



CHINATOWN DEVELOPMENT STRATEGY

Prepared for Shire of Broome by Hassell
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Boab Trees in Carnarvon Street

1.0 Introduction

1.1 Background

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Chinatown is the historic and commercial heart of Broome, and the Shire of Broome is committed to seeing it continue to operate as the core of Broome's commercial operations and a key component in the town's built environment. It wants Chinatown's position as a viable commercial centre and place of social interaction and commerce enhanced.

The Shire first adopted a Development Strategy for Chinatown in 1995. A review of the original strategy was adopted in 2003. Major economic development in the Kimberley and major projects within or close to Broome such as Broome North, Broome Road Industrial Estate, and the proposed James Price Point LNG project are driving population growth and putting pressure on the town to accommodate supporting development and social and service infrastructure. In this context, the time has come to reconsider the strategy for Chinatown, to ensure that it continues to play a central role in the ongoing development of Broome as a local, national and international destination.

This Development Strategy has been prepared after an initial consultation period which is summarised in the Chinatown Development Strategy Review: Stakeholder Workshop Outcomes report, prepared for the Shire of Broome by HASSELL and Village Well in October 2011. Public consultation on the draft strategy occurred in late 2012.

1.2 Arrangement of this Report

In addition to this introductory section, this report is comprised of the following sections:

Context

A description of the regional and local context of Chinatown. The role of Chinatown is strongly linked to its geographic and economic context. This section also outlines the major challenges facing Chinatown, and the implications of these. The main purpose of the strategy is to address these challenges.

Chinatown Vision

By definition, a strategy is a plan of action to achieve a vision, so this section describes the vision for Chinatown. This has been derived through consultation with the Council and community representatives by the consultant team and others.

This section includes a concept plan, which is intended to illustrate (in 2D) how Chinatown might look if the strategy were successfully implemented.

Strategy Plan

The strategy plan is a planning diagram that shows the main elements of the strategy. It is supported and explained by the discussion of issues and policy proposals in the following report sections. Whereas the concept plan shows one way in which the strategy could be realised 'on the ground', the strategy plan highlights some key initiatives or intentions to assist in guiding development.

1.0 Introduction

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Land Use and Activation

This section examines the uses that should be encouraged in Chinatown to achieve the vision, and how they affect the area's vitality as a town centre. It also discusses the importance of place activation and place management in supporting Chinatown's ongoing viability as a centre.

Movement

The movement of people, goods and vehicles to and within Chinatown is covered in this section. This section includes consideration of parking and public transport.

Urban Design

This section is principally concerned with the way in which buildings and public spaces (including streets) affect the character and amenity of Chinatown.

This includes measures to improve the comfort, safety and legibility of Chinatown, the preservation and creation of views and vistas, and the location, type and quality of public spaces and places.

This section also addresses important building design elements that are required to support the Chinatown vision.

Heritage

The heritage of Chinatown is one of its key defining characteristics so its conservation is critical to retaining the essence of what makes it special.

This section addresses the ways in which heritage should be considered in the development and management of Chinatown.

Implementation

This section discusses the actions required to implement the strategy. The highest priority actions are identified.

Implementation will include both statutory and non-statutory actions. Some strategy elements can be implemented directly through planning controls managed by the Shire, but some actions may be of a non-town planning or even non-Shire nature.

The strategy forms part of the policy documentation under the Planning Scheme. Thus it will be applied in assessment of applications for development. For this purpose the key provisions of the strategy are as follows:

3.1
A Vision of Chinatown

4.0
Strategy Plan

Figure 11
Land Use Precincts

Table 1
Recommended Land Use Distribution in Chinatown

5.4.1
Land Use and Activation Strategy Objectives

5.4.2
Strategies - Land Use Precincts

Appendix A
Chinatown Design Guidelines



_Sammy the Dragon, star of the annual Shinju Matsuri Festival parade through Chinatown. (Image: Shire of Broome)

2.0 Context

Broome: Gateway to the Kimberley Chinatown: Historic Centre of Broome

2.1 Role of Broome

Broome is sometimes referred to as the 'Gateway to the Kimberley'. It is the principal service centre for the Shire of Broome and a major tourist destination in its own right, as well as a stepping-off point for travel within the vast Kimberley region.

Broome provides critical regional community infrastructure such as an international airport, hospital, high school, court house, prison, Government departments, veterinary hospital, ancillary and alternative health services, etc, as well as higher order shopping.

Broome has been growing at rates exceeding State averages for some years and as a result has been experiencing land supply and infrastructure issues. However the permanent population growth has been volatile from year to year. It has been estimated (AEC Group 2012) that at any given time there are approximately 40% more people in Broome than permanent residents, with up to 75% more during the peak tourist season. This non-permanent population is a combination of tourists and transient workers in tourism, resources, construction and other sectors.

This seasonality makes it difficult to provide for a sustainable economy.

Estimates released in February 2012 (Department of Planning, WAPC) forecast the Shire's resident population to grow to between 19,100 (low growth scenario) and 27,700 (high growth scenario) by 2026, with a median forecast of 23,000. The estimated population of the Shire at the 2006 Census was 14,436.

In addition to the expanding tourism industry, other industry sectors such as aquaculture, agriculture and resources support, have also been

growing and resulting in demand for housing and population and industrial support services and infrastructure.

Resources development, including the exploitation of rich off-shore oil and gas reserves in the vicinity of Broome, should consolidate Broome's important role as a service centre in the State's North-West.

In order for Broome to realise its potential and fulfil its role as the most important centre in the region, it is essential that sufficient serviced land be available for the various land uses and activities necessary to maintain a viable and sustainable local economy and community. This includes planning for and implementing a hierarchy of activity centres within the Broome Townsite sufficient to meet the accommodation needs of business, civic administration, retail, community support, recreation and entertainment activities.

Refer to Figure 01.

2.2 Role of Chinatown

Chinatown is the historic centre of Broome. It contains some of the town's most significant built heritage relating to the town's genesis as a centre for pearling during the 19th and early 20th Centuries.

Chinatown is the original home of the distinctive Broome vernacular architecture that developed in response to the town's climatic conditions, its remote location and limited access to building materials, and the influence of several Asian cultures.

Chinatown is also situated on the traditional lands of the indigenous Yawuru people. As a result, Chinatown and its surrounds, including the inter-tidal zone areas,

2.0 Context

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Figure01_Locational Context

2.0 Context

are imbued with deep significance for this community.

As a result of its rich built and cultural history, Chinatown has long been a focus for tourism. For even longer it has also been the traditional centre for shopping, health care and business for residents of Broome Townsite, and also for residents of the region who may travel great distances to access the goods and services available there.

Today, Chinatown continues to perform these important functions and there is a desire in the community for Chinatown to remain the primary focus for retail, business and entertainment activity in Broome and the region. However Chinatown faces significant challenges if its role as Broome's 'central business district' is to be maintained into the future.

2.3 Yawuru Indigenous Land Use Agreement

A significant event in the history of Broome was the signing on 25 February 2010 of an agreement recognising the connection of the Yawuru People with land in and around Broome. Indigenous Land Use Agreements (ILUAs) were registered by the National Native Title Tribunal on 6 August 2010.

The ILUAs, by resolving Native Title and associated issues, brought greater certainty to planning for urban growth as well as management of cultural and natural values. Various lands were transferred to Yawuru ownership, enabling the traditional owners to actively participate in the development of Broome.

It is now possible for Broome to respond to the opportunities and challenges of population and economic growth. Through the ILUAs, land has been made available for

residential development, a new airport, truck layover facility, and guaranteed strata title over residential property.

The ILUA also sets aside land, including land north of Paspaley Plaza in Chinatown, as Conservation Estate to be jointly managed by Nyamba Buru Yawuru (NBY), the Department of Environment and Conservation, and the Shire of Broome. (NBY 2011)

2.4 Challenges

Location

Not least amongst the challenges confronting Chinatown in retaining its role as central business district is its location on the edge of Broome on the shores of Roebuck Bay. It is no longer central to the growing population of Broome.

This fringe location has two major implications:

- _ restricted access
- _ limited expansion

Restricted Access

Access to Chinatown for vehicles and pedestrians is restricted due to the presence of mangroves and samphire flats on two sides. Access is possible only from the east, off Broome Road/Hamersley Street at three points (Short Street, Napier Terrace and Frederick Street), and from the south, via Carnarvon Street (refer to Figure 02). The latter is really only a variation of the access from Hamersley Street, since Carnarvon Street joins up with it further south.

This restricted access already results in a degree of congestion during peak times. Whilst a degree of congestion can have a positive effect on traffic speeds and people's choice of transport, it is inevitable that growth in Chinatown and wider Broome will place further pressure on the current access points.

Increasing vehicle access into northern Chinatown will not be straightforward due to intervening inter-tidal areas and Conservation Estate.

Limited internal circulation

Further exacerbating the challenge of restricted vehicle access into Chinatown is the limited circulation within it (refer to Figure 02).

Although Chinatown is planned on a modified grid - albeit only two full street blocks wide - not all roads are constructed and due to environmental and/or Native Title constraints, it is possible that some of the designated roads will never be built. Therefore the choice of routes normally inherent in a grid layout can not be fully realised.

Congestion at the north or 'cul-de-sac' end of Gray Street and Carnarvon Street near the Post Office is familiar to locals, particularly during peak tourist times. It is not currently possible to circumnavigate the Short Street/ Dampier Terrace/Napier Terrace/ Carnarvon Terrace/Frederick Street street block. Traffic has to double-back on itself to exit the dead end streets.

Such limited circulation is far from ideal for a town centre, where business viability - particularly for retail - is assisted by exposure to passing vehicular and foot traffic.

Limited Expansion Opportunity

The same topographic and environmental features that have resulted in restricted access into Chinatown also contribute to its limited opportunities for expansion to accommodate new development.

Expansion north is affected by the presence of samphire flats and Dampier Creek; expansion east by the mangroves and Roebuck Bay. Tenure and Native Title holder aspirations are key issues.

2.0 Context

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Figure02_Restricted Access

2.0 Context



Figure03_Limited Circulation

2.0 Context

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Expansion to the south is limited by the presence of existing land uses such as the Police Station and the prison. Again, land tenure and Native Title holder aspirations will influence and determine outcomes. There may however be opportunity for consolidation of development on some sites.

Expansion west would require negotiation of Broome Road/ Hamersley Street, the main arterial road linking Broome to the Great Northern Highway, part of the National Highway network. Expansion west is also limited by the presence of Broome International Airport and extensive main drain infrastructure. The existing 'mixed use' area west of Broome Road does not look or feel like an extension of Chinatown because of a combination of road reserve width, traffic speed and volume, drains, low density built form, and poor pedestrian connectivity.

The capacity of land within Chinatown to accommodate significant growth of central business district type functions is limited by existing development, heritage listed buildings and height limitations. The latter seek to retain a low-rise townscape, noting that there are also generally less restrictive height controls associated with the airport.

Flooding

A significant part of Chinatown is subject to flooding, due to its location on a peninsula surrounded on three sides by the tidal flats of Roebuck Bay and Dampier Creek. Broome experiences some of the world's largest tides, with the variation between low and high tide being as much as 10.5 metres.

Flooding affects buildings and streets, restricting access and thereby affecting business (see Figure 04). In extreme

events it is damaging to property and infrastructure.

Flooding in Chinatown is tidally influenced with significant risk associated particularly with storm surges or major stormwater events coinciding with high tides. Tidal inundation was a regular occurrence in central Chinatown until barriers were constructed.

As a result of its vulnerability to flooding, a large part of Chinatown is designated under the town planning scheme as a Special Control Area and is subject to special controls relating to finished floor levels, land fill and other development requirements.

Flooding risk is associated with natural rainfall and tidal variability and projected climate change impacts including sea level rise. A 2009 report by the Commonwealth of Australia estimated that a sea level rise of 1.1 metres could inundate the majority of Chinatown and west into the grounds of the airport, with the exception of higher land near the southern end, sloping up to Kennedy Hill.

A coastal vulnerability study has been initiated to produce better data on coastal levels and take into account contemporary projections of climate change impacts. The study will inform hazard management in Broome and Chinatown.

Proximity to Airport

Although a site has been identified for the possible relocation of Broome Airport outside the urban area of Broome, no commitment has been made to a timeframe for this to take place. In the meantime, the presence of the airport in the centre of town limits options for a major expansion of Chinatown and significantly reduces connectivity with Cable Beach and within the wider Broome Townsite.

Chinatown sits directly under the flight path. The runway aligns almost exactly with Short Street. Unless the airport shifts location, the familiar sight of low flying aircraft above the street will become more frequent as air traffic increases apace with the growth of Broome and development projects in the region.

Airport noise impacts are mapped based on ANEF (Australian Noise Exposure Forecast) contours. Those affecting Chinatown are shown (indicatively only) in Figure 05. The whole of Chinatown between Gray Street and Napier Terrace is located within the 20 ANEF and above contour.

'Sensitive' land uses such as residential are considered to be unacceptable above 25 ANEF and conditional (subject to requirements for noise attenuation) between 20 and 25 ANEF.

Short term accommodation (hotels, hostels, etc) is unacceptable above 30 ANEF and conditional between 25 and 30 ANEF. Commercial uses are compatible with the most recent ANEF as they affect Chinatown.

The low altitude of aircraft in close proximity to the airport also means that development applications within Chinatown are referred to the airport operators to assess their compliance with height limits under Commonwealth legislation. These are often but not always higher than the current Planning Scheme requirements (depending on proximity to the end of the runway).

Seasonality

Like other towns with a marked 'tourist season', Broome experiences extreme fluctuations in its population and hence in the demand for goods, services and supporting infrastructure. In Chinatown, this seasonality is particularly noticeable in the demand for car parking but also

2.0 Context



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Figure04_Flooding in Chinatown - Streeter's Jetty (image source: Shire of Broome)



Figure05_ANEF Contours affecting Chinatown

2.0 Context

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For Chinatown to continue to be a strong and viable centre for commerce in Broome will require united commitment and perseverance by the Shire, land owners and the business community.

challenges businesses in a myriad of ways - from staffing levels to cash flow.

During the Dry, or high tourist season, parking in Chinatown is at a premium. There are more coaches, caravans and camper vans - long vehicles that do not fit in a standard parking bay. Conversely, during the Wet, or low-season, businesses rely on residents and business travellers. The diversity of activities available during the tourist season may be curtailed, and space that is fully occupied during busy periods may stand empty.

There is also a significant transient population related to the resources and construction industry, with FIFO becoming more of a feature.

Due to Broome's isolation, the tourism industry is vulnerable to the price and availability of air travel, which may be challenged by high demand from business. Cheaper destinations such as Bali compete for the tourist dollar.

The challenge becomes finding a balance between the extremes. This could mean only providing permanent facilities to meet the needs of the permanent population for some things (like car parking) and looking for temporary options for peak times (eg: over-flow parking that reverts to its original use when not required). Alternatively, it could mean finding ways of creating demand for or using the spare capacity of facilities that must be provided to meet peak demand, such as hotel rooms (eg: special events, special offers, community uses).

Anti-Social Behaviour
Anti-social behaviour in the streets and parks of Chinatown is a social issue but one that greatly affects public perception of the area.

The response to such a complex issue must be a community based one, however the physical design and management of the public realm and developments, and the degree of public use of the public realm over extended periods, can either support or discourage inappropriate behaviours. 'Crime prevention through environmental design' (CPTED) and place activation and management strategies would help make Chinatown a place that feels safe and is safe. However it must be recognised that urban design and planning strategies can never take the place of co-ordinated community based programmes to address the causes of anti-social behaviour.

2.5 Implications

The ongoing viability of Chinatown as a place to shop, do business and be entertained is in the best interests of the whole Broome community and everyone who visits it. Whether in the long term Chinatown's position as the primary centre for commerce in Broome can be maintained will depend on how the constraints facing the precinct are addressed.

Whilst Chinatown has had little difficulty to date in retaining its status as the main business and shopping district in Broome, this status will be challenged if the pressures for additional retail and commercial floorspace that come with population growth and industrial expansion can not be accommodated. Other centres have and will inevitably continue to be established in the greater Broome townsite to meet the needs of the growing population, in accordance with the Local Commercial Strategy. Pressure may be put on the other centres to expand to accommodate development that can not locate in Chinatown because of the constraints.

The continued primacy of Chinatown as a centre within Broome will depend on a

2.0 Context

combination of commitment on the part of landowners and decision makers to facilitate physical improvements and optimal new development, and on business operators and the community to ensure that Chinatown offers the highest quality visitor experience in Broome.

2.6 Chinatown extent

The boundary of the Chinatown precinct used in this strategy is shown in Figure 06.

It includes the street blocks south of Frederick Street as there is potential for expansion of Chinatown uses into these locations. However, it has been assumed for purposes of this strategy that expansion further south would be prevented by the prison and Kennedy Hill, which is a registered Aboriginal Heritage site.

Subsequent to advertising of the draft strategy, it is noted that Draft Local Planning Strategy No. 6 proposes inclusion of land west of Chinatown as well as the existing Town Centre - Chinatown Zone in a Town Centre Zone. If this would promote infill and redevelopment of sites to the west and south-west of Male Oval in a similar form to Chinatown. The Town Centre Zone's southern boundary is proposed to be Frederick Street.



Figure06_Boundary of Chinatown

2.7 Planning Framework

Along with the Chinatown Design Guidelines included in Appendix A, the Chinatown Development Strategy plays a statutory role under the Planning Scheme. The strategy, like its 1995 and 2003 predecessors, also contains proactive proposals for revitalisation of Chinatown, interpretation of Chinatown's rich heritage, and other improvements. Implementation of these actions will be addressed in the Shire's Strategic Community Plan and business planning and budget processes, as well as potential grant applications.

3.0 Chinatown Vision

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Chinatown: the Heart and Soul of Broome

3.1 A Vision for Chinatown

Prior to commissioning this review of the Chinatown Development Strategy, the Shire of Broome Council and staff participated in a preliminary workshop at which issues to be considered in the review were identified. As part of this exercise, the Council confirmed its view that “Chinatown should continue and enhance its function as the CBD of Broome and a regional centre”.

At the outset of the review, a ‘placemaking’ workshop was held with invited Chinatown stakeholders. The workshop sought to draw on the local knowledge of these residents, business people and property owners, and to involve them in initial formulation of plans and ideas for Chinatown. The outcomes of the workshop are summarised in the report Chinatown Development Strategy Review - Stakeholder Workshop Outcomes, prepared in October 2011.

From this workshop, some important qualitative aspirations emerged to inform plan making and strategy for the future of Chinatown.

The over-arching vision for Chinatown as “the heart and soul of Broome” expresses the essence of these aspirations, which were summarised as follows:

Chinatown will:

- _be the pre-eminent commercial centre of Broome
- _have an active, vibrant, energetic core
- _reveal its cultural heritage through interpretation and conservation
- _reveal, interpret, and conserve the unique natural environment
- _be visually, physically, and culturally connected

- _be loved and used by locals as well as tourists
- _be an all-year round destination
- _be a sustainable and resilient community

3.2 Concept Plan

The aspirations and some of the design ideas generated by participants at the stakeholder workshop have been interpreted into a concept plan to illustrate how the development strategy might be realised spatially.

Figure 07 is the concept plan for Chinatown. It is not a statutory plan or intended to be a literal interpretation of the strategy, but is intended to help readers to visualise how the strategy elements might come together in a physical or spatial sense. There are likely to be many different ideas that emerge over time, that could address issues and help achieve the vision for Chinatown, but look quite different from this concept plan. Indeed, recent work for the Shire of Broome by Common Ground proposes an alternative concept (refer to Appendix A) although it is responding to similar issues to those addressed in this report.

A fuller explanation of the elements illustrated on the concept plan follows.

Some important strategy elements are not spatial and can not be illustrated on a plan. Therefore it is essential that the concept plan be read in conjunction with the strategy plan (Figure 10) and the other chapters of this document.

The Action Plan in 9.2 addresses implementation of the concept plan, including further assessment of options, and has regard to community feedback on the advertised draft strategy.



Figure07_Concept for Chinatown

3.0 Chinatown Vision

3.2.1 Concept Plan Elements

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The elements identified on the concept plan are more fully explained in the following paragraphs. The numbers correspond with the numbers annotated on the plan.

1. Promote redevelopment of commercial sites on Napier Terrace south of Male Oval

Land opposite Male Oval on the south side of Napier Terrace is currently occupied by land uses such as the service station and free standing fast food outlets which do little to enhance a main entry into the historic town centre. These sites could be redeveloped for a mix of uses like offices, accommodation (permanent or short-stay), shops and tourist-oriented cultural uses. A redevelopment carefully designed to maintain human scale along the street could also take advantage of views of the oval and public realm from upper-level balconies and windows.

2. Along streets and pedestrian routes, plant more shade trees to improve pedestrian amenity and legibility and where necessary frame views.

A canopy of shade provided by regular and consistent street tree planting would make walking in Chinatown a much more pleasant experience in the hot sun. Tree planting would help reduce the apparent width of the road reserves, and help to create 'view corridors' and define routes. Trees would also help reduce temperature and contribute to urban biodiversity. Selection of species appropriate to local conditions is required. There should also be a consistent and limited selection of trees. Key locations or routes can be highlighted by feature trees. Shading structures compatible with the historic character of the town centre may need to be considered if there are major constraints to use of trees, including as a result of climate change in the longer term.

3. Reinforce Short Street and Napier Terrace as major entrances into Chinatown with tree planting and possibly landmark public art.

Chinatown would be enhanced by avenues of trees along the two main traffic routes linking central Chinatown and Broome Road/Hamersley Street. As well as increasing shade, such tree planting will help define the main entries in an otherwise flat, open landscape. In addition to planting, the main turn-offs into Chinatown could be marked by appropriate public art. Authenticity and relevance should be important criteria for the selection of public art. Some preference for 'Torii gates' (a traditional Japanese structure most commonly used at the entry to Shinto shrines) has been expressed by community members, however the cultural and historical relevance of such structures to Chinatown should be closely examined before a decision is made. Proximity to the airport limits the height of any structures or planting along Short Street.

4. Improve visibility of Reconciliation Park.

Reconciliation Park celebrates an important event in Broome's recent history but its lack of visual prominence means its existence is hardly perceptible to people driving past. Reconciliation Park could help to signal arrival into Chinatown and to the Visitor's Centre as well as attract more people to visit and learn its story if it contained more vertical elements - possibly public art and/or trees - provided airport height restrictions are observed.

3.0 Chinatown Vision

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5. Re-create and interpret former 'Broome Tram' connecting Chinatown with Town Beach.

Some community members have expressed a strong desire for the re-creation of the 'Broome Tram'. Built in 1898 for the transport of goods and (by 1904) passengers between Streeter's Jetty in Chinatown and the town jetty, the tram was originally horse-drawn and was upgraded to steam in 1910 and later, to diesel and petrol. It was finally closed in 1966 with the opening on the deepwater port (Perth Electric Tramway Society, 2012).

Implementation of such a proposal would require careful research and consideration of the route, traffic and service infrastructure impacts and management and maintenance issues, but if well done could be a successful addition to the suite of experiences on offer for tourists and locals, providing insight into Broome's fascinating history and an alternative mode of transport between the two locations.

6. Retain Male Oval as a sporting and social recreation space and major 'green' entry statement. Increase shade tree planting and provide pedestrian/jogging path around perimeter.

Male Oval is well regarded by the community and provides a welcome 'green oasis'. It can be managed for a variety of community activities, both active and passive, programmed and impromptu. It has the capacity to accommodate large crowds for special events in the heart of town. However, it also tends to isolate the town centre from developed areas to the west and south-west. The continuation of the perimeter path would improve connection from the Visitor's Centre to Sam Su Lane and Carnarvon Street, and would encourage recreational use by walkers, joggers and cyclists.

The provision of more shade trees and public seating around the perimeter (possibly following the path) would further promote use of this significant 'park' by a wider variety of people.

7. Retain and enhance functionality of south-east corner of Male Oval for occasional events like fairs, circus, markets and festivals, and possibly overflow car parking at peak times (not paved).

The south-east corner of Male Oval near the intersection of Napier Terrace and Carnarvon Street is already used for occasional events, and this is appropriate. This area has previously been identified as a possible location for additional car parking, but to seal and pave this area would adversely affect the use and appearance of this significant greenspace. Rather, if absolutely necessary at times of peak demand, the area (and other fringe parts of Male Oval) could be managed for overflow parking without the need to remove the grass. This happens routinely in the City of Perth when large public events stretch the capacity of existing public car parks.

