



BROOME CHINATOWN MASTERPLAN REPORT

Prepared for LandCorp, Kimberley Development

Commission and Shire of Broome, September 2017

Authored by UDLA and T.C.L in collaboration TPG + Placematch and Tabec

BROOME

CHINATOWN
REVITALISATION

THE HEART AND SOUL OF BROOME



Prepared for:
Chinatown Revitalisation Steering Committee

Table 1. Edition Details

Project Name	
Title	Broome Chinatown - Masterplan Report
Production Date	28/07/17
Prepared By	UDLA + T.C.L
Author	Scott Lang
Status	WORKING DOC
UDLA Project Code	BROWF

Table 2. Document Register

Document Register			
	Date	Amendments	Prepared By
A	31/07/17	Draft	SL
B	01/09/17	Draft	SL
C	06/09/17	For comment	SL
D	15/09/17	For comment	SL
E	21/09/17	For advertising	SL
F	12/02/18	Final	SL

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EXECUTIVE SUMMARY

The Chinatown Development Strategy was completed in 2013 and the Chinatown Revitalisation Business Case prepared in 2015-16. Following these documents, this Master Plan Report illustrates an exciting vision for the first phase of projects to be implemented in Chinatown. The project team together with LandCorp, the Kimberley Development Commission and the Shire of Broome undertook an extensive stakeholder engagement process to agree on the necessary actions to re-establish the precinct as the thriving ‘Heart and Soul’ of Broome. The Master Plan:

- Establishes an overall vision for the Chinatown precinct to provide a framework for the implementation of the first phase of funded work as well as future projects and when additional funding becomes available.
- Provides a description of the Phase 1 Priority Projects that include:
 - Carnarvon Street from the Roey car park to Short Street
 - Dampier Terrace from Napier to Short Street
 - Tourist Rest Facilities
 - Laneways Revitalisation
 - Carnarvon Street North Parklets
- Will create a shaded, more comfortable pedestrian focussed precinct that has minor impacts on car parking
- Celebrates Broome’s unique cultural heritage through the retention and re-integration of existing interpretation and public art coupled with new public art
- Illustrates the proposed changes to Carnarvon Street that will create a shady, pedestrian friendly precinct that enables greater activity on both sides of the street.
- Illustrates the proposed changes to Dampier Terrace that will increase shade, enable greater alfresco opportunities in key locations such as adjacent to

the Roey and Ahoy café and enable parklets to be established in car bays.

- Shows the arrangement of new Tourist Rest Facilities on Male Oval to provide a more shady, comfortable and welcoming experience particularly for those arriving by bus.
- Includes proposed new outdoor alfresco in the northern section of Carnarvon Street opposite to the food and beverage retailers located in Paspaley Plaza.
- Includes new functional and ornamental lighting for the project areas to increase amenity and improve safety, discourage anti-social behaviour and increase night time activation.
- Will adhere to current legislation for universal access and will be in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).
- Realises the Laneways as one of Broome’s hidden assets and encourage greater activity in these spaces.

The implementation of these priority projects will help kick-start the revitalisation of Chinatown by making it a safer, more comfortable and vibrant location for locals to frequent both day and night. The overall improvement in pedestrian space will bring more people, more activation and thereby discourage ant-social behaviour. This in turn will encourage greater tourism visitation and additional private investment in the ‘Heart and Soul’ of Broome.

1.0 INTRODUCTION

Chinatown is regionally and nationally significant as the Central Business District (CBD) and historic centre of Broome. However due to many competing elements in Broome, Chinatown has been in decline with shrinking visitation and investment in the precinct. A Chinatown Development Strategy was endorsed by the Shire of Broome in 2013 which provided a detailed analysis of the context of Chinatown, a vision for the future and a strategic plan to realise this vision.

A business case for the Chinatown Revitalisation was prepared in 2015-16 with a number of projects reviewed and prioritised. In early 2017 a consultant team was engaged consisting of:

- UDLA and T.C.L – Public Realm Architects
- TPG + Placematch – Place Making
- Tabec – Civil Engineering
- RFF - Communications
- MudMap Studio - Public Art & Interpretation

The figure shown in section 1.1 opposite shows the projects as proposed in the Chinatown Development Strategy.

The project team undertook an extensive engagement process with a broad group of community representatives and stakeholders to develop a design strategy to assist in the revitalisation of Chinatown.

Following the engagement process, the priority projects were amended to give the best value for money for the precinct. This Master Plan document illustrates a vision for the wider Chinatown area as well as the priority projects to be implemented in Phase 1 which include:

- A. Carnarvon Street Upgrade
- B. Dampier Terrace Upgrade
- C. Tourist Rest Stop Facilities at Male Oval
- D. It was agreed to undertake a smaller project at the northern end of Carnarvon Street (Carnarvon Street North Parklet).

The above projects are illustrated in more detail in sections 2.2 - 6 inclusive.

Funding has been secured to enable the detailed design and implementation of these projects, due for completion by end of 2018.

1.1 THE PROJECTS

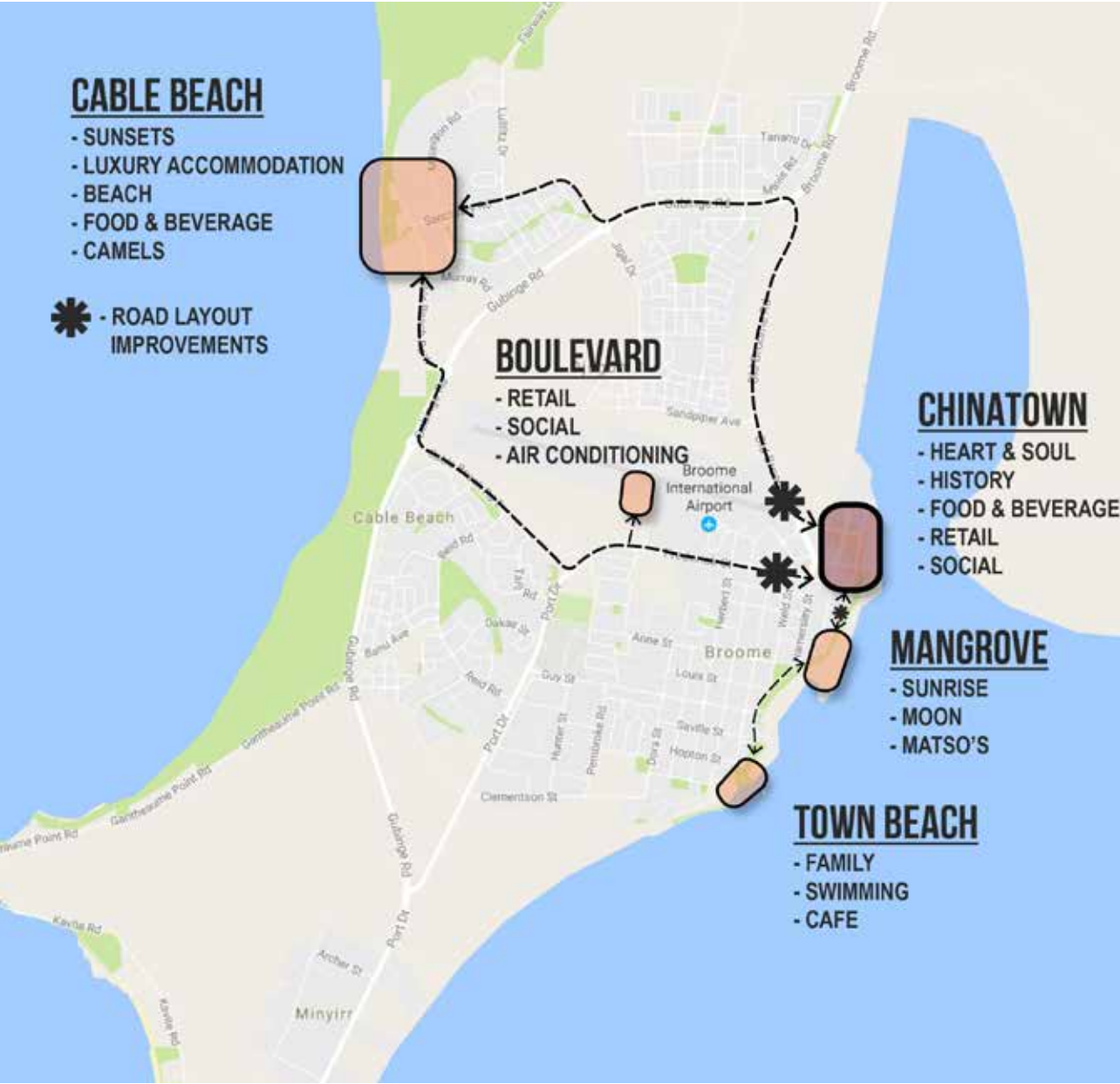


- Delivery Projects**
- A Carnarvon Street Upgrades
 - B Dampier Terrace Upgrades
 - C Tourist Rest Facilities
 - D Carnarvon Street North Parklet
 - E Fredrick Street Lookout
- Related projects**
- F Enhanced Laneways (commenced separately)
- Completed Projects**
- G Dampier Terrace & Frederick Street Connection (Complete)

1.2 PUTTING CHINATOWN BACK ON THE MAP

In understanding how best to revitalise Chinatown, it is important to consider the role of Chinatown in the broader context of Broome. The figure below illustrates the numerous other attractions in the wider Broome areas, both for locals and tourists alike. In a sense Chinatown needs to ‘compete’ with these other attractions to remain viable. Locals may see the Boulevard Shopping Centre

as an alternative shopping destination and for tourists, Cable Beach is arguably the strongest attractor to the area. For the future success of Broome, it is important that all precincts, including Chinatown, are great places that locals and tourists want to spend time in. The revitalisation of Chinatown seeks to achieve this.

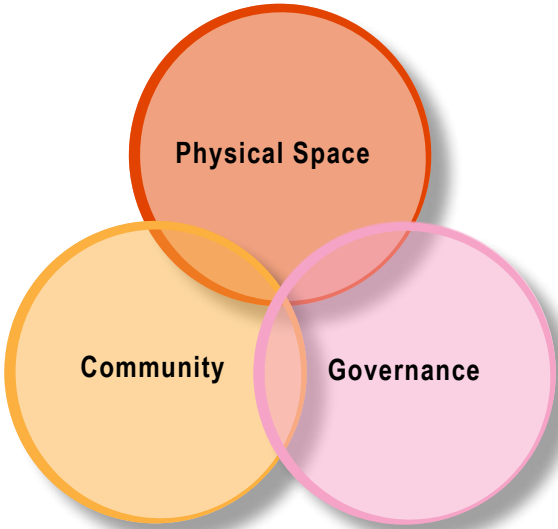


Revitalisation

Revitalisation of a precinct such as Chinatown requires a collaborative effort. It is more than just the upgrading of spaces and streets; it requires ownership and effort from the wider community, the Shire of Broome and key stakeholders.

