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INTRODUCTION, BACKGROUND AND ANALYSIS

THEMES, KEY AREAS, PLACE SHAPING OPPORTUNITIES

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# ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

City Of Whittlesea recognise the rich Aboriginal heritage of this country and acknowledge the Wurundjeri Willum Clan and Taungurung People as the Traditional Owners of lands within the municipality.



the oceans, rivers and creeks, and is the creation ancestor of women.'

Source (Turning Back To Edgars Creek. A Wurundjeri Woi Wurrung Waterway)

# **INTRODUCTION**

#### PURPOSE OF THE PLACE FRAMEWORK

The Place Framework illustrates a shared community and Council vision to guide the future of Thomastown and Lalor. The framework aims to identify community priority opportunities that can shape local places and form connections to deliver a network of improvements over time.

The project is an ongoing collaborative approach to improve streets, public spaces, community precincts, infrastructure, built form and transport.

The implementation of the framework will be subject to further detailed design, funding availability, consultation with stakeholders and the community.

The Place Framework is designed to support and deliver concepts and strategic directions from the following:

- Whittlesea 2040
- Place Based Approach
- Plan Melbourne + 20 Minute Neighbourhoods
- Placemaking
- + Other relevant policies as noted throughout document

# COUNCIL'S VARIOUS DOCUMENTATION

The Place Framework attributes itself to the many council documents to guide decisions within the City Of Whittlesea. These range from policies, development plans, actions and master plans etc.

The Place Framework has reiterated, supported or add valued to those documents where it seems fit for purpose. However, the final outcome of those documents may vary from the Place Framework as each project evolves organically over time.

#### WHITTLESEA 2040

The Place Framework translates *Whittlesea's 2040 Vision: A Place for All* to Thomastown and Lalor and the needs and aspirations of the community. It considers the key five goals – Connected community, Liveable neighbourhoods, Strong local economy, Sustainable environment and High performing organisation to deliver local outcomes.

Over time the framework will assist to develop local actions to deliver the seven strategies outlined in Council's Integrated Planning Framework.

# **EQUITY AT THE HEART OF 2040**

Equity and inclusion sit at the heart of our 2040 vision of a place for all. Actions arising from this framework will consider the experiences and needs of Aboriginal people, people within the LGBTIQ community and those of different genders, socio-economic, abilities, ages, cultural and ethnic backgrounds.

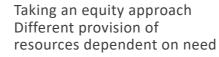
The City of Whittlesea is legislated to consider the differing needs of people of all genders and promote gender equality in the way we design and manage spaces in the municipality and legislated responsibility to remove barriers for people with disability in order that all community members can participate in public life.



# **EQUAL TREATMENT**

Treating everyone the same Equal amount of resources

# EQUITY





# TRUE EQUALITY

Achieving equity - removing all the barrier to participation so everyone can equally participate

Difference between Equality, Equity and True Equality.



W2040 Goals and future strategies. (Source Whittlesea Council)

## PLACE BASED APPROACH

The City of Whittlesea is establishing a place-based approach to planning, service and infrastructure delivery that is responsive to the distinct needs and aspirations of local neighbourhoods. The development of a placed-based approach will embed more localised and collaborative approaches to service delivery, place insights, activation and planning.

The place based approach takes a holistic approach in delivering on the five goals of W2040 and is based on the City of Whittlesea's Internal Geographic Framework boundaries.

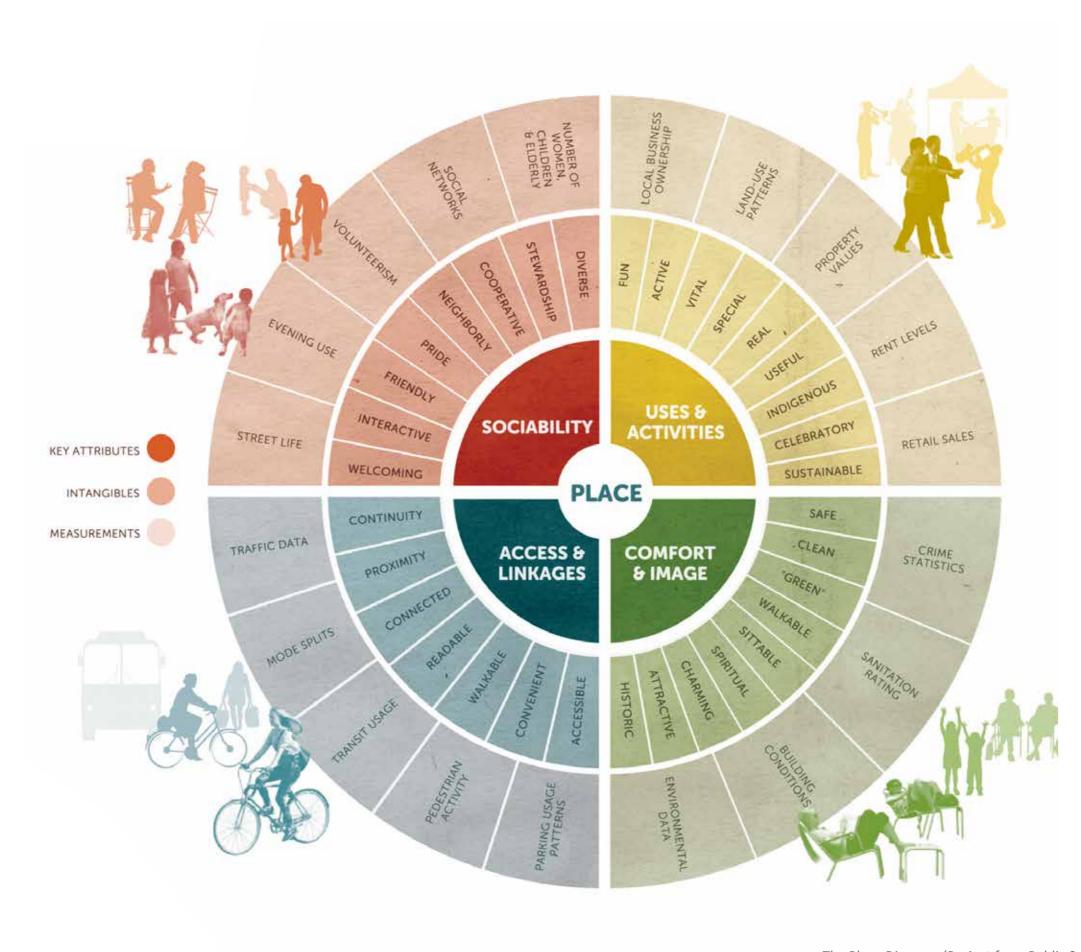
Thomastown and Lalor form part of the South West District which extends north to Epping.