8. Potential location for indigenous cultural centre linked to new foreshore path (see 12 below).

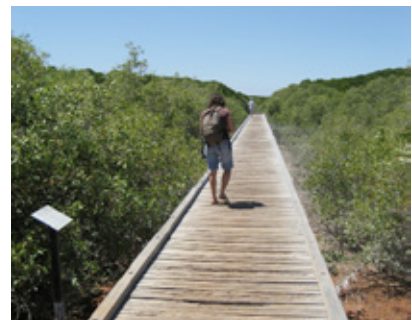
The location of a centre that helps tell the stories of the traditional landowners of Broome could be a great attractor for visitors to Chinatown. There are a number of locations that might be suitable for such a centre, or some other publicly-accessible cultural use. The Yawuru Cultural Management Plan proposes: "Develop Yawuru Cultural Centre on the site of the old water tank adjacent to the middens on Kennedy Hill". This is outside Chinatown, but close enough to be accessible - and potentially one point of interest connecting into a future foreshore walk (see point 12). Being adjacent to both Kennedy Hill and Roebuck Bay, this site would allow for interpretation of the indigenous stories of these sites.

9. Provide scope for redevelopment for medium-density residential, commercial or cultural use.

This site is currently occupied by single residences and is subject to a Community Layout Plan. Visually, the development does not contribute well to the town centre and its very low density does not contribute anything to the vitality of Chinatown. So close to the centre of town, a more intensive development would be appropriate and if the time comes when these houses are no longer required, consideration should be given to replacing them with a more intensive and architecturally appropriate development commensurate with the 'inner city' location. New development could remain residential, or it could accommodate office development, tourist accommodation, or a mixture of uses. This would be another good location for an indigenous cultural and interpretive centre, or other tourist development, because it connects directly to Chinatown and backs on to Kennedy Hill.

3.0 Chinatown Vision

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_Male Oval, lack of footpaths, undeveloped land, Streeter's Jetty

3.0 Chinatown Vision

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10. Connect footpaths on both sides of roads within Chinatown.

Some streets have no footpaths or only have them on one side of the road. Pedestrians should not have to cross the road to walk on a sealed path.

11. Connect Dampier Terrace and Frederick Street to improve vehicle circulation and pedestrian access.

At present, each of these streets ends in a cul-de-sac. This forces drivers to double back on themselves and can cause congestion. Caravans and coaches, particularly, will find these streets difficult if they enter them. The pedestrian connectivity is also very poor and inconvenient as a result of the current arrangement. A cul-de-sac is a poor choice in a town centre. It reduces people's ability to find their way around and reduces exposure of businesses. The proposed link should be subject to negotiation with traditional owners.

12. New foreshore boardwalk/path (exact alignment to be determined):

- _Linking Chinatown to town jetty
- _Capturing views of mangroves and Roebuck Bay
- _Connecting natural and cultural heritage
- _Connecting new public viewing plazas
- _Opportunity for key buildings to link into path with dining platforms, etc.

A foreshore path linking Chinatown with the Town Jetty has been 'on the ideas board' for many years. The path would provide an alternative and scenic walk between the two locations, allowing pedestrians to enjoy a closer look at and information about the foreshore, the mangroves, the Bay, the red cliffs, and the built environment along its route. It would be elevated, allowing access even when the tide is in and reducing the potential for damage to the environment caused by unrestricted access to the foreshore at low tide.

The path would link back to the 'mainland' at intervals, giving pedestrians options as to how far they travel. Potentially, businesses adjacent to the foreshore reserve could connect onto the path - providing access to (for example) outdoor dining areas with views across the mangroves and the Bay. The path would link sites of environmental and cultural interest, such as the old pearling sheds, Streeter's Jetty, Pearl Luggers, lookout platforms, Kennedy Hill, Mangrove Hotel, possible future indigenous cultural centre, and Town Beach.

Sensitive design and consultation would be required, to ensure no adverse environmental or cultural (indigenous) heritage impacts, public safety, legal access, management and ease of maintenance, but could be a very positive asset for Chinatown and wider Broome. The extent and exact alignment of the path would need to be determined and could be staged. Achieving this will require negotiation with traditional owners.

13. Create landscaped viewing platform at end of Frederick Street, connecting with new foreshore walk.

The end of Frederick Street has one of the best vantage points in Chinatown for looking out across Roebuck Bay and towards Town Beach. However there are no formed paths so anyone wishing to enjoy the view must trek through sand. A universally accessible viewing platform providing seating, shade, drinking fountain and interpretive material would undoubtedly be a popular spot for visitors. It would create a destination and a visual focal point at the end of Frederick Street, and would be one of the points that could link into any future foreshore path. It could be created as part of the foreshore path project but could be created sooner. Achieving this will require negotiation with traditional owners.

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14. Replace car park at termination of Napier Terrace with a well landscaped plaza with views across the mangroves and Roebuck Bay to improve the vista along the street and draw people towards Dampier Terrace and the new foreshore path. Relocate existing car park to south.

This rare view to the coast should not be marred by a bituminised car park. The car parking should be relocated nearby, and the current car park replaced with a landscaped park-cum-viewing platform incorporating planting, seating, shade, drinking fountain, public art and interpretive material. It would be universally accessible and provide a fitting destination and termination of the view along Napier Terrace - one of the most important entry points into Chinatown.

15. Allow sensitive redevelopment of the hotel complex to increase yield and improve presentation and amenity while retaining the historic hotel.

The Roebuck Bay Hotel occupies a prominent site in Chinatown. The site's presentation to streets, other than the frontage of the original hotel, is mostly poor. An unattractive solid brick wall and visually-intrusive drive-through bottle shop dominate the Dampier Terrace – Napier Terrace corner detracting from the significance of the original hotel building, reducing pedestrian amenity and safety and incidentally detracting from the amenity of surrounding land uses (despite recent addition of landscaping).

On Carnarvon Terrace, a large car park - albeit a well treed one - dominates the street frontage while the building entry is set far back behind it.

Comprehensive redevelopment of the site has previously been proposed and would be very desirable if it achieved better presentation and activation to Dampier Terrace, Napier Terrace, and Carnarvon Terrace. More sensitive architectural design would also make it more authentic to the original heritage fabric, and also safer.

This hotel is one of the biggest attractions in Chinatown, but a venue of this kind can be a focus for anti-social behaviour. Improved physical design and layout of the site could assist in making control and management of this behaviour easier.

Redevelopment of the site could also extend the existing network of shaded pedestrian lanes that is so much a feature of Chinatown, and help make them easier to 'read' - presently one lane ends abruptly at the hotel car park.

16. Establish an interpretive nature walk through the mangroves.

Connecting the main foreshore path (see point 12) with Streeter's Jetty, a path through the mangroves would be an excellent way of allowing people to experience the mangroves 'from the inside' in a controlled way, without permanent damage to the sensitive ecology. The path would include interpretive material to educate the public about the importance and uniqueness of this environmental asset, and tell stories of the significance of the mangroves and Roebuck Bay to the Yawuru people. As with the main foreshore path, this walk would require sensitive design in consultation with the traditional owners as well as environmental professionals. Better presentation of the Chinatown waterfront and its significant natural and cultural heritage to the public could be done in a number of ways, involving cooperation between owners and managers of coastal land.

17. Allow infill buildings to screen the 'Roey' car park and extend and connect activity along Carnarvon Street.

The car park is a deterrent to pedestrian traffic between the 'busy' northern part of Chinatown towards Short Street, and the businesses towards the southern end and Napier Terrace. Either as part of a comprehensive redevelopment of the Roebuck Hotel or separately, some small-scale infill along the frontage of the existing car park would help activate and 'close the gap' in Carnarvon Street that the car park presently creates, and simultaneously reduce its visual impact. This does not have to involve the wholesale removal or screening from view of the car park and its shady trees. In the absence of comprehensive redevelopment of the car park along with the greater hotel site, one or two well designed kiosks or small shops - perhaps showcasing locally produced goods - could serve the purpose in the interim.

3.0 Chinatown Vision

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18. Promote an increased network of shaded internal laneways and courtyards through sensitive redevelopment.

Laneways are part of Chinatown's heritage and one of its popular attractions. The intimate scale of Johnny Chi and Little Johnny Chi Lanes and the associated shaded courtyards lined with cafés and shops are a popular retreat from the harsh sun and wide spaces of the main streets. They also allow 'short cuts' through the street blocks - especially between Carnarvon Street and Dampier Terrace.

Extension of the network to allow a route parallel to the main streets - one along the length of the street block and two (one towards each end) of the width of the street block would reinforce this unique Chinatown characteristic and provide a more connected pedestrian network. In addition, new development east of Dampier Terrace should incorporate links to allow access to the waterfront.

The location of laneways should be generally as described. An uncoordinated proliferation of laneways would not be in the best interests of Chinatown as it could lead to dissipation of pedestrian traffic to the disadvantage of business activity. Laneways should preferably be 'two sided' - with pedestrian-focussed businesses on both sides.

There are already spaces between and behind buildings that could be converted and connected to form this pedestrian network. Redevelopment of landholdings north of Short Street should also incorporate lanes generally aligned with those south of Short Street, and with the main entries into Paspaley Plaza. This will ensure the network is easily understood. Similarly new laneways running between Carnarvon Street and Dampier Terrace ideally would coincide with gaps in the built form on the east side of Dampier Terrace allowing visual and pedestrian connection to the coast.

There is also the opportunity for a link from Carnarvon Street to Sam Su Lane through the presently locked gate of the Chinese Business Association. At present the design and location of the gateway signals and invites entry - but this 'welcome' is contradicted by the heavy locked gate. Opportunities for this passageway to become a publicly accessible route connecting Sam Su Lane into the network of lanes should be explored.

19. Sensitive low scale infill development fronting Sam Su Lane.

In time, infill development at the rear of buildings on Carnarvon Street could create a safer and more attractive frontage to Sam Su Lane. At present, the rear fences of these properties prevent casual surveillance of the lane and Male Oval, and are a visually poor first impression of Chinatown when viewed across Male Oval. A public submission suggested extending Sam Su Lane through to Carnarvon Street, This can be considered further in conjunction with a traffic study and plan for Male Oval, referred to in the Action Plan (9.2).

20. Hold a market in central Chinatown on a regular or occasional basis.

During consultation, the suggestion of night markets was put forward. At night it is cooler and more pleasant to be out and about. Night markets could showcase Asian and Indigenous cuisine or art, or some other suitable theme could be adopted that would add to (rather than compete with) the existing Chinatown offer and bring people into town. The location in Carnarvon Street just south of Short Street is suggested as it is the heart of Chinatown and could be closed off temporarily but traffic could still flow in the south and on other streets. It would also allow the markets to complement existing businesses, which could also be open at the same time, adding to the activity and choice.

In terms of infrastructure, the main requirement would be electricity supply for stalls (which is currently available in Carnarvon Street); otherwise there would be no need for structural changes to accommodate this proposal. Consideration could be given to the installation of catenary (suspended) lighting to add to the atmosphere.

3.0____Chinatown Vision

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_Shaded lanes and courtyards



_Male Oval events space on Carnarvon Street

3.0 Chinatown Vision

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21. Build to street frontage to visually reinforce Short Street's prominence as an entry road and draw visitors into Chinatown from the Visitor's Centre/Broome Road, and moderate the visual impact of open car parking.

The area between the Visitor's Centre and Short Street is dominated by open parking on both sides of the road. It is not conducive to pedestrian traffic (with no weather protection etc.) and it does not help in any way to signal that Short Street is the 'way in' to Chinatown. There is also little incentive at present for pedestrians on Carnarvon Street to turn into Short Street and visit the businesses there, because the view at present 'doesn't go anywhere'.

These car parks are a prime opportunity to achieve more development floor space whilst providing pedestrian friendly frontage to the street and built form that leads people into Chinatown from Broome Road. Uses could be retail or civic (a library has been suggested). The key would be to have ground floor uses that encourage pedestrian movement and visual and physical connections between the internal activity and the public realm. This is contingent on determination of alternative car parking arrangements, at grade or otherwise.

22. Create an additional road (or vehicle access) connecting Gray Street and Short Street or perhaps Gray Street to Broome Road to improve vehicle circulation.

Improving vehicle circulation and reducing congestion at the top end of Carnarvon Street and Gray Street can be achieved by a new vehicle access past the Paspaley Plaza shopping centre. A link back to Short Street just behind the shopping centre is one way to improve internal circulation and reduce congestion. Another option is to extend Gray Street to Broome Road creating an additional entry into Chinatown plus potential for an extended link through the airport site upon relocation of the airport. A direct link to Broome Road would bisect an intertidal area, and the implications of this would need to be investigated - as proposed in the Action Plan (9.2).

23. Consider extending Teh Way to improve circulation and provide frontage for new development.

At present, there is little development north of Gray Street. However, if the area was to be further developed (see point 28), extension of Teh Way back to Gray Street could provide better circulation for vehicles and pedestrians than the present (unbuilt) cul-de-sac. It would also create a new street block within which additional lots could be created, and help provide a more definite 'end' to Chinatown – which presently 'peters out' at the north. This would be the subject of heritage/archaeological investigation and negotiation with the owners. The area was formerly used for worker's camps as well as having an indigenous history.

24. Create a landscaped interpretative forecourt to Streeter's Jetty to enhance visibility, access and visitor comfort.

The Shire has negotiated (temporary) legal public access to historic Streeter's Jetty across privately owned land. The jetty requires urgent maintenance work. There is little to explain its heritage significance and its presence is not obvious to visitors as the approach is unsealed and informal parking blocks views from Short Street to the jetty (see Figure 08).

A landscaped pocket park would make the waterfront and jetty easier to find and provide opportunity to learn about Streeter's Jetty and the history of the pearling industry. It could also be one of the main connections into the proposed foreshore walk.

This pocket park would form an attractive outlook for adjacent new development, which could potentially link into it, making it a safer space because it would be overlooked by buildings. The existing development, 'Woody's Arcade', on the south side is already designed to do this.

3.0_____Chinatown Vision

25. Retain key 'attractor' uses (eg. post office) in Chinatown to encourage continued visitation by locals.

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It is important that the main uses generating visitation to Chinatown are encouraged to stay, and not pushed out because of concern about congestion (in the case of the post office) or anti-social behaviour (in the case of some night time entertainment venues). Congestion is a sign of a popular place and is not always bad. However it does have to be actively managed so that it does not negatively impact the image of Chinatown and the actual viability of businesses. If these businesses leave Chinatown, it will have a more negative impact on the area than difficulty finding a parking spot or having to wait in traffic longer than usual would have.

26. Promote new retail and commercial development with mid-block pedestrian links and courtyards.

The land at the north end of Carnarvon Street and Dampier Terrace is the biggest single development opportunity in Chinatown. It provides perhaps the best opportunity in Chinatown to cater for a new major retail anchor, which, together with associated parking, laneways and courtyards, could be flanked by a 'main street' format of small-scale tenancies fronting key streets, designed to create an attractive pedestrian environment.

27. New retail and office development relating to Dampier Terrace and foreshore walk.

Development of the vacant land north of Streeter's Jetty would extend activity north along Dampier Terrace and increase the supply of commercial floorspace in Chinatown. The development would be scaled to continue the pattern of existing development, allowing glimpses through to Roebuck Bay and the mangroves. It would be oriented to overlook the entry to Streeter's Jetty and the proposed foreshore walk, including the possibility of connecting to the walk at selected locations. Like other development in Chinatown, it would have to be designed to cope with the possibility of occasional flooding.

28. Consolidate residential/short term accommodation north of Gray Street.

North of Gray Street there is already some residential development but it is for the most part very low density and the sites could provide greater yield if they were redeveloped. This area is sensitive for archaeological and environmental reasons, but there are several plots of land that potentially could be built upon without intruding into the Conservation Estate. Being on the periphery of the aircraft noise impact area, and further away from night time uses, this area is relatively more suitable for permanent and short term accommodation than more central parts of Chinatown.

Like much of Chinatown, the land is low lying, and managing drainage and potential impacts of flooding would be important design considerations.



Figure08_Approach to Streeter's Jetty is obscured by parked cars. This area could be improved with landscaping.

3.0_____Chinatown Vision

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29. Retain and interpret Morgan's Camp.

Morgan's Camp is an interesting and very historic spot of significance to the traditional owners at the north end of Chinatown that has also been used as a film location for the Broome based story 'Bran Nue Dae', making it also a site of interest in the context of the arts scene in Broome. Its conservation and interpretation should be assured.

30. Retain and interpret old pearling sheds - possible sensitive additional development. Link into foreshore walk.

The old pearling sheds at the north end of Dampier Terrace are the last ones remaining in Chinatown. Their conservation and interpretation will be important as a tangible reminder of the Chinatown story. This would be a very appropriate location for a point of access to the proposed foreshore walk.

4.0 Strategy Plan

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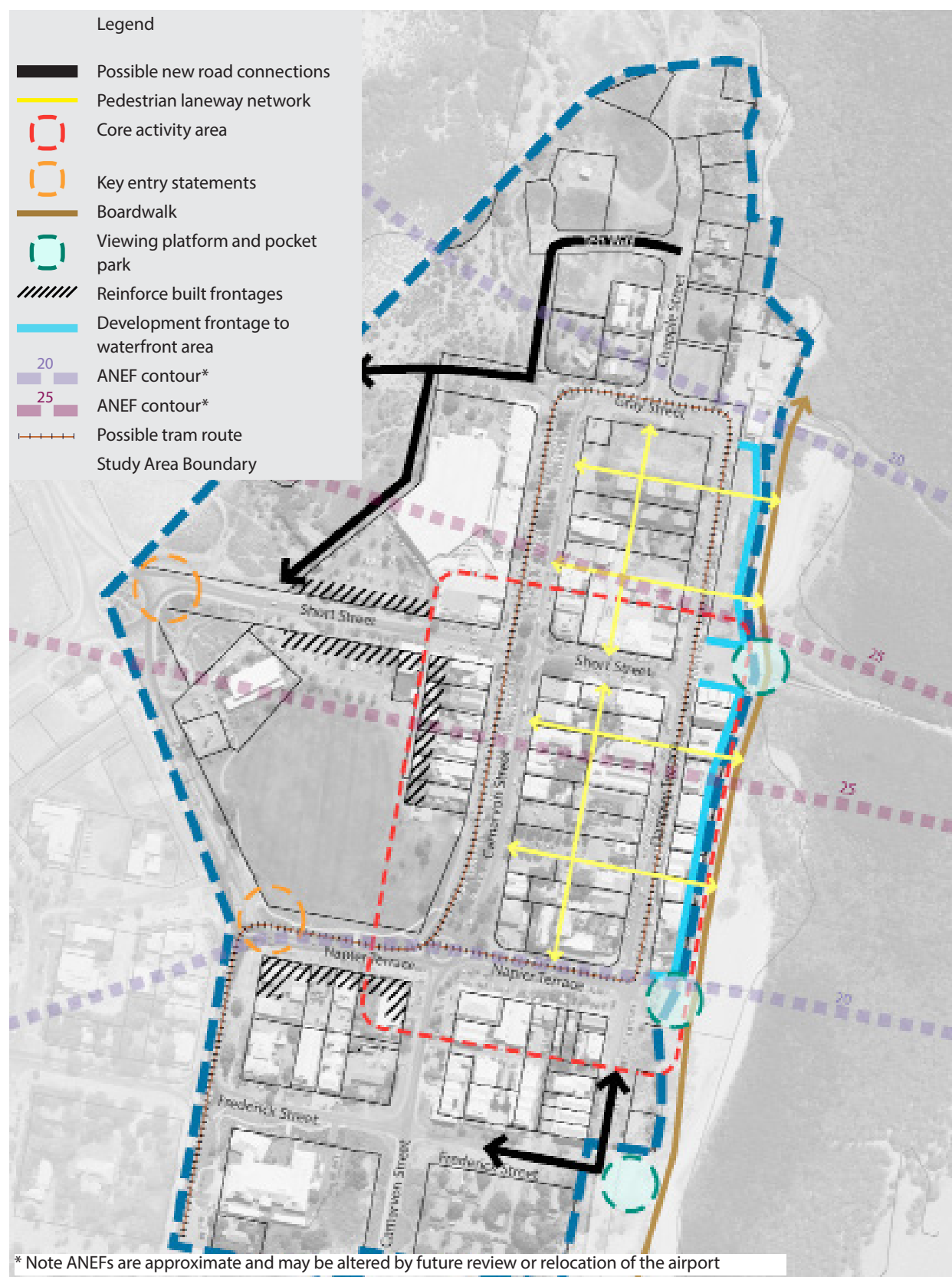


Figure09_Strategy Plan

4.0____Strategy Plan

The strategy plan is a diagrammatic representation of the main spatial elements of the strategy, and will be the key reference plan for guiding development within Chinatown. It is supported by the text relating to policy in the following sections relating to land use, movement, urban design and heritage. Refer to Figure 9.

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The exact detail of any development proposal on private land or within the public realm will be assessed against how well it achieves the relevant objectives of the Development Strategy.

5.0 Land Use and Activation

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As the main centre in Broome, Chinatown should offer a unique range of goods, services and positive experiences not available elsewhere in the town.

5.1 Overview

To continue to be the major centre in Broome, Chinatown needs to be the focus for the most important (highest level) administrative, retail, commercial and cultural land uses: the main Government and commercial administrative offices, high-end shops (specialist boutiques, department store, etc), short term accommodation for tourists and business visitors, entertainment, restaurants, museums and galleries.

A diversity of land uses is important to ensure that the streets and public areas of Chinatown are activated for extended periods. This will increase the attractiveness of the area to a wide range of people, and enhance public safety by ensuring there are more people in the area, doing a wider variety of things, for more of the time.

To paraphrase internationally renowned architect and planner Jan Gehl, "a good town is like a good party; people stay longer than they intended because they're having such a good time".

The location of land uses is important so that streets are activated where appropriate, and complementary activities are situated in proximity to one another, creating 'hot spots' or 'nodes' of activity where they can benefit from the synergies of co-location.

In addition to land uses permanently occupying buildings, Chinatown streets and parks should also regularly host a range of unique activities that will attract visitors (and hence, potential customers), such as markets, fairs and festivals, outdoor concerts and alfresco dining.

5.2 Issues

Competition from Other Centres
As Broome grows, it is inevitable that other centres will develop to cater for the larger and more widely distributed population. This trend has already commenced with the development of the Boulevard Shopping Centre in particular affecting Chinatown businesses,

Chinatown must retain and enhance its uniqueness as a business, entertainment and tourist destination in order to retain its competitive edge, rather than attempt to replicate the offer of other centres.

The Chinatown shopping experience is likely to have more emphasis on specialist retail, such as pearls and jewellery, souvenirs and high-end boutiques with a particular appeal to tourists and locals looking for something different. Daily needs will be catered for, but these will not be the primary retail focus as other centres will be closer and more convenient for most of the population for mundane daily needs.

Rather than try to compete with other centres, Chinatown should be offering a unique, desirable and alternative experience, and to the extent necessary, this should be supported by the Planning Scheme, policies and relevant Local Laws giving precedence to Chinatown as the preferred location for the desired activities.

Demand for Floorspace
Estimates by AEC Group (2012) suggest that the current demand for commercial office space in the Shire of Broome is approximately 31,872 sqm, and approximately 32,776 sqm for retail. With the exception of some smaller settlements, it can be assumed that

5.0 Land Use and Activation

the majority of this floorspace demand resides in the Broome Townsite.

The demand for commercial office space may increase between 65% and 75% over existing demand.

The Shire estimates that total commercial and retail floorspace in Chinatown is currently in the order of 28-29,000 sqm comprising at least 160 premises. There are over 30 'Clothing, footwear and other personal accessories retailing' premises (including pearl shops) and 21 'cafes, restaurants and takeaway food services', while 'Galleries and photographic', 'Tours' and various office / health care uses are also well represented in the centre. There is no recent floorspace estimate for all land uses. However previous estimates based on 2003/4 data from the Western Australian Planning Commission put the total at 23,390 sqm, comprised of Office - 6,279 sqm, Shop 16,108 sqm and Other Retail 1,003 sqm. Residential and land uses that fall within other Planning Land Use Codes (PLUCs) would be additional. Additional development in Chinatown since these figures were collated is certainly nowhere near as much as would be necessary to meet projected demand for offices, if Chinatown is to be the primary location for this important land use.

Office floorspace is already being constructed outside Chinatown. This trend may need to be limited to protect the viability of Chinatown as the pre-eminent commercial and retail centre in Broome.

At present, office uses are permitted in several zones, including the Mixed Use zone, and these locations are already attracting development because of better land availability and fewer restrictions on building.

Supply of Floorspace

The superseded 2003 Chinatown Design Guidelines specified a maximum site coverage of 60% and a maximum height of two storeys (6 metres to plate height above natural ground level). These guidelines are intended to protect heritage qualities of the precinct.

That would in theory permit up to 189,000 sqm of floorspace in Chinatown if each site could be developed optimally and from scratch (ie: 60% site area times two storeys), however in practice there are some significant limitations on the amount of floorspace that can actually be achieved. These include:

- _ Lot size and dimensions limit building design flexibility
- _ Necessity of conserving significant heritage buildings and the character and significance of the heritage precinct
- _ Fragmented ownership limiting potential to assemble large sites that can be efficiently redeveloped

The site coverage in the new Design Guidelines (Appendix A) is 75%. This should provide more scope for significant floor plates for major retail (such as a discount department store or a full department store), and also for

office developments (larger floor plates being preferred for larger tenants).