The upgrade of the streets and spaces improves amenity, supporting local businesses and providing generous spaces for the public to enjoy. The community play an important role throughout the design process, inputting local knowledge that influences the design to suit local needs. Governance from the Shire of Broome and key stakeholders is ultimately what will tie it all together, through not just maintenance but also by enabling the better use of community space and streets.

The ultimate objective is to reposition Chinatown as a core destination in Broome, reviving the energy, activity and amenity to create a precinct economically, socially and environmentally healthy. It is to create a safe welcoming place for everyone, day and night. In revitalisation, everyone has a role to play.



1.3 STAKEHOLDER ENGAGEMENT

Integral to the process was engagement with key stakeholders as the initial design evolved. This helped to inform the design development, and ensure that needs, ideas and local knowledge from these stakeholders was integrated.

The key stakeholder groups that participated in these discussions were:

- Chinatown Community Stakeholder and Reference Group
- Chinatown landowners
- Chinatown business owners and traders
- NBY (Nyamba Buru Yawuru)
- Shire of Broome Staff and Councillors
- Kimberley Development Commission
- Youth Advisory Committee
- Cruise Broome
- State Heritage Office
- Chamber of Commerce
- Broome Chinese Community
- Arts Culture & Heritage Advisory Committee

The feedback from these discussions has been taken on board by the project team during design development, most of which were suggestions to include particular design elements or modify the plans and projects to suit local needs.

The next step of stakeholder engagement is to engage with the broader community, as well as the above stakeholders, and seek feedback on the draft Master Plan and next level of detail around the projects.

Project Principles

The following principles were developed to guide the design and ensure that revitalisation was central to this. These revitalisation principles were further supplemented with ‘good streets’ principles to frame the responses for street upgrades, and a specific set of principles were developed for Carnarvon Street, given its pivotal role within the project (due to available space, current activity and energy).

Revitalisation

- Catalyse Chinatown’s rebirth through strong local partnerships and a ‘can-do’ spirit
- Increase local and tourist visitation and extend visitation time into the evenings and through shoulder months either side of the dry season
- Celebrate and express diverse heritage, local cultures, identity and ownership
- Deliver a generous, cooling, comfortable and inviting streetscape
- Strengthen connections, build energy spots (those bits of the street that are working well) and create new places where people can experience Broome’s way of life
- Leverage government investment to stimulate Chinatown’s economic performance and generate private sector investment
- Deliver on the promise to make tourists want to return and promote Chinatown’s brand

Good Streets

- Provide an environment that clearly prioritises people (of all ages and capabilities) over cars
- Create a permeable and legible environment that is accessible and easy to navigate and aligns with nearby pedestrian points
- Provide a comfortable environment for pedestrians that is climate responsive, active and safe
- Accommodate basic needs, such as good lighting,

urban furniture (seats, bins, drink fountains etc.), and durable pavement

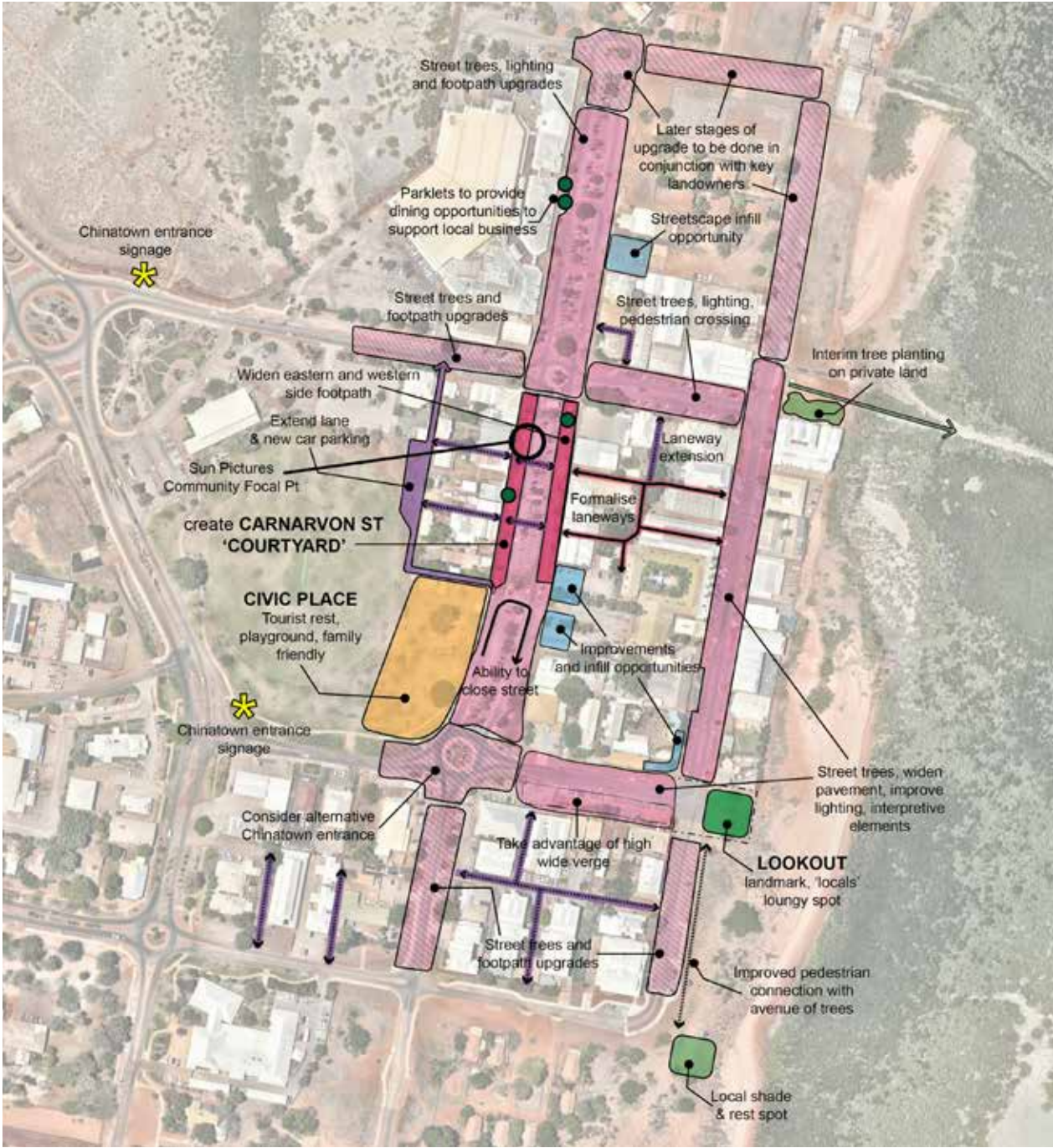
- Provide social gathering spaces that represent the local character and allow ownership of the place both day and night
- Create a fine grain environment with multiple activities, entry points with elements in the environment to engage with and opportunities to create activity
- Create a usable environment that supports regular service activities: loading bays, taxi ranks, bus bays, universal access, flexible spaces (markets)
- Deliver an environment that can be well-maintained over time

These principles broadly align with the 10 ‘Lessons from the Global Streets Design Guide’ further described in section 2.0.

Principles Specific to Carnarvon Street

- Multiple access and crossing points that align with the laneways
- Increase street tree canopy to provides shade to pedestrian areas and generally green the street in appearance
- Create a generous amount of new public realm space that is multi-functional, and helps to support businesses through leveraging space in front of tenancies
- Optimise car parking numbers and provide safe movement from vehicles to pedestrian areas
- Significantly reduce the overall amount of asphalt
- Ensure accessible areas (such as loading bays) are provided to enable functionality and operational support to the tenancies
- Ensure cooling of street environment through significant areas of planting

The figure below shows the general direction for the proposed improvements in Chinatown as agreed through the Stakeholder Engagement process and forms the basis for the development of the more detailed concepts for the four priority projects presented later in this report.





2.0 WHAT MAKES A GREAT STREET?

Lessons from the Global Streets Design Guide

2.1 PRINCIPALS FOR GREAT STREETS

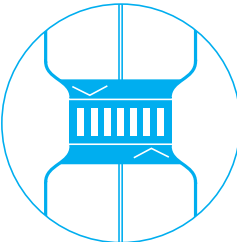
A key to revitalisation of Chinatown is the improvement of the two main streets, Carnarvon Street and Dampier Terrace. The Global Streets Design Guide is a comprehensive reference document providing detailed analysis of various street types and how they can be improved. The ten

principles of what makes a great street are included below as they provide a reference framework when considering how the streets in Chinatown could function.



Streets for Everyone

Design streets to be equitable and inclusive, serving the needs and functions of diverse users with particular attention to people with disabilities, seniors, and children. Regardless of income, gender, culture, or language, whether one is moving or stationary, streets must always put people first.



Streets for safety

Design streets to be safe and comfortable for all users. Prioritise the safety of pedestrians, cyclists, and the most vulnerable users among them: children, seniors, and people with disabilities. Safe streets have lower speeds to reduce conflicts, provide natural surveillance, and ensure spaces are safely lit and free of hazards.



Chinatown can be a place for the whole community and reflect the unique and varied cultural history and future of Broome.



Chinatown is largely dominated by cars, it should be safer and more pedestrian friendly.

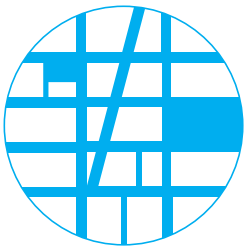


Streets are Multidimensional Spaces

Design the street in space and time. Streets are multidimensional, dynamic spaces that people experience with all their senses. While the ground plane is critical, the edges and the canopy play a large role in shaping a great street environment.



The provision of shade in Broome is critical to improving comfort and encouraging longer visits. Shade can be created through street trees as well as permanent and temporary structures.



Streets are Public Spaces

Design streets as quality public spaces, as well as pathways for movement. They play a big role in the public life of cities and communities, and should be designed as places for cultural expression, social interaction, celebration, and public demonstration.



Broome does not currently have a town square or civic space. The width of Carnarvon Street presents an opportunity to have wider footpaths creating spaces that can be activated by traders and the community.



Streets for health

Design streets to support healthy environments and lifestyle choices. Street designs that support active transportation and integrate green infrastructure strategies improve air and water quality, can reduce stress level, and improve mental health.



Greening will improve the microclimate of Chinatown. Improving microclimate will encourage walking, cycling and play. Good streets can encourage increased social interactions.

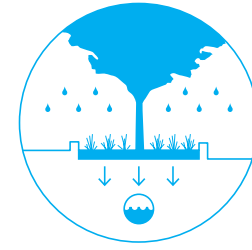


Streets are Multimodal

Design for a range of mobility choices, prioritising active and sustainable modes of transport. Safe, efficient, and comfortable experiences for pedestrians, cyclists, and transit riders support access to critical services and destinations and increase the capacity of the street.