## **PLACEMAKING**

Placemaking inspires people to collectively re-imagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

Placemaking is a key opportunity for Council and community members to work together to test ideas, deliver improvements and drive changes within Thomastown and Lalor.

Website reference: Project for Public Spaces. What is Place Making? (2007)

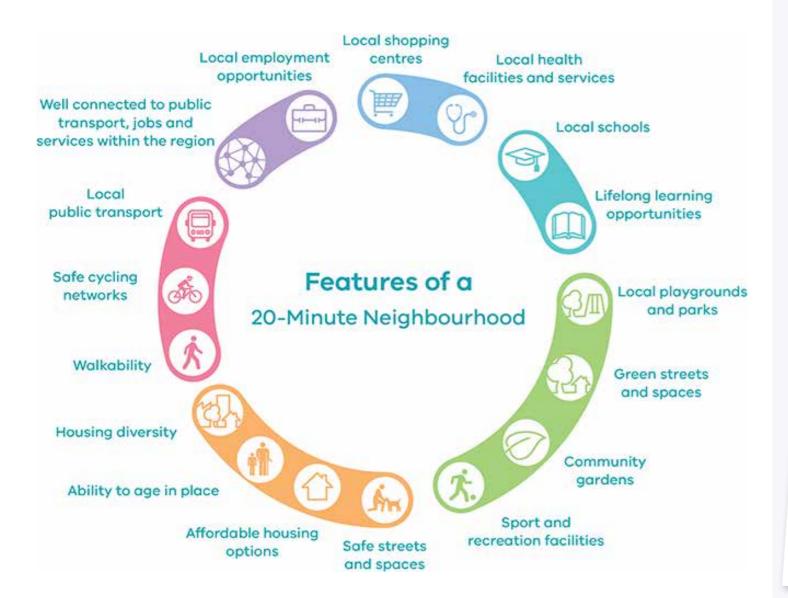


#### 20-MINUTE NEIGHBOURHOODS

Plan Melbourne is a metropolitan strategy that guides the growth of metro Melbourne for the next 35 years. One of the principles is Living Locally - 20-minute neighbourhoods.

The 20-minute neighbourhood is all about supporting places the community use every day and giving more people the freedom of choice to do more locally. Council recognises not all people have access to private transport. The intent is to ensure that all people have the option to safely walk, cycle or use public transport to the things they need on a daily basis (i.e. shops, parks, services and schools).

The differing needs of people across their lifespan, due to gender, disability and their social roles, such as caring responsibilities will impact how the features of their neighbourhood might be prioritised. For many groups, such as women and girls, being safe whilst moving around a neighbourhood is a key consideration in their decision making and impacts the use of other amenities.



20-minute neighbourhoods program

# MUNICIPAL STRATEGIC PLANNING PROJECT (MSPP)

20-MINUTE NEIGHBOURHOOD PILOT PROGRAM INVESTIGATION (JUNE 2022 - FEBRUARY 2023)

City of Whittlesea partnered with Department of Environment Land Water and Planning to review and document various **Neighbourhood Activity Centre's (NAC's)** in Thomastown and Lalor.

NAC's, also known as town centres, are places in where people come to shop, work, meet, relax and live. NAC's are defined as Small, Medium and Large sizes, where depending on their scale, perform various functions, services, and provide particular roles to their community.

The project reviewed, assessed and identified gaps of NAC's performances and then provided a series of recommendations and prioritiies to Council to help deliver accessible, inclusive, vibrant and healthy neighbourhoods.



Key findings have been incorporated in this final document and provide third party advice. Findings may not be adopted due to various factors such as required studies, feasibility, priorities, Council budgets and time frames.

The reports summary recommends the following:

- 1. Supporting continued commercial activities and mixed use developments
- 2. Sponsoring/ supporting retailing and community festivals and other place-based activities.
- Sponsoring/ supporting retailing and community festivals and other place based activities including pedestrian only areas in place of 10-20 car spaces as congregation points.
- 4. Improving the pedestrian and cycling environment and connectivity.
- 5. Advocating for the grade separation of the railway line
- 6. Advocating for a new Lalor railway station adjacent to the commercial area.
- 7. Advocating for improved bus services and frequency to the Lalor and Thomastown NACs
- 8. Advocating for improved bus services and frequency to other NACs
- 9. Replacing residential land with zones such as the MUZ and RGZ that support the commercial area.
- 10. Supporting the specialisation of some centres
- 11.Undertaking capital works investments in the public realm which reduce the dominance of vehicles and car parking, improve the pedestrian experience and increase vegetation cover.

20 minute Prioritisation tool findings.