There are some significant tracts of vacant or underdeveloped land within and adjacent to Chinatown that are held in single ownership and have the potential for significant redevelopment.

For example, there is a well proportioned site totalling 1.013ha in single ownership between Carnarvon Street and Dampier Terrace. Based on 2003 site coverage and height limits, this site alone could yield over 12,000 sqm of floor space - more if the site coverage control was removed to allow a comprehensive and efficient design.

Vacant and underutilised land south of Frederick Street, for example at the rear of the police station, is a clear opportunity for redevelopment for office use or short term accommodation. Similarly, very low density single residential development sits on land that has much greater potential.

Between the mangroves and Dampier Terrace, a developable strip of land totalling 1.0358ha is largely vacant. The land holding including the Roebuck Hotel totals 1.191ha, which if redeveloped could accommodate a greater amount of retail, office, accommodation and/or entertainment floor area than presently exists. Together, these sites have the potential to accommodate all of the presently estimated demand for office floor space in the Shire.



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- 01_ The unique 'Pearl District' in Dampier Terrace
- 02_ Vacant land in the heart of town

5.0 Land Use and Activation

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The appropriate development or redevelopment of these sites could go a long way towards realising the vision for the precinct and alleviating the shortage of office space in Broome as identified in AEC 2012. However to date the owners of these sites have not been motivated to undertake development. It would be regrettable if new development were forced out of Chinatown - diluting its viability and intensity - while this land stands idle.

Consideration needs to be given to what incentives would be required to encourage the owners of underdeveloped land in Chinatown to undertake desired development that will allow it to realise its potential.

Activation

'Activation' refers to the degree to which people are visibly present in the streets and public places of a town centre. It is usually a function of:

- _the land uses and activities
- _design of the buildings
- _relationship of buildings to streets and public spaces

_quality of the streets and public spaces as places

Active town centres are safer, more interesting, more attractive, and better for business than those that are not.

A town centre that lacks activation will struggle to realise its full economic and social potential.

Whilst people may be present in a place (for example inside offices or malls), if they are not moving about in the public realm, the area will not feel active. In a successful centre, people are encouraged to walk from business to business, and to stay longer because it is a pleasant experience.

The major generators of foot traffic tend to be retail outlets, car parks, and public transport stops. Shops, restaurants or other 'walk-in customer oriented' businesses opening directly onto the street are the best land uses for street activation by pedestrians.

There are some notable 'dead spots' in Chinatown. In particular, the large undeveloped sites at the northern end of town between Carnarvon Street and the foreshore/Streeter's Jetty detract from the vitality of the centre.

The degree of activation in an area will typically vary according to the time of day or night, and even (as in Broome) the time of year.

In the evenings and at night, the 'patchiness' of activation in Chinatown is even more obvious, with only a few nodes of concentrated activity, notably near the corner of Short Street and Carnarvon Street, and near the Dampier Terrace/Napier Terrace intersection.



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03_

- 01_ Carnarvon Street tourist focus
- 02_ Perhaps Chinatown needs more public seating
- 03_ Separation of shop fronts from the footpath reduces activation in northern Carnarvon Street

5.0 Land Use and Activation

It is difficult to activate large areas uniformly. It is more realistic to start with existing successfully active nodes, and expand on them. With the exception of the very smallest centres which comprise little more than a small cluster of premises, the most successful centres have nodes/ clusters/districts/quarters or 'hot spots' of related activities. These often develop naturally through market forces of agglomeration, but they can also be encouraged through provision of supporting infrastructure or other means. For example terms like 'entertainment district', 'fashion quarter', 'shopping district', 'arts precinct', 'civic precinct', 'jewellery quarter', 'heritage precinct' and of course 'Chinatown' are often heard of in larger cities and towns in reference to distinctive parts of the centre.

These areas are not single-use, but do have a concentration of particular types of uses that give them their identity. Chinatown already has a distinct 'pearl precinct' in Dampier Terrace, where several shops specialising in pearl jewellery are located.

Changing Role of Town Centres
Retailing including cafés and restaurants has traditionally been the major activator of town centres. Recently the retail sector has been struggling as a result of myriad factors, including competition for workers from the higher-paying resources sector, and an increase in

on-line shopping, as well as a downturn in tourist visitation.

The ongoing attractiveness of Chinatown and the viability of retail and other businesses will rest not only with the retailers keeping up with 'world's best-practice' merchandising and offering top-notch service. Chinatown must also offer a compelling and uniquely positive experience that will attract people and give the area a renewed role in Broome's community life. It will have to become a place where people want to go to see and meet one another, with shopping being just one of a wider range of activities available.

One way that this has been successfully tackled in other places is through the introduction of 'management teams' comprised of landlords, large and small shopkeepers, Shire representatives, the Shire President or local parliamentarian, other local business and service providers, and local residents. These teams are empowered to make decisions and try new ways of working that will benefit the town centre. Ideally, these teams include professional place management and retail advisors. Such a team must move beyond the self interest of individual businesses and work together to promote Chinatown as a dynamic, responsive centre, for the benefit of all.

A Place Manager could co-ordinate activities. As with State-funded programs that have existed interstate, a Place Manager could in theory operate as an employee of an organisation other than Council. Such a position does not exist in the Shire of Broome. Another model is for a Council-adopted Action Plan to help coordinate various projects with responsibilities assigned to individual Council directorates and other 'drivers'. This is the default / preferred model and accordingly an Action Plan has been included in this strategy (9.2) setting out priorities and assigning responsibilities.

Land Use

The 'Town Centre Chinatown' zone in Town Planning Scheme No. 4 (TPS 4) allows a wide range of activities as permitted or discretionary uses. Permitted uses are allowed provided the development complies with relevant development standards in the Scheme. For Chinatown, the Chinatown Development Strategy (this document) along with complementary policies is the principal source of development guidance.

There are a number of uses that are permitted in Chinatown that, depending on their physical form, could potentially detract from objectives for the area.



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02_

- 01_ A whole frontage of inactivity is designed into this building
- 02_ Unused building entries detract from activation of the footpath

5.0 Land Use and Activation

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For example:

- _ Take-away food outlets, if freestanding and/or with drive-through facilities, are very 'suburban' in character and inappropriate in a town centre location
- _ Tourist development, if inclusive of extensive ground-level facilities such as swimming pools and guest recreation areas, could result in a lack of street activation unless carefully sited
- _ Motor Vehicle Hire, if not fully contained within a building, could have a similar effect as a car sales yard of 'sterilising' street frontage and would not be acceptable in this form.
- _ The appropriateness of some other, discretionary uses, such as service stations, liquor stores (if drive-through) and showrooms are of questionable appropriateness in a town centre.

It is important, therefore, that there are adequate built form and performance standards in place to ensure that not just the activity, but the form in which it is

accommodated, will contribute in a positive way to the look, feel and functionality of Chinatown.

Broome Time

The concept of 'Broome Time' as a metaphor for the relaxed pace and style of life that attracts many people to live in or visit Broome is appealing, but if applied in an ad-hoc way to business opening hours it can be a negative.

Many Chinatown shops - particularly the small businesses - close early in the day and stay closed, creating a deserted appearance at a time when the temperature moderates and walking around is a more pleasant experience for tourists and other prospective visitors. In Chinatown, which does not have the climate-controlled advantage of an enclosed, modern shopping centre, it could easily become a competitive disadvantage.

Alternatively, if co-ordinated and well marketed, closing during the hottest part of the day and re-opening in the late afternoon and evening when it gets cooler could be a unique selling

point for Chinatown that would appeal to locals and visitors alike, be good for business and good for extending the periods of activation in Chinatown.

Activities like night markets in the street could contribute another unique and attractive aspect to Chinatown that can be enjoyed in the cool of the evening, complementing other Broome attractions - not just for visitors but for residents.

It will be important that relevant local laws are aligned to allow market stalls and coordinated trading hours.

5.3 Rationale

The land use mix is critical to Chinatown's status as the primary activity centre in Broome. Planning policy needs to support Chinatown as the preferred location for high order activities such as corporate regional headquarters, destination retail, specialist retail and services, and entertainment functions.



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03_



04_

01_ Street frontage restaurant closed during the day

02_ Early afternoon in Chinatown

03_ Early closing

04_ Pleasant shade in the afternoon but the cafés are closed

5.0 Land Use and Activation

Activities that result in concentrations of people present in public spaces for social and business purposes should be preferred along street frontages, whilst less active uses should be located on upper levels.

Active place management will assist Chinatown to be the place in Broome that visitors and locals will return to repeatedly for the pleasure of experiencing the diversity of what it has to offer, by ensuring it is safe, well maintained, dynamic and interesting.

5.4 Land Use and Activation Strategy

5.4.1 Objectives

- _ That Chinatown be the priority location for high order land uses to serve the needs of Government, business, residents and visitors
- _ That land uses within Chinatown contribute to the precinct being safe and active for extended periods of the day
- _ To ensure that Chinatown continues to be the Broome destination of choice for residents and tourists seeking high order shopping and entertainment activities

5.4.2 Strategies

Land Use Precincts

To enhance the identity of the different parts of Chinatown, land use precincts are suggested within which slightly different mixes of land use should be encouraged. These precincts are illustrated in Figure 10.

Table 1 relates to the generalised land use precincts. These are intended to be a refinement of the 'Town Centre - Chinatown zone' rather than as a replacement for it. This table should be used to inform the use of Council's discretion when determining the appropriateness of proposed land uses within different parts of Chinatown.

A 'priority' land use would be the sort of land use that should make up the majority of the precinct. Where it is important, a differentiation is made between uses appropriate for street frontage positions, and those better suited to upper floors or the interiors of developments. 'Secondary' land uses would be desirable land uses in the precinct, but at lower concentrations than the priority uses.

Some land uses may be acceptable or not, depending on the format they take. For example takeaway food outlets can be in a retail shopfront format as part of a general shopping strip/centre, or they can be free standing with a drive-through. The latter format is really not appropriate in a town centre. In general, car based and extensive land uses such as drive-throughs, showrooms, vehicle sales and hire yards, and bulky goods retail are not appropriate in a town centre and should not be permitted in Chinatown for this reason.

The 'inappropriate land uses' column identifies land uses that are currently permissible within the Town Centre - Chinatown zone, but that would not actually be appropriate within the particular land use precinct.

Note that these suggestions are not absolute - land uses not mentioned in the table could still be appropriate.

Note also that the expressions used are intended to be descriptive rather than legal and may not relate directly to existing land use definitions within the Scheme.

Further, it should be noted that the new Planning Scheme will have regard to, but may not fully adopt the recommendations herein, and will override Table 1 in the event of any conflict.

Proactive Investment Attraction and Retention Strategy

The Shire and local business community need to be proactive in seeking to both retain desirable land uses in Chinatown, and in attracting new land uses and investment in the area.

Desirable land uses for Chinatown, include major retailers (such as department or discount department stores), the main post office, tertiary education, regional offices for State and Commonwealth Governments, regional corporate headquarters, hotel and short term accommodation.

5.4.3 Land Use and Activation Actions

- _ L1. Establish regular or occasional market in Chinatown.
- _ L2. Initiate preparation of an economic development and investment attraction strategy for Broome, with Chinatown a priority destination for town centre-appropriate land uses.
- _ L3. Prepare a concept plan or detailed area plan for the land north of Gray Street, with a view to its eventual development for residential and/or short term residential purposes and address how the urban edge and any public works will be designed to complement the Yawuru Conservation Estate and its natural and cultural values. Engage Yawuru and other landholders to ascertain their aspirations.
- _ L4. Review local laws to ensure that they are not unduly restrictive of active uses of the public realm. Look at salient case studies if required.
- _ L5. Prepare an options paper on incentives for centre development with a particular focus on Chinatown.

5.0_____Land Use and Activation

5.0 Land Use and Activation



Figure 10_Land Use Precincts

5.0 Land Use and Activation

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Table 1 Recommended Land Use Distribution in Chinatown

Land Use Precinct	Priority land uses	Secondary land uses	Inappropriate land uses
Retail	Ground Floor/street frontage _Shops - small (up to 10m frontage) _Restaurants/cafes _Small bars Upper levels/non-street frontage _Offices _Consulting rooms _Cinemas	Ground Floor/street frontage _Service commercial (eg: banks, real estate, post office, tour sales) up to 10m frontage _Art galleries _Museum/cultural interpretation Upper levels/non-street frontage _Retail large format (supermarkets, department stores, 'big box' retail) _Larger format bars, night clubs _Theatres/entertainment _Short term accommodation _Service commercial _Car parking	_Showrooms/bulky goods retail _Drive-through fast food/liquor _Service station _Residential _Vehicle/equipment hire
Mixed use - retail/commercial	Ground Floor/street frontage _Shops - small (up to 10m frontage) _Restaurants/cafes Upper levels/non-street frontage _Retail large format (supermarkets, department stores, 'big box' retail) _Offices _Consulting rooms	Ground Floor/street frontage _Service commercial (eg: banks, real estate, post office, tour sales) _Art galleries _Museum/cultural interpretation _Library/civic and cultural public frontage Upper levels/non-street frontage _Larger format bars, night clubs _Theatres/entertainment _Short term accommodation _Service commercial _Car parking	_Showrooms/bulky goods retail _Drive-through fast food/liquor _Service station _Residential _Vehicle/equipment hire

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Land Use Precinct	Priority land uses	Secondary land uses	Inappropriate land uses
Mixed use commercial/ residential	Ground Floor/street frontage _ Service commercial (eg: banks, real estate, post office) _ Art galleries Upper levels/non-street frontage _ Offices _ Residential apartments _ Short term accommodation	Ground Floor/street frontage _ Shops (up to 10m frontage) _ Restaurants/cafes Upper levels/non-street frontage _ Child care _ Car parking	_ Showrooms/bulky goods retail _ Drive-through fast food/ liquor
Residential/short term accommodation	_ Residential _ Short term residential accommodation (hotel, serviced apartments)	_ Consulting rooms _ Offices	_ Retail _ Restaurants/cafes incl small bars except as part of short term accommodation _ Entertainment uses generally _ Single and grouped dwellings
Civic	_ Visitors' Centre _ Customer focussed civic Administration (eg: Police station) _ Library/civic and cultural public frontage	_ Club rooms _ Community/cultural use _ Car parking	_ Offices including Government administrative offices with no face-to-face customer interface
Public Open Space	_ Recreation (passive and active) _ Occasional use events	_ Drainage _ Car parking (temporary)	
Foreshore conservation	_ Environmental processes and conservation	_ Cultural heritage interpretation _ Passive recreation	_ Town Centre - Chinatown Zone implies certain development rights in parts of this area, while other parts are designated Coastal Park (TPS4) which is more consistent with 'foreshore conservation'

5.0 Land Use and Activation

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Table 2_Scheme Amendments Relating to Land Use

1. Definitions

How the Planning Scheme defines a use can have an impact on the type of development permitted or not permitted. If a use is too broadly defined, it can be difficult to control the location of acceptable and less acceptable activities. If too narrowly defined, perfectly acceptable new activities may be excluded.

Offices and Civic Uses

Government administrative offices should be included in the general definition of offices as they are no different in function and impact. Specific 'shop front' Government services (eg: Medicare and Centrelink customer service counters, post office sales, enquiry and bill paying counters) can be appropriate in retail premises if there is sufficient interaction with the street, but general office and 'back of house' functions are not appropriate on street frontage ground floor levels in a town centre. Public interface activities such as libraries and theatre foyers can also be appropriate activators in streets if well designed.

2. Permissibility

In development control the permissibility of a land use is the first determinant of how much discretion the planning authority has to approve or refuse an application. If a use is permitted ('P'), then an application for that use can not usually be refused on the grounds that the use itself is inappropriate. The application could be refused (or conditions added to an approval) only if the other development requirements in the Scheme are not met (eg: setbacks, height, car parking requirements). Currently some land uses are permitted in the 'Town Centre - Chinatown' zone that are not appropriate there at all, or would only be appropriate in certain areas, but the current designation of permissibility does not allow the appropriateness of the use to the proposed location to be judged on its merits. These uses would be better designated as 'D' or 'S' (requiring Council to exercise its discretion to grant a planning approval) or 'X' (not permitted at all). The following changes in the permissibility of some land uses in Town Planning Scheme No. 3 are recommended:

Art and Craft Centre from P to D.

A shop-front type use with no potential negative impacts on amenity (noise, fumes, vibration, etc) would be acceptable in Chinatown but arts and crafts could also have a semi-industrial nature, which would not be appropriate in the town centre. The ability to differentiate is important.

Child Care Centre from P to D.

The location of child care centres in close proximity to home or workplace is important to the smooth operation of business. However there needs to be discretion to approve such facilities only in locations and forms that are appropriate to the context.

Community Living from D to X

By definition, community living requires a minimum site area of 5 hectares. Even if such an area could be assembled, this would be inappropriate in a town centre location.

Take-Away Food Outlet from P to D.

A takeaway food outlet in the town centre should not include a drive-through. Alternatively, a separate use definition could be proposed for drive-through fast food premises, which should not be permitted in the town centre.

Motor Vehicle Hire from P to D.

Although an important business and tourist service, the display, storage and cleaning of vehicles for hire is not generally appropriate in the centre of town. The ability to exercise discretion regarding the location of such a use within Chinatown is required.

Nightclub from P to D.

The discretion to only approve nightclubs in locations within the town centre where they will not adversely impact on the amenity of neighbouring land uses and the public realm should be available.

Recreation - Indoor and Private from P to D.

Depending on its nature, recreational use may be acceptable in a town centre, or not. The discretion to differentiate between different types of recreation use should be available. (For example, a gym/fitness centre may suit a town centre location, whereas an ice skating rink would not).

Tourist Development from P to D. Tourist development could take any number of forms, some of which could be appropriate in the town centre and others not. The discretion to differentiate should be available. It is noted that the definition of Tourist Development overlaps some other uses, such as hotel and motel.

6.0 Movement

The movement network is not only about roads and vehicles; it must be integrated with and support Chinatown as a place where people meet to work, socialise and shop, and put people before cars.

6.1 Movement Overview

A balanced network of transport options for all road users is required to support Chinatown as Broome's main activity centre.

Vehicles, roads and parking areas visibly dominate Chinatown. This is the result of not consciously putting 'people before cars' in the design of the street network and public realm.

A well connected street network, providing options for both vehicles and pedestrians is required. Alternatives to private vehicle travel should be available, with greater consideration being given to pedestrians, cyclists and public transport. Not only will increased use of these alternatives lead to reduced consumption of fossil fuels and levels of congestion, but increased use of 'active' transport such as walking and cycling will result in a fitter, healthier population. It is also more equitable, providing travel options for those without access to a vehicle, including children and those who for any other reason do not have access to a car.

It is important that the design of the movement network within Chinatown gives priority to pedestrians over other modes, to ensure the safety of all who need to access Chinatown.

Key proposals relating to the movement network are identified in Figure 11.

This section addresses movement in Chinatown in terms of:

- _ Pedestrians
- _ Cyclists
- _ Public Transport
- _ Vehicles

6.2 Pedestrians

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6.2.1 Pedestrians Overview

Successful town centres are people-friendly; they put people first, traffic second. Everyone becomes a pedestrian at some point - even car drivers. Successful retail centres need good exposure to pedestrians - they need 'wallets past their windows'. Therefore, Chinatown needs to be a great pedestrian experience to encourage people to walk around.

Currently, Chinatown presents some challenges for pedestrians. Addressing these will ensure Chinatown is an attractive, interesting, safe and comfortable walking environment.

6.2.2 Issues for Pedestrians

Climate

Every local knows that Broome can be at times very hot, and very wet. In these conditions, being a pedestrian is very unpleasant without shelter - from the sun and heat, and from the rain.

Chinatown does not presently provide consistent shelter for pedestrians. Pedestrians - especially visitors who may not be familiar with the area - are less likely to venture into those parts of town that don't offer good shade or the opportunity to shelter from a wet-season downpour.

Verandahs, awnings, shade trees and shade structures are possible ways of providing shelter for pedestrians.

Legibility and Wayfinding

It is important for both pedestrians and drivers to be able to 'read' their environment so that they can find their destination easily. Although street name and directional signs are important, in a truly legible

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Figure 11_Movement Network Proposals

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environment visitors can intuitively find their way around by using visual cues, such as views to key landmarks.

Chinatown is relatively small, but it lacks good visual cues.

Entering Chinatown from Hamersley Street can be confusing. Approaching along Napier Terrace, the heart of Chinatown along Carnarvon Street is clearly visible across Male Oval, but there is no sense of Roebuck Bay being directly ahead along Napier Terrace - the view line is terminated by a car park. The entry along Short Street is visually disjointed, with an expanse of car park on both sides of the road after the Visitor's Centre. Frederick Street terminates in a cul-de-sac.

Legibility and wayfinding can be enhanced by built form and landscape elements that define paths, draw people along routes and help them decide which way to go at decision points such as corners and junctions. These must work at different scales and speeds - pedestrians require finer detail and move at a slower speed than vehicles.

Connectivity and Permeability
Excessive distances are a deterrent to walking. The main street blocks in Chinatown are long and deep with few safe public 'short cuts' such as may be provided by arcades and laneways - although there are obvious exceptions such as Jimmy Chi Lane. Without mid-block links being incorporated when development occurs, pedestrians face a long walk to get from one side of a street block to the opposite side.

It is important that streets and paths be 'joined up'. Culs-de-sacs are not conducive to good vehicle or pedestrian circulation. As illustrated in Figure 03 and the image below, there are several locations within Chinatown where cars and pedestrians can't readily get through because the road and/or footpath ends.

Every street should have a footpath, and in town centres like Chinatown they should exist on both sides of the road. This is especially important given the typically wide road reserve and road pavement in the old parts of Broome. Research by the Heart Foundation and others has provided clear evidence that people are far

more likely to walk if a footpath is provided.

Pedestrian Crossings

It is clear that vehicles have priority in Chinatown. There are no priority pedestrian road crossings; in fact in several locations signs indicate that pedestrians are expected to give way to vehicles.

This is counter-intuitive for many pedestrians, especially visitors unfamiliar with Broome, and/or who may not read English. Giving priority to pedestrians is important to encourage walking.

The 2004 traffic study of Chinatown by SMEC indicated that a significant number of people enter Chinatown on foot, from the western side of Broome Road. The critical importance of safe, pedestrian prioritised crossings on this busy road is highlighted. At present Broome Road is a hostile environment for pedestrians and there are few designated crossing points.



01_ This aerial photo of Frederick Street (bottom of image) and Dampier Terrace (right of image) clearly shows missing links in the pedestrian and road network - no footpaths at all in Frederick Street, no footpath adjacent to the right angle parking means people have to walk on the road to reach their vehicles, footpath on the west side of Dampier Terrace ends well before Frederick Street. Furthermore, the two culs-de-sac limit vehicle circulation within Chinatown. The worn track clearly shows there is a 'desire line' between these two streets.

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Universal Access

For the purposes of this strategy, pedestrians also includes people whose mobility is impaired and/or assisted - perhaps by a wheelchair, motorised 'gopher', walking stick or frame, crutches, or a pram/stroller. For these people, and others (such as those pushing prams, or hauling trolleys), narrow paths, steps, steep inclines, high kerbs, uneven pavements and long distances make moving around Chinatown particularly challenging.

6.2.3 Rationale

Although it may be necessary for the majority of people to access Chinatown using motorised transport, once there it should be both possible and attractive to make all internal journeys on foot. Within Chinatown, the primary mode of transport should be walking.

Walking is healthier for the community. More people walking means more people in the streets and hence a safer and more active town centre.

The physical environment should be supportive of pedestrians, including those with impaired mobility.

6.2.4 Pedestrian Movement Strategy

Objectives

- _ That the pedestrian environment of Chinatown is safe and comfortable for all users at all times of the day
- _ That the incidence of walking as a primary mode of transport within Chinatown increases

Strategies

- _ Prioritise walking over vehicles within Chinatown through the design and location of footpaths and roads, signage and supporting infrastructure
- _ Ensure continuity of all footpaths within Chinatown so that there are no dead-ends
- _ Provide a footpath on both sides of every road within and adjacent to Chinatown, preferably adjacent to the road carriageway (as is predominantly the practice in Chinatown, where footpaths exist) in preference to the property boundary

- _ Improve quality and quantity of pedestrian crossings along Broome Road and Hamersley Street

Actions

- _ M1. Audit the pedestrian environment in Chinatown using the Department of Transport's Walkability Audit Tool (<http://www.transport.wa.gov.au/activetransport/24033.asp#23344>). Using the results of the audit, identify and prioritise specific projects to improve safety and amenity for pedestrians and disabled access and inclusion.
- _ M2. Construct footpaths on both sides of roads.

