

THOMASTOWN AND LALOR NEIGHBOURHOOD ACTIVITY CENTRES MASTER PLAN

Adopted by Whittlesea City Council on 13 December 2011

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WHY PREPARE A MASTER PLAN?

- Council has \$2 million to undertake improvements to the streetscapes and public realm in the Thomastown High Street Shops and the Lalor Shops in Station Street and May Road
- A Master Plan will ensure there is an overall vision for these shopping precincts, and give Council a tool with which to apply for additional funding

MASTER PLAN OBJECTIVES

- To provide a public realm improvements plan that conceptually demonstrates changes to each centre
- To provide design development for prioritised public realm improvements, given limited funds are available
- To provide an Implementation Plan for the works, which addresses funding constraints and opportunities, and includes an action plan with staging and preferred timing
- To identify additional strategic work that needs to be undertaken to further enhance the Thomastown High Street Shops and the Lalor Shops, and more broadly the suburbs of Thomastown and Lalor

Following the early establishment of Thomastown, a regular coach to Melbourne was introduced and the dairy industry gradually developed. By the 1920s there were “scattered shops facing Epping Road” in Thomastown. The electrification of the railway to Thomastown by 1921 resulted in a number of residential subdivisions around that station during the inter-war period, but the Great Depression and availability of land closer to Melbourne meant that few houses were built prior to World War II. Factory employment began in the area in 1927 with the construction of Fowler’s Pottery, however it wasn’t until the 1950s that Thomastown began to be absorbed into suburban Melbourne.

Lalor similarly remained largely a rural area beyond the outer fringes of Melbourne until well into the twentieth century. Suburban development of Lalor began in the late 1940s as the population of Melbourne began to grow after World War II. Saxil Tuxen, a founding member of the Victorian Town Planning Association, designed the Lalor estate in 1946 incorporating the ‘garden suburb’ planning principles. In 1947, the Peter Lalor Home Building Co-operative Society was established, to develop the Lalor estate and help finance the construction of homes. The Lalor Shops, located in Station Street and May Road, emerged in the 1960s.

ACTIVITY CENTRE HIERARCHY

The Thomastown High Street Shops and the Lalor Shops are defined as Neighbourhood Activity Centres in the Whittlesea Planning Scheme. Typically a neighbourhood level centre provides a limited mix of uses meeting local convenience needs and is highly accessible for pedestrians, cyclists and public transport users. The Neighbourhood Activity Centre is an important community focal point and includes schools, libraries, child care, health services and other facilities that benefit from good public transport (Direction 1, *Melbourne 2030*). The hierarchy of activity centres for the City of Whittlesea is shown below in Figure 2.

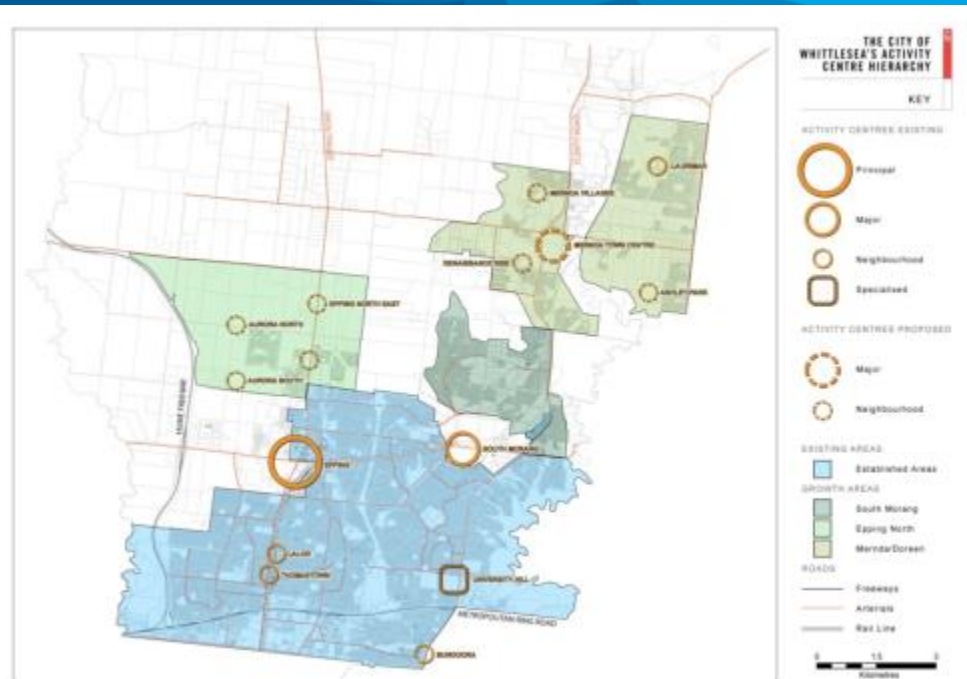


Figure 2. The activity/ retail centre hierarchy within the City of Whittlesea.

The Thomastown and Lalor Master Plan will focus on the retail cores of the Thomastown and Lalor Neighbourhood Activity Centres (Thomastown High Street Shops and Lalor Shops), having regard to their suburban context.

STUDY AREA SCOPE

The extent of the public realm in the Thomastown High Street Shops and the Lalor Shops is demonstrated in Figures 3 and 4 respectively.

Figure 3. Thomastown High Street Shops



Figure 4. Lalor Shops



The Gross Leasable Floor Area (GLFA) of the Lalor Shops is 19,330m² (Whittlesea Retail Centres Strategy 2002). The Thomastown High Street Shops is approximately 13,540m². As lower order centres, Thomastown High Street Shops and Lalor Shops are pivotal to the local communities of Thomastown and Lalor – communities that are the most vulnerable to economic and social disadvantage in the municipality.

“Preservation of the capacity of lower order centres to serve local functions is an important consideration. Lower order centres however, will require progressive amenity improvements if they are to continue to trade successfully”. (Clause 21.02-7, MSS, Whittlesea Planning Scheme)

A number of projects and developments are underway within the locality that influence the Master Plan. These include the South Morang Rail Extension Project, changes at Peter Lalor Secondary College, the community precinct in Main Street (Thomastown Library, TRAC, Bubup Wilam Aboriginal Early Years Centre), and the Meridian Business Park. The study area for the Master Plan (Figure 5) therefore includes the shopping centres and these areas of influence.

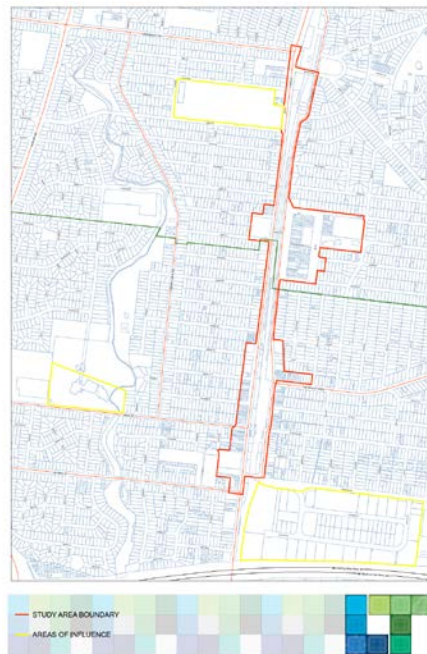


Figure 5. Study area boundary with areas of influence.

THE COMMUNITY

Thomastown has approximately 22,000 residents and Lalor has approximately 20,000 residents. Over 27% of the population in the City of Whittlesea live in either Thomastown or Lalor. By 2020, the populations of Thomastown and Lalor are expected to increase to 23,284 and 23,690 respectively. At this time, the population of Thomastown and Lalor as a percentage of the total population in the municipality will decrease to 20.4%. While there are infill housing developments occurring in the established areas of the municipality that will increase the population in Thomastown and Lalor, the overall decrease in population from 27% to 20.4% can be attributed to the rate of subdivision, housing construction and population growth occurring in the growth areas of the municipality.

The Thomastown and Lalor community is characterised by people of culturally and linguistically diverse backgrounds, people of all ages and people with a wide range of interests. An indicator of the cultural diversity is the percentage of residents born overseas. Over 49% of the residents of Thomastown were born overseas, and 46% of the residents of Lalor were born overseas (in comparison to the percentage of City of Whittlesea residents born overseas – just under 33%). Thomastown and Lalor also have the highest level of disadvantage compared to the other suburbs in the City of Whittlesea (Socio-economic Index for Areas, Australian Bureau of Statistics, 2006).

There is a larger percentage of 60-84 year olds in Thomastown and Lalor compared to the overall City of Whittlesea totals. Although there are more 35-49 year olds in Thomastown and Lalor than 60-84 year olds, the percentage of 35-49 years olds is still smaller than the City of Whittlesea. There are also smaller percentages of younger people in Thomastown and Lalor compared to the City of Whittlesea. Figures 6 and 7 demonstrate the age structures of Thomastown and Lalor respectively.

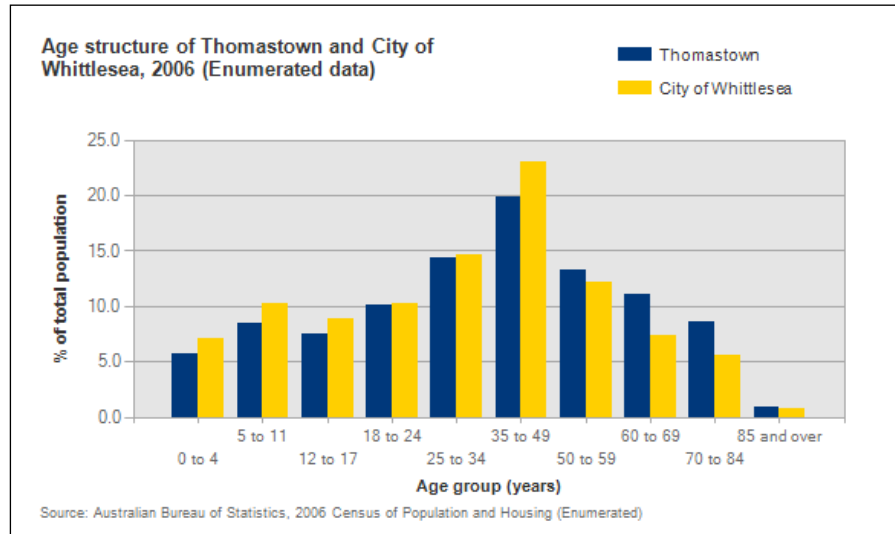


Figure 6. Thomastown Age Structure

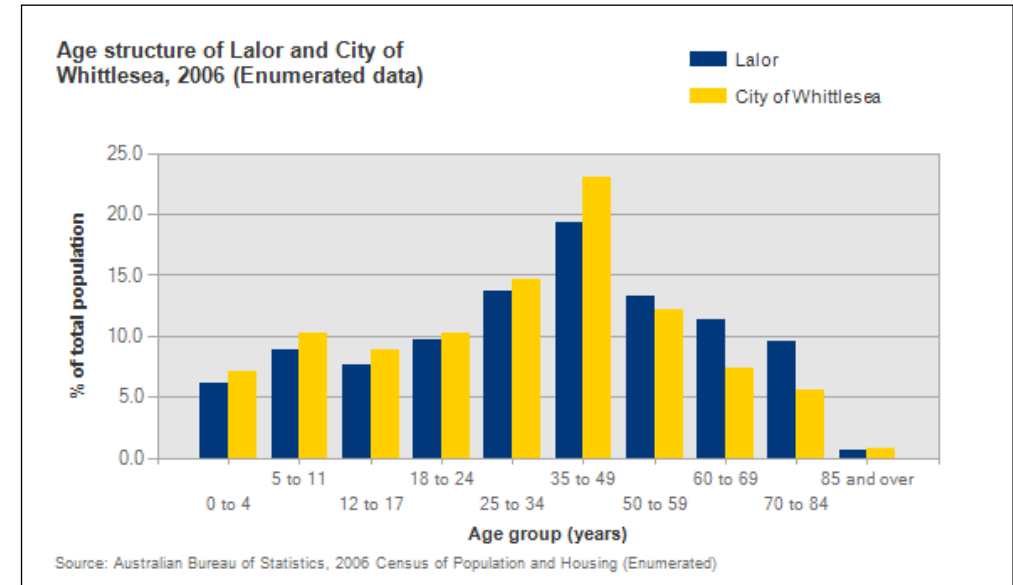


Figure 7. Lalor Age Structure

By 2021 the most populous forecast age group in Thomastown and Lalor will be 25-29 year olds. The number of people aged over 65 is expected to increase by 21.1% for Thomastown and by 41.3% for Lalor. The age group which is forecast to have the largest proportional increase in Thomastown and Lalor by 2021 is 85 and over year olds.

Across the municipality, residents typically shop locally for daily and weekly needs, and shop at major shopping sites for clothing, specialty shop items and larger goods. When discussing the Thomastown High Street Shops and the Lalor Shops, it is important to look not only where the residents of Thomastown and Lalor shop, but it is also important to see where people come from to use the Thomastown High Street Shops and the Lalor Shops. Information relating to this has been obtained from the results of the 2009 Annual Household Survey (AHS) and is summarised further below.

The Lalor Shops are popular shops for the residents of Thomastown and Lalor to obtain their daily shopping needs. 60% of Lalor residents use the Lalor Shops shops for their daily needs. This is relatively high in comparison with the use of the Thomastown High Street Shops by Thomastown residents (22%) whereas 40% of Thomastown residents use the Lalor Shops. Thomastown residents also use other local shops, including the shops at the corner of Edgars Road and Main Street, Thomastown, and the Lalor Shops for their daily shopping needs.

The Lalor Shops and the Thomastown High Street Shops are not used widely for consumable shopping (such as clothes or gift shopping) or larger goods shopping. Residents shop for consumables and larger goods at Epping Plaza or other major shopping centres within the City of Whittlesea and adjoining municipalities.

Where Thomastown residents shop

- Thomastown residents predominantly shop both locally and in Lalor for daily needs.
- For weekly needs, around twice as many Thomastown residents shop in Lalor compared to Thomastown.
- The most popular sites for daily shopping is the Lalor Shops (41% of Thomastown residents use these shops).
- The most popular site for Thomastown residents by far for clothing and consumables is Epping Plaza. Around half of residents use Northland. These are also the most popular sites for larger goods.

Who uses the Thomastown High Street Shops

- The majority of users of the shops for daily needs, weekly needs and consumables are from Thomastown. However a relatively small amount of Thomastown residents use the shops (22%).
- Approximately 4% of residents from the City of Whittlesea use the Thomastown High Street Shops for their daily needs. This compares to 15% of City of Whittlesea residents who use the Lalor Shops.
- The site ranked low for all types of shopping within the municipality.

Where Lalor residents shop

- Lalor residents predominantly shop locally for daily needs, and the most popular shopping area is the Lalor Shops (approximately 60% of Lalor residents shop here)
- More than half of households also shop in Epping for daily needs.
- The proportion of Lalor residents shopping locally for weekly needs is smaller, but is still more than the proportion using shops in other suburbs for their weekly needs.
- The proportion of Lalor residents shopping locally for clothing or other consumables is relatively low, and the proportion shopping locally for larger goods is very low. Epping is the most popular suburb for both types of shopping.
- A significant proportion of Lalor residents also shop outside the municipality for larger household goods.

Who uses the Lalor Shops

- Around 15% of City of Whittlesea residents use Lalor Shops for daily or weekly shopping and around 5% use the site for clothing and consumables.
- The main users are residents of Lalor, Thomastown and Epping, while a small proportion of users are residents of Mill Park.
- Up to 60% of Lalor residents, around 40% of Thomastown residents, 25% of Epping residents and 10% of Mill Park residents use the site.
- In 2009, the site was the fifth most popular within the municipality for daily shopping and 4th most popular for weekly shopping.
- Lalor residents are more likely to use Lalor Shopping Centre for daily needs, while Thomastown residents are more likely to use the site for clothing and consumables or larger goods.

(Source: *Annual Household Survey 2009*)

COMMUNITY ENGAGEMENT

Council is participating in and managing *Shape Your Future – Thomastown and Lalor (SYF)*. This project brings together Council and a number of agencies to work alongside the community to prepare a local community action plan, to enable the community to be involved in making decisions for their future. Given the timing of SYF and this Master Plan, and the focus on Thomastown and Lalor, the community engagement for both projects was, and will continue to be, undertaken at the same time where possible.

The first stage of community engagement undertaken in October – December 2010 sought to determine the community's visions and aspirations for Thomastown and Lalor at a broader level for SYF, while the community engagement for this Master Plan sought the community's visions and aspirations for the shopping precincts. The information obtained from this first stage of community engagement was used to guide the preparation of the draft Thomastown and Lalor Master Plan.

The second stage of community engagement undertaken in November 2011 sought to determine the community's views on the draft Thomastown and Lalor Master Plan. More specifically, the engagement sought to determine the level of support for the public realm improvements included in the draft Master Plan and the level of support for the prioritisation of the improvements.

Throughout the community engagement, residents, business owners, land owners and visitors to the retail centres, had the ability to identify any issues they experience in these areas, and make suggestions for public realm improvements.

METHODOLOGY

Two main methods were employed in engaging with the community; surveys and face-to-face discussions.

Surveys

Surveys were sent to all traders and landowners in the Thomastown High Street Shops and the Lalor Shops. In addition to this, the survey was sent to a random sample of residents and it was accessible on the City of Whittlesea website.

Out of the 756 surveys sent to residents and traders, 95 were returned, achieving a response rate of 12.6%. The ratio of men and women who completed the survey was relatively equal, as was the ratio of people from Thomastown and Lalor. There was also roughly an equal amount of people who responded to the survey in the age groups of 25-39, 40-59 and 60+.

Face-to-face discussions

Council officers met with many groups and individuals in order to discuss Thomastown and Lalor in a more approachable and less threatening manner and ensure that the engagement captured the ideas and views of typically 'hard to reach' sectors of the community, eg. CALD, working families, the aged, young people etc.

In total, over 500 people across Thomastown and Lalor had input in a range of groups and activities outlined below.

Group discussions

- Council officers met with a number of community groups and provided background information on the project. A group discussion was then facilitated to understand what they like about each shopping centre, and how we can build upon the strengths and improve each centre.

'Conversation cafes'

- Council officers were based at a number of cafes in Thomastown and Lalor. A table was set up with a number of plans, aerial views and diagrams to show to the community. Visitors to the cafes or people walking by were given the opportunity to explain how they thought the shopping areas could be improved and explain their vision for the shops.

Event participation

- Council officers either attended, or organised, a number of events and discussed the project with interested community members.

FINDINGS – WHAT DID THE COMMUNITY TELL US

Thomastown and Lalor residents value their local shops as a place to visit and as a service in the local community. As an indication of their importance, the residents value the shops higher than public transport, libraries, parks and churches. Thomastown and Lalor residents also:

- Like that there are good shopping areas close to where they live;
- Think that the shopping centres give them better choices;
- Go to the shops as an activity. Going to the shops is one of the top 6 activities that residents like to do in their local area. They like going to the shops because they get to socialise and interact with other people;
- Want improved car parking and traffic management throughout the suburbs; and
- Would like their suburbs to be safer, social, friendly and attractive.

As a result of the first stage of targeted community engagement, there are clear areas for improvement that relate to both shopping areas. In addition, improvements have also been identified for each of the shopping areas. The following community priorities have been established.

Community priorities for both shopping areas

High

- Increase and improve car parking, including disabled car parking.
- Ensure central and clean public toilets are available.
- Include additional social gathering spaces (i.e. seating/ fixed picnic tables), at key nodes to enhance the atmosphere of both areas and increase the amenity of the shops.
- Enhance the shopping areas to make them feel safer.
- Upgrade both shopping areas to make them more attractive and less ‘tired’ looking.
- Improve the quality and variety of the shops.

Medium

- Introduce better signage, including direction signs for the location and number of car parking spaces and wayfinding signs for pedestrians, would assist with creating an identity for each centre, as well as assisting visitors to more easily navigate the shops.
- Ensure footpath levels and paving types are consistent.
- Relocate power lines underground to help improve the appearance.
- Improve accessibility for people of all abilities.
- Introduce public art throughout the centres.
- Enhance street tree planting.
- Improve weather protection (awnings/ verandahs).

Low

- Ensure street lighting along roads and in car parks is adequate. Street lights are currently positioned on power poles in many instances. If the power poles were to be removed, there would be scope to design and install street lights that are a feature of the area and not an eyesore.
- Introduce bicycle racks.
- Encourage sustainability measures.
- Install rubbish bins at appropriate locations.
- Redesign and enhance bus stops.
- Increase or clearly identify taxi ranks.
- Enhance pedestrian crossing points.

Community priorities for the Thomastown High Street Shops

High

- Prioritise High Street for pedestrians, including reducing the speed limit to 40 km p/h, upgrading the pedestrian crossing at High Street and Main Street, and introducing an additional pedestrian crossing across High Street in the northern section of the centre.
- Review traffic management at the intersection of Highlands Avenue and Main Street.

Medium

- Improve the relationship between the east and west side of High Street (an additional pedestrian crossing across High Street in the northern section will contribute to this).
- Introduce gateway treatments.

Low

- Encourage other banking institutions to locate in the centre.
- Enhance connectivity between the Main Street community precinct and High Street.
- Provide pedestrian connectivity/ walkways from the car parks to High Street.

Community priorities for the Lalor Shops

High

- Redevelop Peter Lalor Walk as a well-designed and permeable civic space, with social gathering spaces, shelter, public art and landscaping.
- Reduce traffic congestion at the David Street/ Station Street roundabout.
- New/ modern toilets with family changing facilities to be constructed in a central location. If not possible, toilets on David Street to be removed and replaced with a modern structure with baby changing facilities, and wayfinding signage installed to identify the location of the toilet block.

Medium

- Improve the pedestrian link between Peter Lalor Walk and the Lalor Library.
- Review the intersection of the Peter Lalor Walk and the rear laneway to enhance pedestrian permeability.
- Ensure the centre retains its 'market' feel.
- Redesign and enhance the business identification sign on the north-east corner of High Street and Manns Crossing.

Low

- Investigate the introduction of a community garden.
- Provide a space in the centre for children.
- Advocate for improved bus services to the centre.
Introduce taxi rank near the bus stop in Station Street.

SITE ANALYSIS

In addition to engaging with the community about what they like about the shopping precincts and what they would like to see improved, Council also undertook specific analysis of each centre having regard to the following areas:

- Traffic and transport – cycling, private vehicle use and public transport
- Pedestrian access and permeability
- Landscaping
- Land use and built form
- Public realm infrastructure

The existing conditions plans and site analysis for Thomastown and Lalor are shown respectively in Appendices A and B. The summary of the site analysis is as follows:

Thomastown

- Inconsistent car parking and trafficable lanes cause confusion throughout the strip.
- Car park behind former IGA, Spring Street car park and north end of the strip is underutilised.
- Car parking between Central Avenue and Main Street is well-utilised on the west side of High Street and the rear car parks, however not well-utilised on the east side.
- Parking occupancy is significantly higher on the east side of the railway line.
- Poor signage to car parks and number of car parking spaces.
- Poor visual and physical connection to community precinct in Main Street.
- Conflict points for different users at High Street with Main Street, Highlands Avenue and Central Avenue.
- Minimal pedestrian priority provided throughout the centre, with 60km p/h speed limits.
- No east-west pedestrian crossings north of Main Street means that cars dominate this length of the shops and it is not a safe pedestrian environment.
- No wayfinding signage to assist pedestrians with navigation.
- Poor landscaping around the shops east of the rail line and interface to car park.
- Inconsistent landscaping west of the rail line due to land fragmentation.
- West side of High Street can't accommodate large trees/ replanting.
- Range of uses is limited – opportunity to diversify uses within the centre.

- Poor active frontages along strip.
- Less pedestrian activity on the east side of High Street due to the type, number and layout of businesses.
- Urban fabric gaps at former IGA building on west side of High Street, and between buildings on the east side of High Street.
- Insufficient gateway treatments at the southern and northern ends of the centre, and at Heyington Avenue.
- Role of War Memorial garden area unclear.
- Pavement types different throughout the centre and do not provide uniformity.
- Social gathering spaces are insufficient.
- Inconsistent branding throughout the centre – poles, bins, seats.
- Convenient public toilets not provided.