# **STUDY AREA**



Northern Land Use Framework Plan. (Department of Environment Land, Water and Planning)

# STRATEGIC CONTEXT

Thomastown and Lalor are centrally located in the northern Melbourne metropolitan region and form a southern gateway to the City of Whittlesea along High Street. The area contains some of the oldest housing in the municipality and also the State Significant Thomastown Industrial Area.

The area provides convenient access to the Hume and Metropolitan Ring Road freeways, Mernda Rail line and is located in close proximity to the Epping Central Metropolitan Activity Centre and LaTrobe National Employment and Innovation Cluster. The future Suburban Rail Loop will connect to the Mernda line at Reservoir, two stops south of Keon Park. The suburbs are bordered to the west and east by the Merri and Darebin Creeks, with the Edgars Creek forming a central green spine.

Transmission easements and gas easements cut across Thomastown and Lalor. Each service industry have their own specific guidelines and requirements that need to be considered for any future development along their easement corridors.



Local Context Plan

# THOMASTOWN AND LALOR INDUSTRIAL AND BUSINESS AREAS

Industrial areas identified in the study area have existing guidance for use and vision. This document intends to expand on the opportunities found in the Thomastown Industrial Area Plan to attract investment and encourage local employment.

Reference: <a href="https://www.whittlesea.vic.gov.au/">https://www.whittlesea.vic.gov.au/</a> media/3353/final-tia-plan-march-2018.Pdf

#### LEGEND Study Area Industrial Train Station And Rail **Epping Metropolitan** Line Activity Centre Bus Route Neighbourhood **Activity Centre** Freeways **Shopping Centre** Main Road Melbourne Market ---- APA Gas Easement Schools Transmission Easement Public Open Space

# **KEY FEATURES**

- 1 Edgars Creek
- The Board of Works concreted sections of Edgars
   Creek In Thomastown in the 1980's. At the time this
   was considered the best way to stop flooding and
   protect the banks of the creek.
- (2) Merri Creek borders Hume City Council
- 3 Darebin Creek supports the Darebin Creek Trail
- High Street as a key north-south commercial corridor (transitioning away from being a Principal Freight Transport Route)
- Mernda Rail line (three stations Keon Park, Thomastown and Lalor)
  - In future Lalor may be the start of a new rail line spur extending to Wollert.
  - The existing rail corridor impacts east west connectivity.
- 6) Hume Freeway and the Metropolitan Ring Road
- Provides for mass movement of people and goods
- The Hume Freeway restricts connections to Merri Creek and associated regional parklands.
- The Metropolitan Ring Road assists in creating an effective buffer to much of the industrial area, however limits North-South connections.
- 7 Thomastown forming part of the Northern State Significant Industrial Precinct as a key economic and employment driver
- The area between Edgars Road and Dalton Road has been identified by the Victorian State Government for future housing growth and renewal
- The Terminal Station in Thomastown (and associated transmission line) presents a poor quality gateway.

# **TIME LINE**

## A PROUD INDIGENOUS CULTURE

The Wurundjeri Woi Wurrung have lived in the area for millennia, living near creeks and rivers, hunting fish, eels, and shellfish, as well as birds and animals, and harvesting plants. The Wurundjeri Woi Wurrung managed their Country according to their six seasons, and met with neighbouring clans for trade and ceremonies.

About 60,000 years before colonisation, Wurundjeri people, families and communities managed the land that the City of Whittlesea now occupies. Throughout this time the Plenty River and other local natural features provided an abundance of flora and fauna as both a source of food and shelter.

The pre-colonial legacy of the Wurundjeri people can still be seen today as the Whittlesea area is home to a number of protected and sacred 'scarred' trees. These trees were used for making bark canoes or as boundary markers for distinct tribal groups. Today the scarred river-red gum trees serve as a reminder that Aboriginal people have always been, and will always be, central to the social, economic and cultural prosperity of the City of Whittlesea.

#### **EUROPEAN SETTLEMENT**

European settlement in the area began in the late 1840s and 1850s. British, German and Wendish farming families settled along Edgars Creek, in the parish of Keelbundora, which was named after a Wurundjeri Woi Wurrung boy.

Thomastown is thought to have been named after the Thomas family who began market gardening in the area in the 1840s. The name Thomastown has been in official use since the early 1850s. The number of residents was small until the late 1800s, spurred by the opening of the railway to Whittlesea in 1889.

Intact buildings of Westgarthtown, including a Lutheran Church and cemetery, are evidence of German/Wendish settlement which commenced in 1850.

Early industrial development in Thomastown included the establishment of a pottery in Settlement Road in 1922.

The electrification of the railway line to Thomastown in 1929 prompted the subdivision of land around the railway station for residential development.

#### POST-WORLD WAR 2

Lalor was a part of Thomastown until 1945 when Leo Purcell, a patient at a military hospital on the Atherton Tablelands, devised a scheme to provide low cost homes for ex-servicemen. In February 1947 he formed the Peter Lalor Home Building Co-operative Society with a group of ex-servicemen and a program of house building began. This continued until 1954 when it was taken over by the War Service Homes Commission. Heritage listing of parts of the Peter Lalor Estate commemorate this important social history.

The first house on the estate was 400 Station Street constructed in 1948 and still stands to this day. The Lalor post office opened in 1949 followed by the first primary school in 1954.

Significant development occurred in Thomastown and Lalor in the post-war years, particularly during the 1950s and 1960s. Large numbers of migrants from Greece, Italy, Malta and Macedonia moved into the area at this time.

# SUBURBAN EXPANSION

The post-war development boom created demand for more jobs, particularly local jobs. The area of Thomastown bound by Heyington Avenue to the north, Dalton Road to the east, Keon Parade to the south and High Street to the west, was zoned for industrial uses. Throughout the 1950s and 1960s a range of manufacturing industries set up in this area.

