

**PROPOSED DOME COFFEE
24 RICHARDSON STREET,
PORT HEDLAND**

**REVIEW OF PARKING
PROPOSAL**

Porter



Report Prepared For:
TOWN OF PORT HEDLAND

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CONTENTS

1.0 INTRODUCTION.....	1
2.0 SCOPE OF REPORT.....	1
3.0 DEVELOPMENT PROPOSAL	1
4.0 EXISTING SITE AND ACCESS	1
5.0 TRAFFIC GENERATION	2
5.1 Site Operation	2
5.2 Trip Generation and Distribution	2
5.3 Parking Provision.....	3
5.4 Parking Supply	4
5.5 Pedestrians and Cyclists	5
5.6 Service Vehicles	5
6.0 SUMMARY.....	6

APPENDICES

Appendix 1 – Parking Survey

Appendix 2 – Dome Coffee Development Proposal

1.0 INTRODUCTION

Porter Consulting Engineers has been engaged by the Town of Port Hedland to review the parking proposal contained in a Development Application report dated 30 June 2012 submitted by Dome Coffees Australia Pty Ltd for development of 24 Richardson Street, Port Hedland.

This report presents assessment of parking proposed by the Development Applicant (Dome Coffees Australia Pty Ltd) in adapting the Site's existing building of heritage significance to a Dome Café.

2.0 SCOPE OF REPORT

The scope of this report is primarily to address the following matters:

- Review Dome Coffee's proposed arrangement for parking supply.
- Compare with the available parking supply and use within the surrounding area.

3.0 DEVELOPMENT PROPOSAL

The Site presently contains a building of heritage significance and the development of the building to a Dome Café proposes to do so with a limited supply of parking on the site. Additional parking is proposed to be supplied by existing on-street parking facilities on the abutting and nearby streets and within public and other private car parks.

The proposed development indicates anticipated client visits of 2,500 per week, or 357 per day with staff of five to twenty on shift in the café at any time.

The Town of Port Hedland advises that proposed Community Rooms included in the development proposal report will not be incorporated in the final design and as a consequence no parking is required to be included in this assessment.

4.0 EXISTING SITE AND ACCESS

The Site is located at 24 Richardson Street, Port Hedland on the corner of McKay Street. Access to parking on this site will be from McKay Street where 10 bays off-street are proposed to be supplied at the rear of the building.

The location of the subject Site within Port Hedland Town is shown in the following diagram.



Figure 1. Location (Google Maps)

5.0 TRAFFIC GENERATION

This section of the report details the investigations required to estimate the traffic generated by the development.

5.1 Site Operation

The development proposes one access point on to the McKay Street fronting road for access to a 10 bay car park at the rear of the building.

5.2 Trip Generation and Distribution

There are a number of resource documents used to determine the traffic generated by particular development land use types. Those most relevant in Australia are:

- Land Use Traffic Generating Guidelines, Director General of Transport, South Australia, 1986
- Guide to Traffic Generating Developments, Roads and Traffic Authority, NSW, 2002
- Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003

These are the industry recognised documents used by Traffic Engineers and Planners Australia wide. The current and proposed development site consists of a single Lot comprising the uses and trip generation described in the following table. Trip generation described in the table is the potential maximum occurring under full utilisation for the use.

**Table 3
Traffic Generation – Proposed Development**

Land Use	No./Area	Trip Rate		No. of Trips	
		Peak Hour	Daily	Peak Hour	Daily
Café	280 m ²	5/100m ² GFA	60/100m ² GFA	14	168

The above evaluation is conservative so that a robust analysis is presented. That is, traffic movements generated by this site are fairly presented and should not exceed anticipated peaks described by the trip generation guideline documents.

Dome Coffees have indicated customer visits of 2,500 per week and 357 per day with hours of operation from 7.00am to 9.00pm on 7 days a week. The Application suggests that these are minimum hours and may be extended based on customer demand.

14 trips in the peak hour equates to an approximate average of 1 trip every 4 minutes which is not a particularly high intensity and as such the immediate abutting street network should be capable of accepting this intensity without undue effect.

5.3 Parking Provision

The development proposes to provide a total of 10 parking bays (9 + 1 disabled) on site.