Lalor

- Congestion and conflict points for pedestrians and vehicles throughout the centre.
- Car parking in Station Street service road and May Road is reaching capacity.
- Parking in surrounding streets is underutilised.
- Car parking at the rear of shops is underutilised.
- Parking configurations do not maximise the number of spaces, eg. West side of the Station Street service road and the Cyprus Street car park.
- Footpath trading and structural elements impact on space for pedestrian movement throughout the centre.
- No wayfinding signage to assist pedestrians with navigation.
- Rest points are insufficient throughout the centre.
- Inconsistent or poor landscaping throughout the centre, eg. Station Street median, May Road median.
- Overhead powerlines along Station Street and May Road affects the height of trees to be planted.
- Southern nature strip in David Street provides opportunities for landscaping and social gathering spaces.
- Range of uses is limited – opportunity to diversity uses within the centre.
- High pedestrian/ vehicle activity during the day, minimal activity at night.
- Poor active frontages throughout the centre.
- ‘Run down’ appearance for the length of the shops.
- Gaps in verandahs – inconsistent weather protection along the shops.
- Poor relationship between community precinct and the shopping centre.
- Social gathering space is generally around Peter Lalor Walk.

- Existing social gathering spaces not comfortable spaces.
- Paving types and levels different throughout the centre.
- Insufficient gateway treatments.
- Inconsistent branding throughout the centre – structural poles, bins, seats.
- Poor location and cleanliness of public toilets.

MASTER PLAN VISION

To improve the Thomastown and Lalor Neighbourhood Activity Centres so that they remain economically and socially sustainable in the context of growing larger retail centres in the municipality

KEY DIRECTIONS

The extensive community engagement undertaken between October and December 2010, and the review of existing strategies and policies that affect these shopping areas informed the preparation of the following Key Directions. The Key Directions aim to achieve the Master Plan vision and have been used to design the Public Realm Improvements Plans.

1. Improve access to and around the shops
 - For pedestrians
 - For cyclists
 - For public transport users
 - For motorists
2. Provide social gathering spaces throughout the centres to encourage social interaction
3. Improve the overall appearance of the shops
4. Improve access to parking (bicycles and vehicles)
5. Increase safety, or perceptions of safety
6. Encourage a better relationship between the shops and the community precincts
7. Provide centrally located and clean public toilets
8. Improve the quality and variety of the shops/ uses

PUBLIC REALM IMPROVEMENT PLAN – THOMASTOWN

RESPONSE TO KEY DIRECTIONS – THOMASTOWN

Below is a summary of the proposed public realm improvements on the opposite page in the context of each Key Direction. A full list of public realm improvements for Thomastown is detailed in Appendix C.

1. **Improve access to and around the shops**

- Wayfinding signs, potentially with artistically designed features, at specific locations to help direct residents and visitors.
- Pedestrian crossing across High Street to ensure people can access the shops on the east side of High Street more easily.
- New level paving throughout the strip.
- Reduced speed limit through the centre.
- Review the High Street road reserve. If wide enough, introduce on-road bicycle lanes.
- Raised pedestrian crossings, also known as ‘wombat’ crossings, across certain roads eg. Central Avenue.
- Different coloured pavement and textures for pedestrian movement eg. At the intersection of High Street and Main Street.
- New path network in the War memorial area to provide greater connectivity.
- Laneway adjacent to 1 Central Avenue widened to ensure cars can easily exit the car park.

2. **Provide social gathering spaces throughout the centres to encourage social interaction**

- New major social gathering space in Highlands Road, at the intersection with High Street.
- Redeveloped social gathering spaces throughout the strip, e.g. in front of the shops near Spring Street, and at the shops in The Boulevard and Station Street.
- Enhance the War Memorial area.
- Investigate, and advocate for, additional land for civic space purposes.

3. **Improve the overall appearance of the shops**

- New landscaping in the social gathering spaces where necessary.
- Modify landscaping on the west side of High Street, and replace missing/ damaged trees.
- New gateway signage with artistically designed features, and removal of trees (to ensure sight lines are maintained), at either end of the strip to clearly identify the shopping precinct.

- New feature paving in the major social gathering space, and new standard paving elsewhere, potentially with unique designed paving inserts.
 - War Memorial area opposite the Primary School enhanced as a gateway feature.
 - New line marking in front of the shops near Spring Street.
 - New landscaping in the Spring Street car park.
 - Investigate removing power poles and relocating power lines underground.
 - Art and design elements incorporated where possible to reflect Thomastown, its cultural heritage and its diversity.
- 4. Improve access to parking (bicycles and vehicles)**
- Existing car parking on the east side of High Street line marked.
 - Bike racks installed at all designated social gathering spaces, and also as part of the new Thomastown Train Station.
 - Car parking direction signs at specific locations, showing the number of car parking spaces and the time restrictions that apply to those areas.
 - New time restrictions in the car park behind the former IGA, on the east side of High Street and in The Boulevard to allow for longer parking.
- 5. Increase safety, or perceptions of safety**
- New street lighting between Spring Street and Pleasant Road.
 - New level paving throughout the strip.
 - Reduced speed limit through the centre.
 - New pedestrian crossing across High Street to ensure people can cross safely.
 - In discussion with the new tenants of the former IGA building, investigate introducing an awning along the High Street façade.
- 6. Encourage a better relationship between the shops and the community precincts**
- Main Street paths to be free from clutter.
 - Wayfinding signs, potentially with artistically designed features, will tell people where the community facilities are in Main Street, and how long it will take to get there.
- 7. Provide centrally located and clean public toilets**
- Toilets are to be included in the new Thomastown Train Station.
 - Given the limited space available in Thomastown, there are limited opportunities for the provision of public toilets along High Street. Council will investigate whether public toilets can be provided in the major social gathering space at the intersection of Highlands Road and High Street.

8. Improve the quality and variety of the shops/ uses

- This project outlines improvements to the public realm. The shops and businesses in the High Street Shops are in private ownership, and as such, this master plan does not recommend any specific changes to private land. However, it is envisaged that when improvements are made to the public realm as part of this master plan, businesses are more likely to upgrade the appearance of their buildings.

PUBLIC REALM IMPROVEMENT PLAN (SCHEMATIC DESIGN)

Thomastown

Public Realm Improvement Plan (Schematic Design)

1:2500 at A3



An example of places to gather and share

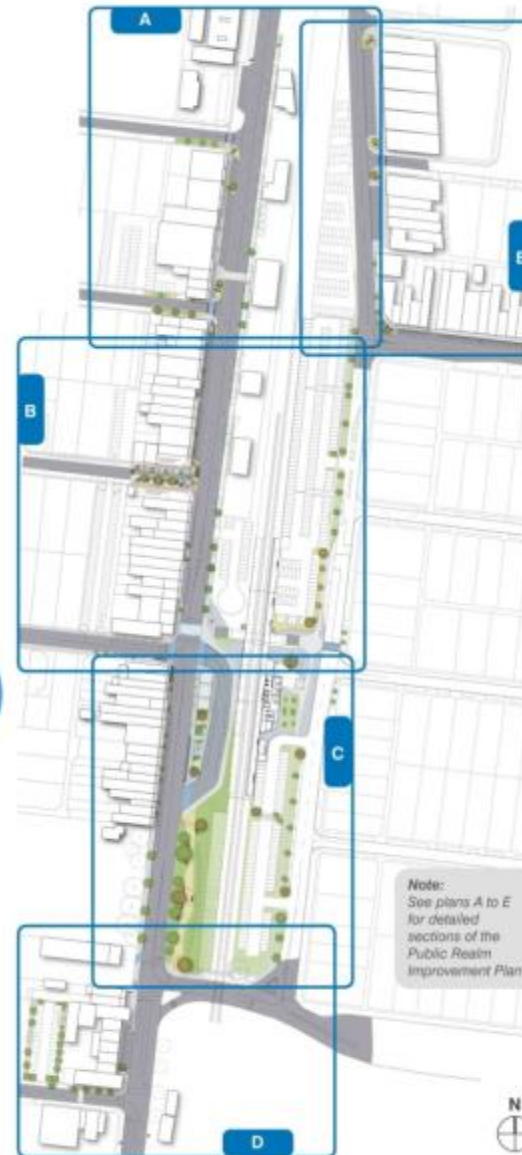


Enhance accessibility and encourage alternative transport modes into the area



An example civic spaces with areas to relax

these images have been used to inspire the design



PUBLIC REALM IMPROVEMENT PLAN – A

Thomastown

Public Realm Improvement Plan - A

1:750 at A3

An example of wayfinding on the ground



An example of safe pedestrian crossings at Laurmar



An example of pavement inserts to provide direction for users



these images have been used to inspire the design

accessibility: pedestrian and bike paths

Public art and design treatments for signage/wayfinding elements and along shared paths



PUBLIC REALM IMPROVEMENT PLAN – B

Thomastown

Public Realm Improvement Plan - B

1:750 at A3



Promote colour in planting choices and public infrastructure within social gathering areas. This will improve visual amenity and create individual local identity

social gathering spaces

An example of a pedestrian space with places to gather and share



Provide clear movement areas, seating, bins and shade

these images have been used to inspire the design



PUBLIC REALM IMPROVEMENT PLAN – C

Thomastown

Public Realm Improvement Plan - C

1:750 at A3

Fromelles Memorial, Melbourne



Canberra Bushfire Memorial

Examples of a place of reflection with paths to walk along, seating and landscape treatments.

memorial: landscape and art

these images have been used to inspire the design



PUBLIC REALM IMPROVEMENT PLAN – D

Thomastown

Public Realm Improvement Plan - D

1:750 at A3



seating ideas provide seating that has necessary back/arm rests and is shaped to encourage socialising



Examples of the importance of seating options, such as single seats, group seating, seating for different abilities

these images have been used to inspire the design

PUBLIC REALM IMPROVEMENT PLAN – E

Thomastown

Public Realm Improvement Plan - E

1:750 at A3

tree planting and textures in pedestrian areas
 Ground surface tree grates can allow for greater areas to walk and provide attractive tree protection

these images have been used to inspire the design

Examples of integrated art and design in the pavement treatment



Examples of enhancing gathering spaces with a variety of materials



An example of canopy trees that can provide shade and shelter while allowing walking spaces at ground level



PUBLIC REALM IMPROVEMENT PLAN – LALOR

RESPONSE TO KEY DIRECTIONS – LALOR

Below is a summary of the proposed public realm improvements on the opposite page in the context of each Key Direction. A full list of public realm improvements for Lalor is detailed in Appendix D.

1. **Improve access to and around the shops**

- Wayfinding signs, potentially with artistically designed features, at specific locations to help direct residents and visitors.
- New level paving throughout the shops.
- Shared paths connecting the shops with the Lalor and Thomastown Train Stations, and St Lukes Primary School.
- Raised pedestrian crossings, also known as ‘wombat’ crossings, across certain roads eg. Across May Road near David Street and Messmate Street.
- Different coloured pavement for pedestrian movement eg. From Manns Crossing to the Station Street median.
- New traffic island with pedestrian refuge in Station Street.
- Better traffic light sequencing at Manns Crossing and High Street.
- New bus shelter, with artistically designed elements where possible, in Station Street as part of the Peter Lalor Walk redevelopment.
- New U-turn areas in May Road (at either end and near the Peter Lalor Walk).
- Investigate alternative intersection treatment at Station Street and David Street.
- Relocated midway vehicle entrance in the Station Street median further north.
- New right turn lane from David Street into May Road.

2. **Provide social gathering spaces throughout the centres to encourage social interaction**

- Peter Lalor Walk redeveloped and extended as a major social gathering space.
- Other minor social gathering spaces redeveloped/ enhanced at the entry points.
- New social gathering space in David Street.

3. **Improve the overall appearance of the shops**

- New landscaping in the social gathering spaces and in other areas.
- New business identification sign on High Street.

- New entry treatment and integrated art feature as you enter Manns Crossing.
 - Station Street median reconfigured and re-landscaped.
 - New gateway signage, with artistically designed elements, installed at entry points.
 - New feature paving in the major social gathering spaces, and new standard paving elsewhere, potentially with unique designed paving inserts.
 - Investigate removing power poles and relocating power lines underground.
 - Car parking and paving reconstructed where it appears aged along Station Street.
 - Activated walls, including shelter and integrated art, along Coles and the blank walls along Messmate Street.
 - Investigate, and advocate for, additional land for civic space purposes.
 - Art and design elements incorporated where possible to reflect Lalor, its cultural heritage and its diversity.
- 4. Improve access to parking (bicycles and vehicles)**
- Bike racks installed at all designated social gathering spaces.
 - Cyprus Street car park reconfigured to provide 11 additional car parking spaces.
 - Car parking direction signs at specific locations, showing the number of car parking spaces and the time restrictions that apply to those areas.
 - New car parking on west side of Station Street service road.
 - New time restrictions on the east side of the Station Street service road.
 - Investigate purchasing land for additional car parking.
- 5. Increase safety, or perceptions of safety**
- New street lighting in Station Street and May Road.
 - New level paving throughout the shopping precinct.
- 6. Encourage a better relationship between the shops and the community precincts**
- New paving, consistent with the rest of the centre, linking the Senior Citizens Centre to May Road.
 - Provide better visual connection between the Senior Citizens Centre and May Road by removing the fences around the Senior Citizens Centre and re-landscaping the area.
 - Wayfinding signs, potentially with artistically designed features, will tell people where the community facilities are in May Road and French Street, and how long it will take to get there.
- 7. Provide centrally located and clean public toilets**
- New toilets in the redeveloped Peter Lalor Walk. If toilets cannot be relocated to Peter Lalor Walk, new toilets to be installed in David Street with Wayfinding signs identifying their location.
- 8. Improve the quality and variety of the shops/ uses**

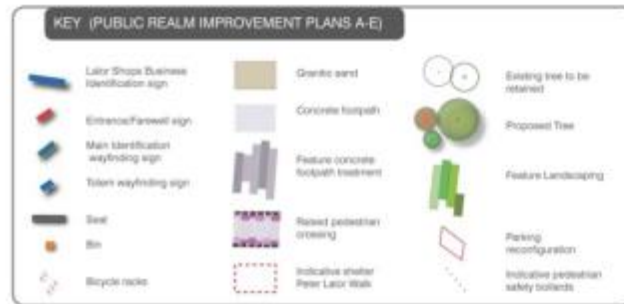
- This project outlines improvements to the public realm. The shops and businesses are in private ownership, and as such, this master plan does not recommend any specific changes to private land. However, it is envisaged that when improvements are made to the public realm as part of this master plan, businesses are more likely to upgrade the appearance of their buildings.

PUBLIC REALM IMPROVEMENT PLAN (SCHEMATIC DESIGN)

Lalor

Public Realm Improvement Plan (Schematic Design)

1:1250 at A3



An example of clear paths with canopy tree planting. The design will include similar treatments along the Station Street Median. High canopy trees provide pedestrian areas at the base and helps to maintain clear sightlines.



These images have been used to inspire the design.



An example of shared walking spaces with priority for pedestrians. The design will include extra safety treatments through raised paths, bollards, signage and lighting.



Note:
See plans A to D for detailed sections of the Public Realm Improvement Plan



PUBLIC REALM IMPROVEMENT PLAN – A

Lalor

Public Realm Improvement Plan - A

1:750 at A3

integrated art & the landscape create points of interest that describe and enhance the vibrancy of the Lalor shops and community



Hargreaves Mall, Bendigo



These images have been used to inspire the design

Burgundy Street, Heidelberg



An example of activating walls at night, Northcote Civic Space, Northcote

Examples of interesting vertical elements along blank building facades. Treatments similar to this could be used along blank walls in Messmate Street, May Road and Peter Lalor Walk



An example of art and design features in ground surfaces. The design includes feature surface treatments within social gathering spaces and along major pedestrian thoroughfares

PUBLIC REALM IMPROVEMENT PLAN – B

Lalor

Public Realm Improvement Plan - B

1:750 at A3

these images have been used to inspire the design

These images are examples of canopy tree planting that will provide shade and allow clear sightlines, pedestrian paths and places to gather and share



peter lalor walk & the piazza

Create clear walkways with interesting spaces to rest and socialise

Promote colour in landscaping and public infrastructure within social gathering spaces

PUBLIC REALM IMPROVEMENT PLAN – C

Lalor

Public Realm Improvement Plan - C

1:750 at A3

An example of places to rest including seating that is adjacent to main thoroughfares which encourages people to interact and gather



Docklands, Melbourne



Hargreaves Mall, Bendigo

An example of civic space with lighting to provide safety at night and a sense of pride and place 24/7

social gathering spaces

these images have been used to inspire the design



PUBLIC REALM IMPROVEMENT PLAN – D

Lalor

Public Realm Improvement Plan - D

1:750 at A3



An example of a social gathering space, including high canopy trees to provide shade and enhance visual surveillance

these images have been used to inspire the design

Examples of possible treatments in the Station Street median



feature landscaping

PRIORITISATION OF PUBLIC REALM IMPROVEMENTS

Council has limited funds to implement improvements in the Thomastown High Street Shops and the Lalor Shops. The improvements shown in the Public Realm Improvements Plans in the previous chapter (and listed in Appendices C and D) are very extensive and respond to the key directions that were established with the community's input.

Given that there are limited funds available to undertake all of the works, the list of improvements were assessed against criteria to determine which of the improvements are priorities, and which of those priorities should be implemented with the limited funds available.

METHODOLOGY

All improvements were assessed against the following criteria and subsequently ranked as high, medium and low priorities:

1. Will the proposed works improve the overall appearance of the public realm?
2. Are the improvements an appropriate use of the funds available? i.e. value for money
3. Do the proposed works have support from the community, including traders and owners?
4. Can the improvements be undertaken in a timely manner? i.e. 0-2 years
5. Do the proposed works positively contribute to social and environmental improvements to the centre?
6. Is the risk to Council in relation to pedestrian and vehicle safety, and our liability, minimal and/ or reduced if the proposed works are undertaken?
7. Is there is minimal impact on surrounding properties and businesses as a result of the works being undertaken?
8. Is there is minimum level of maintenance required to the improvements once the works are undertaken?

It should be noted that all criteria were considered of equal significance in their consideration.

Council officers from the following Council departments who form part of the Master Plan Working Group undertook this review:

- Parks and Open Space Department
- Established Areas Planning Department
- Economic Development Department
- Engineering and Transportation Services Department

- Strategic Planning and Design Department
- Community Cultural Development Department
- Infrastructure Maintenance Department
- Leisure and Community Inclusion Department
- Aged and Disability Services Department

PRIORITIES

The ranked list of improvements (high, medium or low) for Thomastown is provided in Appendix E. The ranked list of improvements for Lalor is provided in Appendix F. In reviewing the ranked list of public realm improvements, priority works were chosen for design development and implementation with the funding available.

The following public realm improvements were identified as priorities, and have been subject to further design, as provided in the subsequent pages:

THOMASTOWN

- Improvement number 13 - Install wayfinding signage throughout the centre
- Improvement number 31 - Provide toilets in the Highlands Road social gathering space
- Improvement number 11 - Redevelop Highlands Road, between the rear of shops and High Street, as a pedestrian friendly major social gathering space
- Improvement number 19 - Construct a signalised pedestrian crossing across High Street, close to the intersection with Central Avenue
- Improvement number 27 - Enhance the war memorial area
- Improvement number 6 - Upgrade the pedestrian crossing between Thomastown Train Station and Main Street

LALOR

- Improvement number 1 - Install business identification sign and entry treatment on the corner of High Street and Manns crossing
- Improvement number 12 - Provide a landscape/ integrated art feature in the Station Street median
- Improvement number 17 - Enhance the Station Street median

- Improvement number 3 - Redevelop Peter Lalor Walk
- Improvement number 38 - Install wayfinding signage throughout the centre
- Improvement number 9 - Reconfigure Cyprus Street car park to provide additional car parking spaces
- Improvement number 33 - Create U-turn area in May Road near the intersection with David Street

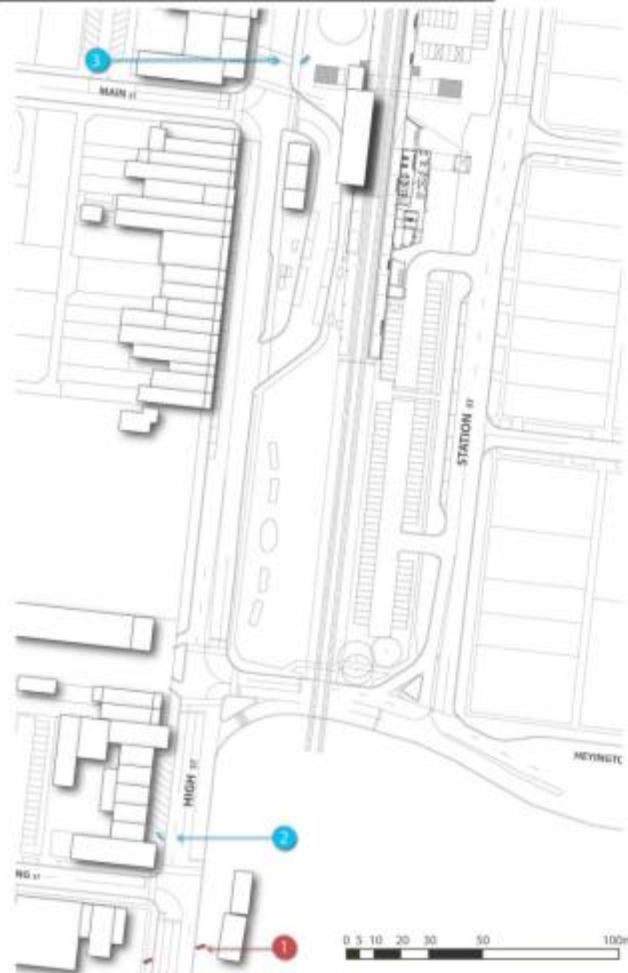
It is important to note that the above improvements have been chosen for further design, to ensure they are 'development ready' for implementation and as such increase opportunities of obtaining external funding and grants to support Council's funds.