6.3 Vehicles

6.3.1 Overview

Private transport is the major form of transport in Broome, as public transport options are limited and the combination of climate and distance makes other modes of transport impractical for many journeys.

Chinatown is a relatively small area, so provided that the pedestrian environment is supportive (refer to 6.2), drivers should only have to park once in



01_



02_



03_



04_

- 01_ Footpath level higher than verandah
- 02_ No pedestrian priority sends a powerful message about walking in Chinatown
- 03_ Differing levels are a challenge for pedestrians
- 04_ This footpath ends mid-block

6.0 Movement

order to conduct all their business (work, leisure, shopping, etc) within the precinct.

The capacity of the roads, the alternative routes available, and the convenience and quantity of parking, all influence the amount of traffic and the degree of congestion on the streets.

The most recent traffic study undertaken for Chinatown was 2004 (Chinatown Traffic Study, SMEC). Since then some significant modifications have been done to the Broome road network that would have had an impact on vehicle movement in and around Chinatown. For example, the Broome By-pass has been completed, with the connection of Gubinge Road to Broome Road providing a more direct link to the port than the previous route along Frederick Street. Secondly, the intersection of Broome Road and Short Street has been upgraded, with the completion of a large roundabout.

Also, the new Broome Visitor Centre was opened in late 2006, which will

influence visitor vehicle and pedestrian movements, including caravans and coaches.

6.3.2 Issues for Vehicles

Restricted Access

One of the primary challenges for Chinatown in the longer term if it is to retain its position as the main activity centre in Broome is the restricted access (refer to 2.3 and Figure 02).

Whilst realistically there is little opportunity to increase the number of vehicle entry points, it is important that they operate efficiently.

The 2004 traffic investigation examined only two of the three main intersections into Chinatown - Short Street/Broome Road/Bagot Street and Napier Terrace/Hamersley Road. It indicated that all were operating at an acceptable level of service but that in the future signalisation or another form of control may be required to ensure efficient operation. The roundabout has since been installed.

Limited Circulation and Congestion
Within Chinatown, circulation is limited due to a discontinuous street network. Some roads end in culs-de-sac, as highlighted in Figure 03. This causes congestion, in the case of the northern end of Carnarvon Street, and in every case requires vehicles to double back on themselves. This is particularly inconvenient for long vehicles such as coaches and caravans. Rather than distributing traffic, this discontinuity funnels traffic onto intersections and road sections that may already be experiencing congestion at peak times.

The desirability of creating a link connecting Gray Street with Short Street was identified in the 2003 Chinatown Development Strategy and reiterated in the 2004 Chinatown Traffic Study. Achieving the link is unlikely to be straightforward due to environmental and tenure characteristics of the affected land, however it would be a major relief for the traffic congestion currently experienced in the north end of Carnarvon Street at peak times.

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The intersection of Napier Terrace and Hamersley Street/Broome Road is one of the three main vehicle access points into Chinatown, and is subject to flooding. This image shows it during a King Tide in March 2011. Image: Shire of Broome

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6.3.3 Rationale

Good access and circulation for cars and service vehicles, which are the primary mode of transporting people and goods within Broome, is important for the ongoing vitality of Chinatown. This should not be at the expense of more vulnerable road users such as pedestrians and cyclists, and should be in the context of the urban, rather than suburban or rural, environment of Chinatown. This implies that low travel speeds and a degree of congestion are acceptable.

Completing broken links in the vehicle movement network will make travel within Chinatown easier and provide a greater choice of travel paths at times, minimising the risk of serious congestion.

6.3.4 Vehicle Movement Strategy

Objectives

_To enhance traffic access to and within Chinatown whilst maintaining a low speed environment appropriate to a town centre and tourist precinct

- _Ensure a legible motoring environment with good directional signage
- _Minimise or avoid congestion caused by incomplete road links
- _Create an environment that encourages safe driver behaviour including low speeds and priority for vulnerable road users such as pedestrians and cyclist

Strategies

- _Reduce the number of culs-de-sac in Chinatown by completing road links, as indicated on Figure 11., subject to investigation of implications including those of works in the inter-tidal zone.
- _Audit and where necessary improve the street and directional signage, particularly for large vehicles such as caravans.

Actions

- _M3. Update the traffic study data for Chinatown to understand the impact of changes to the road network since 2004, and priorities for further improvements to the road network serving Chinatown.
- _M4. Connect Frederick Street and Dampier Terrace for through traffic. Initiate consultation, design and project planning, noting that this route follows existing road reserve.
- _M5. Investigate other potential new road links. Discuss other options with Yawuru, Paspaley and other stakeholders, and initiate investigations including environmental and technical studies to inform consideration and design of potential new connections between Gray Street and Short Street, and between Teh Way and Gray Street.



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02_



03_

- 01_ Town Bus in Dampier Terrace
- 02_ Bus stop in Dampier Terrace
- 03_ Skateboards and bicycles - less common forms of transport

6.0 Movement

6.4 Public Transport

6.4.1 Overview

Buses

The Broome town bus service is a privately run public transport service that operates once an hour between approximately 7am and 7pm daily, with a half hourly service during peak times between May and mid-October (the peak tourist season).

The two routes run between the main tourist destinations of Cable Beach and Town Beach via Chinatown, with a minor service to Gantheaume Point. The main residential areas are not well served and nor is the airport. At present, catching the bus is not an option for the majority of Broome residents wishing to commute to work or shopping, as the service is primarily targetted to visitors (Department of State Development 2009).

The service is also not an option for people wishing to access evening activities such as restaurants, bars, cinema and nightclubs in Chinatown, as

the bus does not run at night except during special events, when services may be extended.

The main tourist hotels and resorts run their own shuttle services to Chinatown, Cable Beach and the airport.

The route through Chinatown is one-way, and stops in either Carnarvon Street or Dampier Terrace depending on whether the bus is going to or coming from Cable Beach.

The two bus stops within Chinatown are in Carnarvon Street adjacent to the hotel car park, and in Dampier Terrace at the end of Johnny Chi Lane. Both bus stops include shelter and seating. Depending on the particular service a passenger has only one opportunity to alight or board in Chinatown because each service only passes one of the two stops per trip. For anyone with a mobility impediment, this could mean that the bus is not a very convenient service.

Taxis

Taxis are an important mode of public transport within Broome, being more responsive to personal needs than the bus service. While taxis are usually used for shorter journeys, anecdotal evidence suggests that in Broome they are also used for much longer journeys by individuals who may have no alternative means of travelling.

There are several taxi companies serving the Broome community.

Taxi rank locations should be convenient, comfortable and safe for both waiting passengers and taxis. The aim should be to minimise pedestrian walking distances from key destinations.

There are presently five designated taxi ranks on Chinatown streets. Two are 'full time' ranks: one in Carnarvon Street north of Short Street outside Paspaley Plaza and one on the east side of Carnarvon Street north of the bus stop. Ranks outside Sun Pictures in Carnarvon Street, Dampier Terrace



01_



02_



03_

Images: Shire of Broome

- 01_ Part time taxi rank in Dampier Terrace
- 02_ Taxi rank in the Paspaley Plaza shopping centre car park provides shelter but no seating or passive surveillance from within the building
- 03_ Taxi rank outside the Paspaley Plaza shopping centre in Carnarvon Street - no seating or shelter provided for waiting passengers

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outside the Bungalow Bar nightclub, and one in Napier Terrace outside the drive-in bottle shop, operate between 6pm and 6am.

A sixth taxi rank is provided by Paspaley Shopping Centre. Although it has no seating, it is the only rank that provides shelter for waiting passengers.

The location of taxi ranks relative to the main areas of pedestrian activity will greatly influence their perceived (and sometimes actual) safety. It is preferable if the ranks are located in busy areas that are well lit at night.

In some situations, particularly in entertainment districts like Chinatown where there may be a greater risk of anti-social behaviour due to the influence of alcohol or drugs, it may eventually prove necessary to actively manage the operation of taxi ranks. Active management may include measures like taxi rank attendants, CCTV, location adjacent to 24-hour operating businesses for passive surveillance, and/or additional lighting. More part time ranks may also be a solution to accommodate demand and increase passenger and driver safety at certain times of day (for example, outside nightclubs, at night).

The adequacy of existing taxi services and rank numbers and locations will need to be monitored as population increases or fluctuates during the construction phases of major projects.

Tramway

Historically, a horse drawn tram ran on a narrow gauge track between Chinatown and the jetty at Town Beach, carrying goods and passengers. The route ran along Short Street, Dampier Terrace, Carnarvon Street, Napier Terrace and Hamersley Street into South

Broome. It was discontinued in the 1960's.

There has been some interest expressed in the community for the reinstatement of the tram, an idea which has progressed to the stage of consultancy brief (Shire of Broome, 2007). If considered a priority, reintroducing a railway between these two locations could provide a tourist attraction and an alternative means of travel, but is unlikely to make any meaningful contribution to the public transport offer in Broome for residents. An assessment ought to be made as to the potential impact of a tram on the existing bus service. The route and the design of tram stops would also require careful consideration to ensure they do not detract from the heritage values of Chinatown, the safety of other road users, or the availability of land for other, possibly higher priority, uses.

The concept plan (Figure 07) suggests that a terminus on the edge of Male Oval, near Carnarvon Street, would be a possible location where the tram could commence without too much disruption, and would provide activation in this usually quiet location. A route along the southern end of Male Oval, crossing Napier Terrace to travel along the east side of Hamersley Street to Town Beach is suggested. Ultimately, however, the design and location of the route and stops needs careful consideration to integrate them into the existing urban fabric in a positive and non-disruptive manner.

6.4.2 Issues for Public Transport

_Public bus transport in Broome is not a significant modal choice for Broome residents or businesses, due to limited routes and frequency. It caters mainly to tourists and a few residents within walking distance of its limited routes and stops.

_The bus service is privately run with no direct government subsidy so it will not necessarily be responsive to areas of need if servicing those areas is not commercial.

_Private vehicles park in designated taxi bays, creating issues for taxis.

_Reinstatement of the Broome Tram will require integration with the rest of the movement network and adjacent properties.

6.4.3 Rationale

As Broome's population continues to grow, consideration must be given to improving travel options for the community, including public transport.

An equitable community caters for all of its members. Continued reliance on private vehicles excludes those sections of the community who do not or cannot have access to this form of transport.

6.4.4 Public Transport Movement Strategy

Objectives

_To enhance the public transport available to Broome residents and visitors such that it becomes a real option for travel to and from Chinatown for work, business and recreation trips

Strategies

_Investigate the conditions that would be required to increase bus routes and frequency within Broome, including services to and from Chinatown.

_Assess proposals for reintroduction of the Broome Tram for impact on the wider movement network.

_Provide seating, shelter and lighting at taxi ranks.

_Monitor the adequacy of taxi services and taxi ranks, and the impact of major projects on demand.

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Actions

_M6. Prepare public transport strategy. Undertake study of existing and potential town services including assessment of potential tram routes and in doing so, liaise with bus and taxi companies to demand for and use of these services.

_Facilities that would encourage cycling as an alternative mode of transport are in short supply.

It is noted that a review of the relevant local planning policy completed in 2012 made provision for end-of-trip bicycle parking in new development but not other end-of-trip facilities for cyclists.

developments, based on criteria to be determined

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Actions

_M7. Provide for end-of-trip facilities for employees travelling to work by bicycle in any significant new development. Consider policy incentives eg. discount in car parks required.

_M8. Identify opportunities for and feasibility of providing public bike racks and lockers.

6.5 Bicycles

6.5.1 Overview

That there are (anecdotally) few cyclists in Broome can only partly be attributed to the climate; the absence of a safe and well connected network of bicycle routes, coupled with adequate end-of-trip facilities (shower and changing facilities, bicycle parking and lockers) will be a major deterrent to anyone choosing to cycle.

As an important employment node, Chinatown should be a cyclist-friendly environment and a key cycling destination. The option of cycling to work should be available and encouraged as an alternative to driving. Very evidently, this is not currently the case.

Cycling is a form of active transport that is available to children as well as adults, so the provision of good, safe cycling facilities is another way of extending the transport options available to the community, for both recreation and commuting.

Cyclists should be considered to be full participants in the transport system and given equal status in transport policy, along with pedestrians and other users.

6.5.2 Issues for Cycling

_As the population of Broome grows, so will residents' expectations of a high level of connectivity for cycling routes which in many instances can also form key pedestrian routes.

6.5.3 Rationale

Cycling for commuting, recreation and/or fitness is a legitimate, non-polluting mode of transport that should be considered in planning for the overall movement network in Broome.

Priority links will be those connecting residential areas with key employment, recreation and education destinations. As Broome's main activity centre, Chinatown is an important destination for many purposes, and should be well serviced with safe and well defined bicycle routes and facilities for cyclists.

6.5.4 Strategy for Bicycle Movement

Objectives

_To achieve a well connected and safe bicycle network for commuters and recreational cyclists

_To ensure provision of end-of-trip facilities in Chinatown, to support cycling as a viable mode for journeys to work.

Strategies

_Include Chinatown as a key destination in a well connected walking and cycling network for Broome that links residential areas with key employment and recreation destinations

_Require the provision of adequate secure bicycle parking and end-of-trip facilities in all new commercial

6.6 Parking

6.6.1 Overview

A vibrant and viable town centre requires enough car parking to serve the reasonable needs of customers in the first instance, and employees/workers in the second. It also requires adequate access for service vehicles to make deliveries to businesses.

Because it is a generator of both vehicular and pedestrian traffic, the location of car parks is an important consideration. The route that pedestrians take from the car park to their end destination will influence the amount of foot traffic passing by shops, for example. Similarly, car park access and egress will affect the volumes of traffic on the streets where they are located.

Despite various reports that have concluded differently, there remains a perception by some that there is a shortage of convenient short-duration car parking in Chinatown in the tourist season.

In most successful town and city centres, centrally located (prime) car parking on public land is dedicated to shoppers or customers. Long term (employee/commuter) parking is located on the periphery of the centre. Although Broome is a very car-based community with little in the way of public transport,

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it is by no means necessary or desirable for every employee to have a car bay provided, and definitely not to the exclusion of the customers.

This can be managed by time restrictions and/or pricing, along with adequate enforcement to ensure that bays are used appropriately.

On private land, unless agreed with the Shire under the Parking Local Law, management of car parking comes down to the owner or occupier of the premises. Allowing staff to park in the most visible and convenient bays to the exclusion of customers is simply poor business practice.

In Chinatown, the location of on-street parking has a big impact on the public realm. Car parking is one of the most visually dominating features of the town centre.

As Broome grows and matures into a major regional centre, the approach to many issues including parking supply and demand management must become more sophisticated.

6.6.2 Issues for Parking

Management of Parking

There is a perception by some people that there is not enough car parking in Chinatown. Such perceptions are common in communities and are not always borne out in fact when a survey of parking supply and usage patterns is undertaken.

Some observations that were made in the 18 August 2005 Car Parking and Cash-in-Lieu in Chinatown discussion paper remain valid, for example:

_ It is extremely unlikely that people are turned away from Chinatown because they are unable to find a parking space. It is likely that a little

time may be spent finding a bay during the busiest times and that they may not always be able to park right outside where they wish to attend

_ The remaining parking bays throughout town are well used but rarely totally full. Their use varies from well used to never used depending upon their location

_ The rooftop parking at Paspaley Plaza is rarely more than half full

_ The parking in Male Oval near Short Street is rarely fully used

_ There are sometimes vehicles parked informally on vacant lots and on road reserves as well as in formal parking bays

_ The parking bays are under considerable demand during the morning and lunchtime but drops toward the afternoons and further at nighttime as the shops close

_ In many respects an overall impression of a busy town centre is desirable as no one wants to go to a deserted shopping centre or downtown area

_ There is too much use of short term and two-hour parking bays by employees and owners

An up-to-date understanding of how, when, how long and by whom car parking is used in Chinatown would determine whether or not there is in fact a 'shortage' of parking that should be addressed by the provision of additional bays, or whether issues could be largely solved by better co-ordination and management of parking.

It is apparent, for example, that the decked car park at the Paspaley Shopping Centre is underutilised for much of the time. If car parking is at a premium on the streets while this parking is sitting idle, consideration should be given to allowing this parking to be used as all day parking for employees, allowing more on-street parking to be freed up for short term visitors and shoppers.

Constructing car parking is a costly exercise and low intensity use of valuable real estate. Providing more parking without really understanding the nature of the current parking situation risks wasting money and resources and potentially not actually improving the situation. This is particularly important given the visual impact of car parking on the public realm and the experience for pedestrians.

Provision of Car Parking in Road Reserves

In town centres, it is generally more efficient to provide car parking in larger parcels that are available for use by the general public than it is for small car parks to be provided on each development site.

It is a common problem in older town centres that were first developed before widespread use of motor vehicles that existing lot sizes and/or existing development footprints limit the amount of land available to provide on-site car parking. Chinatown is no exception.

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On street car parking is suitable in a town centre such as Chinatown, for convenient, high turnover visitor/ shopping parking. On-street car parking helps reduce the speed environment of the town. However long term and/or worker parking should be provided off-street, if possible.

The provision of car parking within road reserves is consistent with practice in other traditional town centres and reflects limited space on private developed land to accommodate generated car parking demand. However, high site coverage in some instances has resulted in developments meeting little or none of their parking requirements on site while generating a higher requirement for car parking as a result of the increased floorspace yield.

Parking on the verge is perhaps the most dominant visual feature of the town centre, despite a policy emphasis on heritage character and minimising negative impacts of car parking on the streetscape.

As well as affecting visual amenity, the manner in which the parking areas

provided in road reserves are designed makes a difference to the number of bays possible and the efficiency of the parking.

For example, the verge parking on the south-east corner of Napier Terrace and Carnarvon Street has been built as a large single car park serving different buildings, whereas verge car parking across the road in Carnarvon Street and in Frederick Street is a series of disconnected small car parks, each with its own crossover. This is inefficient, resulting in the provision of fewer bays than could have been accommodated if the whole verge had been comprehensively designed. It also gives the appearance that the car parks are related to specific developments, rather than being available for general public use.

As identified in the 2005 discussion paper by SMEC there is limited land remaining in road reserves that could accommodate more parking, and very little opportunity to fit more on-street parking into the core retail area.

The fringes of Male Oval near Napier Terrace and Carnarvon Street have been

proposed as a possible location for additional car parking.

Providing parking in this location would risk compromising the highly valued aesthetic quality of the oval, as well as restricting the use of its fringes for special events. If the decision is taken to provide more parking in this location, alternatives to permanent, hard paved surfaces should be considered (eg: use of grass rings), to enable the grass to continue to grow and perpetuate the 'village green' appearance of the oval. There are plenty of examples elsewhere of parks and ovals being used for temporary 'over flow' parking for special events or peak periods (eg: Langley Park in Perth city), and this should be trialled before the expensive and potentially unnecessary option of a formal car park and associated traffic impacts is pursued.

Overflow parking needs to be reasonably convenient to the area generating the demand, but for special event or short durations, consideration could be given to providing long term (all day/worker) parking remotely and providing a shuttle bus service. This is often done during peak periods or



_Car parking in Chinatown is visually dominant

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during construction at shopping centres and institutions like hospitals. The visitors or customers are always given priority for prime parking in such situations.

Cash-in-Lieu

The Chinatown cash-in-lieu of car parking policy (LPP 8.9) has the following objectives:

- _ to provide for parking for the development of the town centre Chinatown zone properties in an equitable and efficient manner
- _ to provide an option for cash payments in lieu of the provision of on-site parking in accordance with the parking plan
- _ to provide an option for cash payments in lieu of the provision of on-site parking, only to the extent of the Shire's ability to provide the required number of parking bays.

There is a risk if the strategy is essentially reflecting the cost of verge parking and not land acquisition that the amount available to fund the purchase of land upon which to construct the parking will be insufficient, once the 'verge' option runs out. On the other hand, the reality is that car parking is expensive to provide - because of the value of the land it occupies, and the cost of constructing it.

Road reserves are public land. It is not 'free' land, and its use for car parking comes at the cost of alternative uses.

6.6.3 Rationale

The capacity of Chinatown to physically accommodate more at-grade car parking is strictly limited. Car parking is not the 'highest and best use' for valuable real estate in Chinatown, yet an adequate, well-distributed supply of it is essential for the town centre to function.

It is therefore imperative that the parking that is available is efficiently designed and effectively used to the best advantage of Chinatown as a place of economic and social vitality.

There is a need to rationalise the requirements for car parking provision in Chinatown.

6.6.4 Strategy for Parking

Objectives

- _ To improve the efficiency of yield and turnover of existing car parking on public land.
- _ To maximise the efficiency of car parking provision and use on private land.
- _ To minimise the negative impacts of car parking on the visual and functional amenity of Chinatown.

Strategies

Further parking demand-supply analysis incorporating a survey of how existing parking in Chinatown is being used and consideration of the inter-relationships of further supply with desired townscape character and all anticipated transport modes should inform the following strategies.

- _ Implement demand management strategies including supporting the provision and use of alternative modes of transport.
- _ Car parking should be located as follows:
 - _ Short term, high turnover (shopper) car parking centrally located, most visible and convenient, closest to the shops, restaurants and highly customer-focussed businesses
 - _ Service/loading bays, high turnover, strategically located in each street block or within development sites where possible
 - _ Staff/tenant car parking (long term) located on site behind or beneath

buildings where possible, or in peripheral locations

- _ Review the plan for the provision of car parking within road reserves and public open space, with a view to ensuring an efficient design that maximises yield, and which can be implemented progressively and consistently with other elements of this Strategy.
- _ Do not allow private or exclusive use of car parking provided on public land.
- _ Require the provision of required development parking on-site where the site dimensions have the capacity to accommodate it.
- _ Identify locations on private land, preferably at the rear of lots behind buildings, that can be progressively developed in a coordinated fashion across lot boundaries for car parking, with shared access and reciprocal rights of carriageway. Require new developments to progressively construct this parking, with interim access and drainage arrangements permitted if necessary.
- _ Review planning controls relating to car parking and bicycle and motorcycle storage with considerations to include:
 - _ more efficient parking bay dimensions and layout in appropriate situations (eg: employee parking)
 - _ criteria for reducing the required number of parking bays for a development
 - _ the rate of parking required in Chinatown
 - _ the amount of verge that can be used for car parking, with a view to requiring parking to be provided in a predetermined, coordinated configuration.
- _ Prepare a dynamic and responsive parking management strategy to ensure appropriate use of all parking bays in Chinatown, whether on private or public land.

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Actions

- _M9. Prepare a map and brochure to distribute to and educate employees, employers, traders and others on time public parking in Chinatown
- _M10. Monitor, educate and enforce to ensure adherence to short-stay and other parking rules.
- _M11. Investigate means of reducing incidence of scooter use of car/4WD size parking bays, including through optimal location of scooter/motor bike parking spaces.
- _M12. Conduct further parking demand-supply analysis incorporating a survey of how existing parking is being used (including duration of stay / turnover) and consideration of the inter-relationships of further supply with desired townscape character and all anticipated transport modes (including buses, caravans, trailers etc.).
- _M13. Investigate the opportunities for allowing any underutilised bays on

private land to be more efficiently used including potential lease for use by employees or others requiring all-day parking in Chinatown, as part of an overall parking management strategy.

_M14. Translate the findings of the above parking study into a revised planning policy for cash-in-lieu parking.

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_Parking for longer vehicles is desirable, though not necessarily in the centre of town. This photo was taken in front of the Visitor Centre, which is an appropriate location for visitors towing caravans or trailers.



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“It is difficult to design a space that will not attract people. What is remarkable is how often this has been accomplished”
William H. Whyte

7.1 Urban Design

7.1.1 Overview

Urban design refers to Chinatown’s arrangement, appearance and function. It is particularly but not exclusively concerned with the public realm (streets, lanes, parks, plazas, etc), which is both shaped by the buildings and land uses surrounding it. The Planning Institute of Australia notes that “good urban design pursues local identity and sense of place, cultural responsiveness and purposeful environmental innovation. It achieves a high level of quality, comfort, safety, equity, beauty and cohesion in the overall, physical outcome of all the development, planning, engineering, architectural and landscape design decisions that contribute to urban change.”

Chinatown has a distinctive built form character, but the quality and consistency of its public realm is patchy. As the definition of urban design above implies, every decision by the Shire, Government and private utility providers, land owners and business operators relating to the physical environment - whether it be buildings, street furniture, parking and directional signs, paving materials, etc, affects the urban design outcome.

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Existing Chinatown laneways



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7.1.2 Issues

Connection to Roebuck Bay

The cultural and environmental heritage of Chinatown is intimately linked to Roebuck Bay, yet except during flood events, there is little visual or physical connection with the bay.