There are opportunities to improve bus transit within the area. Other modes should also be encouraged such as scooters, cycling and walking.



Streets as Ecosystems

Integrate contextual green infrastructure measures to improve the biodiversity and quality of the urban ecosystem. All designs should be informed by natural habitats, climate, topography, water bodies, and other natural features.



Increasing the canopy coverage creates a cooler microclimate whilst increased permeability improves drainage.



Streets for context

Design streets to enhance and support the current and planned contexts at multiple scales. A street can traverse diverse urban environments, from low density neighbourhoods to dense urban cores. As the context changes, land uses and densities place different pressures on the street, and inform the design priorities.



Changes to Carnarvon Street and Dampier Terrace should respond to their different scales.

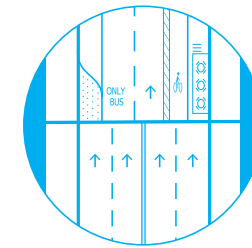


Great streets Create Value

Design all streets to be an economic asset as well as a functional element. Well-designed streets create environments that entice people to stay and spend time, generating higher revenues for businesses and higher value for property owners.



The fundamental objective in revitalising Chinatown is more visitors staying longer. Creating more habitable streets will encourage visitors and locals to stay and spend in Chinatown



Streets Can Change

Design streets to reflect a new set of priorities that ensure appropriate distribution of space among different uses. Push boundaries, try new things, and think in creative ways. Implement projects quickly using low-cost materials to help inform public decision making, allowing people to experience and test the street in different ways.



Flexible spaces encourage the public to take ownership. Streets are robust and can respond to changes in land use.

2.2 MASTERPLAN - OVERALL VISION

An overall vision for the central part of Chinatown has been developed to enable the staged implementation of improvements as additional funding becomes available. The plan below shows this overall vision with the proposed priorities also shown.



PRIORITY 1 - SHORT TERM PROJECTS

- 1 Carnarvon Street
- 2 Dampier Terrace
- 3 Laneways Revitalisation
- 4 Carnarvon Street North Parklet's

PRIORITY 2 - LIGHT TOUCH PROJECTS

- 1 Short Street
- 2 Napier Terrace
- 3 Intersection Planting
- 4 Streeters Jetty Plaza

PRIORITY 3 - MEDIUM TERM PROJECTS

- 4 Destination Playground
- 5 Sam Su Lane Upgrade
- 6 Carnarvon St North
- 7 Carnarvon/Napier Intersection
- 8 Tourist Rest Facilities
- 9 Frederick Street Lookout

PRIORITY 4 - LONG TERM PROJECTS

- 10 Dampier Terrace North & South
- 11 Gray Street Improvements

2.3 PRIORITIES PLAN - PROJECT PHASING

The plan below shows the intended phasing of the project over time.



2.4 MASTERPLAN - PHASE 1 PRIORITY PROJECTS

Phase 1 priority projects are shown on the plan below. The following sections of the report describe each of the Priority 1 projects labelled 1 – 5 in greater detail.



PRIORITY 1 - SHORT TERM PROJECTS

- 1

Carnarvon Street (page 24)
- 2

Dampier Terrace (page 34)
- 3

Laneways Revitalisation (page 46)
- 4

Carnarvon Street North Parklet (page 32)

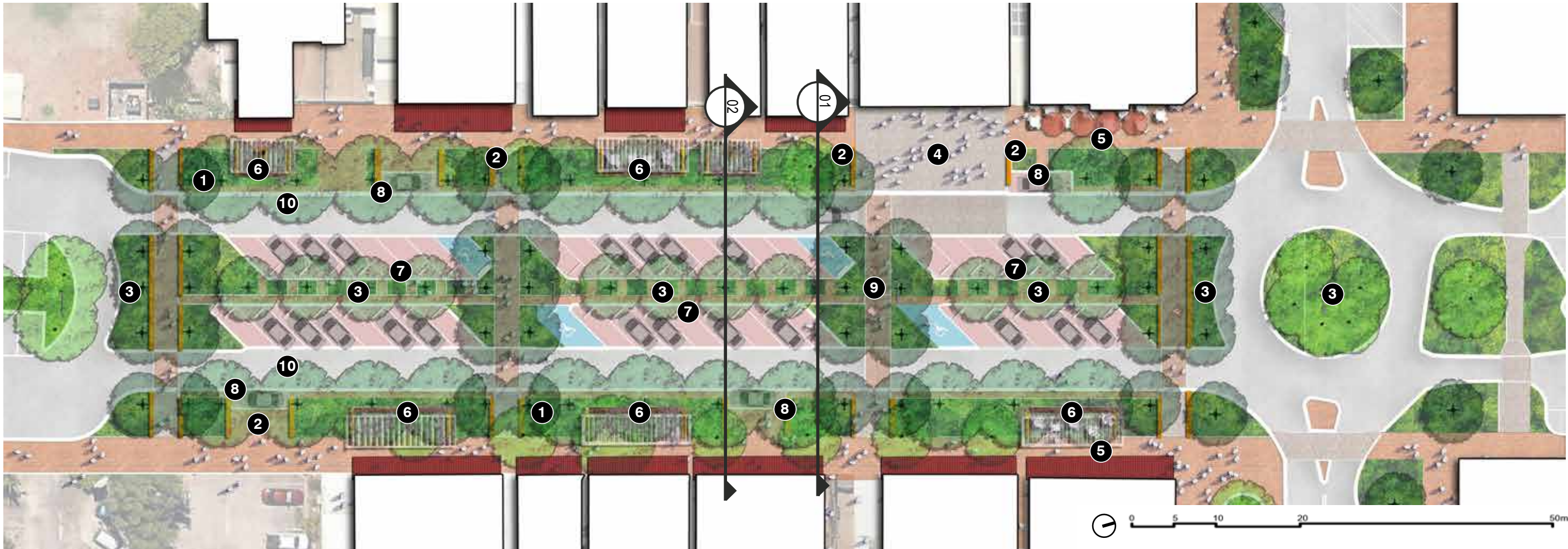
3.0 CARNARVON STREET

Carnarvon Street may be considered the ‘main street’ of Broome. Through the community engagement process it was agreed that the section between Napier and Short Street presents the best opportunity to re-think how this street is arranged. The plan below shows the proposed approach to creating a more comfortable, shady and people friendly street. Wherever possible existing healthy

trees will be retained and these will be supplemented by extensive new tree plantings to maximise shade and the cooling effects of transpiration. Subject to feasibility, the existing shade structures in Carnarvon Street will be relocated to other suitable locations in Chinatown. Parking will be retained in the centre of the street, however pedestrian safety will be improved through a new central

path between parking bays that link pedestrians to new crossings. The existing parallel car parking bays on both side of the street will be ‘reclaimed’ for pedestrian space. This increased pedestrian space will have new furniture, planting, alfresco areas adjacent to shops, improved street lighting and feature lighting as required. It will also create opportunities for the construction of shade structures,

interpretation and public art. A new public plaza space will be created adjacent to the Sun Pictures (‘Sun Square’) to complement one of Broome’s most popular and iconic buildings and the increased footpaths will provide flexible spaces for performance, art, markets etc. The plan below and images on the following pages further describe the intended built outcome.



- 1** Enhanced Streetscape
- Additional street trees
 - Supplementary amenity planting
 - Unified paving treatment

- 2** Built Form Response
- Shaded seating nodes under shelters
 - Raised planter beds with seating edges

- 3** Street Trees
- New street trees to provide shade and cooling
 - Trees highlight crossing points

- 4** Sun Picture Square
- Adjacent to Sun Pictures
 - Small flexible event space
 - Night and day opportunities
 - Ornamental lighting possibilities

- 5** Pedestrian Thoroughfare
- Encouraging foot traffic past shops
 - Alfresco cafe strip
 - Hard seating edge with shade trees

- 6** Shade Structures
- “Outdoor rooms” adjacent to traders
 - Additional shade for pedestrians
 - Comfortable resting node
 - Furniture and amenity planting
- 7** 45 Degree parking
- Improved visibility when reversing
 - More efficient use of space than 60 degree
 - Shaded tree canopies
 - Additional planting to central median
 - Accessible “cut through” locations between median

- 8** Parallel Parking Bays
- Service existing businesses
 - Opportunity for future intervention such as market stalls
 - Shaded by proposed street trees

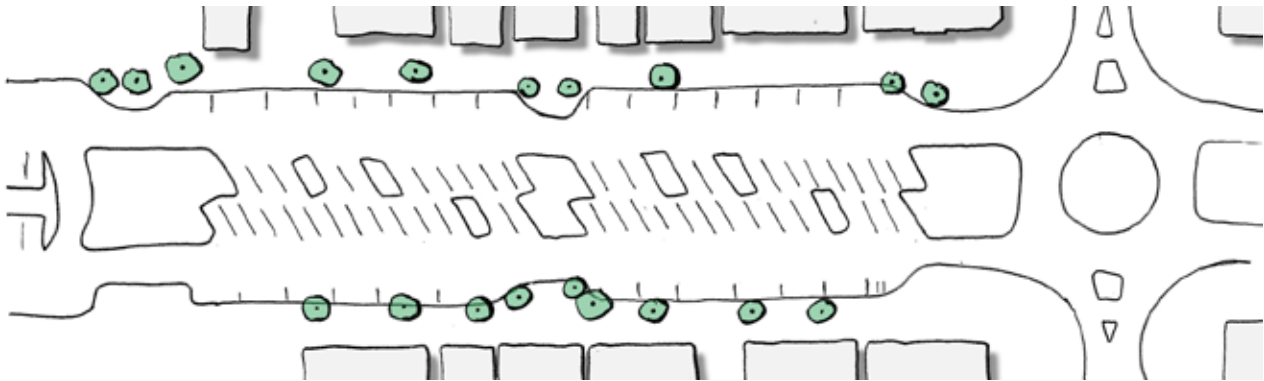
- 9** New Pedestrian Crossings
- Prioritise pedestrians
 - Strengthening link to laneways
 - Creating strong view corridors
- 10** Realigned traffic lanes
- Narrowing lanes for additional street trees
 - Reducing asphalt mass to limit heat mass

- Notes:**
- Upgrade Carnarvon Street Lighting:
- LED lighting
 - Improved illumination & coverage