DESIGN DEVELOPMENT – THOMASTOWN

IMPROVEMENT NUMBER 13 – WAYFINDING SIGNAGE

Improvement Number 13

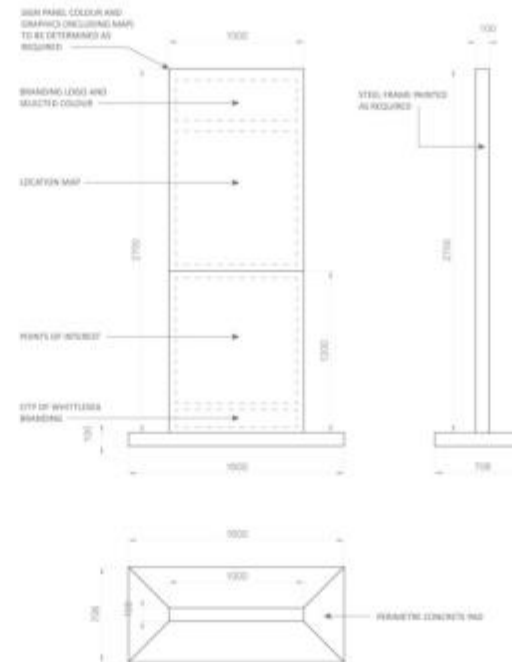
Wayfinding Signage



Signs showing the location of important places or features, at the following locations:

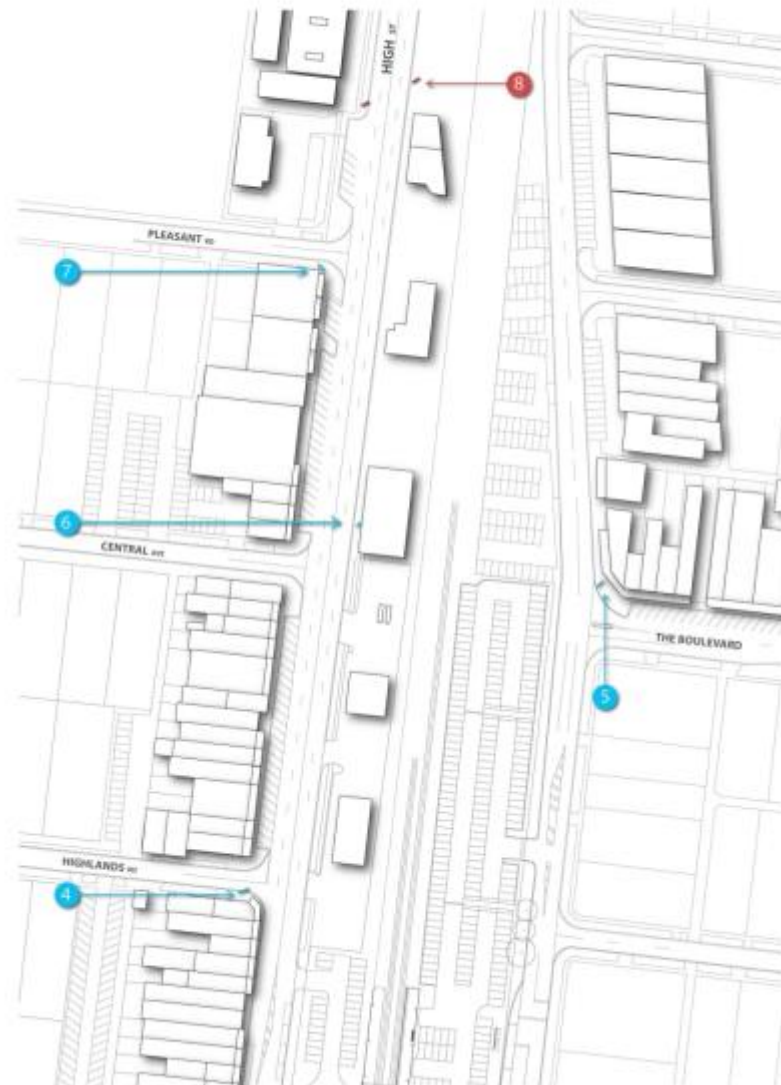
- Thomastown Train Station
- In the social gathering space in front of the TAB
- In front of the shops at the southern end near Spring Street
- On the east side of High Street near the intersection of Central Avenue
- In the Highlands Road civic space
- At the intersection of Station Street and The Boulevard

MAIN IDENTIFICATION WAYFINDING SIGNAGE



Improvement Number 13

Wayfinding Signage




MAIN IDENTIFICATION WAYFINDING SIGNAGE



Note: to be designed in conjunction with branding guidelines, indicative design visual only



IMPROVEMENTS

-  Welcome/ Farewell Signage
-  Main Identification Wayfinding Signage
-  Town Wayfinding Signage
-  Highlands Road Social Gathering Space
Main Identification Wayfinding Signage
-  The Boulevard/ Station Street Shops
Town Wayfinding Signage
-  High Street Pedestrian Crossing/ Central Avenue
Town Wayfinding Signage
-  High Street/ Pleasant Road
Main Identification Wayfinding Signage
-  Southern Entrance to High Street
Thomastown - Welcome/ Farewell Signage




IMPROVEMENT NUMBERS 11 & 31 – MAJOR SOCIAL GATHERING SPACE & TOILET IN HIGHLANDS ROAD

Improvement Numbers 11 & 31

Major Social Gathering Space & Toilet in Highlands Road

1:200 at A3

Partial closure of Highlands Road between High Street and the rear of the shops to create a pedestrianised civic space, including: public toilet, seats, paving, bins, landscaping, drinking fountain, bike racks, and an exit only from Highlands Road onto High Street



Examples of civic spaces to gather and share

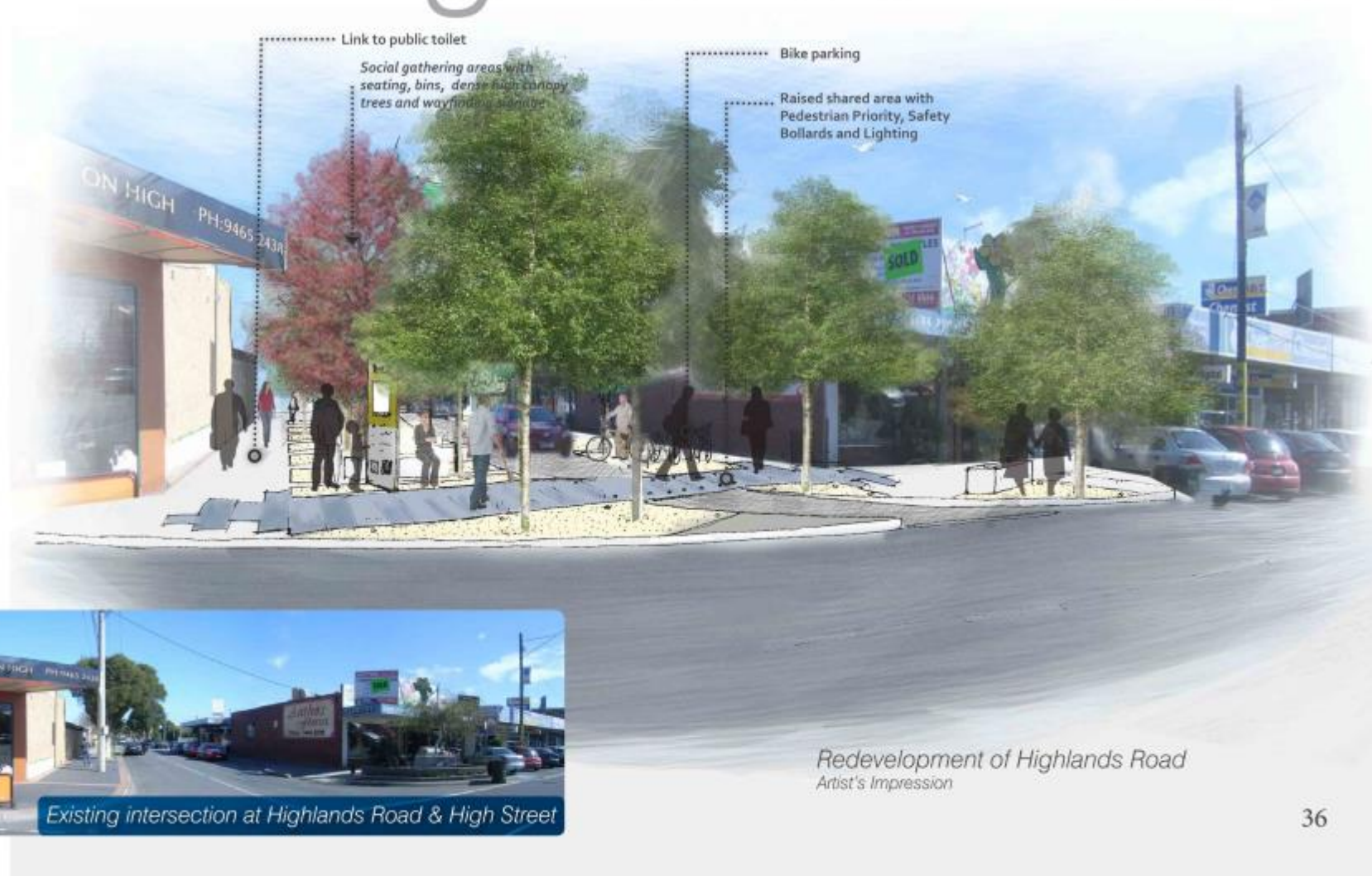


Docklands, Melbourne

These images have been used to inspire the design



Highlands Place



IMPROVEMENT NUMBER 19 – SIGNALISED PEDESTRIAN CROSSING ACROSS HIGH STREET

Improvement Number 19

Signalised Pedestrian Crossing across High Street

1:200 at A3



Signalised pedestrian crossing across High Street to enhance activation on, and increase connectivity to, the east side of High Street.

High Street Crossing



*Proposed signalled pedestrian crossing
across High Street, Thomastown
Artist's Impression*



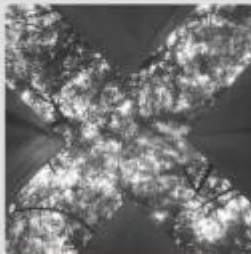
IMPROVEMENT NUMBER 27 – WAR MEMORIAL ENHANCEMENT

Improvement Number 27

War Memorial Enhancement

1:500 at A3

Enhance appearance of war memorial area including integrated art and design features, public infrastructure, paths and landscaping



Example of art and design enhancing the existing memorial to create a place of reflection



these images have been used to inspire the design



Note:
Further design development to be undertaken with an artist.
Sculpture features are indicative only.



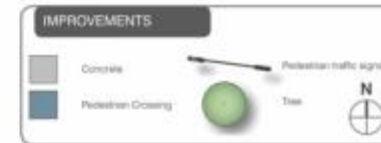
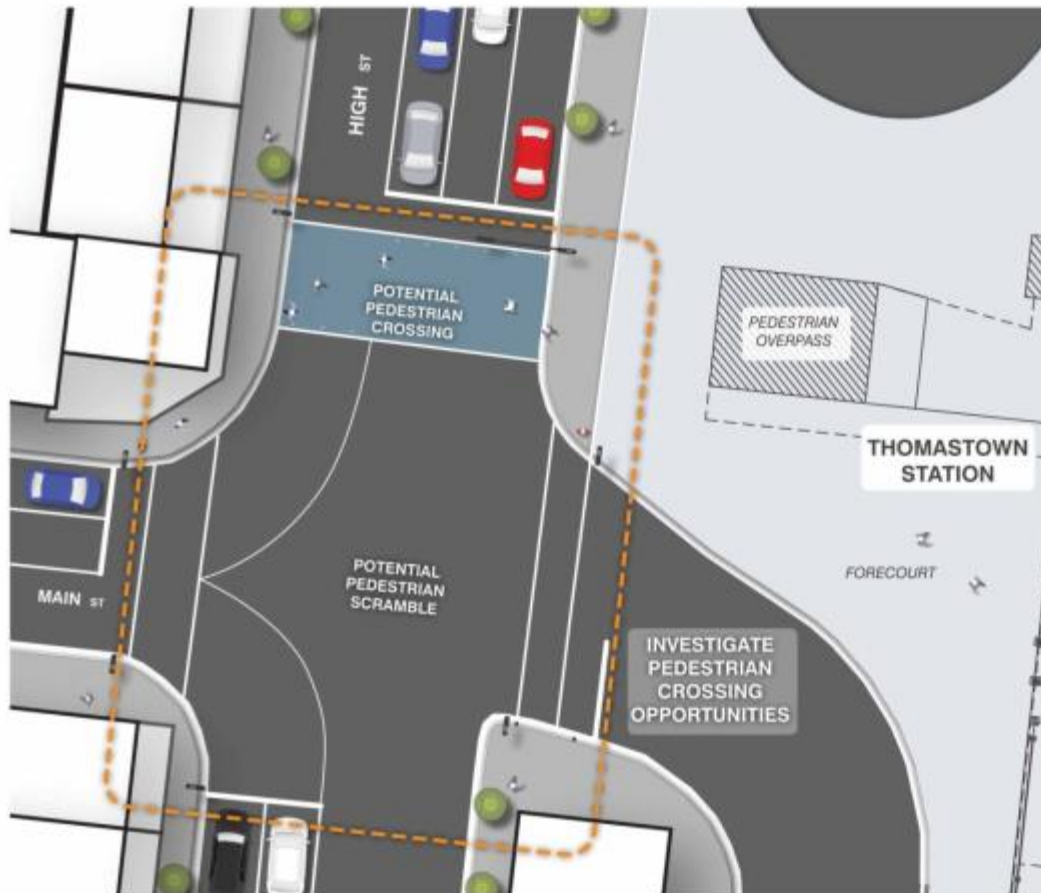
War Memorial



IMPROVEMENT NUMBER 6 – UPGRADE OF PEDESTRIAN CROSSING BETWEEN THOMASTOWN STATION AND MAIN STREET (PARTIAL WORKS)

Improvement Number 6

Upgrade of Pedestrian Crossing between Thomastown Station & Main Street (Partial)



An example of a pedestrian connection to a major transport facility. Southern Cross Station, Melbourne

this image has been used to inspire the design



Enhance the pedestrian crossing between Thomastown Train Station and Main Street to allow for greater pedestrian connectivity

Pedestrian Crossing



DESIGN DEVELOPMENT – LALOR

IMPROVEMENT NUMBER 1 – BUSINESS IDENTIFICATION SIGN AND ENTRY TREATMENT ON THE CORNER OF HIGH STREET AND MANN'S CROSSING

Improvement Number 1

Business identification sign and entry treatment on the corner of High Street and Mann's Crossing



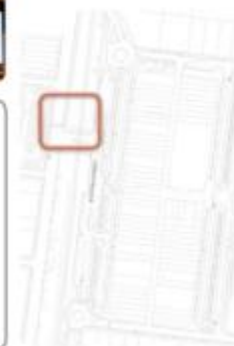
New externally lit business sign with artistically designed features on the corner of High Street and Mann's Crossing, and new landscaping to ensure sight lines to the sign are maintained



Examples of memorable branding, entrance features and materials, similar interesting features and details will be used at the entrance into the Lalor shops



These images have been used to inspire the design



Business Sign



Existing business identification sign

*Upgrade and enhance business sign and entrance landscaping
Artist's Impression*

IMPROVEMENT NUMBERS 12 & 17 – STATION STREET ENHANCEMENT, INCLUDING LANDSCAPE/ INTEGRATED ART FEATURE

Improvement Numbers 12 & 17

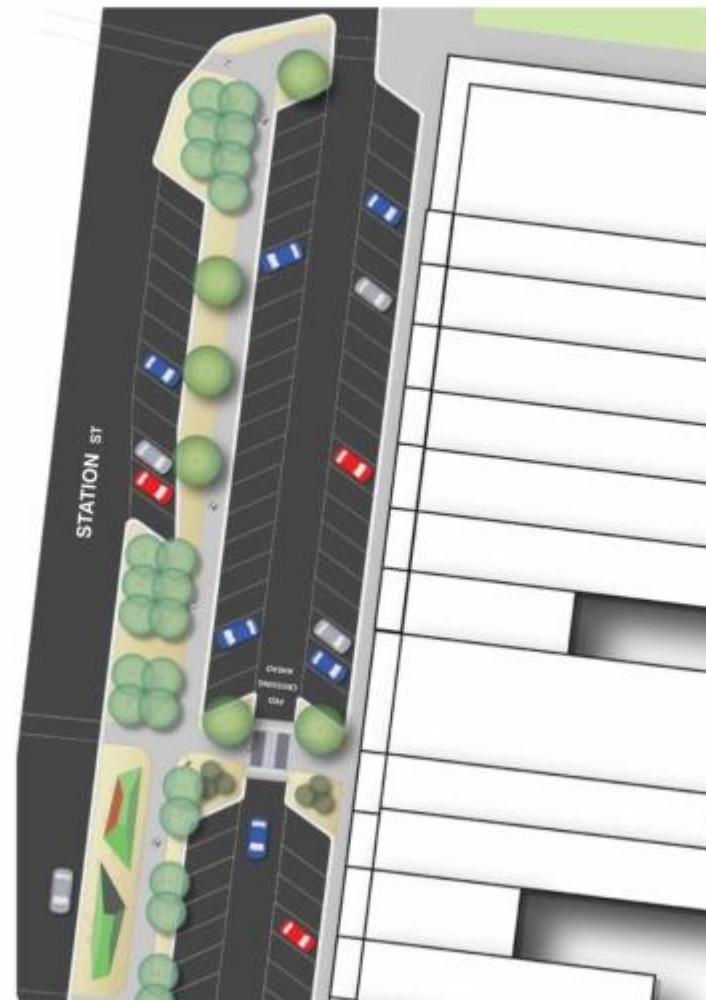
Station Street Median Enhancement, including Landscape/ Integrated Art Feature

1:200 at A3

Redesign and redevelop the median with new trees, consistent paths, raised platform 'wombat' crossings, line marked pedestrian area in front of Chemist converted to a car parking space. Remove pram crossings that are not DDA compliant. Also introduce new entry treatment in the Station Street median with 'Lalor Shops' signage, visible as you enter the shops from Manns Crossing

IMPROVEMENTS	
	Gravel/Sand
	Feature Paving Sandblasted coloured concrete
	Shelter with posts
	Ramped crossing
	New feature seating
	Bin - General rubbish & recycling
	Bin racks
	Bollard
	Feature lighting
	Wayfinding Men ID sign
	Deciduous Tree
	Feature Garden Bed

0 1 5 10m

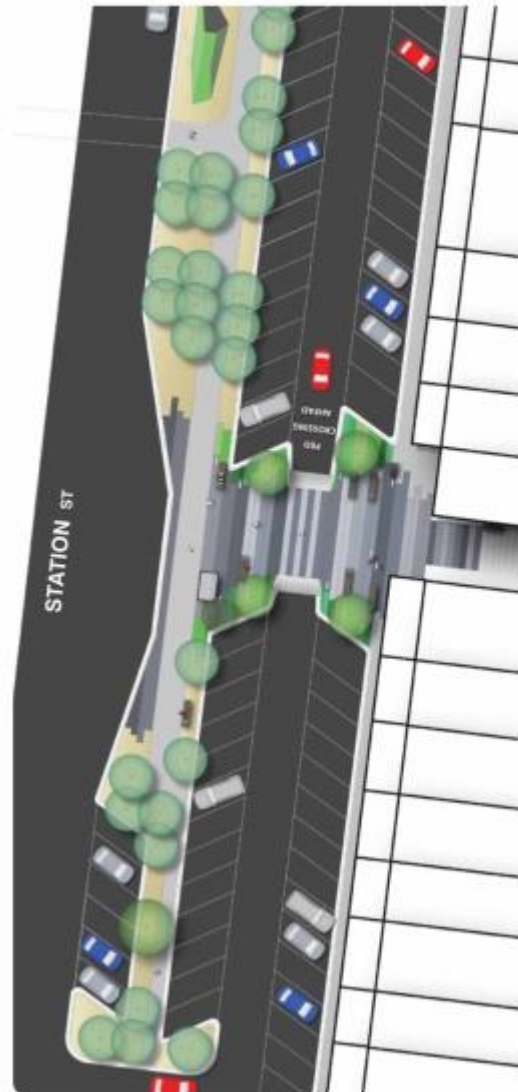


48

Improvement Numbers 12 & 17

Station Street Median Enhancement, including Landscape/ Integrated Art Feature

1:200 at A3



An example of high canopy landscaping to provide necessary sightlines for cars/bikes/pedestrians



An example of paving materials that provides clear directional paths



these images have been used to inspire the design

IMPROVEMENTS

-  Granitic Sand
-  Feature Paving
Sandblasted coloured concrete
-  Shelter with posts
-  Ramped crossing
-  New feature seating
-  Bins - General rubbish & recycling
-  Bike racks
-  Bollard
-  Feature lighting
-  Wayfinding Main ID sign
-  Deciduous Tree
-  Feature Garden Bed

N



Improvement Numbers 12 & 17

Station Street Median Enhancement, including Landscape/ Integrated Art Feature

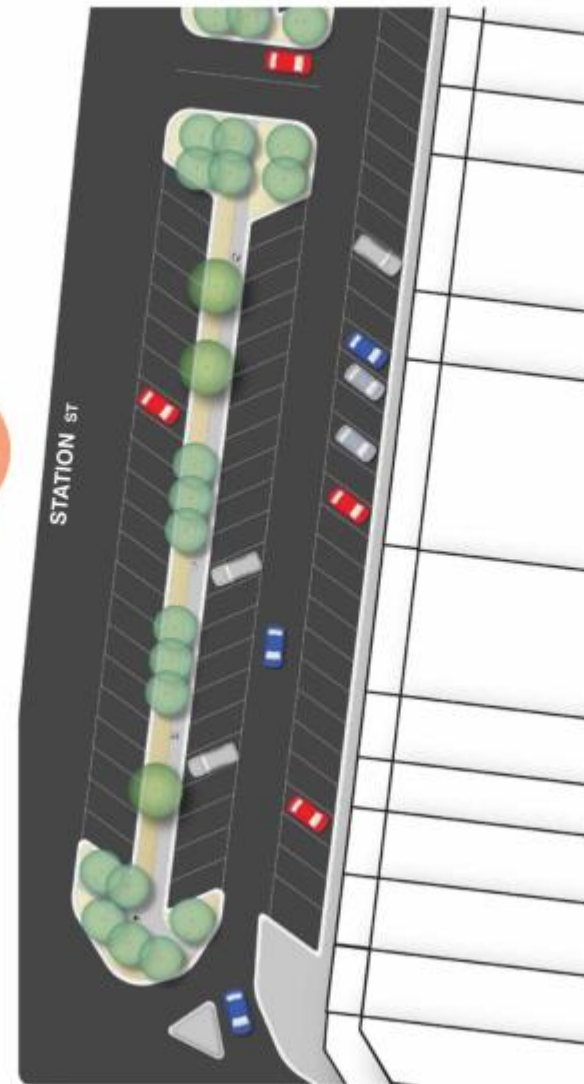
1:200 at A3

0 5 10m

Examples of safe and clear paths leading to destination points with high canopy landscape




these images have been used to inspire the design



IMPROVEMENTS



-  Granite Sand
-  Feature Paving
Sanitised coloured concrete
-  Shelter with posts
-  Ramped crossing
-  New feature seating
-  Bins - General rubbish & recycling
-  Bike racks
-  Bollard
-  Feature lighting
-  Wayfinding Men ID sign
-  Deciduous Tree
-  Feature Garden Bed

Improvement Numbers 12 & 17

Station Street Median Enhancement, including Landscape/ Integrated Art Feature



these images have been used to inspire the design

Images that inspire the entrance into Lalor shops

An example of paths with clear sightlines and located appropriately to destination points

Station Street Median



*Upgrade entrance feature landscaping and provide well connected pedestrian paths
Artist's Impression*

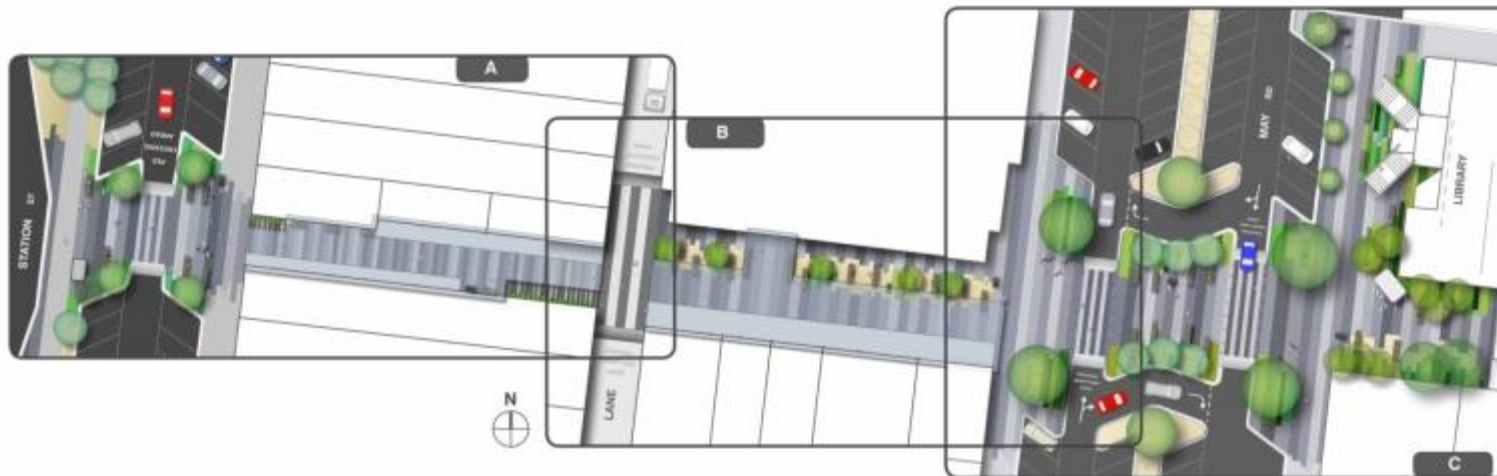


Existing pedestrian entrance

IMPROVEMENT NUMBER 3 – REDEVELOPMENT OF PETER LALOR WALK

Improvement Number 3

Redevelopment of Peter Lalor Walk



These images have been used to inspire the design

Redevelop Peter Lalor Walk, from the bus stop in Station Street through to the Lalor Library, including new paving, seats, bins, landscaping, bike racks, shelter, integrated art and design features, lighting, and if possible, public toilets



