



Mareeba CBD Masterplan

This initiative has received \$2,143,249 from the Australian Government under the regional Precincts and Partnerships Program (rPPP)

February 2026



Australian Government
BUILDING AUSTRALIA



vee



Project name		Mareeba Shire Council - CBD Blueprint					
Document title		Mareeba CBD Masterplan Precinct Plan					
Project number		12663124					
File name		12663124_RPT_FINAL Mareeba CBD Masterplan Report.docx					
Status Code	Revision	Author	Reviewer		Approved for issue		
			Name	Signature	Name	Signature	Date
S4	DRAFT	GHD and Vee Design	J.Brown	<i>J.Brown*</i>	J.Brown	<i>J.Brown*</i>	14/11/2025
S4	FINAL DRAFT (Phase 3)	GHD and Vee Design	J.Brown (GHD) D.Hatherly (Vee)	<i>J.Brown*</i> <i>D. Hatherly*</i>	J.Brown	<i>J.Brown*</i>	16/01/2026
S4	FINAL	GHD and Vee Design	J.Brown (GHD)	<i>J.Brown*</i>	J.Brown		09/02/2026

GHD Pty Ltd | ABN 39 008 488 373
Contact: Josh Francis, Engineer - Transport | GHD
8th Floor, Cairns Corporate Tower, 15 Lake Street
Cairns, Queensland 4870, Australia
T +61 7 4044 2222 | **E** cnsmail@ghd.com | **ghd.com**

© GHD 2026
This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.



Mareeba is a thriving regional town with a big heart. Located in stunning Tropical North Queensland, it is the primary business and residential hub outside of Cairns, and the gateway to the Gulf of Carpentaria, Cape York Peninsula and all communities in between. Mareeba is the heart of our Shire, a region home to some 75 nationalities and cultural backgrounds and supports a diverse and thriving industrial base. With agriculture at our core, the community continues to drive productivity and attract investment, workforce and tourism opportunities.

The Masterplan encompasses our communities' priorities and incorporates community and stakeholder feedback to deliver a revitalisation plan that celebrates our culture and heritage.

Through critical infrastructure and amenity upgrades, we will improve Mareeba's liveability, vibrancy, economic and climate resilience. The initiatives will drive economic growth, attract new businesses, and support the expansion of existing ones, creating a thriving, welcoming, walkable CBD that people want to stop, stay and spend in.

Mayor's Message

As Mayor of Mareeba Shire Council, I am delighted to present the Mareeba CBD Blueprint Masterplan. This plan reflects a shared vision to reconnect our community to the 'heart of town' and shape the future of our CBD, enabled through funding from the Australian Government.

Developed with the community, the plan strikes a balance between convenience and amenity, to create a plan for a vibrant and welcoming space for all. I feel privileged to be able to take these first steps on this journey with our community and our partners, the Mareeba Chamber of Commerce.

“

We acknowledge and sincerely thank the Australian Government's Regional Precincts and Partnerships Program for its essential funding support, which has enabled the development of this Masterplan.

I wish to extend sincere gratitude to everyone who contributed to this project, the funding support from the Australian Government, and the extraordinary collaboration between Council, the Mareeba Chamber of Commerce, the Stakeholder Reference Group, residents, visitors, business and property owners. Your voice and vision helped shape the plan, and I am proud of the professionalism and support garnered throughout this project.

Mayor Angela Toppin AM

Acknowledgement of Country

GHD acknowledges Aboriginal and Torres Strait Islander peoples as the Traditional Custodians of the land, water and sky throughout Australia on which we do business. We recognise their strength, diversity, resilience and deep connections to Country. We pay our respects to Elders of the past, present and future, as they hold the memories, knowledges and spirit of Australia. GHD is committed to learning from Aboriginal and Torres Strait Islander peoples in the work we do.

About the artist

Merinda Walters is a proud Kamilaroi Yinarr (Aboriginal woman). After joining GHD in 2019 as an intern through the CareerTrackers program, she went on to become an Environmental Scientist and Stakeholder Engagement Consultant based in our Cairns office. She has now joined CareerTrackers as Program Manager for the Young Indigenous Women in STEM Academy. Merinda specialises in contemporary Aboriginal art using acrylic paints; her work reflects her passion for nature and conservation, as well as her culture and connection to Country.



Contents

	Mayor's Message	i
1.	Project Context	1
	Project Summary	2
	Revitalisation Approach	3
2.	Where We Are Now	4
	Place Identity	5
3.	Shaping the Vision Together	6
	Existing Functionality of the CBD	7
	Stakeholder Engagement	8
4.	The Shared Vision	9
	Place Truths	10
	Design Principles	10
	Project Initiatives	12
5.	The Blueprint Precinct Plan	14
	Overall plan	15
	Precinct Plan	16
	Movement and Circulation	16
	Precinct Area A: Byrnes St	18
	Byrnes Street: One-Lane Option	19
	Precinct Area B: Atherton St	20
	Precinct Area C: Railway Avenue	21
	Precinct Area D: Post Office Precinct	22
	CWA Rest Rooms	23
	Precinct Area E: Railway Avenue Entrance	24
	Precinct Area F: 194 Byrnes Street Carpark	25
	Supplementary Projects	25
6.	Foundational Infrastructure Solutions	26
	Improved Accessibility Replacing High Kerbs	27
	Stormwater Infrastructure Upgrades	28
	Intersection Safety Improvements	29
	Car Parking	29
	Electrical and Lighting Upgrades	31
	Sewer and Water Infrastructure Planning	33
7.	Streetscape	33
	Streetscape Materials Inspiration	35
	Streetscape Materials Design Thinking	36
	Streetscape Materials Feature Stone	37
	Streetscape Materials	38
	Streetscape Materials Feature Lighting	39
	Streetscape Materials Arbours & Vertical Greening	40
	Furniture Palette	41
8.	Softscape strategy	44
	Softscape Planting Palette	45
	Softscape Tree Palette	48





Project Context

Project Summary



Located just one hour west of Cairns in the stunning tropical north of Australia, Mareeba is a thriving regional centre powered by its people and recognised for its agricultural excellence, rich multicultural heritage, and enviable climate.

Positioned at the crossroads of major routes linking Cairns the Gulf Savannah, and Cape York, Mareeba serves as a strategic hub for transport, agribusiness, tourism, and trade.

It’s location, industry strengths, and growing population create strong foundations for continued investment, economic expansion, and long-term regional prosperity.

What began as a stormwater upgrade to address drainage issues has evolved into a comprehensive master plan for the Mareeba CBD. Mareeba Shire Council, in partnership with the Mareeba Chamber of Commerce, is developing a shared vision to revitalise the town centre and strengthen its role as the vibrant heart of the region.



Liveability



Accessibility



Economic Resilience

The Blueprint will deliver construction ready plans to improve liveability, accessibility, and economic resilience. It will include designs to address stormwater drainage, carparking, and accessibility for people walking and cycling, while creating an inclusive space for people of all abilities. It will also provide plans for new public toilets and add new amenities like shade, seating, lighting, and features that support night-time activation and events. This project builds on the extensive community engagement held between June and September 2025, where locals voiced a strong desire for a greener, safer, and more welcoming town centre. It aims to deliver not just infrastructure renewal, but a more vibrant and connected “heart of town” that reflects Mareeba’s unique local character and multicultural heritage.

The Blueprint provides the framework for harnessing Mareeba’s strengths, guiding how Council and its partners can shape the CBD into a destination that celebrates Mareeba’s people, landscape, and identity – now and for future generations.

The Mareeba CBD Blueprint positions Council to secure funding for future construction stages and deliver lasting improvements to our town centre. This initiative has received \$2,143,249.00 from the Australian Government under the regional Precincts and Partnerships Program (rPPP).



Revitalisation Approach

The Mareeba CBD Blueprint addresses priority areas that present opportunities for targeted investment and long-term renewal. The project focuses on strengthening the town centre's capacity to support economic activity, social wellbeing, and sustainable growth.

Key areas of need include:

- Physical enhancements
- Upgrading infrastructure, improving building quality, and enhancing public spaces to create a more functional, attractive, and accessible environment
- Economic development
- Stimulating local business activity, attracting new investment, and creating sustainable employment pathways to support a resilient local economy
- Social resilience and community wellbeing
- Encouraging young people to remain in or return to the community

This investment positions Mareeba to meet community needs and strengthen regional growth, liveability, and resilience.

The project addresses key infrastructure, accessibility, and public amenity needs through a coordinated revitalisation program. While construction will create temporary disruption, these works deliver essential upgrades that support long-term economic activity, improved accessibility, and a more attractive and functional CBD.

This renewal period creates an opportunity to achieve outcomes that go beyond basic replacement and deliver lasting value for the region. It allows the community to reimagine how streets, public spaces, and movement networks can better serve Mareeba for decades to come, enhancing walkability, comfort, shade, accessibility, and opportunities for social connection.

By integrating design elements that celebrate local culture, identity, and heritage and embedding sustainability, safety, and placemaking principles throughout, the Mareeba CBD will evolve into a more vibrant, resilient, and people-focused destination that supports long-term economic and social vitality.

Success Indicators

Success for the Mareeba CBD Blueprint will be measured by:

- Developed stormwater management outcomes and reduced flood mitigation improvements
- Improved accessibility and inclusivity
- Improved pedestrian safety and comfort
- Higher levels of shade and urban greenery
- Greater public space use for events and informal gathering
- Stronger economic activity and visitor dwell time
- Improved amenity and facilities for both locals and visitors
- Improved community safety





Where We Are Now

Place Identity

Mareeba's Local History

Mareeba is a thriving regional centre powered by its people and recognised for its agricultural excellence, rich multicultural heritage, and enviable climate.

Mareeba's history is deeply tied to its landscape and role as a meeting place. The name *Mareeba* derives from the local Muluridji people, meaning "meeting of the waters". For thousands of years before European settlement, the Muluridji lived along these waterways, maintaining strong cultural and spiritual connections to Country that continue today.

European settlement began in the late 19th century with pastoralists, soon followed by mining, timber and agriculture. Mareeba quickly developed as a service town and staging post for the Hodgkinson and Palmer River goldfields, with Byrnes Street becoming its commercial centre. The early 20th-century arrival of the railway further strengthened Mareeba's role as a key transport hub for the Atherton Tablelands and Cape York.

Agriculture has long underpinned Mareeba's economy, with crops such as tobacco, sugar, coffee and mangoes shaping the town's identity. Post-war migration brought new communities, including strong Italian, Albanian and other European influences, which enriched Mareeba's multicultural fabric. Today more than 75 nationalities are celebrated through community events like the Mareeba Multicultural Festival.

Mareeba also holds a strong military and aviation history. During World War II the town hosted a major airfield complex with



Mareeba Airfield serving as a base for US and Australian forces. The remnants of this wartime infrastructure, along with heritage buildings continue to form part of the town's layered identity.

Today, Mareeba serves as a strategic hub for transport, agribusiness, tourism, and trade. It is the sub-regional service centre for Cairns, Cape York, the Gulf Savannah, the Tablelands and a destination in its own right.

Its local history is visible in the multicultural businesses along Byrnes Street, the agricultural landscapes that fringe the town, and the community's enduring reputation for resilience, enterprise, and welcoming nature. The Mareeba CBD Precinct Plan seeks to build on this history, ensuring the town centre reflects Mareeba's heritage while supporting its future growth.

Mareeba's Cultural Profile

Mareeba Shire is home to some 75 different nationalities and cultural backgrounds. Cultural life in Mareeba is celebrated through key events that bring the community together. The Mareeba Multicultural Festival is a major annual festival showcasing music, dance, and food from dozens of cultures. Other events, such as Savannah in the Round and the Mareeba Rodeo, demonstrate the region's ability to attract visitors while celebrating its agricultural, musical, and community traditions.

Feedback from engagement showed a strong desire for the town centre to reflect its cultural diversity more prominently through public art, murals, inclusive events, and design elements that celebrate Mareeba's story.



The Precinct Plan embraces this multicultural identity as a core strength, seeking to embed it in the streetscape, activation strategies, and public realm improvements so that Mareeba's CBD continues to be a welcoming and inclusive place for all.

Mareeba's Demographic Profile

Mareeba is the largest township within the Shire and acts as the commercial and service centre for a population of around 22,000 people across the wider region. The 2021 Census recorded approximately 12,000 residents in the township, reflecting steady growth consistent with its role as a regional hub for employment, education, and services.

The population has a balanced age profile, with strong representation of families and long-term residents aged 45 and over. A smaller proportion of young adults (20–34 years) reflects a pattern of regional migration for tertiary study and early-career opportunities, a trend common across the Tablelands.

Employment in Mareeba is concentrated in agriculture, manufacturing, retail, health, and education, supported by a strong base of small businesses and self-employed trades. Seasonal workforces associated with horticulture contribute to short-term population changes and highlight the need for flexible, inclusive public spaces and amenities.

Population forecasts indicate gradual growth of around 1.5 percent per year, reinforcing Mareeba's ongoing role as the civic and economic heart of the northern Tablelands. This steady trajectory supports long-term investment in infrastructure renewal, shade, and accessibility improvements that enhance liveability for residents while strengthening the town's appeal to visitors.





Shaping the Vision Together

Existing Functionality of the CBD

The Mareeba CBD currently functions as the primary retail and service hub for the wider Shire, with a strong role in supporting agricultural, tourism, and community activity. Its layout is defined by the **north–south spine of Byrnes Street**, intersected by east–west connections to parking areas, civic facilities, and residential neighbourhoods.

Existing Conditions:



Commercial activity is concentrated along Byrnes Street, with a mix of retail, hospitality, and essential services. Many businesses operate only during daytime hours, limiting night-time vibrancy.



Vehicular access dominates, with wide traffic lanes, angled and centre parking. While this offers convenience, it reduces space available for shade, planting, and pedestrian comfort.



Pedestrian experience is hindered by uneven and deteriorating footpaths, limited and confusing crossing points, poor shade, and limited accessibility for people with reduced mobility.



Public spaces are underutilised due to a lack of connectivity, activation, and supporting amenities.



Greenery and shade are inconsistent, leaving the CBD vulnerable to heat and reducing visitor comfort during hotter months.



Infrastructure condition varies: some underground services are nearing end of life, stormwater drainage infrastructure is limited, and lighting is inconsistent.



Cultural expression is limited in the streetscape, with few elements reflecting Mareeba’s rich Indigenous heritage, multicultural history, and identity.

Overall, the CBD is functional for quick, purpose-driven visits but lacks the comfort, safety, and attraction needed to encourage longer stays, evening activity, and repeat visitation.



Stakeholder Engagement

Stakeholder engagement has been at the heart of developing the Mareeba CBD Blueprint. For a project of this scale and significance, it is essential that the voices of residents, businesses, traditional custodians, and government agencies are not only heard, but meaningfully influence the outcomes.

Successful town centre revitalisations rely on community ownership and broad-based support to influence design decisions that address local identity, concerns and opportunities for economic, cultural, and social vitality.

This Blueprint has been developed with considered attention to the views of the community and stakeholders. Detailed findings are further presented in GHD’s **Engagement Outcomes Report** (2025).