The following table describes the proposed development parking bay allocations required under the Town of Port Hedland Local Planning Scheme.

**Table 4
Proposed Use Car Parking Requirements**

Land Use	Seats / Area	Parking Rate	No. of Bays
Café	90 Seats or 170 m ²	1 per 4 seats or 1 bay per 5m ² dining area, whichever is the greater	22.5 or 34

The total available on-site parking provision for the proposed development is 10 bays. This suggests there is a shortfall of 24 parking bays from the above requirements.

The Town of Port Hedland Local Planning Scheme Text does not include bicycle parking rate requirements. Austroads Guide to Traffic Management, Part 11: Parking in Commentary 2 provides alternate guidance on bicycle parking provision rates.

**Table 5
Proposed Use Bicycle Parking Requirements**

Land Use	Floor Area	Parking Rate	No. of Bays
Café	280 m ²	1 per 25m ² GFA	11

The development proposes “ample” bicycle storage which does not indicate a measurable capacity. From the above Austroads recommendation the minimum bicycles storage requirement that should be provided is 11.

5.4 Parking Supply

The shortfall in parking supply in the analysis in the previous Section 5.3 of 24 bays will be the amount by which the development is proposing can be accommodated in other parking surrounding the development site.



A 250m radius has previously been assessed as the maximum comfortable walking catchment area for the Port Hedland environment.

The Development proposal has used a one to three minute walking distance as the catchment. The Department of Transport document *Planning and Designing for Pedestrians: Guidelines, Version 5*, 12 March 2012 suggests the typical walking speed for a fit adult is 1.5m/s. At this speed a 3 minute walk can be expected to travel up to 270 metres which is comparable with our 250m radius maximum walking catchment.

The Town of Port Hedland undertook a Parking Survey of the catchment area surrounding the development site from Saturday, 3 November 2012 to Wednesday, 7 November 2012. The recorded Parking Survey results sheets are included in the Appendix.

The results indicate that of the 319 available parking bays within the catchment there is a large supply of unoccupied bays. On the 4 days of counting the number of unoccupied bays ranged from 217 to 265. This suggests that a 24 parking bay under-supply for the development can be readily accommodated.

5.5 Pedestrian and Cyclists

The streets fronting the development site each have a pedestrian path along the verge for pedestrians. There is however, a long section of approximately 80m road pavement to be crossed at the boatramp. A pedestrian path across this wide entry and contained within an island should be provided at this location to provide for safe pedestrian movements and additionally provide better guidance to drivers entering and existing the boat ramp and parking areas. It should also be noted there is a street light pole that would be better protected from vehicles within this pavement area by including it within a pedestrian/traffic island.

The boatramp is almost opposite the development site and could be considered when in use to be a good source of custom. In addition, the Captain Bert Madigan carpark which is directly opposite is likely to become a default carpark for the café. Pedestrian activity to and from this carpark will be likely to increase significantly. Upgrading of pedestrian facilities within the carpark area and a pedestrian refuge island to cross Richardson Street at McKay Street is highly recommended.

There are no designated shared paths or on-road bicycle lanes for cyclists. Cyclists can find it difficult to ride on-road depending on the width of street carriageway and the vehicle environment. However, outside of peak traffic periods on-road cycling can be considered relatively unconstrained.

5.6 Service Vehicles

The development does not include mention of a dedicated service vehicle loading area. Operation as a café will be likely to require daily supply of perishable foods and perhaps weekly supply of non-perishable foods and supplies.

In addition, the development does mention waste disposal. It is likely that it will use a bulk waste bin which will need to be stored in a position for daily use and available for pick-up and empty by a waste service truck.

6.0 SUMMARY

The traffic and parking generation by the proposed development has been reviewed on the basis of the information supplied in the Dome Coffee development application report.

Estimated traffic generation and arrangements for parking supply for the proposed development have been assessed. It is considered that the proposed development can operate in a satisfactory manner with utilisation of other parking resources within a 250m catchment boundary.

Factors which should be addressed are:

- Improvements to the safety of access and internal carpark movements for pedestrians at the Captain Bert Madigan carpark and Boat Ramp.
- Improvements to the safety for pedestrian crossing Richardson Street from the Captain Bert Madigan carpark and Boat Ramp.
- Provision of a Service vehicle loading area at the proposed Dome Café site
- Provision of waste bin storage and pick-up emptying.