Examples of places where people of all ages and abilities can gather

Peter Lalor Walk



*Future pedestrian priority area with
clear walkways and places to sit
Artist's Impression*



Existing pedestrian area in Peter Lalor Walk

Improvement Number 3A

Redevelopment of Peter Lalor Walk

1:200 at A3



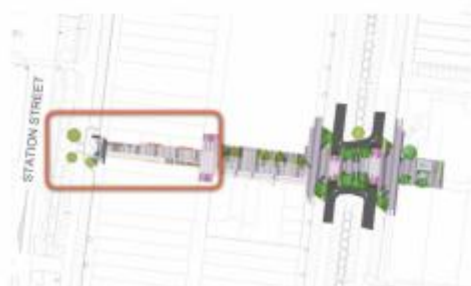
These images have been used to inspire the design



An example of how pedestrian movement can be achieved in social gathering spaces



An example of directional pedestrian friendly pavement



IMPROVEMENTS

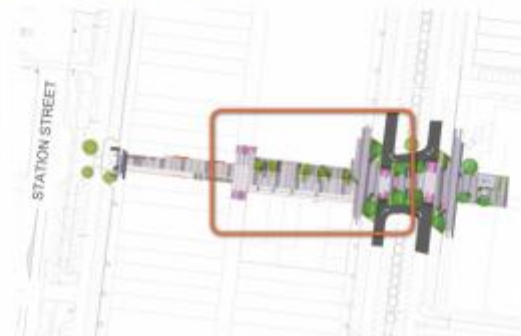
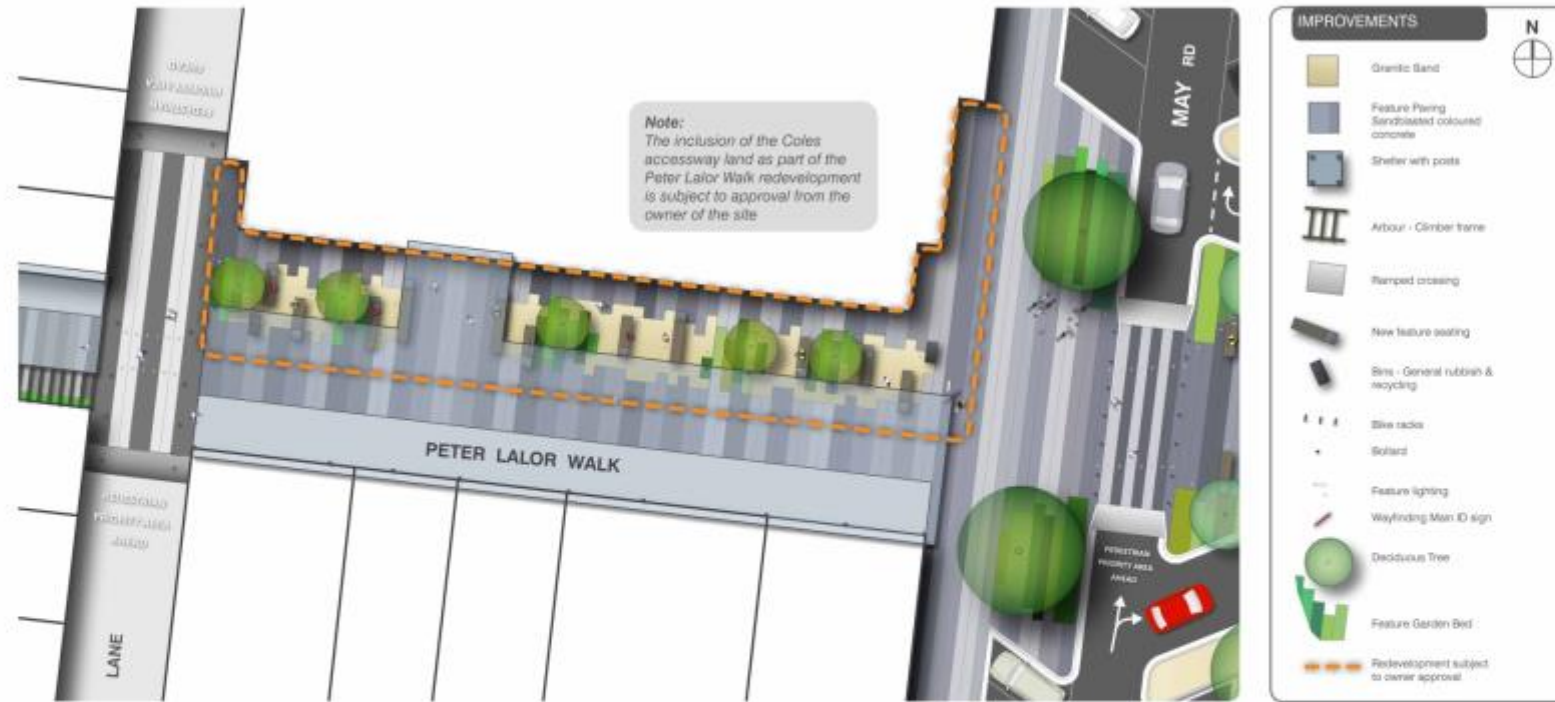
 Feature Paving Sandblasted coloured concrete	 Feature lighting	 New feature seating
 Shelter with posts	 Wayfinding Main ID sign	 Bins - General rubbish & recycling
 Arbour	 Deciduous Tree	 Bike racks
 Ramped crossing	 Feature Garden Bed	 Bollard

 N

Improvement Number 3B

Redevelopment of Peter Lalor Walk

1:200 at A3



Improvement Number 3C

Redevelopment of Peter Lalor Walk

1:200 at A3



Lalor Piazza



IMPROVEMENT NUMBER 38 – WAYFINDING SIGNAGE

Improvement Number 38

Wayfinding Signage

Signs showing the location of important places or features, at the following locations:

- At either end of the Peter Lalor Walk
- On the west side of High Street, in front of Perfectan (corner of High Street and Tramoo Street)
- In the David Street major social gathering space, near Fiorentini
- On the east side of May Road, in front of Hair Trivia (corner of David Street and May Road)
- On the west side of May Road, in front of the new medical centre (corner of Messmate Street and May Road)
- On the east side of the Station Street service road, in front of the X-Ray Centre (corner of Messmate Street and the Station Street service road)
- In the Station Street median, in line with the northern pedestrian link over Manns Crossing
- On the east side of May Road, in front of the library



MAIN IDENTIFICATION WAYFINDING SIGNAGE



Note: to be designed in conjunction with branding guidelines, indicative design visual only.

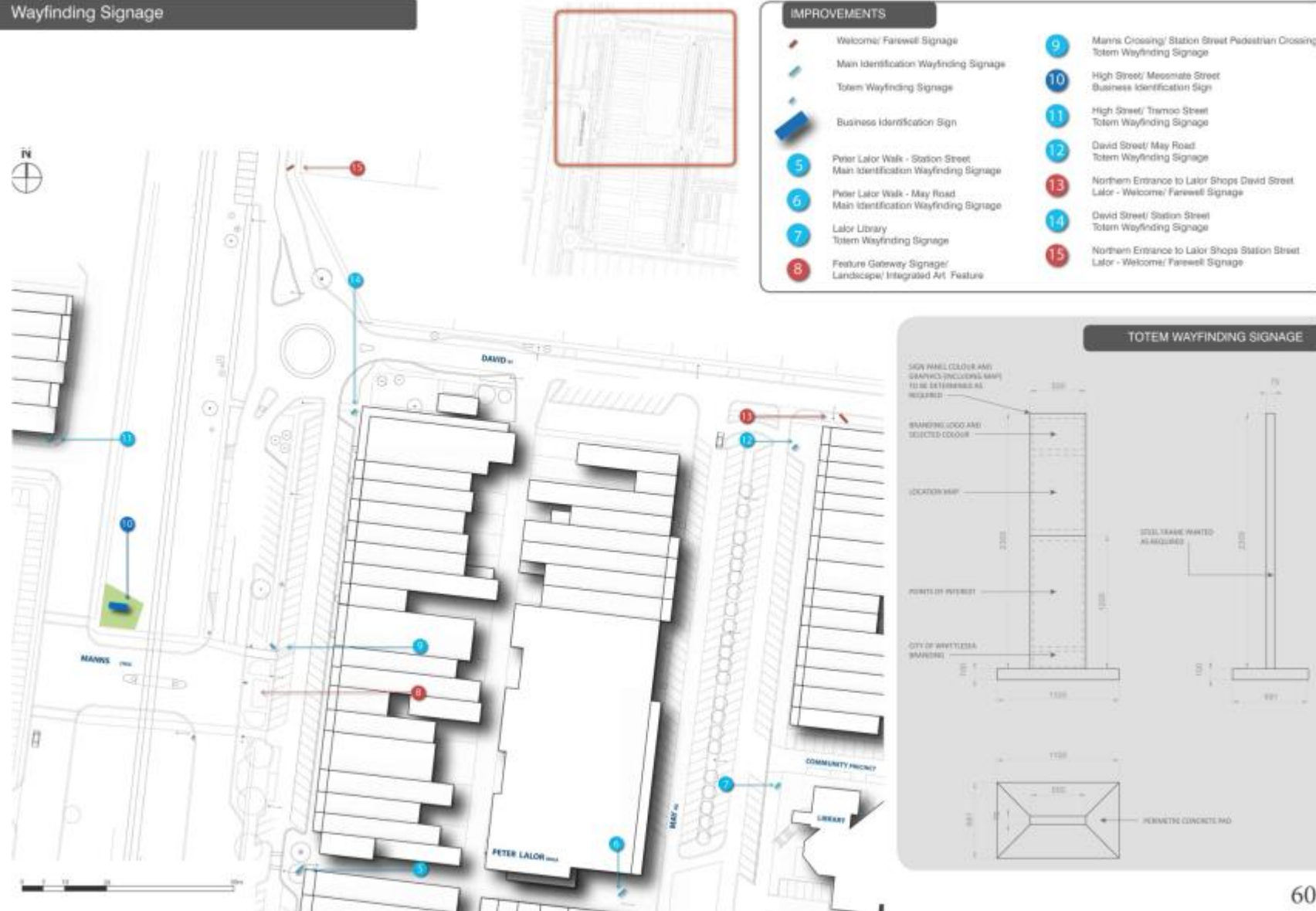
IMPROVEMENTS

- Welcome/ Farewell Signage
- Main Identification Wayfinding Signage
- Totem Wayfinding Signage
- Southern Entrance to Lalor Shops Station Street Lalor - Welcome/ Farewell Signage
- 1 Southern Entrance to Lalor Shops Station Street Lalor - Welcome/ Farewell Signage
- 2 Station Street/ Messmate Street Totem Wayfinding Signage
- 3 May Road/ Messmate Street Totem Wayfinding Signage
- 4 Southern Entrance to Lalor Shops Messmate Street Lalor - Welcome/ Farewell Signage
- 5 Peter Lalor Walk - Station Street Main Identification Wayfinding Signage
- 6 Peter Lalor Walk - May Road Main Identification Wayfinding



Improvement Number 38

Wayfinding Signage



IMPROVEMENT NUMBER 33 – CREATE U-TURN IN MAY ROAD NEAR INTERSECTION WITH DAVID STREET

Improvement Number 33

Create U-turn in May Road near intersection with David Street

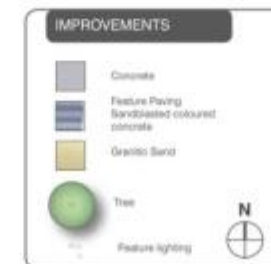


Create U-turn at the north end of May Road, to ensure vehicles going back down May Road do not have to go onto David Street and create a raised pedestrian crossing to prioritise pedestrian safety

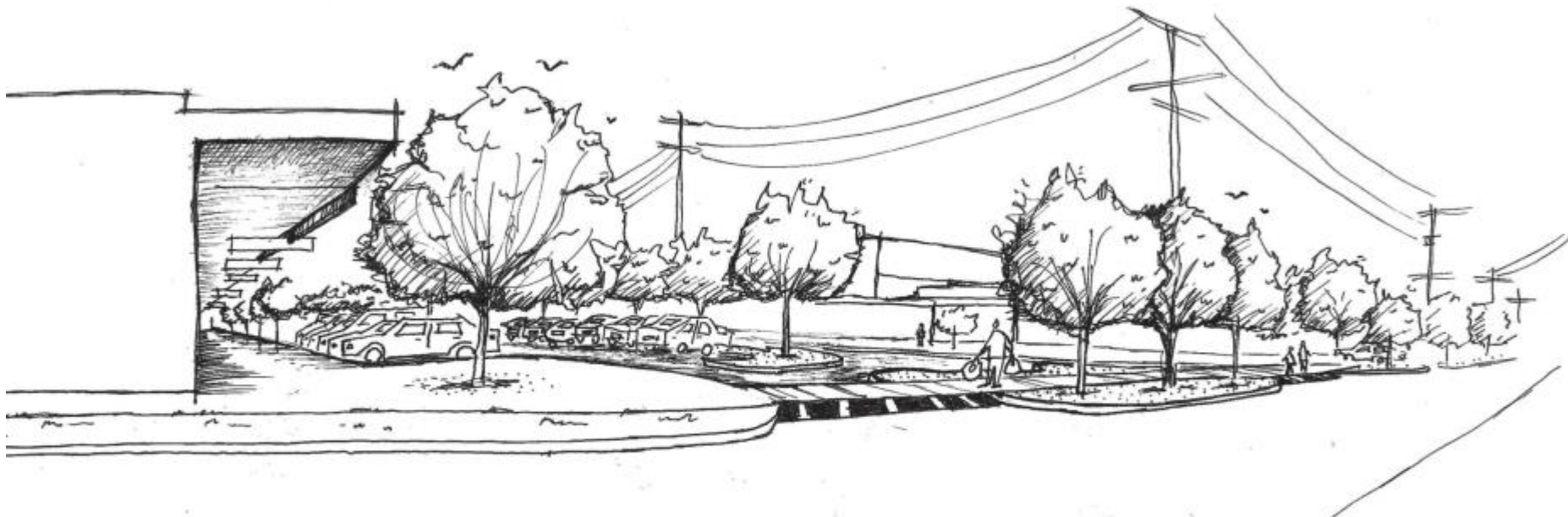


An example of a safe pedestrian priority area

this image has been used to inspire the design



David Street U-turn



*Proposed U-turn before the intersection
with raised pedestrian crossings
Artist's Impression*



Existing intersection: David Street and May Road

IMPROVEMENT NUMBER 9 – RECONFIGURE CYPRUS STREET CAR PRK

Improvement Number 9

Reconfigure Cyprus Street Car Park



Close off the May Road entrance to the car park, and make other minor changes, to create additional car parking spaces

IMPLEMENTATION

The success of the Thomastown and Lalor Master Plan is dependent on collaboration between the City of Whittlesea, State Government Departments, the Federal Government, agencies, organisations, traders and residents. This chapter will:

- discuss different funding opportunities and models for investigation;
- nominate Council departments that might be involved in the implementation of public realm improvements;
- nominate the recommended action timeframes that will be allocated to each of the public realm improvements; and
- include the general staging and timing of actions to implement the public realm improvements.

FUNDING

As discussed earlier in the Master Plan, limited funds are available to implement public realm improvements in these centres. Given the limited amount of funds, it is necessary for Council to obtain funding from external Departments, agencies and organisations to implement the vision of this Master Plan. Preparing a Master Plan will provide Council with a tool to apply for additional funding from the following departments and organisations.

Government level	Government Department	Funding program	Code
Federal	Department of Regional Australia, Regional Development and Local Government	Regional Development Australia Fund	RDAF
	Department of Families, Housing, Community Services and Indigenous Affairs	Accessible Communities	AC
	Department of Health and Ageing	Healthy Communities	HC
State	Department of Planning and Community Development	Changing Places	CP
	Department of Planning and Community Development	Community Support Grant	CSG

	Department of Planning and Community Development	Living Libraries	LL
	Department of Planning and Community Development	Restoring War Memorials	RWM
	Victorian Multicultural Commission	Cultural Precincts and Community Infrastructure Fund	CPCIF
	VicRoads	Black Spot	BS

Some of the other funding models that Council will investigate to assist in achieving the vision of the Master Plan include:

- Continuing the relationship with the business owners and landowners in the shopping precincts and encouraging businesses to upgrade their buildings in accordance with the Master Plan;
- Developing partnerships with the business owners and landowners to financially co-contribute to the public realm improvements, to ensure that their businesses remain viable in the context of growing regional retail precincts;
- Reviewing the Council Budget to commit money from our recurrent and new works budgets to assist in delivering the improvements, and reviewing that commitment annually;
- Review the new works initiatives process and investigate introducing public realm improvements for Thomastown and Lalor as new works initiatives;
- Approaching the corporate sector to sponsor public realm improvement works.

The need for development of funding models is included under *Additional Strategic Work to enhance Thomastown and Lalor* in the following chapter.

COUNCIL DEPARTMENTS INVOLVED

A number of Council Departments will be leading the implementation of public realm improvements, or will be involved in the implementation of the projects, and are listed below.

- Parks and Open Space
- Leisure and Community Inclusion
- Established Areas Planning
- Infrastructure Maintenance
- Urban Design (Strategic Planning & Design)
- Community Cultural Development
- Marketing and Communications
- Economic Development
- Major Projects
- Facilities Management
- Development Engineering
- Sustainability and Community Planning
- Engineering and Transportation Services
- Property and Valuations
- Aged and Disability

STAGING AND TIMING

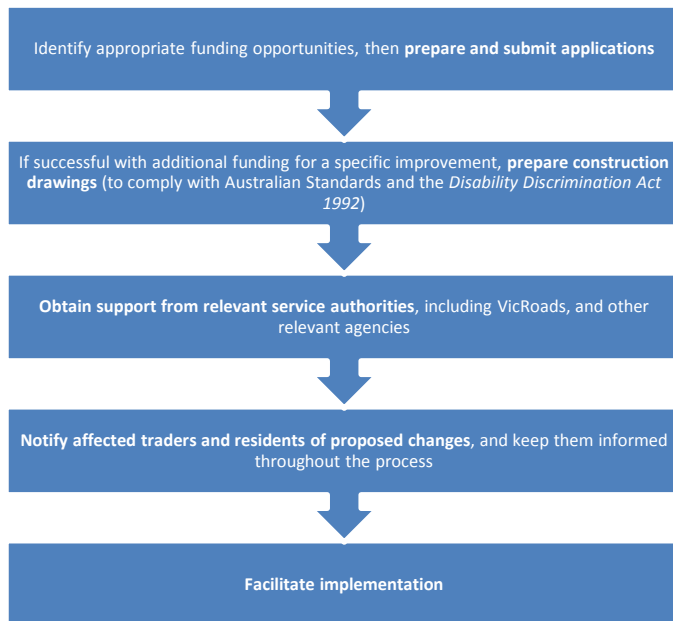
The table below demonstrates the different stages for implementing the public realm improvements in both Thomastown and Lalor. Detailed action plans for each centre are included in Appendices G (Thomastown) and H (Lalor). The action plans provide greater detail for each stage, and includes funding opportunities, responsibility for delivery and recommended action timeframes

Stage	Description	Comments	Recommended Timeframes	Action
1	Preliminary actions	<p>This includes actions that are necessary prior to implementing any public realm improvements.</p> <ul style="list-style-type: none"> • Undertaking branding guidelines – This will ensure that there is consistent communication, including font, colours, key messages and artistically designed elements, for each centre. • Preparing and submitting funding/ grants applications - It is important that applications for funds/ grants are prepared and submitted to ensure that there are greater opportunities for implementing public realm improvements in Stages 2 and 3. 		The branding guidelines are to occur within four months of adoption of this Master Plan. The preparation and submission of funding/ grant applications is to occur on an ongoing basis.
2	‘Project ready’ public realm improvements	This stage includes public realm improvements where design development has occurred (pages 29 – 49) and are considered ‘project ready’. Dependent upon obtaining funding from external sources, the public realm improvements nominated in Stage 2 will be progressed. The steps for delivering these works are included on the right.	0-3 years	
3	Remaining public realm improvements	Stage 3 includes the balance of public realm improvements shown on the Public Realm Improvements Plan where design development has not occurred. Implementation of these improvements is dependent on funding being obtained from external sources.	Varies between 0-3 years, 4-7 years and 8-10+ years	

It is important to note that the recommended action timeframes may change in the event that additional funding is received to deliver the public realm improvements. For example, if a public realm improvement has a recommended action timeframe of 4-7 years, but additional external funding is provided for that specific improvement prior to the recommended action timeframe for implementation, the public realm improvement will be implemented sooner.

STEPS FOR DELIVERING 'PROJECT READY' PUBLIC REALM IMPROVEMENTS

While the staging and recommended action timeframes have been discussed, there are a number of different steps involved in delivering public realm improvements. The steps for delivering the public realm improvements are summarised below.



ONGOING MAINTENANCE

The implementation of public realm improvements in the Thomastown High Street Shops and the Lalor Shops is important to improve the economic and social viability of the precincts. However it is equally important that once delivered, the public realm improvements are well-maintained to ensure the precincts continue to attract economic investment and encourage social interaction.

During the second stage of community engagement in November 2011, many traders indicated that improving the public spaces in the shopping precincts is essential, but unless they are well-maintained, the public spaces could become unattractive quickly and impact on the businesses in the shopping precincts.

Council currently undertakes routine maintenance of the public realm infrastructure in the shopping precincts. Upon implementing any public realm improvements identified in this Master Plan, Council will review maintenance regimes currently in place to incorporate necessary maintenance changes eg. Increasing the frequency or scope of maintenance. The recurrent cost of such changes, should they be required, will need to be reviewed and incorporated as part of the final construction drawing documentation and implementation of the project.

OTHER RECOMMENDATIONS

The Thomastown and Lalor Master Plan outlines public realm improvements to occur in the Thomastown High Street Shops and the Lalor Shops in Station Street and May Road. In preparing the Thomastown and Lalor Master Plan, it is evident that other projects and strategies should be undertaken to further enhance the Neighbourhood Activity Centres of Thomastown and Lalor. This chapter identifies further matters for consideration that are not addressed in the Public Realm Improvements Plan. This chapter also identifies the additional strategic work that would address these further matters for consideration, and ultimately enhance Thomastown and Lalor.

FURTHER MATTERS FOR CONSIDERATION

Some additional matters for consideration, which are not addressed in this Master Plan, are outlined below:

- Zoning of land – The land within the centres is currently zoned Business 1 Zone. The Thomastown High Street Shops and the Lalor Shops are Neighbourhood Activity Centres (NACs) in the City of Whittlesea. It is important that any future expansion of business, retail or office uses in these NACs has regard to Epping Central (Principal Activity Centre) and South Morang (Major Activity Centre). However, it is important that the functionality and viability of the two centres is maintained and enhanced. It may therefore be necessary to consider rezoning land within the centres and on the periphery of the centres.
- Minimal activity on east side of High Street, Thomastown – The economic and social viability of this land is not as successful as the land on the west side of High Street. Although public realm improvements in this Master Plan have been included to increase the activity on the east side, including a pedestrian crossing and clearly identifying car parking spaces, additional changes such as rezoning the land or designating the land for specific uses may ensure greater activity.
- A better variety of shops and uses – The community identified that there are too many discount stores, particularly in Lalor, and other uses including banks, a Medicare office and cafes and restaurants (and in particular family restaurants) are needed.
- Linking the two centres – Given the proximity between the centres (approximately 300 metres), it is important that the Thomastown High Street Shops and the Lalor Shops are linked and complement each other while still retaining their own identity.