The mangroves have recovered significantly from the heyday of the pearling industry when the shores of Chinatown were a hive of activity and large areas of the sensitive intertidal ecological system were cleared. The mangroves are not only an important environmental asset but also have cultural significance for the traditional owners. Allowing the general public to access the mangroves to observe and enjoy their qualities without risking further damage to them will require careful management.

Chinatown's east-west streets all terminate on Dampier Terrace,

opposite 'gaps' in built form that allow views towards Roebuck Bay.

There are some locations from which excellent views across the bay are available, but they are not comfortably accessible. The foreshore site at the end of Napier Terrace that could be the location of a major viewing platform and an orienting landmark that terminates the vista along Napier Terrace, is occupied by a car park. Pedestrians have to negotiate the car park and an unsealed verge if they wish to look out across the bay from this point. No seating or any other amenity is available.

Further south along Dampier Terrace towards the (currently incomplete) intersection with Frederick Street is another location where views to the water are available but without any amenities or directional signage to help people discover them. The land rises towards Kennedy Hill in this spot, and would be another ideal resting spot with good views towards

Town Beach, across the mangroves to the open water, and back towards Chinatown.

Streeter's Jetty is a location that allows people to actually walk out a way into the mangrove environment.

Finally, Gray Street terminates opposite the old pearling sheds, where another aspect of the mangroves can be seen. The adjacent land is currently privately owned and although vacant, would be a good location for incorporating a public viewing platform into future development.

Legibility of Thresholds

Although there are limited vehicle entries into Chinatown, it is nevertheless not clear for those unfamiliar with the town quite how to access it. Although it is a major landscape element, Male Oval is not a good signifier of the main entry, and similarly the very large roundabout at Short Street, combined with the openness of



A car park occupies the space at the termination of Napier Terrace, where views across the mangroves and beyond to Roebuck Bay could be enjoyed.

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Reconciliation Park, the samphire flats and the airport grounds, does not successfully indicate a major entry into the town centre.

Gaps in the streetscape

Gaps in the continuity of the street caused by blank walls, car parks and vacant sites affect the level of activity within the town, perceptions of safety for pedestrians, and the way in which it is possible to 'read' the town (legibility) to instinctively know how it works and where to go, without the need for too many signs.

The result can be that pedestrians do not walk past these gaps - because there is nothing to look at (eg: window shopping), or because it feels (and can really be) unsafe, especially at night.

Apart from the obvious locations where there are vacant sites the primary examples are the car park on Carnarvon Street, and the long perimeter wall of the hotel beer

garden on the corner of Dampier Terrace and Napier Terrace. Another important gap, that affects what is intended to be a major entry into Chinatown, is the gap in Short Street between the Visitor's Centre and Carnarvon Street. Here, what should be an attractive walk into the heart of Chinatown from the Visitor's Centre is dominated by open air car parking and a lack of shade and shelter. The Visitor's Centre is 'marooned' - disconnected from Chinatown by the expanse of Male Oval and car parks on both sides of Short Street.

7.1.3 Rationale

If visual and sensory cues are 'built into' the urban form of Chinatown, it will be an easier place for visitors (including local residents) to understand and move around. At the macro, 'urban design' level, these cues relate to vistas and views, landmarks, edges and paths, districts and nodes.

In Chinatown, these can be broadly defined as follows, although not all of them are necessarily positive currently:

- _Edges - the mangroves and samphire flats, Broome Road/ Hamersley Street, perimeter of Male Oval
- _Landmarks - Roebuck Bay and mangroves, Male Oval, Sun Pictures, Roebuck Hotel bottleshop, Kennedy Hill, Visitors Centre, Pearl Luggers, entrances to Johnny Chi Lane
- _Views and vistas - across Male Oval from Hamersley Street, along Napier Terrace, from Kennedy Hill and points along Dampier Terrace
- _Districts - Chinatown itself
- _Nodes - cluster of pearl shops on Dampier Terrace, heritage buildings around the intersection of Carnarvon Street and Short Street
- _Paths - Johnny Chi Lane and linked laneways, the major internal roads



_The size of the roundabout, low scale of planting and the openness of the surrounds means it does not function well as an indicator of a major entrance into Chinatown.

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At the macro level, the cues are mainly visual and thus principally accessible by sighted people. However when considering the legibility of Chinatown it must be remembered that not all visitors are sighted.

Whilst good directional and information signage is important, it should not be necessary to rely on signs alone to navigate around Chinatown. This is particularly so because not all visitors can read English, and even multilingual signs can not cover everyone. More subtle cues are also required.

Laneways are a characteristic of old Chinatown that offer a more intimate and sheltered pedestrian experience than the streets.

The degree of activation of the existing laneways is mixed, with some sections lacking frontage development and thus being less successful spaces.

Extending and improving the quality and legibility of the network of laneways could make them one of the highlights and major draw cards of Chinatown. If necessary to

address security concerns, the laneways can be gated, to prevent access after hours. However night time use of the lanes for alfresco dining, small bars, night markets or similar uses would be desirable.

7.1.4 Urban Design Strategy

Objectives

- _ To reinforce Chinatown's thresholds through appropriate entry statements and built form.
- _ To improve wayfinding to and within Chinatown.
- _ To achieve better physical and visual connection between Chinatown and its natural environment; specifically the mangroves, Roebuck Bay and inter-tidal marshland.

Strategies

Create Viewing Opportunities
Pocket parks incorporating universal access, seating, shade and potentially also drinking fountains and interpretive signage and artwork should be created at points along the edge of Chinatown to enable people to comfortably enjoy views across the mangroves and Roebuck Bay. These pocket parks could also

perform a dual role as access points onto the proposed jetty to jetty walkway.

The recommended locations are:

- _ Dampier Terrace at the end of Napier Terrace, adjacent to Pearl Luggers. The car park should be relocated to the south. This site should also form an attractive end point for the view east along Napier Terrace.
- _ Dampier Terrace on Kennedy Hill, near Frederick Street.
- _ Dampier Terrace at Streeter's Jetty.
- _ Dampier Terrace adjacent to the south side of the old pearling sheds. This park could form part of a development on the property, allowing public access to and across it.

Enhance and Extend Laneways
Development on the street block between Carnarvon Street and Dampier Terrace, north of Short Street, should replicate a system of laneways and internal courtyards, including a path between (or if necessary through) existing buildings fronting Short Street. Ideally, there will be a mid-block link extending from Short Street to Gray Street, and



_The long blank wall on the corner of Dampier and Napier Terraces is poor treatment of an important frontage and detracts from pedestrian amenity and safety. The bottleshop roof is distinctive, however is a form that misrepresents Chinatown's built heritage and should not be repeated in new development.

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two running between Carnarvon Street and Dampier Terrace, approximately aligned with the Carnarvon Street entrances to the Paspaley Plaza Shopping Centre. The exact location can be negotiated at the time of development design but should be in approximately these locations. They would preferably be open to the sky, but sections could be covered provided that the public access function and overall 'laneway' feeling were retained.

Minimum widths and clearances should be defined. Lanes should open out at intervals into courtyard spaces suitable for outdoor dining, small events, tree planting, public seating, etc. Active uses such as cafés, food stalls, shop fronts etc should open onto both sides of the laneways.

South of Short Street the existing laneway network should be retained

and enhanced in a similar alignment to that described for north of Short Street. Opportunities to extend the existing lanes should be sought through redevelopment of adjacent sites. Specifically, an extension south to Napier Terrace and North to Short Street would be desirable. The courtyard at the rear of the Bungalow Bar would be a fantastic addition to the laneway system and opportunities to remove the existing wall or at least replace it with a visually permeable fence should be identified and pursued. This would greatly enhance the appearance and safety of Little Johnny Chi Lane.

Enhance Thresholds
Some form of visual marker at the approaches to Napier Terrace and Short Street to signify the entry into Chinatown is suggested. These would ideally be in the form of place-relevant public art that is sufficiently visible to moving

vehicles. Suggested locations for these entry statements are identified on Figure 07.

Coupled with entry statements, the buildings along these entry streets should also visually lead people into Chinatown by being more 'urban' in form - consistent and preferably nil front setbacks, and closely spaced, rather than set back and 'suburban'.

Infill on Short Street
Related to enhancing thresholds and identifying additional development potential, encourage infill development to sleeve existing open car parks on the north and south sides of Short Street. The development would have active uses such as retail, cafés, or service commercial (tour booking offices, banks, real estate, etc) on the ground floor, and office development above. Car parking could be built as undercroft, with the upper floor of

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Opportunities to enjoy views across Roebuck Bay would be appreciated by visitors. This example of a viewing platform is in Bunbury.

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the development extending back into the site to provide more floorspace.

Infill Blank Frontages

Replacing gaps created by open air car parks and blank walls with activated building frontage is the most desirable way of improving the appearance and safety of the streets. This may be through wholesale redevelopment of the sites, or the insertion of built form (possibly in the interim pending more significant development). In the case of the Carnarvon Street car park, for example, small kiosk pavilions could help connect the north and south parts of the street block, whilst still allowing the car park to function.

Openings in the blank wall around The Roey beer garden (Oasis Bar) would allow the activity within to

‘activate’ the street by enabling visual interaction, and provide passive surveillance of the street.

Along Short Street, new development could sleeve the existing car parks to provide a continuous street frontage and a more interesting and inviting pedestrian experience into the heart of Chinatown.

Actions

- _U1. Identify options for place appropriate public art that can perform an entry marker function near the intersections of Broome Road with Short Street and Napier Terrace.
- _U2. Develop a public art policy with a view to a development levy.
- _U3. Audit the type, condition and adequacy of existing directional and information signs within Chinatown and establish a consistent

approach; engagement of a professional wayfinding consultant would be desirable.



_New development adjacent to the proposed jetty to jetty walk should be designed to allow for future connections. It should also present well to this frontage.

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7.2 Built Form

7.2.1 Overview

Built form relates to what buildings look like - their height, setbacks, site coverage, architectural design, orientation to streets and footpaths, patterns of windows and doors, and so forth. Collectively with the design of the public realm, buildings within an area will define its physical character. Building design affects how adaptable a building is to accommodate changes in use over time. This is particularly important in a town centre.

Chinatown's characteristic built form as defined by the remaining heritage buildings, is the genesis of the so-called 'Broome style'. Unlike some towns in the State's North-West, Broome is fortunate to have its

own identifiable vernacular (local) architectural style, as this allows new development to interpret the locally derived architectural traditions and fit in with existing development, enhancing rather than destroying the town's 'sense of place'.

The 2003 design guidelines were aimed at protecting the architectural integrity of Chinatown's built heritage by requiring retention and conservation of heritage buildings and requiring new development to conform to design parameters similar to those exhibited by original buildings. It is clear that application of the guidelines has only been partial and inconsistent (eg: setbacks and site coverage).

7.2.2 Built Form Issues

Design for Flooding

The threat of flooding is a significant issue in Chinatown and has been ever since it was first established as a townsite. Predictions of a worsening situation as a result of global warming raise questions about the future viability of Chinatown, and possible pressures that might be put on the Shire to undertake protective or mitigating works to protect property.

In these increasingly litigious and risk-averse times, there is a real need to take this issue seriously.

The flood prone land is already indicated as a Special Control Area on the Shire's Town Planning Scheme Maps and there are special provisions and the Scheme allows Council to impose

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_This alfresco area in Napier Terrace is located within the wide road reserve - shaded areas elsewhere on Chinatown streets would reduce the impact of the harsh sun

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restrictions and conditions on proposed development and subdivision to address relevant factors (eg: floor levels, extent of fill, orientation of buildings and potential obstructions to the flow and drainage of flood waters).

State Planning Policy (SPP) 3.4 relating to Natural Hazards and Disasters, and (draft) SPP 2.6 relating to Coastal Planning, both require that risk assessment and management strategies be in place for areas at risk from inundation.

Subject to more detailed investigation, the extent of the Special Control Area may need to be reviewed and possibly extended.

There needs to be specific and up to date guidance to assist both Council and developers as to what will be appropriate in the future.

If lots can not be developed, or can not viably be developed because of the expense or design impact of flood-related building requirements, Chinatown's potential could remain forever unrealised. The amenity and character of Chinatown could also be adversely impacted - for example if ground floor levels must be elevated even higher above the streets.

Site Coverage
Site coverage limits in and of themselves will not ensure that new development is compatible with the character of historic development because the scale of development allowed will depend on the size of the site which may be large or small. Therefore site coverage should not be a primary determinant for built form and should be readily varied for development in Chinatown, on one proviso. That proviso relates to the provision of on-site car parking. A development should not be allowed to exceed the site coverage limits if to do so would prevent the provision of the required on-site car parking. If

car parking is provided in an undercroft, for example, then a building could be permitted to exceed the site coverage.

Height Limits
Due to the nature and distribution of constraints such as built heritage and air traffic, scope to build higher in Chinatown varies within the centre. A three-storey building on the lower (north) side of Frederick Street for example will not have the same impact as if it were built alongside the visitor centre where flightpath proximity is an issue or on Carnarvon Street between Short Street and Napier Terrace where there are small-scale heritage buildings.

The combination of height limit, site coverage limit and provision of on-site car parking significantly limit the yield potential of developable land.

Given that increased height can provide for overlooking and passive surveillance of public spaces and perhaps free up land for public space, further consideration should be given to the trade-offs that might be appropriate in specific contexts, eg. large sites.

Design Guidelines
The design guidelines in the 2003 Chinatown Policy are generally still appropriate, however it would appear that they have been inconsistently applied, particularly with regard to site coverage.

7.2.3 Rationale

The design of buildings influences the way in which they activities they accommodate interact with the public realm. The scale, bulk and siting of buildings shape the public realm, and influence its safety by the nature of spaces that they create.

New buildings and changes to existing buildings are of particular importance in a sensitive historic precinct like Chinatown, however it is

important that new development does not seek to replicate original building fabric, thereby blurring the distinction between old and new.

Buildings must be designed to reinforce the unique character of the area by responding to the vernacular architecture of Broome, as well as to the particular climatic conditions of Broome.

Building controls need to be flexible enough to allow for innovative solutions to the considerable design challenges and construction practicalities.

7.2.4 Built Form Strategy

Objectives

- _To achieve development within Chinatown does not detract from the heritage significance of the historic town, whilst contributing to its vitality and viability.
- _To ensure that new buildings are designed to be adaptable to a wide variety of activities, without requiring significant reconstruction.
- _To ensure that the design of new buildings in Chinatown minimises the risk to life and property as a result of floods or cyclones, without adversely affecting the amenity and character of Chinatown.

Strategies

Interface with Public Realm
New development should present an attractive elevation to all public areas, including the streets, mangroves and samphire flats, and Male Oval. Elevations should minimise the extent of blank walls, particularly where adjacent to pedestrian access areas, and include windows and doors that facilitate passive surveillance of the public realm. Boundary fences should not be required in Chinatown, but where they are deemed

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necessary, they should be visually permeable for a minimum of 50% of their length.

Active Frontages

Within the areas identified as Retail, Retail/Commercial and Commercial/Residential in Figure 10, buildings should be designed to provide for access and interaction between the activities within the building and the public space in the road, or for the display of the goods and services for sale within the building. Upper floors should include windows and balconies that allow for passive surveillance of the street.

Buildings adjacent to streets marked as 'priority active frontage' on Figure 12 should have active ground floor uses.

Ground floor frontages on priority active frontages should include significant shop-front elements, which should not be obscured by window coverings, opaque film, or any other device that prevents interaction between the internal and external activities (including 'window shopping' when the premises are closed). This does not include devices installed to protect against cyclone damage, however these should not result in permanent obstruction of windows. Security

shutters or screens should be visually permeable.

Development adjacent to jetty to jetty walkway

New development along the east side of Dampier Terrace should be designed to allow the possibility of future connection to the proposed jetty to jetty walkway.

The internal arrangement of these buildings should be such that there is an outlook across the mangroves, and internal spaces that are or could be used for such things as restaurants. This will improve the safety of the walkway by providing passive surveillance, as well as making the buildings adaptable.

Once the walkway is constructed, it would be very desirable for there to be the possibility of stopping off at a cafe or restaurant that has a view across the mangroves and Roebuck Bay - possibly from a deck.

Buildings should be designed so that when viewed from the east (the walkway), they present an attractive elevation.

Infill Development

Sites within Chinatown that have street or laneway access should

have development that relates to the street or lane.

Encouragement should be given to development that fronts onto Sam Su Lane, overlooking Male Oval. This will provide a more attractive outlook across Male Oval to Chinatown, but also provide passive surveillance and activation of this edge of Male Oval.

Floor Levels and Flooding

Finished ground floor levels should continue to be specified to minimise the risk of serious inundation, however there needs to be a balance between protecting properties from flooding and protecting the public realm environment of Chinatown when it is not flooded.

Consideration needs to be given to:

_ Locating the most vulnerable internal space (ie: residential) on upper building levels and limiting the amount of vulnerable activity on ground floor levels (eg: ground floor predominantly car parking, with 'sleeve' of development fronting the street).

_ Measures to manage stormwater in Chinatown such that small and minor storm events do not cause serious inundation or disruption to business-as-usual. This implies a revision of current stormwater



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01_ New development should address the public realm. This artist's impression is of how development should address the pocket park to be created as an entry to Streeter's Jetty.

7.0 Urban Form

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management and design practices, with a view to improving current system performance and attenuating flood impacts.

A proper assessment of the risk and opportunities relating to inundation responses to it should inform detailed planning to manage Chinatown's vulnerability to floods, particularly in the context of potential impacts as a result of climate change.

Review Design Guidelines

The current design guidelines have been reviewed and revised (see Appendix A) to reflect the recommendations of this strategy document, with the aim of ensuring

new development is respectful of existing heritage fabric and the general character of Chinatown, whilst being appropriate to contemporary accommodation requirements. In view of the proposal in the draft new Planning Scheme to extend the Town Centre Zone westward across Hamersley Street, upon adoption of the new Scheme, steps should be taken to apply the Design Guidelines to new part of the Town Centre Zone.

Actions

_B1. Undertake an assessment of the risks and potential responses to inundation and storm events in Broome and Chinatown in particular, to inform preparation of appropriate

building and urban infrastructure design and other strategies

_B2. Review policy of requiring higher floor levels for flood protection in light of principles of street activation and findings of the Coastal Vulnerability Study as well as Pedestrian Audit.

_B3. Finalise and extend application of the Design Guidelines to west side of Hamersley Street to ensure complementary development outcomes across an expanded Town Centre Zone if and when approved.



_Overhead powerlines will soon be a thing of the past



_Some shops provide welcome seating for customers

7.0 Urban Form

7.3 Public Realm

7.3.1 Overview

The quality of the Chinatown public realm is patchy. A more consistent and cohesive environment is desirable, to encourage people to come to Chinatown and linger there to enjoy what it has to offer.

Concerns relating to inappropriate use of public space by itinerant visitors should not prevent Chinatown from having a comfortable, accessible network of public spaces. In fact, the more that 'legitimate' users of public space can be encouraged, the safer Chinatown will become for everyone. This means people enjoying the streets and parks for recreation and socialising - meeting friends and business associates, resting in the shade, watching the world go by, enjoying an alfresco meal or drink, participating in a festival or market, and so on.

Continuity and consistency of paving materials, street tree planting, lighting and street furniture will help tie the area together so that it looks and feels like a single unit, and becomes a more legible environment for all users.

Plenty of shade and shelter from wet season downpours will encourage people to be in Chinatown more often and for longer - to the benefit of businesses and community life.

It should be possible to sit and rest in a safe, sheltered spot without having to pay for a coffee or meal or feign interest in a shop's wares to use the seating that is provided by some businesses.

It should be possible to find and use a drinking fountain and not have to pay for bottled water or a cold drink.

It should be possible to enjoy the view across the mangroves and Roebuck bay without having to negotiate a car park or unsealed road verges.

7.3.2 Public Realm Issues

Lack of Shade and Shelter

The lack of reliable shade within Chinatown makes being a pedestrian or using its outdoor spaces in the heat of the day an unpleasant experience for most people.

Shade can come from tree canopies, verandahs and awnings, adjoining buildings, or free standing shade structures.

In the wet season, lack of shelter from the rain will be a major deterrent for pedestrians, and hence businesses, especially retail, will suffer.

Apart from in parts of Dampier Terrace, there are few locations where there is a continuous covered pedestrian path.

Provision of structures for shade and activities such as dining in the pedestrian areas of the road reserve is a common feature of vibrant activity centres, is particularly apt for Broome, and based on public feedback, is a community expectation.

Whilst acknowledging that there may be some social and risk issues to manage, not allowing pedestrian shelter within the road reserve could be costing Chinatown through lower visitation.

The extent of awnings within the road reserve should be controlled to ensure that awnings would not interfere with any street tree planting, street lights, vehicle access or other legitimate uses of the road reserve.

A review of administrative matters relating to the approval of awnings over road reserves would be prudent, to

ensure that impediments to approval are removed or minimised. This needs to involve the Department of Regional Development and Lands as anecdotally it has been suggested dual approval by the Shire plus Minister is a disincentive. A plan for the whole of Chinatown's road reserve network indicating what is permitted, or possible, for example, would probably assist.

Lack of Public Seating

There are very few opportunities for people to stop and rest under shelter in the streets of Chinatown.

Some businesses - notably some of the pearl shops - provide seating in front of their stores. There are a few cafés that provide alfresco seating under shade umbrellas and trees. However these are essentially private amenities, which do not welcome the general public to sit, rest and enjoy being part of Chinatown. It is important that there be ample public seating as well.

Overhead Power Lines and Street Lighting

Overhead power lines are a dominant visual feature in Chinatown. Undergrounding the power lines will not only improve the appearance of the area, but will reduce the risk of damage to this important infrastructure during cyclones.

Fortunately, undergrounding the power is now a serious proposal. It is important that the project proceeds to completion.

Reconciliation Park Visibility

Reconciliation Park was created adjacent to the Broome Road/Short Street roundabout and the Visitor's Centre and was the site at which the historic Indigenous Land Use Agreement was signed. It has dual use as a part of the stormwater management system.

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Some community members lament that the park is not well known and its story not well communicated. Reconciliation Park is deserving of more visibility and a place on the tourist maps.

Connection to Roebuck Bay
Specific public realm initiatives that would assist with building a stronger physical and visual connection with Roebuck Bay including the construction of the Chinatown section of the proposed jetty to jetty walkway, creation of viewing platforms and pocket parks at the termination of key view and movement lines along the edge of Roebuck Bay, and the ‘framing’ of the same view and movement lines with significant tree planting and/or vertical elements such as banner poles, shade structures and built form. The most appropriate devices for specific locations should be outlined in a landscape strategy.

Visual Dominance of Car Parking
The visual dominance of car parking in streets and on verges has a negative impact on the attractiveness of Chinatown

Buildings in Napier Terrace have the appearance of being set back behind car parks and do not have the same degree of activation as those in Dampier Terrace and Carnarvon Street, a characteristic exacerbated by the level differences between the carriageway and the property boundaries.

Inconsistent pavement treatment
A variety of footpath pavements treatments and different pavement surfaces and levels within private properties abutting the public footpath, gives an inconsistent appearance to the public realm of Chinatown. There are some historic reasons for the level differences, but there is no reason why there should be such inconsistency in the surface treatments.

Similarly, there is no consistency in the street furniture provided - where it is provided, nor in the street tree planting.

Finding suitable tree species for tree planting in Chinatown is challenging, but the positive impact of good street tree planting for visual amenity, micro-climate and property values is significant, so worth the effort.

Salt Intrusion into Groundwater
Anecdotal, there is an issue with the intrusion of salt into the groundwater upon which much of Broome relies.

The specific cause/s of the saltwater intrusion should be investigated and managed to reduce or reverse the problem. One possible cause could be over pumping of groundwater close to the coast or other source of saltwater.

In the meantime, increased salinity in the groundwater has implications for the selection of vegetation for street tree planting and general landscaping, with salt tolerance being added to the selection criteria. If salinity continues to rise unchecked, it also threatens the health and longevity of existing trees in Chinatown.

7.3.3 Rationale

The streets and public spaces of any town are much more enduring than the buildings that form them. The public realm has possibly the most important spatial influence on a centre's character, attractiveness and success. The quality of the public realm is also important in encouraging sustainable modes of travel such as walking, cycling and public transport.

The public realm is where people first experience Chinatown and it will have a big influence on public

perceptions of the area. Where public realm is treated as a priority, places become more popular and attractive to investors and visitors. This is particularly so in historic areas like Chinatown.

Investment in a quality, attractive public realm that encourages visitation will be critical to helping Chinatown endure economic fluctuations and competition from other centres

7.3.4 Public Realm Strategy

Objectives

- _Streets and public spaces that are comfortable and safe
- _Shady footpaths and good shelter for pedestrians in Chinatown
- _Plentiful sheltered public seating throughout Chinatown
- _Safe, continuous and connected footpaths on all Chinatown streets
- _A public realm that encourages walking for transport and recreation
- _A public realm that works as a setting for Chinatown's heritage buildings
- _A range of public spaces that can accommodate a range of occasional uses, such as markets, festivals and concerts
- _Public spaces that allow people to enjoy views of Chinatown and the surrounding environment in comfort
- _A public realm that has a co-ordinated, cohesive appearance
- _A public realm that can be readily maintained by the Shire and community users

Strategies

- _Create a pocket park and interpretive forecourt between Dampier Terrace and Streeter's Jetty, incorporating seating, shade, drinking fountain, accessible pathway and interpretive material relating to the history of the jetty and surrounds.