APPENDIX 1

Parking Survey

PARKING SURVEY

Count on: Saturday, 3 November 2012

Carpark Location		Time of Count											
		8:00am		9:00am		12:00pm		1:00pm		2:00pm			
		Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays		
1	24 Richardson Street (on-site behind proposed café)	10	0	0	0	0	0	0	0	0	0	0	0
2	Boat Ramp Carpark, Richardson Street	90	16	74	15	75	18	72	17	73	10	80	
3	Captain Bert Madigan Park carpark, Richardson St	20	1	19	1	19	3	17	4	16	3	17	
4	McKay Street parallel on-street (west side)	27	0	27	0	27	2	25	1	26	0	27	
	McKay Street parallel on-street (east side)	15	1	14	1	14	2	13	2	13	2	13	
5	Richardson Street parallel on-street (north side)	9	1	8	3	6	1	8	1	8	1	8	
	Richardson Street angle on-street (centre)	31	2	29	3	28	1	30	0	31	2	29	
6	Marrapikarrinya Park carpark, Richardson Street	37	2	35	3	34	2	35	2	35	7	30	
7	Edgar Street angle on-street (west side)	28	9	19	19	9	16	12	13	15	8	20	
	Edgar Street angle on-street (east side)	25	15	10	19	6	11	14	9	16	6	19	
8	Wedge Street angle on-street (west side)	27	9	18	9	18	8	19	6	21	5	22	
TOTAL		319	56	253	73	236	64	245	55	254	44	265	

PARKING SURVEY

Count on: Sunday, 4 November 2012

		Time of Count											
		8:00am		9:00am		12:00pm		1:00pm		2:00pm			
		Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays		
1	24 Richardson Street (on-site behind proposed café)	10	Supply	0	0	0	0	0	0	0	0	0	0
2	Boat Ramp Carpark, Richardson Street	90		24	66	14	76	12	78	12	78	12	78
3	Captain Bert Madigan Park carpark, Richardson St	20		2	18	6	14	6	14	4	16	4	16
4	McKay Street parallel on-street (west side)	27		1	26	1	26	1	26	1	26	1	26
	McKay Street parallel on-street (east side)	15		1	14	1	14	1	14	3	12	3	12
5	Richardson Street parallel on-street (north side)	9		2	7	2	7	2	7	2	7	2	7
	Richardson Street angle on-street (centre)	31		4	27	2	29	1	30	1	30	1	30
6	Marrapikarrinya Park carpark, Richardson Street	37		0	37	4	33	4	33	6	31	6	31
7	Edgar Street angle on-street (west side)	28		8	20	15	13	4	24	6	22	6	22
	Edgar Street angle on-street (east side)	25		5	20	8	17	7	18	8	17	8	17
8	Wedge Street angle on-street (west side)	27		10	17	6	21	6	21	2	25	2	25
TOTAL		319		56	253	58	251	59	250	44	265	45	264

PARKING SURVEY

Count on: Monday, 5 November 2012

Carpark Location		Time of Count											
		8:00am		9:00am		12:00pm		1:00pm		2:00pm			
		Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays		
1	24 Richardson Street (on-site behind proposed café)	10	Supply	0	0	0	0	0	0	0	0	0	0
2	Boat Ramp Carpark, Richardson Street	90		7	83	8	82	6	84	7	83	8	82
3	Captain Bert Madigan Park carpark, Richardson St	20		2	18	1	19	5	15	4	16	0	20
4	McKay Street parallel on-street (west side)	27		1	26	1	26	1	26	1	26	2	25
	McKay Street parallel on-street (east side)	15		0	15	0	15	0	15	0	15	1	14
5	Richardson Street parallel on-street (north side)	9		0	9	1	8	2	7	2	7	1	8
	Richardson Street angle on-street (centre)	31		3	28	6	25	8	23	6	25	4	27
6	Marrapikarrinya Park carpark, Richardson Street	37		5	32	6	31	6	31	6	31	3	34
7	Edgar Street angle on-street (west side)	28		19	9	19	9	21	7	21	7	22	6
	Edgar Street angle on-street (east side)	25		15	10	21	4	20	5	20	5	20	5
8	Wedge Street angle on-street (west side)	27		9	18	10	17	23	4	23	4	19	8
TOTAL		319		61	248	73	236	92	217	90	219	80	229

