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Community Workshop Outcomes (28th September 2011 – North Perth Bowling Club)

North Perth Town Centre Master Plan Background

North Perth has been identified as a District level Activity Centre in the State Government's long term regional planning strategy for Perth and Peel *Directions 2031 and Beyond*. In addition, Fitzgerald Street is identified as an area for Rapid Transport Infrastructure in the Department of Transport's planning document, *Public transport for Perth in 2031*. Considering the centre's current success and potential for future development, North Perth is expected to continue to thrive over the next decade. The City of Vincent has commissioned Hames Sharley to prepare a Master Plan to ensure that the centre develops in a way that improves both the quality of life experienced by local residents, and the economic performance of the centre while addressing state strategic objectives.

Identification and understanding of key issues for the centre is essential to the success of the Master Plan and the City of Vincent's ability to facilitate sustainable and site responsive development. A Community Workshop was held on 28th of September, 2011 to discuss the strengths and weaknesses of North Perth as it is today and future opportunities and issues that are of concern to the residential community. The workshop outcomes will inform both the conceptual and strategic direction of the Master Plan. A draft Master Plan will be put on display for public comment to enable the community to consider the outcomes of the study and comment on the plan that is being developed. The draft Master Plan will be displayed for a period of 28 days in both the Administration and Civic Centre and the Library and Local History Centre.

Community Workshop Summary

The Community Workshop focused on North Perth's activity, movement and character and also considered the Department of Transport's plan for light rail along Fitzgerald Street and implications for the centre.

The centre's current strengths and weaknesses were discussed during the workshop. These are summarised below:

Current Strengths (2011)

Activity

- Retail – convenience/walkable/local shopping
- Good mix of shops and residential
- Diverse mix of land uses – Rosemount Bowls/Rosemount Hotel/Cafe's /Bowling/Tennis Clubs
- Good sense of community – day to day and at special events eg. Angove Street Festival
- Diverse demographic – all ages/multicultural community
- Good range of independently owned small businesses
- Important health focus – new health centre/Casson House/St. Rita's Aged Care Facility
- Variety of housing – includes flats/ townhouses not just houses
- A range of parks throughout area
- North Perth already has a unique character which should be enhanced/ built up on

Movement and access

- Convenient parking
- Close to CBD and Edith Cowan University – central location/easy to access other areas of the city
- Transport hub at main centre – well serviced by buses
- Periphery of town centre pedestrian friendly and walkable

Character

- character and height – mix of heritage & modern
- Multicultural community
- No franchises so an interesting mix of shops and cafes/restaurants
- Existing street trees

Current Weaknesses (2011)

Activity

- No night activity – safety concerns (poor lighting- inactive edges - a strategy is required to resolve this)
- North Perth Plaza – strata titled, recognised as essential catalyst for development but difficult to achieve with multiple owners –currently underutilising the land
- Town Centre boundary – broader area would make more sense. Extend further South down Fitzgerald St and along Angove St towards Charles St
- Lack of diverse employment
- Lack of Nightlife – restaurants, small bars (limited choices)
- Centre's point of difference/eclectic mix eg. bowling etc. needs to be emphasised
- Lack of central green spaces, areas to sit and have lunch, rest, observe
- Limited leisure/entertainment facilities – movies
- Limited community facilities – library/computer access/gym/pool
- Underutilised Town Hall
- Limited shops and shopping hours
- Limited infill sites available – concern and that there is limited opportunity to increase density

Movement and access

- Parking –lack of legibility, poorly distributed, possible negative effects on North Perth when light rail begins
- On-street parking on Fitzgerald St a major issue
- Poor and unsafe pedestrian access – particularly across Fitzgerald St & Angove St intersection
Poor pedestrian environment throughout Town Centre - limited shade, poorly designed and maintained footpaths
Traffic speed and pedestrian safety on narrow footpaths close to the road
- Poor cross town connections – East/West
- Lack of cycle paths and end of trip facilities
- Poor disabled access – considered as an afterthought (needs to be resolved)
- Very limited parking for service industry businesses
- Regional through traffic – causes congestion

