wetlands questionable

Linkages to other options:

- Would work best as a part of a series of elements along the journey to the Daintree



Option WP.4: Lookout Tower in Mangrove Canopy

Proposed Scope:

- Construct new lookout tower in canopy on river bank providing 360 views of river, river mouth, mangroves and surrounding ranges.

Advantages:

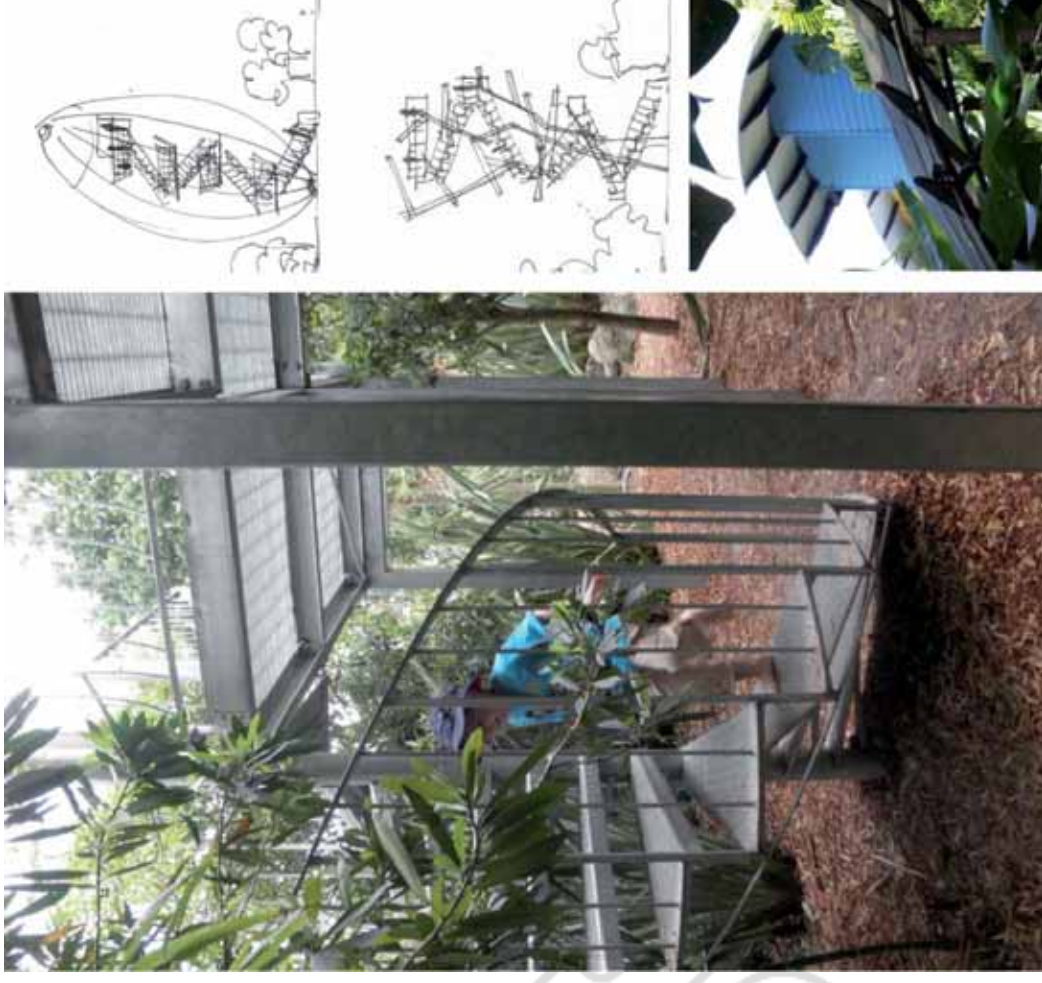
- Create additional attraction for visitors to stop at Western Precinct
- Unique perspective on river

Disadvantages:

- Similar experience to nearby facilities on Cape Tribulation (however these are rainforest)

Linkages to other options:

- Would be a feature of the gateway
- Needs to be supported by other interpretive/visitor options



Option WP.5: Interpretive/Visitors Centre

Proposed Scope:

- Interpretive centre/visitors centre. Overall development would also include tour booking desks, refreshments, parking and landscape upgrades and may include sale of ferry tickets.