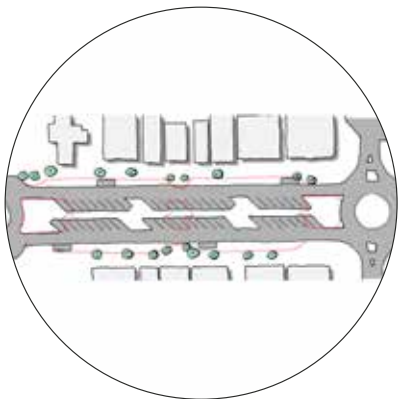
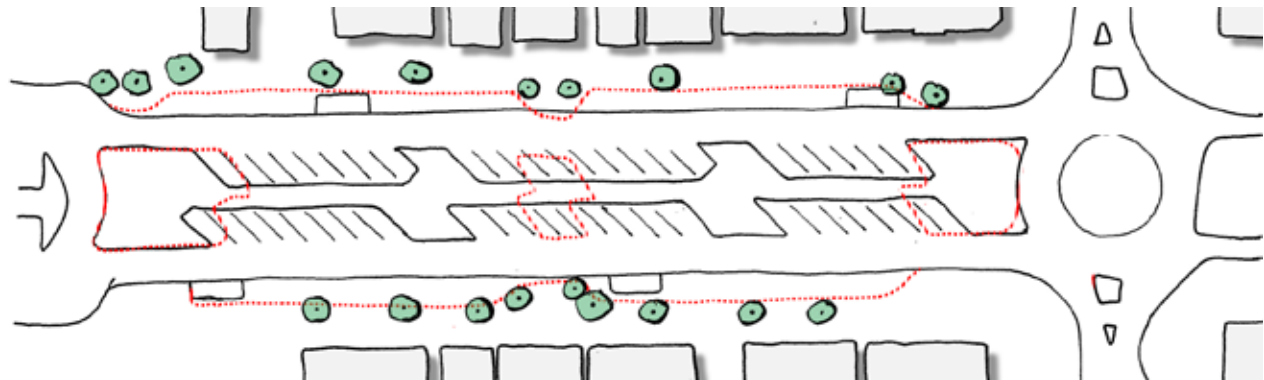
3.1 CARNARVON STREET KEY CHANGES

The diagrams below show the simple changes on the road and parking layout that will enable a creation of a more pedestrian friendly place.

Existing

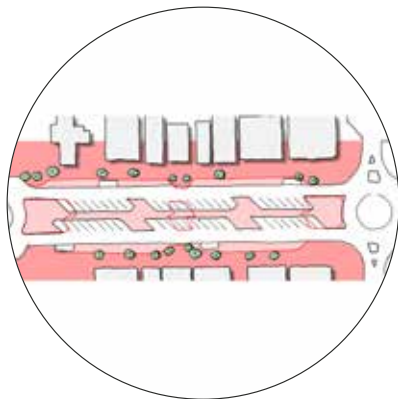


Proposed



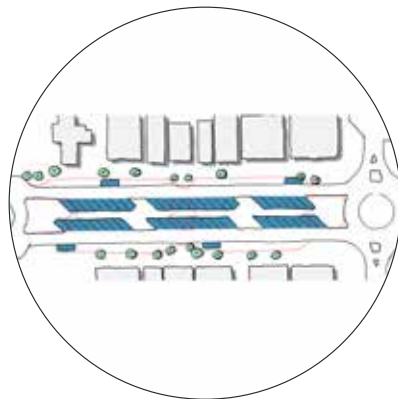
20% Asphalt Reduction

Road surfacing decreased to help reduce the heat island effect and create a more comfortable micro-climate.



26% Increased Public Space

Public space for alfresco dining, street greening, public art & shade structures will almost double.



Minimal Parking Impact

69 car parking spaces reduced to approximately 52 car parking spaces with re-located drop off & loading points (subject to detailed design)

3.2 CARNARVON STREET MOOD IMAGES

The images below are indicative of some of the aspirations for Carnarvon Street. They are not intended to be prescriptive, but help illustrate the 'vibe' of the outcome.



