



Cooktown Streetscape Strategy Plan

John Mongard Landscape Architects
for Cook Shire Council
May 2007

About the Strategy Plan

This town strategy plan aims to provide vision and direction for Cooktown into the next ten years.

By focusing on its public spaces – the parks, streets and esplanade areas, Cooktown can provide the setting and amenity to support the growth which it is currently experiencing. Progressive improvements to the streetscape, in tandem with good planning decisions, can create a renaissance to rival the town's golden era of the 1880's. This placemaking renewal will re-energize Cooktown as a place for the future, not just of the past.

The Cooktown Streetscape Strategy Plan emerged from a community design and planning process which focused on a community comment shop-front, which occurred in a vacant store next to the IGA food store during the period of 16th February to 21st February 2007. Community workshops with many interest groups occurred in this time with over 220 people participating in the ideas forum. The Streetscape Strategy Plan aims to implement the community's vision and needs for its public realm, in a way which draws on its unique history and tropical landscape setting.





-  Avenue Tree Planting
-  Cooktown Foreshore and Esplanade areas to link with better lighting, paths, BBQ's, picnic shelters and play facilities
-  Shared Pedestrian/Bike Paths and shaded Mobility Corridors
-  Town Centre Heart- The walkable area to retain all key civic and retail activity, and to create mixed-use/higher density living
-  Improved lookout track with Adjacent Pedestrian Path
-  Crafted rest spots with signage, shade and comfortable bench
-  Proposed new town entry points to become visual landmarks
-  Areas requiring special footpath treatment due to narrow reserve
-  Natural arrival points requiring feature entry signage
-  Public areas requiring improvement

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Cooktown: A Moment for Change

Cooktown's best buildings, large trees and parks and its unique kerb and channel all date back to the boom gold mining period of 1880's. However, the town's basic civic infrastructure has not been significantly improved since these times, and Cooktown has reached a moment where it needs to also provide for the needs and visions of current residents and visitors.

The sealing of the road from Cairns, as well as the expanding 'sea change' and 'tree change' lifestyle push along the eastern seaboard of Australia have provided an additional momentum at Cooktown, as evidenced by building activity at the major hotels and by the price of land with sea views. There is a shortage of housing due to take-up rentals by the tin mine staff and delays in building times due to regional shortages caused by Cyclone Larry. The town centre appears to be gearing up for change.

Cooktown now has good road, power, water and sewage and a new town planning scheme which defines the location and form of potential growth clearly. It also has two enviable tourism destinations unusual for a small town: The James Cook History Museum and the Botanic Gardens / Nature's Powerhouse. All of these elements provide a perception of a desirable place to visit and even for relocation.



What People Like About Cooktown

The Residents View

Our 'Set-Up-Shop' community consultation for the Cooktown Streetscape Strategy Plan carried out at the IGA complex in February 2007, and the associated community workshops and forums, have re-affirmed the community's desire to retain Cooktown's quiet and isolated lifestyle, whilst improving the public facilities, spaces and footpaths in the town centre.

The Cooktown Streetscape Resident Survey carried out from 14-21 February 2007 by Tracey Blumer from Cook Shire as part of the Cooktown Streetscape Strategy Plan consultation, received 61 detailed written responses to a survey about Cooktown and its streets.

Residents liked Cooktown's historic buildings/heritage style, its natural looking landscape with big old trees and wildlife and its unique granite kerbs and guttering. They particularly value Charlotte Street, whose broad streetscape includes all these elements.

These core values were reinforced in the community workshop carried out by John Mongard Landscape Architects on Thursday 15th February (20-30 attendees), and in the IGA shopfront consultation (over 80 interviews and attendees). Residents called for improvements to the streets as priority, including better surfacing, drainage and walkways, more shade trees and landscaping and footpaths for kids and bikes. Walkways need better access ramps, disabled access, and safer surfaces. The stormwater drainage is a problem both in unmade residential roads and in the historic stone kerb and channel roads where wide gravel verges wash sediment into the channels in the wet season.

The Cook Shire residents survey identified the need for new facilities such as a skateboard bowl and youth activities, better street lighting / under grounding power, better parkland and landscaping, and more shade and trees.

In terms of priority action areas, the residents in the Cook Shire survey identified Hope Street and Charlotte Street as the streetscapes to improve first. This was reinforced by the set-up shop consultations, particularly by the elderly and disability interest groups, who identified specific footpath areas requiring attention. These inputs have helped to identify where best to provide footpaths and streetscape improvements in the Cooktown Streetscape Strategy Plan.



The Visitors View

The Cooktown Future Tourism Development Study (Conlon. J. 1998) undertook a community survey which identified that Cooktown's unique lifestyle relied on its 'laid back' character, on the town's 'isolation' and on its 'unexploited' nature. The study identified the need for new facilities/services such as an indoor sports/community hall, better roads and more entertainment.

The Cooktown Visitor Survey (Bennet, 2006) identified that 87% of visitors were coming to Cooktown for holidays, and that the average length of stay was 3.6 days, with overseas visitors/Victorian visitors staying from 4.5 to 5.2 days. The Bennet Survey showed that the majority of visitors arrived by car or road with only 4.6% arriving by air (it is our estimate that more visitors now arrive by air). Visitor satisfaction regarding their trip to Cooktown was 92% in this survey, and most visitors were surprised by the number of things to see and do in Cooktown. Whilst history was seen to be the dominant drawcard, once visitors were in Cooktown, it was the natural beauty of the area which overwhelmingly rated comment, with 33% of respondents saying that the scenery, views and beauty is what they would most likely tell their friends about Cooktown. The study recommended that Cooktown better promote itself as a destination for more than just history: "The stunning scenery, unspoilt town, friendliness of the people, aboriginal culture, proximity to the Reef, and wealth of things to do and see, seem to come as something of a surprise" (Bennet, p.5).

Accurate ongoing visitor data collection was recommended to gauge current changes and patterns and we recommend that Cook Shire Council create an updated visitor profile and data base.

Improvements in signage, ease of access to and accuracy of information, improved waterfront infrastructure and poorly maintained roads were amongst visitor complaints in the Bennet survey, and these have been re-affirmed through the streetscape strategy consultation process.

Many visitors make comments such as 'please don't change it' or 'please don't spoil Cooktown with development'. These sentiments seem to be reinforced by resident's comments during the Set-Up Shop consultation: "Change needs to occur but in a way supported by community aspirations".

Both visitors and residents do not want Cooktown to become over commercialised just like other coastal towns such as Port Douglas. They want to keep its charm and village character and the Cooktown Streetscape Strategy Plan aims to achieve this.



What the Community Says

The feeling of imminent change is providing both fear and welcome in the community of Cooktown. Some people don't want Cooktown to change, and value its isolation and quiet character. Other people see that Cooktown could become the next Port Douglas, and would like substantial change. There is a rising gap between the cost of living in Cooktown and the ability of local people to afford to buy and service a home. There is concern that this is forcing locals out and encouraging more moneyed southerners to replace them. Certainly, the million dollar blocks of hill top land are being purchased by retirees from Melbourne and Sydney.

There are parts of Cooktown's community which are currently in a state of flux, for example the High School, the tourism industry associated with visitors arriving by sea, and the Council itself, with potential amalgamation of local authorities and loss of local jobs. At a time of change, these social instabilities increase the sense of anxiety amongst parts of a community. One sign of a great town is how it takes care of the least abled and the least well off. The community of Cooktown have helped us map the priority walkways and public amenities needed to improve the town centre and we have developed this into the Cooktown Streetscape Strategy Plan.



Community Consultation Register

Date	Event	People attending / involved
15/2/07 - 20/2/07	Community Planning & Design Ideas 'Set-Up Shop' at the IGA	85
15/2/07	Public Meeting and Forum	20-30
17/2/07	Market Stall – Design Ideas Stall	15-20
14/2/07- 21/2/07	Streetscape Resident Survey	61
15/2/07	Outdoor Park Staff and Botanic Gardens Workshops	6
15/2/07- 20/2/07	Engineering and Works Staff Meetings	4
20/2/07	Landcare and Nature's Powerhouse	5
15/2/07	Council Managers Workshop	5
19/2/07	Councillors Workshop	10
15/2/07 - 20/2/07	Cooktown Historical Society	3
16/2/07	Families Matter Group	2
15/2/07 - 19/2/07	Disability Interest Group	6-8
16/2/07	CWA	1
15/2/07 - 20/2/07	Council Planning and Heritage Staff	4
16/2/07	Chamber of Commerce	1
Total Involvement:		228-245 people
Cooktowns population:		approx 2500
The percentage of residents contributing ideas to the Streetscape Strategy Plan:		over 9%



Cooktown Needs...

The following is a summary of the most important and recurring community needs from all the consultations undertaken:

Streetscape and Landscaping

- Better linkages between the town's key hubs and destinations
- Shaded seating
- Basic street furnishings – bins, drinking fountains
- Shade and street trees
- Footpaths – shaded, continuous and safe
- Underground the power, at least on Charlotte Street
- Better directional signage through town
- Provide better planting around future important recreational areas - eg. Old dam, John St. oval
- Provide outdoor places for workers and visitors to have lunch
- Upgraded town entries and visitor gateways

Roads and Traffic

- More gutter cross overs in an appropriate and safe design
- Safe crossing points across the streets
- Improved drainage and maintenance on roads
- Provide reduced speed limits along Charlotte Street to the wharf area
- Maintain historic streetscape elements such as the stone kerb and channel



Public Facilities

- Improvements to wharf area – bigger gathering areas, better parking, toilets, more seats, BBQ's
- Create an Esplanade swimming pool area
- Provide things for kids to do – eg: informal sports areas, swimming areas, skateparks and youth activities
- Improvements to Grassy Hill – access, seating, gazebo/shelter, BBQ and parking
- Establish a permanent covered stage area with power
- Provide a central information centre in the centre of town
- Provide designated caravan parking areas
- Provide a shade structure cover to the Milbie Wall artwork

Planning

- Consolidate and link the existing hubs – Post Office, markets, school zone, Botanical Gardens and the hospital, with improved pathways linking these uses
- Create rate payer incentives and guidelines to help encourage people to look after new tree plantings in the footpaths, and to define what area they can plant and maintain
- Council to provide incentives and guidelines to encourage shop owners to remove steps, to provide better disabled access to shops and to improve / paint their shopfronts.

The dream of a last post
a quiet place
nestled in its bay
surrounded by glorious landscapes
and abundant waters

A place where stones
resonate with the past
respectful and remembering

A town with a future
despite its isolation,
finding its niche
as both a great home
and a memorable experience
for visitors

Harness the confidence of the
gold boom era
and clothe this town
with trees and paths
and crafted places
setting Cooktown
for another hundred years.



A Vision for Cooktown

The locals view:

'A quiet town where I can do my own thing.'

The tourist view:

'The charm of isolation.'