Advantages:

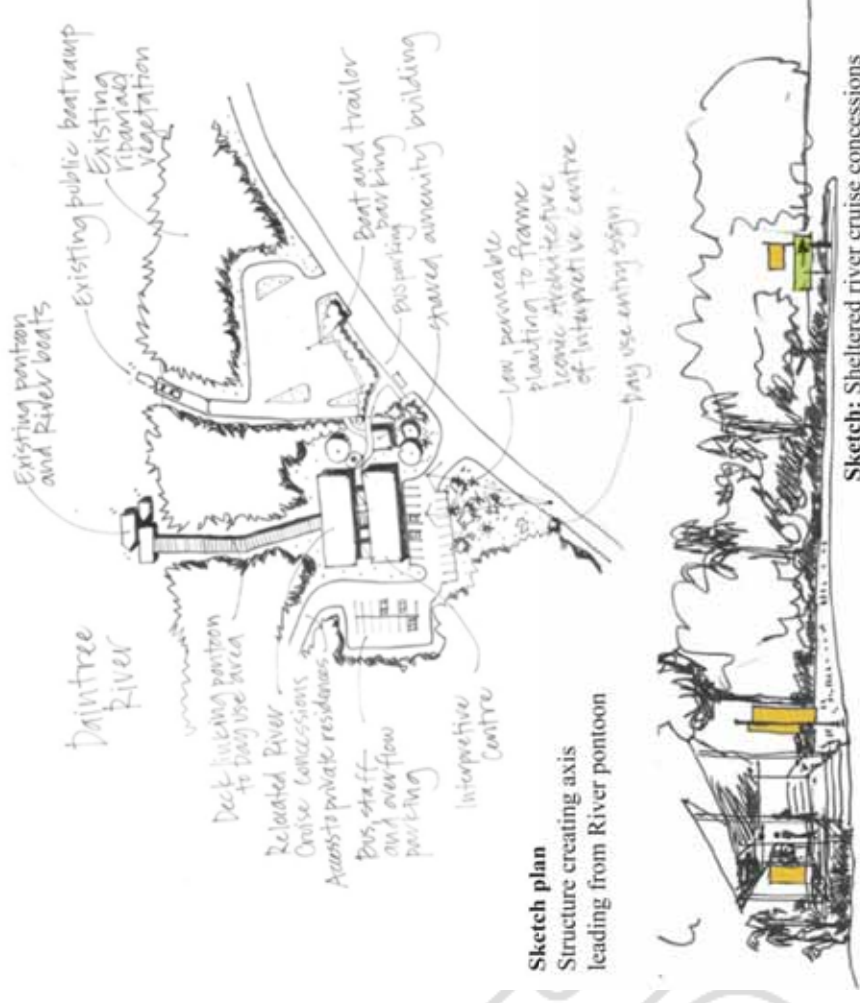
- Potential for world class destination – natural and cultural interpretation
- Improved separation of day use visitors and boat ramp users
- Improved amenities / shared use of amenity building
- Tour bookings more organised and more attractive
- Clear/safe parking and bus drop off areas, road crossing points and pedestrian pathways
- Safe and attractive picnic/test areas
- Landscape design to improve visual amenity
- Direct visitors to safe river access
- Potential to stream line ferry tickets and queuing

Disadvantages:

- Land cost and operational costs
- Prone to flooding

Linkages to other options:

- Would be the focal point of the Gateway supported by other minor works



Sketch: Sheltered river cruise concessions



Option WP.6: Pontoon style interpretive/visitors centre on river

Proposed Scope:

Substantial pontoon facility, potentially including interpretive displays, tour bookings, tour departures and cafe.
(In conjunction with upgrades to parking areas and amenities)

Advantages:

- All as per WP.5
- River location has potential to make the experience more memorable/iconic

Disadvantages:

- Potential ecological impacts
- Impact on visual amenity of river
- Would need to be relocated in flood events, and could be a liability in sudden flood events, particularly to the ferry.
- Planning constraints on development within River

Linkages to other options:

- Would be the focal point of the Gateway, complemented by other low level development



4.4 South Bank

4.4.1 Existing Conditions

The South Bank is the area near the southern access to the ferry crossing, it includes the ferry ticket booths, a circular road network and vehicle queuing area, a private residence (leasehold), a reserve with amenities building, the ferry approach and machinery, and access to one river tour operation.