Shaded Pavements



Temporary Events



Planting & Seating



Shade Structures



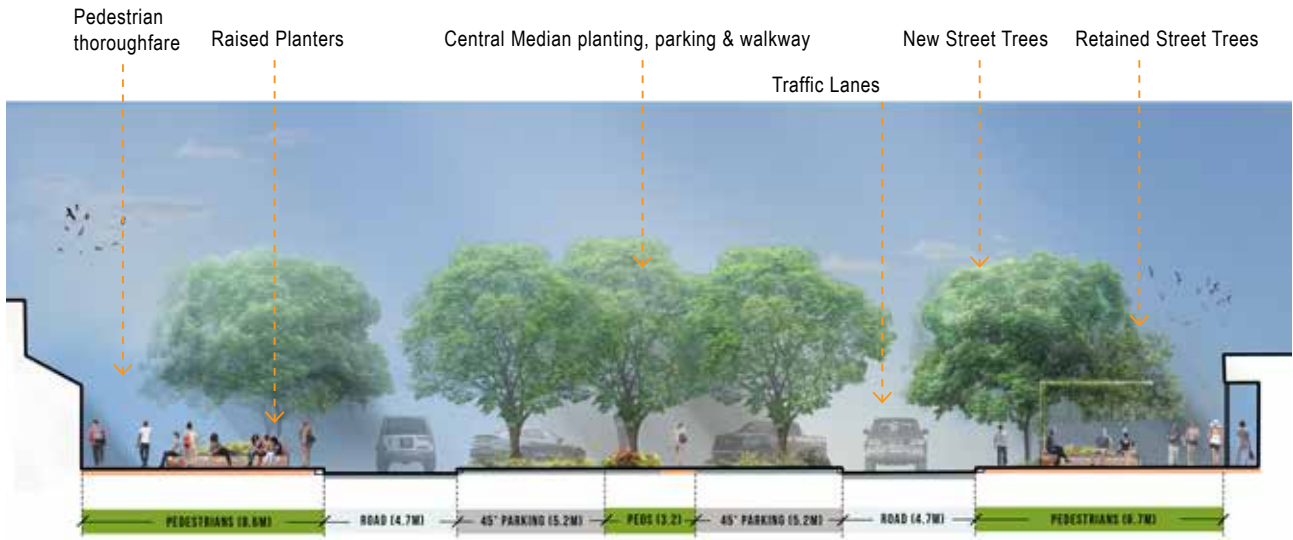
Lighting & Safety



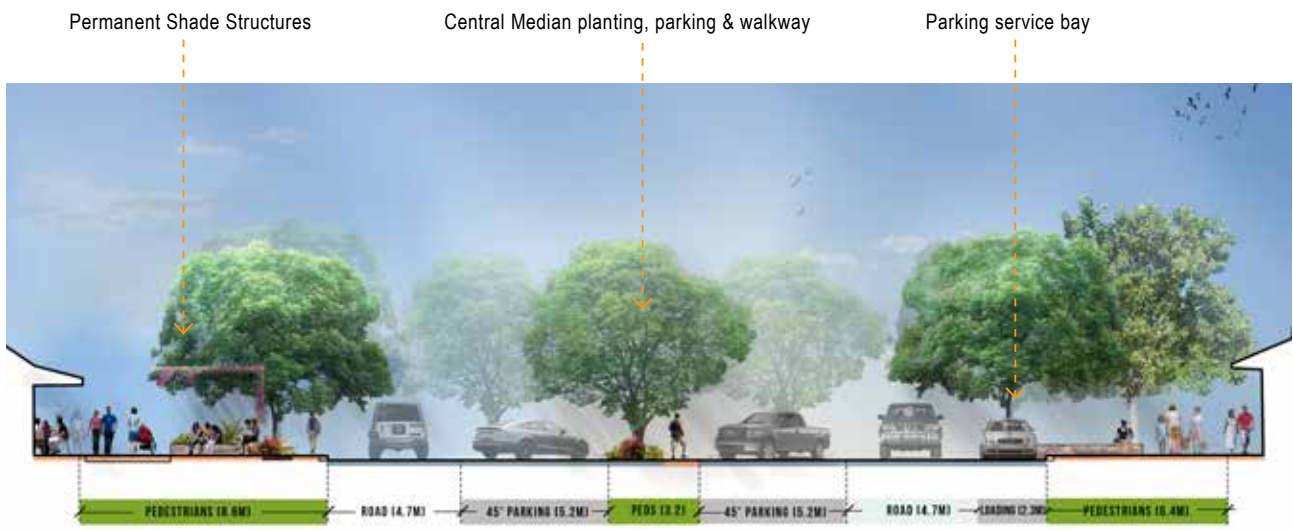
Al-fresco Areas

3.3 CARNARVON STREET SECTIONS

Sections through the Streetscape



01 Section 01 through Carnarvon Street



02 Section 02 through Carnarvon Street

3.4 CARNARVON STREET AERIAL VIEW

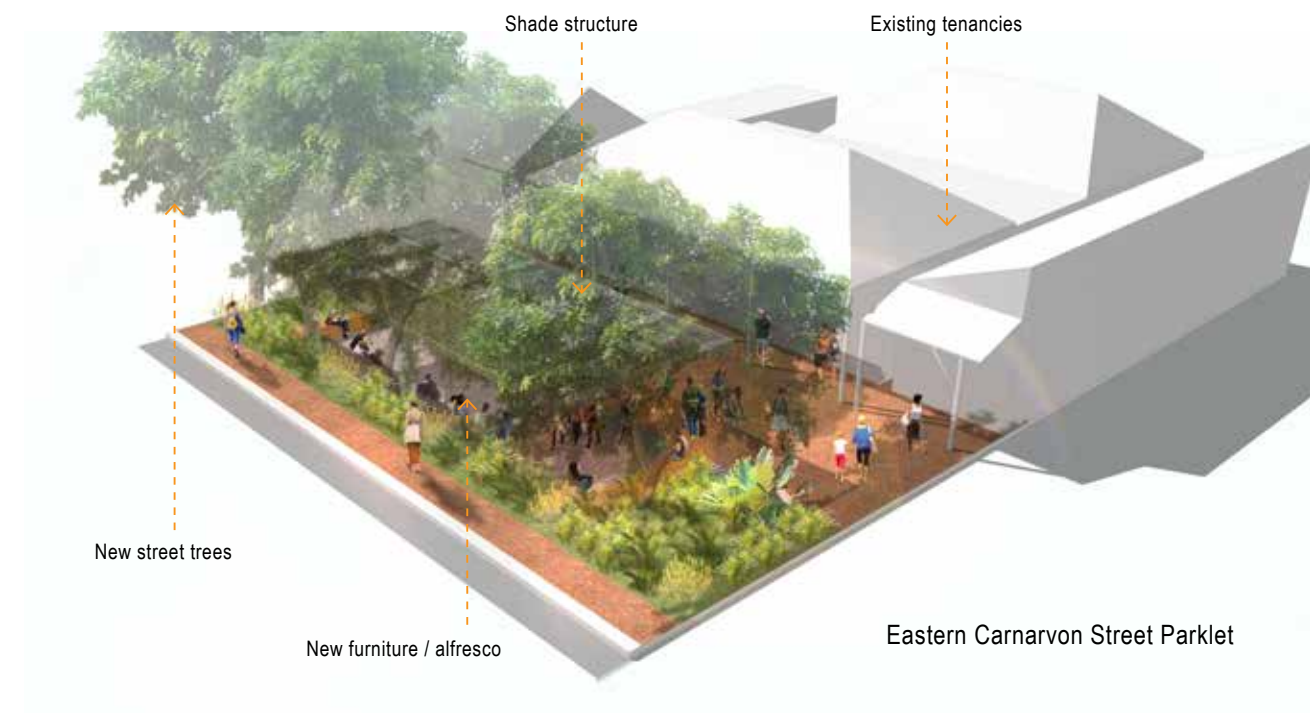
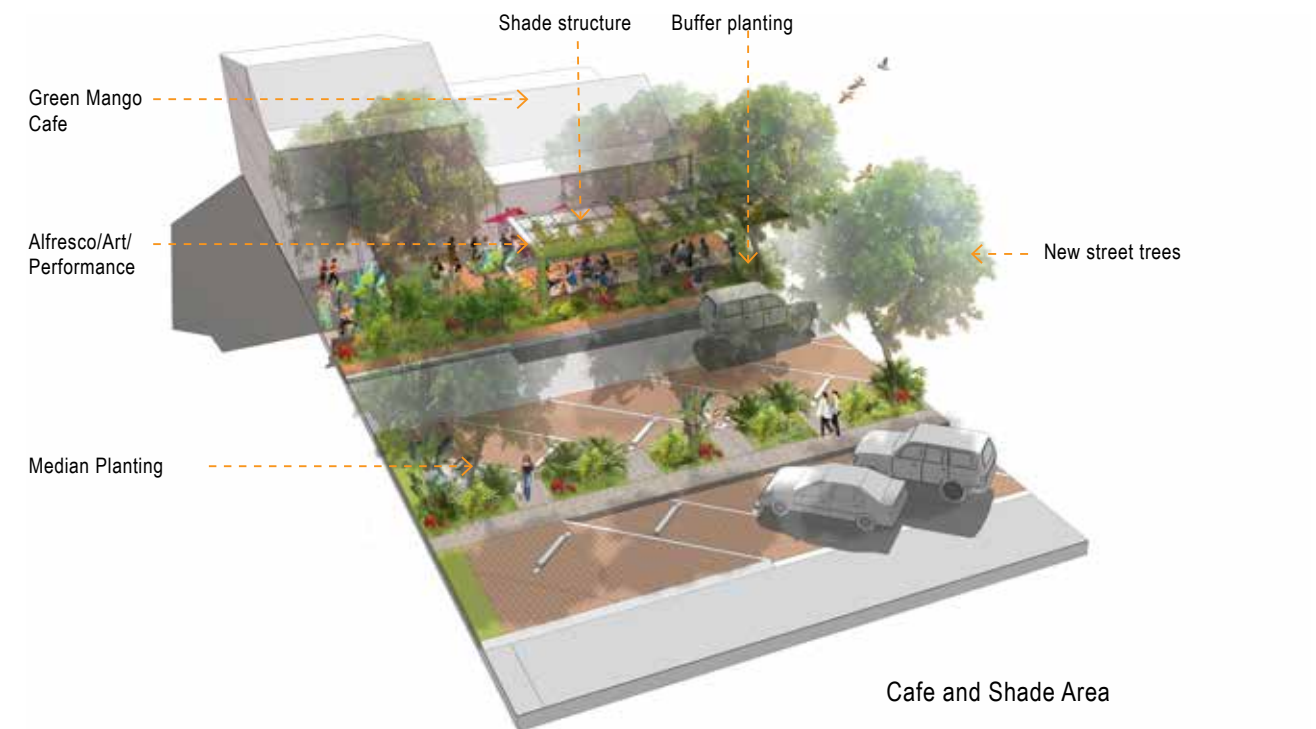
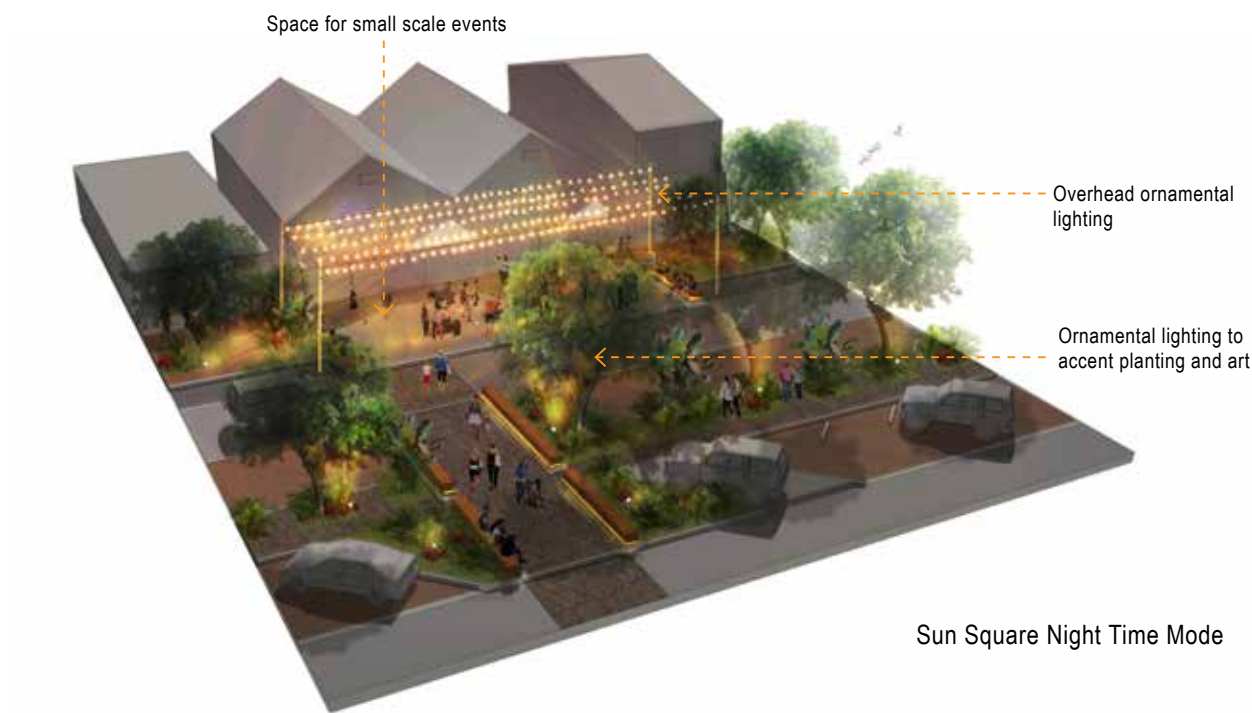
The diagram below gives a 'birds eye view' of the proposed improved streetscape looking north.



- 1 Enhanced Streetscape
- 2 Built Form Response
- 3 Street Trees
- 4 Sun Picture Square
- 5 Pedestrian Thoroughfare
- 6 Shade Structures
- 7 45 Degree parking
- 8 Parallel Parking Bays
- 9 New Pedestrian Crossings
- 10 Realigned traffic lanes

3.5 CARNARVON STREET ILLUSTRATIONS

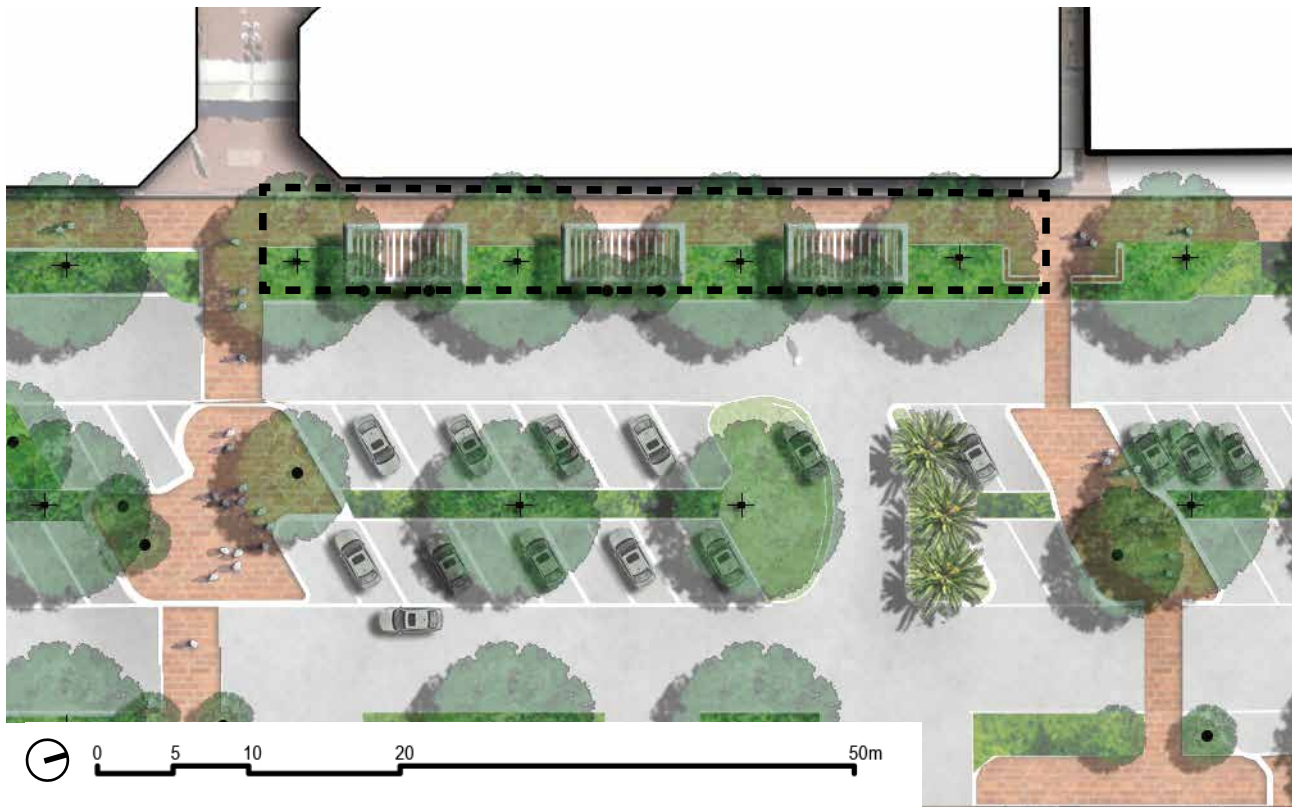
The images below are artistic impressions of sections of the intended new streetscape and its activities.