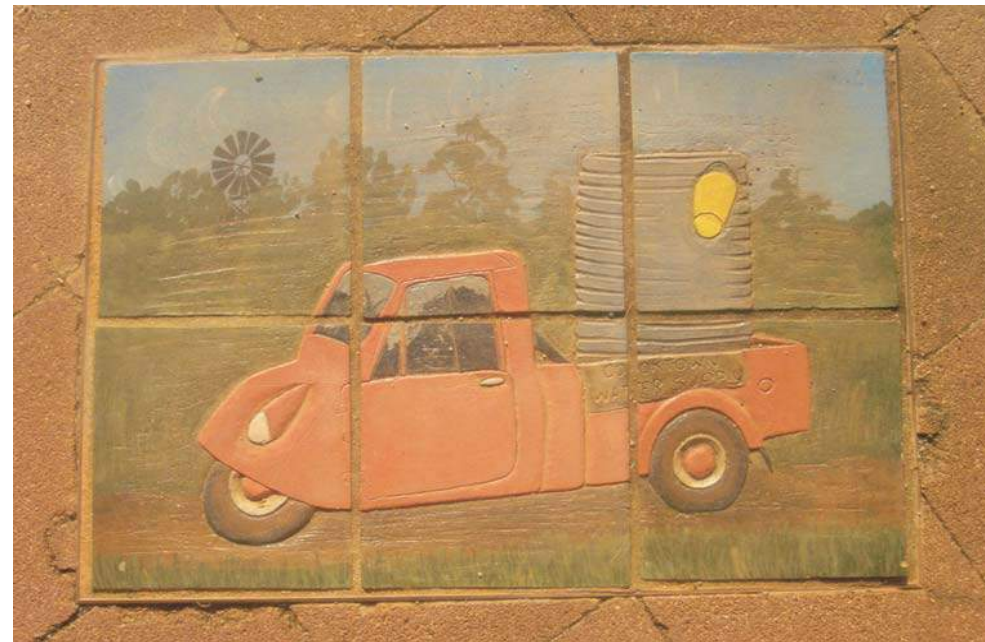
'The intrigue of being the last post: wanting to go to the last town.'

'It feels original – with its history and relic feel, visitors think that it hasn't been 'done over' and that it is an authentic Australian experience.'

The Cooktown Streetscape Strategy Plan – Building Quality for Prosperity

The Cooktown Streetscape Strategy Plan is a ten year strategy to help Cooktown become a walkable town centre, with a series of linked attractions and many great places for people to meet and recreate. The Cooktown Streetscape Strategy Plan has some priority areas to address in the coming years, including:

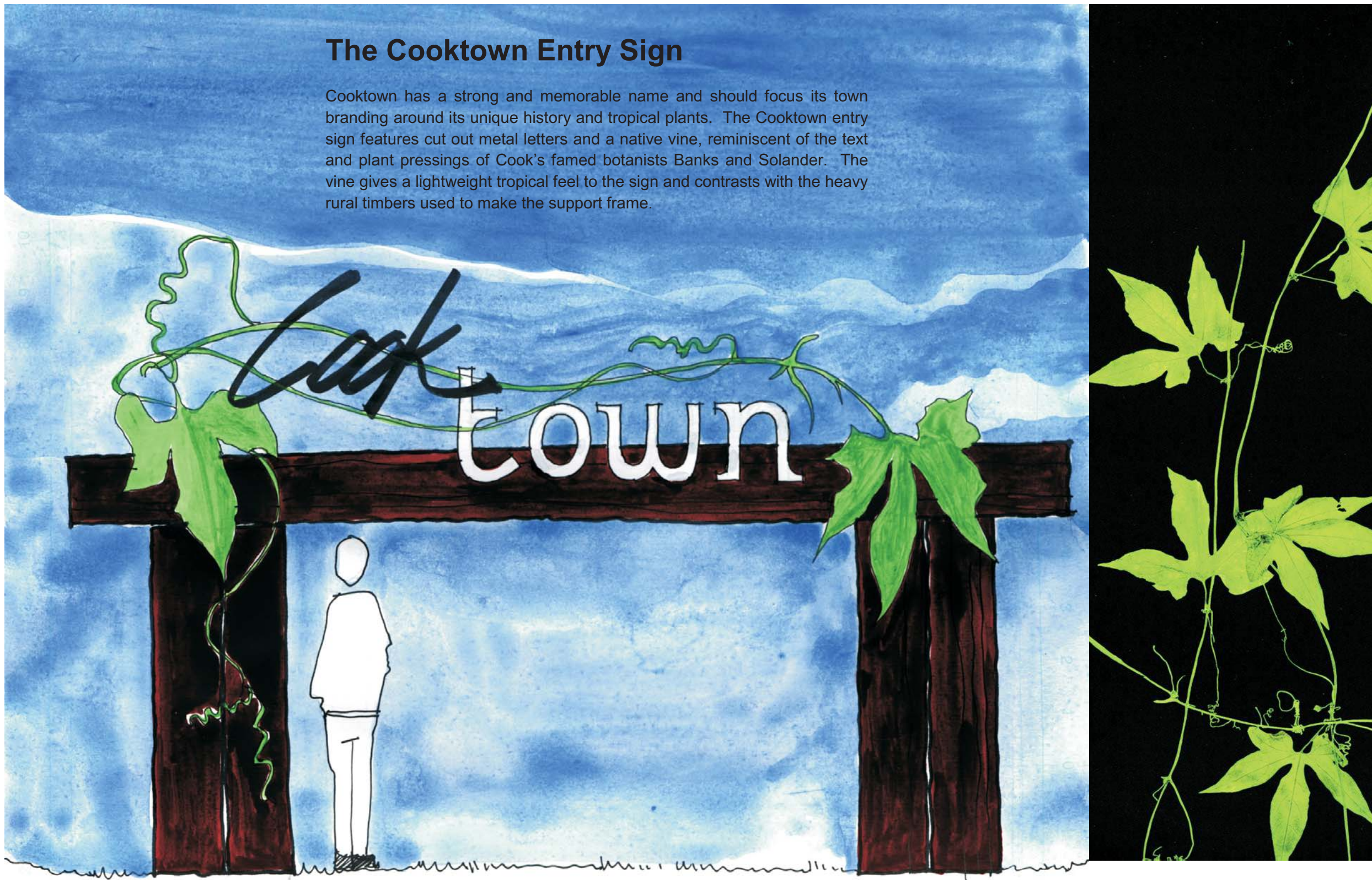
- Creating safe and shady footpaths and bikeways following the communities 'desire lines' – the key paths which they have identified for improvement, lining wharf, Charlotte Street, the shops, the Botanic Gardens and the school / hospital community uses precinct.
- Improving the image and identification of Cooktown at its arrival points by building excellent entry signs and improving way finding with directional signs and avenue shade trees which distinguish each street with different colour and form.
- Establishing a wharf entry park which allows visitors arriving by sea to gather and be oriented in a shady, pleasant setting which can provide many more seats and gathering spaces in the town's most valued meeting area. The toilets would be improved and doubled in size, the 'wharfie' retained and carparking and crossing areas improved.
- Consolidating Charlotte Street as the character and activity hub of Cooktown. This can be achieved by streetscape improvements sensitive to the towns heritage, coupled with careful consideration of any new development. Some urban design incentives have been proposed for Cooktown which may assist with this. Improving footpaths, crossing points and shade are priorities.
- Providing avenues of shade and greenery by selecting a feature tree for each town street and lining these beside the new footpaths. The street trees will be selected to also provide a point of interest for visitors, with interpretative signage identifying their unique local qualities, and their historic links (trees will be selected which Banks and Solander gathered and identified, and which the famed botanic artist Vera Scarth-Johnson drew and painted.

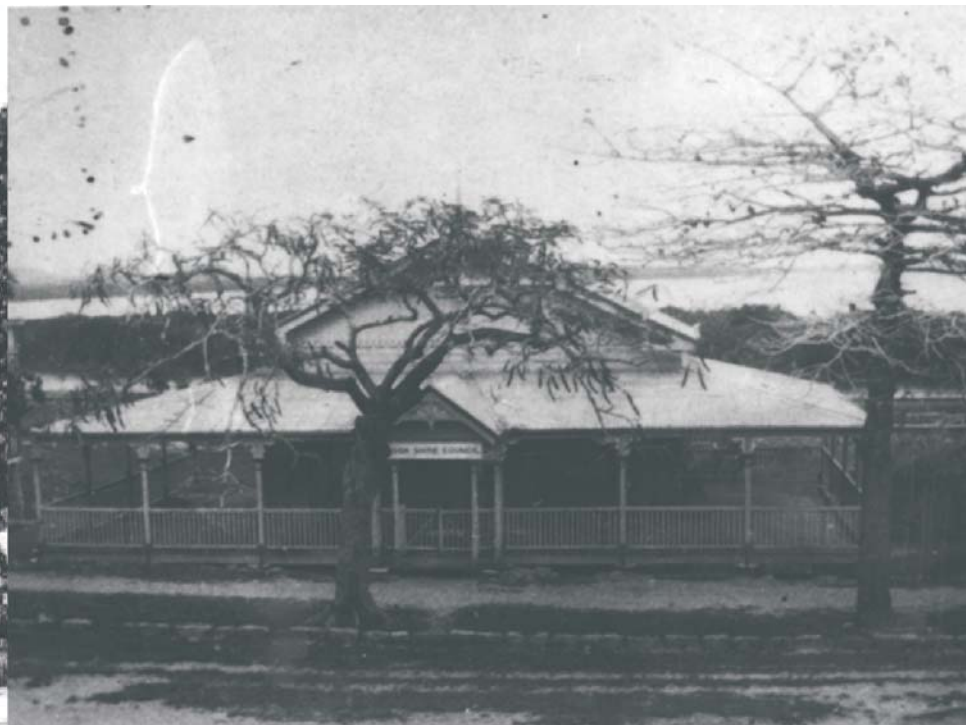


- Installing well crafted seating and robust, comfortable benches along new footpaths to act as rest spots. These should be built by local craftspeople featuring local timbers such as the famed ironwood.
- Promoting arts and crafts in the town centre, to enliven the street and to entice visitors to walk the fairly long routes between wharf, shops and the botanical gardens.
- Fostering consolidation and infill development within the town centre area. By keeping Cooktown together within a walkable 5-10 minute area, the town can focus its services, footpaths and maintenance resources to provide better quality. The great rural towns of Australia have managed to celebrate their past by retaining historic buildings, trees and streetscape, but they also maintain a buzz of activity by having a compact shopping area surrounded by a mix of residential living options.
- Providing for the less-abled and the aged will be a priority into the future, and the streetscapes in the strategy plan are designed to overcome the level changes and obstacles in the street without detracting from the heritage stone kerbing.