Participation snapshot

- 192 survey responses (169 fully completed)
- 200 participants at pop-in sessions across three days in Mareeba’s CBD
- Stakeholder Reference Group and Chamber of Commerce workshops
- Targeted input from Department of Transport and Main Roads (TMR) and other stakeholders

What people value about Mareeba

Participants consistently described Mareeba as a welcoming, practical, and connected regional centre. Strengths included:

- Its role as a gateway to Cape York and the Gulf
- A strong sense of community and multicultural character
- Agricultural richness and diversity, including coffee production
- Regional charm and climate

“Community voice examples

“I drive because I can’t be out walking in blazing sun with no shade”

“Fix kerb and uneven surfaces so older people and wheelchairs can get around”

“We need to slow the passing through traffic down”

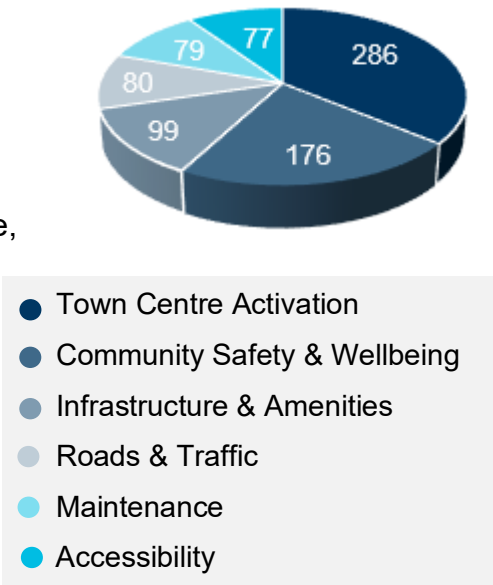
“I think stormwater drainage requires an urgent upgrade”

“More seating in Byrnes Street”

Key items raised

Analysis of the feedback showed the following clear priority areas:

- Town Centre Activation 286 mentions (greening & shade, beautification, outdoor dining, public art)
- Town Centre Activation 176 mentions (feeling unsafe, security, CCTV, lighting)
- Infrastructure & Amenities 99 mentions (public seating, toilets, drainage)
- Roads & Traffic 80 mentions (heavy vehicle bypass, angled parking safety, congestion)
- Maintenance 79 mentions (cleanliness, graffiti removal, shopfront upkeep)
- Accessibility 77 mentions (high kerbs, pedestrian ramps, slippery tiles, mobility access)



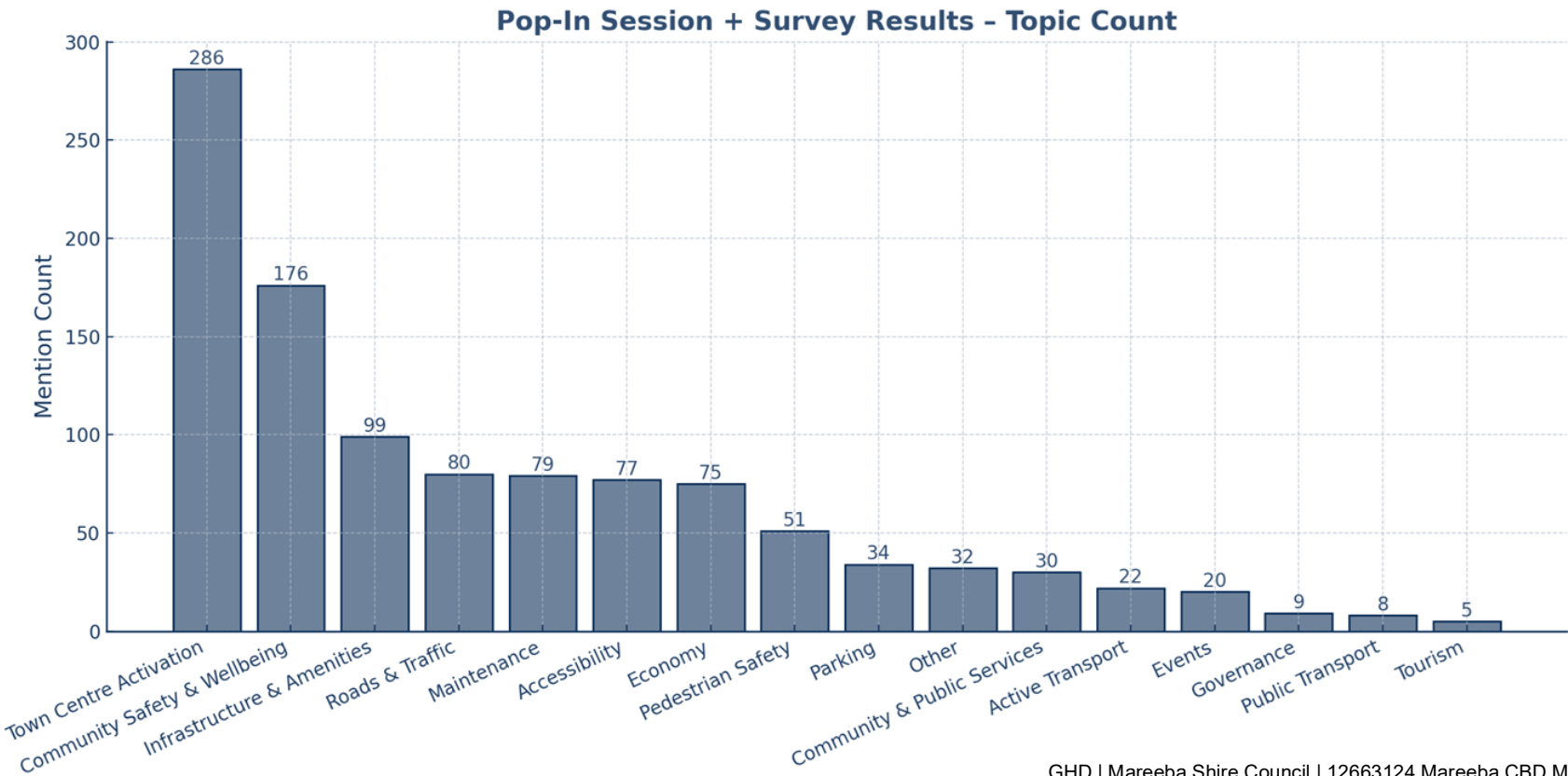
By contrast, categories such as Governance (9 mentions), Public Transport (8), and Tourism (5) were raised less frequently, suggesting that while important, they are not seen as the most pressing concerns.

Emerging opportunities and recommendations

Feedback from the engagement activities highlighted the importance of the following:

Community driven recommendations include:

- upgrading stormwater infrastructure
- improving lighting and pedestrian safety along Byrnes Street
- enhancing accessibility
- welcoming town with shaded green spaces
- inclusive public amenities
- improved wayfinding
- celebrating Mareeba’s heritage through art and signage
- revitalising key streets like Byrnes and Atherton St with outdoor dining
- event spaces transforming areas like Railway Avenue into inviting gateways for visitors





The vision for the Mareeba CBD Blueprint is to create a safe, green, and vibrant town centre that celebrates Mareeba's identity, supports local business, and offers spaces for people to connect, linger, and explore.

This vision is anchored in five 'Place Truths' that reflect the enduring character and aspirations of Mareeba.

Each Place Truth is supported by Design Drivers that inform all proposed initiatives in the CBD Blueprint Masterplan Precinct Plan.

The Shared Vision

Place Truths

Mareeba, with its distinct character and strong sense of place, is shaped by five key Place Truths that make it truly unique.

Developed through conversations with the local community, these Place Truths reflect the qualities that define Mareeba's identity. They will guide the design process and reinforce that revitalisation remains at the heart of this project.

Embracing and reinforcing all five Place Truths through the master plan design is vital for shaping Mareeba's future vision. Doing so strengthens its local identity and leverages its unique attributes to attract residents, visitors, and investment to this vibrant community. While the influence of each Place Truth may vary, recognising their collective importance ensures a holistic approach that maximises Mareeba's potential and enhances its distinct character.

Design Principles

The Place Truths translate into **Design Principles** that shape the Draft Initiatives and ensure each project delivers multiple benefits:



A Place of Meeting

Celebrating Connection, Culture and Community

Mareeba - meaning "meeting of the waters", has long been a place where people and cultures come together. The town centre should embody this spirit through welcoming, walkable spaces that celebrate diversity, storytelling, and community connection.

Outback Oasis

Comfort, shade and climate-responsive design

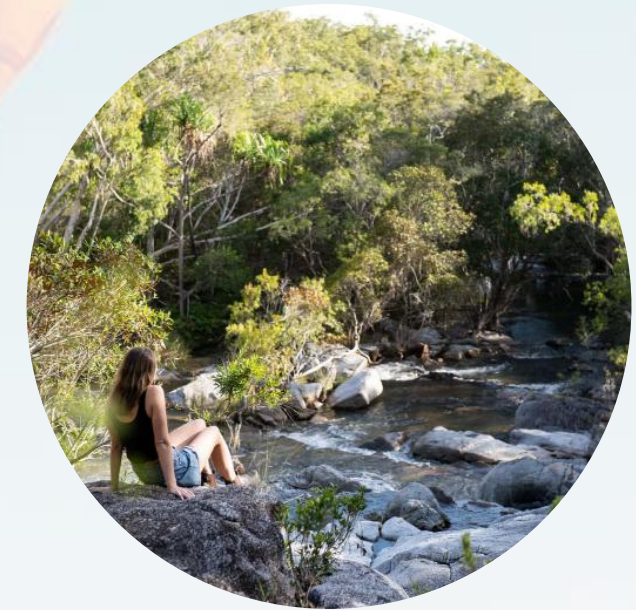
Locals love Mareeba's climate. The dry warmth and bright skies offer a lifestyle distinct from coastal humidity or highland chill. The revitalised town centre should take full advantage of this with a townscape that is both lush and liveable with practical outdoor spaces that are comfortable and usable in all seasons.



Always Something On

Activation, Events and Everyday Vibrancy

Mareeba has a strong culture of local events and celebrations, thriving on energy, events, and shared experiences. The town centre should reflect this rhythm with flexible and adaptable spaces that feel alive, all year around, day and night, before, during, and between events.



The Gateway to the North

Welcoming Visitors and Encouraging Exploration

As the doorstep to Cape York, the Tablelands and beyond, Mareeba is more than a stop, it's a destination. The town centre should offer a memorable arrival experience that reflects the town's hospitality and heritage and encourage visitors to stop, explore the town, and enjoy all it has to offer before embarking on their adventures further north.



Green and Growing

Grounded in Agriculture, Growing Towards a Sustainable Future

Mareeba's identity is deeply rooted in its rich landscape, a landscape that has long supported agriculture, hard work, and innovation. The town centre should honour this legacy while promoting a future defined by resilience, sustainability, and pride of place. The community's enduring spirit of hard work and creativity continues to inspire new opportunities while celebrating the region's unique identity.

A Place of Meeting



Outback Oasis



Always Something On



The Gateway to the North



Green and Growing



01 Prioritise shade, pedestrian comfort, and accessible design.

Regular pause points, seating, small nodes, and shade structures that encourage informal gathering and socialising.

Strengthen visual and physical connections between parking zones, the RV precinct, and Byrnes Street.

Define a mix of active, social, and quiet zones to support diverse uses and moods that bring life to the street.

02 Embed heritage, stories, and cultural expression in the public realm.

Showcase the rich multicultural heritage through art and stories.

Cultural festivals and events.

Embed interpretive elements (sculpture, murals, audio trails) that tell stories of land, labour and innovation.

Celebrate First Nations culture through curated tourism experiences, art, and interpretation.

Incorporate stone, gravel and other natural materials that reflect the regional character.

03 Expand canopy cover and integrate Water Sensitive Urban Design (WSUD)

Establish layered tree canopy cover and water-wise planting palettes.

Create cool, comfortable microclimates with arbours and pergolas.

Frame key entries with green "gateways" that invite movement and pause points.

Use passive cooling and sub-tropical urban design strategies to promote year-round comfort.

04 Improve connections between streets, parks, and destinations for all modes.

Enable exploration through linked laneways, pocket parks, and cultural walking trails.

Introduce visitor-friendly infrastructure through shaded rest stops, public amenities, info hubs and orientation signage.

Encourage visitors to dwell longer through walkable, engaging, and layered public realm experiences.

Reimagine laneways and rear access points as welcoming entries into Byrnes St.

05 Create spaces and streets that feel active day and night.

Multi-use spaces for events, markets, and performances.

Enhance evening character with creative lighting and illuminated shop fronts.

Activate laneways and blank walls with local art, light, and storytelling.

Encourage shopfront activation and "spill-out" trading with widened footpaths and kerb buildouts.

06 Co-ordinated Infrastructure Implementation - Every Upgrade, an Opportunity to Reimagine

Coordinated works program that improves stormwater performance, accessibility, movement, safety, and function.

Infrastructure to align with planned public-realm upgrades to maximise project value.

Go beyond simply repairing ageing infrastructure - reimagine how streets, public spaces, and movement networks can better serve the community.

Considered integration of infrastructure improvements with the Place Principles.

Project Initiatives

A coordinated program of initiatives is proposed to transform Mareeba's CBD into a safe, green, and vibrant hub that reflects the community's aspirations and Place Truths. These initiatives respond directly to earlier technical investigations and stakeholder engagement led by Council. GHD and Vee Design, supported by community and encompassing of best practice urban design for the dry tropics. The initiatives are spatially distributed across key precincts and address movement, public realm upgrades, activation, and infrastructure upgrade coordination. Each initiative is intended to deliver multiple benefits, including improving functionality, comfort, and identity while aligning with programmed infrastructure renewals.



Byrnes Street – Mareeba's Vibrant Main Street

Transform Byrnes Street particularly the two blocks between Middlemiss and Hort Street, into the lively main street of Mareeba with retail and dining offerings. Enhance public spaces creating green streetscapes, and outdoors.

Implementation Strategies: Improve accessibility to footpaths (height differences), non-slip finished footpaths, more Street trees, kerb build-outs, spill-out dining, lighting, shopfront upgrades, events-ready spaces



Green Crossings – Seamless East-West Links

Create a network of safe, shady and clearly legible crossings and laneway links between Byrnes Street, Railway Avenue and Walsh Street

Implementation Strategies: Mid-block crossings, improved pedestrian crossing configurations, pedestrian thresholds, shaded footpaths, surface treatments and signage.



Cool Corners – Shady Places to Pause and Connect

Create inviting "sticky" nodes on street corners with seating, shade, and greenery, encouraging people to slow down, rest, and connect.

Implementation Strategies: Shaded corner pocket nodes, custom seating, tree pits, water bubblers, informal social zones and places to tell local stories.



Atherton Street Heart – The Entertainment Street

Reimagine Atherton Street as a people-first, tree-lined avenue that flows from ANZAC Park into the Mareeba's Main Street, becoming a flexible hub for community gatherings, events, and celebrations.

Implementation Strategies: Flexible grass and hardstand spaces, shade structures, stage areas, movable seating, event lighting, park spill-out.



Streets for People – Bringing Byrnes Street to Life

In selected locations transform car parks into pedestrian areas through kerb build-outs, supported with greenery, shade and seating, creating vibrant places for outdoor dining and social activity.

Implementation Strategies: Parklets, shade, artwork, outdoor retail/hospitality use, pedestrian-first areas, lighting activations



Green Gateways – Welcoming You to Mareeba

Create distinctive, green arrival experiences at key entry points.

Implementation Strategies: Arrival signage, shade trees, cultural motifs, entry markers, town signage.



Stories in the Street – Celebrating Mareeba’s Heritage

Embed Mareeba’s cultural and agricultural stories in the streetscape through interpretive design, murals, pavement inlays, art, audio trails and signage. Honour both First Nations and multicultural histories, and the spirit of innovation that defines the region.

Implementation Strategies: Story trails, First Nations co-design, bilingual signage, murals, local materials and motifs.



Railway Avenue – Opening the Town’s Edge

Reimagine Railway Avenue as a welcoming edge and orientation zone, connecting travellers and locals to the Town Centre. Improve streetscape, safety, and linkages while creating opportunities for visitor storytelling and services.

Implementation Strategies: Shade, caravan and RV parking, signage, orientation features, wayfinding, public toilets and possible dump point.



A Town that Welcomes All – Inclusive, Youth-Friendly and Active

Design a town centre that welcomes everyone, young and old, locals and visitors. Create safe spaces for teens and families, accessible public amenities, playful elements, and facilities that reflect a socially inclusive community.