4.0 CARNARVON STREET NORTH PARKLETS

The section of Carnarvon Street that is adjacent to the Surf Shop, Land of the Pharoahs, Subway and Authentic Thai Dining will be improved by converting the parallel car parking bays into a pedestrian pocket park. This area

will have shade structures, new street trees and urban furniture and improved functional and ornamental lighting that will enable safer, more inclusive casual gathering and/or alfresco dining.



Aspirations



Planting & Seating



Shade Structures

Aerial View Looking North-West



- 1 Parking Removed to Create Public Space
- 2 Alfresco Opportunity Outside Food Retailers

- 3 Increased Street Tree Planting
- 4 Seating Area Near Crossing Point

5.0 DAMPIER TERRACE

Dampier Terrace is different to Carnarvon street both in retail mix, building edges and street width. Therefore there are some limitations on major transformation, however the plan below shows the proposed changes that will improve the streetscape creating a cooler more amenable place for pedestrians.

The main changes include the removal of parking and creation of public/alfresco space adjacent to the Roebuck Bay Hotel front bar and the Ahoy Café building. There are also opportunities to create temporary 'parklets' that convert parking bays into public/alfresco spaces activating the street. There will be extensive new tree plantings and

garden beds to provide shade and cooling as well as new furniture such as seats, bins, bike racks, drink fountains etc. New street and decorative lighting will also be installed within the project area.



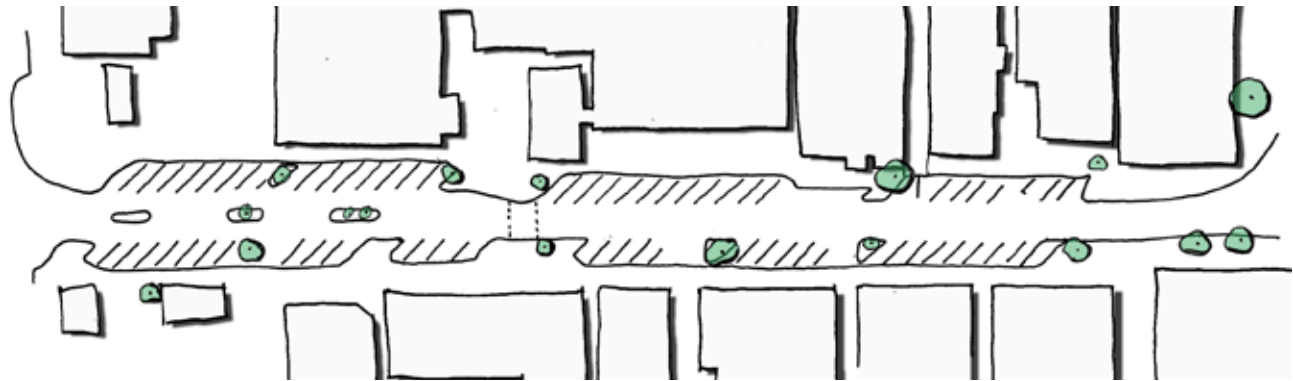
- 1** “Roey” Alfresco Area:
 - Remove car bays
 - Adjust kerb alignment
 - Create space for street tree & understorey planting
 - Seating edge
 - Operable umbrellas or shade structures
 - 2** Johnny Chi Lane Entry:
 - Improvement entry / levels
 - General beautification
 - 3** “Skyla” Area Planting & Street Trees:
 - Reduced car parking bays for additional shade
 - Minor kerb adjustment
 - Raised planter with seating edge
 - 4** Central Median Trees & Planting:
 - Reduced asphalt
 - Increased shade
 - Traffic calming
 - 5** Ahoy Café Alfresco Area:
 - Increased planting area & street tree (reduced paved area)
 - Minor kerb adjustment
 - Elevated planter with seating edge
 - Operable umbrellas or shade structures
 - 6** Increased Street Trees at Regular intervals (between Napier & Short St):
 - Use existing planting nodes
 - Replace under-performing trees with effective species
 - New planting nodes utilising car bays (whole or half) as required

- Notes:
 - Upgrade Dampier Terrace Lighting:
 - LED lighting
 - Improved illumination & coverage

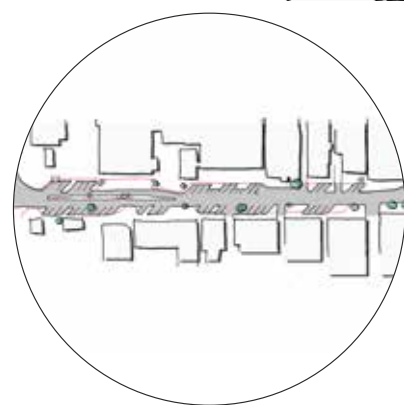
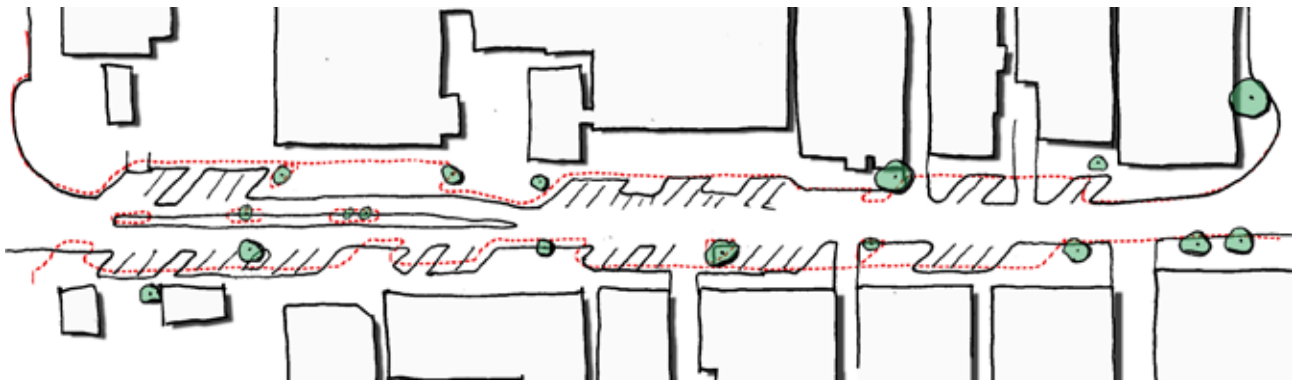
5.1 DAMPIER TERRACE KEY CHANGES

The diagrams below show the simple changes on the road and parking layout that will enable a creation of a more pedestrian friendly place.

Existing

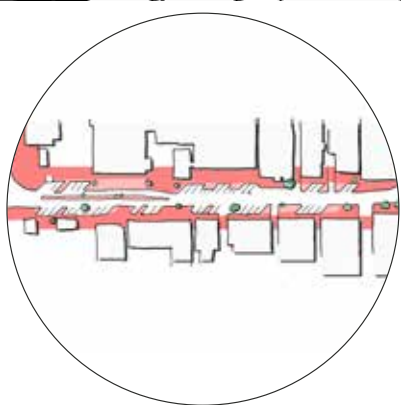


Proposed



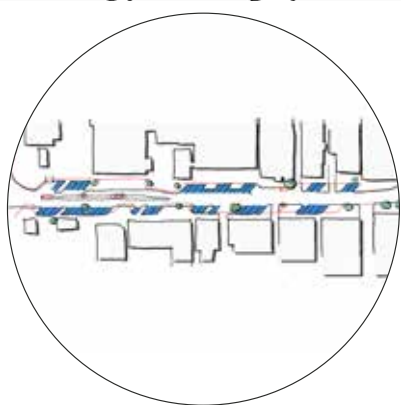
20% Asphalt Reduction

Road surfacing decreased to help reduce the heat island effect and create a more comfortable micro-climate.



25% Increased Public Space

Public space for alfresco dining, street greening, public art & shade structures will almost double.



Parking Impact

67 car parking spaces reduced to approximately 40 car parking spaces. Bus Stop location has been retained.

5.2 DAMPIER TERRACE

Aspirations - The images below are indicative of some of the aspirations for Dampier Terrace. They are not intended to be prescriptive, but help illustrate the 'vibe' of the outcome.



Shaded Pavements



Alfresco Areas



Operable Shade Umbrellas



Parklets in 45° Bays



Amenity Planting



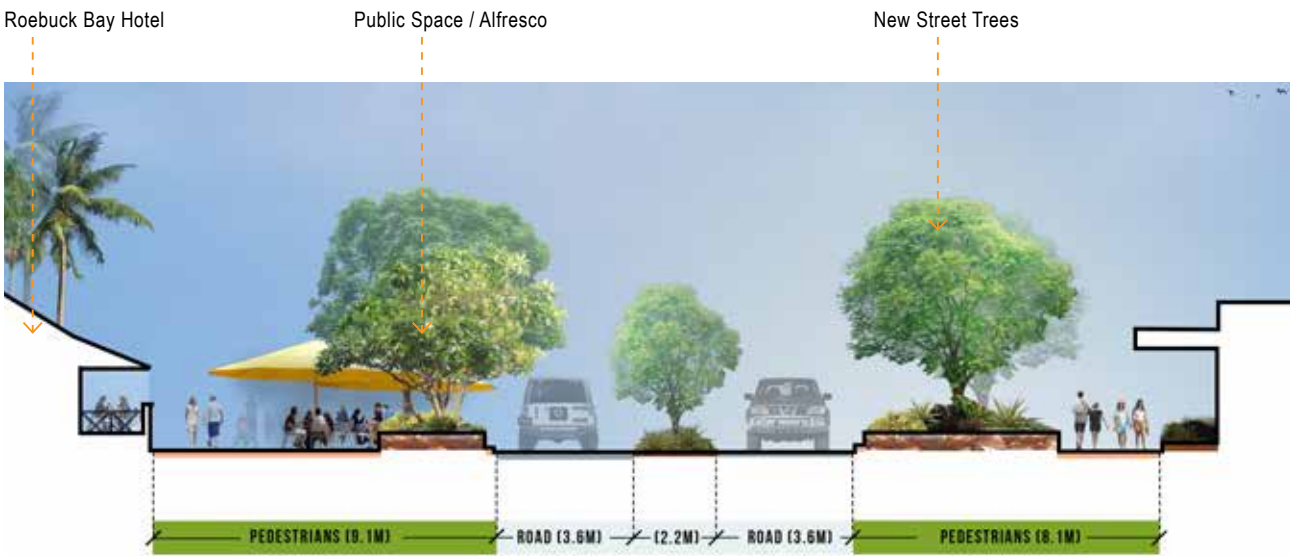
Lighting & Safety

5.3 DAMPIER TERRACE

Sections through the Streetscape



03 Section 03 through Dampier Terrace



04 Section 04 through Dampier Terrace

5.4 DAMPIER TERRACE

The diagram below gives a ‘birds eye view’ of the proposed improved streetscape looking north and south.