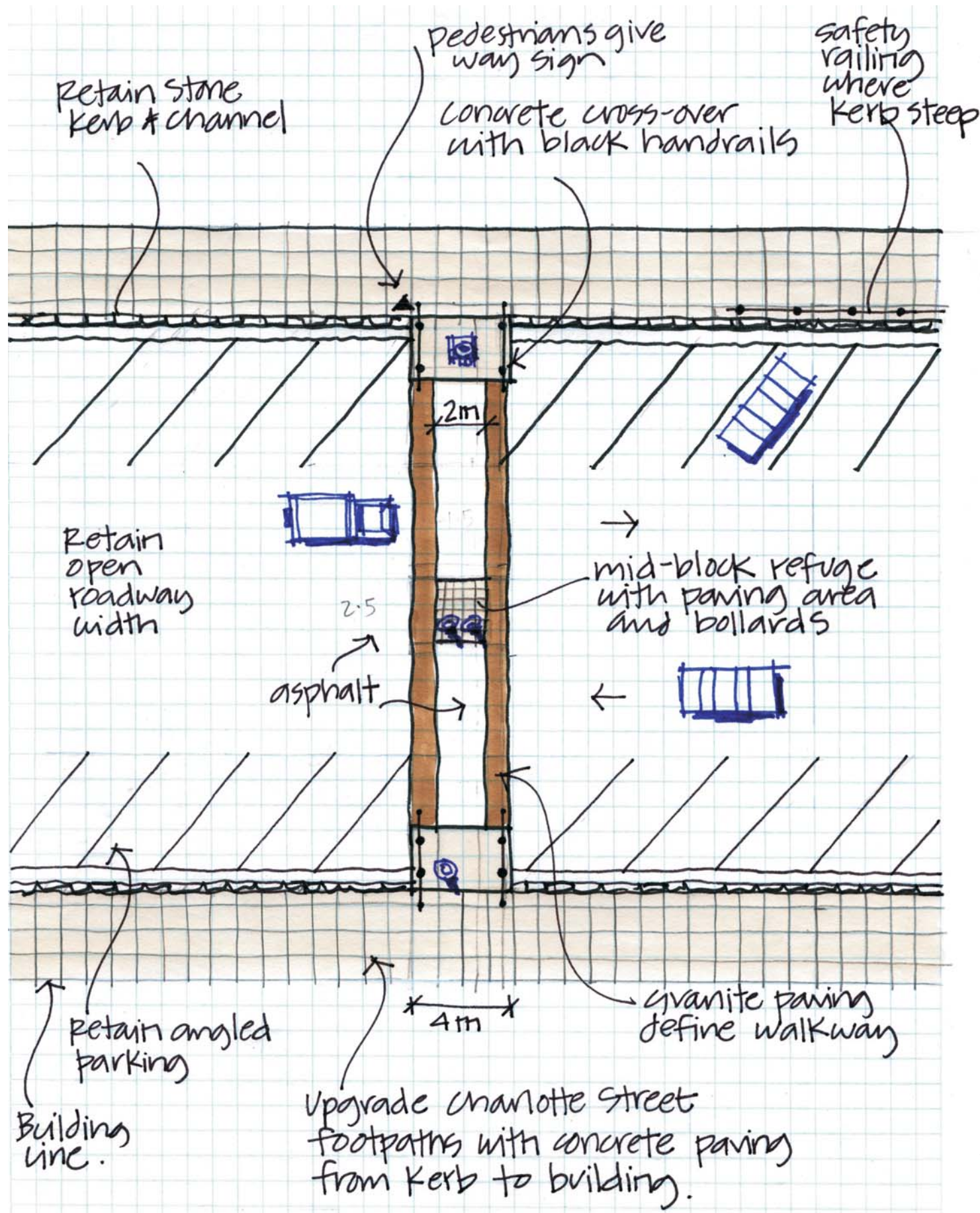
The Cooktown Entry Sign

Cooktown has a strong and memorable name and should focus its town branding around its unique history and tropical plants. The Cooktown entry sign features cut out metal letters and a native vine, reminiscent of the text and plant pressings of Cook's famed botanists Banks and Solander. The vine gives a lightweight tropical feel to the sign and contrasts with the heavy rural timbers used to make the support frame.





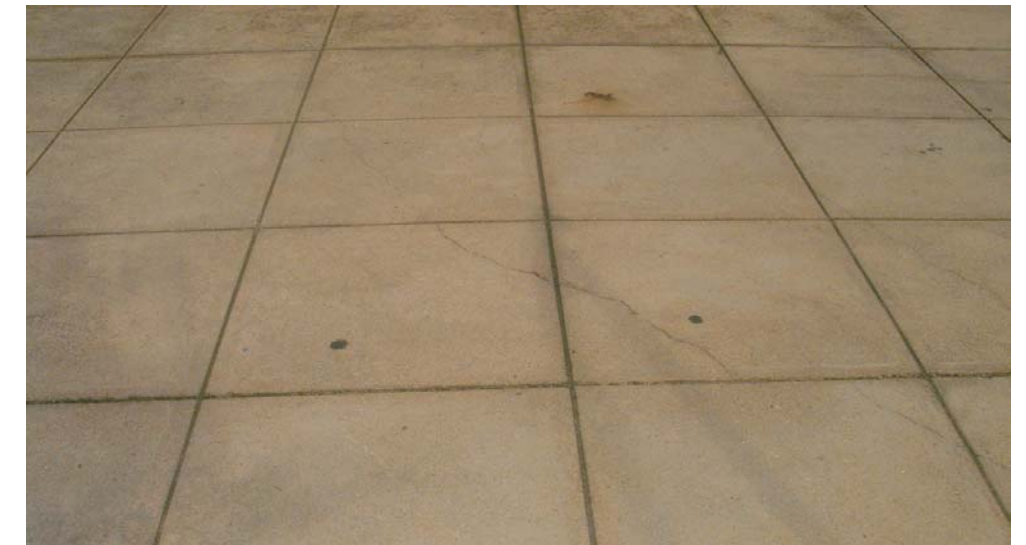
Historical photos of Charlotte Street showing an avenue of street trees adjacent to continuous, highly crafted main street buildings.



A Fitting Charlotte Streetscape

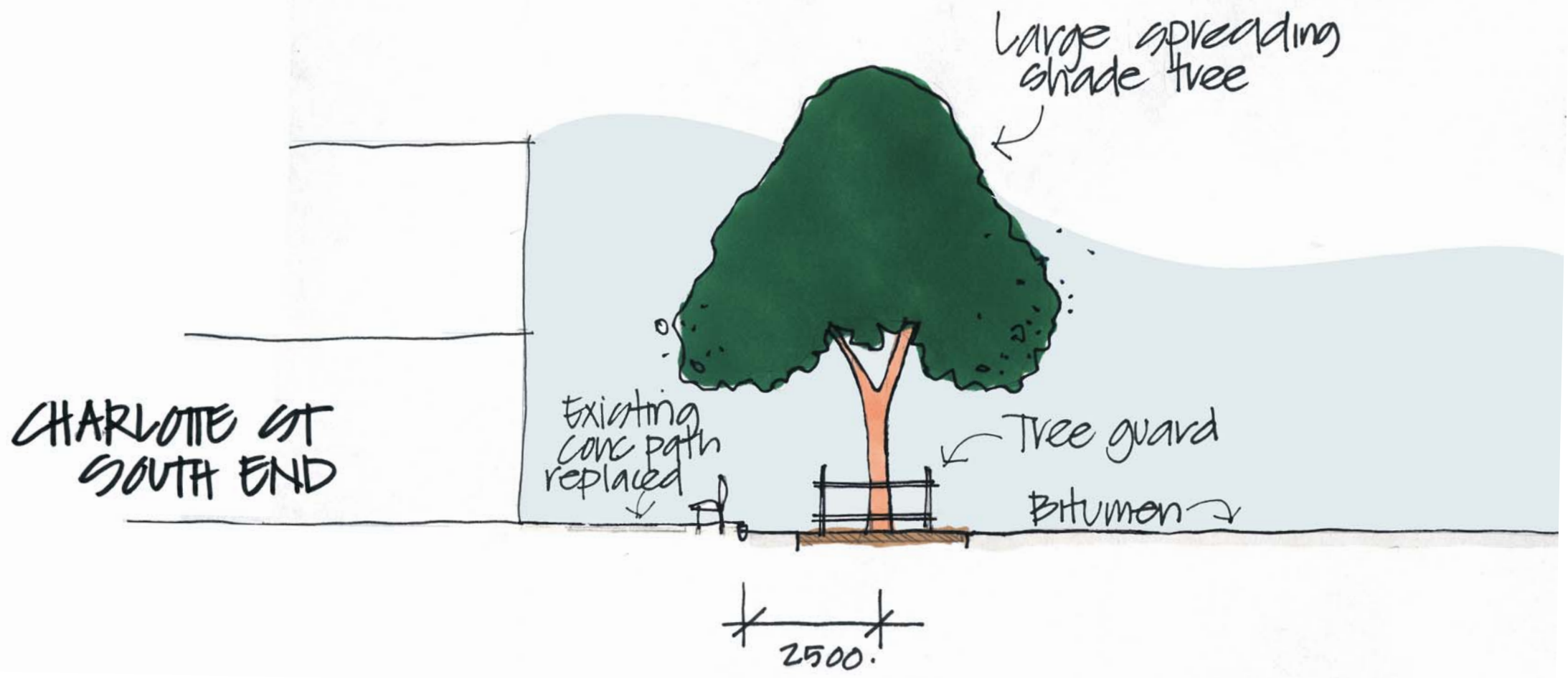
On Charlotte Street and where active shopfronts create frequent people movement, the footpaths need to be of a higher quality than in residential streets. A new concrete pavement with a dark grey oxide and a square gridded, hand – pressed pattern (not stencilled), will provide a cost effective civic solution in keeping with the heritage character of the main street. The colour oxide will reduce glare and minimise obvious stains. The effect is similar to that on the path at the entry to the James Cook Museum.

The steep stone gutters would be traversed by a new improved coloured concrete pedestrian cross-overs, which would have black handrails. The crossing area would be simply defined by granite crazy-paving bands, which act as rumble strips. In the centre of the road a concrete paved refuge with low planting, stone edges and bollards would provide a rest spot. These simple mid-block and end block crossing points would fit into the heritage streetscape of Charlotte Street.



A photograph of the concrete path with the square grid pattern at the entry to the James Cook Museum

Sketch plan of proposed mid-block pedestrian safety crossings on Charlotte Street, and 'main street' type footpath paving using coloured concrete with square pattern.



Charlotte Street

Aerial view with street trees shown in proposed locations.
 No trees on Charlotte between Green and Walker Streets
 To preserve existing openness of street.
 Trees would continue either end of street -
 Drawing indicative of extent only.