The land is largely reserve tenure, including one reserve granted to Western Kuku Yalanji under the ILUA. As with the Western Precinct the infrastructure is ‘tired’, in poor condition and with a low level of visual amenity.

Figure 4.4.1: Existing conditions at the South Bank



4.4.2 Summary of Options

<i>Reference</i>	<i>Potential Action (Option)</i>	<i>Comments</i>
SB.0	Do nothing	Does not achieve project objectives
SB.1	Upgrades to Landscape and Circulation	- Remove/rationalise signage and implement a coordinated landscape plan across the precinct - Will address visual amenity issues
SB.2	Upgrade visitor amenities	In addition to minor upgrades, replace current amenities building with improved facility and formalised parking/test area.
SB.3	Interpretive/visitors centre on Kuku Yalanji site	- Assist the Traditional Owners to develop an interpretive/visitors centre with focus on Indigenous cultural heritage. - Location adjacent to at ferry landing has the potential to create traffic problems.

4.4.3 Description of Options

Option SB.1: Upgrades to Landscape and Circulation and SB2. Upgrade Visitor Amenities

Proposed Scope:

- General landscape and visual amenity upgrades between ticket hut and ferry. Remove/rationalise signage.

Advantages:

- Greater clarity and visual amenity along route to ferry
- Simple and informative signage
- Shade for waiting vehicles
- Protection of river edge and riparian vegetation
- Clear parking and vehicle queuing area
- Safe road crossing points and separated pathways
- Buffer Planting to improve views
- Visitors oriented away from river edge and unsafe water access

Disadvantages:

- No improvements to amenities

Linkages to other options:

- May be done in conjunction with any other work scopes



Option SB.3: Interpretive/visitors centre on Kuku Yalanji site

Proposed Scope:

- Develop a cultural interpretive centre on reserve land transferred to Kuku Yalanji under the ILUA.

Advantages:

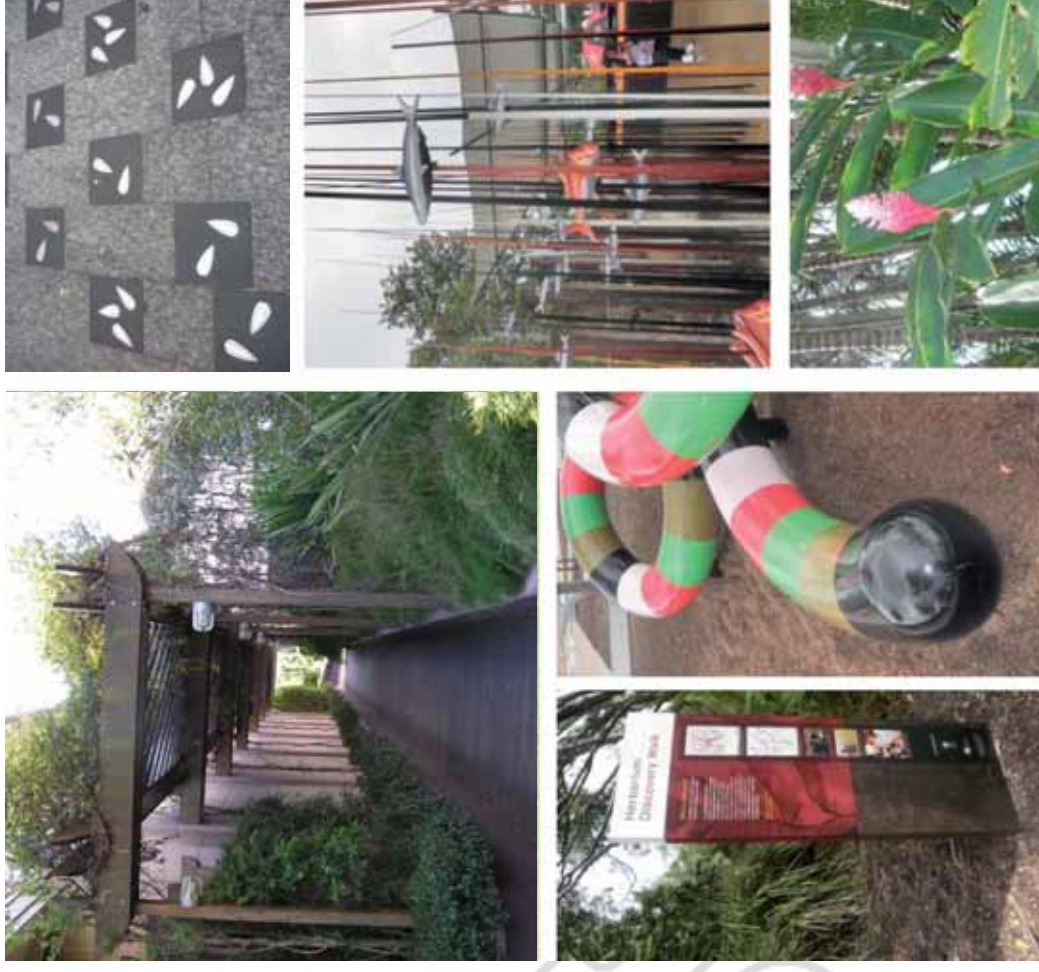
- Has potential to contribute to world class destination, including iconic building
- May meet aspirations of Traditional Owners
- Responds to market demand for cultural tourism experiences
- May improve amenities and experience in South Bank precinct

