

## Chinatown Revitalisation Project

### Public Submissions – Key Themes with Steering Committee’s Responses

6 December 2017

Key theme or issue raised	Design Team response	Recommended Action	Chinatown Revitalisation Steering Committee’s Position
<b>Culture and Public Art</b> <ul style="list-style-type: none"> <li>Opportunity to capture unique cultural aspects of Broome in the project</li> </ul>	<p>A key objective for the development of new infrastructure, public realm and revitalisation of Chinatown is around capturing the unique natural and cultural history of the place, which will be expressed through public art and materiality. Ephemeral aspects of reflecting this history may be captured in a future Place Activation Management Plan.</p>	<ul style="list-style-type: none"> <li>Prepare Place Activation Management Plan</li> <li>Consider live entertainment as part of the Place Activation Management Plan</li> <li>Consider entry statement locations</li> </ul>	<p>Agree with recommended actions and incorporate the following:</p> <ul style="list-style-type: none"> <li>Incorporate unique culture aspects and character in detailed design.</li> <li>Implement the Public Art Master Plan and Chinatown Laneways Enhancement Strategy once adopted.</li> <li>Support the CIDC in undertaking role to deliver place making initiatives and promoting culture and public art initiatives.</li> </ul>
<b>Business Trading Hours</b> <ul style="list-style-type: none"> <li>Extended trading hours could help activate Chinatown after hours</li> </ul>	<p>The Place Activation Management Plan should also take into account business trading hours for Chinatown.</p> <p>Extended trading hours are currently being trialed by the Chinatown Revitalization project.</p>	<ul style="list-style-type: none"> <li>Prepare Place Activation Management Plan</li> </ul>	<p>Agree CIDC to prepare Plan.</p>
<b>Activation</b> <ul style="list-style-type: none"> <li>De-regulation of current policy to encourage/incentivise activation initiatives</li> </ul>	<p>Place Activation Management Plan could consider (collaboratively with the Shire) opportunities for de-regulation of activation.</p>	<ul style="list-style-type: none"> <li>Prepare Place Activation Management Plan</li> </ul>	<p>Agree CIDC to prepare plan.</p>
<b>Car Parking</b> <ul style="list-style-type: none"> <li>Perceived negative impacts around the removal of car parking street bays</li> <li>Concerns around how to manage retailers/workers from parking in visitor bays</li> <li>Opportunities to provide more car parking in town (e.g. Gray Street, northern end of Dampier, Male Oval, Sam Su Lane)</li> </ul>	<p>Preparation of a Chinatown Parking Management Strategy/Plan is recommended to address concerns around developer contributions, managing retailer/employee parking in town centre bays to ensure bays available for visitors and shoppers, and identifying areas within Chinatown for the development of future car parking areas.</p>	<ul style="list-style-type: none"> <li>Prepare Chinatown Parking Management Strategy/Plan</li> <li>Include sign posting and awareness campaign for any new car parking to assist visitors/locals</li> </ul>	<p>Supports in principle reinstatement of car parking bays, subject to budget availability and will engage with the Shire on apportionment of costs for additional bays.</p> <p>The Parking Layout Plan is reviewed to reallocate the timed parking in the precinct to allow for long-term parking/employee parking in fringe areas and short-term parking in the central locations.</p> <p>Shire to review Rangers management of parking.</p>

Key theme or issue raised	Design Team response	Recommended Action	Chinatown Revitalisation Steering Committee's Position
<ul style="list-style-type: none"> <li>Questions raised in regard to cash in lieu issue for existing street car parking</li> </ul>	<p>The current situation of declining activity in Chinatown is not considered to be a result of lack of carparking with car park surveys confirming existing parking is not fully utilized. Rather it is considered that carparking is contributing to the inhospitality of Chinatown. Equally the lack of things to do in Chinatown must be addressed and a modest reduction in the extensive available carparking to allow for shade, greenery and the potential for more activity in the streetscape.</p>		
<p><b>Pedestrian Crossings</b></p> <ul style="list-style-type: none"> <li>How will the change in pedestrian priority at crossings be communicated / understood</li> </ul>	<p>The detailed design will aim to use materials to provide cue's to drivers that crossings are pedestrian prioritized.</p>	<ul style="list-style-type: none"> <li>Addressed in the detailed design</li> </ul>	<p>Agree, subject to outcomes of safety audit.</p>
<p><b>Markets in Chinatown</b></p> <ul style="list-style-type: none"> <li>Ensuring there is room for markets to be accommodated in Chinatown</li> </ul>	<p>The design of Carnarvon Street has taken into consideration the ability to host markets (spacing and infrastructure), which will be further built into the detailed design stage. The preference is to have markets within Carnarvon Street to create an active streetscape and support existing traders.</p>	<ul style="list-style-type: none"> <li>Host trader workshop with BCCI for SWOT analysis of markets in Chinatown</li> </ul>	<p>Agreed.</p>
<p><b>Streeter's Jetty Opportunities</b></p> <ul style="list-style-type: none"> <li>Streeter's Jetty site identified for potential activation opportunities</li> </ul>	<p>The Project Team will be undergoing further discussions with the landowner of the lot in front of Streeters Jetty to understand their appetite for delivering interim and long-term activation in this space.</p>	<ul style="list-style-type: none"> <li>Shire Project Team to meet with Paspaley to discuss opportunities</li> </ul>	<p>Agreed.</p>
<p><b>Water Features</b></p> <ul style="list-style-type: none"> <li>Considering water features in Chinatown to help cool the streets</li> </ul>	<p>Water features are not recommended given the restrictive guidelines and subsequent extensive cost and maintenance in WA.</p>	<p>N/A</p>	<p>Agreed water features not be included in the Masterplan.</p>
<p><b>One-Way Street System</b></p>	<p>One-way streets are not recommended as they facilitate</p>	<p>N/A</p>	<p>Agreed, one way streets not to be included in the Masterplan.</p>