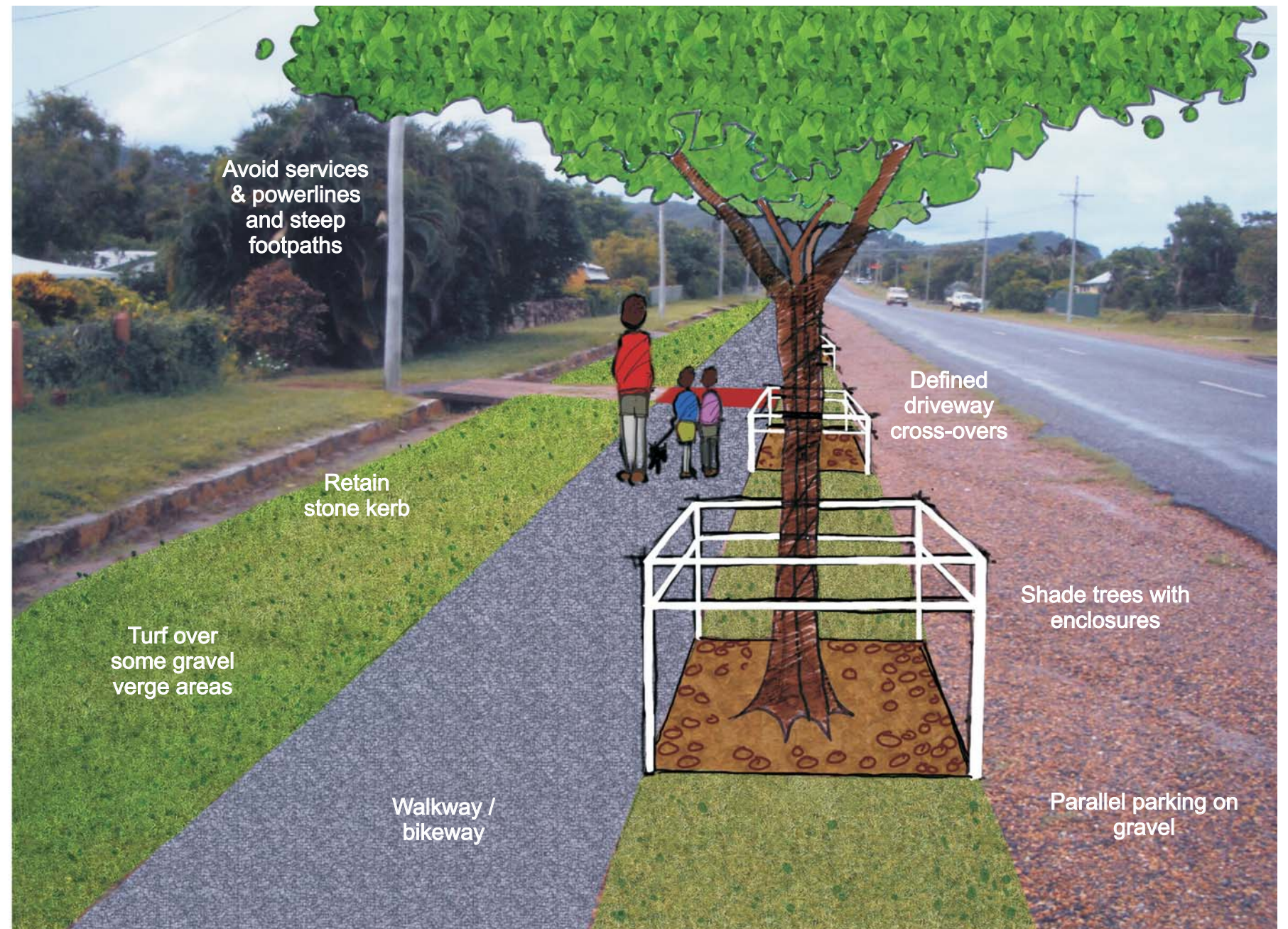
A New Streetscape

The streets of Cooktown are very wide and people like the sense of openness they provide. There are insufficient footpaths throughout town and people complain about the lack of shade and the poor state of the routes connecting the key places, which are spread out widely for a small town.

A new streetscape will be built to fix these problems. A new combined walkway / bikeway mobility corridor will be established centrally to the wide gravel verges of many key roads. This new mainly asphalt path will be accompanied by street trees with timber framed heritage style enclosures to protect them. Trees would be installed at regular intervals to provide nearly continuous shade.

Enough gravel verge would be retained to allow parallel parking, and the remainder of land up to the kerb would be turfed to minimise maintenance problems and siltation of the kerbs. By moving the mobility corridor off the old footpath, the powerlines and the historic stone kerbs are not effected.

Where footpaths are already built, such as Charlotte Street, or where shopfronts abut, the footpath would be improved between building and kerb, and trip hazards removed. Refer to the streetscape sketch showing Hope Street after the new streetscape treatments have been applied.

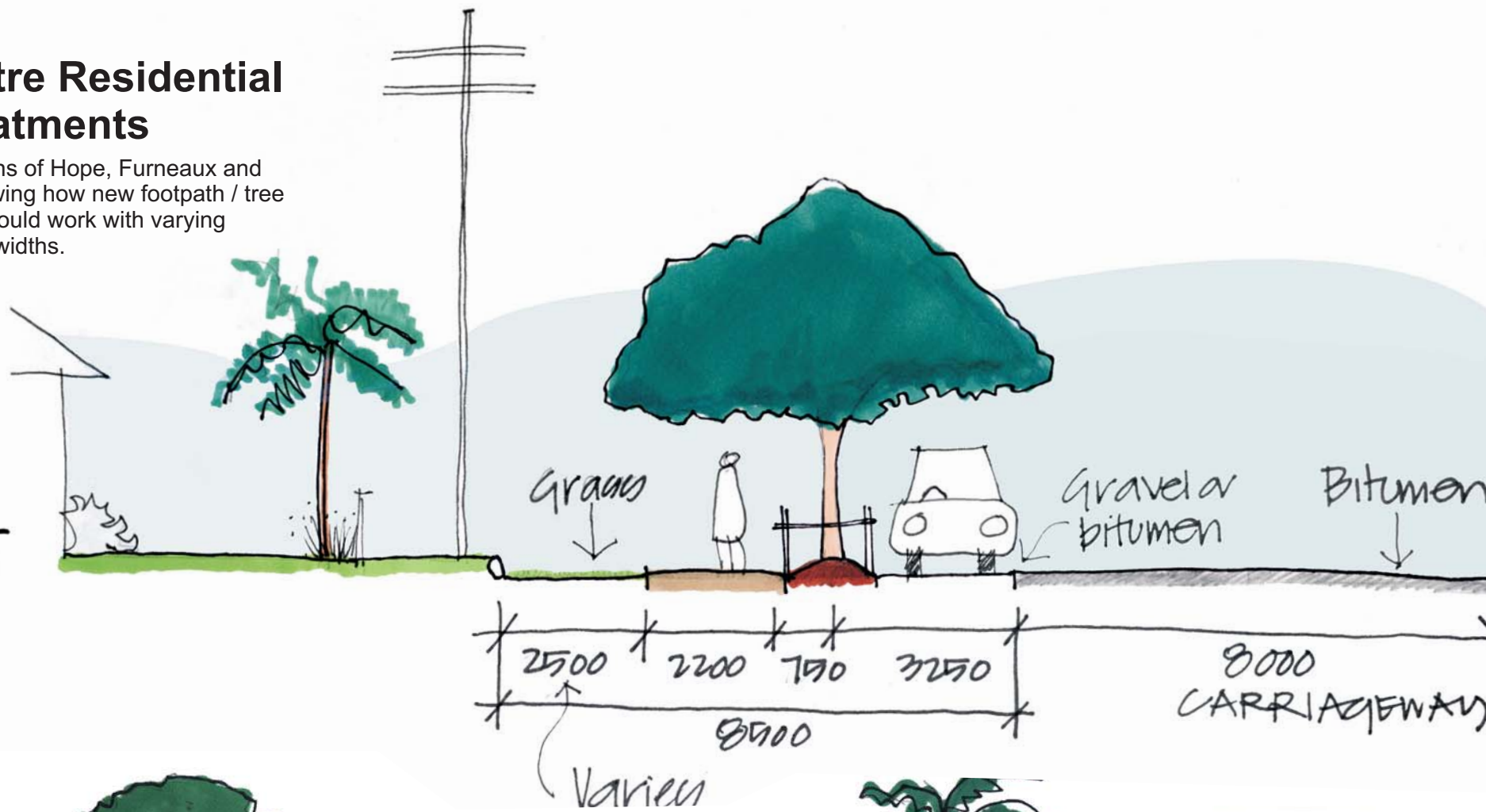


Sketch of proposed new footpath / tree planting scheme for many key town streets

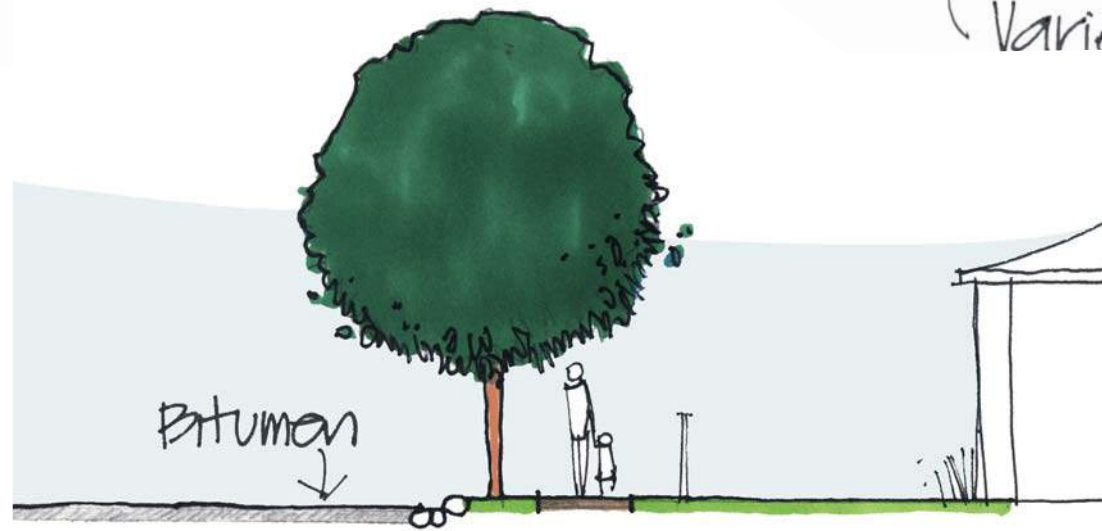
Town Centre Residential Street Treatments

Sketch cross sections of Hope, Furneaux and Walker Streets showing how new footpath / tree planting schemes would work with varying footpath and verge widths.

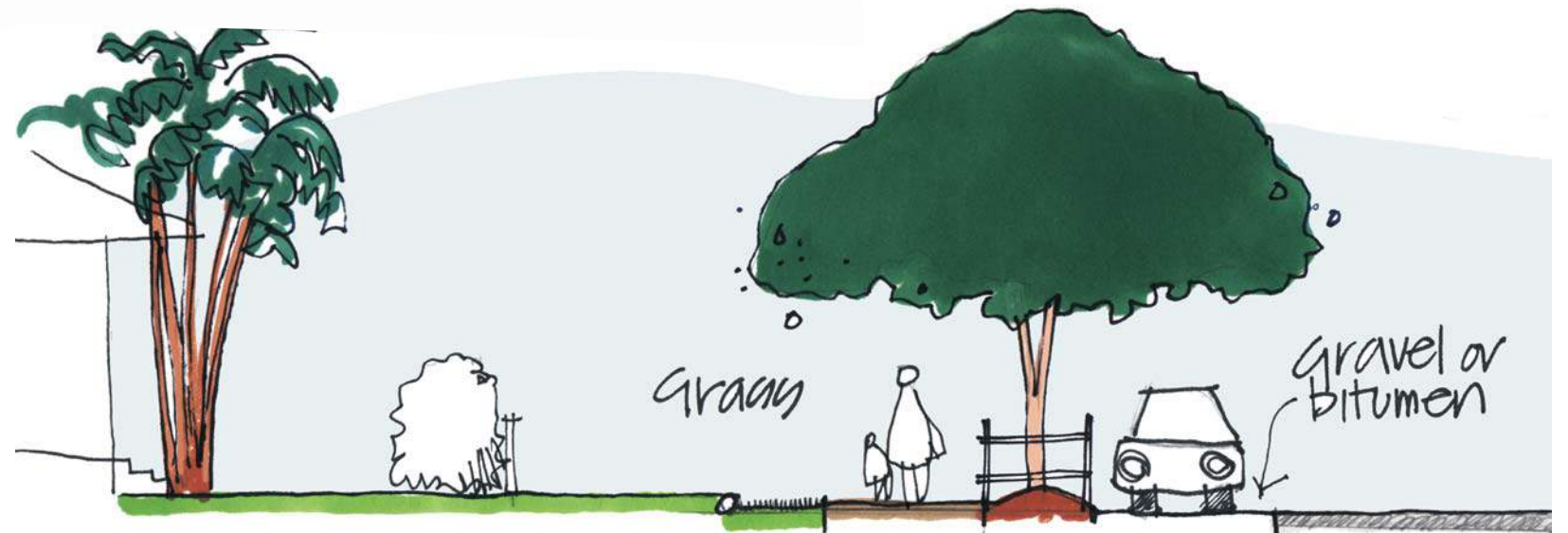
HOPE ST



Existing view of Hope Street



BOTTOM FURNEAUX



WALKER ST



New tree barriers around street trees will be based on the shape and material of old tree guards.