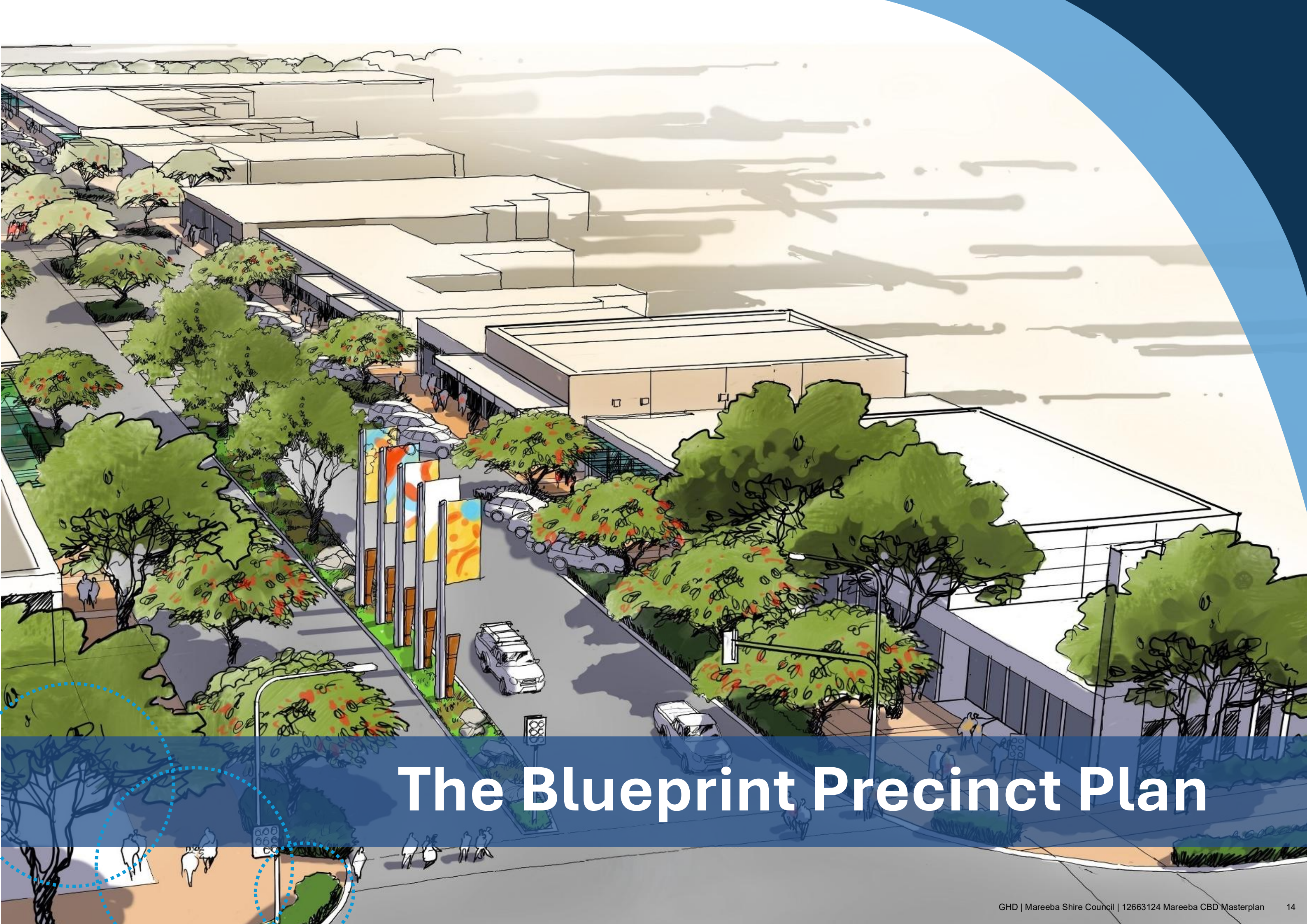
Implementation Strategies: New/refurbished public toilet, Youth zones, intergenerational play, inclusive seating, toilets and changerooms, lighting, bike parking, sensory gardens.



Outback Oasis – Town Centre-Wide Greening

Deliver a coordinated greening and cooling strategy that beautifies Mareeba referencing back to the outback feel of the region.

Implementation Strategies: Street trees, native planting, garden beds, arbours, WSUD integration, shade metrics.



The Blueprint Precinct Plan

Precinct Plan

An overall vision for the Mareeba CBD, the master plan defines distinct precincts, each with its own character and role in shaping Mareeba's CBD.

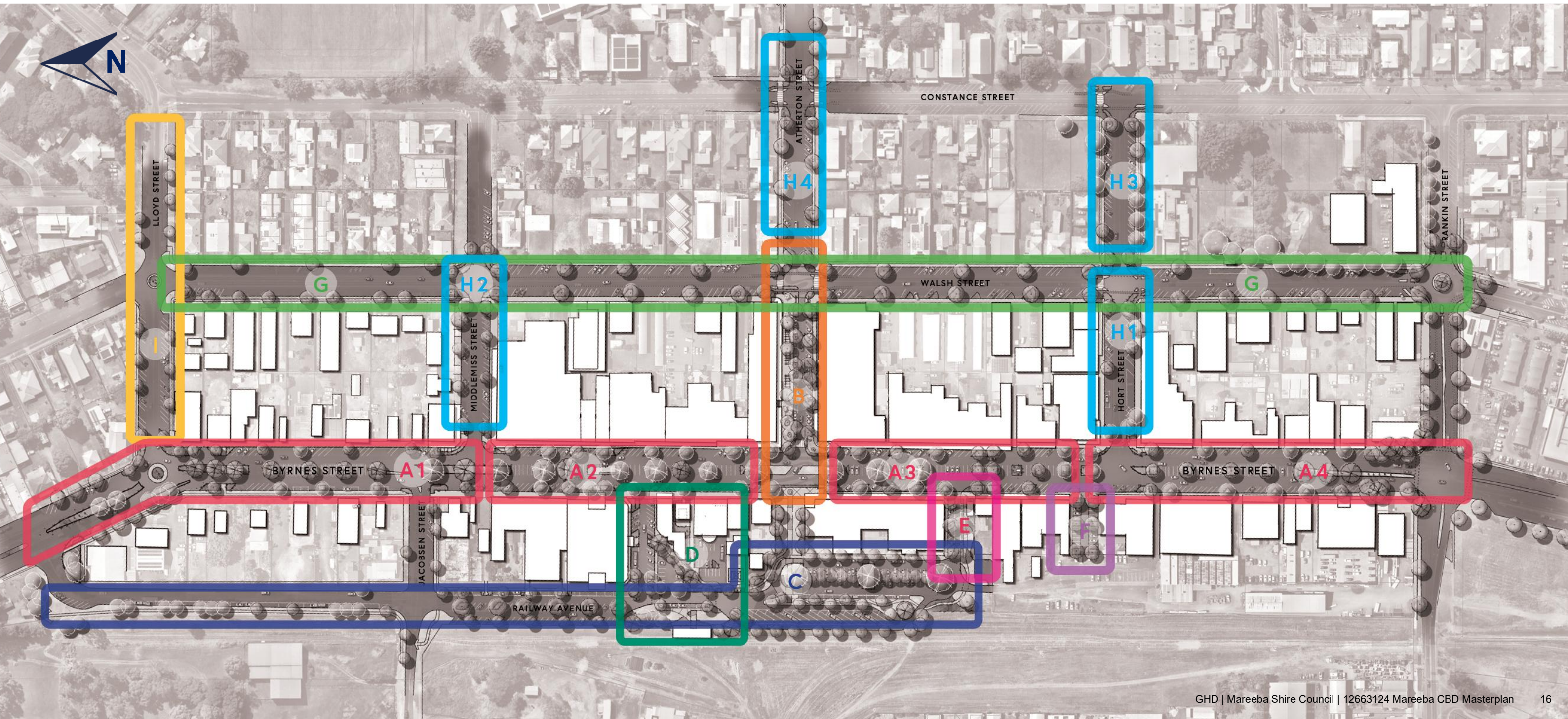
Targeted improvements within each precinct contribute to the town's overall revitalisation, while their integration ensures the centre functions as a cohesive, vibrant, and sustainable heart of the community.

Key Principles

- Establish clear areas of use and purpose to improve the legibility of Mareeba's CBD
- Create distinct precincts for locals and visitors that highlight Mareeba's unique identity
- Encourage complementary uses and experiences within each precinct
- Define precincts through landscape and urban design elements
- Use precincts to guide staging, delivery, and funding as projects are implemented

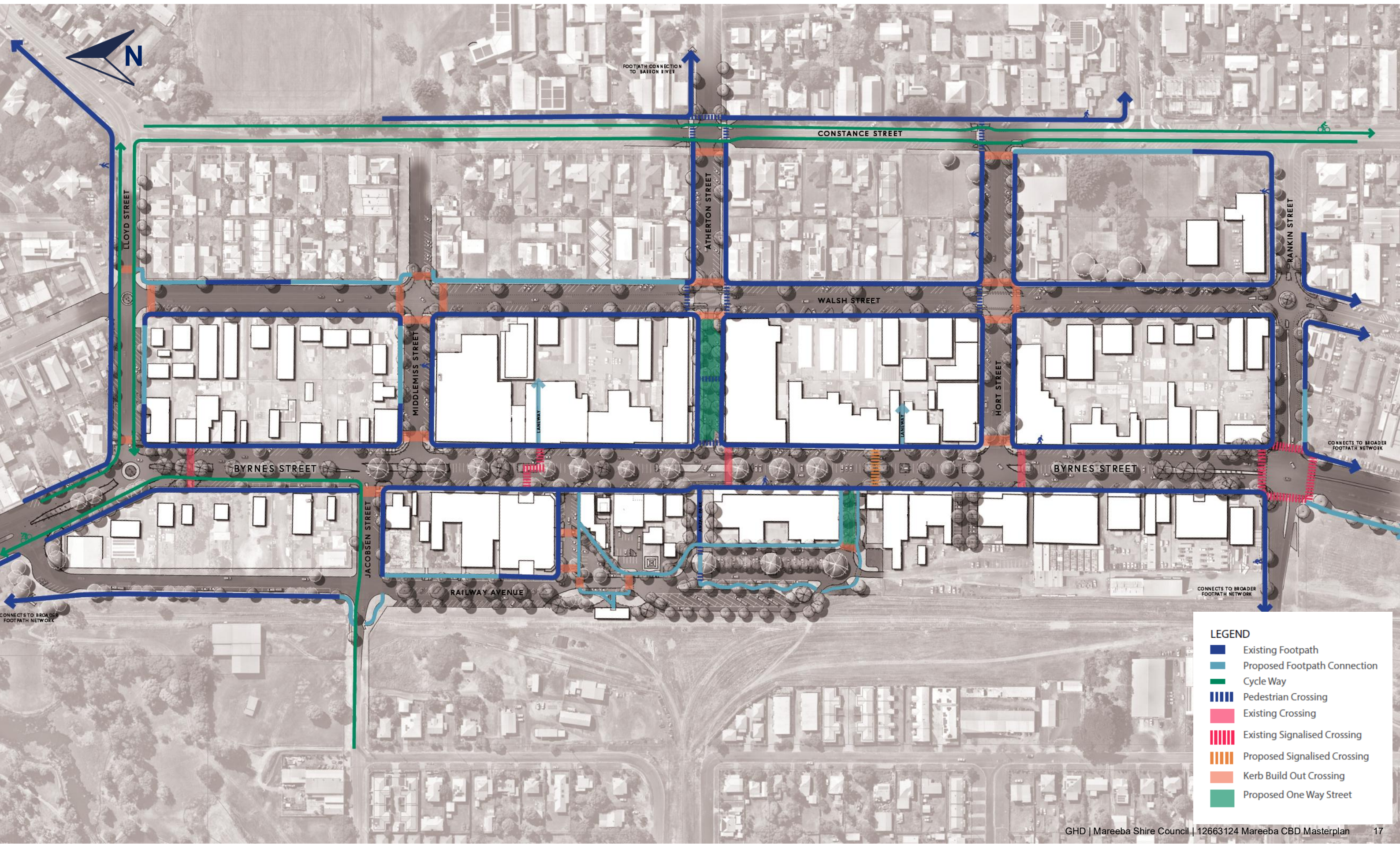
LEGEND

- A Byrnes Street
- B Atherton Street
- C Railway Avenue
- D CWA Rest Rooms and Post Office Precinct
- E Railway Avenue Entrance
- F 194 Byrnes Street Car Park
- G Walsh Street
- H Intersection Safety Improvements
- H1 Hort Street Intersection Safety Improvements
- H2 Middlemiss Street Intersection Safety Improvements
- H3 Hort + Constance Street Intersection Safety Improvements
- H4 Atherton + Constance Street Intersection Safety Improvements
- I Llyod Street



Movement and Circulation

The Precinct Plan balances pedestrian and vehicle movement by establishing a clear, formalised network for all modes of travel. It strengthens active transport connections, filling gaps in the existing footpath network to create a safe and continuous pedestrian-friendly environment. The design considers key desire lines and access points, ensuring legible, equitable routes for walking, cycling, and vehicles that connect key destinations within the precinct and link seamlessly to the broader town network.



LEGEND

Existing Footpath

Proposed Footpath Connection

Cycle Way

Pedestrian Crossing

Existing Crossing

Existing Signalised Crossing

Proposed Signalised Crossing

Kerb Build Out Crossing

Proposed One Way Street



Precinct Area A: Byrnes St

Byrnes Street is the principle street of Mareeba, forming part of the Mulligan Highway and serving as both a major regional transport corridor and the heart of the town centre. Carrying more than 12,000 vehicles per day, including a significant proportion of heavy vehicles, it also functions as the main street for shopping, dining, and community life.

This dual role creates ongoing challenges in balancing freight and through-traffic with the need for pedestrian safety, accessibility, and a vibrant main street experience. Community engagement consistently described Byrnes St as the “face of Mareeba” and expressed a strong desire for improvements in shade, walkability, outdoor dining, safety, and activation. It was also the most frequently raised location for issues such as high kerbs, confusing pedestrian crossings, stormwater ponding, and limited accessibility for people with mobility needs. The Blueprint identifies Byrnes Street as the central opportunity to reshape Mareeba’s main street, rebalancing the street environment to prioritise safety, shade, accessibility, and activation, while maintaining its vital role for businesses and regional traffic. The vision is for Byrnes Street to become

a greener, more people-focused spine of the CBD that celebrates Mareeba’s identity and enhances its economic vitality.

- 1 **Byrnes Street Greening** – To establish a consistent canopy cover building on existing kerb buildouts. Trees are spaced at roughly 10 metres in the core area of Byrnes Street to create a shaded and welcoming street environment. Transitional sections can adopt a lighter planting approach to maintain rhythm and highlight important locations such as crossing and corners.
- 2 **Tile Replacement** – Remove and replace existing street tiles to achieve a consistent nonslip surface treatment.
- 3 **Stormwater Upgrades** – Co-ordinated staged works along Byrnes Street to address drainage issues, prioritising key problem areas.
- 4 **Accessibility Improvements** – Upgrades along Byrnes Street to enhance ease of pedestrian access and movement between car parks and pavement.
- 5 **Green Gateways** - At arrival points maximise greening with tree planting on both sides of the street to create a strong, green avenue arrival to Main Street.
- 6 **Arrival Features** – Use large boulders with groundcover landscaping, and post banners in central median at entry

points and key nodes to create a welcoming arrival and highlight events in Mareeba.

- 7 **Corner Activation** – Use planting, stones, and seating walls to soften corners and provide pause points for rest and social interaction.
- 8 **Kerb Extensions** – Where appropriate, add shaded seating in front of hospitality venues to encourage outdoor activity and enhance pedestrian presence.
- 9 **Anzac Park** - Retain the existing character while extending greenery into Railway Avenue and Atherton Street, Design surrounding landscape to emphasise and respect the cenotaph memorial.
- 10 **Signalised Pedestrian Crossing** – Potential signalised pedestrian crossing allowing easy all accessible access from the eastern side of Byrnes St to the new toilet facility.
- 11 **Byrnes Street Crossings** – At street crossings provide shade trees featuring clear trunks to ensure visibility of traffic and comfort for pedestrians.
- 12 **Turfed Median Areas** – Great flexible areas that can accommodate art, interpretive elements, and seasonal activations such as a Christmas tree, adding vibrancy and identity to the streetscape.

Byrnes Street: One-Lane Option

This Blueprint considers retention of the existing two-way, dual lane configuration along Byrnes Street. In response to community, Council and stakeholder requests for a safer, more vibrant CBD, an alternative approach is presented below, which modifies the existing two lanes in each direction to one lane in each direction.