7.0 Urban Form

- _ Establish a bay-side pedestrian route from Chinatown to Town Beach (the Jetty to Jetty Walk), including an interpretive walk through the mangroves
- _ Establish viewing platforms within landscaped pocket parks at key locations. This would include relocation of the car park at the east end of Napier Terrace and replacing it with a pocket park with seating, shade, water fountain, public art and interpretive material.
- _ Supplement existing tree planting and introducing greater consistency and structure to planting in Chinatown.
- _ Identify locations for the installation of public seating, preferably associated with shade tree planting or shade structures; select locations such as in pocket parks should also provide drinking fountains.
- _ Prepare a plan for Male Oval incorporating more shade tree planting and public seating around the perimeter, and completion of the dual use path to extend right around the oval. The Plan should include designation and appropriate servicing of areas for events, sports, and occasional overflow parking.

- _ Enhance the prominence of Reconciliation Park as a public space at the entry to Chinatown.

Actions

- _ P1. Design, cost and, with the owner's consent, construct safety, access and amenity improvements to the area between Streeter's Jetty and Dampier Terrace
- _ P2. Liaise with owner to secure a public space next to Streeter's Jetty
- _ P3. Upgrade Napier Terrace/Carnarvon Street roundabout
- _ P4. Liaise with Yawuru and other landowners and stakeholders, and develop and cost a design concept for the proposed jetty to jetty walkway, lookouts, mangrove interpretive trail and end of Napier Terrace pocket park
- _ P5. Prepare a landscape/streetscape strategy for Chinatown addressing
 - _ Landscape character and function
 - _ Materials and colour palette
 - _ Appropriate planting species
 - _ Street furniture and lighting
 - _ CCTV or other crime prevention
 - _ Activation/use and shade
 - _ Water conservation and quality
 - _ Landscape maintenance

- _ P6 Prepare plan for Male Oval to address range of suggested improvements subject to public comment

- _ P7 Investigate potential building form and use along the front of existing car parking areas including use of northern part of Male Oval reserve to create a more active entry street

- _ P8 Review statutory approval requirements for construction of awnings and other shade structures within road reserves. Negotiate with Department of Regional Development and Lands a streamlined application process and consider potential incentives to promote appropriate street shading structures.

- _ P9. Audit the type, condition and adequacy of existing directional and information signs within Chinatown and establish a consistent approach; engagement of a professional wayfinding consultant would be desirable.

- _ P10 Investigate options and criteria for a Specified Area Rate pursuant to section 6.37 of the Local Government Act or a similar ongoing funding mechanism for specific public realm improvements. Consult before adopting any such measure.



_A boardwalk through the mangroves would provide pedestrians with the opportunity to get closer to this special ecosystem without damaging it. This example of a boardwalk through a sensitive environment is from Warriewood Wetlands, in New South Wales.

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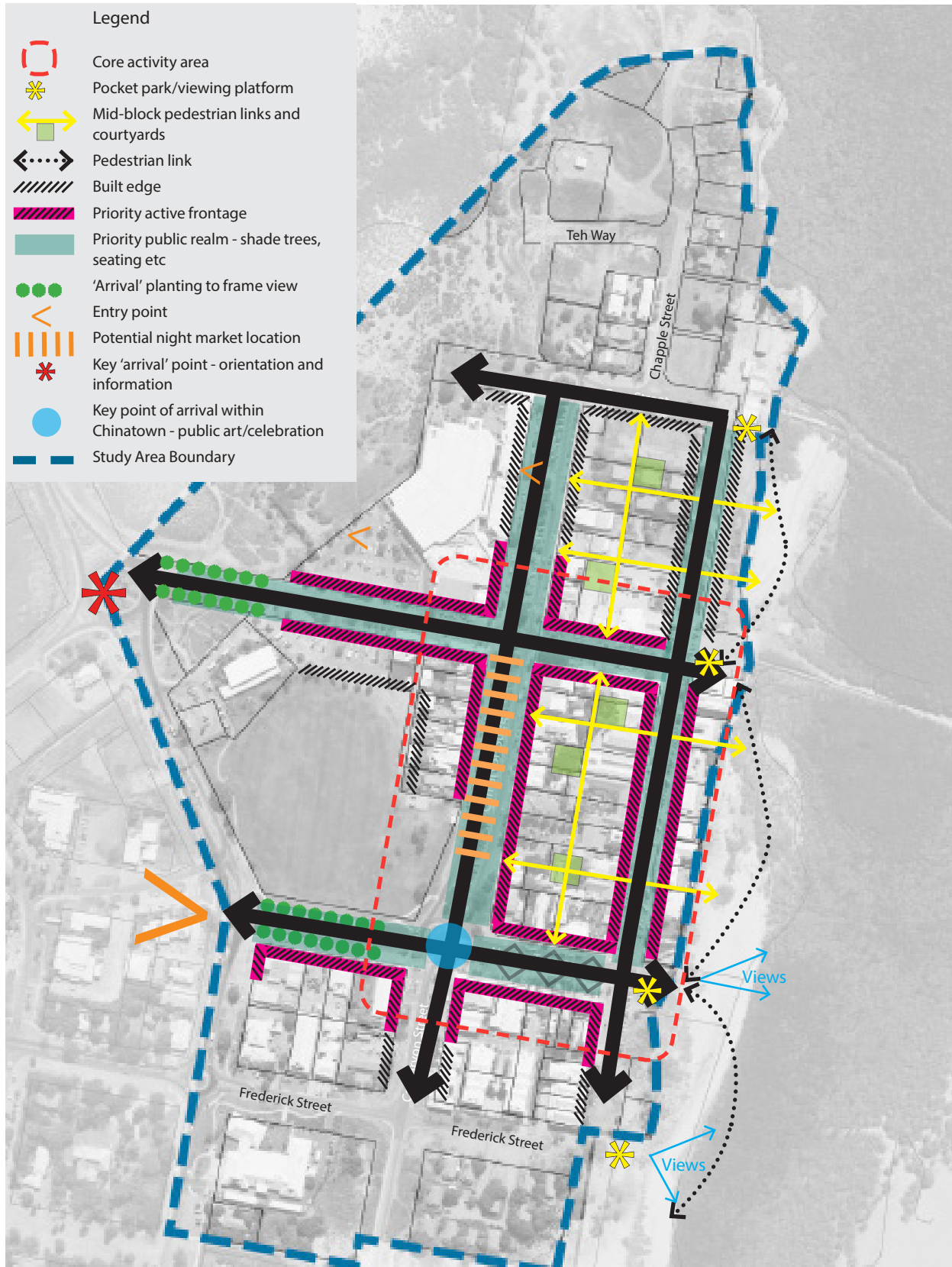


Figure 12_Urban Design Proposals

8.0 Heritage

8.1 Overview

Broome's extraordinarily rich cultural heritage is most tangibly experienced in Chinatown, which is the original townsite and was the focus of much of the town's famous pearling industry. Several buildings dating from the town's earliest days are still extant, and the whole town centre is within a heritage precinct that is permanently entered on the State's Register of Heritage Places (refer to Figure 13).

The built heritage of Broome, and Chinatown in particular, is one of its most important tourist attractions. Many Broome residents can claim to have family links to the earliest days of Chinatown so its conservation is

also important for the community's sense of identity, belonging and continuity. In many ways, the Broome community is its own living heritage.

Conservation and interpretation of built heritage is very important for providing Chinatown with a distinctive and authentic sense of place, differentiating it from every other place in the world, including other parts of Broome. It can also enhance community identity and pride - important for promoting community cohesion and equality.

However heritage is more than just remnant buildings. There are many stories in history's pages that remain untold or invisible, the telling and interpretation of which would add

immensely to the experience of being in Chinatown.

Indigenous culture goes back millennia before white settlement, and the many other cultural groups that came to Broome throughout its history have left their mark on the places and faces that are Broome today.

Revealing the rich heritage of Chinatown as it evolves in the future will help to cement its position as the most important centre in Broome. This should be done through the design of buildings and public spaces, the events and activities that take place there, and the goods and services on offer.

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01_ Sun Pictures

02_ Pearl Sheds (photo: Shire of Broome)

03_ Streeter and Male original buildings

8.0 Heritage

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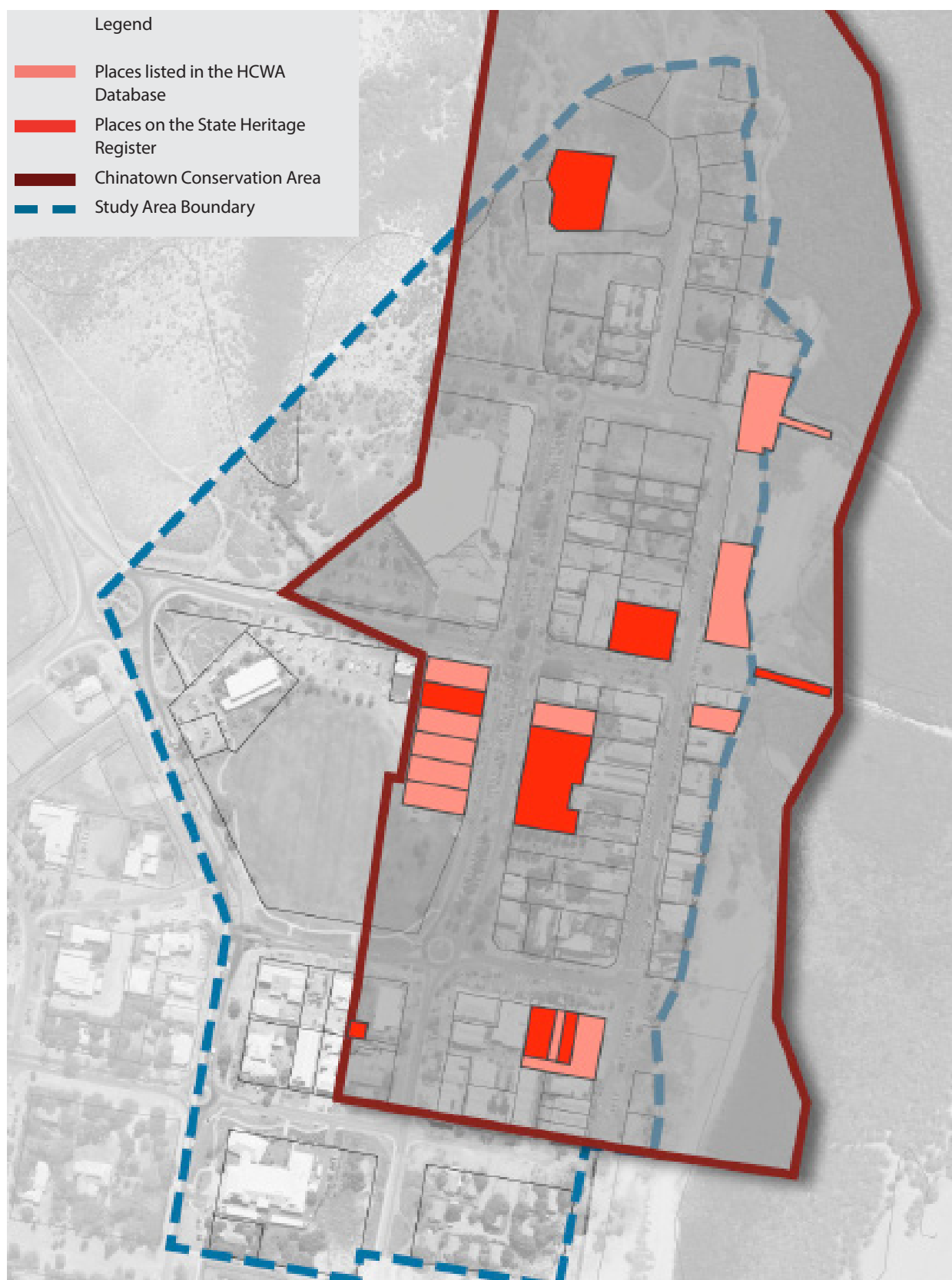


Figure 13_Heritage Places in Chinatown

8.0 Heritage

8.2 Issues

Authenticity

There is a real risk of creating a false impression of Chinatown. Its very name conjures up expectations, based on the many other 'Chinatowns' around the world, that it will look overtly Chinese or at least 'Asian', with Chinese symbols, statues, businesses and structures prominent. It may be tempting to pander to these expectations by introducing more of these elements into Broome's Chinatown, but to do so would be to create a fake, eroding the visibility and evidence of the several other cultures that have shaped Chinatown - including the indigenous Yawuru culture.

In the same way that the Broome vernacular architecture is a unique blend of cultural influences, readily available materials and a large dose of local ingenuity and innovation adapted to the climate, so Chinatown itself is unlike any other Chinatown in the world.

This difference should be celebrated and enhanced, not diluted by cultural

clichés. Chinatown in Broome is incredibly unique, and the challenge is not to give tourists what they 'expect' by appropriating imagery from elsewhere, but to give them something authentic and unexpected, and in so doing, giving them something much more meaningful and memorable.

This will also be more respectful to the legacy of Chinatown's early settlers.

Interpreting Heritage

There is little visible and freely accessible interpretation of Chinatown's heritage, and that which does exist is predominantly associated with post-European settlement heritage. The old luggers at Pearl Luggers in Dampier Terrace are landmarks within a private facility; the display and signage at Sun Pictures in Carnarvon Street explains the history of that famous building without payment of an entry fee, the Cultured Pearl Memorial and World War II Japanese Bombing Memorial, also in Carnarvon Street commemorate a significant industry and a significant event, respectively.

There are story panels in Johnny Chi Lane recounting various aspects of Broome history, although it would require dedication and some time to take them all in.

Reconciliation Park, containing some artwork and celebrating the historic signing of the Indigenous Land use Agreement, is not yet well known or particularly accessible, being on the fringe of Chinatown, for the most part lower than road level, and shown on few maps.

Distinguishing Old from New
It is important in heritage conservation practice for new development to be readily distinguishable from original building fabric. If new development copies 'heritage elements' (eg: historic building details) too literally it can create a false impression by being mistaken for the original, and can even detract from the significance of the 'genuine' heritage places. This issue is strongly related to that of authenticity.

The Heritage Council's assessment documentation for the Chinatown

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- 01_ Original pearl luggers in Chinatown
- 02_ Signage that tells the story succinctly
- 03_ New roof contrasts with authentic original roof on the left

8.0 Heritage

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Conservation Area (2003) notes in relation to authenticity that “some of the new infill development, particularly where repetitious architectural elements broadly resemble the past in ribbon development along Dampier Terrace and Carnarvon Street north, appears contrived. The infill attempts to maintain the contiguous architectural style that distinguished parts of Chinatown from the rest of Broome but it does not comprise individual buildings with additions under lean-to roofs and two-storey rear extensions that typified the original built environment. The authenticity of the area is thus diminished.”

Revealing Indigenous Heritage
The ancient cultural heritage of the indigenous people of the Broome area is not evident in Chinatown. Nor is the role of Aboriginal people in the pearling history of Broome.

Appropriately interpreting the heritage of the traditional landowners and other Aboriginal people who have historic links to the Broome area, would add a valuable dimension to the experience of visiting Broome, as well as acknowledging and celebrating the

stories and contributions of the Aboriginal community to the development of Broome.

8.3 Rationale

‘Cultural tourism’ is a growing economic sector, and built, cultural and environmental heritage is a significant contributor to cultural tourism. Visiting heritage places to learn stories and enjoy experiences also connects local people with their heritage.

Interpreting heritage in the public realm would help both visitors and locals to better appreciate and understand the many layers of Chinatown history. Heritage can be interpreted in many different ways - not just in museums and through signs, although these are both important tools.

The Interpretation Australia Association defines heritage interpretation as “a means of communicating ideas and feelings which help people understand more about themselves and their environment”.

Guided walks, talks, drama, displays, signs, brochures and electronic

media including smart phone apps, DVDs, and the Internet can all be used in interpretation, providing a range of options accessible to anyone.

Landscape elements and public art can also be used to interpret local heritage and culture. Together, a suite of techniques could be used to make Chinatown’s cultural heritage significance far more accessible, tangible and enjoyable.

New development should complement but not copy the aesthetic qualities of the Chinatown heritage precinct. It should respect the general scale, proportion and materiality of original buildings, but be identifiable as new development. This principle also applies to new work on heritage listed places.

It should not visually dominate heritage listed buildings or places, or the precinct generally.

New development in Chinatown should be of a high quality design that creatively interprets and responds positively to the historic context provided by the heritage place or precinct.



01_

01_ Sun Pictures historic artifacts - an example of the rich possibilities for telling the story of Chinatown through interpretation of buildings and places.

8.0 Heritage

8.4 Heritage Strategy

Objectives

- _To ensure that the significance of Chinatown's remaining built heritage is conserved and interpreted
- _To encourage the interpretation of the rich environmental and cultural heritage of Chinatown - including its indigenous heritage - takes place in an accessible and visually attractive way.

Strategies

Indigenous Cultural Centre

Encourage the establishment of an indigenous cultural centre within or within walking distance of Chinatown, to display, celebrate and share the stories, art and cultural of the traditional owners of Chinatown and the Broome area.

Heritage Inventory and Referrals

Prepare a professional heritage interpretation strategy, so that Chinatown/Broome heritage can become more evident in Chinatown through public art, displays, information signage, event programming and/or other means.

Heritage Precinct / Inventory

Most of Chinatown is identified as a Conservation Area and is registered on the State Register of Heritage Places, and as a result there is blanket referral of applications to Heritage WA. There is a notable concentration of individual heritage buildings in the 'Core Area' defined on the Strategy Plan (Figure 9) and Figure 13., and it is this area that should be the focus of particular care relating to the conservation of buildings and the design of infill development. A Municipal Heritage Inventory review to be completed in 2013 will pinpoint those places which contribute the most to the Area's heritage value. When this work is finished, there is merit in re-consideration of the merits of more selective referral of applications, given the operation of new Design Guidelines across the whole Area.

Actions

- _H1. Liaise with key stakeholders like Yawuru, museum, local historical society and Chinatown Action Group, and prepare an Interpretation Strategy for the town including Chinatown's post-European and indigenous heritage incorporating public art, displays, information signage, virtual gateway, tours event programming and/or other means.

- _H2. Liaise with Yawuru and assess capacity to support delivery of aspirations like an indigenous cultural centre and conservation and interpretation of Morgan's Camp.
- _H3. Negotiate with Heritage WA, an alternative to blanket referral of applications for development in Chinatown Conservation Area, taking into account the final outcome of the Municipal Inventory Review 2013.

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01_ Side wall of an original Carnarvon Street building, exhibiting details that help distinguish the Broome style of building.



Living heritage - inside Yeun Wing's historic shop

9.0 Implementation

9.1 Overview

This development strategy is both a statutory town planning tool, and also a strategy which is broader in scope than a statutory plan. It does not provide the level of detail of a true master plan and therefore more detailed planning for some physical changes will be necessary. It does not solve all of the issues which arise in the ways in which people use and occupy the place. The strategy's role is to act as a vision for the physical environment and set out a number of community-based initiatives that local government as well as others can be involved in, such as events.

In the preceding sections (4.0-8.0), these initiatives are the numbered Actions. To take the strategy forward towards implementation, an indicative Action Plan (9.2) containing all the Actions is included below. Some initiatives would come from the Shire, either independently or in partnership with parties such as State Government, and others can come primarily from the community or private sector. The Action Plan focusses on the actions that involve the Shire to some degree - though not necessarily always in a lead role.

9.2 Action Plan

This section describes how proposals in the development strategy might be delivered over the coming decade and beyond. It does so firstly by acknowledging that there are some broad issues that will impact on the pace and sequence of change in Chinatown. Secondly, it proposes a plan for implementation - the Action Plan. The recommended Actions are subject to detailed business case, budget and/or grant application consideration after, or independent of, final approval of the development strategy.

Factors Driving the Sequence of Change
The following broad contextual factors will shape implementation of Actions:

1. Cultural heritage values of local, state and national significance,
The unique multi-cultural history and heritage of Chinatown is important to the nation. More needs to be done to reveal its heritage. There are grounds for State and Federal assistance to conserve and interpret this important place.

2. Projected Growth of Broome
Broome is an emerging regional centre expected to continue to grow strongly with more people living and/or working in the town centre and nearby. While growth brings certain risks, especially if change is abrupt, it should also be a catalyst for implementation of key elements of the development strategy. A proactive vision and Action Plan will help Chinatown to adapt and harness the spinoffs of growth, through a combination of smaller and larger coordinated projects.

3. Potential Re-location of Airport
A future airport re-location would re-structure access and development areas in Broome, including how people move between Chinatown and Cable Beach and how Chinatown might expand. A review of the development strategy would be warranted to look more closely at how these opportunities can be realised.

4. Support Through Consultation

The development strategy review has been well supported in community engagement, especially elements like the Jetty to Jetty coastal trail concepts and adjoining pocket parks. Actions that impinge on private land, Native Title etc rely also on specific stakeholder support. Engagement on key projects will be ongoing including with Yawuru Native Title Holders Corporation, private landowners, Chinatown Action Group and other community champions.

5. Capacity Through Partnership

It is challenging for a Shire with a large area and increasing service demands, but limited rate base, to remain financially sustainable while delivering more. Accordingly, alternative funding sources and/or partnerships with other parties will need to contribute to implementation of the development strategy.