Disadvantages:

- Potential for competition with / duplication of facilities being developed at Mossman Gorge
- Additional activity in this area may reduce efficiency of cars accessing the ferry
- Additional parking required to service interpretive centre

Linkages to other options:

- Would place emphasis on South Bank areas as focal point of Gateway
- Potential to achieve this outcome in other locations with less traffic issues, through agreement with traditional owners.



4.5 North Bank

4.5.1 Existing Conditions

The North Bank primarily comprises traffic access to the ferry landing. Tour boat operators also use the site to download/pick-up visitors for a one way tour, however there are no formal landing facilities. There are a small number of standing bays for buses utilising this drop off services and a portable toilet. Otherwise the area is relatively undeveloped.

Figure 4.5.1: Existing conditions at the North Bank



4.5.2 Summary of Options

Reference	Potential Action (Option)	Comments
NB.0	Do nothing	Does not achieve project objectives
NB.1	Upgrades to Landscape and Circulation	- Implement a coordinated landscape plan across the precinct - Will address visual amenity issues
NB.2	Tour boat landing and facilities	Install a small pontoon for tour boat pick-up/drop-offs, an amenities building and improved circulation facilities for tour boat users.
NB.3	Boat ramp and facilities	Purchase an adjacent property and develop parking area and amenities in cleared part of site, in conjunction with development of a boat ramp to ease congestion on the ferry and at the southern boat ramp.

Option NB.1: Upgrades to Landscape and Circulation

Proposed Scope:

- General landscape and visual amenity upgrades adjacent to ferry landing. Improve signage and pedestrian safety.

Advantages:

- Clear and direct route to ferry
- Simple and informative signage
- Protection of river edge and riparian vegetation
- Clear parking, vehicle queuing area, bus turn around and waiting areas
- Shaded, comfortable bus shelter
- Safe road crossing points and separated pathways
- Visitors oriented away from river edge and unsafe water access

Disadvantages:

- No toilet facilities or improvement of boat landing

Linkages to other options:

- Links to all other options

Option NB.2: Tour Boat Landing and Facilities

Proposed Scope:

- Formalise tour boat landing, including with waiting facilities and amenities.

Advantages:

- As per NB.1
- Improved and safer boat and vehicle access
- Better amenities for boat users

Disadvantages:

- None

Linkages to other options:

- Complements most other options

Option NB.3: Boat Ramp and Facilities

Proposed Scope:

- Purchase adjacent property and develop parking area and amenities in cleared part of site plus an adjacent boat ramp for private users.