- Shopping precincts that are active day and night – The shops are very active and vibrant during the day, but after work hours the shops become inactive. This causes some concern for some of the community as they do not feel safe in these spaces at night.
- Safety and wellbeing in the shops and surrounding areas – This relates to actual safety, and perceptions of safety. One way this can be improved is with greater levels of activity at different times of the day, as discussed above.
- Transport – Improved public transport provision, and in particular more frequent bus services for longer hours, is required. Traffic congestion throughout the centres is also problematic.
- New and redeveloped community facilities – A number of community facilities in Thomastown and Lalor are ageing, and may not be appropriate to meet the needs of existing and future residents. This primarily relates to the Main Street Community Precinct in Thomastown, and the May Road/ French Street Community Precinct in Lalor. Community/ education/ training facilities are also emerging on the Peter Lalor Vocational College site, Lalor, which are not directed by an overarching plan.
- Sustainability – Improved sustainability, including environmental initiatives (water sensitive urban design, on-site stormwater catchment and reuse, and alternative energy sources) and social initiatives (community inclusion programs and places and spaces to connect people), can be introduced throughout the suburbs.
- Design and upgrade of buildings – The overall appearance and quality of the buildings can be improved. In addition, the Whittlesea Disability Network has identified that many buildings are not accessible for many members of the community.
- Community garden – While a community garden could be provided within the public realm, it is important that a suitable site is chosen and a framework established to manage the operation of the site.
- Learning for all ages – It is important that learning and education services and pathways are reviewed and improved where necessary. It is also important that the space or land required to deliver the services is available.
- Intercultural connectivity – The Thomastown High Street Shops and the Lalor Shops are places where people come to shop, as well as socialise with friends and connect with people from a range of different backgrounds. There are opportunities to further increase the level of intercultural connectivity in Thomastown and Lalor.
- Pride in the suburbs – The public realm improvements outlined in this Master Plan will assist in encouraging greater pride in the neighbourhood, however further improvements to the broader suburbs will also enhance the sense of pride.
- Spaces to gather and share – In the established suburbs of the municipality, the spaces to gather and share, including the open space network, active recreation reserves and shops, were allocated and developed when the suburbs were developed. There is much change occurring in the established suburbs, and as such, it is important that the spaces are reviewed and improved to meet the needs of existing and future residents.

- The viability of farmers markets in Thomastown and Lalor, as well as potential sites for farmers markets, should be investigated.

ADDITIONAL STRATEGIC WORK TO ENHANCE THOMASTOWN AND LALOR

To address these issues, the following projects and strategies are recommended:

1. An overarching strategic plan, or series of strategies, for Thomastown and Lalor

The following issues and gaps identified on the previous page can be addressed with a strategic plan, or a series of plans/strategies:

- Zoning of land
- Minimal activity on the east side of High Street, Thomastown
- A better variety of shops and uses
- Linking the two centres
- Shopping precincts that are active day and night
- Safety and wellbeing
- Transport
- Community facilities
- Sustainability
- Design and upgrade of buildings
- Community Garden
- Learning for all ages
- Intercultural connectivity
- Pride in the suburbs
- Places to gather and share

There are two different methods in which the above gaps/ issues can be addressed - **a.** a series of projects, strategies or studies, or **b.** one strategic document that incorporates the information from the series of projects strategies or studies.

- a. Separate projects, strategies or studies can be undertaken and implemented by the Established Areas Planning Department and ultimately be used to guide changes to the suburbs of Thomastown and Lalor. These separate projects, strategies or studies include:
- The Housing Diversity Project – This project is currently underway and will guide the location and design of new housing in the established suburbs of the municipality. This is likely to result in changes being made to the Whittlesea Planning Scheme, including rezoning land to allow for increased densities, and introducing design guidelines to apply to new residential developments. This project will directly impact on residential areas immediately surrounding the Thomastown High Street Shops and the Lalor Shops.
 - A Community Infrastructure Needs Analysis (CINA) – This is being coordinated by the Community Services Directorate and reviews existing community facilities and services in Thomastown and Lalor, to recommend changes to meet the needs of existing and future residents. The Draft CINA does not recommend changes to the Whittlesea Planning Scheme. However it does recommend that the following community hubs/ precincts be established and/ or strengthened:
 - May Road/ French Street Community Precinct – Community and Cultural Connection
 - Main Street Thomastown Community Precinct – Learning and Recreation for all Ages
 - Peter Lalor Vocational College Community Precinct – Learning for Young People and Community
 - An Urban Design Framework (UDF) – A UDF is a planning and urban design tool that ensures all development embraces and maintains the desired character, and improves the urban design and built form. The UDF would not address the uses in the centre. A Planning Scheme Amendment would be required to incorporate the UDF in the Whittlesea Planning Scheme.
 - A Development Contributions Plan (DCP) – Similarly, a DCP has not commenced for Thomastown and Lalor. This would identify the cost of improvements to each centre, including public realm improvements costs, civil infrastructure improvements costs, and community infrastructure improvements costs as recommended by the Community Infrastructure Needs Analysis. The DCP would also determine who should be responsible for contributing to the improvements, and how much the development contributions should be for each contributing party. A DCP is only enforceable if it is included in the Whittlesea Planning Scheme. A Planning Scheme

Amendment to the Whittlesea Planning Scheme is therefore required to use a DCP to obtain contributions towards improvements in Thomastown and Lalor.

- A Retail and Economic Analysis – This study would be required to assess the role of these centres in the context of other activity centres in the municipality, and determine if there should be any retail/ business growth in Thomastown and Lalor. A separate Planning Scheme Amendment would be required to make changes to the zoning of land if retail/ business growth is to be supported.

Implementing the recommendations and actions of the above projects separately, although possible, is an uncoordinated approach that would likely cause confusion for the community and Council officers. Separate Planning Scheme Amendments would be required to implement the above changes within Thomastown and Lalor, resulting in unnecessary demand on Council resources. In addition, the following gaps or issues may not be fully addressed by undertaking separate plans or strategies:

- A better variety of shops and uses
 - Linking the two centres
 - Shopping precincts that are active day and night
 - Safety and wellbeing
 - Transport
 - Sustainability
 - Community Garden
 - Pride in the suburbs
 - Places to gather and share
- b.** A Structure Plan for Thomastown and Lalor, which guides the use of land and the built form over the next 20 years in one document, can be undertaken and implemented by the Established Areas Planning Department.

The Structure Plan would include changes recommended as part of the Housing Diversity Project, the Community Infrastructure Needs Analysis, and the Retail and Economic Analysis, and would also incorporate urban design guidelines and a development contributions plan.

Following completion of the Structure Plan, a single Planning Scheme Amendment process can commence to guide changes to land use, development and built form in Thomastown and Lalor.

Upon review of the two different methods (undertaking a series of plans or strategies or undertaking a single Structure Plan that encompasses all of the other strategic work that affects Thomastown and Lalor), it is recommended that a Structure Plan be prepared. A Structure Plan will ensure a coordinated approach to strategic planning for these two suburbs, and ensure that **all** of the gaps and issues listed on the previous page can be addressed in one document

2. Peter Lalor Vocational College Master Plan

The following issues and gaps can be addressed with a Master Plan for the Peter Lalor Vocation College Site:

- New and redeveloped community facilities
- Sustainability
- Design and upgrade of buildings
- Community garden
- Learning for all ages
- Intercultural connectivity
- Pride in the suburbs
- Spaces to gather and share

There are many possible uses for this site that have been proposed as a result of other projects underway at Council. Some of these uses include a Cultural Bridges Building, a Seniors Resource Centre, and the relocation of the Lalor Tennis Club. Preparing a Master Plan for this site, in accordance with the Draft CINA recommending a 'Learning for Young People and Community' Hub, will ensure that an integrated approach to use and development can be applied to the site in the event that the Peter Lalor Vocational College discontinues its operation.

3. May Road/ French Street Community Precinct Master Plan

The following issues and gaps can be addressed with a Master Plan for the May Road/ French Street Community Precinct:

- New and redeveloped community facilities
- Sustainability
- Design and upgrade of buildings
- Community garden
- Learning for all ages
- Intercultural connectivity
- Pride in the suburbs
- Spaces to gather and share

Currently this precinct includes the Lalor Library, the Lalor Senior Citizens Centre and the French Street Hall. There are a number of site specific issues with the current formation. The Senior Citizens Centre does not have an appropriate address to the street as it is hidden behind the Library. In addition, the Senior Citizens Centre and the French Street Hall are dated and may require refurbishment, and other alternatives for car parking should be explored. A Master Plan will review the current uses and facilities, and the Draft CINA which recommends a 'Community and Cultural Connection' Hub, and outline changes to improve the precinct.

4. Open Space Strategy

The following issues and gaps identified on the previous page can be addressed with the Open Space Strategy:

- Linking the two centres
- Safety and wellbeing
- Transport
- Sustainability
- Community garden
- Intercultural connectivity

- Pride in the suburbs
- Spaces to gather and share

The Open Space Strategy is to be coordinated by Council's Parks and Open Space Department. The Strategy will review the existing open space networks in the municipality, and provide recommendations for improvements. Continued support should be provided to the Parks and Open Space Department, where necessary, in its preparation of the Open Space Strategy.

5. Shape Your Future – Thomastown and Lalor Local Community Action Plan

The following issues and gaps can be addressed with the Local Community Action Plan prepared as part of Shape Your Future – Thomastown and Lalor:

- Safety and wellbeing
- Learning for all ages
- Intercultural connectivity – community facilities, community garden
- Pride in the suburbs
- Spaces to gather and share, farmers markets, community garden

This project aims to capture the vision and aspirations of the community, and prepare a local community action plan that details actions so that the community can be involved in making decisions for its future. Continued support should be provided to the Leisure and Community Inclusion Department and the Shape Your Future Partnership Group, where necessary, in its preparation of the Shape Your Future – Thomastown and Lalor Local Community Action Plan.

6. Funding Models

Investigating funding models and developing funding mechanisms will ensure that necessary infrastructure can be delivered in Thomastown and Lalor, and in other established suburbs in the municipality. Input from Council's General Manager Advocacy will be important in this process.

7. Traders Parking Permits

Throughout the community engagement process, traders identified car parking for business owners and employees as an issue. It was suggested that the long term parking opportunities for employees are limited. Parking Permits for traders and employees of businesses in each centre should be investigated, taking into account the impact that it will have on the number of remaining car parking spaces for visitors.

8. Building Upgrade Project

Programs and/ or incentives to encourage landowners/ traders to improve the appearance of buildings facades should be investigated. This type of program has been implemented in St Albans by Brimbank City Council.

9. Public Art Master Plan

The Public Art Master Plan is to be coordinated by Council's Community Cultural Development Department. The Strategy will include a strategic approach for integrated art opportunities, incorporating public art and community cultural development principles. Continued support should be provided to the Community Cultural Development Department, where necessary, in its preparation of the Public Art Master Plan for the municipality.

STAGING AND TIMING FOR ADDITIONAL STRATEGIC WORK

The table below recommends different stages and timing for the additional strategic work to enhance Thomastown and Lalor.

Stage	Description	Comments	Recommended commencement date and/ or timeframes
1	Thomastown and Lalor Structure Plan	The Structure Plan will guide changes relating to land use and built form to occur in Thomastown and Lalor over the next 20 years.	Project planning for Structure Plan to commence following adoption of the Thomastown and Lalor Master Plan. It is envisaged that the Structure Plan can be completed 1-2 years given that Thomastown and Lalor are Neighbourhood Activity Centres.
	Funding models	The funding available to undertake the works in this Master Plan is limited. As such, it is important that other funding models to deliver additional infrastructure be investigated. Public realm improvement works are also proposed for Epping Central and Whittlesea Township, and as such, the funding models are applicable to other suburbs in the municipality.	It is recommended that funding models to deliver additional infrastructure in the established suburbs be investigated between October 2011 and April 2012.
	Open Space Strategy	The Strategy will review the existing open space networks in the municipality, and provide recommendations for improvements.	This project has commenced. Ongoing support to be provided as required.
	Shape Your Future – Thomastown and Lalor Local Community Action Plan	Shape Your Future – Thomastown and Lalor Project aims to capture the vision and aspirations of the community, and prepare a local community action plan that details actions so that the community can be involved in making decisions for its future.	This project has commenced. Ongoing support to be provided as required.

<p>2</p>	<p>Peter Lalor Vocational College Master Plan</p>	<p>It is important that Council prepare a Master Plan demonstrating preferred outcomes for the site in the event that the Peter Lalor Vocational College discontinues its operation. Funding to research the feasibility of the site and the preferred outcomes, and funding for the preparation of the Peter Lalor Vocational College Master Plan, will be investigated with State Government departments.</p>	<p>Commencement of the Peter Lalor Vocational College Master Plan will be dependent upon completion of the Community Infrastructure Needs Analysis and additional funding being received to prepare the Master Plan.</p>
<p>3</p>	<p>May Road/ French Street Community Precinct Master Plan</p>	<p>The May Road/ French Street Community Precinct is situated on Council-owned land, and the uses are unlikely to discontinue in the foreseeable future. Preparation of a Master Plan for this site is therefore less pressing than the Peter Lalor Vocational College Master Plan.</p>	<p>Commencement of the May Road/ French Street Community Precinct Master Plan is dependent upon completion of the Community Infrastructure Needs Analysis and, following its completion, any recommended changes detailed in the Thomastown and Lalor Structure Plan.</p>

CONCLUSION

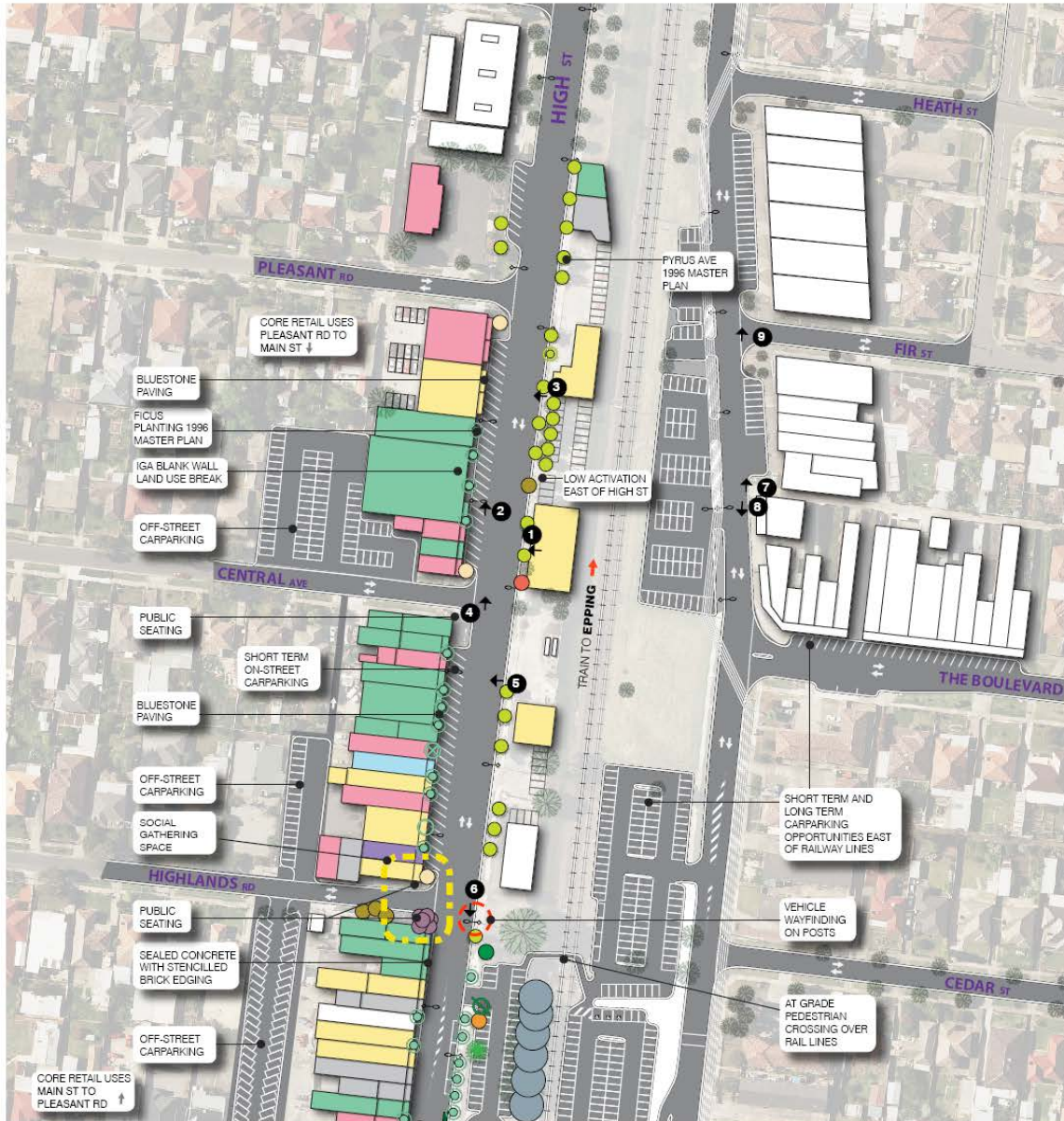
This Master Plan outlines public realm improvements to occur in the Thomastown High Street Shops and the Lalor Shops. There are limited funds to undertake public realm improvements, and as such, it was important that public realm improvements were prioritised as High, Medium or Low. From the list of prioritised improvements, a number of specific public realm improvements were chosen for design development. The improvements chosen for design development were not necessarily identified as a High priority. They are however most likely to have the greatest impact on improving the public realm, and have a greater chance of receiving additional external funding to assist with their implementation.

The design development of public realm improvements should not be misinterpreted as Council implementing all of those improvements. If Council is unsuccessful in applying for additional external funding, and given the limited funding currently available, only a few of the public realm improvements chosen for design development will be implemented. To give greater guidance about delivering the public realm improvements in this Master Plan, an implementation plan was prepared that outlines when the improvements should be undertaken (subject to additional external funding), what other funding opportunities are available, and who at Council is responsible for implementing the improvements.

Once implemented, the public realm improvements detailed in this Master Plan, and in particular some or all of the improvements where design development has occurred, will assist in improving the Thomastown and Lalor Neighbourhood Activity Centres so that they remain economically and socially sustainable in the context of growing larger retail centres in the municipality. To further improve these centres, it is recommended that a Structure Plan be undertaken for Thomastown and Lalor, and support be provided to other Council departments preparing other strategic projects that affect these centres

APPENDICES

APPENDIX A



THOMASTOWN



EXISTING TREES & SHRUBS

 Guard (green powdercoated)	 Dianella
 Ficus hillii (in green metal surrounds)	 Schinus molle (Peppercorn)
 Green Powdercoated Surrounds (no Ficus)	 Pittosporum
 Green Powdercoated Surrounds (dead Ficus)	 Eucalyptus
 Pyrus	 Don't Know
 Young Pyrus	 Allocasuarina
 Flower Bed with Carpet Roses	 Melaleuca
 Flower Bed with Carpet Roses and Marigolds	 Corymbia Eucalyptus
 Gleditsia	 Birch
 Gleditsia (dead)	 Lomandra

THOMASTOWN LOCAL SHOPS AND FACILITIES

34	Commonwealth Bank	Banks
35	Post Office	Service
36	Total Tax Solutions	Service
37	The Loan Spot	Service
38	Boza's Butcher Shop	Food retail
39	Abi Real Estate	Office
40	Tora and Co. Real Estate Agents	Office
41	Thomastown Pharmacy Stop	Retail
42	Thomastown News and Lotto Centre	Retail
43	Sunny Side Hot Bread	Food retail
44	Vacant	Vacant
45	Ray White Real Estate	Office
46	Thomastown Variety and Tobaccinist	Retail
47	S & N Quality Meats	Food retail
48	Thomastown Fresh Fruits	Food retail
49	Ejs Cafe	Food retail
50	Thomastown Dry Cleaners	Service
51	Arthur J Dines & Co. Law Offices	Office
52	Anthos Florist	Retail
53	Vacant	Vacant
54	Chemmart & Fuji Digital	Retail
55	Tress Hair Lounge	Service
56	Handy Auto Parts	Retail
57	Thomastown Complete Optical	Medical
58	Victorian Business Machines	Service
59	Interext Design Group	Service
60	Charcoal Chicken Express	Food retail
61	Hightown Cellars	Food retail
62	Rayanna's Take-away	Food retail
63	Addx Cutz	Service
64	Mr Pizza	Food retail
65	MKS Melbourne Kebab Station	Food retail
66	Hitek Electronic Repairs	Service
67	Oriental Wok	Food retail
68	Individuelle Hair Design	Service
69	Super IGA & liquor	Food retail
70	Superior Shoe Company	Retail
71	TAB	Service
72	Basilica Funeral Services	Service
73	Much a Mo'e Pizza	Food retail
74	MP Office	Office
75	Donnellans The Tyremen Bridgestone	Retail
76	Video Ezy	Retail
77	Shell Petrol Station	Retail
78	Red Engine Group - Removed as part of SMRE	Food retail
79	Dalios West & Co Barristers and Solicitors	Office
80	Sprint Printing	Retail
81	A1 Clothing Alterations	Service



1



2



3



4



5



6



7



8



9



EXISTING TREES & SHRUBS

-  Guard (green powdercoated)
-  Ficus hillii (in green metal surrounds)
-  Green Powdercoated Surrounds (no Ficus)
-  Green Powdercoated Surrounds (dead Ficus)
-  Pyrus
-  Young Pyrus
-  Flower Bed with Carpet Roses
-  Flower Bed with Carpet Roses and Marigolds
-  Gleditsia
-  Gleditsia (dead)
-  Dianella
-  Schinus molle (Peppercorn)
-  Pittosporum
-  Eucalyptus
-  Don't Know
-  Allocasuarina
-  Melaleuca
-  Corymbia Eucalyptus
-  Birch
-  Lomandra



THOMASTOWN

THOMASTOWN EXISTING CONDITIONS

THOMASTOWN LOCAL SHOPS AND FACILITIES

Numbers	Shop name/ type	Category
1	Austral Bricks	Retail
2	Stihl	Retail
3	Print Less Labels	Retail
4	Essence of Isis	Service
5	Inkup Tattooing and Body Piercing	Service
6	Pizza Addiction	Food retail
7	Games Consoles Service Centre	Service
8	Sammy's Refrigeration Service	Service
9	Vacant	Vacant
10	First Choice Laboratory	Service
11	Goodyear Auto Service Centre	Retail
12	Thomastown Primary School	Service
13	Shri Ram - Indian Groceries and Spices	Food retail
14	Vacant	Vacant
15	Newman Koutsouridis & Co - Tax agent	Office
16	Northern Barber Shop	Service
17	CA Building Design	Office
18	Kaycarta Accountants	Office
19	Smartline - Personal Mortgage Advisers	Office
20	L.N. Christie & Co. Lawyers	Office
21	John Dellios & Associates	Office
22	Singh Real Estate	Office
23	Santinas Cakes	Food retail
24	Baba Sweets	Food retail
25	YPA Estate Agents	Office
26	Fish & Chips	Food retail
27	Vantage Bay Conveyancing & Financial Services	Office
28	Sun Travel	Service
29	Barry Plant Real Estate	Office
30	Love Real Estate	Office
31	Visaje Hair Salon	Service
32	Vacant	Vacant
33	Louie L. Constant & Co. Accountants	Office