CHINATOWN ACTION PLAN

#	Action	Description of Action	Priority / timing	Rationale and Notes	Lead Role (within Council)	Community /Other Drivers (TBC)	Predecessor Action	Concept Plan Ref
L	Land Use and Activation							
L1	Regular or occasional market in Chinatown	Intended to activate Chinatown, this might take the form of a night-time street market. Continue to trial and explore options with affected parties	High/ short term	Supports the Land Use and Activation Objectives, especially: _ <i>That land uses within Chinatown contribute to the precinct being safe and active for extended periods of the day</i> _ <i>To ensure that Chinatown continues to be the Broome destination of choice for residents and tourists seeking high order shopping and entertainment activities.</i> Support from Chinatown Action Group and Tourism WA.	Community Development	Market Coordinators, Chinatown Traders Association Entertainers etc		20
L2	Economic development strategy	Initiate preparation of an economic development and investment attraction strategy for Broome, with Chinatown the priority destination for town centre-appropriate uses	Medium/ short	The Shire and local business community needs to be proactive to both retain desirable land uses in Chinatown and attract new land uses and investment to the centre.	Community Development	Department of Regional Development and Lands, Chamber of Commerce		NA
L3	Orderly planning for area north of Gray Street	Engage Yawuru, Paspaley and other landholders in this area. Prepare a concept or detailed area plan for land north of Gray Street, with a view to defining residential and/or short term	Medium/ medium	This is a sensitive, underdeveloped area much of it zoned Town Centre and some of it 'Class A' Conservation Estate under ILUA. Need to better understand the links between	Development Services	Yawuru, Paspaley and other landholders in the area	Coastal vulnerability study	28, 29

		accommodation development options and how the urban edge and any public works will be designed to complement the Yawuru Conservation Estate with its natural and cultural heritage values.		objectives of landholders, Town Centre zoning, Yawuru Conservation Estate and this strategy, and how they can be brought to fruition via an appropriate process and detailed plan which may, among other things, confirm need or otherwise for Teh Way extension or other public works.				
L4	Review local laws	Review local laws to ensure they are not unduly restrictive of active uses of public realm. Look at salient case studies if required.	Medium/short	Regular reviews of local laws will need to consider and address issues arising from Strategy and its ongoing implementation eg. market	Manager Governance Services, with Development Services			NA
L5	Incentives for centre development	Prepare an options paper for incentives for centre development with a particular focus on Chinatown.	Medium/medium	There is merit in looking at measure that may help overcome inhibitors affecting centre revitalisation given Chinatown's importance to tourism etc.	Development Services			NA
M	Movement							
M1	Pedestrian audit	Audit the pedestrian environment in Chinatown using the Department of Transport's <i>Walkability Audit Tool</i> . Using the results of the audit, identify and prioritise specific projects to improve safety and amenity for pedestrians and disabled access and inclusion.	Medium/short	The centre revolves around the street which needs to be an acceptable quality for safe and convenient pedestrian use. Need to address issues raised in feedback including the conflict between mobility and flood protection policies.	Engineering Services	Access & Inclusion Advisory Committee	Disability, Access & Inclusion Plan	NA
M2	Footpaths	Construct footpaths on both sides of roads	Low-medium/long	As befits a regional town centre. Supports business and healthy lifestyles. Delivery should be coordinated with development.	Engineering Services			10
M3	Traffic study	Update the traffic study	Low/	Congestion effects of further	Engineering			NA

		data for Chinatown to understand the impact of changes to the road network since 2004, and priorities for further improvements to the road network serving Chinatown	medium	traffic generation need to be anticipated and addressed, as do pros and cons of longer term road link options outlined in the Strategy.	Services			
M4	Connect Frederick Street and Dampier Terrace for through traffic	Undertake consultation, design and project planning, noting that this route follows existing road reserve	Medium/medium	Improve traffic circulation and activate south end of Dampier Terrace. May facilitate access to Jetty to Jetty infrastructure.	Engineering Services		11	
M5	Investigate other potential new road links	Discuss options with Yawuru, Paspaley and other stakeholders, and initiate investigations including environmental and technical studies to inform consideration and design of potential new connections between Gray Street and Short Street or Broome Road, and between Teh Way and Gray Street.	Low/long	Strategy anticipates need to improve traffic circulation at north end of town. Links proposed are conceptual only at this stage. The need and cost-benefits (in social, economic and environmental terms) have yet to be thoroughly assessed.	Engineering Services	Coastal vulnerability study Orderly planning for area north of Gray Street	22, 23	
M6	Prepare public transport strategy	Undertake study of existing and potential town services including assessment of potential tram routes and in doing so, liaise with bus and taxi companies to identify ways of monitoring demand for and use of these services.	Medium/medium	There is no public transport strategy for Broome. Growth has potential to affect demand and use. The feasibility of the tram needs to be considered as well as other issues affecting Chinatown as a destination accessed by taxis, buses and other potential forms of transit.	Engineering Services	State government, tram champions, existing service providers	5	
M7	End of trip facilities for bike riders	Provide for end-of-trip facilities for employees travelling to work by bicycle in any significant new	Medium/medium	Promotes cycling to work and other centre facilities. Best done once new Planning Scheme (LPS6) is in place.	Development Services	LPS6	NA	

		development. Consider policy incentives eg. discount in car parks required.							
M8	Investigate provision of public bike racks and lockers	Identify opportunities for and feasibility of providing public bike racks and lockers	Medium/medium	Promotes cycling to work and other town centre destinations.	Engineering Services			NA	
M9	Information on public parking	Prepare a map and brochure/app etc as means of promoting awareness on whereabouts and proper use of timed public parking in Chinatown.	Medium/short	Effective messaging about where timed public parking can be found, rules for use and the rationale for these rules. Need to protect and make best use of supply of short term parking (as per strategies) and direct long term use to long term parking provided.	Development Services	Chinatown Action Group		NA	
M10	Manage timed parking to maximise efficient use	Monitor, educate and enforce to ensure adherence to short-term and other parking rules	Ongoing	At times of congestion, there is reported to be an incidence of vehicles parked all day in short term parks which inconveniences others including customers	Ranger Services				
M11	Manage on-street scooter parking	Investigate means of reducing incidence of scooter use of car/4WD size parking bays, including through optimal location of specific motorbike/scooter parking.	High/short	Need to optimise spatial-efficiency and availability of street parking for a range of users.	Engineering			NA	

M1 2	Parking study	Conduct further parking demand-supply analysis incorporating survey of how existing parking is being used (including duration of stay / turnover), and consideration of inter-relationship of future supply with desired townscape character and all anticipated transport modes (including buses, caravans, trailers etc.).	Medium/ short or medium	Any significant new parking demand generating development may well create a need to re-visit parking issues. Planning for Male Oval, Jetty to Jetty and the tramway will need to consider parking issues and assess options based on data as well as the objectives of this Development Strategy.	Development Services			NA
M1 3	Review private parking options	Investigate the opportunities for under-utilised parking on private land to be used more efficiently including potential lease for use by employees or others requiring all-day parking in Chinatown, as part of an overall parking management strategy.	Medium/ short or medium	A case in point is the covered parking area above Paspaley shopping centre which is under-used. This could potentially offer an innovative solution to relieve pressure on public parking areas nearby.	Development Services			NA
M1 4	Review the cash in lieu parking local policy	Translate the findings of the above parking study into a revised planning policy for cash in lieu of on-site parking	Medium/ medium	Policy is confusing and needs to be reviewed.	Development Services		Parking study (if not combined)	NA
U	Urban Design							
U1	Public art at entries (design)	Identify options for place appropriate public art that can perform an entry marker function near the intersections of Broome Road with Short Street and Napier Terrace.	Medium/ short	Need for better definition of Chinatown at key entries confirmed by urban design analysis and community feedback. Project supported by Chinatown Action Group. Important to link to Public Art Policy and reflect a heritage interpretation strategy with emphasis on authenticity and quality of tourism product.	Community Development	Arts, Culture & Heritage Advisory Committee, Chinatown Action Group, Arts & Culture Network	Heritage interpretation strategy, Arts, Culture and Heritage Plan	3, 4

U2	Public art policy	Develop a public art policy with a view to potential development levy	Medium/short	The use of public art as a revitalisation tool could be funded by a variety of sources.	Community Development	Arts, Culture & Heritage Advisory Committee	Arts, Culture and Heritage Plan	NA
U3	Signs audit	Audit the type, condition and adequacy of existing directional and information signs within Chinatown and establish a consistent approach; engagement of a professional wayfinding consultant would be desirable.	Medium/short	A tourist-oriented, walkable town centre needs better signage. This can support other outcomes eg. Parking. As above, it is important to reflect a heritage interpretation strategy with emphasis on authenticity and quality of tourism product.	Engineering Services		Heritage interpretation on strategy	NA
B Built Form								
B1	Coastal Vulnerability Study	Undertake an assessment of the risks and potential responses to inundation and storm events in Broome and Chinatown in particular, to inform preparation of appropriate building and urban infrastructure design and other strategies	High/short	Flood policies for Chinatown are based on an old study. New and up-to-date data, projections and recommendations are required	Development Services	State government		NA
B2	Review vertical separation of street and floor levels	Review policy of requiring higher floor levels for flood protection in light of principles of street activation and findings of Coastal Vulnerability Study as well as Pedestrian Audit.	Medium/medium	Activation/convenient access to premises for shopping is reduced by elevated floor level criteria to protect premises from flood. The findings of coastal vulnerability study should be a starting point for review of design solutions.	Development Services / Engineering Services	Access & Inclusion Advisory Committee	Coastal vulnerability study Pedestrian audit Disability, Access & Inclusion, Plan	NA
B3	Town Centre Design Guidelines / expanded area of application	Finalise and extend application of Chinatown Design Guidelines to west side of Broome Rd – Hamersley St to ensure complementary development	Medium/short	It is important to reflect the findings of the Development Strategy and to apply guidelines across the whole of the eventual Town Centre Zone.	Development Services		LPS6	(Affects 1, 9, 15, 17, 18, 19, 21, 26, 27, 28,

		outcomes across expanded Town Centre Zone if and when approved.							30 though these all require private drivers)
P	Public Realm								
P1	Streeter's Jetty pocket park – interim upgrade	Design, cost and, with the owner's consent, construct safety, access and amenity improvements in the area between Streeter's Jetty and Dampier Terrace	High/short	Current condition of this space is poor, unsafe and detracts from the image of the town. Responds to general feedback and workshop findings about the need to re-connect with waterfront and its heritage.	Parks and Gardens	Paspaley		24 (overlap with Jetty to Jetty)	
P2	Streeter's Jetty pocket park – stage two	Liaise with owner to secure a public space next to Streeter's Jetty	High/medium	Lease agreement does not provide Shire adequate security of tenure as a basis for a public park	Community Development	Paspaley		24 (overlap with Jetty to Jetty)	
P3	Upgrade Napier Tce/Carnarvon St roundabout	Upgrade roundabout to provide entry feature while retaining clear view east-west along Napier Terrace	High/short	Napier Terrace is one of the main entry roads and visual links to the waterfront area.	Engineering Services				
P4	Jetty to Jetty Project	Liaise with key stakeholders including Yawuru and other landholders, and develop and cost a design concept for the proposed jetty to jetty walkway, lookouts, mangrove interpretive trail and end of Napier Terrace pocket park.	High/short	High level and evidence of popular support. Provides a tourist attraction and opportunity to reveal and interpret cultural and natural heritage. Long time frame so journey needs to begin now.	Community Development	State government, Yawuru, various landowners along route, Chinatown Action Group		12, 13, 14, 16, 24, 27, 30	
P5	Landscape / streetscape plan	Prepare a landscape / streetscape strategy addressing landscape character and function, materials and colour palette, appropriate planting species, street furniture and lighting,	Medium/short	Better shade and amenity in the pedestrian environment are keys to making Chinatown a more attractive centre to visitors. Should review outcomes of last major streetscape improvements	Parks and Gardens	Utilities, Chinatown Action Group	Improve approval processes for pedestrian-oriented road	2, 4 (overlap with Jetty to Jetty ie.14)	

		CCTV or other crime prevention, activation/use and shade, water conservation and quality, and landscape maintenance.		and outcomes of recent consultation. There may be some scope to divide this item into sub-projects as long as there is cohesion of vision and action.		reserve structures and uses	
P6	Prepare plan for Male Oval	Plan to address range of suggested improvements subject to public review and comment	Medium/medium	The Strategy identifies some 'small win' actions to embellish this important public open space which will also need to heed the findings of the Sport and Recreation Plan	Community Development	Sport and Recreation Plan	3, 5, 6, 7, 21
P7	Investigate infill options along Short Street	Investigate potential building form and use along the front of existing car parking areas including use of northern part of Male Oval reserve to create a more active entry street.	Low-medium/long	Includes potential library site. Priority ranking takes into account other Council major projects.	Community Development		21 (overlap with U9 above)
P8	Review statutory approval processes for awnings and other shade structures in road reserves	Negotiate with Department of Regional Development and Lands a streamlined application process and consider potential incentives to promote appropriate street shading structures.	Medium/short	Supports the Land Use and Activation and Public Realm Objectives, especially: – <i>Streets and public spaces that are comfortable and safe</i> – <i>Shady footpaths and good shelter for pedestrians in Chinatown</i> – <i>Plentiful sheltered public seating throughout Chinatown.</i>	Development Services	Department of Regional Development and Lands, Chamber of Commerce and Industry, Small Business Development Commission, Chinatown Action Group, applicants	NA
P9	Specified Area Rate	Investigate options and criteria for a Specified Area Rate pursuant to section 6.37 of Local Government Act or other ongoing funding mechanism for specific public realm	Medium/short	The draft strategy proposed funding for a new place manager position but given feedback supporting a range of works that can be managed within existing programs, the Shire's	Corporate Services		NA

		improvements. Consult before adopting any such measure.		preference is to explore a local funding mechanism for physical improvements to supplement general rates revenue and grants.				
H	Heritage							
H1	Heritage Interpretation Strategy	Liaise with key stakeholders like Yawuru, museum, local historical society and Chinatown Action Group and prepare an Interpretation Strategy for the town including Chinatown's post-European and indigenous heritage incorporating public art, displays, information signage, virtual gateway, tours, event programming and/or other means.	High/short	Supports and builds on the indigenous and multicultural foundation of Broome with benefits for tourism. Need a coordinated approach to reveal and interpret heritage to best effect. Ample feedback and evidence that there is scope for improvement. Sub-projects for Chinatown are a priority and the proposed strategy should enable cohesion of vision and action.	Community Development	Yawuru, Broome Historical Society, Chinatown Action Group, Arts, Culture & Heritage Advisory Committee	Arts, Culture and Heritage Plan	Overlap with Jetty to Jetty, (eg. 16) & H2
H2	Work with Yawuru on initiatives to conserve and interpret cultural heritage	Liaise with Yawuru and assess capacity to support delivery of aspirations like an indigenous cultural interpretative centre and conservation and interpretation of Morgan's Camp	High/medium	Such projects as well as being important to locals have the potential to strengthen Broome's tourism product.	EMG	Yawuru		4, 8, 29, and Jetty to Jetty (12, 13, 14, 16, 24, 27, 30)
H3	Streamline heritage approval process	Negotiate with Heritage WA, an alternative to blanket referral of applications for development in Chinatown Conservation Area taking into account the final outcomes of the Municipal Heritage Inventory Review.	Medium/short	Chinatown has a relatively dispersed distribution of heritage buildings. Given adoption of design guidelines that address heritage character in the Area, expert heritage assessment is best focussed on heritage places identified in Municipal Inventory.	Development Services Medium/short	Heritage WA	Review of Municipal Heritage Inventory	NA

CHINATOWN DEVELOPMENT STRATEGY
AND DESIGN GUIDELINES

WAS ADOPTED BY
RESOLUTION OF THE COUNCIL OF THE SHIRE OF BROOME
ON 21 FEBRUARY 2013

The COMMON SEAL of the)
SHIRE OF BROOME)
was hereunto affixed in)
the presence of:)





Graeme Campbell
Shire President



Paul Martin
Acting Chief Executive Officer

Date: 19/3/13

A



*Chinatown Town Centre Design Guidelines –
Broome*

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Prepared for Shire of Broome by CODA, January 2013

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1.0 Introduction

1.1 Background

The Chinatown Town Centre Design Guidelines form part of the Chinatown Development Strategy (2013) which replaces the 2003 Chinatown Development Strategy. They comprise design objectives, development controls and design guidance for the Town Centre – Chinatown Zone defined in the Shire of Broome Planning Scheme, and supplement the development requirements for the Zone in the Scheme.

2.0 Purpose and Structure of Design Guidelines

2.1 Purpose

The purpose of the design guidelines is to further the aims and objectives for Chinatown in the Scheme and the Chinatown Development Strategy, and meet the following General Objectives:

- To promote a vibrant and attractive town centre.
- To promote development that advantages walking and other alternatives to private vehicle use within the town centre.
- To promote street activity and interest to passing pedestrians and contribute to the liveliness, vitality and security of the public realm.
- To ensure development responds sensitively to its unique cultural and historic setting.
- To promote sustainability through climate-responsive design.

2.2 Structure and Use

The Design Guidelines will be applied as follows:

DESIGN OBJECTIVES

The Design Objectives outline the design intent or philosophy of, and explain the desired outcomes to be achieved by Development Controls and Design Guidance criteria.

DEVELOPMENT CONTROLS

Development must be consistent with the Development Controls OR apply alternative design solutions which demonstrably meet or exceed all of the Objectives. Meeting the Development Controls will generally ensure that the Objectives are met.

DESIGN GUIDANCE

The Design Guidance section describes ways in which a development may meet or exceed the intent of Development Controls and Objectives. It also provides some alternative design solutions to the Development Controls.

It is encouraged that developments have regard to Design Guidance as well as addressing Development Controls.

2.3 Other Planning and Heritage Provisions

These Design Guidelines should be read in conjunction with:

THE PLANNING SCHEME, LOCAL PLANNING STRATEGY & ASSOCIATED POLICIES OR IMPLEMENTATION PLANS

RESIDENTIAL DESIGN CODES

Where the provisions of the R-Codes are in conflict with the provisions of the Chinatown Design Guidelines, the latter shall prevail. Where these Design Guidelines are silent, the provisions of the R-codes shall apply.

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HERITAGE LISTS AND AREAS

WA Register of Heritage Places.
Chinatown Conservation Area.
Shire of Broome Municipal List.

HEIGHT RESTRICTIONS NEAR AIRPORT

Applications may need to be referred to Broome International Airport to ensure that the Obstacle Limitation Surface is not penetrated by buildings or structures affecting the integrity of airspace near the airport.

AUSTRALIAN NOISE EXPOSURE FORECASTS

Building types in areas expected to be subject to significant levels of aircraft noise based on published Australian Noise Exposure Forecasts (ANEFs) will be assessed against criteria in State Planning Policy 5.1.

3.0 Context

3.1. Location and Site Context

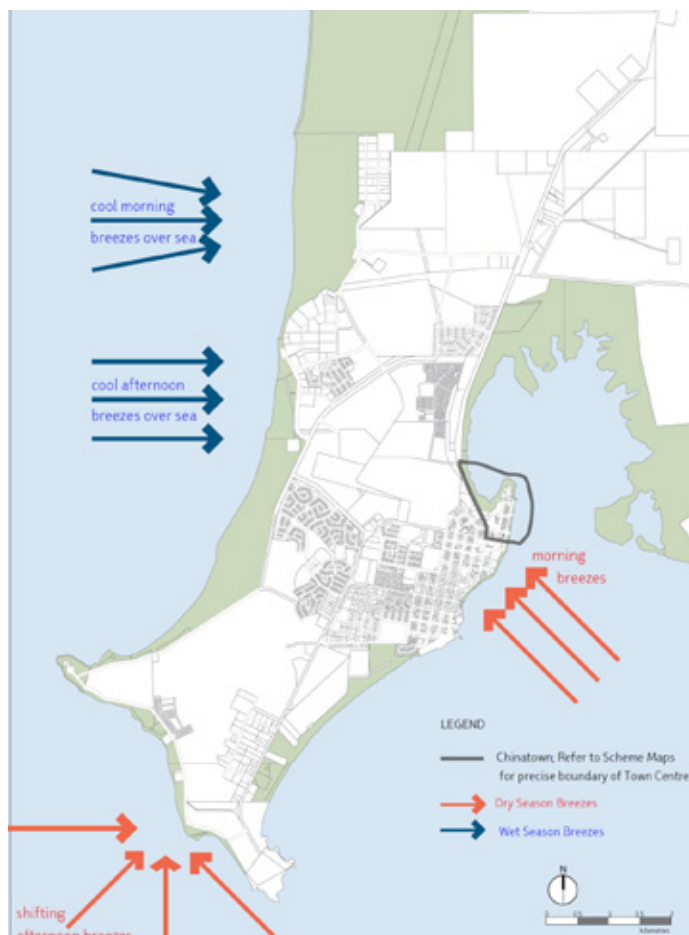


Figure 1: Context Plan

3.2 *Climate Overview*

Broome enjoys a tropical climate. Broome's seasons include a hot, humid, rainy period usually from December to March and the 'dry' for the remainder of the year. Reliable afternoon sea-breezes arrive from the west during the 'wet' season.

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The Yawuru people, the traditional owners, recognise six seasons:

SEASON	LOCAL CONDITIONS
Wirralburu	
March to Mid May	High tides; Light south easterly winds
Barrgana	
Mid May to August	Dust storms; Moderate South easterly winds
Wirl Buru	
August to September	Low spring tides
Larja	
September to November	Build up to wet season; Strong north westerly winds
Manggala	
December to March	Wet season - cyclones
Marul	
February to April	Hot after the wet; Light winds

From October to April maximum temperatures average over 33°C while overnight minima are a typically warm 26°C in the summer months. By contrast winters are mild, with July average maximum and minimum temperatures being 28.8°C and 13.6°C respectively. Overnight temperatures rarely fall below 5.0°C and only fall below 10°C about once a week during July on average.

Over 75 % of the average annual rainfall falls from December to March. Tropical cyclones can be experienced during the months from November to April, but are most common in January and February. These cyclones can produce strong winds, high seas and heavy rainfall in short periods, and a significant proportion of the yearly total can fall in just one or two days.

Evaporation is usually high in November with an average daily rate of 9.5 mm per day. The relative humidity changes from month to month, averaging about 60 - 70 % at 9 am, and at 3 pm, ranging from about 35 % in the cooler months to about 60 % in the wettest months.

TEMPERATURE

Average Summer Range 26.0°C – 33.0°C

Average Winter Range 13.6°C – 30.2°C

RAINFALL

Mean Annual Rainfall 600mm

Mean No. of Days of Rain 34.7 days

Climatic Zone and Response

Broome is classified under the Building Code of Australia as a Zone 1 – Tropical Climate Zone. The main characteristics of the region's climate are:

- High temperatures year round.
- High humidity (with a degree of “dry season”).
- Moderate diurnal (day/night) temperature range.
- A cyclone season coinciding with warmer months.

The following points advise on how development can best respond to Broome's unique climate:

Design Recommendations:

- Maximise external wall areas (plans with one room depth are ideal) to encourage movement of breezes through the building (cross-ventilation).
- Site buildings for exposure to breezes.
- Shade whole building in summer and winter.
- Use reflective insulation and vapour barriers.
- Ventilate roof spaces.
- Choose light coloured roof and wall materials.
- Consider elevating your building to permit airflow beneath floors.
- Consider high ceilings.
- Provide screened, shaded, insulated outdoor living areas.
- Consider creating sleep out spaces and larger outdoor or balcony areas.
- Design and build for cyclonic conditions.

3.3 Coastal Context

Due to its low lying nature and coastal location, Chinatown is vulnerable to inundation. A large part of Chinatown is deemed to be flood prone land in the Planning Scheme.

Roebuck Bay is a wetland of national importance and part of the West Kimberley National Heritage area, due to its ecological values.

3.4 Heritage

Much of Broome's rich cultural heritage is expressed in Chinatown. Several buildings are on the WA Register of Heritage Places or the Municipal Heritage Inventory and most of the town centre is within the State-registered Chinatown Conservation Area.

The original / heritage-listed buildings in Chinatown are sometimes mixed with more recent development, sometimes contiguous. Chinatown is representative of the types of construction designed to suit the climatic

conditions of the tropics, “typified by small single and two-storey structures, symmetrical facades with small windows, vertically and horizontally lined corrugated galvanised iron wall and roof coverings, storm shutters, lattice screens, verandahs across the facade, balcony additions, and criss-cross timber balustrade infill” – refer Statement of Significance on Heritage WA website.

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The Shire of Broome Municipal Heritage Inventory lists and describes buildings which make a ‘considerable’ or ‘some’ contribution to the post-European heritage values of the Chinatown Conservation Area.

The Chinatown, Roebuck Bay foreshore and Kennedy Hill area is highly significant to the Yawuru people, and contains number of registered Aboriginal heritage sites.

4.0 Urban Design

Objectives

- To achieve better visual connection from Chinatown to Roebuck Bay.
- To reveal, interpret and conserve the natural and cultural values of Chinatown and Roebuck Bay.
- A secure town centre with buildings and public realm spaces designed and orientated to allow for casual surveillance.
- To promote pedestrian-friendly streets with weather-protected, shaded footpaths along street frontages, alfresco seating areas and public seating.
- To promote a legible movement network through new and extended laneways.
- To create active frontages and other edges which contribute to the liveliness, vitality, amenity and security of the public realm.
- To reinforce Chinatown's character and add visual interest through appropriate public art.

4.1. Significant Views and Features

Development Controls

- Development must retain a clear vista at ground level along Short Street and Napier Terrace to Roebuck Bay.

Design Guidance

Openings providing vistas from Dampier Terrace to Roebuck Bay are encouraged in redevelopment on the east side of Dampier Terrace. Where possible these vistas should be aligned with laneways and other significant openings on the west side of Dampier Terrace and provide a pedestrian connection to a foreshore pedestrian network and future boardwalk.

Development should promote the conservation and interpretation of the natural and cultural values of Chinatown and Roebuck Bay.

4.2 Crime Prevention Through Environmental Design (CPTED)

Development Controls:

- Building designs, fencing and landscaping must provide and allow clear sightlines from living spaces, balconies, hospitality and commercial areas to public spaces and vice-versa.
- Along frontages and other pedestrian areas, development must incorporate and operate lighting underneath the canopy at ground level to promote after-hours security of areas under verandahs and awnings which are insufficiently lit by existing street lighting.
- Fencing must be of an open style (visually permeable) to allow passive surveillance between public and private realms.
- Development must avoid or minimise use of reflective or dark glazing, window coverings, opaque film or any device that prevents views into non-residential buildings and hides the presence of activity within the building unless there are paramount privacy concerns.

Design Guidance:

In large format retail stores or complexes, activity within the building should be organised to foster natural surveillance for the public environment for as long as possible each day.

Fencing in front of the facade should clearly distinguish spaces on private property from public land.

80% visual permeability in fencing is preferred.

4.3 Setbacks

Development Controls:

- Building setbacks of 0-2 metres from the street boundary are appropriate.

Design Guidance:

- Setbacks (measured from the street property boundary to the front wall of the building) of zero metres along frontages to Carnarvon Street, Dampier Terrace, Short Street and Napier Terrace are preferred in combination with weather protection over the verge.
- A zero setback to any adjacent laneway boundary is preferred.
- Setbacks from the street boundary may be 2-4 metres elsewhere in Chinatown.

4.4 Pedestrian Friendly Streets and Lanes

Development Controls:

- All non-residential buildings fronting the street must provide continuous weather protection and shading along footpaths through the use of awnings, upper level building overhangs, colonnades and verandahs of a minimum width of 3 metres for the full length of the street frontage between the building and the street.