Advantages:

- Improved amenities for boat users from north of river
- Separation of boat ramp and tour boat users from queuing traffic
- Shaded, comfortable bus shelter
- Utilises existing cleared area
- Visitors oriented away from river edge and unsafe water access

Disadvantages:

- Extends public access into new areas of the sensitive landscape, including construction of second boat ramp and clearing of mangroves.
- Increases activity in this area

Linkages to other options:

- Does not conflict with other options



4.6 Daintree Village

4.6.1 Discussion

Daintree is a small and picturesque township located on a prominent bend of the river. It includes accommodation, food and tour options, however there are few differentiating features to attract visitors to the Village instead of, or as well, as going north of the river.

Accordingly the village is bypassed by many visitors. The risk of creating a substantial information/interpretive facility at the Cape Tribulation Road intersection or Western Precinct is that even more visitors may overlook Daintree Village without a clear reason to visit the village.

Therefore a number of options to provide more attraction for visitors to Daintree Village were identified in the course of this project and are described in this section for discussion purposes. The options include sites along the road from the intersection to the village, as well as the village itself.

Figure 4.6.1: Existing Conditions - Daintree Village



4.6.2 Summary of Options

<i>Reference</i>	<i>Potential Action (Option)</i>	<i>Comments</i>
DV.0	Do nothing	
DV.1	Entry Statement	- Landscape and signage treatment at town entry, themed to match other treatments on gateway journey. (Not illustrated/described in more detail in this section, refer IN.2)
DV.2	Elevated lookout and boardwalk at Humbug Reach	Not significant opportunity for the Gateway experience but would add value to Daintree Village Tourist experience and provides a unique outlook on the river and ranges.
DV.3	River and heritage walk, Daintree Village	Not significant opportunity for the Gateway experience but would add value to Daintree Village Tourist experience
DV.4	Interpretive/visitors facility on Mossman-Daintree Rd, north of Cape Tribulation Road intersection	- Encourages more visitors towards the Daintree Village - Involves some back-tracking for visitors to Cape Tribulation and so may not maximise visitor numbers.
DV.5	Daintree Settlement Museum	Not essential part of Gateway but could offer a unique experience that may attract visitors to the Village.

4.6.3 Description of Options

Option DV.2: Elevated lookout and boardwalk, Humbug Reach

Proposed Scope:

- Lookout platform and elevated river boardwalk and look out at Humbug reach of Daintree River

Advantages:

- Maximises access to River and range views from a safe elevated position

Disadvantages:

- Constraints of road easement and steep slopes
- Traffic and parking safety issues

Linkages to other options:

- Builds on Daintree Village tourist experience with a unique river view but not a significant contribution to the Gateway.



Option DV.3: River and Heritage Walk, Daintree Village

Proposed Scope:

- Develop a network of short walks that take advantage of river views and explore the village streetscape.

Advantages:

- Maximises access to River views from a safe position without the need for substantial clearing of riparian vegetation
- Improved amenities in Daintree Village
- Visitors encouraged to visit Daintree Village

Disadvantages:

- May not be sufficient attraction in own right, more effective in conjunction with other attractions
- May require land purchase
- Need to manage safety issues

Linkages to other options:

- Builds on Daintree Village tourist experience but not significant Gateway opportunity



Option DV.4: Interpretive/Visitors Centre, north of Cape Tribulation Road intersection

Proposed Scope:

Construct interpretive/visitors centre on road between Cape Tribulation Road intersection and Daintree Village

Advantages:

- Iconic building creates visual statement
- Visitors oriented towards Daintree Village
- Separates visitor information and interpretation from river crossing and Riverside recreation and tourist activities

Disadvantages:

- Need to acquire land
- Location is beyond the Cape Tribulation Road intersection and therefore may be bypassed or missed by potential visitors (would need to be developed as an attraction in its own right to attract visitors)

Linkages to other options:

- Provides a link between development in the ferry precinct and attractions in the village



Option DV.5: Daintree Settlement Museum

Proposed Scope:

- Renovate an existing building or construct a new museum facility depicting the history of land use in the Mossman – Daintree – Cape Tribulation region, particularly the timber industry.

Advantages:

- Visitors encouraged to visit Daintree Village

Disadvantages:

- Competition and potential for duplication with other museums in the area
- Location is beyond the Cape Tribulation Road intersection and therefore may be bypassed or missed by potential visitors

Linkages to other options:

- Builds on Daintree Village tourist experience but not significant Gateway opportunity



4.7 Wonga Beach Turn-off

Wonga Beach, which is at the southern head of the Daintree River can be considered part of the Daintree visitor experience. A small number of tour operators and businesses operate in the region. A number of works could be undertaken at the Wonga turn-off to reinforce this relationship. They are summarised below.