Character

- Stark, tired, hot and windy
- No definition of entry/exit/edge of town centre
- Dated buildings
- Overhead power lines unsightly (currently no funding in place)
- No uniformity, or cohesion - limited landscaping/street trees/street furniture
- North Perth Plaza dated and inwards (redevelopment using some of the ideas adopted at The Mezz, Mt Hawthorne)
- Parking – considered urban blight
- Limited atmosphere
- Unattractive signage

The opportunities and issues for the centre in 2031 were also discussed during the workshop. These are summarised below:

Future Opportunities (2031)

Activity

- Increase study area – increase width/extend commercial mixed use/ (it is important to include the existing mix of community, commercial & retail)
- Need for flexible opportunities to increase and diversify activity - planning requirements eg. parking uses, character
- Need for flexible buildings – to adapt to change over time
- Proximity to Edith Cowan University brings opportunity to cater for students
- More cafes/restaurants/small bars/boutiques to cater for a broader range of people (especially if we have more housing in centre)
- Improved community facilities – weekend markets/activities at the school site/men's shed/community garden/community centre
- Redevelop North Perth Plaza to better integrate and open up to face other main street shopping
- Increase street frontages
- Greater mix of housing types – mixed use development
- Increase day and night time activity – extended trading hours for convenience, vibrancy and to help increase safety
- Maintain public open space – increase usable spaces in town centre
- Diversify and increase employment opportunities within the town centre

Movement and access

- Redevelop parking areas at Coles site and behind the Rosemount Hotel – (multi-storey/underground parking was considered by some)
- Light rail – increased city wide accessibility/connectivity
- Divert through traffic
- Improve linkages to other centres via public transport and cycling routes– particularly East/West connections
- Improve pedestrian environment - East/West walkability/potential to increase footpaths along Angove St
- Improve cycle network and end of trip facilities

Character

- Retain local character in redevelopment and infill
- Increased height and density is OK in sensitive infill locations within the centre
- Precincts – enhance, clearly define (should all include a mix of residential)
- 5 to 8 Storeys – Possible stepping/terracing to street and surrounding residential – there is only limited redevelopment opportunity to achieve housing targets so enable it where we can and ensure building adaptability for future expansion
- Ensure development and infill is environmentally sustainable
- Remove existing overhead power lines
- Take advantage of views
- Create a community focal point/hub within existing retail centre (a multistorey TOD was suggested by some)
- Increase number of community events
- Improve landscape quality to create street cohesion and a unique character – improve lighting, legibility and public art
- Rationalise town centre footprint/boundary to increase development and infill potential
- Develop green spaces in town centre
- Retain main street shopping along Angove St and Fitzgerald St

Future Issues/Threats (2031)

Activity

- Is existing capacity of utilities/infrastructure sufficient for redevelopment?
- No franchise businesses (they take away from local and unique character)
- Cater for employees (amenity and parking)
- Centre will have very limited green space
- Centre won't remain mixed-use with a variety of different sized tenancies
- There are limited redevelopment sites - maximise potential of those that are suitable
- Concern that local opposition to high density will hinder intense redevelopment needed for future role of centre
- Concern infill will be too dense and destroy the exiting character
- Concern antisocial behaviour, criminal activity and noise pollution will increase as a result of the light rail
- Concern the centre will be unable to compete with surrounding centres such as Leederville & Mt Lawley
- Concern North Perth Plaza will not be redeveloped
- Concern the existing multicultural demographic will not be preserved
- Concern a town centre/community hub will not be developed

Movement and access

- Access for delivery vehicles
- Fear of too much traffic and unsure where it will go if light rail reduces road capacity
- Parking - ticketed parking, visitor parking, resident parking/queries as to how parking will be dealt with
- Pedestrian crossing and safety associated with light rail
- Pavement widths- existing narrow footpaths an issue
- Centre will not be pedestrian friendly
- North Perth will become Perth City's car park with advent of light rail
- Side street through traffic will become an issue
- Concern access to Forrest Street will become blocked with implementation of light rail
- Cycle route and access improvements will not be made
- Concern as to what will happen if people don't use light rail
- Fear that light rail will lead to increased crime
- Concern the pedestrian environment will not improved

Character

- Ensure that amenity and local character is kept
- Centre could become too big
- Loss of local character with redevelopment at different scale
- Big box shopping centre may ruin local shopping
- The lack of landscape and street trees due to narrow road reserves will be made worse by light rail
- New built form will fail to properly incorporate existing heritage and architectural quality to retain centre's unique character – unattractive multistorey buildings may be developed
- Loss of through traffic may equate to a loss of income for business owners
- Increased infill and subsequent increased population may equate to increase in cars
- Buildings won't be adaptable and able to change over time
- Planning will only take into consideration short term goals
- Light rail station will be poorly designed
- Generally thought that higher density should be located on higher traffic street

Light Rail for Fitzgerald Street

As a result of discussion at the workshop, Hames Sharley has formulated a series of questions for the City of Vincent to raise with the Department of Transport.