- 1 “Roey” Alfresco Area
- 2 Johnny Chi Lane Entry
- 3 “Skyla” Area Planting & Street Trees:
- 4 Central Median Trees & Planting

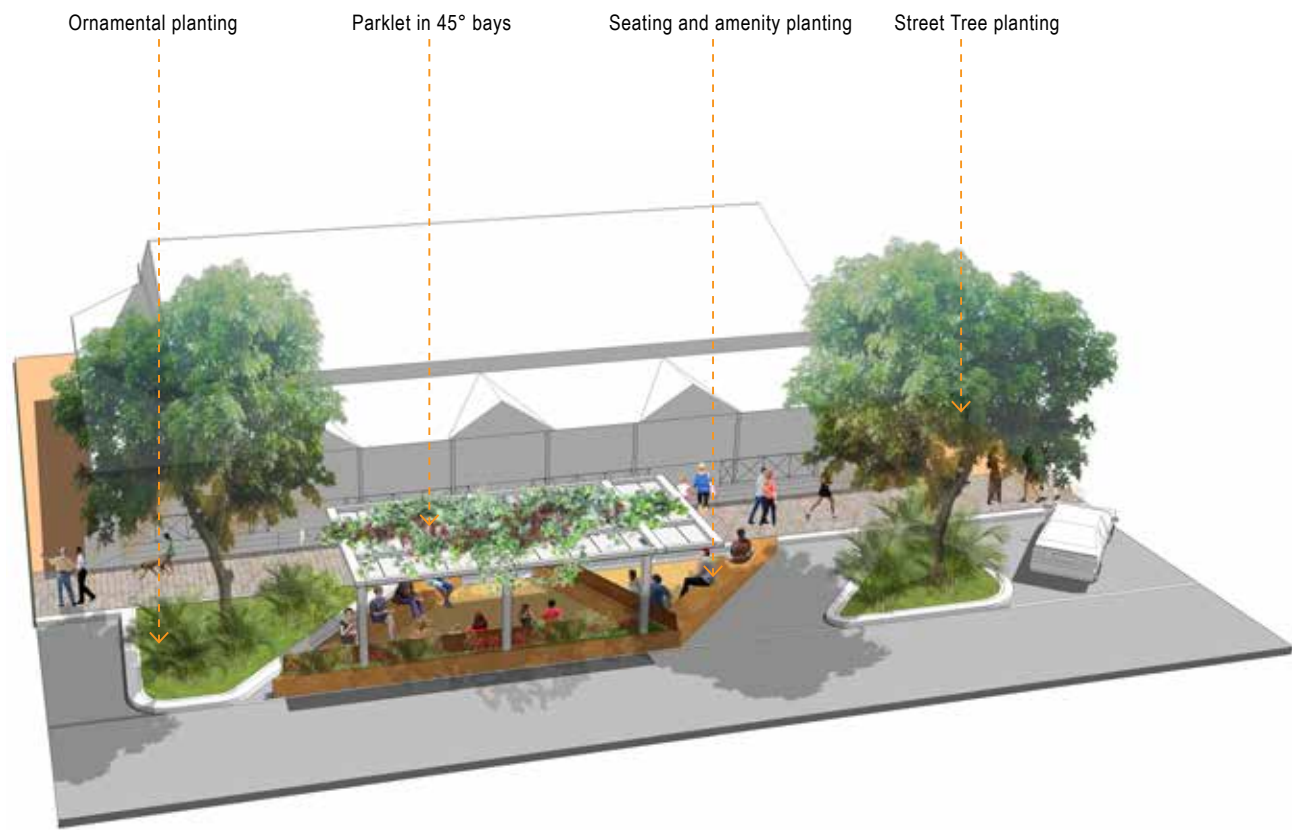
Aerial View Looking South



- 5 Ahoy Café Alfresco Area:
- 6 Increased Street Trees at Regular intervals (between Napier & Short St)

5.5 DAMPIER TERRACE

The images below are artistic impressions of sections of the intended new streetscape and its activities.



Temporary Parklets adjacent to the Ahoy cafe (or other traders as required).



Additional public space adjacent to the Roey Public Bar.

7.0 PARKING BAYS - PHASE 1 PRIORITY PROJECTS

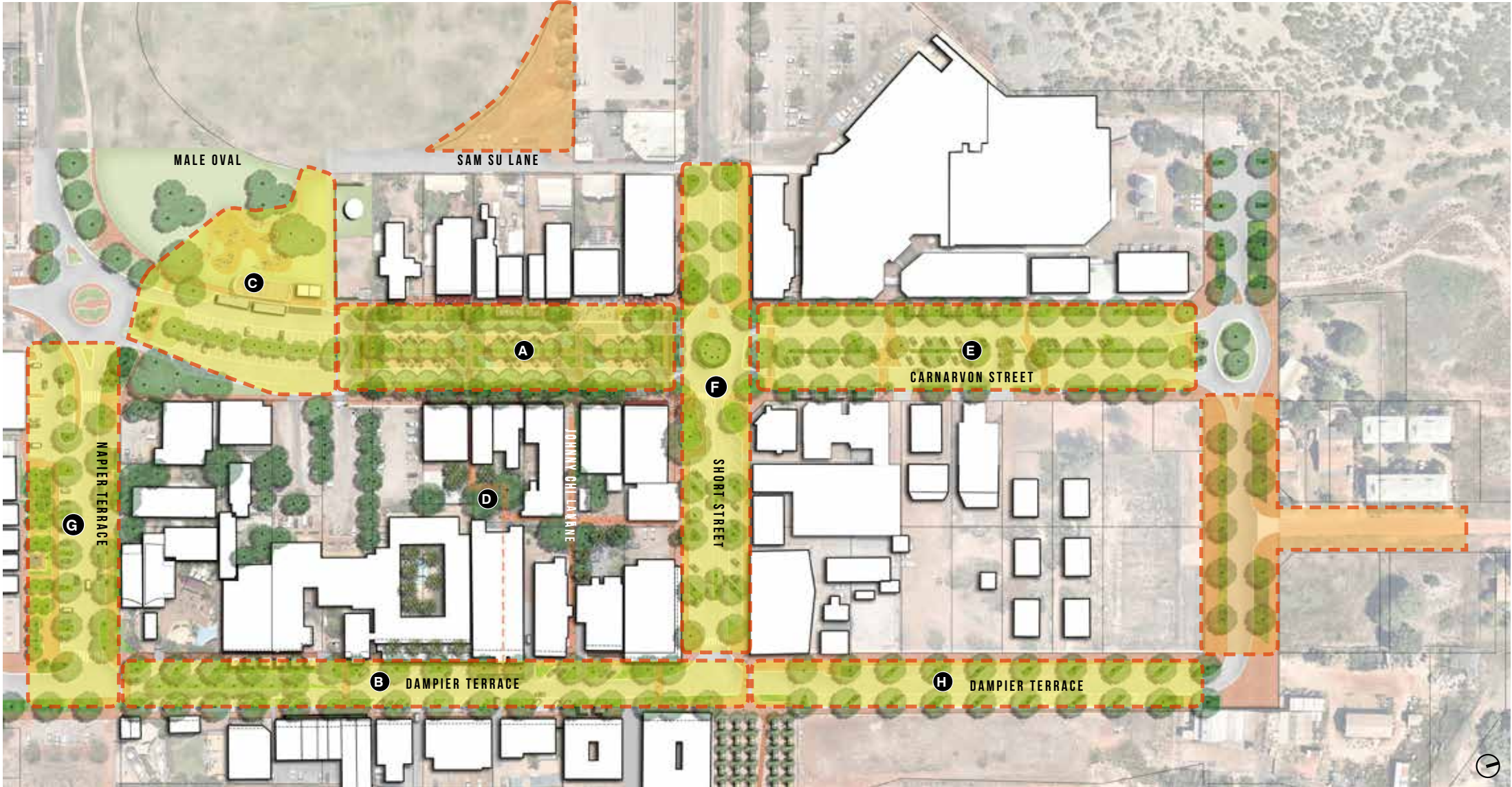
Whilst a key objective of the Revitalised Chinatown is to create a pedestrian friendly environment, it is also accepted that parking must be maintained in and around Chinatown. The Master Plan aims to minimise impacts on parking as it is always a sensitive issue, however it is important to remember that people make streets not cars. In improving the retail performance of Chinatown the old adage that ‘wallets walk in the doors not cars’ holds true. Recent investigations show that not including the elevated car park above Paspaley Plaza, there are in excess of 1200 public and private parking bays available. A series of parking counts have shown that whilst some areas are well utilised, there is significant underutilised parking capacity (approximately 30%) in the Chinatown area.

Through the proposed changes some losses of parking are proposed as shown in the table and figure below.

The below table shows that within the more immediate project precinct 49 car parking bays will be removed, reducing 445 bays to 396. It is important to note that:

- This number will be subject to minor changes as the project moves through more detailed design stages.
- There is significant underutilised parking capacity in the Chinatown Area.
- That the improved streetscapes will create a shadier, comfortable pedestrian friendly environment. In the unlikely event a parking bay is not available immediately adjacent to the final destination, walking a few extra metres will be a vastly improved experience.
- In revitalising Chinatown, we need more people on streets and ‘more wallets in the doors’.

Areas that have been identified for potential additional parking



	Existing Bays	Proposed Bays	Change		Existing Bays	Proposed Bays	Change
A Carnarvon Street	69	52	-17	F Short Street	45	45	0
B Dampier Terrace	65	37	-28	G Napier Terrace	47	47	0
C Tourist Rest Facilities	50	50	0	H Dampier Terrace North	53	53	0
D Laneways Revitalisation	0	0	0	I Other Areas	757	757	0
E Carnarvon Street North	114	108	-6	J TOTAL	1200	1149	-51

4% estimated car bay reduction in phase one within the Chinatown area.

8.0 LANEWAY REVITALISATION - BROOME'S HIDDEN SPACES

The laneways are one of Broome's greatest assets. They offer a small scale, sheltered and shaded environment to discover the finer grain of Chinatown.

As part of the wider revitalisation initiative, an investment and development coordinator has been appointed to collaborate with traders in the vicinity of the laneways to identify activation opportunities and also provide funding for small scale projects.

Through the development of the design of the Priority projects, the existing condition of the laneways has been analysed identifying key spaces/zones within the laneway network, as well as entry points, signage, car parking, and built form frontages – active and inactive.