WT.1	Entry Statement Entry statement treatment, themed to match statements at the Cape Tribulation Road intersection, Western Precinct, South and North Bank and Daintree Village. This is a low cost, low impact option that reinforces the notion of a journey and draws some attention to Wonga Beach. It does not conflict with any other options.
WT.2	Visitor Information Bay Relocate the information bay from the Cape Tribulation Road intersection to the vicinity of the Wonga Beach turn-off, in conjunction with an entry statement. This is also a relatively low cost, low impact option that presents an opportunity to pre-inform visitors of all available options before the Cape Tribulation Road intersection. A site has not been identified and it is likely the option would involve land purchase costs
WT.3	Interpretive/visitors Centre It may be an option to locate the proposed Interpretive/Visitors Centre in the vicinity of the Wonga Beach turn-off. Again this has the potential to ‘pre-inform’ visitors, however it may not maximise the visitor numbers as it is not close to the river and rainforest destination of most visitors.

4.8 Non Site Specific Options

A number of non-site specific gateway options were identified during the project. They are discussed below.

Virtual Gateway: Website and Mobile Phone Applications

Visitors increasingly using websites and mobile phone applications to plan holidays and so there is considerable merit in developing a single Daintree Gateway website with complimentary Mobile Phone Application. The site would be connected to the physical gateway and include live information for people about roads, tours, accommodation, ferry times, weather conditions etc. The site would act as a ‘gateway’ web portal to other Daintree related websites.

Experiential Cinema

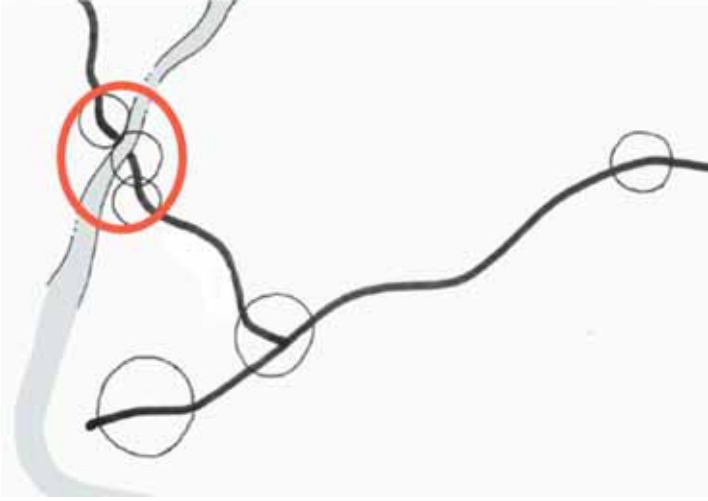
Development of an experiential cinema, such as an Imax, 360 or 3D cinema has been suggested. The cinema would feature informative and entertaining films about the Daintree and about rainforest ecology and conservation more generally.

5 Concept Development

A number of potential combinations of the options presented in Section 4 are summarised below, on the basis of the location of the key visitor facility. Options such as walking tracks, Daintree Village options, the new boat ramp and the website may complement any of these scenarios.

5.1 Daintree River Emphasis

This option involves the development of a primary information, or interpretive/visitors facility adjacent to the Daintree River, either in the Western Precinct or the South Bank.



Low range development model

• Upgrade Western Precinct	WP.2
• Landscape and circulation improvements at the southern and northern bank	SB.1 and NB.2
• Entry statements at the Wonga Beach turn-off, Cape Tribulation intersection and Daintree Village.	IN.3, DV.1 and WT.1
• Tourist information bay at Wonga turn-off or Cape Tribulation Road intersection	IN.2 or WT.2