Key theme or issue raised	Design Team response	Recommended Action	Chinatown Revitalisation Steering Committee's Position
<ul style="list-style-type: none"> <li>Recommendations for a one-way street system between Carnarvon Street and Dampier Terrace</li> </ul>	<p>constantly flowing traffic cycling through, and can compete with the pedestrian focus that that public realm in Master Plan is aiming for. It can also cause confusion for navigating the town centre, restricting traffic movement to one direction only.</p>		
<p><b>Laneway Activation</b></p> <ul style="list-style-type: none"> <li>Interest in the opportunities for the activation of laneways</li> </ul>	<p>The Chinatown Laneways Enhancement Strategy is considering possible activation opportunities for the laneways in a coordinated manner. These types of activation would ultimately be considered by a Place Activation Management Plan.</p>	<ul style="list-style-type: none"> <li>Chinatown Laneways Enhancement Strategy to be formally endorsed (upon completion)</li> <li>Consideration for activation of laneways as part of Place Activation Management Plan scope</li> </ul>	<p>Agreed.</p>
<p><b>Humidity</b></p> <ul style="list-style-type: none"> <li>Concerns that streetscapes will be too humid and hot for pedestrians</li> </ul>	<p>The project has focused on interventions in the public realm given the scope of the revitalisation project funding. Increasing shade (through structures and tree plantings) within the streetscape, and reducing the amount of asphalt have been key principles in helping to reduce the impact of humidity.</p>	<ul style="list-style-type: none"> <li>Ensure shade provision is at the forefront of detailed design considerations.</li> </ul>	<p>Agreed.</p>
<p><b>Northern Laneway Opportunity</b></p> <ul style="list-style-type: none"> <li>Landowner concerned about creation of laneway link over existing property</li> </ul>	<p>This northern lane link between Little Johnny Chi Lane and Short Street has only been identified as a strategic long-term opportunity and would be subject to further negotiations with the landowner.</p>	<ul style="list-style-type: none"> <li>Recommend removal of northern laneway link opportunity from Chinatown Laneways Enhancement Strategy</li> </ul>	<p>Agreed. Section 8 of the Masterplan to be updated to remove the northern laneway.</p>
<p><b>Roebuck Bay Hotel Seating (Dampier Terrace)</b></p> <ul style="list-style-type: none"> <li>Concerns over scale and finish of seating area</li> <li>Concerns over management and anti-social behaviour</li> </ul>	<p>As a way to manage or alleviate concerns, consider trials or temporary instalments of these alfresco areas in front of the Roebuck Bay Hotel to test and establish acceptable user patterns (to a suitably landscaped and furnished finish). Through informal discussions, the Hotel owners do have an aspiration to improve their activities and service offer.</p>	<ul style="list-style-type: none"> <li>Discussion management opportunities with Hotel owners</li> <li>Consider temporary seating trial in detailed design</li> </ul>	<p>Agree. Consider not proceeding if satisfactory management arrangements cannot be agreed with the Roebuck Hotel owners.</p>