1. There is concern that if the light rail system does not link North Perth to other neighbouring centres such as Mt Lawley that people will continue to drive rather than catch public transport.

How is the light rail system intended to interchange with bus services?

How and where is the North Perth service intended to interchange with buses servicing Mt Lawley?

2. There was considerable support for the implementation of the light rail system but a number of community members were wondering how it will affect their commute to the City each day.

How late into the evening is the system intending to run?

Where is the North Perth line intended to terminate in the City?

3. The town centre relies on good access across Fitzgerald Street to integrate retail and other uses on both sides of the road. It is a common community perception that this connection is already poor and needs improvement. It is also feared that the light rail will further impede pedestrian access across Fitzgerald St.

How and where is it intended that pedestrians cross Fitzgerald Street?

What precautions are being taken to ensure that this connection does not become even worse?

4. It was a common perception that North Perth may become the City's car park as a result of the light rail system. It is obvious that a parking strategy will need to be developed to ensure that this does not become the case.

Is this problem currently being addressed? And if so, when is a strategy likely to be implemented?

Appendix 1- Workshop table record notes:

STRENGTHS 2011	WEAKNESSES 2011	OPPORTUNITIES 2031	THREATS /ISSUES 2031
<p>Functions for Local Residents</p> <p>Can walk to it</p> <p>Rosemount Hotel</p> <p>Bowling Club/Tennis</p> <p>Cafe Strip on Angove (choices exist)</p> <p>Vibrant</p> <p>Angove St Festival</p> <p>Recent changes to Angove</p> <p>Cafes, nightlife</p> <p>Independent business</p> <p>Sense of community</p> <p>Great variety of housing – flats, townhouses</p> <p>Urban renewal</p> <p>Rosemount Hotel</p> <p>Hyde Park</p> <p>Cafes</p> <p>Parks throughout</p> <p>Pub – music</p> <p>Ten pin bowling/snooker/pool</p> <p>Shopping variety</p> <p>Health centre</p> <p>Casson House</p> <p>St. Rita's Palliative Care</p> <p>Health Focus</p> <p>Coles</p> <p>Small Businesses, diversity</p> <p>Positive local vibe</p> <p>Mixed activity</p> <p>Sense of community</p> <p>Mix of ages/ multicultural</p> <p>Walking distance</p> <p>Good public transport</p> <p>Proximity to city</p> <p>Good green areas – parks</p> <p>Recreation facilities – good</p> <p>Free parking</p> <p>Lots of local- small businesses – owners, operator – cafes, local banks</p> <p>Range of activities, bowling club, tennis club, Rosemount Hotel</p> <p>Snooker, Town Hall</p> <p>Diversity of retail opportunities in a relatively small walkable area (strip shopping)</p> <p>Retail and dining</p> <p>entertainment/alfresco areas close together – good mix</p> <p>Independently owned service station</p> <p>Mechanic Service - handy</p> <p>Proximity to Perth</p> <p>Central Location and easy access to</p>	<p>Lack of central green spaces eg. to eat lunch outdoors</p> <p>North Perth Plaza – shops Individually owned – issue with redevelopment</p> <p>Lack of City of Vincent facilities within the Town of North Perth (computer access, phone, library access etc.)</p> <p>Ugly/dated shopping centre – plaza</p> <p>Limited parking at plaza</p> <p>Limited landscaping</p> <p>No bike paths</p> <p>Tired</p> <p>Worn</p> <p>Poorly maintained streets/ pavements</p> <p>Old & ugly main shopping centre</p> <p>Minimal nightlife, lack of choices, Few restaurants</p> <p>No movies, underutilised town hall</p> <p>No library, poor shops</p> <p>Lack of banks</p> <p>No community centre</p> <p>No gym/pool</p> <p>Limited with restaurants</p> <p>Bars/wine bars</p> <p>No 24hr shopping</p> <p>Coles shop/car park (the centre should be multi-storey with underground car park)</p> <p>Needs more infill</p> <p>Boundary of the centre to be extended – further out and up Angove Street</p> <p>Boundary not big enough, needs to extend past Town Hall & down Angove</p> <p>Higher zoning within 1 0minutes of centre</p> <p>Old / run down</p> <p>Not designed for disabled access – was an afterthought – still poor</p> <p>Lack of cafes</p> <p>No parking for service industry</p> <p>Pub upgrade</p> <p>Not enough shops</p> <p>No uniformity</p> <p>Not big enough for more density</p> <p>Street furniture need a re-vamp</p> <p>Powerlines underground</p> <p>Get rid of concrete slabs (bricks instead)</p> <p>Inappropriate development</p> <p>Boring facades, inactive edges, safety, lack of activity</p> <p>Poor disabled access</p> <p>Not activated in the evening – many businesses are daytime only</p> <p>Footpaths are narrow in Fitzgerald &</p>	<p>Development</p> <p>Using local schools for community activities(multi-focus)</p> <p>Rebuild North Perth Plaza</p> <p>More street frontage style - include a tram station in it</p> <p>Different eateries in Angove & Fitz</p> <p>Diversity of uses</p> <p>Small bars</p> <p>Markers – possibly at the school/weekends – permanent if possible</p> <p>Men's shed (community facility/ sharing tools, knowledge etc.)</p> <p>Community garden corner bowling club/tennis</p> <p>More cafes and alfresco</p> <p>More apartments</p> <p>Increase density & rezoning to higher density –within 10 min walk</p> <p>Hi tech community centre</p> <p>Greater mix of housing types</p> <p>More housing on top of businesses</p> <p>Mixes use & higher density Day and night life</p> <p>Possible overhead/ underpass pedestrian connections</p> <p>Increase area of town centre to increase existing boundary – extend width, extend into Northbridge</p> <p>Better shopping Plaza More cafes, bars, wine bar, small jazz bars</p> <p>Markets etc. in Plaza car park on Sundays</p> <p>Utilise this empty space</p> <p>Maintain/ increase public open spaces</p> <p>Mixed use</p> <p>Small boutique cinema</p> <p>Multiuse of facilities</p> <p>Extend trading hours</p> <p>Community street markets- swap meets</p> <p>Higher density ear shops and transport</p> <p>More people around, safety would be increases</p> <p>Nightlife</p> <p>Granny flats to increase</p> <p>Density – sympathetic infill</p> <p>Improve laneways and develop character eg. Melbourne</p> <p>Coles – multistorey retail & dining etc.</p>	<p>Noise , antisocial behaviour with increase nightlife</p> <p>Trams will increase crime?</p> <p>Competition from customers from Leederville & Mt Lawley</p> <p>Coles site is not developed</p> <p>Noise abatement</p> <p>Potential crime/security</p> <p>Preserve multicultural demographic</p> <p>Maintain/ increase parks</p> <p>Strip shopping must remain/ should never go</p> <p>Smaller tenancies to help more people starting out in business</p> <p>Make sure there is a space not about shopping</p> <p>Public /civic spaces/ children friendly</p> <p>Get rid of Thirsty camel – bigger beer garden – wasted space</p> <p>Art cultural activity in town centre</p> <p>Don't want another “galleria”</p> <p>Infill too dense</p> <p>Noise from light rail</p> <p>Reduced vegetation from higher density</p> <p>Removes gardens & trees</p> <p>Do not want ghettos of flats/apartments – mix up residential types</p> <p>Do not want to become Perth's car park</p> <p>Reduced width of foot path</p> <p>Footpaths get even narrower</p> <p>Concern that tram stop will block access to Forrest St going North</p> <p>Where are the bicycle paths?</p> <p>Why is light rail not all the way to Mount Lawley? (otherwise we will have to drive) (Perth Transport is poor at the moment, especially at night)</p> <p>Through put vehicular traffic</p> <p>External parking (residents only)</p> <p>No tram, no diversion of traffic & no other roads</p> <p>Ticket parking</p> <p>Trams/trains etc. all need to link</p> <p>What happens if people don't use trams!</p> <p>What is the backup plan?</p> <p>No nightclubs/ restricted on noise from pub</p> <p>Important to keep multicultural</p>