1

2

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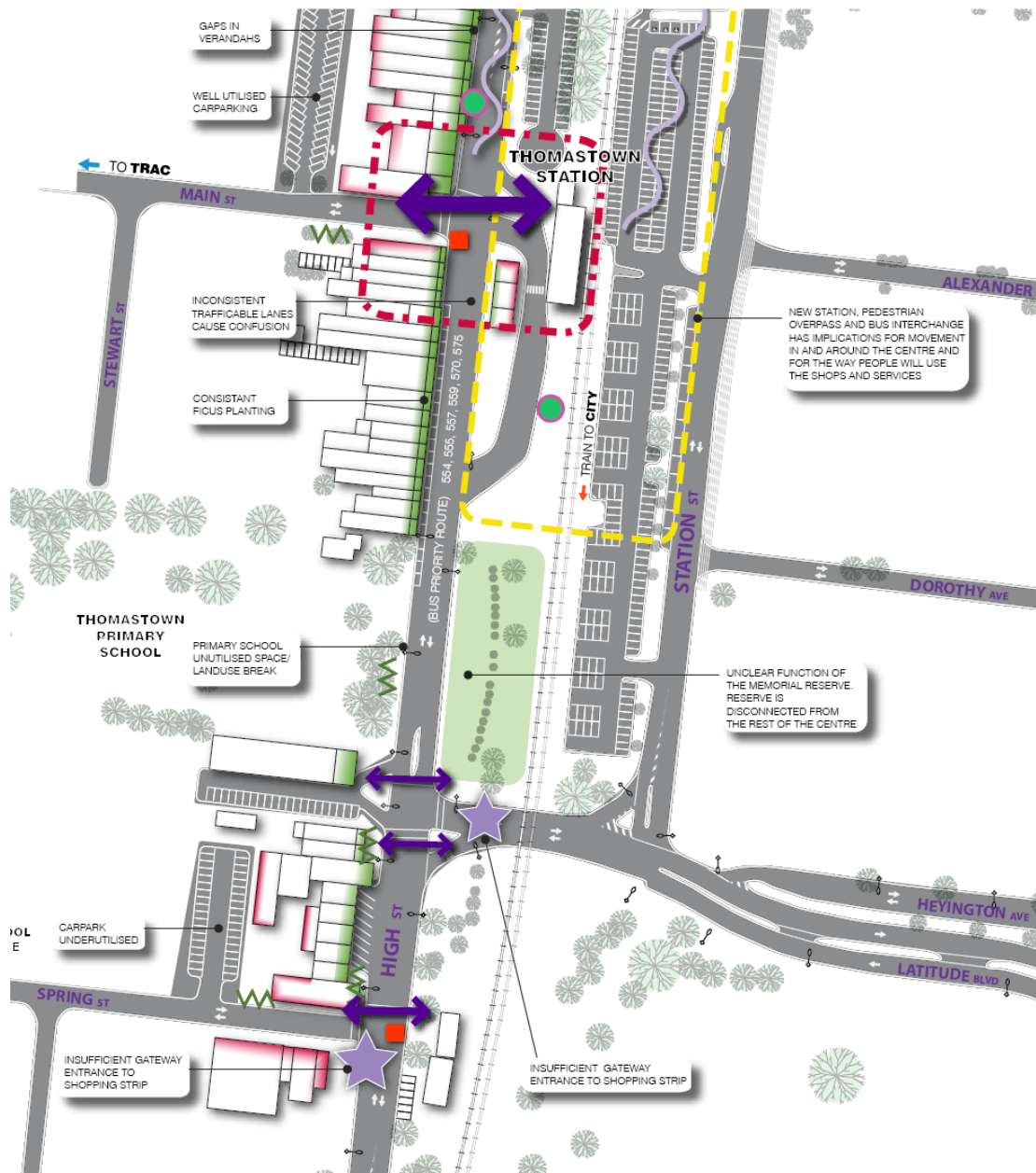
THOMASTOWN















KEY

-  New Thomastown Station area
-  Congestion point/ high pedestrian use area
-  Pedestrian connectivity
-  Low pedestrian connectivity
-  NO pedestrian connectivity
-  Footpath Trading
-  Blank facade
-  Social gathering/ Pedestrian rest point
-  Bus stop
-  Poor landscape treatments
-  Insufficient gateway treatment
-  Unclear parking/local signage

THOMASTOWN ANALYSIS



-  New Thomastown Station area
-  Congestion point/ high pedestrian use area
-  Pedestrian connectivity
-  Low pedestrian connectivity
-  NO pedestrian connectivity
-  Footpath Trading
-  Blank facade
-  Social gathering/ Pedestrian rest point
-  Bus stop
-  Poor landscape treatments
-  Insufficient gateway treatment
-  Unclear parking/local signage



THOMASTOWN

THOMASTOWN ANALYSIS

APPENDIX B



LALOR LOCAL SHOPS AND FACILITIES

Numbers	Shop name/ type	Category			
1	Gino's Emporium - gifts	Retail	46	The Warehouse Variety Superstore	Retail
2	Florentini Reception Centre	Food retail	47	Nacco's Restaurant	Food reta
3	Food Palace - groceries	Food retail	48	Ooh La La	Retail
4	Lalor Newsagency	Retail	49	Vinh Long Restaurant	Food reta
5	Vic's Best Station Halal Meat	Retail	50	Dong Tien Market - Asian groceries	Food reta
6	Bakery	Food retail	51	Bottle Mart	Food reta
7	Patti Shoes	Retail	52	Post Office	Service
8	Costanzo Boutique - clothes	Retail	53	Birch & Di Fabio Accountants	Office
9	Rooster Rock - take away	Food retail	54	Hong Loi Asian Groceries	Food reta
10	Commonwealth Bank	Banks	55	N & V Fashions	Retail
11	One Way - Lebanese bakery	Food retail	56	Credit Union Australia	Banks
12	Fresh Fruit world	Food retail	57	Aladdin Kebabs	Food reta
13	Mama Alice - grocery	Food retail	58	Paton's Place Jewellers	Retail
14	Pastry Paradise	Food retail	59	Lalor Thomastown Florist	Retail
15	Amcal Chemist	Retail	60	Ferguson Pierre Bakehouse	Food reta
16	Global Coffee and Nuts	Food retail	61	Number One Fruit Market	Food reta
17	Fish and chips	Food retail	62	Peter's Continental Delicatessen	Food reta
18	Lalor Lucky Lotto	Retail	63	G & R Meats	Food reta
19	Zahra Grocery	Food retail	64	Grace Gifts	Retail
20	Lalor Kebab	Food retail	65	Coles	Food reta
21	Il cappuccino	Food retail	66	Kim Canh Asian Grocery	Food reta
22	Basie's Fruit Market	Food retail	67	Lalor Image Hair Works/ Lalor Image Works	Service
23	Lalor Meat Supply	Food retail	68	Lisona Giftware Imports	Retail
24	Westpac	Banks	69	Dia Oro Jewellers	Retail
25	\$2 shop	Retail	70	Chu Quy Vietnamese Cuisine	Food reta
26	Good Value Gift shop	Retail	71	Billiards Club	Service
27	Lalor Party Supplies	Retail	72	Thien Lien Fresh Fish & Asian Grocery	Food reta
28	The Cake Box	Food retail	73	Hair Toujours Hairdressing	Service
29	Collards Barristers & Solicitors	Office	74	Josie's Goldmine	Retail
30	Manchester & More	Retail	75	Hair Trivia	Service
31	Lady Express - womenswear	Retail	76	Taskmakis & Associates Pty Ltd	Office
32	Dance Discovery and Stars on Station	Service	77	Lalor Dry Cleaners	Service
33	Sunburnt Country - menswear	Retail	78	AJS Sports Lalor	Retail
34	Bargain Buster	Retail	79	Tobacco Station	Retail
35	Gran-monte Supermarket	Food retail	80	Salvos Store	Retail
36	Abella Fashion	Retail	81	Victorian Corporate Protective Guarding	Office
37	C & K Tax Accountants & Financial Planners	Office	82	Rick's Aquarium	Retail
38	Healthscope Pathology	Medical	83	Village Pacific Groceries	Food reta
39	Temptation Shoes	Retail	84	Marconi Bell Home Loans	Office
40	Guardian Pharmacy	Retail	85	WGKA Karate Academy	Service
41	Cash Point	Retail	86	Sky TV/ video & Computer Services	Office
42	Radar Medical Imaging	Medical	87	KST Tridings - cosmetics	Retail
43	Vacant/ Possible medical centre	Vacant	88	Lily D'Amrosio Electoral Office	Office
44	Lalor Bakery and Cafe	Food retail	89	Makedonia Chris Coffee Club	Food reta
45	Tam-mi Hairdressing	Service	90	Rino's Hair Salon	Service
			91	Five Star Noodles Bar	Food reta



1



4



2



5

































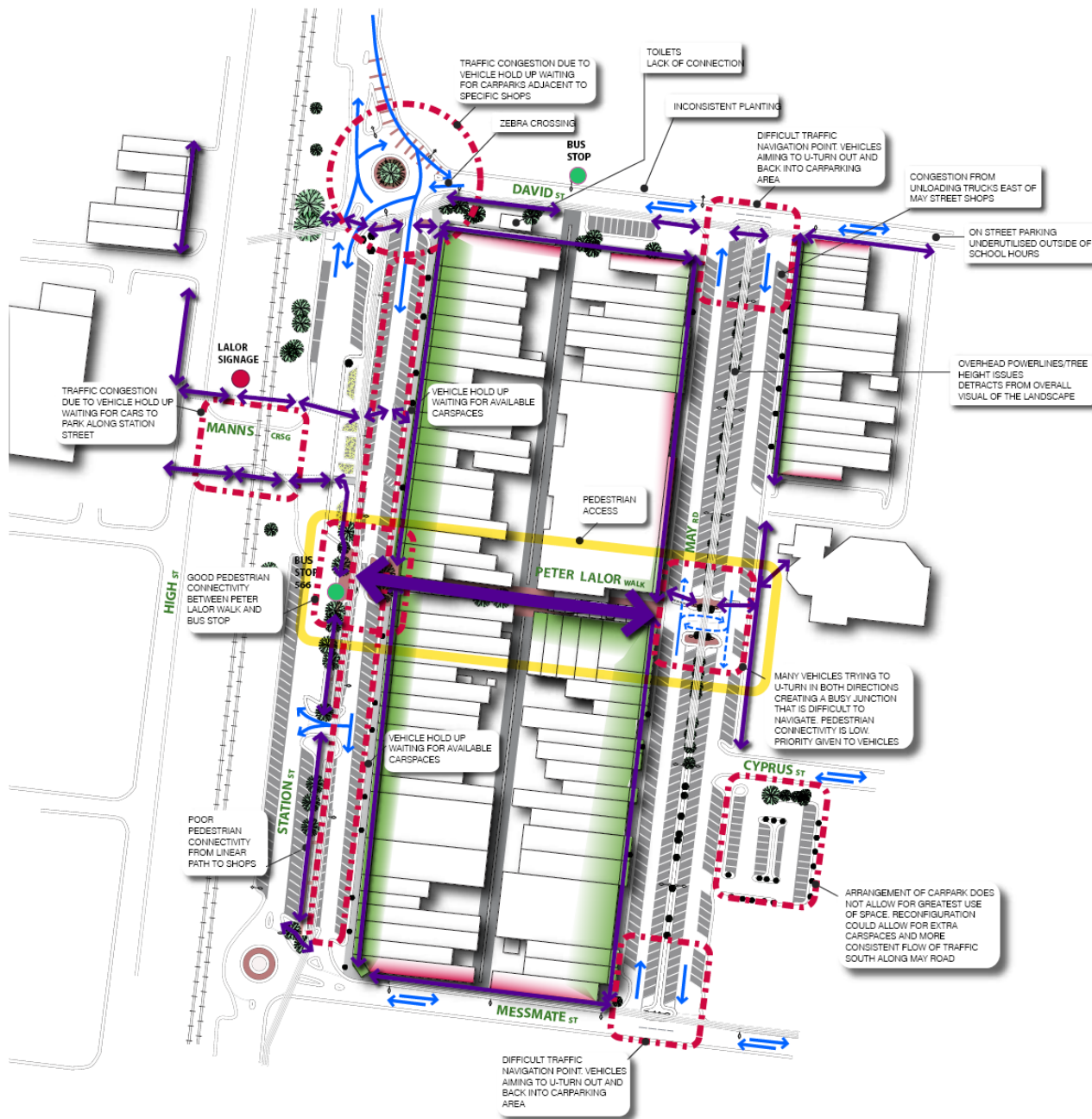
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6

EXISTING TREES & SHRUBS

-  Garden Bed (including 6 x callisteman and 8 grevillea)
-  Gleditsia
-  Malus
-  Garden Bed (with impatiens)
-  Garden Bed (with marigolds)
-  Ash
-  Plane
-  Agapanthus
-  Junipers
-  Chinese Elm (*Ulmus Chinensis*)
-  Pittosporum (James Sterling)
-  Ficus Hellii (no metal surrounds)
-  Lilly Pilly
-  Pyrus
-  Cornea
-  Baby Laurel Tree
-  Birch
-  Apple Guava Tree
-  Eucalyptus
-  Carpet Roses
-  Corymbia
-  Titree
-  Bottle Brush
-  Olive Trees
-  New Olive Trees
-  Olive Tree Spaces
-  Eucalyptus Caesia (with saltbush undergrowth)
-  Prunus
-  Melaleuca
-  Callisteman



KEY

-  Pedestrian spine
-  Congestion point
-  Vehicle circulation
-  Pedestrian circulation
-  Footpath Trading
-  Blank facade
-  Lalor Shops Signage
-  Bus stop

LALOR ANALYSIS

Preferably priority would be given to pedestrians; aiming to create safe walking areas and social spaces between the library and the Peter Lalor Walk



Currently priority is given to local shops parking provision and vehicle access

Vehicle congestion due to cars waiting for carspaces near shops. U-turns become delayed. Cars are the dominant movement mode designed for



PEDESTRIAN IMPROVEMENT AREAS



Station Street north round-about traffic congestion from busy parking areas to the south



TRAFFIC IMPROVEMENT AREAS

LALOR ANALYSIS

Planting beds require replanting quarterly requiring high maintenance of the area. Maintenance could be better utilised by planting annuals, allowing the extra resources to help create more attractive landscapes throughout



High maintenance planting beds



Areas of 'none to little' landscaping



Poorly maintained carpark landscape buffer areas



LANDSCAPE IMPROVEMENT AREAS



Toilet areas could be made to feel more inviting with more formal landscape areas



High maintenance planting beds



Paths do not lead to safe crossover areas

APPENDIX C

The public realm improvements for Thomastown are described in further detail in the tables below. The numbers in the left hand column corresponds with the numbers on the Public Realm Improvement Plans.

The improvements proposed for both centres have been grouped in two ways, as stand-alone infrastructure items, and spatially. For example, car parking direction signs in Thomastown have been included as one improvement (Improvement number 14). Redevelopment of the social gathering space on the corner of High Street and Central Avenue in Thomastown (Improvement number 10), includes a number of elements such as seating and landscaping, that should be implemented as one improvement; hence these elements have been spatially grouped together.

LIST OF PUBLIC REALM IMPROVEMENTS – THOMASTOWN

The following improvements have been nominated for Thomastown.

Improvement number	Improvement	Description/ location
1	Gateway signage	Welcome and farewell signs with artistically designed features north of Pleasant Road and south of Spring Street
2	Gateway landscaping	Review landscaping north of Pleasant Road and South of Spring Street
3	Paving	On the west side of High Street, wrapping around the funeral parlour, with trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)
4	Paving	On the west side of High Street between Pleasant Road and Central Avenue, with paving continuing around the sides to the rear laneway, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)
5	Paving	On the west side of High Street between Central Avenue and Highlands Road, with paving continuing around the sides to the rear laneway, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)

Improvement number	Improvement	Description/ location
6	Paving	On the west side of High Street between Highlands Road and Main Street, with paving continuing around the sides to the rear laneway, including upgrading the connection between Main Street and the Thomastown Train Station either as a 'pedestrian scramble' intersection (preferred) or as a widened pedestrian crossing between the Commonwealth Bank and the station , trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)
7	Paving	On the west side of High Street between Main Street and Spring Street, with paving continuing around the sides to the rear laneway, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)
8	Paving	On the east side of High Street, from the War Memorial area to the north end of the shops
9	Minor social gathering space	On the corner where the TAB is (corner of Pleasant Road and High Street), including: seats, paving with trading zones marked, bins, landscaping, bike racks (min. 8), integrated art and design features where possible (possibly with historical information)
10	Minor social gathering spaces	On the street corners where the Hitec Electronic Store and the Melbourne Kebab Station are (corners of Central Avenue and High Street), including: seats, paving with trading zones marked, bins, DDA compliant access from disabled car parking space to paving, landscaping, integrated art and design features where possible (possibly with historical information)
11	Major social gathering space	Partial closure of Highlands Road between High Street and the rear of the shops to create a pedestrianized civic space, including: seats, paving with trading zones marked, bins, landscaping, drinking fountain, bike racks (min. 12), an exit only from Highlands Road onto High Street, integrated art and design features where possible (possibly with historical information)
12	Minor social gathering space	In front of the Stihl Shop (corner of High Street and Spring Street), including: seats, paving with trading zones marked, bins, landscaping, bike racks (min. 4), integrated art and design features where possible (possibly with historical information)
13	Wayfinding signage and pavement markers	Signs and pavement markers showing the location of important places or features, at the following locations: <ul style="list-style-type: none"> • Thomastown Train Station • In the social gathering space in front of the TAB • In front of the shops at the southern end near Spring Street • On the east side of High Street near the intersection of Central Avenue • In the Highlands Road civic space • At the intersection of Station Street and The Boulevard • Other locations nominated by the designer
14	Directional signage	Signs along High Street to show car parks locations, number of spaces, and time restrictions
15	Line marking	Along the east side of High Street, to better show the location of car parking spaces (T line marking)

Improvement number	Improvement	Description/ location
16	Relocate powerlines underground	On east side High Street, for the extent of the shops
17	Street lighting	Replace existing light poles with custom designed street lighting throughout the centre
18	Landscaping	New landscaping where necessary, modify landscaping on the west side of High Street, and replace missing/damaged trees
19	Signalised pedestrian crossing	Across High Street, at Central Avenue
20	Walkway awning	New awning with artistically designed elements along the former IGA building to provide better weather protection
21	Pedestrian thoroughfare	Purchase land and construct pedestrian 'arcade' between the rear car parks and shops.
22	Widen laneway	Widen the laneway adjacent to 1 Central Avenue, to allow for better vehicle permeability
23	Time restrictions	Change time restrictions as follows: <ul style="list-style-type: none"> • On the east side along High Street from 1hr to 2hr • In the car park behind the former IGA from 2hr to 4hr • The on-street car parks in The Boulevard from 30 mins to 1hr
24	On-road bicycle lanes	Provide on-road bicycle lanes along High Street
25	Raised 'wombat' platform pedestrian crossings	At the following locations: <ul style="list-style-type: none"> • Across Pleasant Road at High Street • Across Central Avenue at High Street • Across Station Street adjacent to the train station • Across Main Street at High Street • Across Spring Street at High Street • Across Fir Street at Station Street
26	Speed limit	New signage to reduce speed limit along High Street between Pleasant Road and Spring Street to 40kmh at designated times.
27	War memorial area	Enhance appearance of war memorial area, including: integrated art with design features, seats, bins, paths, landscaping, speech/ performance space where possible (with 3-phase power)
28	New civic space	Investigate, and advocate for, additional land near the Thomastown Train Station with additional seating, paving, bins and landscaping
29	New line marking	In the car parking at southern end of shops near Spring Street
30	Upgrade amenity of Spring Street car park	Better define the Council car park and private car parking with new landscaping

Improvement number	Improvement	Description/ location
31	Toilets	Exact location to be further investigated, but could include the Highlands Road civic space, within a shop front along High Street, on the east side of High Street, or near the Thomastown Train Station on the west side of the rail line.
32	Barrier seating	Construct seating with integrated art treatments/ landscaping on the corner of Main Street and High Street, to replace the current fencing and to remove inappropriate points of pedestrian access
33	Paving	Along The Boulevard Shops, with trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)
34	Minor social gathering spaces	On the corner where the Wholesale Trailers Shop is (corner of Station Street and Heath Street), including: seats, bins, landscaping, paving with trading zones marked, integrated art and design features where possible (possibly with historical information)
35	Minor social gathering spaces	On corners where the E-tex Shop and the East Ocean Restaurant are (corners of Station Street and Fir Street), including: seats, bins, landscaping, paving with trading zones marked, integrated art and design features where possible (possibly with historical information)
36	Minor social gathering spaces	On the corner where the Indian Image Boutique Shop is (corner of Station Street and The Boulevard), including: seats, bins, landscaping, bike racks (min. 6), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)
37	Left turn only into Main Street	Revise the left northbound lane in High Street on the Main Street approach (which currently allows vehicles to turn left and go straight) to be left turn only
38	Potential new car parking	Investigate, and advocate for, additional car parking on land proximate to the Thomastown High Street Shops
39	Rear car park lighting	Review lighting in the rear car park and increase lighting where necessary
40	Safety measures at intersections along High Street	Investigate, and implement where necessary, measures to increase safety at intersections along High Street for the extent of the shops
41	'At-grade' pedestrian crossing across rail line	Advocate for an 'at-grade' pedestrian crossing across the rail line on land proximate to the Thomastown Train Station

APPENDIX D

LIST OF PUBLIC REALM IMPROVEMENTS – LALOR

The public realm improvements for Lalor are described in further detail in the tables below. The numbers in the left hand column corresponds with the numbers on the Public Realm Improvement Plans.

The improvements proposed for both centres have been grouped in two ways, as stand-alone infrastructure items, and spatially.