Tree Enclosures



Proposed new tree barriers around street trees will have square white timber posts with wire infills .

Avenues of Shade for Cooktown

The creation of shady footpaths was the predominant request from residents and visitors in the Cooktown Streetscape Strategy Plan consultation, and is also strongly supported by the earlier visitor surveys.

Re-establishing avenues of canopy trees similar in character to those originally planted along Charlotte Street in the 1870's is a key action in the Cooktown Streetscape Strategy Plan.

A signature tree species will be selected for each of the core Cooktown streets, to be progressively planted during the ten year plan. Street trees have been selected for a combination of elements such as: fast growing, hardy, tolerant of dry periods, minimal maintenance, endemic to Cooktown, scented or featuring flower, leaf or bark qualities.

Additionally, the avenues of shade will reinforce tourism and visitor interpretation in Cooktown by promoting points of interest identified by visitor surveys and by resident's opinions about the best of Cooktown. The areas unique natural qualities will be represented by its most spectacular and special trees. Species which have Aboriginal uses and rituals are also featured. Visitors seeking history will also find avenues of species which Banks and Solander collected on the Endeavour at first settlement. Additionally, visitors seeking the unique watercolours of the famed Cooktown naturalist Vera Scarth-Johnson displayed in Nature's Powerhouse will find her trees represented in Cooktown's streets. Interpretive signs will provide information along the avenues of shade.



Pedestrian Refuge
Typical street treatment to improve pedestrian mobility



Crafted Rest Spots

Cooktown has a wealth of interesting qualities and people, and it could celebrate these better by encouraging art and crafts in public spaces and streetscapes. The walk between the wharf, Charlotte Street and onto the James Cook History Museum and the Botanical Gardens is the most important visitor route, and it is in these footpaths that arts and crafts can play a role in enlivening the long walk between these attractions.

Benches crafted by local timberworkers should be sited at spaces 200 metres along this route to provide rest spots for the increasing number of elderly visitors. At these locations, interpretative signs could tell Cooktown's stories, and could describe unique features of the overhanging shade trees. These areas could contain colourful mosaic paving patterns celebrating local nature or culture, and could also incorporate street sculpture building on the themes. These crafted rest spots allow a cost effective way of concentrating high quality streetscaping along key routes, so that the intervening footpath areas can be treated in a simpler manner.



A typical rest spot on the main street of Innisfail - providing shelter, seating and points of interest.



Public Art and Craft

Improving the Wharf Area

The wharf area is Cooktown's most loved public space, acting as a key visitor arrival place and vital for residents daily 'wharfies' – the drive around the wharf to check out what's happening. The area will be improved so that all these activities can occur in a better setting and with more facilities including:

Wharf Precinct (refer to streetscape sketch and plan)

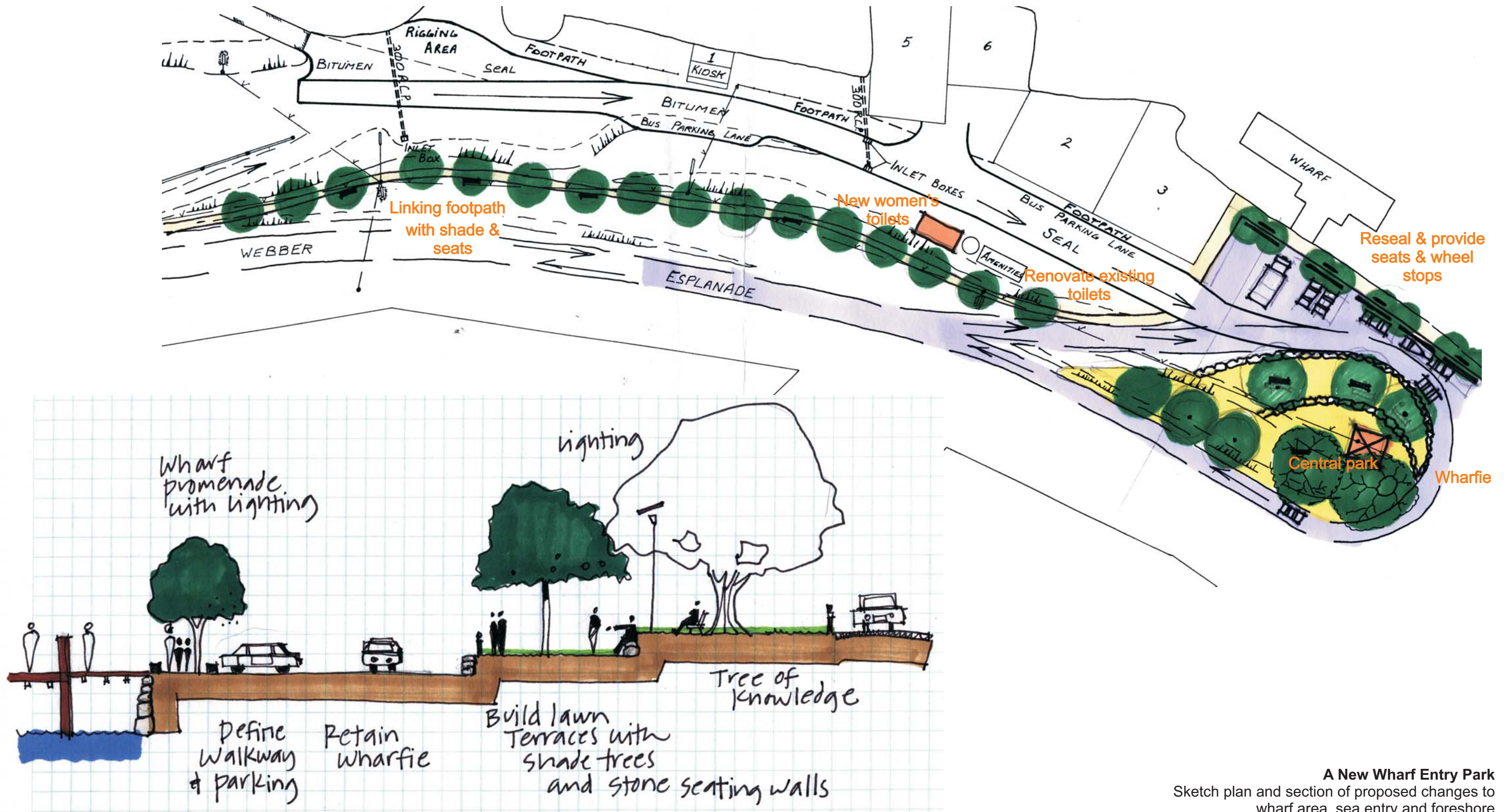
- Create Park around Tree of Knowledge with shaded seats, sheltered tables and chairs and lighting
- Locate open gathering and event space in centre of new park and provide timber bollards with rope around raised stone wall perimeter
- Improve toilets: convert existing toilets into a larger men's facility. Replace basins and improve amenities/façade. Build new women's toilet with two universal access cubicles and two showers and a mother's change room/facility. Build new toilet on Post Office side
- Relocate wheelie bin cluster for wharf and provide better visual screen
- Build pedestrian path to wharf edge: place additional timber sleepers for wheel stops, plant shade trees and locate benches and lighting
- Improve and formalise boat mooring and docking facilities to allow all operators and users easy access and function
- Provide some seats and a point of shelter on wharf
- Create a 'Welcome to Cooktown' sign/entry feature

Fishing Shed to Historic Powder Shed Precinct

- Build footpath/promenade with shade trees
- Provide occasional decks for fishing
- Locate 3/4 picnic shelters with tables and chairs and new BBQ's
- Improve appearance of Fishing Club shed and provide lighting and better address to public Esplanade



Sketch of proposed changes to wharf area with a stone-walled central park and improved 'wharfie' turn-a-round.



A New Wharf Entry Park
 Sketch plan and section of proposed changes to wharf area, sea entry and foreshore

Planning for a Marina

Various plans have flagged the need for a marina in Cooktown: for more comprehensive harbour/mooring facilities fronting the parks on Adelaide Street. Certainly if a marina / harbour could be created at Cooktown, it would help to strengthen the tourism gateway from the sea, and to reduce the town's perception of isolation.

In 1992 a pre-feasibility study was carried out by Blurton Russell and associates. It recommended creation of a marina basin central to the emerging mangroves area, to hold 70 vessel berths and associated launching, fuelling and slipway facilities. It recommended further environmental and marine engineering studies be undertaken, and estimated a cost of \$4.345 million.

In 1998, a larger marina resort was proposed by Cann Architects associated with resort condominiums to be built presumably on crown land. Both of these harbour concepts lack technical, financial and environmental detail and cannot be relied upon to project a viable marina strategy. Such a 'big picture' proposal as a major marina facility requires a detailed environmental and economic impact assessment, and lengthy approval and government agency consultation processes, assuming an approval is now viable.

It is recommended that Council commission a comprehensive pre-feasibility study, given that the requirements from the EPA and other agencies have significantly changed since 1998. The Foreshore Management Plan by Mathew Carey and Associates undertaken in 1998, proposed a more minimal boat mooring concept with boardwalks through the mangroves and temporary moorings, and also an undefined area for a future marina central to the area of mangrove regrowth. This concept plan did not contain any detail on the impact or implementation of a boardwalk / mooring option.

Council should define new terms of reference for this marina pre-feasibility study based on current requirements and once this study is undertaken, the viability and form of an improved marina will be able to be anticipated and built into the Cooktown Streetscape Strategy Plan. An environmental impact study and masterplanning studies would be required. At this stage, the harbour concept area has been shown as an area for investigation for a future harbour facility.



The Success of a Walkable Town

In the 1970's through to the 1990's, population growth in rural towns was channelled away from the traditional main street. Suburban living patterns for house and land became the dominant model, even in rural areas where there was plenty of available land. Larger cheap parcels of land, usually located away from the town centre, were developed into shopping malls and commerce from the main street invariably came with them. Housing followed, and soon many larger rural centres, such as Bundaberg, Kingaroy, Dalby and Cleveland became split into the old and the new.

These centres all declined due to being overstretched. Vacancy rates in the main street led to run down town centres. In the last twenty years, these mistakes have been painfully remediated. Our personal experience in helping these places renew themselves shows that if these towns had stayed compact: if they had retained all the core activities within a walkable 5-10 minute town centre area, and fostered these central areas, these towns would have saved an immense amount of time, money and small business bankruptcy.