PARKING SURVEY

Count on: Wednesday, 7 November 2012

Carpark Location		Time of Count												Supply
		8:00am		9:00am		12:00pm		1:00pm		2:00pm				
		Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays	Number of Occupied Bays	Number of Unoccupied Bays			
1	24 Richardson Street (on-site behind proposed café)	0		0		1		0		0		0		
2	Boat Ramp Carpark, Richardson Street	6	84	5	85	8	82	5	85	5	85	5	85	85
3	Captain Bert Madigan Park carpark, Richardson St	4	16	2	18	1	19	2	18	5	15	5	15	15
4	McKay Street parallel on-street (west side)	4	23	2	25	2	25	3	24	3	24	3	24	24
	McKay Street parallel on-street (east side)	2	13	3	12	2	13	2	13	2	13	2	13	13
5	Richardson Street parallel on-street (north side)	0	9	1	8	4	5	1	8	1	8	0	9	9
	Richardson Street angle on-street (centre)	2	29	2	29	4	27	3	28	4	27	4	27	27
6	Marrapikarrinya Park carpark, Richardson Street	2	35	3	34	3	34	1	36	4	33	4	33	33
7	Edgar Street angle on-street (west side)	11	17	14	14	13	15	14	14	14	14	14	14	14
	Edgar Street angle on-street (east side)	8	17	16	9	9	16	15	10	15	10	15	10	10
8	Wedge Street angle on-street (west side)	6	21	10	17	12	15	11	16	14	13	14	13	13
TOTAL		45	264	58	251	59	251	57	252	66	243	66	243	243

APPENDIX 2

Dome Coffee Development Proposal

ORIGINAL

(COPY 2 OF 2 ORIGINAL COUNCIL COPIES)
TOWN OF PORT HEDLAND

**EXPRESSION OF INTEREST
(FORMER) DISTRICT MEDICAL
OFFICERS QUARTERS**

EOI 11/02

FOR DEVELOPMENT OF A
BAR / CAFÉ / RESTAURANT COMPLYING WITH
A USE BEING FOR "COMMUNITY PURPOSE"
ON THE WHOLE OF THE LAND LOCATED
AT 24 RICHARDSON STREET
(CNR MCKAY STREET), PORT HEDLAND
INCLUDING THOSE BUILDINGS ORIGINALLY
FOUNDED AS R.M.O'S QUARTERS IN 1907

SUBMITTED BY

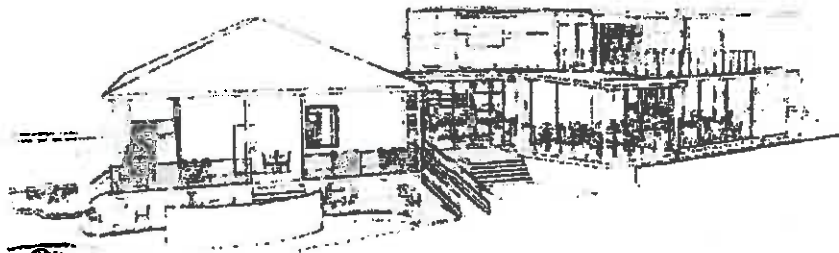
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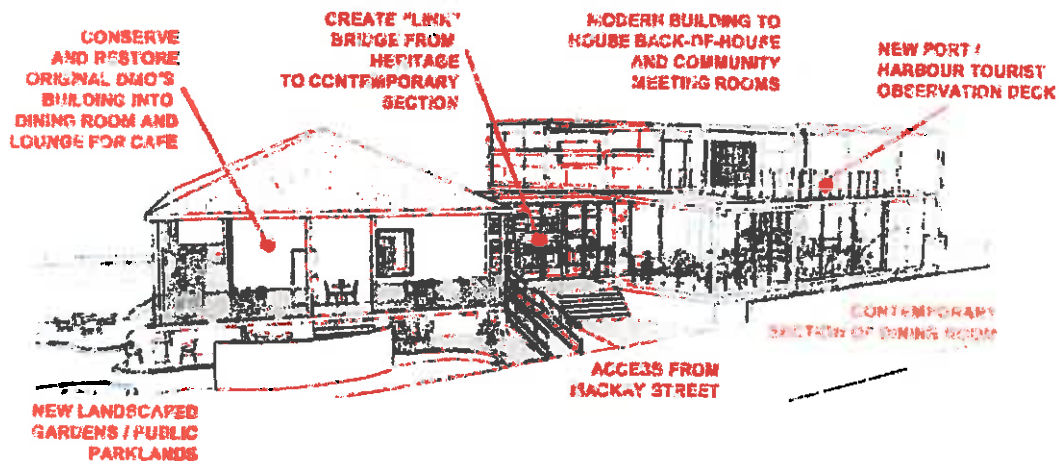
30th JUNE 2011