Mid range development options

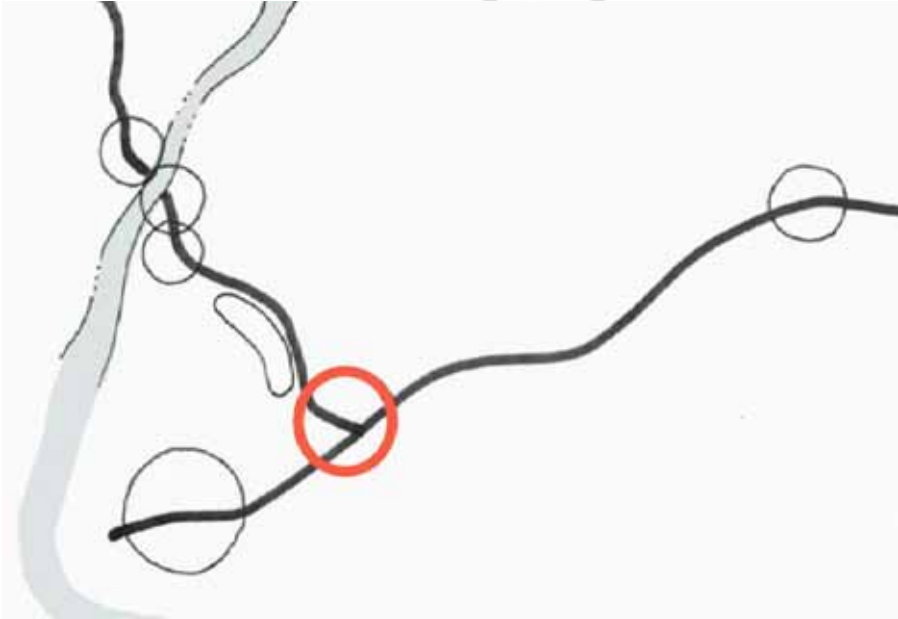
• General upgrades to Western Precinct, South Bank and North Bank and entry statements	As above
• Interpretive/visitors centre in Western Precinct (with road realignment) or South Bank	WP.5 or SB.3
• Tour boat landing and facilities, North Bank	NB.2

Upper range development options

• General upgrades to Western Precinct, South Bank and North Bank landing area and entry statements	As above
• Lookout tower	WP.4
• Pontoon style visitors centre	WP.6

5.2 Cape Tribulation Road Intersection Emphasis

In this scenario the primary visitor node would be located at the intersection of the Mossman-Daintree and Cape Tribulation Roads.



Low range development model

Entry statement at intersection and visitor pull-over/information area	IN.2 and IN.3
Upgrades to Western Precinct	WP.2
Landscape and circulation improvements at the southern and northern bank	SB.1 and NB.2
Entry statements at the Wonga Beach turn-off and Daintree Village.	DV.1 and WT.1

Mid range development options

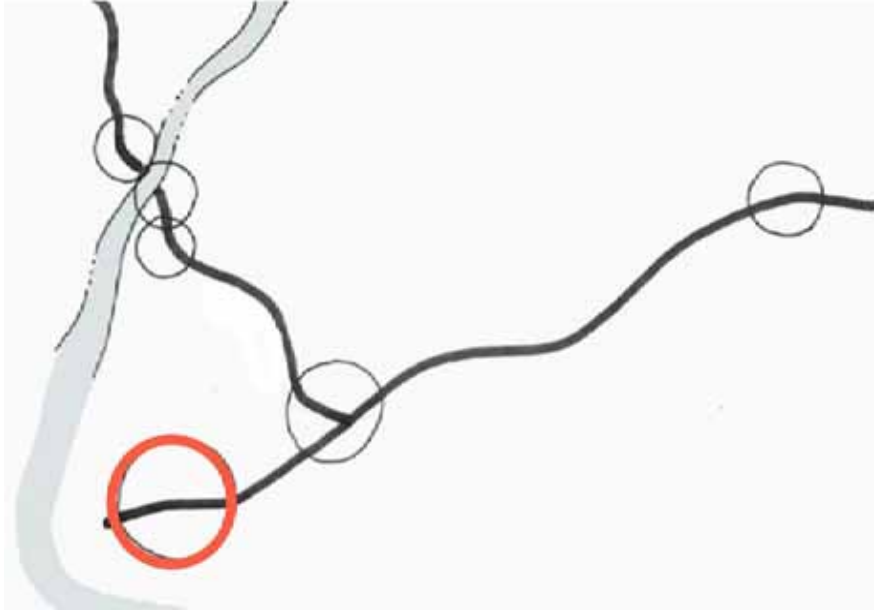
Upgrades and entry statements as above	As above
Interpretive/visitors centre at intersection with redeveloped cafe	IN.4
Tour boat landing and facilities, North Bank	NB.2

Upper range development options

Lookout tower at Western Precinct	WP.4
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5.3 Daintree Village Emphasis

In this scenario the primary visitor node would be located towards Daintree Village and priority given to development of some attractions in the village.