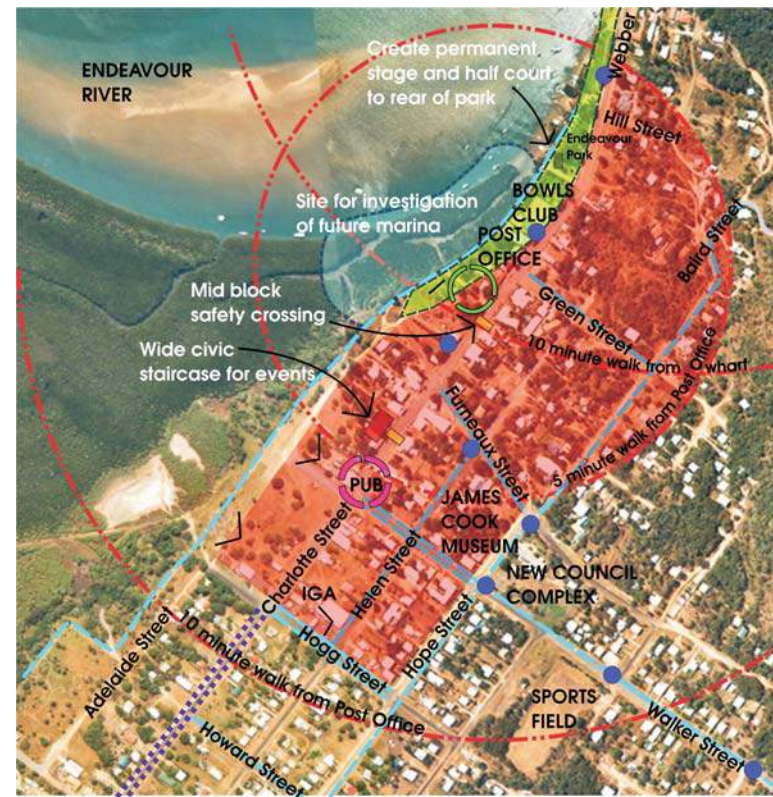
In all these towns, it has been a combination of better town planning decisions along with good quality streetscape improvements which have gradually glued the old and the new together.

Cooktown is at a turning point where it is growing and opening up to new development. If it can focus its growth, its energy and its community facilities and lifestyle within the walkable centre focused around Charlotte Street, then it will be following the model of today's most successful rural town centres in Australia.

The Cooktown Streetscape Strategy Plan identifies the communities main town hubs and activity generators: the wharf, Charlotte Street, the IGA retail precinct, the high school / community service area and The Botanical Gardens.

The strategy draws circles of 5 minute walking distances around each of these hubs. A five minute walk is equivalent to 400 metres which represents the length an average resident will walk in a town. The strategy also shows circles of ten minute walking distances, which is the length that visitors or travellers will easily walk in one go to reach a tourism destination.

If Cooktown is to prosper into the future, then it will have to embrace the walkable town. An aging population, the increasing requirements for the physically challenged, the large numbers of children going to school without footpaths to walk on: these are all residents whose needs are not being met.



The strategy shows the town area around Charlotte Street walkable zone as being the prime area to very carefully foster and maintain as a civic heart. Already the town centre has spread beyond the ideal five minute walking zone. This is not very sustainable for a small town. A ten minute walking zone is really only viable in large cities. Brisbane CBD contains its core within a ten minute walk zone. All the important civic, retail, commercial and tourism functions must stay in the ten minute walking zone identified on the strategy plan if the town is to be a successful centre into the future.

Future Shopping Malls

In the next ten years, a larger shopping complex may become viable and this will form the biggest single planning challenge for Cooktown. It will need to stay in the centre of town (within the ten minute walking area of the Post Office on Charlotte Street), or it will complete with and destroy the main street. We recommend that all future retail stay within the designated areas shown on the new Planning Scheme. We recommend Council undertake a planning study investigating the likely timing, size and preferred locations for a future shopping centre, to establish an economic and planning basis for consideration of future proposals.

How to Grow Cooktown without Destroying it

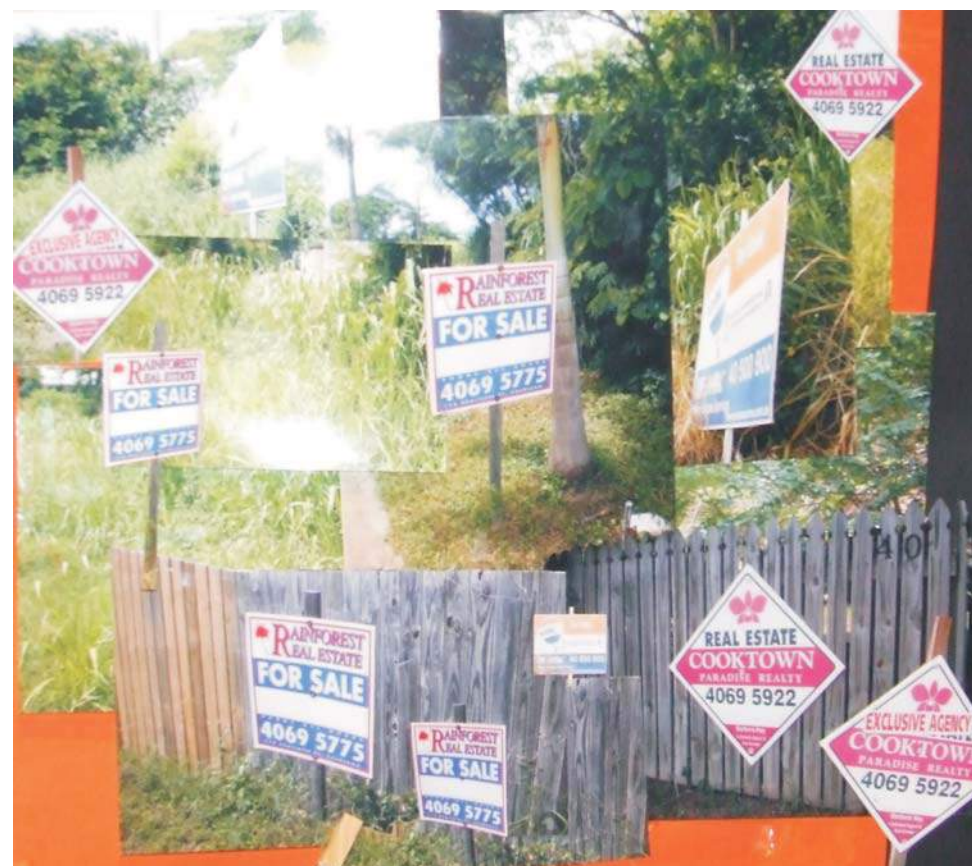
Cooktown is experiencing a time of land speculation and house pricing which are signs of an over inflated market. Various market forces and perceptions have led to an over valuation of land, particularly in areas with views. Coupled with an undersupply of builders, this has created an environment of housing anxiety, especially amongst lower income residents.

Cook Shire Council undertook a survey on the 21st February 2007 regarding the extent of vacant land in Cooktown. There were a total of 1235 blocks identified in the town area, of which 578 are vacant and 657 improved. Vacant lots (blocks of any tenure that have not been developed), in the combined centre, west and east zones of Cooktown – make up 46% of land available for housing.

Assuming an average per household population of 2.5 – 2.89 persons per dwelling as per lower income centres (ABS, 2003-2004), this generates a potential infill population of 1445 – 1670 people, which is in the range of approximately half of the town's current population. At current population growth rates, this could provide for most of the housing needs for the next ten years.

In summary, Cooktown has ample land for infill residential development within its core area. We recommend that Cook Shire Council does not allow further subdivision of land for any residential or core town centre activities outside the Cooktown Town Area. Further subdivision outside of this area will create an expectation of servicing which is not in the horizon of the Planning Scheme, and which will dilute the energy, strength of servicing and the provision of public streetscapes in the town area proper.

The Cooktown Streetscape Strategy Plan aims to claw back the lack of footpaths, trees and public amenities in the current Town Area. It is unlikely



'Shoot what you feel'

A community event run in tandem with the Streetscape Strategy Plan process asked residents to photograph what they loved or hated about Cooktown and its surrounds. An exhibition at Nature's Powerhouse displayed the images.

that the currently substandard streetscapes in the town centre area can all be remediated within 10 years, and so it would be foolhardy to allow development elsewhere which would add to the pool of community need.

The rate revenue raised from unplanned subdivision is an attractive proposition for small shires. However, scenarios such as this in other rural towns show that the cost of providing and maintaining long term and high quality community amenity and infrastructure, is higher than the revenue raised in low density residential settings which are not in town centre infrastructure areas.

Incentives and Improvements for Planning and Development

The Cooktown Streetscape Strategy Plan provides guidance for shaping the public spaces which the community share, but the other half of the equation is guiding the character and form of development on private land.

In times of growth, it is easy to loose valuable buildings and landscapes and hard to ensure that all new buildings, especially in the civic heart, have a quality to match those from the turn of the century.

The townscape character overlay code in the New Planning Scheme for Cook Shire provides excellent guidance for new development to be in harmony with Cooktown's heritage.

We have reviewed these codes, and suggest that they be supplemented with the following urban design guidelines which give more incentive and guidance for development which creates street activity, and high quality public spaces and streetscapes. These guidelines may be directly incorporated into 4.3.4.2 Development Requirements in the Planning Scheme as an amendment to the Planning Scheme.

Cooktown Town Centre Precinct Urban Design Guidelines

The following specific urban design outcomes and probable solutions relate to land identified in the townscape character overlay maps:

Specific Outcomes	Probable Solutions
<p>(1) Premises in the commercial zone shall create a pedestrian-focussed streetscape that is safe, inviting, shaded and provides opportunities for social and business interaction.</p>	<p>(a) Awnings, street furniture and/or street trees are provided in accordance with table 4.3.4.2; AND</p> <p>(b) Ground floor uses incorporate uses which foster casual, social and business interaction for extended periods (such as shop fronts, indoor/outdoor cafes and restaurants etc) for not less than 70% of the site frontage; AND</p> <p>(c) Ground floor uses present not less than 65% of the building's frontage as windows or glazed doors and a maximum of 35% as a solid facade; AND</p> <p>(d) Outdoor dining areas (with a slope not exceeding 1:40) are provided where premises contain eateries or indoor entertainment; AND</p> <p>(e) public areas are well lit, open to view from the street, and do not contain blind corners or recesses which could conceal a person, unless: building corners are constructed using clear building materials; or curves or angles are used instead of 90 degree corners.</p>
<p>(2) Buildings provide a high quality of urban design, particularly at street level and reflect the overall outcomes for the precinct in terms of height, scale and intensity of use.</p>	<p>(a) the built form of premises complies with the maximum provisions contained in table 4.3.4.2; AND</p> <p>(b) No building façade exceeds a horizontal dimension of 30 metres without punctuation by design elements such as: colonnades, verandahs, awnings, balconies, eaves, recesses, screens, awnings or shutters; AND</p>

	(c) Roof forms are shaped to “cap” the building, and to screen lift over-runs, roof plant and other equipment when viewed from public spaces, or adjoining properties.
(3) Buildings are located and designed so there is no significant loss of amenity to adjacent land and dwellings in regard to overshadowing and overlooking.	<p>(a) Windows or balconies located within 9 metres horizontal distance of an existing adjoining residential building, are screened or obscured where they face directly into the private open space or habitable room of an existing adjoining dwelling, AND</p> <p>(b) External windows are fitted with screens or awnings to protect them from direct sunlight between the hours of 10am and 2pm on the 21 December; AND</p> <p>(c) The loss of sunlight to the living rooms of existing adjoining residential dwellings is less than 3 hours between 9am and 3pm on 21 June, OR less than 20% longer than the existing situation).</p>
(4) A sufficient number of car parking spaces and service vehicle loading bays are provided to accommodate the amount and type of traffic expected to be generated by the use.	<p>(a) For non-residential uses included as part of a mixed-use development (where at least 50% of the total floor area is residential), the minimum car parking rate for the non-residential uses shall be 1 car parking space for every 30m² of gross floor area or part thereof; OR</p> <p>(b) For non-residential uses that do not comply with part (a) above, the minimum number of on-site car parking spaces complies with the Cook Shire Planning Scheme: AND</p>