Key theme or issue raised	Design Team response	Recommended Action	Chinatown Revitalisation Steering Committee's Position
<p><b>Landscaping and Tree Species</b></p> <ul style="list-style-type: none"> <li>• Different tree species recommended</li> <li>• Looking to optimise shade</li> <li>• Type (e.g. deciduous vs. evergreen, mature, native)</li> </ul>	<p>Landscaping/planting/tree selection will be addressed as part of detailed design stage.</p>	<ul style="list-style-type: none"> <li>• Specify landscaping selection in the detailed design.</li> </ul>	<p>Agreed.</p>
<p><b>Roebuck Bay Lookout</b></p> <ul style="list-style-type: none"> <li>• Queries as to the location of the lookout – originally depicted on Frederick Street and Dampier Terrace, now located at the end of Napier Street</li> </ul>	<p>The movement of the lookout evolved through the concept design process, noting there were several challenges with the site identified at the top end of Dampier Terrace (including Tenure). The opportunity of the lookout being located at the end of Napier Street provides a 'book end' to the street that would be a visible landmark upon entry to the town. It is also closer to the activity in town, and is more accessible for pedestrians (locals and visitors) to the current and proposed activity. The intent was to deliver an iconic structure that spans vertical height and allows a view over the mangroves into Roebuck Bay, of a similar (if not better) view than that at the top end of Dampier Terrace. The site at the top end of Dampier Terrace has been identified for a moderate approach of some simple seating and shade to still celebrate the natural lookout opportunity at this spot.</p>	<ul style="list-style-type: none"> <li>• A moderate scale lookout structure will be developed at the Dampier / Frederick Street location.</li> <li>• The iconic lookout shall remain in the Master Plan as future opportunity.</li> <li>• Include more context around the lookout in the Master Plan report</li> </ul>	<p>Agreed position:</p> <p>Support proceeding with lookout as per TWA and Shire Agreement at Frederick Street location.</p> <p>Masterplan to be amended to remove the iconic lookout (Napier Terrace) from Masterplan.</p>
<p><b>Tourist Rest / Coach Drop-Off</b></p> <ul style="list-style-type: none"> <li>• Ability to accommodate 6 coaches at the bus drop-off point at Male Oval (currently only allows 3)</li> <li>• Coach rest area not identified</li> <li>• Raised pavement not specified</li> </ul>	<p>The Consultant Team has been exploring scenarios for coach drop-off and parking in Chinatown to try and accommodate more bays adjacent the rest stop area, and alternative bays or layover bays nearby in the precinct. Note that all of these scenarios will have some temporary and/or permanent impacts on parking subject to the agreed direction and detailed design.</p>	<ul style="list-style-type: none"> <li>• Agree on direction and identify coach rest area, and note on the master plan</li> <li>• Include note for raised pavement at tourist rest drop-off area on master plan.</li> </ul>	<p>Agreed that Tourist Rest Facilities are to remain in the Masterplan however is to be amended to be a Priority 3 Project.</p> <p>Cruise Broome are to be further consulted to ensure that requirements are met as more detail becomes available.</p>

Key theme or issue raised	Design Team response	Recommended Action	Chinatown Revitalisation Steering Committee's Position
<p><b>Disruption to business during construction</b></p> <ul style="list-style-type: none"> <li>Timing of construction currently proposed over the high tourist season that would be disruptive to traders</li> </ul>	<p>The implementation of the works will require intricate planning to mitigate disruption, however, there will be some disruption during construction. Key constraints are:</p> <ul style="list-style-type: none"> <li>High tourist season – when works can be carried out most efficiently.</li> <li>The summer season – when it is elevated risk to carry out works due to inclement weather.</li> </ul>	<ul style="list-style-type: none"> <li>Further planning for implementation of the works is to be undertaken.</li> </ul>	<p>Agreed.</p>
<p><b>Servicing and Access</b></p> <ul style="list-style-type: none"> <li>Ensure trailers and delivery trucks can navigate proposed intersections and access tenancies in Chinatown</li> </ul>	<p>To the extent that this is a reasonable requirement in a highly pedestrianized area, the appropriate intersection design can be considered in detailed design. Delivery trucks to Paspaley Shopping Centre will need to be considered.</p>	<ul style="list-style-type: none"> <li>Detailed design to consider appropriate intersection design.</li> </ul>	<p>Agreed, all aspects of design to be considered.</p>
<p><b>Drainage</b></p> <ul style="list-style-type: none"> <li>Concerns around flooding in Chinatown</li> <li>Queries on how this is being addressed</li> </ul>	<p>Drainage is currently outside of the scope of works being considered for the Chinatown Revitalisation Project, however, the Project has undertaken a hydrological review which shows areas requiring attention at the intersection of Carnarvon and Short Street.</p>	<ul style="list-style-type: none"> <li>The Shire is to consider how it shall address drainage problem points and consider whether this any remediation will be undertaken concurrently to Revitalization work.</li> </ul>	<p>Acknowledged drainage needs, however unlikely to be resolved with budget constraints. Will look to develop a solution in conjunction with the Shire.</p>
<p><b>Road Safety</b></p> <ul style="list-style-type: none"> <li>Has a road safety audit been undertaken on the central parking.</li> </ul>	<p>A road safety audit has not been undertaken on the proposed centralized parking layout.</p>	<ul style="list-style-type: none"> <li>Action to be confirmed.</li> </ul>	<p>Agree road safety audit underway.</p>