<p>other areas of city</p> <p>Transport hub at main centre</p> <p>Speed humps</p> <p>Well serviced with public transport</p> <p>Close to city</p> <p>Good bus service</p> <p>Good pedestrian access</p> <p>Free parking</p> <p>Pedestrian movement on periphery of proposed boundary/district town centre</p> <p>Great location for Freeway & major road access</p> <p>Support for idea of tram</p> <p>Walkable</p> <p>Can still park free</p> <p>Streetscapes are open & attractive</p> <p>Local businesses are unique, quirky</p> <p>No franchises eg. Dome, MacDonald's</p> <p>Multicultural/ people sitting on verandahs "saying hello"</p> <p>Mix of heritage & modern</p> <p>2 storey town houses – good examples on plan</p> <p>Parts are okay but no good uniformity</p> <p>Encourage a theme of 1900 – 1920's buildings</p> <p>Retain good character buildings</p> <p>Some older buildings- pub</p> <p>Rosemount</p> <p>Good mix</p> <p>Lots of trees</p> <p>The town Hall – heritage buildings</p> <p>Housing density good</p> <p>Retain laneways</p> <p>No high rise</p> <p>Non industrial</p> <p>Eclectic residential character</p> <p>From old to modern</p> <p>Some trees on street</p>	<p>Angove</p> <p>North Perth hub used as a parking station for the city</p> <p>Parking is getting difficult – shopping centre car parking is ugly</p> <p>Poor bike parking</p> <p>Perpendicular parking views are dangerous</p> <p>Speed of vehicles – despite humps</p> <p>Concern about narrowness of Fitzgerald Street</p> <p>Parking on Street</p> <p>Would like more information about the light rail (is it a tram?) Integrated links between people, station etc</p> <p>Crossing road is an issue – don't want tram to make it worse</p> <p>Angove & Fitzgerald pedestrian signals needs coordination, cars don't give way</p> <p>Peds/trams/cars/ North Perth shopping centre</p> <p>Not designed for disabled access, was a poor afterthought and is still poor</p> <p>Vehicular traffic and parking on Fitzgerald Street</p> <p>Bad pedestrian environment</p> <p>Parking on Fitzgerald Street</p> <p>No good cycle paths</p> <p>East/west connection for pedestrians very poor</p> <p>Regional through traffic</p> <p>No bicycle tracks</p> <p>Speed humps</p> <p>Volume of traffic should be divert to other areas – around pedestrian areas</p> <p>Speed humps</p> <p>Traffic congestion</p> <p>Too much parking overflowing side streets</p> <p>Not bicycle friendly</p> <p>No bicycle ways</p> <p>Poor pedestrian priority crossing corners of Angove & Fitz</p> <p>Speed humps are dangerous on Fitz</p> <p>No paid parking!</p> <p>Too much car parking – need parking but not good for walking or well organised</p> <p>Traffic jams</p> <p>Pedestrian safety – esp. Fitz</p> <p>Traffic bypassing Fitz onto residential streets</p> <p>Need more trees for shade</p> <p>North Perth Plaza is not attractive!</p> <p>One of many holes in the street</p> <p>Need more street trees</p> <p>Better use of verges</p>	<p>Maybe pedestrian mall on Angove?</p> <p>More employment in Town Centre</p> <p>Multistorey parking at Coles</p> <p>Redevelop parking areas from Coles and behind Rosemount Hotel</p> <p>Extend Master plan boundary along Fitzgerald to the south</p> <p>Light rail for getting around</p> <p>Bike pathway down Fitz St & everywhere in Town of Vincent</p> <p>Divert through traffic</p> <p>Cycle ways</p> <p>Retail business</p> <p>Improve linkages to other centres</p> <p>Better connectivity to other parts of the city – light rail</p> <p>Underground parking</p> <p>Positive of having rail</p> <p>Better connections to Leederville/Subi – be part of the 'fun part'</p> <p>We need to integrate NP (district centre) with our hub for the area Leederville (secondary centre) so we can go to restaurants, cafes, film, Luna, nightclubs, Beatty Park etc.