	(c) Not less than 85% of car parking areas are located at the rear of premises, or in basement car parks.
(5) Premises with frontage to Charlotte Street provide a mix of residential accommodation and commercial activities.	<p>(a) Commercial uses are located at ground and podium levels; AND</p> <p>(b) Residential uses are located above podium level.</p>
(6) Residential dwelling units are provided with private and communal open space which is private, convenient and is accessible to some direct sunlight.	<p>(a) A communal open space with an area of not less than 60m² (with a minimum dimension of 5m) is provided at ground level in at least one continuous area; AND</p> <p>(b) For ground floor units, private open space of not less than 30m² (with a minimum dimension of 4m) is located conveniently accessible from a living room of that unit; AND</p> <p>(c) For above-ground units, a balcony having a minimum area of 15m² with a minimum width of 2.5m, is located conveniently accessible from a living room in that unit.</p>
(7) In mixed-use premises, the transmission of noise between commercial and residential uses and beyond the site boundaries is minimised.	<p>(a) Plant and equipment is enclosed, shielded or acoustically treated so the generated noise levels comply with the relevant Australian Standards; AND</p> <p>(b) Recreation facilities (ie swimming pools, tennis courts) and services (ie garbage chutes, compressors etc) are located away from the bedrooms of internal or adjacent dwellings; AND</p> <p>(c) Driveways and parking areas are located away from bedroom windows of internal units or adjacent dwellings, unless acoustically screened.</p>

Crime Prevention Through Environmental Design (CPTED)

Making Cooktown a safer and more attractive place for everyone will increase the vitality and economic viability of the town centre. Conversely, increasing the vitality of the town centre through traffic management, streetscape and land use changes will also help to increase both perceived and actual safety.

This section outlines a range of strategies to improve safety in the town centre. These strategies would be addressed through a range of mechanisms including the Cooktown Strategy Plan, the Cooktown Planning Scheme, and in other Council strategies, policies and programs.

Lighting and Safety

Lighting is an important factor in making places safer and reducing crime. Appropriate levels of lighting will help to discourage potential offenders, as it limits opportunities for crime to occur unobserved.

Consultation and investigations for the master plan identified a number of safety issues that were a result of inadequate lighting. Strategies relating to lighting that will help to make Cooktown safer include:

- Ensure that lighting along the main streets, particularly Charlotte Street, is not blocked by vegetation;
- Provide adequate and appropriate lighting along key night-time pedestrian links. These key night time links should be clearly marked to encourage people to use these links and discourage the use of alternative links which may be less safe; and
- Ensure that shop frontages along Charlotte Street allow for light to spill onto the footpath area, particularly where shop fronts are set back from the main street frontage.

Landscaping and Safety

Appropriate landscaping contributes to community safety by:

- Promoting opportunities for casual surveillance;

- Allowing good sightlines through an area;
- Clearly separating public and private areas; and
- Ensuring that potential entrapment spots are not created.

Maintenance of landscaping of both the public environment and on private properties was identified as a key factor. Strategies for landscaping relevant to the master plan include:

- Landscaping should be located and maintained along the streets to ensure that lighting is effective and not blocked by trees or other landscaping; and
- Landscaping along footpaths and pedestrian areas, including in both public and private spaces, should be kept to a low level to maintain sightlines along the street. This also includes vacant properties at the southern end of Charlotte Street where vegetation on these properties has become overgrown along the footpath.

Natural surveillance and sightlines

Increasing visibility and natural surveillance of public spaces, car parking areas and building frontages can help to increase the perceived and actual safety of the Cooktown. Natural surveillance can be increased by:

- Encouraging a mix of land uses that create activity and encourage people to the CBD during the daytime and at night-time. This includes cafes and restaurants, shops which open during the day and after hours, and mixed used residential developments which provide 24 hour use;
- Avoiding blind corners along the street front, including those created by the setback of shop frontages and building entrances;
- Ensuring that pedestrian links avoid the creation of potential hiding spots resulting from design elements such as landscaping, poor lighting, barriers across walkways, and sharp corners. This includes pedestrian links between activity areas and car parking, between activity areas, and between the main street and nearby housing;
- Where possible, providing active frontages along key pedestrian routes, particularly those identified as night-time pedestrian routes;

- Minimise the number of “dead spots” along Charlotte Street, created by vacant properties, areas of long, blank walls, and shuttered shop frontages, by:
- Attracting active uses at street level, including after hours uses, and encouraging offices currently located at street level to locate above street level, where possible; and
- Encouraging the temporary use of vacant properties (including those at the northern end of the street) for such things as public parks, etc.

Signs and Safety

Signs are important to help identify places or facilities (ie car parking, bus stops, taxi ranks, businesses, streets, etc), indicate warnings, and mark safe pedestrian routes. Signs in the CBD should be:

- Coordinated, clear and easy to read;
- Strategically located to identify areas of activity, pedestrian links, and the location of key facilities (including car parking, taxi ranks, etc);
- Appropriately sized to ensure that they do not provide potential hiding places and obscure sightlines; and
- Designed to minimise vandalism.

Building design and Safety

Building design can increase community safety by reducing potential hiding areas and places of entrapment, and increasing natural surveillance.

Building design should be addressed in the master plan or through provisions in the Cook Shire Planning Scheme. Factors to consider in the design of buildings include:

- Ensuring that building entrances are clearly defined and well lit, and do not create potential hiding places;

- Providing opportunities for overlooking and natural surveillance of Charlotte Street and other public spaces, through the provision of shops, cafes and restaurants at street level, and avoiding blank walls along the street front;
- Ensuring that building designs provide clear sightlines from inside and outside of the building, and along the street frontage and pedestrian links;
- Discouraging the use of solid security shutters on shop windows along Charlotte Street. Alternatives to solid security shutters (if required) could include treatments to windows to toughen glass, or open mesh security grills.
- Avoid the use of blank walls along the Charlotte Street frontage, which create ‘dead spots’ along the street and reduce natural surveillance;
- Ensuring buildings are built to the Charlotte Street frontage to avoid potential hiding places, and entrapment spot; and
- Where possible, continue providing direct pedestrian access to the front of buildings from the street.

Street Tree Planting Strategy

The following short-list of trees will be used to create avenues, screens and specimen trees along the town's key roads:

AVENUE OR STREET	TREE SPECIES
Key Avenues	
Charlotte Street	Cerbera manghas Barringtonia calyptata Barrington acutangula
Hope Street	Albizia lebbek Caesalpinia coriaria
Walker Street	Syzigium suborbiculare Jagera pseudorhus
Entry Avenues	
Cairns Highway Entry Road Avenue	Alloxylon flammeum Darlingia darlingiana Cardwellia sublimis Drypetes deplanchei Bombax ceiba
Airport Entry Avenue	Tamarind cryptocarya tri. Ficus species
Wharf/Sea Entry Avenue	Hibiscus tiliaceus Erythrina versperillo Manilkar kauri Stenocarpus sinuatus
New Harrigan Street Entry	Brachychiton acerifolius Eugenia reinwardtiana Dillenia alata
Secondary Avenues	
Furneaux Street	Deplanchea tetraphylla
Helen Street	Lagerstroemia archeriana
Boundary Street	Sterculia quadrifida Amelina dalrympleana
Howard Street	Randia sessleis Pongamia pinnata
Hogg Street	Archidendron hendersonii Buchanania arborescens
Adelaide Street	Carallia brachiata
Green Street	Terminallia muelleri

Cooktown Plan – Tree Profiles

The following list of trees profiles gives an indication of the spectacular range of Cooktown's trees and their stories:

Adenantha pavonina Red Bead Seed Tree Charlotte Street	Medium, spreading deciduous tree from Coastal forests. Cream flower in Summer. Woody pods and red seeds.
Aleurits molluccano Candlenut Tree Town Parks and Specimen Trees	Large spreading shade tree. Edible oil-rich nuts. Attractive palmate leaf. The top of the Trees look white due to the leaf form.
Albizia lebbek Siris Tree Charlotte Street	Medium, spreading deciduous tree. Cream Fluffy flower in Spring. Pods rattle in wind. Hardy and fast. Yellow seeds.
Archidendron hendersonii White Lace Flower Hogg Street	A medium bushy tree from coastal rainforest Of QLD. White fluffy flowers in Spring. Large Brilliant red/orange fruit pods. Black glossy seed. Flowers only morning to mid afternoon. Attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.
Barringtonia calyptata Mango Pine Charlotte Street	Common around stream banks. White yellow flower in Spring. Spectacular in flower. Attracts nectar feeding birds. Fruit smell of mangoes.
Barringtonia acutangula Charlotte Street	Spectacular red flowering large tree.
Bombax ceiba Kapok Tree Aboriginal Name: Ngan-gaar-bu-yarr Entry to Cooktown. Hope St. Outer	Large spreading tree with spectacular red flowers in Spring. 'Aboriginal people made canoes and paddles from the trunk' (V-S-J, p.113). Sometimes trunk has prickles. Cultivated for its purple seeds. Native to coastal tropical forests. Attracts nectar - Attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.
Brachychiton acerifolius Flame Tree Harrington Street, Entry Avenue	A small to medium coastal scrub and rainforest tree from Cape York to Southern NSW. Bright red waxy flowers in large terminal panicles in Spring and Summer. Briefly deciduous with a rounded crown form.
Caesalpinia coriaria Divi Divi Town Parks	

Canthium coprosmoides
Native Currant
Aboriginal Name: Bi-Loo Bal
Town Parks

A small tree from coastal North QLD forest and scrub. White perfumed flower in Summer. Dark yellow wood with brown streaks used for woodturning. Flowers turn Yellow before dieing. Deep well drained soil. Attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.

Castanospora aphlandii
Brown Tamarind
Town Parks

A small tree 6-12m with a bushy round crown. Originates from stream banks in N-E QLD to NSW. White flower in autumn. Brown/red fruit, brown seeds.

Castanospermum austale
Blackbean
Entry to Cooktown

Large tree which flowers from the branch. Valuable tree for aboriginal people

Carallia brachiata
Corkwood
Adelaide Street

Small to medium shade tree to 10m from North QLD. Coastal vine thickets and Mangrove verges. Cream flower winter / summer. Red berries. Salt spray/ saline salt resistant. Collected by Banks and Solander, Endeavour River.

Cerbera manghas
Milkwood, Native Frangipani
Aboriginal name: Miilbu
Charlotte Street

Sized (3-7m x 5m) scented flowers. White And yellow flower in Spring and Summer. Dark yellow timber. Has a mango like fruit (manghas is from the Portuguese word manga for mango). Milky sap. Requires well Drained soil. Slower growing. Attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.

Chionanthus ramiflorus
Native Olive
Town Parks
Harrington Street

Spring/Summer. Blue egg shaped fruit which Attract birds. Requires watering during dry

Cryptocarya triplinervous var riparia
Brown Laurel
Town Parks

A small to medium tree 5-10 m high with a spreading crown. Greenish white flower in Spring/Summer. Black egg-shaped fruit. Food plant of the Blue Triangle butterfly.

Deplanchea tetraphylla
Golden Bouquet tree
Aboriginal name:
Giji Guugu Yimithirr
Furieux Street

Small, slender 6-12m tree from coastal North QLD scrub. Profusion of yellow flower. Woody fruit. Winged papery seed. Nectar attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.