Benefits:

Community backed



- Responds to concerns community have about traffic volumes and reversing from angled parking into traffic lane without separation
- Does not impact on-street parking supply
- TMR has advised they are open to discussing one-lane option



Improved safety

- Likely to lead to fewer near misses
- Slower traffic environment
- Safer reversing out of parking bays
- Potential for standardised crossings
- Safer pedestrian crossing movements



Low cost and Staged Implementation

- Mainly a line marking exercise with minimal capital infrastructure upgrades
- Can be phased over time



Improved Active Transport

- Increased traffic lane width for active transport provision
- More pedestrian-friendly CBD



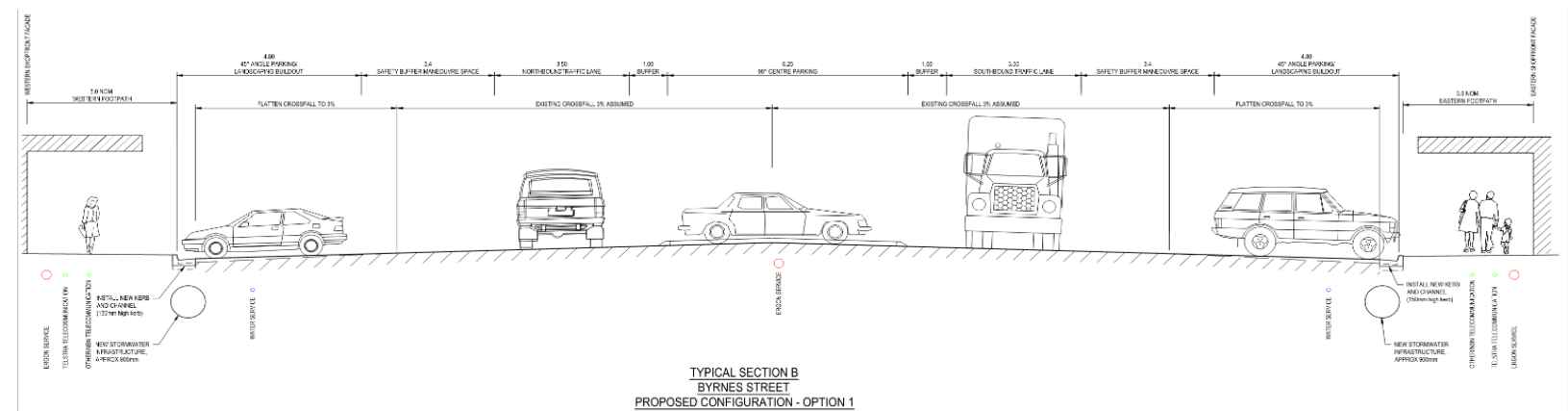
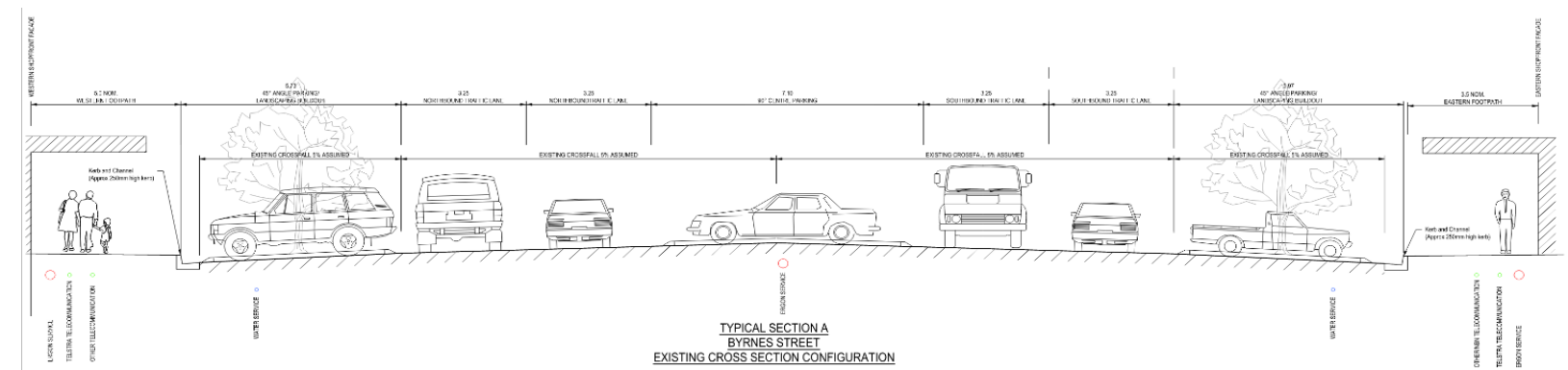
Economic Improvements

- Increased foot traffic resulting from slower vehicle speeds and safer crossings, encouraging walking and lingering in the town centre
- Greater retail exposure due to reduced traffic dominance makes shopfronts more visible and accessible to pedestrians
- Drivers are more likely to use other parking (Railway Avenue/Walsh Street) and engage with more local businesses
- Pedestrian-friendly main street, supporting tourism and local spending. Improved safety and amenity encourage people to stay longer, supporting cafes, restaurants, and specialty retail.

Key Considerations:



- Requires TMR approval, further traffic modelling and SIDRA (Signalised and Unsignalised Intersection Design and Research Aid) analysis.
- Possible peak-time congestion, though this would induce more efficient parking use and walking in the town centre.
- Slightly longer travel times for freight/logistics, which could encourage bypassing the CBD and support future Mareeba CBD bypass discussions.
- Potential for rat-running, with increased traffic on Walsh and Constance Streets.
- Community preference is for the current two-lane layout with future changes to be considered following completion of the Mareeba Bypass.



Precinct Area B: Atherton St

Atherton Street sits at the heart of the CBD grid and plays a unique role in linking Byrnes Street to surrounding precincts and key community destinations. While it carries lower traffic volumes than Byrnes Street, it remains an important connector for vehicles and pedestrians. Its central location and proximity to existing restaurants and hospitality venues make it a natural gathering place, with strong potential to evolve into a hub for dining, events, and night-time activity.

Through engagement, Atherton Street was frequently identified as a place where people would like to see more outdoor dining, safer pedestrian access, and improved shade and amenity. At the same time, concerns were raised about accessibility, stormwater drainage, and the need for a clearer sense of identity.

The Blueprint positions Atherton Street as a key opportunity to create a lively, people-focused spine that complements Byrnes Street – providing spaces for events and social activity, enhancing walkability, and strengthening its role as the cultural and entertainment heart of the CBD.

1 Atherton St Pedestrian Area Convert Atherton Street into a pedestrian-focused street with one-way traffic flowing east-west from Walsh to Byrnes Street. This would include a new pedestrian plaza on northern side to allow cafés and shops to spill out and provide flexible space for markets and temporary activations.

2 Active Dining Expand existing dining cluster with outdoor spill-out, greenery, and shade to create a comfortable alfresco area that brings life to the street

3 Central Crossing Traffic-calming pedestrian priority feature that slows vehicles and reinforces a pedestrian-oriented main street.

4 Nose In Street Parking Retain angled nose-in parking on the southern side of the street.

5 Parallel Street Parking Parallel parking on the northern side preserves access while expanding the pedestrian realm.

6 Greened Facade Soften the IGA building's blank wall with climbing plants, trellises, and arbours to create a vertical green facade.

7 Corner Activation Use planting, stones, and seating walls to soften corners and provide pause points for rest and social interaction.

8 Right-Turn Facility Provide a right-turn option and island from Atherton Street onto Byrnes Street to support traffic flow.

9 U-Turn Provision Designated turnaround points on Byrnes Street to support traffic flow and access.

10 ANZAC Park Connection ANZAC park to feel connected to Byrnes and Atherton Street creating an extension of green space into the public realm.

11 Atherton Street Services & Lighting Underground power with integrated lighting to activate the street and create a vibrant evening atmosphere.

12 Improved intersection safety Improved safety with extended kerb buildouts and shorter pedestrian crossing lengths.

13 Formalised Bikeway Marking Line marking to define lanes, separate road traffic from the bikeway, and improve safety.

14 Strengthen Green Links Shade existing footpath with additional street trees to create a shaded, comfortable pedestrian connection to the broader locations around Mareeba.

15 Additional On Street Parking Shifting the TMR vehicle inspection lane to a safer location away from the intersection could free up space for additional car parking.





Precinct Area C: Railway Avenue

Railway Avenue defines the eastern edge of the CBD and provides a key link to the Mareeba Train Station. At present the area is largely functional but lacks the sense of arrival and amenity expected of a main gateway, with limited shade, poor pedestrian comfort, and little to signal its role as part of the CBD.

Community engagement identified Railway Avenue as an underutilised asset with strong potential to contribute more to the town's identity and visitor experience. Feedback highlighted the need for safer pedestrian connections, clearer wayfinding, increased shade and greening, and opportunities to share Mareeba's story through public art and design. The street was also seen as a logical location to explore improved RV facilities, given its proximity to parking and access routes.

The Blueprint positions Railway Avenue as a welcoming gateway and a more legible connection into the CBD; transforming it into an attractive, shaded, and pedestrian-friendly edge that complements the activity of Byrnes and Atherton Streets.

1 Railway Avenue Entrance One-way left-in entry from Byrnes Street to Railway Avenue with signage and wayfinding to guide RV travellers to parking and facilities.

2 Ring Road Parking One-way loop to rationalise road space, provide clear vehicle movement, and define parking areas.

3 Central Median Parking Nose-in angled bays with shade trees to create a cooler, comfortable environment for vehicles and pedestrians.

4 Additional Parallel Parking Bays along the ring road to provide additional parking capacity.

5 Angled RV Parking – Drive-through bays designed for easy access and manoeuvring of RV vehicles.

6 Anzac Park Extension Landscaping and tree planting extending from Anzac Park along Railway Avenue extend greenery into the public realm, strengthen pedestrian connections between Railway Avenue and Byrnes Street, and enhance the streetscape by creating green links that improves comfort and wayfinding.

7 Back-of-House Access Dedicated entries to private service and staff parking areas.

8 Train Station Enhance Mareeba's railway arrival with an extended forecourt and landscaped areas that soften the space and strengthen the connection into Byrnes Street.

9 Radio Tower Retain fenced area around the tower for separation. Providing screening planting to soften the interface while maintaining service access.

10 Shady Parking Avenue Tree planting arranged to provide shade for vehicles and create an avenue effect along the northern entry into the precinct.

11 Northern Parallel Parking Additional parking bays, maintaining access to adjacent private lots.

12 RV Dump Point & Facilities Provide amenities for RV travellers including a dump point and water to support their needs and encourage longer visits to Mareeba.

13 Broader Pedestrian Links Connect footpaths to the broader network, linking key destinations like Byrnes Street and The Bicentennial Lakes .

Precinct Area D: Post Office Precinct

This precinct forms an important link between Railway Avenue and Byrnes Street, connecting the Railway Avenue facilities and parking with the heart of Mareeba's CBD. Centred around the Post Office carpark and the historic CWA building, it is one of the town's busiest areas, serving both locals and visitors throughout the day.

The Blueprint envisions a coordinated upgrade that enhances the look and function of the space including a designated post truck loading area and reconfiguration of the Post Office carpark. Rationalisation of the Post Office carpark layout will improve traffic flow, pedestrian safety, and accessibility, while maintaining a similar number of carpark spaces. Complementary improvements such as new landscaping, shade trees, lighting, and defined pedestrian connections will lift the overall amenity of the area and create a more comfortable and attractive environment.

1 Railway Forecourt

Welcoming arrival space with landscaped drop-off, pick-up, and parking areas, clearly connecting the station to Byrnes Street.

2 CWA Space Reinvigoration

Explore opportunities to re-invigorate the CWA building and adjacent spaces to complement the potential development next door.

3 Future Development

Planned development

4 Car Park Improvement

Upgrade of existing carpark to provide additional spaces.

5 Post Office Square Connection

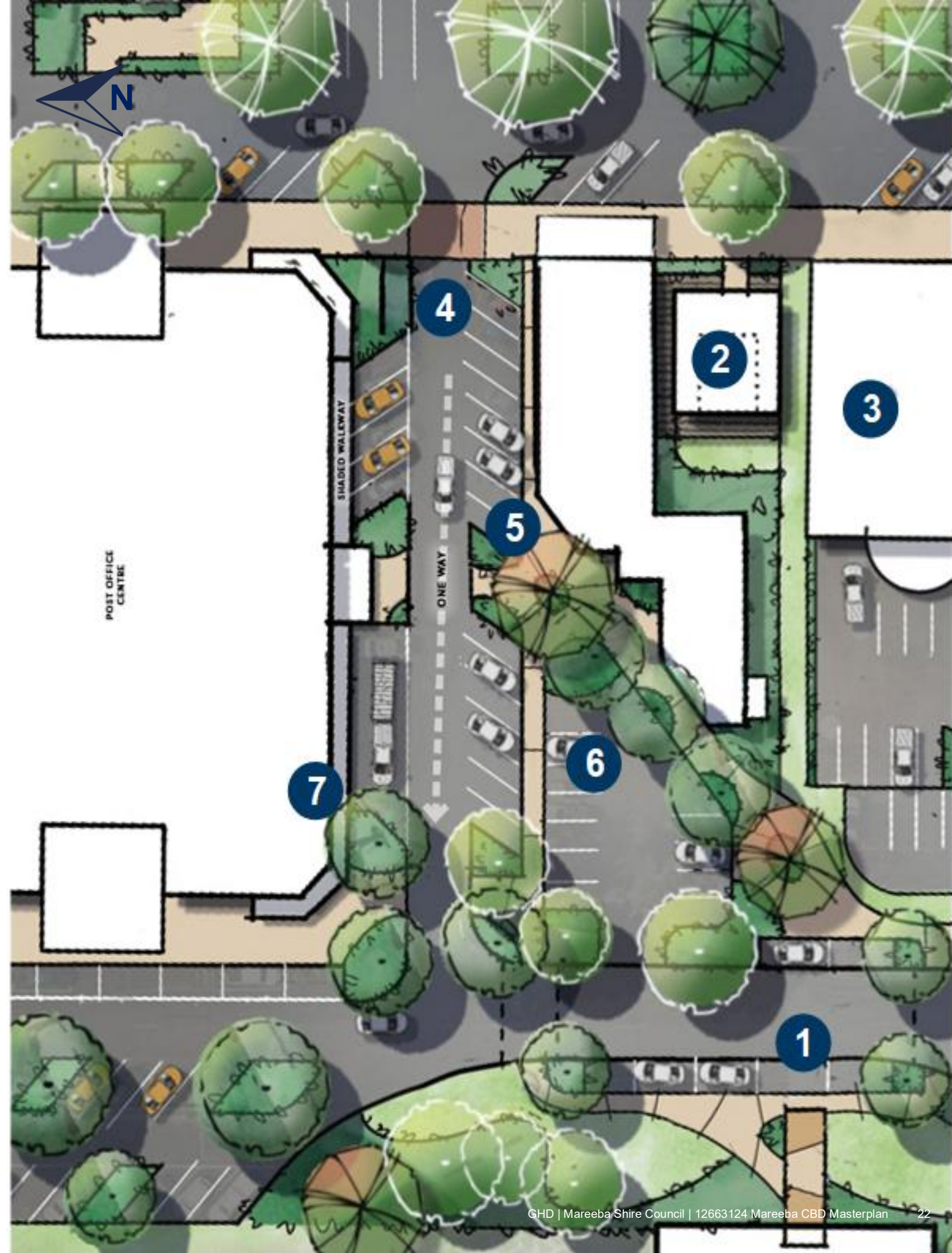
Rationalise Road space and provide a formal, shaded pedestrian link to enhance connectivity and comfort.

6 Formalised Off-Street Parking

Clearly defined parking areas to improve organisation and accessibility.

7 Post Truck Loading Zone

Dedicated area for easy access to the Post Office for deliveries and pickups



CWA Rest Rooms

The QCWA Rest Rooms building is a historical feature of Byrnes Street and a part of Mareeba's social and cultural landscape. Its central location beside the laneway linking Byrnes Street to Railway Avenue places it in a strategic position to contribute to the activation of the CBD

The building presents an opportunity to be reimagined as a community, cultural, or visitor facility. Adaptive reuse could unlock a range of new functions that support both locals and visitors, while celebrating Mareeba's heritage and community spirit. The future development of the vacant land beside the building should be considered to support safety, visibility, and use.

Potential opportunities include:

- A community meeting space or shared facility for local groups and events
- A decorative centrepiece of the town through the use of architectural lighting that highlights its heritage character and presence within the CBD
- A small-scale cultural or interpretive centre showcasing Mareeba's local stories, arts, and heritage
- Retaining the façade as a sculptural feature within an outdoor courtyard
- A creative or maker space supporting local artists, craftspeople, and producers
- A visitor information point or boutique tourism hub.
- A flexible venue for pop-up markets, exhibitions, or workshops
- Integration of outdoor courtyard space or spill-out areas for gatherings

Further community consultation can explore thoughtful design and adaptive reuse. The CWA Rest Rooms could once again become a welcoming focal point within the CBD—celebrating Mareeba's community connections, creativity, and sense of place.



Precinct Area E: Railway Avenue Entrance

A shared, slow-moving space with flush surfaces and contrasting finishes to define traffic and parking, encouraging pedestrian-friendly movement. Includes a new, safe, and accessible public toilet, left-in access from Byrnes Street for one way access to Railway Avenue.

1 Shared Street / Slow-Moving Space

A driveway-style shared environment linking Railway Avenue and Byrnes Street, allowing one way traffic, caravan access and on-street parking. Flush surfaces and contrasting finishes clearly define vehicle, pedestrian, and activity zones, creating a safe, pedestrian-friendly connection.

2 Left-In Entry Controlled entry from Byrnes Street to improve access while maintaining safety and traffic flow.

3 Wayfinding / Signage Integrated into kerb extensions to guide pedestrians, caravan owners and drivers to parking and facilities along Railway Avenue

4 New Public Toilet Facility Provide a safe, accessible, and open-design public toilet within the Railway Avenue Entrance, surrounded by activated public space to encourage use and enhance safety.