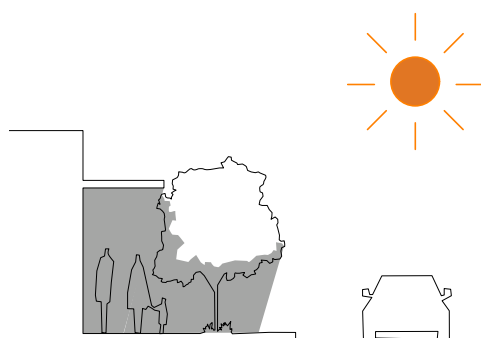


Figure 2: Provide continuous weather protection and shading along footpaths

- All verandahs, awnings and other overhangs are to have a minimum vertical clearance of 2.8 metres above finished footpath level.
- Verandah posts to be set back from travel lanes and parking spaces.
- All verandahs, awnings and other overhangs must be designed to ensure they do not inhibit trees in the public domain achieving full mature canopies.
- Pedestrian laneways and courtyards must be at least 3 metres in width and be provided with at least 2.8 metres vertical clearance above the finished level of the laneway or courtyard.

Design Guidance:

- Street front verandahs with a post structure are preferred to awnings and cantilevered structures.
- Lighting on the underside of awnings, verandahs or other overhangs are appropriate to ensure outdoor areas and street frontages are well lit for security and pedestrian safety.
- Increasing the minimum vertical clearance specified in the above Development Controls is appropriate to provide for signs which under the relevant local law will require 2.7 metres vertical clearance.
- Where appropriate, bicycle racks should be provided at the front of the development.

4.5 Active Edges

Development Controls

- Buildings must directly address streets and public places including Male Oval, laneways and Roebuck Bay.
- Development must provide clearly delineated building entries and associated elements to emphasise their visible presence from various approaches to the building.
- Development must establish and maintain relatively continuous edges of built form along Carnarvon Street, Dampier Terrace, Short Street and Napier Terrace with gaps coinciding with important vistas, and any 'at grade' car parking areas and entries located and designed to minimise interruption of the built-form facing these streets.
- Off-street car parking must not be located between facades and the street boundary.
- Edges of large-format retail stores or complexes must ensure that there are active frontages to Carnarvon Street, Dampier Terrace, Short Street or Napier Terrace (whichever is applicable) with the active frontage flanked by smaller-scale premises, active uses and other features that promote street activation and passive surveillance of the street.
- Development must avoid or minimise blank walls presenting flat surfaces without detailing, openings or activity as viewed from the street and public spaces.
- Development must ensure that car parking structures, building plant and service areas are screened from primary streets and thoroughfares by suitable development and/or landscaping.

Design Guidance

- Entries to premises including car parking areas should be located and designed so that they do not significantly detract from street plantings or the pedestrian environment.
- Development including more than one unit at ground level should provide multiple entries along frontages to activate the street edge.
- Separate pedestrian entrances should be provided for residential and commercial uses.
- Ground floor uses fronting Carnarvon Street, Dampier Terrace, Short Street and Napier Terrace should be predominantly small shops, restaurants or cafes, and other uses which generate high levels of pedestrian activity.
- New development along the east side of Dampier Terrace should be designed to enable active uses to address the Roebuck Bay foreshore.
- Development that includes liner buildings to screen or reduce the visual impact of existing off-street carparks and provide greater enclosure of the public realm is encouraged.

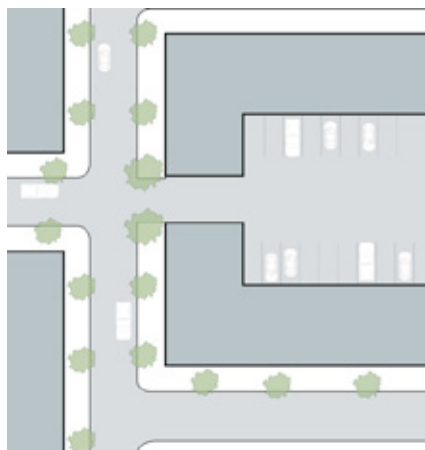


Figure 3: Carpark sleeved with liner buildings to screen new or existing carparks

4.6 *Public Art*

Development Controls

- Developments with a value of \$4.5M or greater shall contribute some form of public art to the public realm on or adjacent to their lot to the value of 1% of total construction cost.

Design Guidance

For developments with a value less than \$4.5M a public contribution in the form of public art is encouraged.

5.0 Built Form Design

Objectives

- To ensure simple, flexible building forms configured for adequate natural ventilation, daylight and privacy.
- Development which is sensitive to the heritage significance and original character of Chinatown, whilst contributing to the centre's vitality and viability.
- To ensure built heritage is conserved and interpreted in new developments without mimicking and creating a 'fake' heritage.
- To ensure that new buildings are designed to be adaptable to a wide variety of activities, without requiring significant reconstruction.
- To ensure that the design of new buildings minimizes risk to life and property as a result of floods or cyclones, without adversely affecting the amenity and character of Chinatown.
- To maintain the human scale of development in Chinatown.
- To protect the integrity of air space in the vicinity of the airport.
- To provide interesting, well proportioned facades, especially at ground level.
- To provide attractive elevations to all public areas and minimise the perceived bulk of buildings.
- Climate-responsive buildings which reflect the traditional range of building materials and colours in Broome.

5.1 Plot Ratio and Site Coverage

Development Controls

- Non-residential development should not exceed a plot ratio of 1 and a site coverage of 75%.

Design Guidance:

- Site coverage may be varied upwards to accommodate outdoor dining areas abutting streets, lanes, courtyards or the waterfront.
- Plot ratio may be varied upward to provide for panoramic views of open space from a substantial viewing area within the development such as a balcony or deck.

5.3 Height and Bulk of Buildings

Development Controls:

- Building height and the bulk of upper levels must maintain a compatible scale with adjacent development, and in any case, the height of buildings must not exceed a wall height of ten metres and a building height of fourteen metres.
- The Obstacle Limitation Surface for Broome International Airport must not be penetrated by any building or structure.

Design Guidance:

Differences in building height between existing buildings and adjacent new development are not more than one storey when viewed from the street.

In three storey development, compatibility with the scale of adjoining buildings may be achieved if the third storey floor area is set back 6 metres from the façade and/or confined to lofts or mezzanines within the roof form where the third storey floor area (excluding voids) does not exceed 30% of the floor area of the building at ground level.

5.3 *Building Depth*

Development Controls

- Buildings must have a building depth measured from glass line to glass line on the shorter axis of the building, of no greater than 18 metres.

Design Guidance

The intent of the above Development Control is to provide greater opportunity for natural lighting and ventilation. However, the maximum building depth may be varied in ground-level retail or commercial buildings such as a supermarket or discount department store or in the case of a covered parking area, where the function demands a larger dimension.

5.4 *Floor Levels and Flood Protection*

Development Controls

- Development must comply with an absolute minimum fill level of 5.3m A.H.D. and a minimum floor level of 5.7m A.H.D., or, levels as may be varied by the Scheme based on new research and the relevant State Planning Policy.
- To promote adaptability for future uses, in all mixed-use and commercial developments, ground floor to first floor height must be at least 4.2 metres, with a floor-to-floor height of at least 3.2 metres in each upper storey of a multi-storey building.
-

Design Guidance

Consider locating residential on upper levels in flood prone areas.

Locate essential services well above the minimum floor level to minimise risk in a severe flood event.

Use flood resilient materials to minimise property damage and extend the life of buildings in a severe flood event.

5.5 *Heritage*

“Heritage place” refers to buildings and other places included on the Register of State Heritage Places or on the Local Heritage List in the Shire of Broome Municipal Inventory. The MI lists and describes the buildings which are considered to make ‘considerable’ or ‘some’ contribution to the heritage values of the Chinatown Conservation Area.

Development Controls

- Heritage places must be retained and conserved.
- Alterations and additions to places of heritage value must enhance the established heritage value and be compatible with the design, siting, scale, built form, materials and external finishes.
- New and original developments must be able to be seen as clearly of a different development period but compatible in form, colour, materials, height, bulk, scale and relationship to the street with nearby heritage buildings.
- Development must conserve, maintain, enhance and reinforce the existing streetscape and the historic character of individual buildings, exhibiting architectural and roof forms, designs, street frontage widths, materials, finishes, fences and landscape settings which complement without attempting to reproduce historic buildings or their detailing.

Design Guidance

- Other than in ground floor retail or commercial premises along an active frontage, openings should be small and with a strong vertical axis.
- Colorbond is recommended for the external surfaces of buildings in Chinatown.
- Structures should be simple in form.
- Handrails and building trim should be very simple in detail.

5.6 Facades

Development Controls

- Buildings on corners must address both street frontages.
- Buildings must incorporate articulation and other facade variations adjacent to street frontages and other significant public realm spaces to reduce their visual bulk and improve their appearance.

Design Guidance

The second Development Control above may be achieved by punctuation of the building wall by window and door openings, verandahs, balconies or wall offsets and/or variation in building plane, colours and textures.

50% visual permeability in security shutters or screens on facades is preferred.

5.7 Roof Forms

The type, shape, materials and details of a roof's design can have a significant impact on its appearance and integration with adjacent buildings.

Traditionally, the roof forms in Broome were simple hipped or gable. These forms are suitable for new single and two storey developments. However, three storey buildings will need to reduce bulk and scale through an alternative roof form.

Development Controls

- Large floor areas must be roofed by means of a series of smaller-scale individually roofed units that are linked to each other in order to reduce the perceived bulk of the roof form.

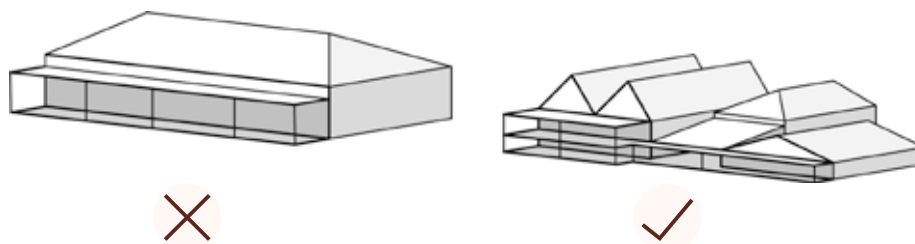


Figure 4: Break down a large roof form by smaller scale roof units

- Roof forms that are not reflective of the character of original buildings such as flat, curved, pagoda, hexagonal or octagonal are not permitted.
- Typical roof forms as found on original buildings such as simple hipped and gable forms with gable facing either front or side elevations must be used for single and two storey developments.

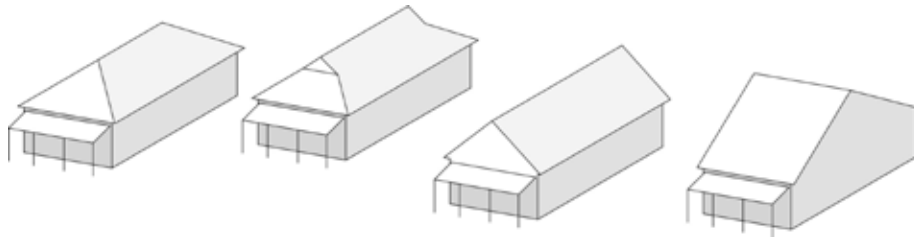


Figure 5: Typical roof forms

- Unless varied to conform with flight path restrictions or a roof which is not visible from a public place, roof pitch over the internal floor area of a building must be between a minimum of 27 degrees and maximum of 40 degrees.

Design Guidance

- In three storey development, any roof component with a high pitch should be set well back from the façade and street so as not to exaggerate the scale and proportion of the building.
- Use the shape and construction of the roof to improve the building's ability to resist direct heat ingress and provide natural ventilation.
- Roof ventilation for all roof spaces in the form of vented gables, 'E' vent or similar appropriate types to suit the cyclonic category for Broome is encouraged.
- Building details characteristic of Chinatown such as ventilated Dutch gables and wind scoops may be incorporated in new development where they are appropriate and perform the function of their design.

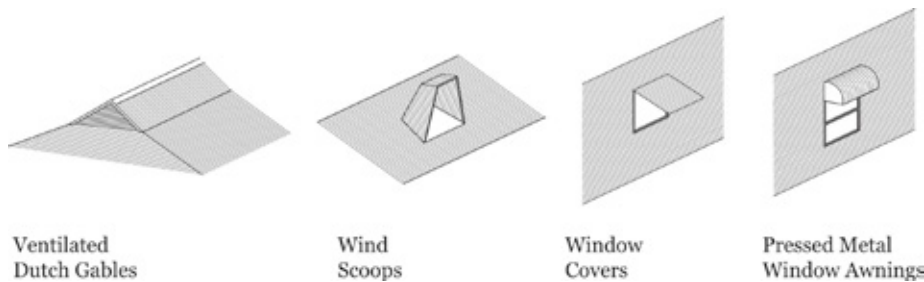


Figure 6: Building details characteristic of Chinatown

5.8 External Colours

Development Controls:

- Primary cladding materials must be light coloured to reduce heat gain and the colours of external surfaces visible from the street or a public open space must be no more than three.
- External materials must not pose risk to aviation due to glare.

Design Guidance:

- Colour palettes should include at least one of the colours which have traditionally been used to paint buildings in Broome: off white, green, red or black.

5.9 Mechanical Services

Development Controls:

- Piped and wired services must be concealed from view on all elevations.
- Services, including air conditioning units, solar collectors, satellite dishes and other plant and equipment, must be located to minimise

visual and acoustic impact on neighbouring properties and the street and public realm.

- All service meters must be contained within development lots, and screened and integrated into the overall development.
- Air conditioning must not be visible from the street and must not be visible above the roof line of buildings on street facing elevations.

Design Guidance:

Air conditioning units should be located where hot air expelled from them will not affect pedestrians or outdoor activities such as dining.

6.0 Environmental Design

Significant improvements in environmental performance, thermal comfort and lifestyle in a tropical climate can be achieved by good design which takes advantage of shade and breeze access given Broome's hot, humid summer and responds thoughtfully to other climatic or environmental factors.

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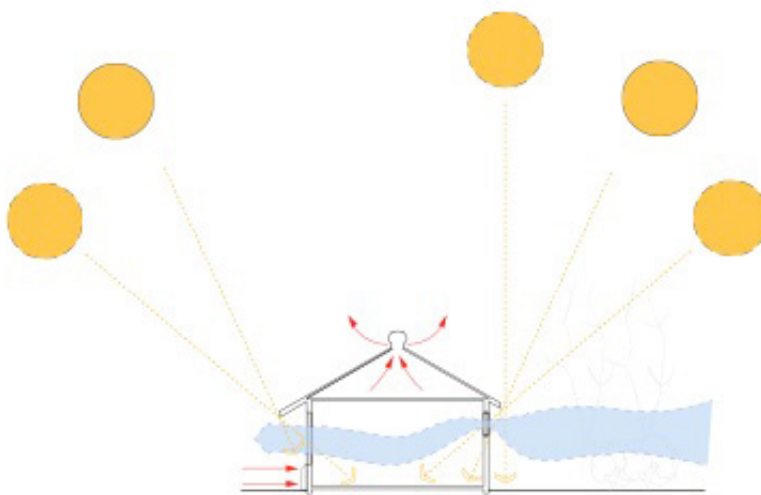


Figure 8: Shading & Ventilation Principles. Source: 'Your Home, Design for Lifestyle and the Future 3rd Edition

Objectives:

- To minimise heat gain to buildings and their internal spaces.
- To achieve thermal comfort in buildings and primary outdoor living areas (like balconies) through optimal use of breezes.
- To reduce reliance on mechanical ventilation, air conditioning and associated energy consumption.
- To promote outdoor living in a tropical climate by providing adequately shaded, functional primary outdoor living areas.
- To achieve a reasonably expected level of amenity in a mixed use activity centre by avoiding, reducing or mitigating effects of noise, odour and light spill.
- To support the benefits of outdoor spaces through landscape design that supports outdoor activity and improves microclimate and the energy performance of adjacent buildings.
- To soften the appearance of the urban environment including non-activated frontages, car parking and service areas.

6.1 Solar Design

Development Controls:

- Glazing within east and west facing walls must be shaded by a neighbouring building, adjustable vertical shading structures or awning or similar structure or combination of the above.
- North facing and south facing openings must all be provided with a horizontal fixed or movable shading device with a minimum width of 750mm.
- Primary cladding materials must be light coloured to reduce heat gain.
- Buildings must primarily use lightweight wall cladding or ensure external masonry walls are predominantly shaded by external cladding (eg. reverse brick veneer), screens, overhangs, buildings or vegetation to reduce solar radiation resulting in heat gain.

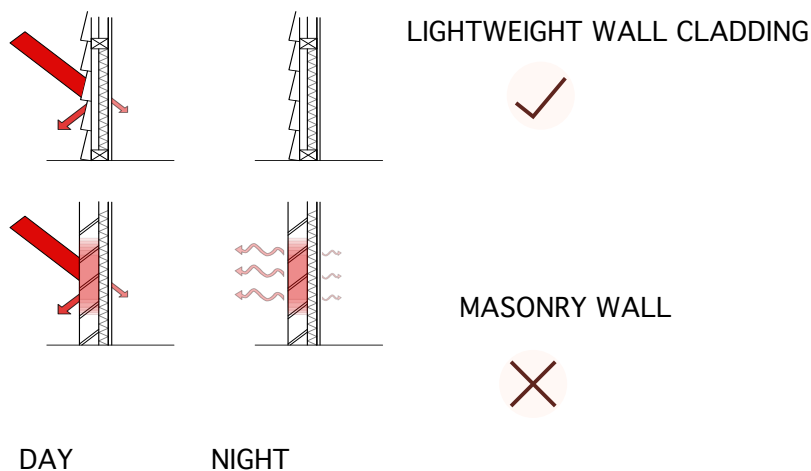


Figure 9: The benefits of using framed wall cladding on walls exposed to solar heat gain

Design Guidance:

- A narrow plan form orientated to have its longest walls facing north and south if possible.
- Screens help to partially enclose porches and verandahs providing sun control and a sense of depth and layering to facades. External feature screens may take the form of fixed battens, framed panels of louvres etc.
- Large roof overhangs to provide significant shade to upper floors are preferred.
- In multi-residential developments, maximise the amount of dwellings that have their outdoor living areas located to the south.

6.2 Ventilation

Optimising cross ventilation by well-placed window openings and minimising barriers to air circulation through the interior of a building helps to cool the building, and reduces the need for air conditioning. These guidelines work on the basis of the most beneficial cooling breezes being, in order of priority: west, north-west and south-west.

Development Controls:

- Principal living areas and major openings must be designed and located to enable cross-ventilation to effectively cool internal spaces
- Development should be designed to maximise cross ventilation by providing direct breeze paths for optimised cooling and air circulation.
- Habitable rooms must have at least one window with 50% openable area on all external walls.

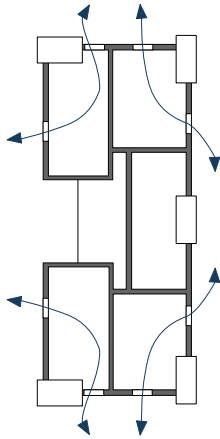
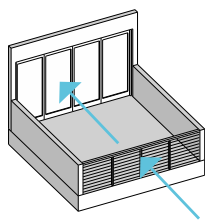
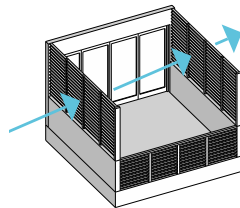


Figure 10: For habitable rooms enhance cross ventilation with openings on all external walls

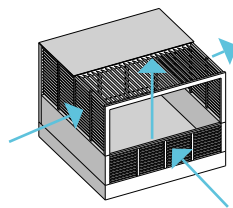
- Habitable rooms must have per window a minimum openable area of 1 metre square.
- Primary outdoor living areas should be designed and located to optimise the cooling effect of westerly, north-westerly and south-westerly breezes during the hotter months of the year.
- Primary outdoor living areas (including a space between more than two walls) must be covered by a roof, with a covered area of minimum dimension of 2.4 metres.
- Balustrades must be at least 80% breeze permeable.



PERMEABLE BALUSTRADE



PERMEABLE SCREEN WALL



PERMEABLE ROOF

Figure 11: Maximise cross-ventilation with permeable elements

Design Guidance:

- Design for cooling through ventilation should seek to make best use of the most beneficial cooling breezes being, in order of priority: west, north-west and south-west.
- When breeze-blocked areas are unavoidable, locate non-habitable rooms in these areas.
- Permeable fencing and screens are encouraged to permit good ventilation.
- Where possible, options for vertical shading devices, such as adjustable louvres or screens to the east and west of outdoor areas are recommended.
- Opportunities for outdoor cooking are encouraged to enable residents to utilise outdoor spaces.
- Non-glazed ventilation openings are encouraged.
- Buildings should accommodate and maximise use of ceiling fans to cool indoor spaces.
- Night-time ventilation/flushing (night purging of hot air) - either manual or automated (eg. install security screens in conjunction with 'hold-open' devices) are encouraged in commercial / retail developments.
- Larger balconies can be used as additional living areas and are encouraged in all developments.

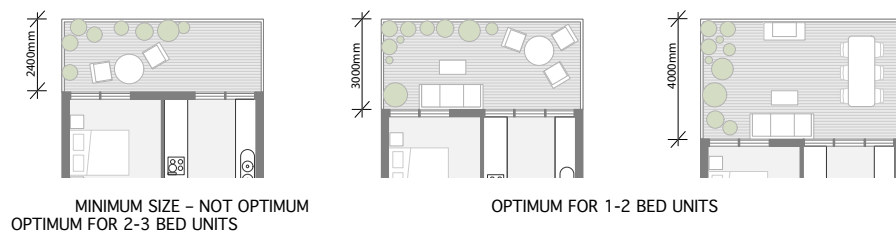


Figure 12: Optimise living in Broome's climate with larger outdoor balconies

6.3 Noise and Odour

Development Controls:

- Noise generating services such as air conditioning units must be remotely located or utilise noise control measures to minimise impacts on adjacent users.
- Development, such as entertainment venues, with potential to emit significant noise must incorporate appropriate noise attenuation measures in their design to prevent noise from causing unreasonable interference with the amenity contemplated in a mixed-use activity centre.
- Noise sensitive development must be located and/or incorporate adequate noise attenuation measures into their design and construction to provide occupants with reasonable amenity having regard to noise sources such as aircraft, entertainment premises, service areas for retail premises, and other activities contemplated in a mixed-use activity centre.
- Noise sensitive development in mixed use areas must not unreasonably interfere with the operation of surrounding non-residential uses that generate noise levels that are commensurate with the envisaged amenity of a mixed-use activity centre / the Zone.

Design Guidance:

A range of methods can be used to mitigate amenity impacts of noise or odour. These include:

- Building design and room layout, such as locating outdoor living areas and indoor habitable rooms away from noise sources.
- Building construction techniques and upgraded treatment to facades, such as double glazing, window frame and ceiling insulation and sealing of air gaps.
- Where upgraded glazing is required, the benefit is only realised when windows are kept closed and, as such, mechanical ventilation should also be considered in these circumstances.
- In mixed-use developments, residential areas should be appropriately designed so residents are not adversely affected by noise sources such as from early morning truck delivery and waste collection and odours (eg. from cooking exhausts and bin storage).

6.4 Lighting

Development Controls:

- Outdoor lighting must be directed downwards with no light spill above the horizontal plane.
- Lighting must not pose risk to aviation.

Design Guidance:

- Chinatown lighting should be installed in accordance with MOS Part 139 Section 9.21: Lighting in the Vicinity of Aerodromes.”

6.5 Landscape Design

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Development Controls:

- A landscaping plan must be submitted detailing plant types, number, irrigation and mulch type to demonstrate that the development will meet the above Objectives.
- Unless shading has been provided by a building or structure, shade trees in car parking areas should be provided at a rate of not less than one per six parking spaces.

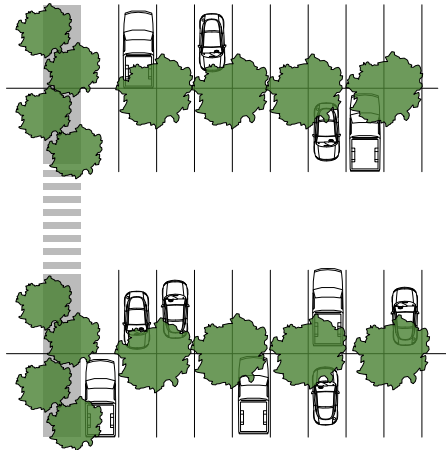


Figure 7: Shade trees in car parking areas

Design Guidance:

- Maximise opportunities for each development to include trees of a scale appropriate to the built form scale that facilitates growth to a mature canopy and long term health.
- Ensure a soil depth and volume plus unpaved area sufficient to ensure the health and vigour of plantings.
- Integrate landscape design with water and stormwater management.
- Select plant species appropriate to context and the specific microclimate within the development, maximising use of endemic and native species and opportunities for urban biodiversity.

B

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Carnarvon Terrace, Chinatown

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