for hospital staff to October 2001. The place is significant for its associations with Architect WB Hardwick who designed the place, JG Braunsdorf who built it; the two first Resident Magistrates and District Medical Officers appointed to Port Hedland, Drs Burton and Browne, the Australian Inland Mission and the Royal Flying Doctor Service which established facilities in the immediate vicinity

We recognize incredibly that this is a very special building in so far as it is one of the earliest public buildings in Port Hedland and it is also the Town's only surviving pre-World War One Building. It deserves careful and special attention in its adaptive re-use such that it can be made largely accessible for the public to experience and enjoy.

We feel that our proposed use in response to the EOI is both a commercial and a community venture which is an interplay of four broad initiatives uses being as follows



- (a) *A flagship Dome community café* – to be open for breakfast, lunch and dinner on an all-day seven day a week basis
- (b) *The provision of dedicated rooms for community use* – provision of rooms that can be used for a range of uses including small conferences / meetings through to a high quality meeting venue for
- (c) *Enhancing the civic amenity and tourist appeal of the area* – through creation of parklands, a play areas and a dedicated viewing platform for observing the iron-ore shipping activity on approach and within the local Port
- (d) *The provision, management and facilitation of community based events* – designed to engender a sense of belonging and connection to the development and the old District Medical Officers Quarters building.

(4.1.2) Estimated client numbers per day

The estimated guest numbers per day by each segment of our proposed use are as follows;

- (a) *Dôme café* – we expect client numbers to grow to an average of 2500 visits per week, or 357 per day. A large number of these will be walk-up traffic from the local residential area and commercial district. In addition we would expect a staff complement of five to twenty people to be employed on shift in the café facility at any given time.
- (b) *Community Hire of facilities* – client numbers per day will vary depending on the nature of the hire of the facility and the number of guests attending.
- (c) *Improved civic amenity* – numbers will be those as used by the public but increased traffic to the area might be reasonably forecast on account of the proposed improvements to access and public safety created by the new amenity as well as tourist traffic to the area driven by the new port viewing deck
- (d) *Special events* – will vary with each event

(4.1.3) Hours of operation

The estimated hours of operation by segment of operation are as follows;

- (a) *Publicly accessible Dôme cafe* – we anticipate operating at minimum from 7am to 9pm with times to be extended based on demand
- (b) *Community Hire of facilities* – Community hire of facilities shall be aimed at groups numbering over 5 persons who wish to hire the private rooms during business hours or after hours
- (c) *Improved civic amenity* – these exterior features would be available to the public at all times
- (d) *Special events* – hours are likely to vary with each event