</p> <p>Incorporate the town hall</p> <p>Repedestrianise – more walking cycling</p> <p>Potential to increase footpaths in Angove – reduce a lane perhaps</p> <p>Improve bike parking/motorcycles</p> <p>Maintain pedestrian walks</p> <p>streetscape to appeal</p> <p>Promenading on Angove St</p> <p>TOD multistorey along Fitz, heights decline away from here</p> <p>Upgrade the houses, retain the good stuff</p> <p>Nice awnings</p> <p>Higher density – brings more jobs</p> <p>To maintain local unique quirky businesses(not franchised)</p> <p>To have attractive diversity of homes (not boxes)</p> <p>Extend town centre to include Town Hall, School, Church for the Master Plan – mix community & retail</p> <p>Could go up to 5 storeys at Coles</p> <p>Re-Vamp parks eg. Leake Street</p> <p>Important to have public art</p> <p>Open air picture theatre</p> <p>Better street lighting</p> <p>More street festivals</p> <p>Street parties</p>	<p>feel & divers age demographics</p> <p>Tram- could lead to increase in people in area? In crime?</p> <p>Increase of parking on side street with people driving in closer to city & catching tram from North Perth</p> <p>Need to be quite</p> <p>Need to accommodate bikes, doors, trams</p> <p>Need to Provide regular/ frequent/ late service plus parking for visitors</p> <p>Need residents parking permits</p> <p>More crossings along Fitz</p> <p>Reduction of speed o Fitz as it passes TC – like Oxford Street</p> <p>Visitor Parking?</p> <p>Traffic congestion due to light rail (cars)</p> <p>Not enough shelter/shading for a hotter future climate</p> <p>Not enough parking for residents</p> <p>Increased through traffic on residential street</p> <p>Loss of heritage character</p> <p>Ugly multi-storey residential with lack of facilities</p> <p>Loss of through traffic – loss of income</p> <p>High rise – high density</p> <p>Big box retail</p> <p>Increased infill buildings – increased population – increased cars</p> <p>Need to limit rate & level of infill building</p> <p>Need to limit height restrictions along Angove & Fitz</p> <p>4 – 5 storeys max</p> <p>Higher density along Fitz instead of side streets</p> <p>Need to think big – not small scale</p> <p>Short term planning(Trains in Freeway don't work/ Freeway South – a joke)</p> <p>Doesn't expand, no increase in density</p> <p>Poorly designed tram stop and buildings</p> <p>Vibrant town centre development</p> <p>Building height 4 – 8 storey</p> <p>Walls are unattractive in residential</p> <p>Higher density would be better on higher traffic streets</p> <p>High density clashes with current character</p> <p>Ugly strip (visual not to contain franchise signs)</p>
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	<p>Car parking should have trees</p> <p>Main shopping complex could do with a major re-vamp</p> <p>Loss of character /arcades – namely ‘pest’ building in Angove street</p> <p>Knocking down of character, residences in favour of history/ retail – close to primary school & busy corner? Parking/ blighted/ neglected properties across North Perth</p> <p>No cohesive character</p> <p>Lack of good design</p> <p>No atmosphere</p> <p>Ticket parking</p> <p>Lack of good landscaping</p> <p>Reduced character in buildings</p> <p>Previous piece by piece development</p> <p>Ugly signage</p> <p>Tired looking buildings</p> <p>Needs more trees</p>	<p>Put power underground</p> <p>Remove wooden electric poles</p> <p>A new ‘look’ – more uniform & cosmopolitan</p> <p>Adaptable buildings – future expansion</p> <p>Terraced development</p> <p>Mix of housing types/ residents</p> <p>Focal point building</p> <p>Improved landscaping scheme</p> <p>Rationalise town centre footprint to allow better development</p> <p>Angove street keep present character</p> <p>Building height -6 storey Fitz</p> <p>Business buildings – good design</p> <p>Landscape innovation</p> <p>Community garden</p> <p>Increase town centre</p> <p>Public art</p> <p>Environmentally sustainable</p> <p>Better street scaping</p> <p>Heritage properties - should make a positive by opening grants to help people maintain such dwellings</p> <p>Better landscaping</p> <p>Retain old churches – retain character TOD – multistorey</p> <p>Fitz heights decline away from here</p> <p>Multistorey with liveable space around it eg. Casson House</p> <p>Create a better community hub in existing retail centre by better use of space</p>	
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