A number of opportunities to enhance the laneways have been identified in regard to four key strategy areas:

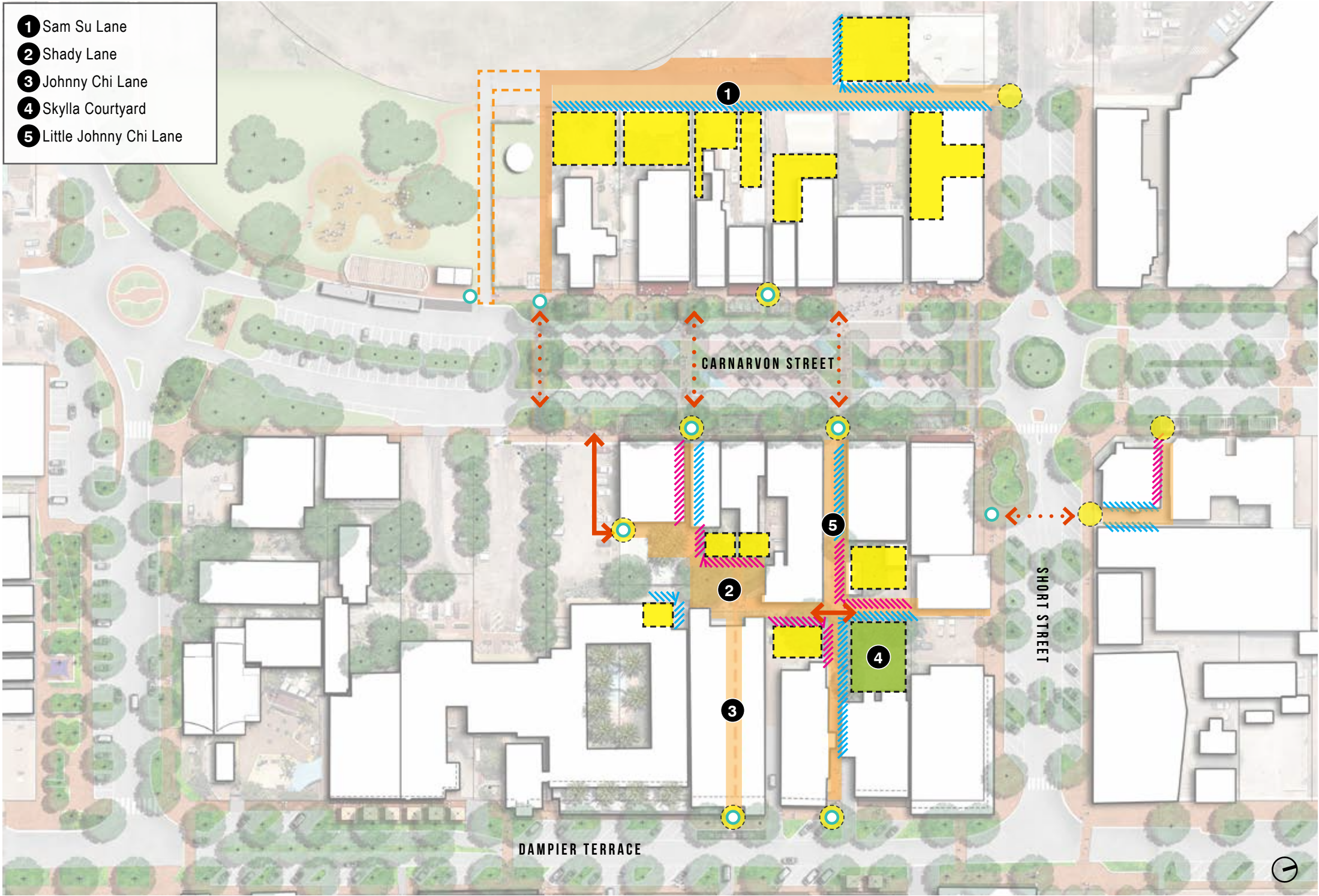
- Connections, access and movement,
- Public spaces improvements,
- Place activation through events and
- Place management to ensure the precinct is successfully improved and maintained.

Some of these opportunities are shown on the figure opposite.

These opportunities are being considered by the project team and how they might be delivered as part of the Chinatown Revitalisation Project.

LEGEND

- ↔ New suggested entry points
- Signage Points (new or update existing)
- /// Facades identified for murals / public art to tie into Chinatown Public Art and interpretation Strategy
- /// Facades identified for development / infill / activation
- Identified areas for development / infill / activation
- Opportunity to extend laneway including additional parking
- Identified opportunity for daytime activation (courtyard)
- - - Alternative laneway alignment / additional car parking
- Celebrate and enhance key entry points to laneways



9.0 PUBLIC ART AND INTERPRETATION

EXISTING PUBLIC ART AND INTERPRETATION

An integral part of the Revitalisation Strategy is to curate a cohesive interpretation and public art strategy that pays respects to the Traditional Owners and other cultural groups that establish Chinatown and capture the key historical and cultural stories of the town.

Where possible existing art and interpretation pieces will remain in-situ. Alternatively in consultation with the original artists they will be relocated and integrated into the new environment. Existing elements include:

- WWII Air Raid memorial plaque (2004)
- Statues of Hiroshi Iwaki, Tokuchi Kuribayashi and Keith Dureau (1977) originally part of the Sam Male Memorial on Male Oval
- Hard Hat Driver (1999) by Joan Walsh-Smith and Charles Smith
- ‘Our Indigenous Pearl Divers’ Plaque (2001)
- Mural on Oasis Wall (Roebuck Bay Hotel)
- Chinese Gate (Broome Chinese Community)

PUBLIC ART OPPORTUNITIES AND THEMES WITHIN CHINATOWN

Chinatown presents an opportunity for multiple types of public artworks, with varying themes and locations. All works will need to be further developed in collaboration with key stakeholders, Yawuru, the relevant families and the Broome Historic Society.

The processes for selecting artists, developing art briefs and funding the works will develop as the Chinatown Revitalisation Project progresses. Some themes that will be explored through the development of the design may include:

Welcome to Yawuru Country Theme: Paying respect to the Traditional Owners and welcoming visitors to Chinatown.

Description: Work to be developed with Yawuru. Final location(s) to be determined. This work may teach people about aspects of Yawuru Country and people.

Chinatown Entry Statement Theme: An iconic welcome to Chinatown

Description: Working with a well-known artist, the community would produce an artwork that is unique to Broome and represents all the cultures that make up Chinatown.

Huabiao Theme: A formal Chinese welcome

Description: There has been a suggestion that a Chinese huabiao (marble pillar) at the Short St roundabout would be an

appropriate welcome symbol.

Broome Portrait Gallery Theme: The People of Broome Past and Present

Description: Large portrait style photos of influential Broome people attached to the Sam Sue Lane fence, this would be very visual as you enter Chinatown.

The Shop Keepers Theme: The celebration of the old shop keepers and their stores

Description: An artwork that represents the unique selection of shops and the people who ran them. This might be a sculptural work inspired by an item commonly used by shop keepers such as an abacus.

The Sounds of Chinatown Theme: The development of a unique Broome sound

Description: An artwork inspired by the characters and sounds that shaped the Broome music, theatre and film scene. This may include history of Sun Pictures, Bran Nue Dae and local musicians, play writes and actors.

The Chinese in Broome Theme: Celebrating and acknowledging the Chinese community

Description: An artwork undertaken by the Chinese community to celebrate the Chinese contribution to Chinatown. This may include the numerous festivals held in Chinatown and reference the decorations, colours, lanterns, sounds, food, music, traditions etc associated with the festivals.

John Chi Lane Theme: John Chi Lane was a bustle of activity with many little shops including a pearling cleaning shop, boarding houses, long soup shop, a barber, billiard rooms, a carpenter, a diving boot maker, general stores, and a hotel. During festivals it was decorated with paper flowers, paper lanterns, flags, banners, cherry blossoms, ornamental arches.

Description: Art work depicting the cultures that made up the town and activities that took place in the lane.

The Pearling Story (timeline) Theme: A time-line that depicts the history of pearling including traditional uses of pearl shell, the button industry, the hardships of diving, indentured labour and black birding, cultured pearls etc.

Description: To align with the time-line work outlined as part of the integrated works a bronze sculpture shall be created that represents the traditional owners involvement in the pearling industry and the original uses of pearl shell.

The Tram Theme: The tram from the ‘Old Jetty’ bringing goods into Chinatown.

Description: An artwork inspired by the tram line controllers for switching the line which were located near the corner of Napier Tce and Carnarvon St.

STORIES THAT MAY BE INTEGRATED INTO CHINATOWN LANDSCAPE ARCHITECTURE

The descriptions below indicates what stories might be integrated into the design of the build landscape works. This may include integration into paving, shade shelters, seats etc. Again, all works will require approvals and input from relevant stakeholders. Some themes that will be explored through the development of the design may include:

Jila Theme: Identifying the location of some of the permanent fresh water soaks

Type of work: Art work/patterns integrated in to the paving

Description: Work to be developed with Nyamba Buru Yawuru. Final location(s) to be determined.

Chinatown food shops Theme: Food was a major part of Chinatown. These works would celebrate and identify some of the key historic food shops and vendors around town.

Type of work: Functional art such as benches (various locations)

Description: The work may take the form of bowl/vessel shaped benches or text about the different shops may be integrated into the benches or on the ground. This piece would need to be developed with the Historic Society and the old Broome families.

The Colourful Community Events Theme: Festivals

Type of work: Shade structures (various locations)

Description: Integrate symbols and items from key historic and cultural events and festivals such as the Merdeka festival, Mooncake Festival, Shinju Matsuri Festival of the Pearl, Hung Seng Festival, Chinese New Year, Japanese Bon Festival.

The Pearling Story (time-line) Theme: A time-line that depicts the history of pearling including traditional uses of pearl shell, the button industry, the hardships of diving, indentured labour and black birding, cultured pearls etc.

Type of work: Interpretation / discovery / sculptural / ground

Description: A linear series of panels or inserts in the paving displaying text and photos. This would run the length of Dampier Tce on the Bay side. It is proposed that the three existing bronze sculptures are relocation to be part of the time-line with an additional bronze sculpture installed to represents the Traditional Owners involvement in the pearling industry and the original uses of pearl shell (refer to the public art plan for details of sculpture).

Multi-cultural Chinatown Theme: The different languages of Chinatown

Type of work: Signage (various locations)

Description: Multi-lingual signage on all signs. Locations to be determined.

INTERPRETATION

Interpretation is about communicating factual accounts and stories relevant to a place. It is intended that the existing interpretation plaques and signs be retained and supplemented with additional interpretive elements. It is envisaged that a network of stories will become a series of interpretive trails throughout Chinatown.



The above images are examples from other projects of how artistic approaches have been incorporated into feature lighting, furniture, paving and shade structures .

10.0 NEXT STEPS

Upon closing of the public advertising period, public comments will be collated and addressed. The detailed design process will commence in October 2017, which will further develop and refine the project layouts, materials and finishes, lighting and CPTED responses to create a safe welcoming precinct. Construction of the first portions of work expected to commence in 2018. This will be subject to close ongoing engagement with retailers and the wider Broome community.

In the interim it's up to the whole Broome community to get behind this initiative that will re-establish Chinatown as the thriving 'Heart and Soul' of Broome.