Improvement number	Improvement	Description/ location
1	Business Identification Sign and entry treatment	New externally lit sign, with artistically designed features where possible, on the corner of High Street and Manns Crossing, and new landscaping to ensure sight lines to the sign are maintained
2	Gateway signage	Welcome and Farewell signs with artistically designed features at the following locations: <ul style="list-style-type: none"> • North of David Street on Station Street • South of Messmate Street on Station Street • East of May Road on David Street • East of May Road on Messmate Street
3	Major social gathering space	Redevelop Peter Lalor Walk, from the bus stop in Station Street through to the Lalor Library, including new paving with trading zones marked, seats, bins, 'pedestrian crossing ahead' linemarking, curved mirror at the rear laneway, landscaping, bike racks (min. 9), shelter, integrated art and design features where possible (possibly with historical information), lighting, speech/ performance space where possible (with 3-phase power), and public toilets (if space is available)
4	Major social gathering space	Redevelop the southern nature strip in David Street between Station Street and May Road as an 'interactive space', seats, bins, landscaping, drinking fountain, integrated art and design features reflecting indigenous cultural heritage and cultural diversity where possible, paving with trading zones marked, bike racks (min. 10), and if public toilets can be located in the Peter Lalor Walk, remove the public toilets
5	New toilets	If not constructed as part of the redeveloped Peter Lalor Walk (Improvement number 3), construct new toilets in the David Street major social gathering space (Improvement number 4)
6	Minor social gathering space	On the corner where the X-ray centre is (corner of Station Street service road and Messmate Street), including seats, bins, landscaping, bike racks, paving with trading zones marked, integrated art and design features where possible (possibly with historical information)

Improvement number	Improvement	Description/ location
7	Minor social gathering space	On the corner where Hair Trivia is (corner of David Street and May Road), including: seats, bins, landscaping, bike racks (min. 4), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)
8	Minor social gathering space	On the corner where the new medical centre will be located (corner of Messmate Street and May Road), including seats, bins, landscaping, bike racks (min. 3), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)
9	Reconfigure Cyprus Street car park	Close off the May Road entrance to the car park, and make other minor changes, to create additional car parking spaces
10	Potential new car parking and business development	Investigate, and advocate for, additional car parking and business development on land proximate to the shops
11	New additional green space, and potential car parking	Investigate, and advocate for, additional green space and potential car parking on land proximate to the Lalor Shops
12	Landscape/ integrated art feature	New entry treatment in the Station Street median with 'Lalor Shops' signage, visible as you enter the shops from Manns Crossing
13	Paving	Manns Crossing, on either side of the railway line
14	Landscaping	Along High Street and Station Street, to link both sets of shops
15	New kerb and car parking alignment	On the west side of Station Street between Manns Crossing and the Station Street/ David Street roundabout
16	New kerb and car parking alignment	On the east side of Station Street between Manns Crossing and the Station Street/ David Street roundabout
17	Station Street median redevelopment	Redesign and redevelop the median with new trees, consistent paths, raised platform 'wombat' crossings, 'pedestrian crossing ahead' linemarking, line marked pedestrian area in front of Chemist converted to a car parking space, and removing pram crossings that are not DDA compliant
18	New kerb and car parking alignment	On the west side of the Station Street service road, by converting the two parallel car parking spaces into angled parking to match existing
19	New intersection treatment	Investigate introducing a new intersection treatment to the Station Street/ David Street roundabout
20	Improve traffic light sequencing	At the High Street/ Manns Crossing intersection
21	New bus stop in Station Street	Construct new bus shelter, incorporating artistically designed elements where possible, in Station Street

Improvement number	Improvement	Description/ location
22	Relocate vehicle entrance into the Station Street service road	Move approximately 20 metres north towards Manns Crossing, and reduce the width of the entrance for one trafficable lane moving from Station Street into the service road (i.e. traffic will not be able to exit at this point and will have to exit at the southern end of the service road), and create a give way for south bound traffic in the Station Street service road
23	Paving	On the east side of the Station Street service road between Fiorentini (corner of Station Street and David Street) and Peter Lalor Walk, with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)
24	Paving	On the east side of the Station Street service road between the Peter Lalor Walk the X-Ray Centre (corner of Station Street and Messmate Street), with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)
25	Paving	On the north side of Messmate Street between the X-Ray Centre (corner of Station Street and Messmate Street) and the new medical centre (corner of Messmate Street and May Road), with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)
26	Activate walls along Messmate Street	Introduce wall treatment with artistically designed elements along the X-Ray Centre building
27	Paving	On the west side of May Road between the Josie's Goldmine (corner of David Street and May Road) and Peter Lalor Walk, with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)
28	Paving	On the west side of May Road between Peter Lalor Walk and the new medical centre (corner of May Road and Messmate Street), with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)
29	Paving	On the east side of May Road between Hair Trivia (corner of David Street and May Road) and the extension of Peter Lalor Walk, with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)
30	Enhance May Road median	Replace missing trees in the May Road median and introduce consistent granitic sand ground cover
31	Paving	On the east side of May Road between the Lalor Library and Cyprus Street, with unique designed paving inserts included where possible (possibly with historical information)
32	Paving	On the east side of May Road between Cyprus Street and Messmate Street, with unique designed paving inserts included where possible (possibly with historical information)
33	Create U-turn area	At the north end of May Road, to ensure vehicles going back down May Road do not have to go onto David Street
34	Create U-turn area	At the south end of May Road, to ensure vehicles going back up May Road do not have to go onto Messmate Street

Improvement number	Improvement	Description/ location
35	Provide a marked 'right turn' lane	Reconstruct the kerbs along David Street, and create a 'right turn' only lane for cars entering into May Road
36	Redevelopment of the community precinct thoroughfare	Improve the amenity and connection between May Road and the French Street Hall, including new paving, enhancing the entrance to the Senior Citizens Centre, new landscaping, and enhancing the entry/ exit point into the Lalor Library accessway with kerb outstands
37	New integrated art/ shelter	Construct new shade or shelter structure along the Coles wall
38	Wayfinding signage and pavement markers	<p>Signs and pavement markers showing the location of important places or features, at the following locations:</p> <ul style="list-style-type: none"> • At either end of the Peter Lalor Walk • On the west side of High Street, in front of Perfectan (corner of High Street and Tramoo Street) • In the David Street major social gathering space, near Fiorentini • On the east side of May Road, in front of Hair Trivia (corner of David Street and May Road) • On the west side of May Road, in front of the new medical centre (corner of Messmate Street and May Road) • On the east side of the Station Street service road, in front of the X-Ray Centre (corner of Messmate Street and the Station Street service road) • In the Station Street median, in line with the northern pedestrian link across Manns Crossing • On the east side of May Road, in front of the library • Other locations nominated by the designer
39	Directional signage	Signs throughout the centre to show car parks locations, number of spaces, and time restrictions
40	Relocate powerlines underground	In Station Street median and May Road median
41	Street lighting	Replace existing light poles with custom designed street lighting throughout the centre
42	Landscaping	New landscaping throughout the centre (not including landscaping in social gathering spaces or in the Station Street median)
43	Walkway awnings	Construct shelter along blank walls
44	Time restrictions	<p>Change time restrictions as follows:</p> <ul style="list-style-type: none"> • On the east side of the Station Street service road from 2hr to 1hr
45	Shared path	On the east side of Station Street between the Lalor Train Station and David Street
46	Shared path	On the east side of Station Street from Messmate Street to Thomastown Train Station
47	Shared path	On the south side of David Street between Hair Trivia (corner of David Street and May Road) and St Lukes Primary School

Improvement number	Improvement	Description/ location
48	Shared path	On the north side of Messmate Street between the intersections of Messmate Street/ May Road and Messmate Street/ French Street
49	Raised 'wombat' platform pedestrian crossings	At the following locations: <ul style="list-style-type: none"> • Across David Street at Station Street • Across Station Street at David Street • Across Messmate Street at Station Street • Across May Road at David Street • Across May Road at Messmate Street • Across Tramoo Street at High Street
50	Minor social gathering space	On the corner where Perfectan is (corner of High Street and Tramoo Street), including: seats, bins, landscaping and bike racks (min. 4), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)
51	Paving	On the west side of High Street from the northern boundary of the Business 1 Zone, with paving going around to the rear of shops, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)
52	Paving	On the west side of High Street between Tramoo Street and Hurtle Street (Woolworths site), with paving continuing around the sides
53	Traffic islands with pedestrian refuge	Convert linemarked areas in Station Street, between Manns Crossing and Messmate Street, to traffic islands with pedestrian refuges
54	Line marking in High Street south of Manns Crossing	Investigate (and discuss with VicRoads) line marking in the High Street southbound traffickable lane, south of Manns Crossing, to provide clear trafficable lanes. If not wide enough, investigate widening the High Street road reserve to allow for clear and linemarked traffickable lanes

APPENDIX E

The public realm improvements for **Thomastown** are ranked in the tables below. The numbers in the left hand column correspond with the numbers on the Public Realm Improvement Plans.

Improvement number	Improvement	Description/ location	Overall Ranking
18	Landscaping	New landscaping where necessary, modify landscaping on the west side of High Street, and replace missing/ damaged trees	High
26	Speed limit	New signage to reduce speed limit along High Street between Pleasant Road and Spring Street to 40kmh at designated times	High
31	Toilets	Exact location to be further investigated, but could include the Highlands Road civic space, within a shop front along High Street, on the east side of High Street, or near the Thomastown Train Station on the west side of the rail line	High
13	Wayfinding signage and pavement markers	Signs and pavement markers showing the location of important places or features, at the following locations: <ul style="list-style-type: none"> • Thomastown Train Station • In the social gathering space in front of the TAB • In front of the shops at the southern end near Spring Street • On the east side of High Street near the intersection of Central Avenue • In the Highlands Road civic space • At the intersection of Station Street and The Boulevard • Other locations nominated by the designer 	High
14	Directional signage	Signs along High Street to show car parks locations, number of spaces, and time restrictions	High
1	Gateway signage	Welcome and farewell signs with artistically designed features north of Pleasant Road and south of Spring Street	Medium
40	Safety measures at intersections along High Street	Investigate, and implement where necessary, measures to increase safety at intersections along High Street for the extent of the shops	Medium
41	'At-grade' pedestrian crossing across rail line	Advocate for an 'at-grade' pedestrian crossing across the rail line on land proximate to the Thomastown Train Station	Medium
2	Gateway landscaping	Review landscaping north of Pleasant Road and South of Spring Street	Medium

Improvement number	Improvement	Description/ location	Overall Ranking
10	Minor social gathering spaces	On the street corners where the Hitec Electronic Store and the Melbourne Kebab Station are (corners of Central Avenue and High Street), including: seats, paving with trading zones marked, bins, DDA compliant access from disabled car parking space to paving, landscaping, integrated art and design features where possible (possibly with historical information)	Medium
11	Major social gathering space	Partial closure of Highlands Road between High Street and the rear of the shops to create a pedestrianized civic space, including: seats, paving with trading zones marked, bins, landscaping, drinking fountain, bike racks (min. 12), an exit only from Highlands Road onto High Street, integrated art and design features where possible (possibly with historical information)	Medium
15	Line marking	Along the east side of High Street, to better show the location of car parking spaces (T line marking)	Medium
37	Left turn only into Main Street	Revise the left northbound lane in High Street on the Main Street approach (which currently allows vehicles to turn left and go straight) to be left turn only	Medium
9	Minor social gathering space	On the corner where the TAB is (corner of Pleasant Road and High Street), including: seats, paving with trading zones marked, bins, landscaping, bike racks (min. 8), integrated art and design features where possible (possibly with historical information)	Medium
12	Minor social gathering space	In front of the Stihl Shop (corner of High Street and Spring Street), including: seats, paving with trading zones marked, bins, landscaping, bike racks (min. 4), integrated art and design features where possible (possibly with historical information)	Medium
19	Signalised pedestrian crossing	Across High Street, at Central Avenue	Medium
20	Walkway awning	New awning with artistically designed elements along the former IGA building to provide better weather protection	Medium
24	On-road bicycle lanes	Provide on-road bicycle lanes along High Street	Medium
25	Raised 'wombat' platform pedestrian crossings	At the following locations: <ul style="list-style-type: none"> • Across Pleasant Road at High Street • Across Central Avenue at High Street • Across Station Street adjacent to the train station • Across Main Street at High Street • Across Spring Street at High Street • Across Fir Street at Station Street 	Medium

Improvement number	Improvement	Description/ location	Overall Ranking
27	War memorial area	Enhance appearance of war memorial area, including: integrated art with design features, seats, bins, paths, landscaping, speech/ performance space where possible (with 3-phase power)	Medium
34	Minor social gathering spaces	On the corner where the Wholesale Trailers Shop is (corner of Station Street and Heath Street), including: seats, bins, landscaping, paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	Medium
35	Minor social gathering spaces	On corners where the E-tex Shop and the East Ocean Restaurant are (corners of Station Street and Fir Street), including: seats, bins, landscaping, paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	Medium
36	Minor social gathering spaces	On the corner where the Indian Image Boutique Shop is (corner of Station Street and The Boulevard), including: seats, bins, landscaping, bike racks (min. 6), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	Medium
17	Street lighting	Replace existing light poles with custom designed street lighting throughout the centre	Medium
23	Time restrictions	Change time restrictions as follows: <ul style="list-style-type: none"> • On the east side along High Street from 1hr to 2hr • In the car park behind the former IGA from 2hr to 4hr • The on-street car parks in The Boulevard from 30 mins to 1hr 	Medium
32	Barrier seating	Construct seating with integrated art treatments/ landscaping on the corner of Main Street and High Street, to replace the current fencing and to remove inappropriate points of pedestrian access	Medium
39	Rear car park lighting	Review lighting in the rear car park and increase lighting where necessary	Medium
3	Paving	On the west side of High Street, wrapping around the funeral parlour, with trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	Medium
4	Paving	On the west side of High Street between Pleasant Road and Central Avenue, with paving continuing around the sides to the rear laneway, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	Medium

Improvement number	Improvement	Description/ location	Overall Ranking
5	Paving	On the west side of High Street between Central Avenue and Highlands Road, with paving continuing around the sides to the rear laneway, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	Medium
6	Paving	On the west side of High Street between Highlands Road and Main Street, with paving continuing around the sides to the rear laneway, including upgrading the connection between Main Street and the Thomastown Train Station either as a 'pedestrian scramble' intersection (preferred) or as a widened pedestrian crossing between the Commonwealth Bank and the station , trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	Medium
7	Paving	On the west side of High Street between Main Street and Spring Street, with paving continuing around the sides to the rear laneway, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	Medium
8	Paving	On the east side of High Street, from the War Memorial area to the north end of the shops	Medium
33	Paving	Along The Boulevard Shops, with trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	Medium
29	New line marking	In the car parking at southern end of shops near Spring Street	Medium
38	Potential new car parking	Investigate, and advocate for, additional car parking on land proximate to the Thomastown High Street Shops	Medium
28	New civic space	Investigate, and advocate for, additional land near the Thomastown Train Station with additional seating, paving, bins and landscaping	Medium
30	Upgrade amenity of Spring Street car park	Better define the Council car park and private car parking with new landscaping	Medium
16	Relocate powerlines underground	On east side High Street, for the extent of the shops	Low
21	Pedestrian thoroughfare	Purchase land and construct pedestrian 'arcade' between the rear car parks and shops.	Low
22	Widen laneway	Widen the laneway adjacent to 1 Central Avenue, to allow for better vehicle permeability	Low

APPENDIX F

The public realm improvements for **Lalor** are ranked in the tables below. The numbers in the left hand column correspond with the numbers on the Public Realm Improvement Plans.

Improvement number	Improvement	Description/ location	Overall Ranking
1	Business Identification Sign and entry treatment	New externally lit sign, with artistically designed features where possible, on the corner of High Street and Manns Crossing, and new landscaping to ensure sight lines to the sign are maintained	High
4	Major social gathering space	Redevelop the southern nature strip in David Street between Station Street and May Road as an 'interactive space', seats, bins, landscaping, drinking fountain, integrated art and design features reflecting indigenous cultural heritage and cultural diversity where possible, paving with trading zones marked, bike racks (min. 10), and if public toilets can be located in the Peter Lalor Walk, remove the public toilets	High
12	Landscape/ integrated art feature	New entry treatment in the Station Street median with 'Lalor Shops' signage, visible as you enter the shops from Manns Crossing	High
14	Landscaping	Along High Street and Station Street, to link both sets of shops	High
17	Station Street median redevelopment	Redesign and redevelop the median with new trees, consistent paths, raised platform 'wombat' crossings, 'pedestrian crossing ahead' linemarking, line marked pedestrian area in front of Chemist converted to a car parking space, and removing pram crossings that are not DDA compliant	High
30	Enhance May Road median	Replace missing trees in the May Road median and introduce consistent granitic sand ground cover	High
3	Major social gathering space	Redevelop Peter Lalor Walk, from the bus stop in Station Street through to the Lalor Library, including new paving with trading zones marked, seats, bins, 'pedestrian crossing ahead' linemarking, curved mirror at the rear laneway, landscaping, bike racks (min. 9), shelter, integrated art and design features where possible (possibly with historical information), lighting, speech/ performance space where possible (with 3-phase power), and public toilets (if space is available)	High
5	New toilets	If not constructed as part of the redeveloped Peter Lalor Walk (Improvement number 3), construct new toilets in the David Street major social gathering space (Improvement number 4)	High
42	Landscaping	New landscaping throughout the centre (not including landscaping in social gathering spaces or in the Station Street median)	High

Improvement number	Improvement	Description/ location	Overall Ranking
2	Gateway signage	Welcome and Farewell signs with artistically designed features at the following locations: <ul style="list-style-type: none"> • North of David Street on Station Street • South of Messmate Street on Station Street • East of May Road on David Street • East of May Road on Messmate Street 	High
6	Minor social gathering space	On the corner where the X-ray centre is (corner of Station Street service road and Messmate Street), including seats, bins, landscaping, bike racks, paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	High
7	Minor social gathering space	On the corner where Hair Trivia is (corner of David Street and May Road), including: seats, bins, landscaping, bike racks (min. 4), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	High
8	Minor social gathering space	On the corner where the new medical centre will be located (corner of Messmate Street and May Road), including seats, bins, landscaping, bike racks (min. 3), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	High
38	Wayfinding signage and pavement markers	Signs and pavement markers showing the location of important places or features: <ul style="list-style-type: none"> • At either end of the Peter Lalor Walk • On the west side of High Street, in front of Perfectan (corner of High Street and Tramoo Street) • In the David Street major social gathering space, near Fiorentini • On the east side of May Road, in front of Hair Trivia (corner of David Street and May Road) • On the west side of May Road, in front of the new medical centre (corner of Messmate Street and May Road) • On the east side of the Station Street service road, in front of the X-Ray Centre (corner of Messmate Street and the Station Street service road) • In the Station Street median, in line with the northern pedestrian link across Manns Crossing • In front of the Lalor Library • Other locations nominated by the designer 	High
9	Reconfigure Cyprus Street car park	Close off the May Road entrance to the car park, and make other minor changes, to create additional car parking spaces	Medium
18	New kerb and car parking alignment	On the west side of the Station Street service road, by converting the two parallel car parking spaces into angled parking to match existing	Medium
20	Improve traffic light sequencing	At the High Street/ Manns Crossing intersection	Medium

Improvement number	Improvement	Description/ location	Overall Ranking
50	Minor social gathering space	On the corner where Perfectan is (corner of High Street and Tramoo Street), including: seats, bins, landscaping and bike racks (min. 4), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	Medium
54	Line marking in High Street south of Manns Crossing	Investigate (and discuss with VicRoads) line marking in the High Street southbound traffickable lane, south of Manns Crossing, to provide clear trafficable lanes. If not wide enough, investigate widening the High Street road reserve to allow for clear and linemarked traffickable lanes.	Medium
37	New integrated art/ shelter	Construct new shade or shelter structure along the Coles wall	Medium
39	Directional signage	Signs throughout the centre to show car parks locations, number of spaces, and time restrictions	Medium
15	New kerb and car parking alignment	On the west side of Station Street between Manns Crossing and the Station Street/ David Street roundabout	Medium
16	New kerb and car parking alignment	On the east side of Station Street between Manns Crossing and the Station Street/ David Street roundabout	Medium
21	New bus stop in Station Street	Construct new bus shelter, incorporating artistically designed elements where possible, in Station Street	Medium
36	Redevelopment of the community precinct thoroughfare	Improve the amenity and connection between May Road and the French Street Hall, including new paving, enhancing the entrance to the Senior Citizens Centre, new landscaping, and enhancing the entry/ exit point into the Lalor Library accessway with kerb outstands	Medium
45	Shared path	On the east side of Station Street between the Lalor Train Station and David Street	Medium
46	Shared path	On the east side of Station Street from Messmate Street to Thomastown Train Station	Medium
47	Shared path	On the south side of David Street between Hair Trivia (corner of David Street and May Road) and St Lukes Primary School	Medium
48	Shared path	On the north side of Messmate Street between the intersections of Messmate Street/ May Road and Messmate Street/ French Street	Medium
49	Raised 'wombat' platform pedestrian crossings	At the following locations: <ul style="list-style-type: none"> • Across David Street at Station Street • Across Station Street at David Street • Across Messmate Street at Station Street • Across May Road at David Street • Across May Road at Messmate Street • Across Tramoo Street at High Street 	Medium
53	Traffic islands with pedestrian refuge	Convert linemarked areas in Station Street, between Manns Crossing and Messmate Street, to traffic islands with pedestrian refuges	Medium
13	Paving	Manns Crossing, on either side of the railway line	Medium

Improvement number	Improvement	Description/ location	Overall Ranking
26	Activate walls along Messmate Street	Introduce wall treatment with artistically designed elements along the X-Ray Centre building	Medium
41	Street lighting	Replace existing light poles with custom designed street lighting throughout the centre	Medium
44	Time restrictions	Change time restrictions as follows: <ul style="list-style-type: none"> On the east side of the Station Street service road from 2hr to 1hr 	Medium
23	Paving	On the east side of the Station Street service road between Fiorentini (corner of Station Street and David Street) and Peter Lalor Walk, with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	Medium
24	Paving	On the east side of the Station Street service road between the Peter Lalor Walk the X-Ray Centre (corner of Station Street and Messmate Street), with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	Medium
25	Paving	On the north side of Messmate Street between the X-Ray Centre (corner of Station Street and Messmate Street) and the new medical centre (corner of Messmate Street and May Road), with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	Medium
27	Paving	On the west side of May Road between the Josie's Goldmine (corner of David Street and May Road) and Peter Lalor Walk, with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	Medium
28	Paving	On the west side of May Road between Peter Lalor Walk and the new medical centre (corner of May Road and Messmate Street), with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	Medium
29	Paving	On the east side of May Road between Hair Trivia (corner of David Street and May Road) and the extension of Peter Lalor Walk, with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	Medium
31	Paving	On the east side of May Road between the Lalor Library and Cyprus Street, with unique designed paving inserts included where possible (possibly with historical information)	Medium
32	Paving	On the east side of May Road between Cyprus Street and Messmate Street, with unique designed paving inserts included where possible (possibly with historical information)	Medium
51	Paving	On the west side of High Street from the northern boundary of the Business 1 Zone, with paving going around to the rear of shops, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	Medium
52	Paving	On the west side of High Street between Tramoo Street and Hurtle Street (Woolworths site), with paving continuing around the sides	Medium

Improvement number	Improvement	Description/ location	Overall Ranking
10	Potential new car parking and business development	Investigate, and advocate for, additional car parking and business development on land proximate to the shops	Medium
11	New 110 additional green space, and potential car parking	Investigate, and advocate for, additional green space and potential car parking on land proximate to the Lalor Shops	Medium
33	Create U-turn area	At the north end of May Road, to ensure vehicles going back down May Road do not have to go onto David Street	Medium
34	Create U-turn area	At the south end of May Road, to ensure vehicles going back up May Road do not have to go onto Messmate Street	Medium
19	New intersection treatment	Investigate introducing a new intersection treatment to the Station Street/ David Street roundabout	Medium
22	Relocate vehicle entrance into the Station Street service road	Move approximately 20 metres north towards Manns Crossing, and reduce the width of the entrance for one trafficable lane moving from Station Street into the service road (i.e. traffic will not be able to exit at this point and will have to exit at the southern end of the service road), and create a give way for south bound traffic in the Station Street service road	Medium
35	Provide a marked 'right turn' lane	Reconstruct the kerbs along David Street, and create a 'right turn' only lane for cars entering into May Road	Medium
40	Relocate powerlines underground	In Station Street median and May Road median	Low
43	Walkway awnings	Construct shelter along blank walls	Low

APPENDIX G

Thomastown Action Plan

Short Term	0-3 years
Medium Term	4-7 years
Long Term	8-10+years

Stage 1 – Preliminary Actions

Stage 1 includes actions that are necessary prior to implementing any public realm improvements in the Thomastown High Street Shops. This includes preparing a Branding Strategy for both centres, and preparing funding applications to assist Council with implementing the projects.

Action	Timeframe	Comments/ Actions
Prepare Branding Guidelines	Within three months of adoption of this Master Plan	<p>The Branding Guidelines are an important first step for Thomastown and Lalor and will ensure consistent communication is utilised. The branding for these centres will communicate clear messages about positive change, make the centres easily identifiable and assist with creating a consistent image and appearance. The Branding Strategy will include:</p> <ul style="list-style-type: none"> • Fonts • Colours • Key messages and vocabulary
Prepare funding/ grant applications	Ongoing	<p>Applying for funding and grants will commence upon adoption of the Thomastown and Lalor Master Plan, and will be ongoing. This will be targeted to the funding sources that have been identified on page 40.</p> <p>Specifically, Council in the first instance will seek to submit applications for funding from the Regional Development Australia Fund (Department of Regional Australia, Regional Development and Local Government) and from the Community Support Grant (Department of Planning and Community Development) to implement the public realm improvements identified for delivery in 0-3 years. These funding programs generally support improving places to enhance social and economic viability.</p> <p>Some of the nominated funding sources do not have funding rounds currently open. As new funding rounds commence, or where new funding sources are identified, applications will be prepared and submitted by Council.</p>

Stage 2 – Thomastown – Project Ready Public Realm Improvements

The following public realm improvements are priority works required to implement the vision of the Thomastown Neighbourhood Activity Centre having regard to the key directions provided earlier in this Plan. Design development has been undertaken for these public realm improvements, hence why they are considered ‘project ready’. As part of Stage 1, additional funding will be sought from external sources to assist implement these improvements and achieve this vision. The success of the funding applications will determine which of the ‘project ready’ projects will be implemented.