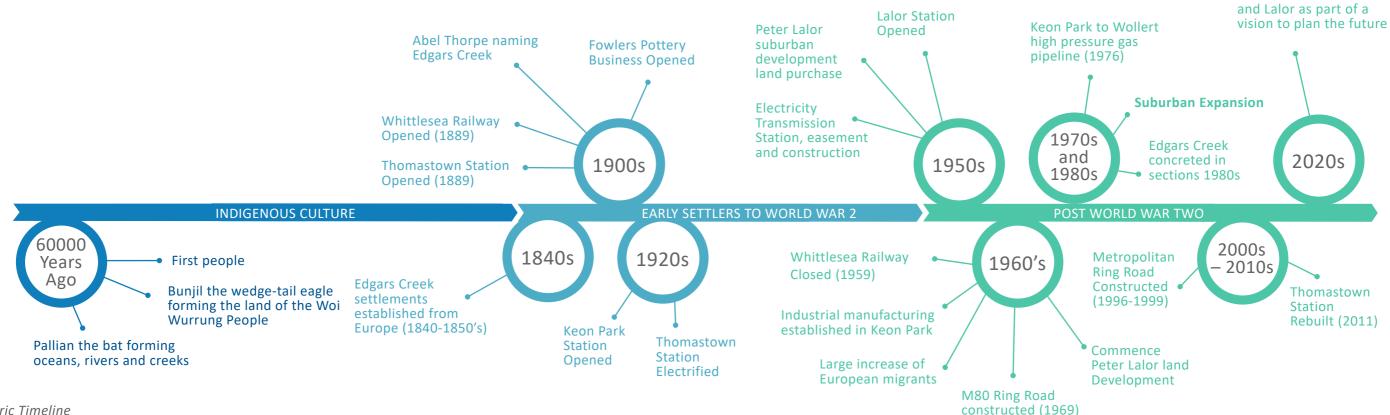
The subdivision of farms along Edgars Creek commenced in the 1960s. Houses were built with their backs to the creek, though children continued to play down by the creek.

Suburban housing development rapidly expanded into the 1970s and 1980s.

The Metropolitan Ring Road was constructed in the 1990s. The Hume Freeway opened in 2004, providing a direct connection from the Ring Road to northern regional areas.

In 2020s State Government identified land along High Street for housing renewal and growth.

Review of Thomastown



Historic Timeline

# THOMASTOWN AND LALOR

is growing and aging



48,300

Residents in 2022



+ 10,260

more residents by 2041



30% of population are 60+ years of age 30% of population are less than 25 years of age

needs more open space and trees



# 23 square meters

provision of usable open space per resident (2016)



# 17 square meters

projected provision of usable open space per resident (2041). Recommended minimum open space provision is 20-25sqm per resident



# less than 7%

tree canopy cover

vs target 27% by 2050 (Living Melbourne)









15%

will be impacted by climate change



5-10° C

hotter above the non-urban baseline

# perception is



9%

households feel unsafe during the



32%

households feel unsafe during at

(City of Whittlesea Household Survey 2021)

has changing housing needs



34%

of households are couples with children



23%

of households are couples without children



22%

are lone persons



13%

are single parents with children



11+%

live in medium density housing



+ 4,693

more dwellings needed by 2041

economy and employment



\$\$\$ \$1.6B

Contribution to the economy from Thomastown Industrial Precinct



17,000

jobs in Thomastown **Industrial Precinct** 



the lowest median weekly income in Whittlesea



48.6%

the lowest labour participation in Whittlesea



7%

youth (15-24 years old) unemployment rate and disengaged

requires assistance



the most disadvantaged suburbs in Whittlesea



25%

residents do not have home internet

in need of assistance due to disability.

7%

households with a mental health condition

moves by different modes



66.1%

respondents use walking and cycling paths on a weekly basis

(City of Whittlesea Household Survey 2021)

Data (Source: Australian Bureau of Statistics, Census of Population and Housing 2021 (unless stated otherwis)

# THE COMMUNITY WERE IN FAVOUR FOR

The Place Vision has been informed by community feedback on challenges and opportunities. From April to August 2021, Council gathered feedback from an online survey and social map, met with community groups, and attended Walking Thomastown 2021. For more information, see the Community Engagement Summary Report (September 2021).

Council requested feedback from the community in November 2022 to prioritise the opportunities identified in the document. The findings from the document are incorporated throughout the report. For more information, see the Community Engagement Summary Report (January 2022).

Below is a summary of the findings from both engagement sessions.





# more green

open spaces and trees canopies

more native

flora and fauna



# acknowledging and celebrating

Aboriginal and multi-cultural community



more community

spaces and facilities



naturalised creek corridor

revitalisation and rewilding



removing level crossings

to reconnect the suburbs



better public realm

maintenance



more active transport infrastructure

the community were in favour of...

"Celebrate the food and multi-cultural communities."

"Advocate to State Government for rail crossing removals along High Street."

"Plant more indigenous trees/shrubs/ grasses of the area pre-colonisation."

> "Creek corridor needs paths, revegetation, community art projects."

"Increase in public spaces is fantastic however a major challenge is the maintenance of these spaces."

"We need an off the main road bike lane from Lalor Station through Thomastown Station."

-Comments from Community Engagement 2021

"Better spaces for people to gather, exercise, eat particularly families, elderly and youth."

"Bike tracks, more safety for cyclists. Love the cycle track along train line."

"More industries, more local jobs."

"Happy to have major change, and major developments to grow our activity centres.

"Happy to have high density and high rise development built in activity centres and within 800m walkable catchment."

-Comments from Community Engagement 2022

## **COMMUNITY DRIVERS FOR CHANGE**

The Whittlesea 2040 Goals have been translated to Thomastown and Lalor in response to place analysis and community consultation. The key community drivers for each theme are ranked highest to lowest priority as per the 2022 final community consultation.