Low range development model

Entry statement at intersection, Wonga Beach turn-off and Daintree Village	IN.2, DV.1 and WT.1
Visitor information pull-over at Cape Tribulation road intersection	
Upgrades to Western Precinct	WP.2
Landscape and circulation improvements at the southern and northern bank	SB.1 and NB.2

Mid range development options

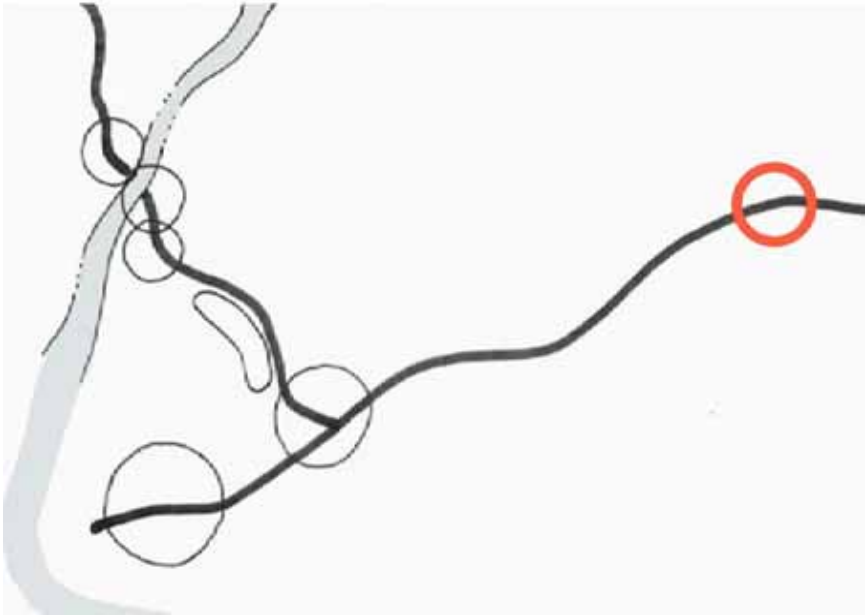
Upgrades and entry statements as above	As above
Interpretive/visitors centre on Mossman-Daintree Road north of intersection	DV.4
Walks and lookout, Humbug Reach and/or Riverwalk in village	DV.2 or DV.3

Upper range development options

Various other attractions in Village and /or Western Precinct	
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5.4 Wonga Beach Turn-Off Emphasis

In this scenario the primary visitor node would be located near the Wonga Beach access.



Low range development model

Entry statement at Cape Tribulation Road intersection, Wonga Beach turn-off and Daintree Village	IN.2, DV.1 and WT.1
Visitor information pull-over at Wonga Beach turn-off	WB.2
Upgrades to Western Precinct	WP.2
Landscape and circulation improvements at the southern and northern bank	SB.1 and NB.2

Mid range development options

Upgrades and entry statements as above	As above
Interpretive/visitors centre near Wonga Beach turn-off	WT.3
Other upgrades to South and North Bank as required	Various

Upper range development options

Various other attractions in Village and /or Western Precinct	Various
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6 Next Steps

This report describes a number of development options and presents some potential scenarios for combining those options to create an overall journey and gateway experience. The report highlights some key strategic questions that need to be answered before a master plan can be commenced, namely:

- Where is the most appropriate location for the primary visitors information centre to provide benefit to as much of the community as possible?
- Can visitor's needs be effectively met via a dispersed solution?
- What level of development and facilities is appropriate/sufficient?

In addition questions such as the style of development, ownership/governance arrangements, land tenure and approvals must also be considered.

Consultation activities will now focus on considering these questions with community members, stakeholders, the business community and visitors to the region. It is intended that the outcome of the consultation will be answers to the strategic questions which would inform the finalisation of a preferred development scenario for the gateway.