Dillenia alata
Red Beech
Town Parks

Medium sized tree with spectacular red bronze bark. Originates in coastal rainforests of NE QLD. Glossy green leaves, yellow flower in Spring/Summer. Bright red fruit. Requires regular water on establishment. Dark timber used for cabinet making. Attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.

Diosplyros digyna
Black sapote
Town Parks and
specimens

Historic fruit tree used in Cooktown. Beautiful shade tree with glossy leaves.

Drypetes deplanchei
(Drypete lasiogyna)
Yellow Tulipwood
Town Parks

A small tree (5-15m) leathery leaves. Flowers in Spring/Winter and fruit in Spring/Summer. Dense canopy with flanged trunk. A tree from coastal and monsoon forests. Wood is excellent for carving. A food plant for the Common and Grey Albatross butterflies.

Erythrina phlebocarpa
Coral Tree
Wharf, sea entry avenue

Small thorny tree from Cape York. Red flowers in Spring. Pods with red seeds.

Erythrina vespertillo
Bats wing coral tree
Wharf, sea entry avenue

Hibiscus tiliaceus
Cotton Tree
Aboriginal name: Nayuun,
Ngangun
Wharf footpaths and
Wharf Park

A small, shady spreading seaside tree. Yellow flowers go rust red when they die. Used as a fish poison by Aboriginal people.

Occurs along the Endeavour River. Collected attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.

Jagera pseudorhus
Pink Tamarind, Foam Bark

A small tree (4-8m) from NE QLD. Useful Honey tree. Timber used for tool handles. The bark foams in heavy rain. Used by Aboriginal people as a soap as well as a fish Attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.

Lagerstroemia archeriana
Native Crepe Myrtle

A deciduous small tree to 7m from the Stream banks of Cape York. Lilac flowers in Winter. Globular fruit. Attracts sulphur-crested cockatoos. Fast growing and dense. Dense foliage. Brown winged seeds. 'Original specimen collected by J.Baird on The Palmer River about 1883' (John Beasley, p.185)

Melicope Elleryana
Corkwood
Town Parks and
Specimen Tree

Small rainforest tree from NE QLD. Pink flower in Summer. Globular fruit. Food plant for Ulysses butterfly. Well drained soil and regular watering on establishment.

Nauclea orientalis
Leichardt Tree
Park specimen

Large, upright deciduous tree from lowland rainforest. Historically planted in Cooktown. Fruit has unpleasant odour. Yellow flowers in Summer. Requires regular water.

Normanbya normanby
Black Palm
Town Parks and
specimen clusters

Feather-leaved palm native to Cooktown. Timber used for spears by Aboriginal people. Classified rare and endangered.

Randia sesselis
Native or false Gardenia

A small bushy tree from the rainforest. White Flowers in Summer. Food plant of Bee Hawk moth. Requires regular watering. Large glossy leaves and egg shaped brown fruit.

Sterculia quadrifida
Peanut Tree
Boundary Street

Small, spreading deciduous tree from monsoon forests and waterways. Yellow flower in Summer. Red shaped egg like fruit With 8 delicious edible peanut like seeds Inside. Hardy and fast growing. Many parts of tree used by Aborigines.

Syzigium suborbiculare
Lady Apple
Guugu yimithirr name: Jilluu
Boundary Street/Walker
Street

Medium sized tree from North QLD coastal plain and woodlands. White flower in Spring. Red fruit. Hardy and beautiful tree with strange corky concentric rings in timber,

Which was used to make canoes on Johnson River. Medicinal fruit used by Attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.

Tamarindus indica
Tamarind
Airport Entry Avenue

Large, spreading shade tree planted Historically in Cooktown for deriving tamarind Spice.

Terminalia cattapa
Indian Almond
Town Parks and
Specimen Tree

Shady large tree. Edible fruit coating and nut tastes like an almond. Hardy rainforest margin tree with bright red pea-flowers in

Spring. Roots eaten. Leaves have sedative properties. Flowers used in mourning rituals. Attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.

Terminalia muelleri
Blue Cherry
Aboriginal name: Ngugurru
Green Street

A small 6-10 m deciduous tree with a layered shape from the coastal rainforest. White/cream fragrant flowers in Summer. Blue fruit. Heavy textured distinctive black bark. Fast growing tree for well drained soil. Edible fruit. 'Wood yellow, tough and light, suitable for axe handles' (V-S-J, p.105). Attracts birds. Collected by Banks and Solander, Endeavour River. Illustrated by Vera Scarth-Johnson.

An Action Plan for ten years

Council resolved in its brief for the streetscape strategy to commit \$250,000 per annum over ten years to improve Cooktown's streetscapes. Over 200 residents have given their ideas and priorities for improvements. The order of works in the action plan reflects community need based on level of daily use by residents. The works have been costed at a strategic level, inclusive of design, construction and contract / project administration. They are based on the lineal or metered square gross rate to build the various types of streetscape improvements, inclusive of paving, landscape, trees and other public facilities such as benches, bins and occasional shelters.

The works are based on current construction costs and are not indexed for the rise of construction prices due to the current variability of indexing for Cooktown. A contingency of ten percent is included in the works.

The costs are based on the preliminary concepts outlined in the strategy and will require confirmation on each stage as the detailed designs and estimates are produced.



The First Three Years Described

Year One

- Employ half – time grants application officer to enable co-funding to be sourced
- Design and build Wharf Entry Park and Harbour Entrance / Hardstand Area and improve toilets and parking
- New Council Building Renovations: Build footpath and shade trees around the Council site as part of required footpath works on Hope, Walker and Furneaux Streets
- Design new track and surfacing to Grassy Hill and provide safe pedestrian walkway. Maintain high amenity through sensitive improvements to track and adjacent landscape
- Stock up Botanic Gardens with street trees for at least three years worth of projects and provide more resources and funds to grow on plants
- Design and install three major town entry signs
- Undertake a Council retail study and shopping centre planning study to adequately plan for retail growth
- Develop Guidelines for residential community street planting and maintenance

Year Two

- Design Town Entry landscape avenue on Harrigan Street
- Design and build Hope Street footpath and street tree link: Connect new Council Building footpath/bikeway to the Cooktown Hospital, on eastern side of the street. Provide a shade tree every twenty metres, a bench every 200 metres, and a bitumen bikeway / walkway and turfing
- Undertake marina pre-feasibility study to adequately plan for such a facility

Year Three

- Design and build Hope Street footpath and street tree link: From the Hospital to the School on the second side of the street. Provide a shade tree every twenty metres, a bench every 200 metres, and walkway / turf and surfacing
- Undertake a tourism and facilities study to assist in creating a setting for a more viable tourism industry in Cooktown



Cost summary

The priority works identified by the community represent 13 years of capital investment at an average per annum budget of \$230,000. There are more works required than can be accommodated in ten years. These works add up to approximately \$3 million dollars over 13 years, which is a modest investment relative to other rural centres undertaking similar works (for example, Stanthorpe is investing \$300,000 on a current year's streetscape works for its main street. Gladstone City invested approx. \$2.5 million in its last year's main street budget).

In Cooktown, these priority streetscapes are predominately residential streets to service the basic daily movements of the community. They represent over nine kilometres of footpath required to be built as a minimum movement system around the town.

A portion of this total budget is for improving Charlotte Street central and its crossings, representing main street works. Another portion is to provide rest spots for the visitor walking trail from the wharf to the museum and onto the Botanical Gardens.

The Streetscape Strategy Plan provides a solid framework for the future of Cooktown and will support grant applications for rural centre improvements, arts and crafts grants, safety and lighting grants, disability grants and special project grants. We recommend Council employ a half time grants application officer to adequately take advantage of current state and federal government co-funding. Atherton Shire Council have used a half time officer to co-grant many millions of streetscape works over the last ten years.

Apart from improvements to the wharf area, these costs do not include other public facility or park improvements also suggested in the Streetscape Strategy Plan, since these fall outside the envelope of a ten year plan. The strategy requires management and co-ordination to be properly enacted. We recommend the successful model that other rural shires such as Stanthorpe are enacting, where the town planning officers manage the streetscape strategy and also the implementation of consultant streetscape design, and then works and engineering manage tender and construction. These streetscape improvement works require a level of design and implementation which is higher in quality than is currently provided in Cooktown, and will require more focus on town centre maintenance into the future.

Type of footpath	Streets for attention in priority	Length of street	Year of work	Cost
B	Council complex – new footpath around – 3 street fronts	325 m	1	\$81,250
	Wharf park, wharf entry, toilets & turn-around area		1	\$175,000
B	Hope Street from Furneaux to Ida Street – both sides	1950 m	2-3	\$487,500
D	Mid-block crossing & pedestrian refuges	2 of	4	\$94,000
C	Crafted rest spots	9 of	4-5	\$420,000
A	Charlotte Street – Hogg street to Caravan Park walkway/bikeway link with shade trees – West Side	450m	6	\$112,500
E	Pedestrian / amenity works to path & Grassy Hill lookout	item	6	\$84,000
B	Ida between Hope & May – North side	233 m	7	\$58,250
B	May Street between Ida & school – East side	343 m	7	\$85,750
B	Hogg Street between Hope & Charlotte – Both sides – north footpath first	240 m x 2	7	\$120,000
A	Charlotte Street – Hogg to Wharf – West side	1344 m	8	\$201,600
A	Charlotte Street – Hogg to Boundary – East side	440 m	9	\$66,000
B	Helen Street – Hogg to Furneaux – West Side	402 m	9	\$100,500
B	Boundary Street between Hope & Charlotte – North side	238 m	9	\$59,500
B	Howard Street between Hope & Charlotte – North side	238m	9	\$59,500
B	Hope Street from Furneaux to base of Grassy hill – West side	668 m	10	\$167,000
B	Green Street - Hope to Charlotte – North side	258 m	10	\$64,500
B	Harrigan Street – avenue both sides	1000 m	11	\$250,000
B	Hope Street from Ida Street to Racecourse Road – West side	718 m	12	\$179,500
B	Walker Street between Hope & Charlotte – South side	372 m	12	\$93,000
B	Furneaux Street between Hope & Charlotte – South side	274 m	13	\$68,500
B	Helen Street –Furneaux to Green – West Side	250 m	13	\$62,500

Types of Cooktown footpaths

The following hierarchy of footpaths represent the types of streetscape improvements in the strategy plan:

Type A – Civic footpath treatment for Charlotte Street central and retail / active frontage town centre footpaths.

Type B – Residential footpath / bikeway with shade trees.

Type C – Crafted rest spots with colourful paving, seating and interpretation

Type D – Pedestrian mid-block crossings and mid-street refuges

Type E – Pedestrian / vehicular trail to Grassy Hill

Acknowledgements

This streetscape strategy has been developed from the excellent input of the Cooktown community. Over 200 people, or 9% of residents have contributed ideas and visions. This input represents a statistically valid sample of the community's values and desires.

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Copyright and Authorship

The Cooktown Streetscape Strategy Plan was developed by John Mongard Landscape Architects. John Mongard, Jacqueline Ratcliffe and Stacie Gibson prepared the plan and its associated report.

The plan comprises:

- an A1 Streetscape Strategy Plan at 1:5000 scale
- an A3 colour supporting report with background, rationale and concepts.

The author, John Mongard Landscape Architects, retain copyright and authorise that copies of the plan and report can be made by Cook Shire Council for public planning purposes.

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