5 Kerb Build-Outs & Planting Additional kerb extensions and greenery to soften connections and create shaded, comfortable environment.

6 Parallel Parking Provide parallel parking bays along the southern side to improve access and street functionality.

7 Landscaped Green Space Public greenery designed to extend and connect into Railway Avenue, enhancing pedestrian links and streetscape

8 Pedestrian Connections Extend pathway into Railway Avenue to create a walkable link between RV parking to the public toilets and Byrnes Street.

9 Signalised Pedestrian Crossing Potential signalised pedestrian crossing allowing easy all accessible access from the eastern side of Byrnes St to the new toilet facility.



Precinct Area F: 194 Byrnes Street Carpark

1 Two-Way Car Park Access Maintain two-way vehicle circulation throughout the car park for ease of movement and accessibility.

2 Left-In / Left-Out Access Controlled entry and exit to Byrnes Street to manage traffic flow safely.

3 Rear Access Potential opportunity for through access to TGT carpark encouraging more people to use back of house parking rather than on-street parking.

4 Landscaping & Tree Planting Greenery and trees to enhance shade, visual amenity, and comfort.

5 Right Angle Parking Retain existing angled parking bays to maximise vehicle capacity and maintain organised parking.

6 Pedestrian Footpath Link Continuous pathway along buildings to provide safe, separated access through the car park.

7 Kerb Build-Out in Front of Deli Opportunity to introduce shaded kerb extension with seating to support cafe spill-out, activate the street, and enhance the presence and vibrancy along Byrnes Street.

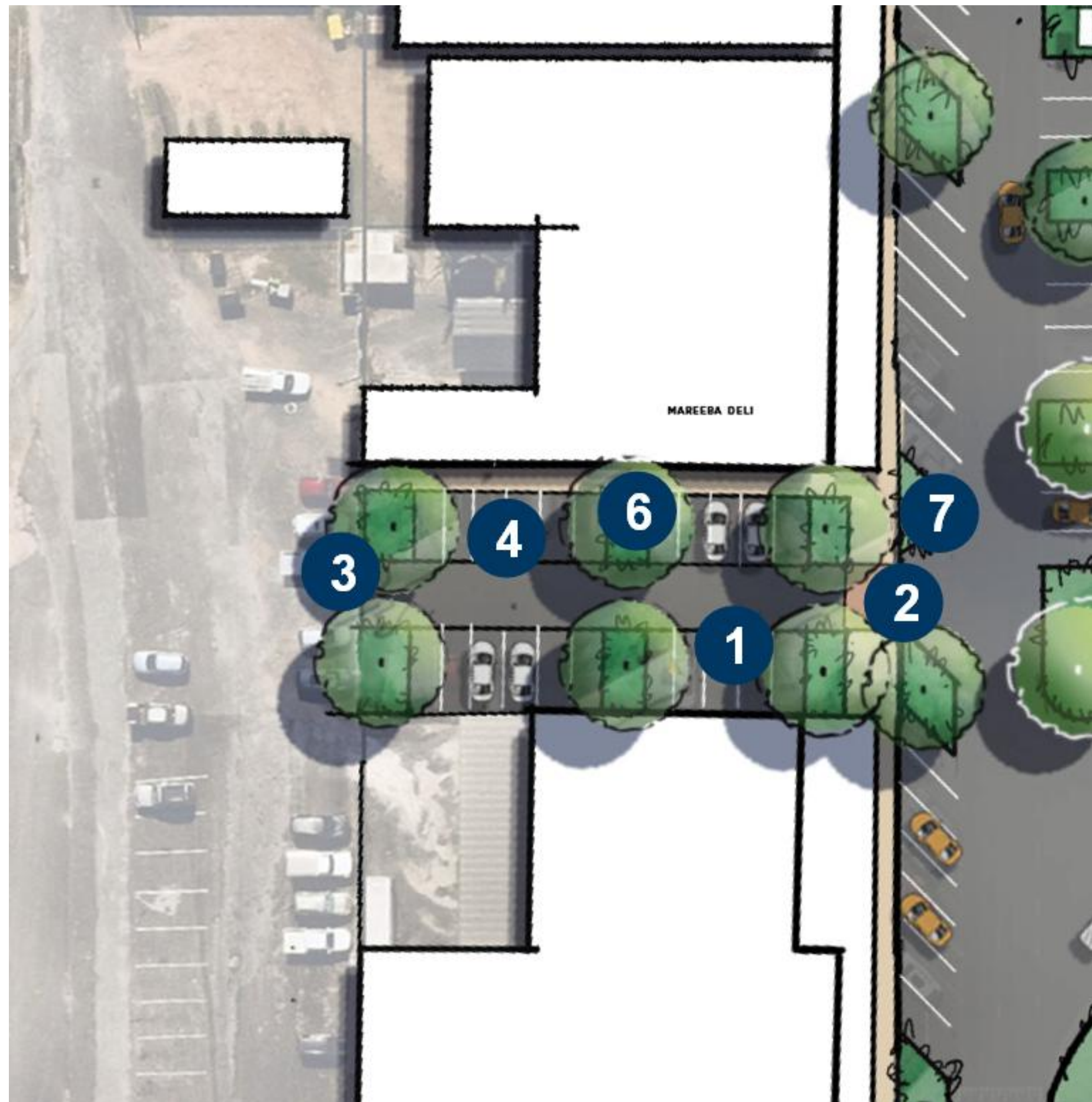
Supplementary Projects

Precinct G: Walsh St Greening Greenery and trees to enhance shade, visual amenity, and comfort along the extent of Walsh St.

Precinct H1, H2, H3 & H4: Intersection Safety Improvements Potential intersection safety improvements aimed at improving safety, accessibility, traffic management, and streetscape quality.

Precinct I: Lloyd Street Greening Greenery and trees added to Lloyd St to enhance shade, visual amenity, and comfort.

Refer Page 15 for Precinct locations





Foundational Infrastructure Solutions

Improved Accessibility Replacing High Kerbs

Existing Situation:

Many of the footpaths along Byrnes and Atherton Streets sit well above the road, with kerbs much higher than standard. This creates barriers for people with limited mobility, prams and walking aids. Council has previously installed steps and rails, but these are often blocked by parked vehicles, do not accommodate mobility devices, and further disrupt stormwater flows.

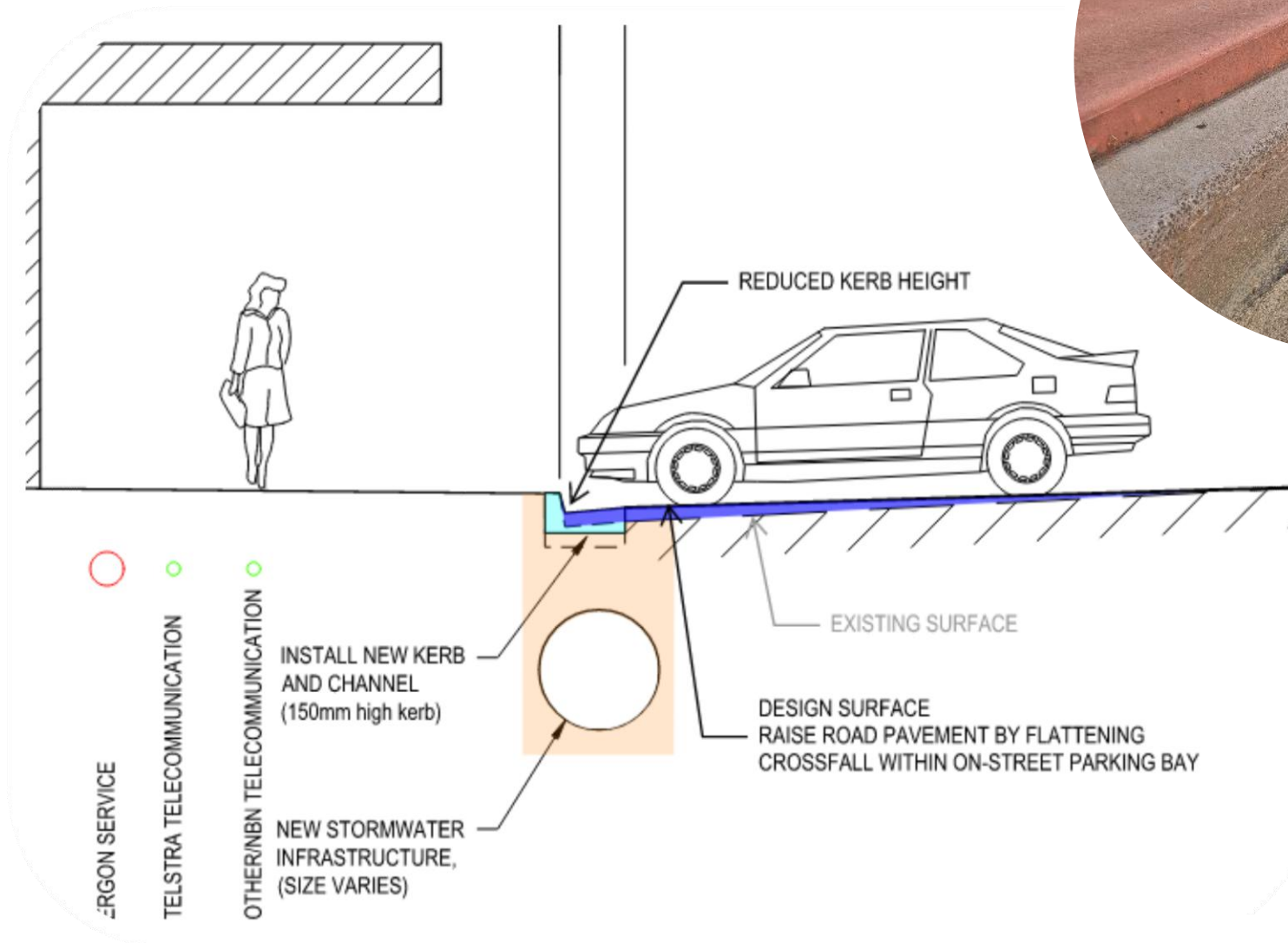
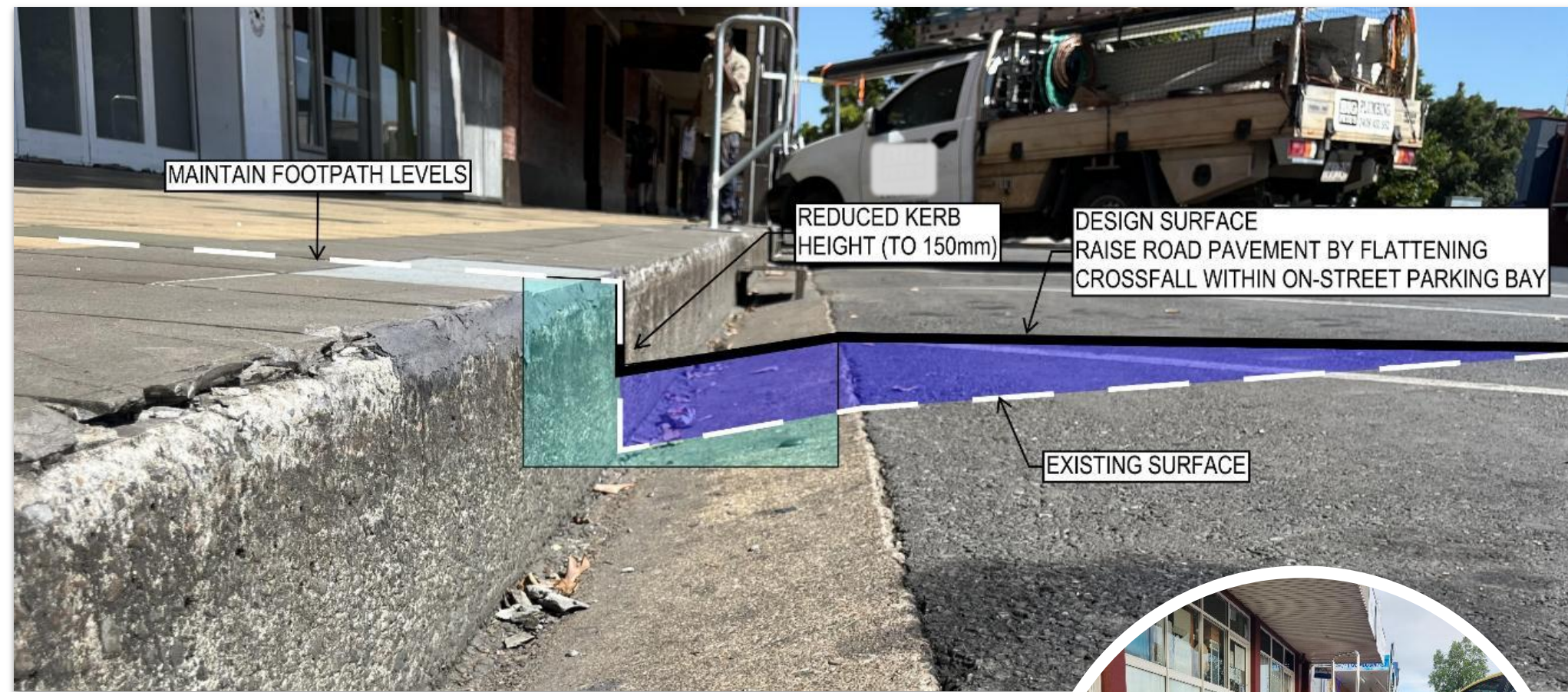
Proposed Solution:

The Precinct Plan proposes lowering kerb heights by raising the adjoining road surface, so footpaths align with a standard 150mm kerb height. Footpath levels will remain largely unchanged, with narrow segments of existing road pavement removed and reconstructed along each kerb line. This will allow the crossfall in angled parking areas to be flattened, creating safer and more accessible connections between road and footpath.

Because the existing high kerbs currently function to contain stormwater in lieu of underground drainage, the solution is linked to proposed stormwater network upgrades. New underground pits and pipes will capture and redirect runoff, enabling the kerbs to be safely lowered. Importantly, the drainage works will already require excavation of road pavement and kerbing for pit and pipe installation. This presents an opportunity to reconstruct the road surface and kerbs to new levels at the same time, without additional cost.

Benefits:

- Safer and more inclusive access for all community members
- A more functional and user-friendly streetscape
- Where it can be done in conjunction with new drainage pipe installation, negligible costs to rectify
- No change to footpath heights or footpath crossfalls required
- Reduction of steep crossfalls within on-street angled parking bays
- Removal of double kerb step (which occurs in some locations along Byrnes Street)



Stormwater Infrastructure Upgrades

Existing Situation:

The Mareeba CBD experiences frequent flash flooding, particularly along Byrnes Street and at the Rankin/Byrnes intersection, where stormwater often overtops kerbs and inundates footpaths and roadways. The existing underground drainage network has insufficient capacity to capture and convey routine storm events, leaving much of the flow reliant on kerb-and-channel systems. Compounding this, recent traffic and streetscape works have altered natural overland flow paths, further constraining drainage and contributing to recurring surface flooding issues.

Priority should be given to upgrading the underground drainage system to accommodate at least the 10% Annual Exceedance Probability (AEP) storm event ('1 in 10-year storm'), minimising surface nuisance where practical. Routine storms would then be managed underground for pedestrian and vehicle safety. For rarer, high-intensity storm events up to the 1% AEP ('1 in 100-year storm'), the focus should shift to ensuring clear, unobstructed overland flow paths within road corridors to safely convey excess runoff without endangering people, property, or infrastructure.