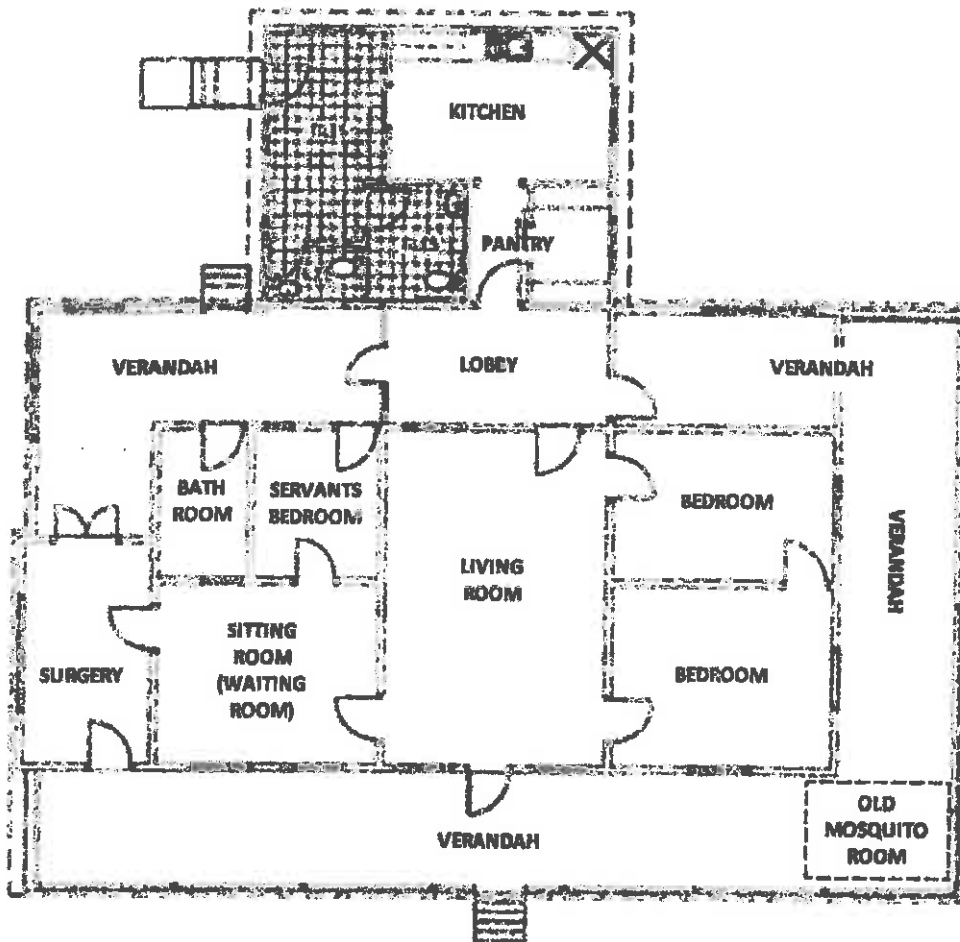
(4.1.4) Days of operation per week

The estimated days of operation per week by segment of operation are as follows;

- (a) *Publicly accessible Dôme cafe* – seven days a week
- (b) *Community Hire of facilities* – facilities will be available for hire 7 days per week
- (c) *Improved civic amenity* – these exterior features would be available to the public at all times
- (d) *Special events* – days will vary with each event