# GREENER SPACES

#### THE COMMUNITY NEEDS:

- More usable open space and informal green spaces
- Increased tree canopy cover and native vegetation
- Better connections to creeks and parks

# **KEY FOCUS AREAS:**

- Accessible and easy to find parks
- Responsive public spaces
- Cooler, greener and bio-diverse



Connected Places and Shared Local Culture were ranked closely.



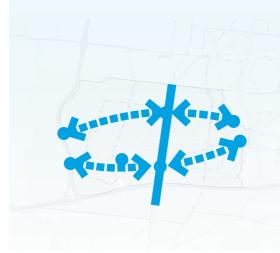
# CONNECTED PLACES

#### THE COMMUNITY NEEDS:

- Better access to key destinations
- Easier connections across the suburbs
- Pleasant street environments for walking and cycling

# **KEY FOCUS AREAS:**

- High Street as a place
- Enhanced connections
- Regional trails





# SHARED LOCAL CULTURE

#### THE COMMUNITY NEEDS:

- Places to gather
- Places to celebrate local heritage and culture
- Hubs with distinct identity

#### **KEY FOCUS AREAS:**

- Welcoming precincts
- Culturally celebrated civic spaces
- Informal spaces





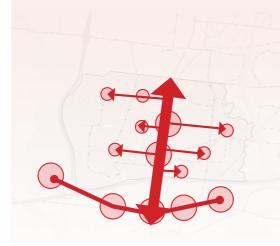
# VIBRANT CENTRES AND INDUSTRIES

## THE COMMUNITY NEEDS:

- Safe and inviting NACs
- Attractive employment areas
- Opportunities for local employment

#### **KEY FOCUS AREAS:**

- Vibrant, viable and attractive NACs
- Active retail spine and movement corridor
- Inclusive and dynamic local economy





# **ENHANCED CHARACTER**

## THE COMMUNITY NEEDS:

- Improved development quality
- Protect local character
- Safer public spaces

#### **KEY FOCUS AREAS:**

- Public space interface
- Urban renewal
- Quality and character







# **GREENER SPACES**

Thomastown and Lalor will be greener, more resilient and support everyone in the community to connect and relax in a high quality natural environment.

# **GOALS**



**ACCESSIBLE AND EASY TO FIND PARKS** 



**RESPONSIVE PUBLIC SPACES** 



**COOLER, GREENER AND BIO-DIVERSE** 

# **OPPORTUNITIES**



#### NATURALISE EDGARS CREEK AS A CENTRAL GREEN SPINE

Edgars Creek open space to act as a centralised spine that provides biodiversity and passive and active uses for the community.



# FILL OPEN SPACE GAPS AND/OR TO MAINTAIN AMENITY AND LIVEABILITY

Open space to be enjoyed equally by all members of the community with high functioning facilities that can be adapted for use during different times of the day and year.



# GROW AND RE-WILD OPEN SPACE TO IMPROVE TREE CANOPY COVER AND BIODIVERSITY

A cooler and greener Thomastown and Lalor.



#### MITIGATE FLOODING AND CLIMATE CHANGE

Thomastown and Lalor to be climate change resilient with innovative design solutions.

## LEGEND

\_\_\_\_

Thomastown and Lalor boundary

Existing bus routes and stops

\_\_\_

Creek line

State Roads

Rail + transit hub
Wollert Rail extension

Bridge Pedestrian Bridge

Existing Aboriginal spaces (Bubup Willum + Lalor Tennis Club)



Open space

#### **OPPORTUNITIES**

Mitigate flooding issues



Linear street planting Edgars Creek corridor upgrade



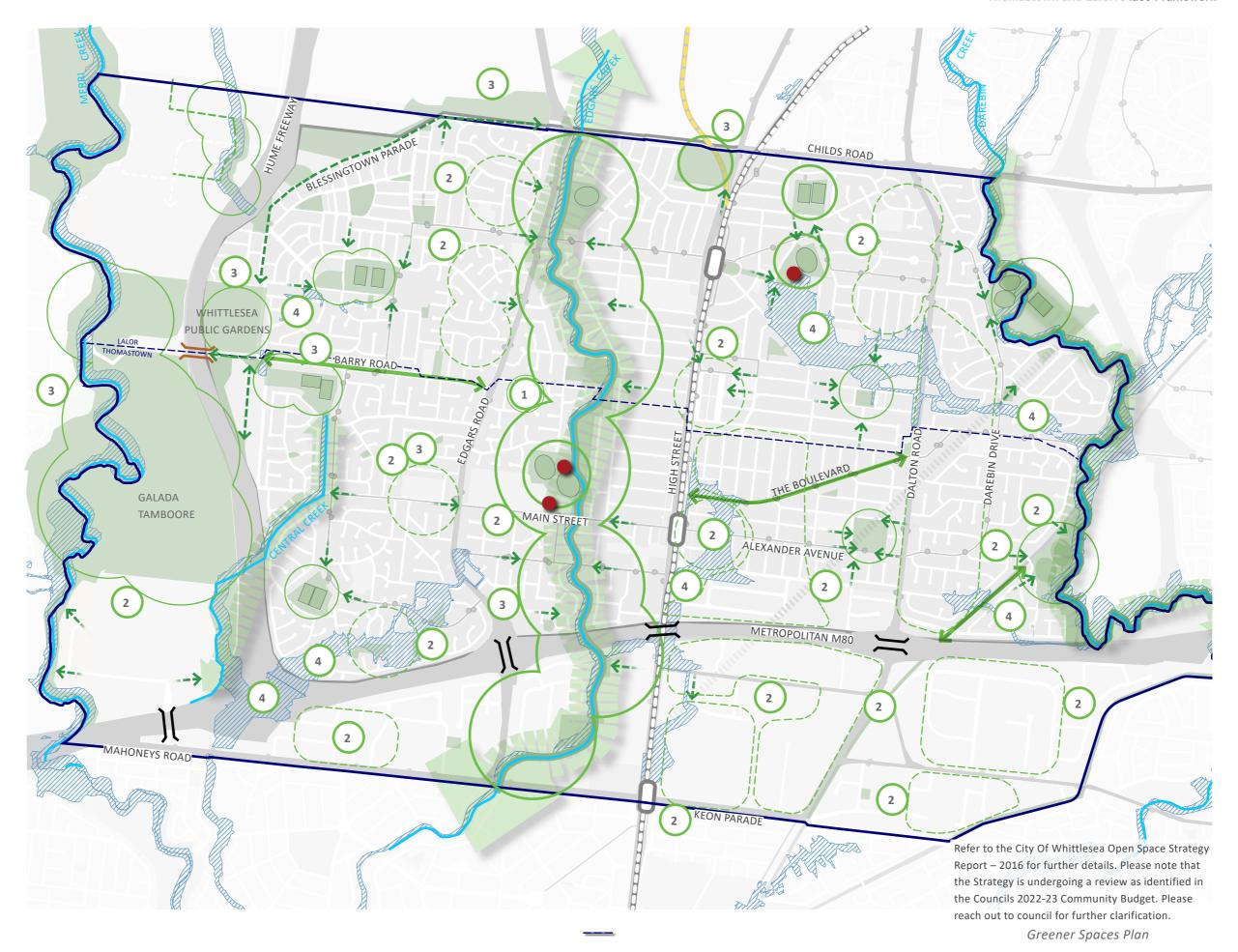
Improve key connections through greening projects