Proposed Solution:

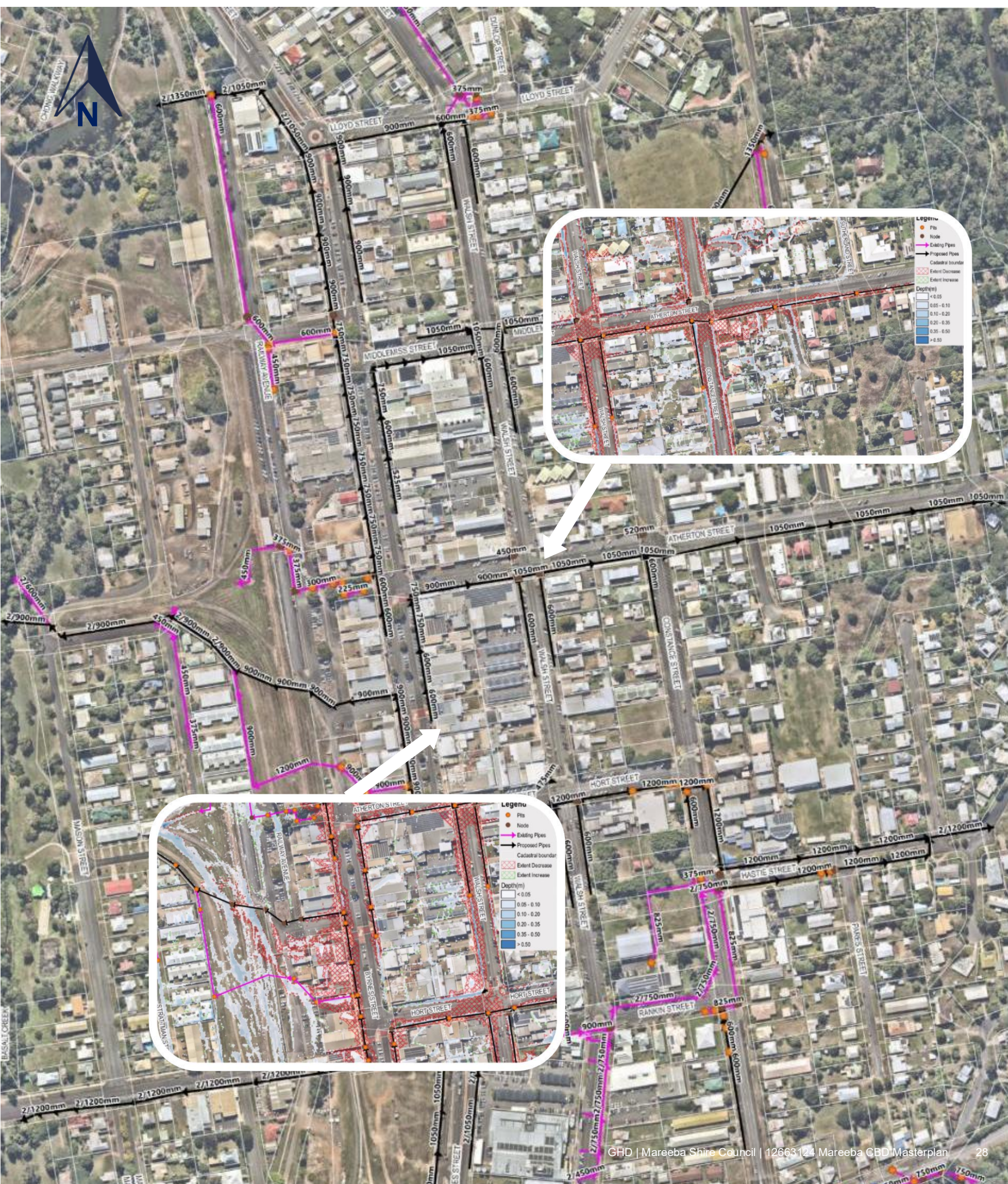
GHD has prepared a separate Stormwater Management Plan (SMP) outlining proposed network upgrades to address flooding and overland flow currently affecting the CBD during rain events (*Mareeba Shire Council CBD Blueprint Phase 2: Stormwater Management Plan*, September 2025).

The overall upgrade plan is shown adjacent, with a larger version of this image available to view in GHD's SMP.

Except for one or two lower-priority areas identified in the SMP, once fully constructed, the proposed network avoids surcharging to the surface during the 10% AEP event. Surface flows remain within kerb limits and do not pose pedestrian safety risks, maintaining a low flood hazard rating.

In the 1% AEP storm event, pedestrian-accessible areas are similarly modelled at H1 or below.

Insets to the right of page show examples of the 10% AEP flood extent comparison between the current situation in Mareeba and the future situation upon completion of the proposed stormwater network. The red hatching reflects the reduction in flood extent during a 10% AEP storm event.



Intersection Safety Improvements

Existing Situation:

The Precinct Plan proposes a program of upgrades to a number of intersections in the CBD to improve safety, enhance pedestrian and cyclist protection, and create a more attractive streetscape through widened pathways and new landscaping.

A number of near misses recorded collisions, and community-reported safety concerns have been identified at several key intersections within the CBD. Alongside Byrnes Street, Walsh and Constance Streets function as major north–south movement corridors, intersecting with important east–west connections at Hort, Atherton, and Middlemiss Streets.

At present, these intersecting locations present long pedestrian crossing distances, wide road corridors that encourage higher vehicle speeds, and limited definition between traffic, pedestrian and cycling movements. These conditions reduce safety, accessibility, and amenity for all users.

Proposed Solution:

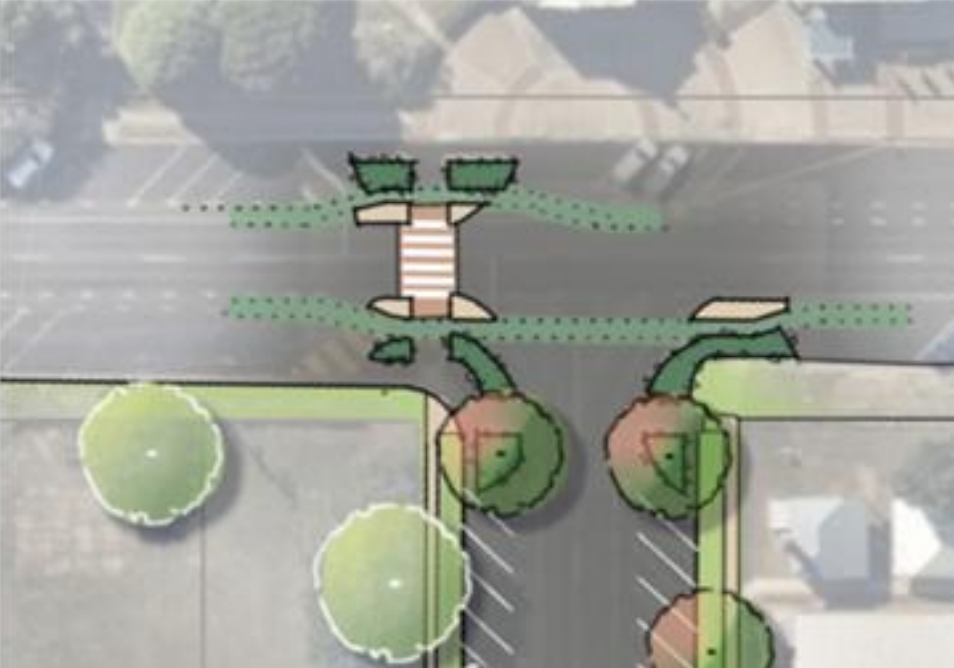
The Precinct Plan proposes a coordinated series of intersection upgrades to improve safety, accessibility, and the overall amenity of the town centre. Pedestrian crossing distances will be shortened through the use of kerb outstands and protected refuge areas, reducing the time people are exposed to traffic. Vehicle lanes will be passively narrowed on approach to intersections, slowing traffic and creating opportunities for landscaping and enhanced streetscape character.

At key crossings, cycle lanes along Walsh and Constance Streets will be separated from vehicle lanes by up to two metres, providing a safer and more legible network while allowing pedestrians to wait in a protected refuge before completing their crossing.

Kerb lines, ramps and surface levels will be reconfigured to meet universal access standards, with new pram ramps and future-proofed pedestrian pathways introduced. In addition, widened kerb areas will incorporate landscape nodes and shade trees, balancing functionality with a more attractive and welcoming CBD environment that presents a consistent theme tying in with the proposed works along Byrnes and Atherton Streets.

Benefits:

- Enhance safety and accessibility by reducing conflict points between vehicles, cyclists, and pedestrians
- Opportunity to reshape key nodes of the CBD into safer, greener and more welcoming places
- Reinforces Mareeba’s identity as a pedestrian-friendly regional centre



Car Parking

Existing Situation:

Mareeba’s streetscapes are heavily dominated by street parking, prioritising vehicles over pedestrians and active transport, resulting in limited footpath connectivity, minimal shade, and low pedestrian activity despite high car presence.

The Mareeba CBD contains approximately 1,300 publicly available parking spaces, including approximately 30 disabled spaces, with a mix of on-street angled, parallel, and central median parking, as well as off-street options near major retailers. Observations made throughout the dry season months in 2025 indicate that CBD parking is generally underutilised, with an estimated one space available for every nine residents - significantly higher than comparative benchmarks in regional centres. While community sentiment places high importance on parking availability, there is no clear evidence at this stage to suggest a shortfall.

Formal community feedback indicates a broader preference for increased shading and green space in the town centre ahead of additional car parking provision. Feedback also highlighted that majority of CBD users are comfortable walking up to one hundred metres from their parking location to their destination within the CBD.

The condition of parking infrastructure varies, with some compliance issues noted against current Australian Standards, particularly for angle parking configurations and disabled bays.

An oversupply of parking induces behaviors that are detrimental to the economic vitality and long-term sustainability of the CBD. For example, some individuals were observed driving short distances between destinations, confident in the availability of nearby parking. This convenience encourages fragmented trips and limited local spending, undermining opportunities for more meaningful engagement with local businesses.

The generous parking provision weakens street-level activity and local retail performance and also imposes a financial burden on the broader community through maintenance and opportunity costs. Addressing this imbalance is essential for fostering a more vibrant, economically resilient town centre.

Proposed Solution:

Directly addressing the parking oversupply within the CBD could be financially advantageous and enable delivery on broader community goals - such as improved footpath spaces, safer crossings, greener streetscapes, and opportunity for outdoor hospitality. To do this some loss of on-street parking will likely be necessary. This should not be viewed as a loss, but rather as a strategic reallocation of space to activities that stimulate economic and social vitality. In fact, reducing on-street parking can be a catalyst for increased activity, improved pedestrian amenity, and stronger performance by town centre traders. It is important not to fear the removal of parking spaces, but to embrace the opportunities it creates.

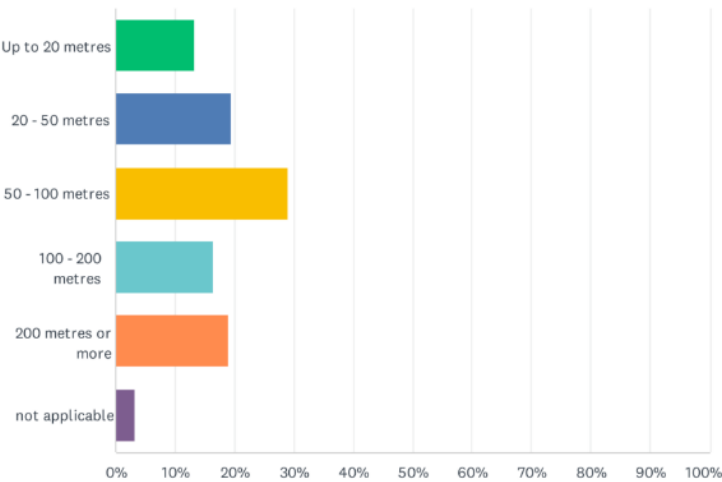
Key strategies to be considered wholistically as part of future CBD projects include:

- Repurposing selected parking spaces for uses that enhance the CBD experience
- Better activation of offset parking areas
- Railway Avenue, for example, can be reconfigured with improved parking provision, increased shading, security lighting, and improved linkages to Byrnes St, encouraging usage and reducing reliance on the on-street parking along Byrnes
- Improved connections and safer linkages provided between Byrnes St and offset parking areas
- The east-west movement corridors between Byrnes St and Railway Avenue (for example, ANZAC Park and Railway Avenue Entrance), and Byrnes St and Walsh St (for example, Atherton St, Hort St and Middlemiss St) to be enhanced to encourage increased active transport and walkability
- Rationalising time limits across both on- and off-street parking to better support turnover and access
- Ensure appropriate provision, location and compliance of accessible parking and loading zones
- Reconfigure RV and caravan parking along Railway Avenue to improve access and efficiency via drive-through parking arrangement.



Q5 How far would you be willing to walk from your car to your destination? (choose one option)

Answered: 190 Skipped: 45



Stakeholder Engagement survey results for how far people are willing to walk

Electrical and Lighting Upgrades

Existing Situation:

Lighting within the Mareeba CBD currently consists of a combination of infrastructure owned by the Department of Transport and Main Roads and Ergon Energy, with most luminaires mounted on existing timber power poles. Feature and landscape lighting is limited, primarily confined to ANZAC Park, leaving other key public spaces without dedicated illumination. The CBD also lacks electric vehicle (EV) charging facilities. Power reticulation is provided through a mix of overhead and underground networks, with underground cabling concentrated along Byrnes Street.

Proposed Solution:

EV Charging

EV charging is currently not available within the CBD due to capacity limits with the existing Ergon supply network. Upgrades to Ergon Energy’s distribution network will be required before EV charging can be provided.



It is proposed that a level 3 EV charger be provisioned for in the proposed car park adjacent to the new parking on Railway Avenue.

This position provides a suitably secure area for the charges to be located along with proximity to the existing Ergon HV network to allow for cost effective modification of the existing network to reduce overall construction costs once Ergon Energy’s upstream capacity is improved.

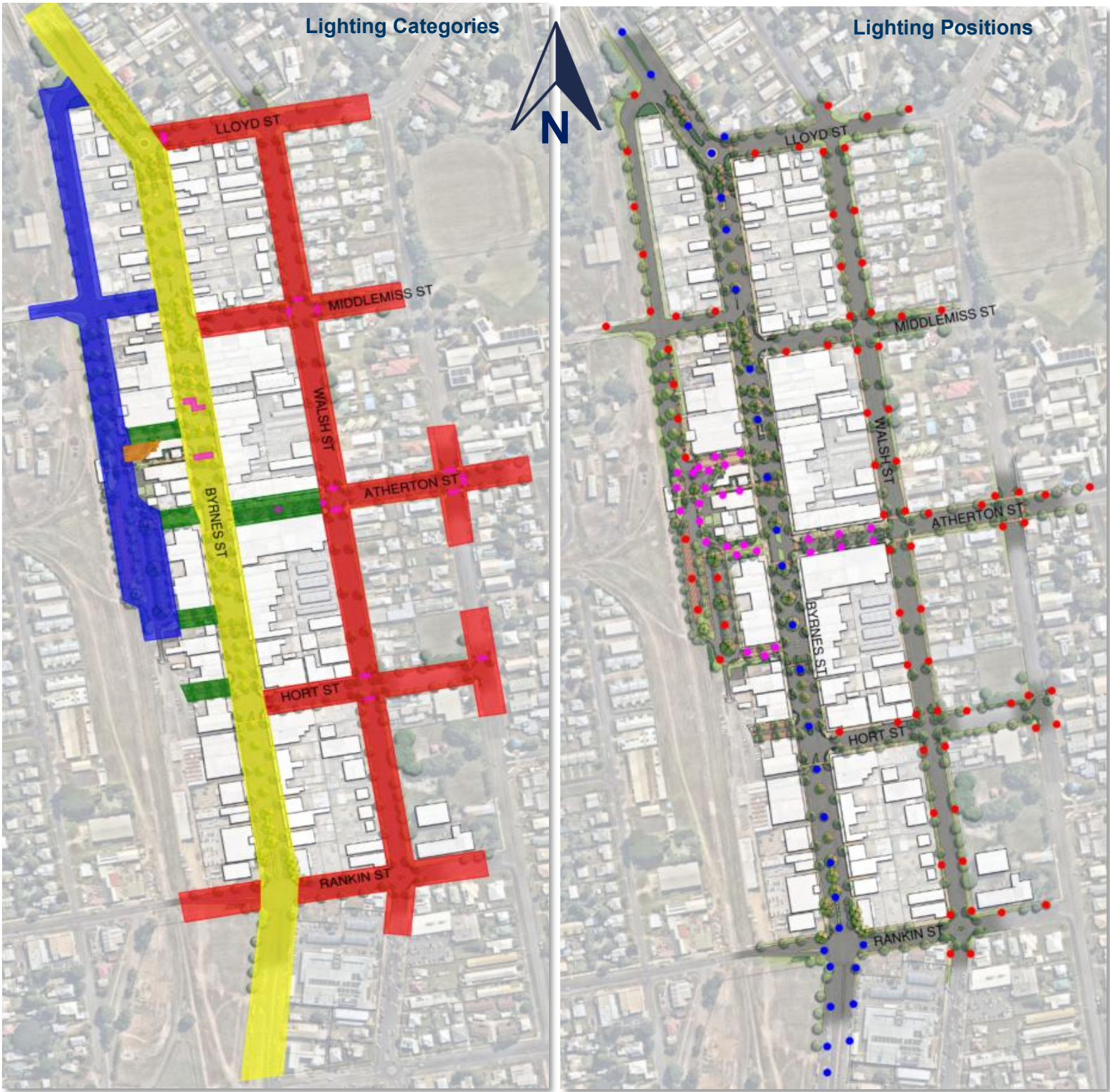
Street Lighting

It is proposed that the lighting categories presented in the adjacent lighting categories map are provided throughout the Mareeba CBD to facilitate the upgrades being undertaken as part of the CBD masterplan. Lighting categories have been selected based on the roadway use, the prestige requirements of the area and the risk of crime throughout the area. The proposed locations of the lighting to meet the advisable categories are shown in the adjacent Lighting Positions Maps.