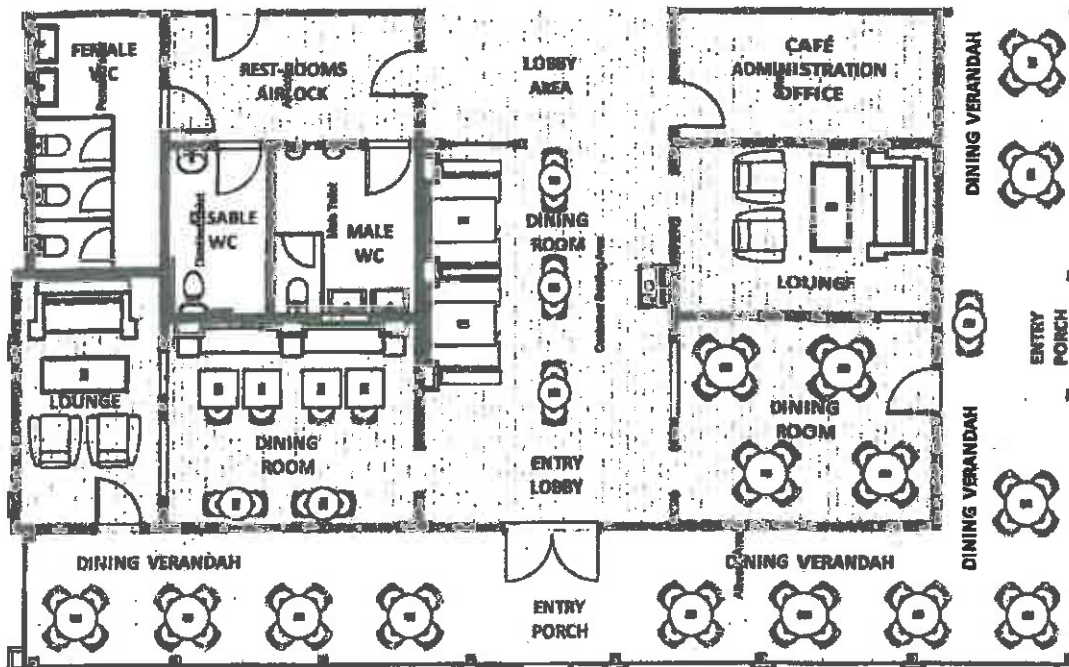
(4.1.5) Public access

We consider that our proposal puts forward a scheme that allows for the public to have access to different areas of the original heritage building in a fashion both faithful to and then significantly improved on its original use. Its original use was one of a civic medical and residential use with defined public areas in the "Sitting Room" and "Surgery". The plan below shows the current ground floor plans and the configuration of rooms which reflects the building's historical civic use as a medical facility and medical staff residence



Under our scheme we are proposing that the area occupied by the entire original heritage building (apart from the current kitchen area which is not original and is an addition circa 1965) is now made fully accessible to the general public through the application of broader social hospitality use through a Dome branded european styled café. The design of the café has all functional services and otherwise intrusive (to heritage fabric) kitchen facilities located in the adjoining newly constructed building ensures that the original building is able to devoted exclusively as a dining room and lounge facility for visitors. This ensures that all areas of the old building remain

accessible to and able to be enjoyed by the general public. A café development of just the heritage building (without the additional buildings that our scheme proposes) would not be able to achieve the same levels of public accessibility for the original heritage building. Please also refer to the detailed plans and 3D perspectives in the Appendix (see Item A.7)



- (a) *Entry Porches* – will be provided to both the McKay Street and Richardson Street frontages connecting garden pathways with the restored front verandahs.
- (b) *Dining verandahs* – the original verandahs will be restored with the original trellis work being maintained to balustrade height across all verandah frontages. Oiled tongue and grooved flooring will feature as the flooring with cooling provided by ceiling fans
- (c) *Entry Lobby* – the entry lobby from the Richardson Street entry will provide a logical pause point in the old living room area for guests to survey the complete café facility (including a clear view into the new building section) and easily access the various “rooms” within the overall dining room space.
- (d) *Dining rooms* – the three “dining rooms” in the building situated in the former bedrooms and sitting room of the DMO's quarters will connect with the main entry lobby and will allow guests to relish the areas fully restored to original condition of the era. Views to both the verandahs and the water will be possible from these rooms when looking out towards Richardson Street. A section of dining area will also operate in the main lobby and feature Dome's signature booth seats

proposing ample bicycle racks in the grounds plan and it is our hope cycling to the café becomes part of many guests weekly ritual.

(d) *Vehicle access* – in our proposal there is a limited amount of parking on the lot directly behind the site (accessed from Kingsmill Street). This combined with the street parking and the many nearby council owned car parks (particularly those at the Boat Ramp and Captain Bert Madigan Park) ensure that the needs of guests who choose to drive to the site are well accommodated. It is our hope that our efforts at integration of the site with parking, as well as pedestrian and cycling paths will encourage some guests who would normally drive to the café to choose alternative transportation.

(4.2.4) Parking Infrastructure

Because the site lies on the border of the Town Centre zoning of the Town Planning Scheme we would suggest that this site needs to be accorded the Town Centre status in its rezoning. The heritage nature of the site imposes an unresolvable impediment to installing the required number of car-parking spaces for the use as set down in Port Hedland Town Planning Scheme No. 5. This arises because (a) the existing heritage fabric cannot be removed and (b) effective preservation and activation of the existing heritage asset particularly in terms of making most of it publicly accessible, means that the balance of the land on the lot needs to be allocated to new buildings to provide infrastructure which is essential to deliver the amenity for which the call for EOI's has been made

We do however believe that the council should be confident in granting a waiver on additional carparking in respect of any Development Application made for our proposal. The reason is that we have identified a large number of existing car-parks within the public domain which are presently significantly under-utilised on most days of the week and during many parts of the day where the Dome café will be active.