Key parks/open space Open space gaps



Opportunities location



# **GOALS**

# ACCESSIBLE AND EASY TO FIND PARKS

A series of connected spaces that support active, passive, contemporary and innovative uses that goes beyond the traditional function of movement.

#### **Safe And Comfortable Path Networks**

- Improve the experience and draw people into open space for pedestrian and cycling users. E.g. coloured pavement, large colourful tree selection, infrastructure entry statements.
- Improve safety by avoiding blanks walls and hidden spots along key pedestrian and cycling routes.
- Enhance key cycling and pedestrian routes experience with increased tree planting, tree species selection to reduce heat island effect and respond to the climate (e.g. Deciduous trees to allow sun for winter and shade for summer).

Key trails that should increase planting:

- Edgars Creek, Merri Creek and Central Creek

# **Edgars Creek**

- Improve and foster relationships with various stakeholders, adjacent landowners and authorities that back onto Edgars Creek to unlock design outcomes and explore co-funded open space opportunities.
- Fill in the gap by connecting and constructing a singular north-south shared path along the various drainage corridors. E.g. Edgars Creek, Central Creek and Darebin Creek.
- Improve ease of movement by prioritising pedestrian crossings along Creek corridors. The primary pedestrian crossing along Edgars Creek are:
  - Kingsway Drive, Roberts Street, German Lane, Main Street, Spring Street and M80.
- A smart corridor that educates the public of water literacy, cultural history and biodiversity.

#### **Barry Road**

 Barry Road Hume Freeway crossing to support a well vegetated cycling and pedestrian east-west connection from Merri Creek to Edgars Creek.

#### **Heritage Sites**

 Improve community connection to the history of Thomastown and Lalor with appropriate signage, path connections, infrastructure focussing around heritage and cultural sites. E.g. Westgarthtown, Main Street Recreation Reserve, May Street, Zeibells Farm house etc

## **RESPONSIVE PUBLIC SPACES**

Open space to be responsive to and celebrate Aboriginal cultural heritage, local character and support community values and use.

#### General

- Increase open space pockets along creek corridors.
- Maintain Thomastown and Lalor open space per person average to 20-25m<sup>2</sup> per resident. Open spaces should be:
  - Within 400-800m walkable catchment from every home and must vary in scale, activity and uses.
  - Civic spaces such as squares, plaza or green spaces should be in each neighbourhood.

# **Culturally Responsive**

- Enhance Thomastown and Lalor by celebrating and working with the traditional landowners of the Woi Wurrang to guide open space master planning, land use planning and landscape embellishment.
- Enhance the rich history of Thomastown and Lalor by telling the story of the area with locally responsive materials, elements, colours and visual connections along Edgars Creek key heritage sites.
- Continue to improve open spaces and infrastructure such as playgrounds, community gardens and recreation facilities to support people of all ages, genders and abilities.
- Improve open space management and maintenance for open space infrastructure to retain quality and use.
- Improve open space facilities and programming throughout the week, during the day and night.
- Improve safety and comfort for all users within open space for all times of the day, targeting existing and future spaces. Design improvements should include clear sight lines, appropriate lighting and avoid blind spots.



Example of public art installation in open space. (Great Eastern Way, South Morang)

# **COOLER, GREENER AND BIO-DIVERSE**

Address needs of the community by identifying opportunities that mitigate climate change issues.

# **Climate Change Mitigation**

- Increase the abundance of tree canopies in streets and public realm to achieve the 'Living Melbourne' 27% tree canopy coverage for Thomastown and Lalor.
- Increase water catchment measures for buildings and within the built environment to mitigate flooding.
- Improve storm water run off opportunities to provide water supply for landscaping such as, rain gardens and large canopy trees.

# **Edgars Creek**

- Enhance Edgars Creek biodiversity by re-vegetating and re-naturalising the channel to attract flora and fauna species. Opportunity to leverage off various stakeholders (community groups, council, authorities and government) to fund, design and construct Edgars Creek under one vision.
- Enhance Thomastown and Lalor as an integrated 'Sponge City' with Edgars Creek established as a sustainable and environmentally conscious corridor maximising planting opportunities leverage's off water availability.
- Improve the interface with the Thomastown and Lalor Employment and Industrial areas that supports safer active travel and safer open space opportunities – both for workers, and those moving through the area.