Roadway lighting luminaires are to be selected from the current standard Ergon Energy range available at the time of construction. Mounting heights and outreach dimensions will be determined based on the selected luminaire type and the applicable lighting category requirements.

Luminaires for Category PA and PC areas are recommended to be privately metered to allow for selection of luminaires that suit the landscape design intent. By being privately metered, additional landscape lighting and power bollards can also be provided in these areas.

Pedestrian crossings are also required to be lit to ensure pedestrian safety after the sun has set.



LEGEND

- MAREEBA SHIRE COUNCIL CATEGORY V5 ROAD LIGHTING
- TRANSPORT AND MAIN ROADS CATEGORY ROAD LIGHTING
- MAREEBA SHIRE COUNCIL CATEGORY PR3 ROAD LIGHTING
- MAREEBA SHIRE COUNCIL PX2 PEDESTRIAN CROSSINGS
- TRANSPORT AND MAIN ROADS PX1 PEDESTRIAN CROSSINGS
- MAREEBA SHIRE COUNCIL CATEGORY PA2 LIGHTING
- MAREEBA SHIRE COUNCIL CATEGORY PC2 LIGHTING

LEGEND

- ERGON ENERGY LIGHTNG (OWNED BY MAREEBA SHIRE COUNCIL)
- TRANSPORT AND MAIN ROADS OWNED ROAD LIGHTING
- MAREEBA SHIRE COUNCIL OWNED LIGHTING

NOTE: LIGHT LOCATIONS SUBJECT TO CONFIRMATION DURING DESIGN

Electrical Undergrounding

As part of the Mareeba CBD masterplan, investigations of the possibility of undergrounding the existing Ergon Energy Overheads along Middlemiss Street, Atherton Street and Hort Street are currently underway with the priority of undergrounding shown in the adjacent map.

Undergrounding of these existing overheads will be subject to feasibility and coordinated with Ergon Energy.

Landscape Lighting

Landscape lighting throughout the Mareeba CBD needs to be selected to suit the requirements of the street and the landscaping being provided. There are opportunities to provide feature lighting and landscaping lighting to draw attention to artwork and feature plants as described further in the masterplan.

Landscaping lighting can also be provided in public activity areas to assist with wayfinding throughout spaces.

Landscaping lighting will need to be selected to suit the installation environment along with manufacturer support.

Where possible a lighting control system such as a Pharos lighting control system should be used to provide a theatrical lighting scheme throughout the CBD masterplan area. This will allow for control of the individual lights to facilitate changing colours to support celebrations throughout the year.

Further development of landscaping lighting will need to occur during further design stages of the Mareeba CBD.

-  Existing Underground supply
-  Priority 1 - Atherton St
-  Priority 2 - Walsh St Intersections (Middlemiss, Atherton and Hort)
-  Priority 3 - East West Connections



Sewer and Water Infrastructure Planning

Water

Existing Situation:

The primary water supply for the township of Mareeba is sourced from the Barron River, which is fed by Tinaroo Falls Dam. Water from the intake in the Barron River is then fed to Mareeba's water treatment facilities located in Kowa St, located east of the CBD. The Mareeba potable water network consists of a range of pipe materials from newly installed High-Density Polyethylene (HDPE) and Ductile Iron Concrete Lined (DICL), and aging Asbestos Cement (AC) and Cast Iron (CI) pipes. Many of the CI pipes are understood to be at or beyond their serviceable life.

Proposed Solution:

The following should be considered during the design and construction of any CBD Blueprint upgrade projects:

- Upgrade/replace aging and deteriorating water distribution infrastructure within the CBD, addressing key deficiencies such as aging asbestos cement and ongoing cast-iron pipeline failures
- Replace existing cast iron, asbestos cement and older PVC pipes with either DICL or PVC pipes to improve reliability of Mareeba's water network and reduce costly ongoing maintenance and repair of pipe failures
- It is recommended that the replacement of PVC pipes be prioritised by first considering locations of any recent failures of PVC pipes and then prioritised on age
- Replacing cast iron and asbestos cement pipes concurrently with other project blueprint upgrades. This coordinated approach can streamline construction efforts and minimise inconvenience to residents and business owners
- CCTV pipe inspections are recommended to determine existing condition, prior to undertaking any replacement design or construction



Sewer

Existing Situation:

The Mareeba township's sewage system terminates at the Mareeba Wastewater Treatment Plant, located on Hickling Avenue in Mareeba. The recently upgraded facility can now serve up to 12,500 equivalent persons (EP), with provisions for future expansion to accommodate up to 16,500 EP. Treated effluent from the plant is discharged into Two Mile Creek, a tributary of the Mitchell River. The existing sewer network is understood to consist of mostly PVC pipe, and this sewer network undergoes routine maintenance as part of the Council's CCTV inspection, manhole rehabilitation and sewer relining program. Works required as part of these programs are non-intrusive and do not require pavement and pipelines to be dug up.

Based on anecdotal advice and available information, the Mareeba sewer network is understood to be in relatively good condition and operating within capacity.

Proposed Solution:

The following should be considered during the design and construction of any CBD Blueprint upgrade projects:

- Be cognisant of existing manhole and sewer line locations that are within areas requiring pavement level/existing surface level adjustments



7. Streetscape



RAILWAY AVENUE ENTRANCE

BYRNES STREET

Streetscape

Streetscape Materials Inspiration

Existing CBD

We recognise the importance of designing safe and accessible streetscapes.

In line with best practice, selections are guided by Queensland's slip resistance standards to promote pedestrian safety in a variety of conditions. Common treatments such as broom-finished concrete, slip resistant stone-look tiles and light exposed aggregate offer texture and visual interest while generally meeting slip resistance recommendations, contributing to a durable and functional streetscape that responds to the needs of the community.

The surrounding natural environment and regional town character provide inspiration for the materials palette.

Strategy

The pavement treatment in the streetscape design is intended to celebrate the natural landscape and distinctive regional town character of Mareeba. The materials include:

- Broad sweeps and intricate stencils of sandblasted concrete;
- Slip resistant stone-look tiles
- Stone banding to break up long pavement runs, providing visual interest and rhythm to pathways while subtly referencing the shapes found in Mareeba's environment

The design draws on local materials that reflect the colours of the surrounding region, including the warm reds, pinks, and greys of Mareeba's granite and marble, with subtle stone details incorporated into the pavements to reinforce the local geology.

The sandblasting treatment involves the creation of custom stencils and placemaking research, while the stonework can be carried out by local skilled tradespeople, ensuring a strong connection to the community that reflects Mareeba's identity.

Surface Finish Inspiration



Savannah Grasses



Mineral Rich Granite Soils



Rugged Rock Formations



Softened with Green

Streetscape Materials Design Thinking

Shapes of Mareeba

In Mareeba, a variety of shapes can be observed in both the natural landscape and the town’s agricultural history, from sharp vertical and horizontal lines with clear edges found in property boundaries, field structures, and rock formations, to the curves of mountains, tree-lined roads, and rolling hills that rise sharply in the distance. These forms can be translated into the pavement strategy to subtly bring cues from the surrounding environment into the everyday urban experience, creating a consistent sense of place. Strong vertical and horizontal banding in pavements can guide movement and activity through streets and plazas, while softer, wavy patterns can reference the natural curves of creeks and ridgelines, creating slower, more slower areas for people to pause and gather.



Sweeping curves of creek meanders contrasted against the sharp geometric lines of agricultural fields.



Irregular shapes and sized of boulders against softness of the water.



Curved mountain ridgelines can be seen in the distance.

Streetscape Materials

Feature Stone

Sandblasting and Detailing

Sections of broom-finished pavement will feature sandblasted bands that expose the selected aggregate colour, adding subtle variation and texture across key areas. These bands can reference local stories or natural landscape elements, embedding a sense of place within the streetscape. Sandblasting offers a cost-effective way to introduce richness and diversity to the hardscape while maintaining a refined and cohesive finish.



Broom Finished Plain Grey Concrete

Plain grey concrete is proposed as the standard material for footpaths and pedestrian connections outside Byrnes Street and key CBD areas. It provides a consistent, durable base that can be visually enhanced through the selective use of coloured or exposed concrete to define key nodes along the footpath such as seating areas, intersections, or gathering points.



This neutral concrete tone serves as the base colour for all hardscape surfaces along the main street, providing a consistent backdrop for areas of sandblasted detail and larger sections of broom-finished or lightly exposed concrete. A secondary concrete colour (**CCS Prairie - right**) may be used in smaller amounts to define key nodes and visually break up the pavement palette. Together, the two earthy tones reference the surrounding landscape, adding warmth and a subtle sense of place to the streetscape.

These two contrasting aggregates help define pathways and laneways across the CBD while maintaining a cohesive palette through a shared concrete base colour. Bands of sandblasted *Ocean Floor* aggregate reveal lighter pebbles for subtle contrast, while the laneway and shared zones feature a mix with pink-toned pebbles. Both aggregates incorporate pink and red hues that reference Mareeba’s distinctive landscape, adding warmth and local character to the streetscape.



Base Pavement Colour
(CCS Paperbark)



Feature Pavement
Colour (CCS Prairie)



Aggregate 01 (Tableland Pink 7mm) Aggregate 02 (Ocean Floor 7mm)



Above: Examples showing how variations in pavement colour and aggregate exposure can be used to define spaces, create visual interest, and highlight key nodes within the streetscape.

Streetscape Materials

Use of Locally Quarried Stone

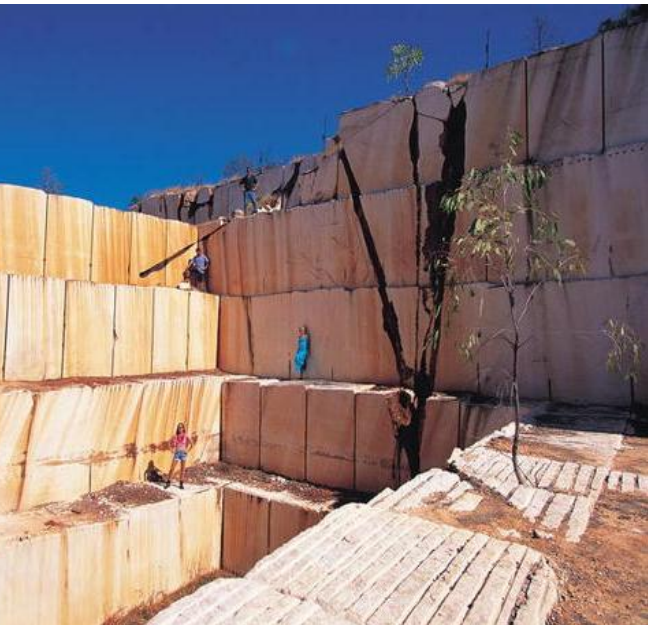
Mareeba sits on the Atherton Tablelands, a landscape of ancient granite outcrops and volcanic plains, giving the region its rugged, distinctive geology with features such as the Granite Gorge near Mareeba is a well-known natural attraction.

The area is renowned for **Chillagoe marble** (see image to right), a durable, fine-grained stone with subtle veining and warm tones. The region is also known for **Mareeba granite**, a durable and aesthetically appealing stone that can be utilised in various urban applications. This granite, with its coarse-grained texture and natural colour variations, is well-suited for outdoor public environments due to its resilience.

Using these materials, in pavements, seating, or walling, can celebrate the town's natural character. Using its colours and textures helps create a cohesive and authentic urban environment that reflects the region's natural heritage.

Informal Use of Stone

Stone can be used informally throughout the streetscape to create subtle, functional features that encourage interaction. Low stone bollards can define edges and guide movement without appearing overly formal, while larger stone blocks or boulders can serve as casual seating or gathering spots. Stones can also be used with landscaping as visual features.



Stone Banding as Pavement Detail

Locally quarried stone can be incorporated as refined banding within pavements to elevate the material palette in key areas of the streetscape. By introducing subtle contrast and texture, these stone bands highlight important nodes such as the Byrnes Street Heart, while also carrying a consistent material language across different precincts. Regularly spaced bands can break up long pavement runs, providing visual interest and rhythm, and subtly unifying streets, laneways, and pedestrian pathways without overpowering the overall design.

Stone as Thresholds and Spatial Definition

In addition to pavement banding, stone can be used to define thresholds and differentiate spaces within the urban environment. Flush kerbs, edging, or stone strips at entry points to plazas, intersections, or laneways create a tactile and visual cue for changes in use or hierarchy, marking transitions between movement and gathering spaces.

Stone in Wall and Signage Treatments

Stone can be used in walls and low retaining structures to reinforce the connection between the streetscape and Mareeba's natural landscape. Using stone in vertical elements provides texture and colour, creating visual interest and a sense of place. Walls can define edges, enclose seating areas, or act as subtle backdrops for planting, while maintaining a consistent material language with pavements and kerbs.



Streetscape Materials

Feature Lighting

Feature lighting is a great way to enhance the activation and vibrancy of Mareeba’s CBD by extending the usability of streets and public spaces into the evening and creating a sense of safety and welcome. Thoughtfully designed lighting can highlight key public areas, architectural features, and public art, drawing people through the streetscape and encouraging social interaction. It also adds visual interest and atmosphere, reinforcing Mareeba’s identity and making the town centre a lively, inviting destination after dark.



Canterbury Lighting (above):

Canterbury lighting can be strategically placed along laneways, pedestrian paths, and quieter streets to improve visibility, guide movement, and enhance safety during evening hours. By providing consistent, subtle illumination, it encourages use of underutilised areas while maintaining a human-scale, intimate streetscape that feels both secure and welcoming.



Feature Uplighting (below):

Feature uplighting can be used to accentuate trees, signage, and heritage buildings, highlighting key elements of Mareeba’s urban identity. This type of lighting adds drama and visual interest to the streetscape, creating memorable focal points, enhancing night-time aesthetics, and reinforcing the character and history of the town.

Gobo Lighting (below):

In select areas such as Atherton Street spine gobo lighting can be used along key pedestrian and vehicular corridors to create dynamic patterns and visual interest on pavements, walls, or building façades. By projecting light through custom gobo templates, this technique can help with wayfinding, and adds a distinctive, playful identity to Mareeba’s urban centre, spaces engaging and memorable after dark.



Fairy Lights in Trees (below):

Fairy lights draped in trees create a warm, inviting atmosphere that activates plazas, parks, and streets during evenings, supporting social connection and contributing to a lively, vibrant town centre.



Spine Lighting (below):

Spine lighting can be used along key pedestrian paths to guide movement and enhance safety while adding visual interest to the streetscape. By illuminating the main pedestrian circulation routes, it creates a clear, legible and safe path for pedestrians, encouraging positive evening use.