Improvement number	Improvement	Description/ location	Opinion of probable cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
13	Wayfinding signage and pavement markers	Signs and pavement markers showing the location of important places or features, at the following locations: <ul style="list-style-type: none"> • Thomastown Train Station • In the social gathering space in front of the TAB • In front of the shops at the southern end near Spring Street • On the east side of High Street near the intersection of Central Avenue • In the Highlands Road civic space • At the intersection of Station Street and The Boulevard • Other locations nominated by the designer 	\$80,000	RDAF CP HC AC CPCIF	High	0-3 years
31	Toilets	Exact location to be further investigated, but could include the Highlands Road civic space, within a shop front along High Street, on the east side of High Street, or near the Thomastown Train Station on the west side of the rail line	\$312,000	RDAF CP AC	High	0-3 years
11	Major social gathering space	Partial closure of Highlands Road between High Street and the rear of the shops to create a pedestrianized civic space, including: seats, paving with trading zones marked, bins, landscaping, drinking fountain, bike	\$364,000	RDAF CP AC CPCIF	Medium	0-3 years

Improvement number	Improvement	Description/ location	Opinion of probable cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
		racks (min. 12), an exit only from Highlands Road onto High Street, integrated art and design features where possible (possibly with historical information)				
19	Signalised pedestrian crossing	Across High Street, at Central Avenue	\$193,000	RDAF CP HC AC	Medium	0-3 years
27	War memorial area	Enhance appearance of war memorial area, including: integrated art with design features, seats, bins, paths, landscaping, speech/ performance space where possible (with 3-phase power)	\$311,000	RDAF CP RWM CPCIF	Medium	0-3 years
6	Paving	On the west side of High Street between Highlands Road and Main Street, with paving continuing around the sides to the rear laneway, including upgrading the connection between Main Street and the Thomastown Train Station either as a 'pedestrian scramble' intersection (preferred) or as a widened pedestrian crossing between the Commonwealth Bank and the station , trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	\$330,000	RDAF CP AC	Medium	0-3 years

Stage 3 – Thomastown – Balance of Public Realm Improvements

The following public realm improvements are works that are necessary to implement the vision of the Master Plan; however design development has not been undertaken for these improvements. Given design development has not occurred, these improvements are to be implemented as part of Stage 3. Similar to Stage 2, the improvements below are to be implemented if funding is received from external sources. The success of the funding applications will determine which of the public realm improvements will progress to design development, and ultimately implementation.

A Stage 3 public realm improvement may be implemented prior to a Stage 2 public realm improvement, if additional funding is obtained by Council for one of the public realm improvements nominated below.

Improvement number	Improvement	Description/ location	Opinion of probable cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
18	Landscaping	New landscaping where necessary, modify landscaping on the west side of High Street, and replace missing/ damaged trees	\$32,000	RDAF CP	High	0-3 years
14	Directional signage	Signs along High Street to show car parks locations, number of spaces, and time restrictions	\$6,000	RDAF CP	High	0-3 years
1	Gateway signage	Welcome and farewell signs with artistically designed features north of Pleasant Road and south of Spring Street	\$65,000	RDAF CP CPCIF	Medium	0-3 years
2	Gateway landscaping	Review landscaping north of Pleasant Road and South of Spring Street	\$1000	RDAF CP	Medium	0-3 years
15	Line marking	Along the east side of High Street, to better show the location of car parking spaces (T line marking)	\$1000	RDAF CP	Medium	0-3 years
23	Time restrictions	Change time restrictions as follows: <ul style="list-style-type: none"> On the east side along High Street from 1hr to 2hr In the car park behind the former IGA from 2hr to 4hr The on-street car parks in The Boulevard from 30 mins to 1hr 	\$11,000	RDAF CP	Medium	0-3 years
29	New line marking	In the car parking at southern end of shops near Spring Street	\$1000	RDAF CP	Medium	0-3 years
30	Upgrade amenity of Spring Street car park	Better define the Council car park and private car parking with new landscaping	\$14,000	RDAF CP	Medium	0-3 years
37	Left turn only into Main Street	Revise the left northbound lane in High Street on the Main Street approach (which currently allows vehicles to turn left and go straight) to be left turn only	\$1040	RDAF CP	Medium	0-3 years

Improvement number	Improvement	Description/ location	Opinion of probable cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
41	'At-grade' pedestrian crossing across rail line	Advocate for an 'at-grade' pedestrian crossing across the rail line on land proximate to the Thomastown Train Station	Nil	N/A	Medium	0-3 years
26	Speed limit	New signage to reduce speed limit along High Street between Pleasant Road and Spring Street to 40kmh at designated times	\$1,040.00	RDAF CP HC AC	High	4-7 years
40	Safety measures at intersections along High Street	Investigate, and implement where necessary, measures to increase safety at intersections along High Street for the extent of the shops	Nil	RDAF CP	Medium	4-7 years
10	Minor social gathering spaces	On the street corners where the Hitec Electronic Store and the Melbourne Kebab Station are (corners of Central Avenue and High Street), including: seats, paving with trading zones marked, bins, DDA compliant access from disabled car parking space to paving, landscaping, integrated art and design features where possible (possibly with historical information)	\$66,000	RDAF CP HC AC CPCIF	Medium	4-7 years
9	Minor social gathering space	On the corner where the TAB is (corner of Pleasant Road and High Street), including: seats, paving with trading zones marked, bins, landscaping, bike racks (min. 8), integrated art and design features where possible (possibly with historical information)	\$62,000	RDAF CP CPCIF	Medium	4-7 years
12	Minor social gathering space	In front of the Stihl Shop (corner of High Street and Spring Street), including: seats, paving with trading zones marked, bins, landscaping, bike racks (min. 4), integrated art and design features where possible (possibly with historical information)	\$71,000	RDAF CP CPCIF	Medium	4-7 years

Improvement number	Improvement	Description/ location	Opinion of probable cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
24	On-road bicycle lanes	Provide on-road bicycle lanes along High Street	\$29,000	RDAF CP HC	Medium	4-7 years
25	Raised 'wombat' platform pedestrian crossings	At the following locations: <ul style="list-style-type: none"> • Across Pleasant Road at High Street • Across Central Avenue at High Street • Across Station Street adjacent to the train station • Across Main Street at High Street • Across Spring Street at High Street • Across Fir Street at Station Street 	\$64,000	RDAF CP HC AC	Medium	4-7 years
34	Minor social gathering spaces	On the corner where the Wholesale Trailers Shop is (corner of Station Street and Heath Street), including: seats, bins, landscaping, paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	\$37,000	RDAF CP CPCIF	Medium	4-7 years
35	Minor social gathering spaces	On corners where the E-tex Shop and the East Ocean Restaurant are (corners of Station Street and Fir Street), including: seats, bins, landscaping, paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	\$37,000	RDAF CP CPCIF	Medium	4-7 years
36	Minor social gathering spaces	On the corner where the Indian Image Boutique Shop is (corner of Station Street and The Boulevard), including: seats, bins, landscaping, bike racks (min. 6), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	\$61,000	RDAF CP CPCIF	Medium	4-7 years
32	Barrier seating	Construct seating with integrated art treatments/ landscaping on the corner of Main Street and High Street, to replace the current fencing and to remove inappropriate points of pedestrian access	\$55,000	RDAF CP	Medium	4-7 years

Improvement number	Improvement	Description/ location	Opinion of probable cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
3	Paving	On the west side of High Street, wrapping around the funeral parlour, with trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	\$32,000	RDAF CP AC CPCIF	Medium	4-7 years
4	Paving	On the west side of High Street between Pleasant Road and Central Avenue, with paving continuing around the sides to the rear laneway, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	\$138,000	RDAF CP AC CPCIF	Medium	4-7 years
5	Paving	On the west side of High Street between Central Avenue and Highlands Road, with paving continuing around the sides to the rear laneway, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	\$139,000	RDAF CP AC CPCIF	Medium	4-7 years
7	Paving	On the west side of High Street between Main Street and Spring Street, with paving continuing around the sides to the rear laneway, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	\$326,000	RDAF CP AC CPCIF	Medium	4-7 years
8	Paving	On the east side of High Street, from the War Memorial area to the north end of the shops	\$223,000	RDAF CP AC CPCIF	Medium	4-7 years
33	Paving	Along The Boulevard Shops, with trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	\$263,000	RDAF CP AC CPCIF	Medium	4-7 years
22	Widen laneway	Widen the laneway adjacent to 1 Central Avenue, to allow for better vehicle permeability	\$82,000	RDAF CP	Low	4-7 years

Improvement number	Improvement	Description/ location	Opinion of probable cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
20	Walkway awning	New awning with artistically designed elements along the former IGA building to provide better weather protection	\$52,000	RDAF CP	Medium	8-10+years
17	Street lighting	Replace existing light poles with custom designed street lighting throughout the centre	\$210,000	RDAF CP	Medium	8-10+years
38	Potential new car parking	Investigate, and advocate for, additional car parking on land proximate to the Thomastown High Street Shops	\$1,515,000	RDAF CP	Medium	8-10+years
28	New civic space	Investigate, and advocate for, additional land near the Thomastown Train Station with additional seating, paving, bins and landscaping	\$1,365,000	RDAF CP	Medium	8-10+years
39	Rear car park lighting	Review lighting in the rear car park and increase lighting where necessary	\$91,000	RDAF CP	Medium	8-10+years
16	Relocate powerlines underground	On east side High Street, for the extent of the shops	\$1,820,000.00	Nil	Low	8-10+years
21	Pedestrian thoroughfare	Purchase land and construct pedestrian 'arcade' between the rear car parks and shops.	\$1,622,000	RDAF CP CPCIF	Low	8-10+years

APPENDIX H

Lalor Action Plan

Short Term	0-3 years
Medium Term	4-7 years
Long Term	8-10+years

Stage 1 – Preliminary Actions

Stage 1 includes actions that are necessary prior to implementing any public realm improvements in the Lalor Shops in Station Street and May Road. This includes preparing a Branding Strategy for both centres, and preparing funding applications to assist Council with implementing the projects.

Action	Timeframe	Comments/ Actions
Prepare Branding Guidelines	Within three months of adoption of this Master Plan	<p>The Branding Guidelines are an important first step for Thomastown and Lalor and will ensure consistent communication is utilised. The branding for these centres will communicate clear messages about positive change, make the centres easily identifiable and assist with creating a consistent image and appearance. The Branding Strategy will include:</p> <ul style="list-style-type: none"> • Fonts • Colours • Key messages and vocabulary
Prepare funding/ grant applications	Ongoing	<p>Applying for funding and grants will commence upon adoption of the Thomastown and Lalor Master Plan, and will be ongoing. This will be targeted to the funding sources that have been identified on page 40.</p> <p>Specifically, Council in the first instance will seek to submit applications for funding from the Regional Development Australia Fund (Department of Regional Australia, Regional Development and Local Government) and from the Community Support Grant (Department of Planning and Community Development) to implement the public realm improvements identified for delivery in 0-3 years. These funding programs generally support improving places to enhance social and economic viability.</p> <p>Some of the nominated funding sources do not have funding rounds currently open. As new funding rounds</p>

		commence, or where new funding sources are identified, applications will be prepared and submitted by Council.
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Stage 2 – Lalor – Project Ready Public Realm Improvements

The following public realm improvements are priority works required to implement the vision of the Lalor Neighbourhood Activity Centre having regard to the key directions provided earlier in this Plan. Design development has been undertaken for these public realm improvements, hence why they are considered ‘project ready’. As part of Stage 1, additional funding will be sought from external sources to assist implement these improvements and achieve this vision. The success of the funding applications will determine which of the ‘project ready’ projects will be undertaken.

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
1	Business Identification Sign and entry treatment	New externally lit sign, with artistically designed features where possible, on the corner of High Street and Manns Crossing, and new landscaping to ensure sight lines to the sign are maintained	\$77,000	RDAF CP CPCIF	High	0-3 years
12	Landscape/ integrated art feature	New entry treatment in the Station Street median with ‘Lalor Shops’ signage, visible as you enter the shops from Manns Crossing	\$39,000	RDAF CP CPCIF	High	0-3 years
17	Station Street median redevelopment	Redesign and redevelop the median with new trees, consistent paths, raised platform ‘wombat’ crossings, ‘pedestrian crossing ahead’ linemarking, line marked pedestrian area in front of Chemist converted to a car parking space, and removing pram crossings that are not DDA compliant	\$379,000	RDAF CP AC	High	
3	Major social gathering space	Redevelop Peter Lalor Walk, from the bus stop in Station Street through to the Lalor Library, including new paving with trading zones marked, seats, bins, ‘pedestrian crossing ahead’ linemarking, curved mirror at the rear laneway, landscaping, bike racks	\$1,812,000	RDAF CP HC AC LL	High	0-3 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
		(min. 9), shelter, integrated art and design features where possible (possibly with historical information), lighting, speech/ performance space where possible (with 3-phase power), and public toilets (if space is available)		CPCIF		
38	Wayfinding signage and pavement markers	<p>Signs and pavement markers showing the location of important places or features, at the following locations:</p> <ul style="list-style-type: none"> • At either end of the Peter Lalor Walk • On the west side of High Street, in front of Perfectan (corner of High Street and Tramoo Street) • In the David Street major social gathering space, near Fiorentini • On the east side of May Road, in front of Hair Trivia (corner of David Street and May Road) • On the west side of May Road, in front of the new medical centre (corner of Messmate Street and May Road) • On the east side of the Station Street service road, in front of the X-Ray Centre (corner of Messmate Street and the Station Street service road) • In the Station Street median, in line with the northern pedestrian link across Manns Crossing • On the east side of May Road, in front of the library • Other locations nominated by the designer 	\$87,000	RDAF CP HC AC CPCIF	High	0-3 years
9	Reconfigure Cyprus Street car park	Close off the May Road entrance to the car park, and make other minor changes, to create additional car parking spaces	\$45,000	RDAF CP	Medium	0-3 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
33	Create U-turn area	At the north end of May Road, to ensure vehicles going back down May Road do not have to go onto David Street	\$41,000	RDAF CP HC AC BS	Medium	0-3 years

Stage 3 – Lalor – Balance of Public Realm Improvements

The following public realm improvements are works that are necessary to implement the vision of the Master Plan; however design development has not been undertaken for these improvements. Given design development has not occurred, these improvements are to be implemented as part of Stage 3. Similar to Stage 2, the improvements below are to be implemented if funding is received from external sources. The success of the funding applications will determine which of the public realm improvements will progress to design development, and ultimately implementation.

A Stage 3 public realm improvement may be implemented prior to a Stage 2 public realm improvement, if additional funding is obtained by Council for one of the public realm improvements nominated below.

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
14	Landscaping	Along High Street and Station Street, to link both sets of shops	\$16,000	RDAF CP	High	0-3 years
30	Enhance May Road median	Replace missing trees in the May Road median and introduce consistent granitic sand ground cover	\$98,000	RDAF CP HC AC	High	0-3 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
5	New toilets	If not constructed as part of the redeveloped Peter Lalor Walk (Improvement number 3), construct new toilets in the David Street major social gathering space (Improvement number 4)	\$312,000	RDAF CP AC	High	0-3 years
42	Landscaping	New landscaping throughout the centre (not including landscaping in social gathering spaces or in the Station Street median)	\$14,000	RDAF CP	High	0-3 years
2	Gateway signage	Welcome and Farewell signs with artistically designed features at the following locations: <ul style="list-style-type: none"> • North of David Street on Station Street • South of Messmate Street on Station Street • East of May Road on David Street • East of May Road on Messmate Street 	\$101,000	RDAF CP CPCIF	High	0-3 years
20	Improve traffic light sequencing	At the High Street/ Manns Crossing intersection	Nil	Nil	Medium	0-3 years
39	Directional signage	Signs throughout the centre to show car parks locations, number of spaces, and time restrictions	\$6,000	RDAF CP	Medium	0-3 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
21	New bus stop in Station Street	Construct new bus shelter, incorporating artistically designed elements where possible, in Station Street	\$22,000	RDAF CP AC	Medium	0-3 years
44	Time restrictions	Change time restrictions as follows: <ul style="list-style-type: none"> On the east side of the Station Street service road from 2hr to 1hr 	\$10,000	RDAF CP	Medium	0-3 years
4	Major social gathering space	Redevelop the southern nature strip in David Street between Station Street and May Road as an 'interactive space', seats, bins, landscaping, drinking fountain, integrated art and design features reflecting indigenous cultural heritage and cultural diversity where possible, paving with trading zones marked, bike racks (min. 10), and if public toilets can be located in the Peter Lalor Walk, remove the public toilets	\$433,000	RDAF CP HC AC CPCIF	High	4-7 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
6	Minor social gathering space	On the corner where the X-ray centre is (corner of Station Street service road and Messmate Street), including seats, bins, landscaping, bike racks, paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	\$39,000	RDAF CP AC CPCIF	High	4-7 years
7	Minor social gathering space	On the corner where Hair Trivia is (corner of David Street and May Road), including: seats, bins, landscaping, bike racks (min. 4), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	\$63,000	RDAF CP AC CPCIF	High	4-7 years
8	Minor social gathering space	On the corner where the new medical centre will be located (corner of Messmate Street and May Road), including seats, bins, landscaping, bike racks (min. 3), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	\$40,000	RDAF CP AC CPCIF	High	4-7 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
18	New kerb and car parking alignment	On the west side of the Station Street service road, by converting the two parallel car parking spaces into angled parking to match existing	\$15,000	RDAF CP	Medium	4-7 years
50	Minor social gathering space	On the corner where Perfectan is (corner of High Street and Tramoo Street), including: seats, bins, landscaping and bike racks (min. 4), paving with trading zones marked, integrated art and design features where possible (possibly with historical information)	\$62,000	RDAF CP AC CPCIF	Medium	4-7 years
54	Line marking in High Street south of Manns Crossing	Investigate (and discuss with VicRoads) line marking in the High Street southbound traffickable lane, south of Manns Crossing, to provide clear traffickable lanes. If not wide enough, investigate widening the High Street road reserve to allow for clear and linemarked traffickable lanes.	\$1000	VicRoads	Medium	4-7 years
37	New integrated art/ shelter	Construct new shade or shelter structure along the Coles wall	\$39,000	RDAF CP	Medium	4-7 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
15	New kerb and car parking alignment	On the west side of Station Street between Manns Crossing and the Station Street/ David Street roundabout	\$55,000	RDAF CP	Medium	4-7 years
16	New kerb and car parking alignment	On the east side of Station Street between Manns Crossing and the Station Street/ David Street roundabout	\$39,000	RDAF CP	Medium	4-7 years
36	Redevelopment of the community precinct thoroughfare	Improve the amenity and connection between May Road and the French Street Hall, including new paving, enhancing the entrance to the Senior Citizens Centre, new landscaping, and enhancing the entry/ exit point into the Lalor Library accessway with kerb outstands	\$133,000	RDAF CP AC LL CPCIF	Medium	4-7 years
45	Shared path	On the east side of Station Street between the Lalor Train Station and David Street	\$796,000	RDAF CP HC AC	Medium	4-7 years
46	Shared path	On the east side of Station Street from Messmate Street to Thomastown Train Station	\$512,000	RDAF CP HC AC	Medium	4-7 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
47	Shared path	On the south side of David Street between Hair Trivia (corner of David Street and May Road) and St Lukes Primary School	\$90,000	RDAF CP HC AC	Medium	4-7 years
48	Shared path	On the north side of Messmate Street between the intersections of Messmate Street/ May Road and Messmate Street/ French Street	\$458,000	RDAF CP HC AC	Medium	4-7 years
49	Raised 'wombat' platform pedestrian crossings	At the following locations: <ul style="list-style-type: none"> • Across David Street at Station Street • Across Station Street at David Street • Across Messmate Street at Station Street • Across May Road at David Street • Across May Road at Messmate Street • Across Tramoo Street at High Street 	\$232,000	RDAF CP HC AC	Medium	4-7 years
53	Traffic islands with pedestrian refuge	Convert linemarked areas in Station Street, between Manns Crossing and Messmate Street, to traffic islands with pedestrian refuges	\$26,000	RDAF CP HC AC	Medium	4-7 years
13	Paving	Manns Crossing, on either side of the railway line	\$16,000	RDAF CP AC	Medium	4-7 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
26	Activate walls along Messmate Street	Introduce wall treatment with artistically designed elements along the X-Ray Centre building	\$26,000	RDAF CP CPCIF	Medium	4-7 years
23	Paving	On the east side of the Station Street service road between Fiorentini (corner of Station Street and David Street) and Peter Lalor Walk, with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	\$116,000	RDAF CP AC CPCIF	Medium	4-7 years
24	Paving	On the east side of the Station Street service road between the Peter Lalor Walk the X-Ray Centre (corner of Station Street and Messmate Street), with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	\$159,000	RDAF CP AC CPCIF	Medium	4-7 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
25	Paving	On the north side of Messmate Street between the X-Ray Centre (corner of Station Street and Messmate Street) and the new medical centre (corner of Messmate Street and May Road), with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	\$97,000	RDAF CP AC CPCIF	Medium	4-7 years
27	Paving	On the west side of May Road between the Josie's Goldmine (corner of David Street and May Road) and Peter Lalor Walk, with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	\$113,000	RDAF CP AC CPCIF	Medium	4-7 years
28	Paving	On the west side of May Road between Peter Lalor Walk and the new medical centre (corner of May Road and Messmate Street), with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	\$113,000	RDAF CP AC CPCIF	Medium	4-7 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
29	Paving	On the east side of May Road between Hair Trivia (corner of David Street and May Road) and the extension of Peter Lalor Walk, with trading zones marked, and where possible, unique designed paving inserts included (possibly with historical information)	\$90,000	RDAF CP AC CPCIF	Medium	4-7 years
31	Paving	On the east side of May Road between the Lalor Library and Cyprus Street, with unique designed paving inserts included where possible (possibly with historical information)	\$24,000	RDAF CP AC CPCIF	Medium	4-7 years
32	Paving	On the east side of May Road between Cyprus Street and Messmate Street, with unique designed paving inserts included where possible (possibly with historical information)	\$55,000	RDAF CP AC CPCIF	Medium	4-7 years
51	Paving	On the west side of High Street from the northern boundary of the Business 1 Zone, with paving going around to the rear of shops, trading zones marked and where possible, unique designed paving inserts included (possibly with historical information)	\$68,000	RDAF CP AC CPCIF	Medium	4-7 years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
52	Paving	On the west side of High Street between Tramoo Street and Hurtle Street (Woolworths site), with paving continuing around the sides	\$97,000	RDAF CP AC CPCIF	Medium	4-7 years
34	Create U-turn area	At the south end of May Road, to ensure vehicles going back up May Road do not have to go onto Messmate Street	\$45,000	RDAF CP HC AC	Medium	4-7 years
35	Provide a marked 'right turn' lane	Reconstruct the kerbs along David Street, and create a 'right turn' only lane for cars entering into May Road	\$737,000	RDAF	Medium	8-10+years
41	Street lighting	Replace existing light poles with custom designed street lighting throughout the centre	\$474,000	RDAF CP	Medium	8-10+years
10	Potential new car parking and business development	Investigate, and advocate for, additional car parking and business development on land proximate to the shops	\$1,363,000	RDAF CP	Medium	8-10+years
11	New additional green space, and potential car parking	Investigate, and advocate for, additional green space and potential car parking on land proximate to the Lalor Shops	\$1,485,000	RDAF CP	Medium	8-10+years
19	New intersection treatment	Investigate introducing a new intersection treatment to the Station Street/ David Street roundabout	\$495,000	RDAF AC	Medium	8-10+years

Improvement number	Improvement	Description/ location	Opinion of Probable Cost **	Funding Opportunities	Overall Priority	Recommended Action Timeframe
22	Relocate vehicle entrance into the Station Street service road	Move approximately 20 metres north towards Manns Crossing, and reduce the width of the entrance for one trafficable lane moving from Station Street into the service road (i.e. traffic will not be able to exit at this point and will have to exit at the southern end of the service road), and create a give way for south bound traffic in the Station Street service road	\$62,000	RDAF CP	Medium	8-10+years
40	Relocate powerlines underground	In Station Street median and May Road median	\$1,560,000.00	Nil	Low	8-10+years
43	Walkway awnings	Construct shelter along blank walls	\$52,000	RDAF CP	Low	8-10+years