#### Westgarthtown

- Enhance quality place by ensuring restoration and embellishment of existing and future open space including rockwalls, historic qualities and biodiversity.
- Community infrastructure to be well constructed robust and have longevity.

#### **Open Space Provision**

 Monitor open space provision against population growth to ensure minimum 20-25sqm provision.

# Findings from '20-minute neighbourhood' Program

- In the public realm improve the pedestrian and cycling experience and increase vegetation cover. E.g. The Boulevard, Juith Court, Lorne Street and Edgars Road were identified as key opportunities.
- Targeting investment dollars, including for capital works, place based improvements and community strengthening activities to particular NACs.

# **OPPORTUNITIES**

## SHAPE THOMASTOWN AND LALOR BY:



# NATURALISE EDGARS CREEK AS A CENTRAL GREEN SPINE

Highest Priority 2022 Community Consultation

- 1.1 Develop an Edgars Creek Masterplan within all Thomastown and Lalor.
- 1.2 Advocate for funding from Federal, State and Local sources to foster upgrades and improvements.



# FILL OPEN SPACE GAPS AND/OR TO MAINTAIN AMENITY AND LIVEABILITY

- 2.1 Review and update CoW Open Space Strategy to improve open space provision for Thomastown and Lalor.
- 2.2 Investigate mechanisms to secure open space in identified gap areas.
- 2.3 Ensure Open Space have a masterplan strategy to review each park.



# GROW AND REWILD OPEN SPACE TO IMPROVE TREE CANOPY COVER AND BIODIVERSITY

- 3.1 Advocate for funding to support biodiversity and environmental initiatives for businesses and residents.
- 3.2 Partnerships with community groups to provide planting opportunities.
  E.g. Merri Creek and Friends, Friends of Edwards Lake etc.



# MITIGATE FLOODING AND CLIMATE CHANGE

- 4.1 Council to actively encourage innovative businesses and residential development to include Environmentally Sustainable Design (ESD) solutions into planning, construction, management and operations.
- 4.2 Advocate for integrated water management projects to utilise storm water runoff from the built environment to improve water availability.

# 1 NATURALISE EDGARS CREEK AS A CENTRAL GREEN SPINE

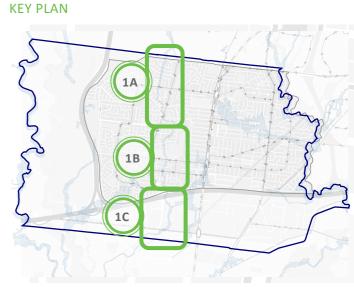
WESTGARTHTOWN TO HUSKISSON RESERVE (1B) WESTGARTHTOWN TO M80







Open space (Edgars Creek + Main Street Recreation Reserve) are real assets for the community



# 1c M80 TO MAHONEYS ROAD



Edgars Creek High Level Opportunity and Constraints Plans (1A, 1B, 1C)



for the community



# STRATEGIC ALIGNMENT

Movement and Place Framework Global Street Design Guidelines Victoria Walks research Victorian Road Safety Strategy, TAC 2021 Reform Priority List, (Infrastructure Australia) Victoria Infrastructure Strategy 2021-2051, (Infrastructure Victoria)

# **CONNECTED PLACES**

Streets in Thomastown and Lalor will balance movement with place to ensure the community can access services, have transport options and move about the area in a high quality and safe environment.

# **GOALS**



**HIGH STREET AS A PLACE** 



**REGIONAL TRAILS** 



**ENHANCED CONNECTIONS** 

# **OPPORTUNITIES**



## **EAST WEST CONNECTIONS**

Connect and prioritise the disjointed key pedestrian and cycling routes that have been asked for by the community.

- Kingsway Drive to Curtin Ave
- Barry Road To Tramoo Via Westgarthtown
- Main Street, The Boulevard And Mckimmies
- Settlement Road



# HIGH STREET SPINE TRANSFORMATION

In the long term ensure High Street Spine in Thomastown and Lalor transformed to meet the needs of the future.



# **MAXIMISE PERMEABILITY ACROSS FREEWAYS**

Ensure vehicle, pedestrian and cycling are safely connected over the E6.