Figure 4.9

Locations (1) through (8) below represent the major options for those wishing to park and visit the Dome café ensuring a walk time of between one and three minutes

- (a) *24 Richardson Street* – depicted as carpark Area #1 in Figure 4.9 the Dôme café will have X7 bays on site on the Lot which will be accessible from Kingsmill Street.
- (b) *Boat Ramp carpark, Richardson Street* – depicted as carpark Area #2 in Figure 4.9 the Boat Ramp car-park is almost completely not utilized on a Monday to Friday basis. This means that a significant amount of car-parking will be almost exclusively available to the Dome café on Richardson during this period. Additionally on weekends the use of the Boat Ramp carpark is confined to specific times of the day

Figure 4.10
The Boat Ramp car-park is directly opposite the subject Lot and is significantly empty of vehicles for most of the day on a Monday to Friday basis with only periods of peak use at specific times on weekends.



- (c) *Captain Bert Madigan Park Carpark*– depicted as carpark Area #3 in Figure 4.9 this carpark is also almost 100% not utilised for much of the time and it is a reasonable assertion that parking in this area by patrons of the Dome café will also by default encourage a more active use of the park itself

Figure 4.11
Captain Bert Madigan carpark with the DMO's quarters building behind illustrating the close proximity and convenience that this carpark poses to the Dome café development.



- (d) *McKay Street Parking* – depicted as Area #4 in Figure 4.9 the low level of development on McKay Street means that the large amount of parallel / kerbside parking in this area is largely underutilized at most times of the day. Many of the landowners on the street have their own significant quantities of off-street parking
- (e) *Richardson Street Parking* – depicted as Area #5 in Figure 4.9 the low level of development on Richardson Street means that the large amount of parallel / kerbside parking in this area is largely underutilized at most times of the day.
- (f) *Marrapikarrinya Park Carpark* – depicted as Area #6 in Figure 4.9 and located at the top end of Wedge Street this carpark is often utilized by visitors who are wishing to take in views of the Port. It is our belief that the viewing of the Port and passing ore carriers will likely become a significant activity at our proposed location. This carpark in any event is usually significantly empty of vehicles and any use by patrons of the Dome café would be encouraging of pedestrian activity along Richardson Street which would be a good social outcome
- (g) *Edgar Street Parking* – depicted as Area #7 in Figure 4.9 there is a large volume of street parking on Edgar Street. Whilst much of this parking is servicing the existing commercial uses on Edgar Street as well as the Courthouse Gallery it is noted that it is common for this parking to be no more than 40% utilized even in busy periods.
- (h) *Wedge Street Parking* – depicted as Area #8 in Figure 4.9 this is the main CBD street of the Town Centre. Whilst this street is active and many carparks are utilized during the core CBD hours it is worth noting that on weekends and after business hours this area is significantly devoid of parked cars and there is a significant amount of parking available. Given the large amount of available parking as per (a) through (h) above, it is unlikely that patrons of the Dome café will need to park here to visit the café. It is however worth noting that it is still more than feasible for visitors to the town centre to park in this areas and walk to the Dome café if they are combining their visit to the café with other activities in the CBD.

The above analysis leads to a conclusion that there are some 375 carbays within a one to three minute walking distance of the Dome café. We believe that not being able to park at all times directly at the Dome café premises also presents as an opportunity rather than a problem for the Town. Pedestrian activity creates "passing trade" from which other commercial traders in the Town Centre can start to benefit. We believe that a suitable amount of small distance walking is a positive feature of an active town centre.

(4.2.5) Interrelationship with local heritage infrastructure

Port Hedland is a town with a long standing heritage. The addition of a new high profile, and freely open to the public, heritage site will enhance the heritage prestige of Port Hedland and provide a strong link to the built history of the Pilbara region.

- (a) *Local and wider heritage infrastructure* –the reactivation and accessibility of the District Medical Officers Quarters under our proposed scheme will encourage a positive inclusion on the Heritage Trails series of tours promoted and published