Streetscape Materials

Arbours & Vertical Greening

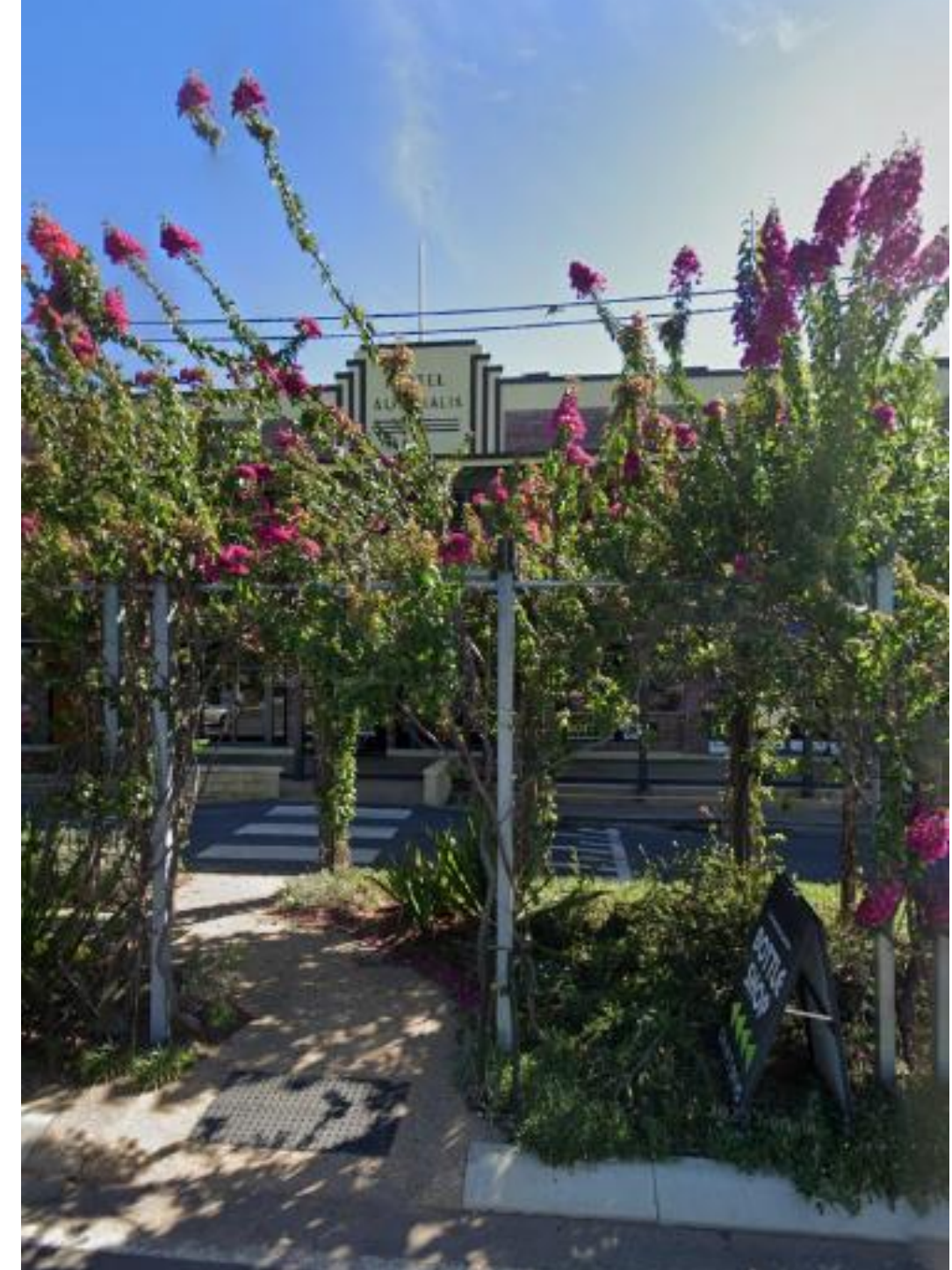
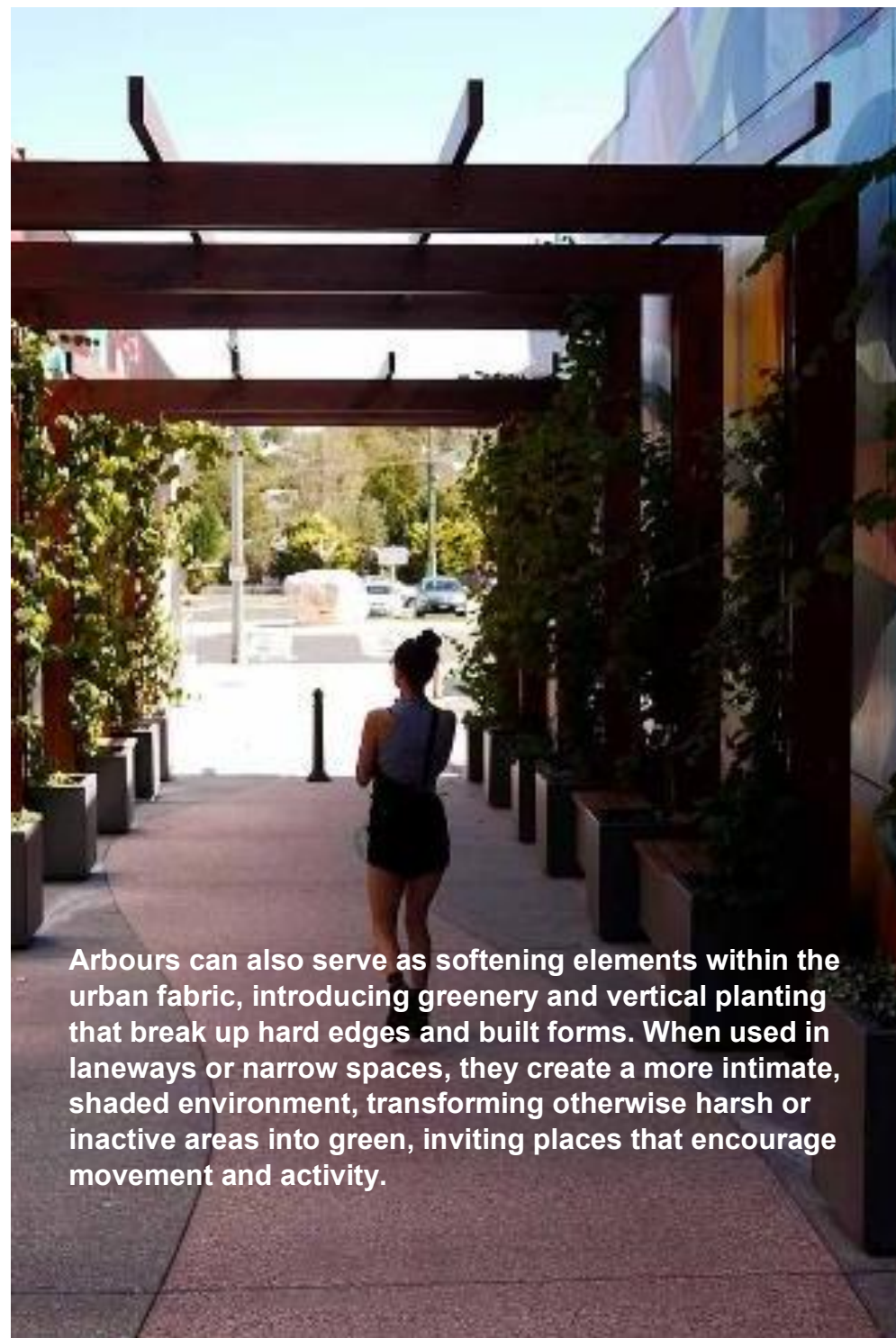
Vine-covered arbours provide much-needed shade and weather protection along Mareeba's main streets, improving pedestrian comfort in the hot, dry climate. Designed with durable materials and climbing species suited to local conditions, they soften the streetscape and create a greener, more inviting environment. Positioned at key nodes and entry points, the arbours act as wayfinding elements and visual markers that help define Mareeba's identity and enhance the overall streetscape experience.

Gateway Elements

Arbours can act as strong gateway elements, marking key entry points or transitions between precincts, while their distinctive forms and consistent placement also support wayfinding by guiding movement and helping people navigate intuitively through the streetscape.

Softening Elements

Arbours can also serve as softening elements within the urban fabric, introducing greenery and vertical planting that break up hard edges and built forms. When used in laneways or narrow spaces, they create a more intimate, shaded environment, transforming otherwise harsh or inactive areas into green, inviting places that encourage movement and activity.



Furniture Palette

Seats and Benches

Strategically placed seating areas provide both comfort and an opportunity to express Mareeba’s identity. By incorporating locally inspired designs or motifs into bench backs and armrests, seating elements can celebrate the town’s cultural heritage, transforming everyday infrastructure into functional public art that resonates with locals and visitors alike.

Seating along Mareeba’s main street is thoughtfully designed to support rest and social interaction while encouraging safe, shared use of the space. Features such as varied seat heights, integrated armrests, segmented bench layouts, and clear sightlines promote short, inclusive stays and passive surveillance. Together, these elements help create welcoming, well-managed public spaces that support accessibility, safety, and equitable use, reinforcing positive behaviour without relying on overt control measures.

Custom Seating

In selected locations, such as prominent street corners and civic areas, bespoke seating elements can be used to reinforce a strong sense of place. Seating elements can be fixed to more robust materials such as locally sourced stone block walls, these elements create strong gathering spaces for the community. Materials and finishes are selected to reflect Mareeba’s colours and character, while introducing a contemporary aesthetic to the streetscape.



GX Outdoors – Citystyle Range
Battens - TimberImage - Iron Bark aluminium woodgrain
Frame - Powdercoated Aluminium
Colour - Monument



Timber Image offers a low-maintenance solution that combines the strength of aluminium with the appearance of timber. TimberImage battens and powdercoated frame in monument.



Bin Enclosures

Mareeba already has an established bin style that reflects and promotes the town’s history and local icons. This existing bin design provides a strong visual reference for public infrastructure within the CBD and contributes to a consistent and recognisable streetscape character. As part of the Project Blueprint, this established bin style will be retained and incorporated into any new bins or bin enclosures required, ensuring new infrastructure aligns with Mareeba’s identity and integrates seamlessly with the existing public realm.

Bollards

Bollards, while primarily serving traffic management purposes, can also double as design features. Their shapes and patterns can mirror the local architecture, providing a subtle yet effective way to reinforce Mareeba’s visual identity.



Street Furniture Australia – Linear Bollard **Frame** – Powdercoated aluminium **Colour** – Monument **Inset** - Iron Bark aluminium woodgrain with option for custom routed motif.

Signage

Signage and interpretive elements should be developed in consultation with the community and stakeholders. Indicative sign types suggest integrating local art, historical references, or cultural symbols into sign designs can bring to the CBD with a unique identity and help visitors navigate while immersing them in the town's story with additional signage types and content suitable for this location (Colours indicative and reflect MRC logo). Some sign types serve more than one purpose i.e. both identification and information.



Identification Sign



Information and Orientation Signage / Map



Identification Sign and Map



Minor ID / Direction



Directional Signage



Interpretive Node



Informational / Educational Signage



Softscape Strategy

Softscape Planting Palette

Several considerations emerged when selecting a planting palette for Mareeba's CBD streetscape. Community engagement highlighted a strong desire for increased greenery to soften the street environment, as well as the inclusion of more colour in the planting to reflect the vibrancy of the local community and the natural hues of the surrounding landscape.

Reflecting Local Landscape: The palette celebrates Mareeba as an "outback oasis" where the savannah and tropical ecosystems meet. With a mix of predominantly native species providing a lush, green feel while supporting local biodiversity, including habitat and food for native birdlife.

Colourful Planting: Planting introduces more greenery and seasonal colour to soften streets and enliven public spaces, responding to community aspirations.

Safety and Visibility: Low-level groundcovers and trees with cleared canopies maintain clear sightlines, ensuring safety without compromising shade or visual interest.

Low Maintenance: Hardy, low-maintenance species have been prioritised, with ongoing consultation with the council's maintenance team to ensure plantings thrive and are easy to care for. Most planting beds will receive irrigation to support healthy growth while reducing ongoing upkeep requirements.



Groundcovers



No. Species Common Name

Groundcovers 100mm-600mm High
Low-growing species to form the main matrix of the planting palette, providing continuous green coverage and unifying planting beds.

1	<i>Zoysia tenuifolia</i>	No Mow Turf
2	<i>Dianella caerulea</i>	Flax Lilly
3	<i>Lomandra hystrix</i>	Mat Rush
4	<i>Dietes grandiflora</i>	African Iris
5	<i>Liriope muscari</i>	Lilly Turf
6	<i>Carpobrotus glaucescens</i>	Native Pig Face
7	<i>Myoporum ellipticum</i>	Broad Leaved Boobiala
8	<i>Grevillea 'Royal Mantle'</i>	Royal Mantle
9	<i>Casurina glauca 'Cousin It'</i>	Couisin It
10	<i>Hibbertia scandens</i>	Golden Guinea Flower
11	<i>Hardenbergia violacea 'Mini Haha'</i>	Purple Pea

No.	Species	Common Name
-----	---------	-------------

Shrubs 600mm-1000mm High
 Small foliage shrubs used selectively to stand out against the soft green backdrop, adding texture, structure, and seasonal interest while maintaining clear sightlines and visual openness within the streetscape.

12	<i>Xanthostemon chrysanthus</i>	Little Penda
13	<i>Syzygium ‘cascade’</i>	Cascade
14	<i>Grevillea ‘superb’</i>	Superb Grevillea
15	<i>Westringia ‘mundi’</i>	Native Rosemary
16	<i>Philodendron xanadu</i>	Xanadu
17	<i>Callistemon ‘Great Balls of Fire’</i>	Great Balls of Fire
18	<i>Phyllanthus multiflorus</i>	Waterfall Plant
19	<i>Alpinia nutans</i>	False Cardamom
20	<i>Hymenocallis littoralis</i>	Spider Lilly
21		Desert Star
22	<i>Russelia equisetiformis</i>	Fire Cracker Plant
23	<i>Ixora coccinea</i>	West Indian Jasmine

Features 600mm-1200mm High
 Used as singular plantings or in small groups of three to five, feature shrubs act as visual accents that provide bursts of colour and structure. These are best positioned at gateways and key nodes to draw attention and enhance the character of focal areas within the streetscape.

24	<i>Aloe ‘Ivory Tower’</i>	<i>Ivory Tower</i>
25	<i>Doryanthes excelsa</i>	Flame Lilly
26	<i>Zamia furfuracea</i>	Cardboard Cycad
27	<i>Cordyline sp.</i>	Palm Lilly
28	<i>Dioon spinulosum</i>	Mexican Cycad
29	<i>Bromeliad sp.</i>	Bromeliad
30	<i>Croton varigata.</i>	Croton

Shrubs



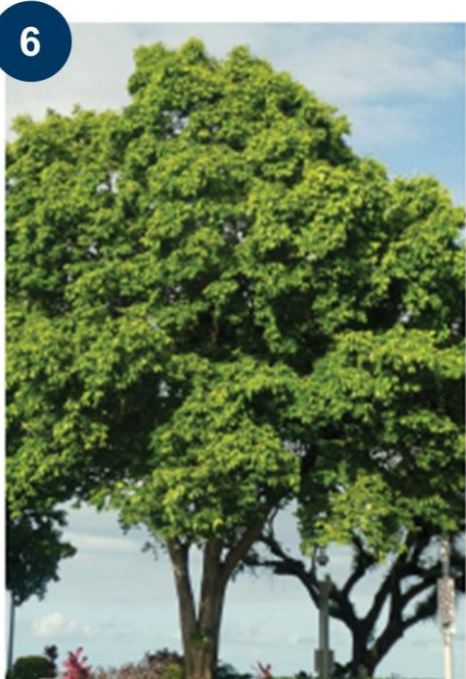
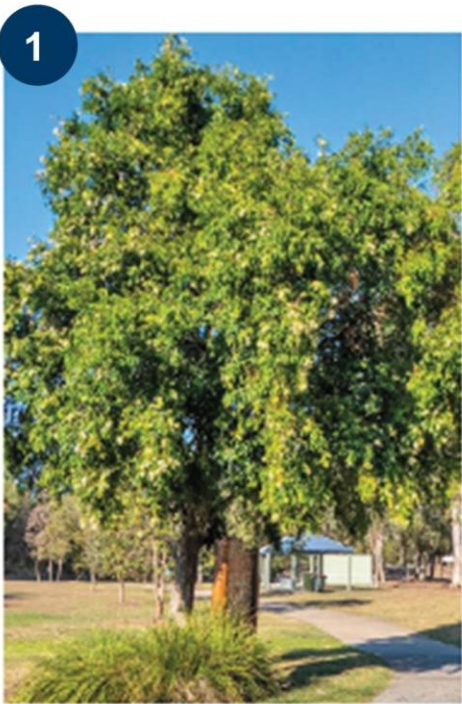
Features



Softscape Tree Palette

No.	Species	Common Name
Street Trees		
1	<i>Syzygium floribundum</i>	Weeping Lilly Pilly
2	<i>Buckinghamia celsissima</i>	Ivory Curl
3	<i>Syzygium hemilamprum</i>	Blush Saintash
4	<i>Syzygium tierneyanum</i>	River Cherry
5	<i>Tristaniopsis laurina</i>	Water Gum
6	<i>Syzygium bamagense</i>	Bamaga Saintash
7	<i>Randia fitzalanii</i>	Native Gardenia
8	<i>Harpulia pendula</i>	Tulipwood
Feature Trees		
9	<i>Peltophorum pterocarpum</i>	Yellow Poinciana
10	<i>Cassia brewsteri</i>	Brewster's Cassia
11	<i>Cassia 'Paluma Range'</i>	Paluma Range Cassia

Street Trees



Features