COUNCIL GOALS

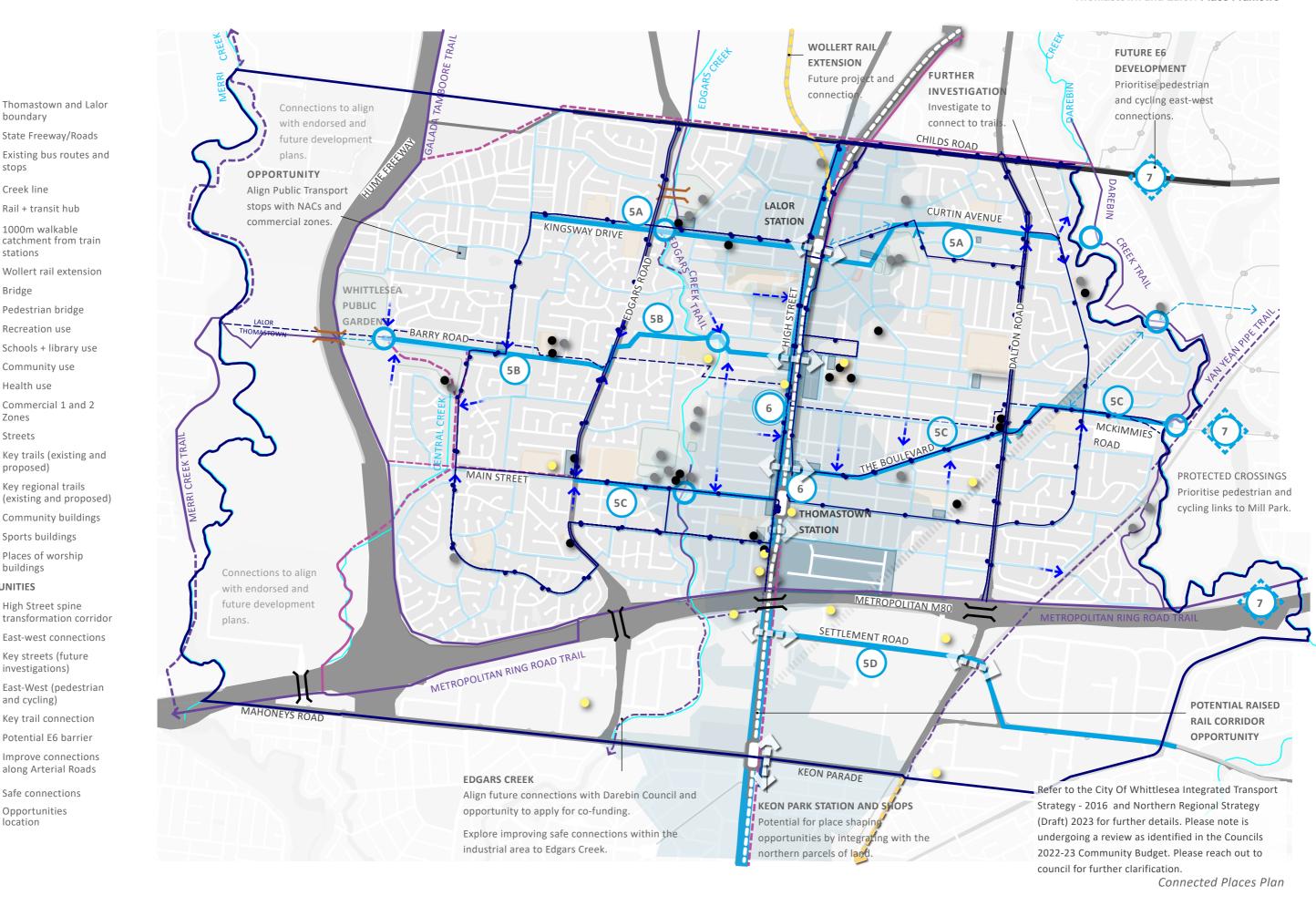
Liveable

neighbourhoods

WITH THE PECREPTION TO THE PROPERTION

CCESS AND TRANSPORY

**\$** 



LEGEND

boundary

Creek line

stations

Bridge

Rail + transit hub

1000m walkable catchment from train

Pedestrian bridge

Schools + library use Community use

Commercial 1 and 2

Recreation use

Health use

Zones

Streets

**OPPORTUNITIES** 

proposed)

Key regional trails

Sports buildings Places of worship buildings

High Street spine

Key streets (future

Key trail connection

Potential E6 barrier Improve connections along Arterial Roads

Safe connections

Opportunities

location

investigations)

and cycling)

Community buildings

stops

State Freeway/Roads

# **GOALS**ENHANCED CONNECTIONS

Enhance connections (primarily east-west) to provide a high quality travel experience for pedestrians, cyclist that celebrate features along these routes.

#### General

- Utilise Movement Place methodology to identify and balance the needs of different transport modes.
- Enhance "places of activity" (transit hubs, local shops, community centres, employment areas, open spaces) and trails by:
  - Improve safety of streets that provide direct connection to primary destinations for pedestrians, cyclists and public transport users. (Road treatments, pedestrian crossing priority etc).
  - Reduced speeds of streets to serve local land use.
  - Enhance amenity and functionality of streets that encourages social interaction.
  - Improve access to end of trip facilities to support users.
  - Improve public transport connections and timetabling.

#### Barry Road to Tramoo Avenue via Westgarthtown

- Improve wayfinding to Whittlesea Gardens and regional trails.
- Employ a palette of materials that reflect and are sensitive to the Westgarthtown heritage of the location. These materials can also support embedded wayfinding and character.
- Identify opportunities to improve visual and physical links between Edgars Creek and German Lane.

#### Main Street to The Boulevard and McKimmies Road

- Promote community uses along this Main Street through streetscape design.
- Extend Thomastown Station as a precinct into the street and design of Station Street and The Boulevard.
- Prioritise active travel along The Boulevard through raised pavements where side streets intersect the route.

## **Settlement Road**

 Improve safety by minimising vehicle crossings and increasing canopy cover.

## **REGIONAL TRAILS**

Ensure high quality regional trail networks are connected and benefit the local community.

#### General

- Shared path connections to be safe, direct and to be an interesting experience between key routes.
- Community inter-modal infrastructure such as end of trip facilities, bicycle storage, bicycle repair/tyre inflation and parking at stations to be provided and easily accessible at the key nodes/destinations.
- Future freeway planning for E6 to ensure east-west regional connections are maintained and enhanced.

#### **High Street Trail**

 Enhance High Street trail to become a key element of the regional rail trail north to Whittlesea Township.

# **Edgars Creek Trail**

- Deliver missing sections of the trail.
- Consider decking of the trail where the topography is challenging.
- Provide an alternate connection to the trail along Austarc Avenue from High Street.
- Prioritise the Edgars Creek pedestrian and cycling crossings for all east-west streets

# **Galada Tamboore Trail and Merri Creek Trail**

 Improve wayfinding signage in Thomastown and Lalor to strengthen connections to the trail.

#### **Darebin Creek Trail**

 Identify and strengthen connections to the Darebin Creek Trail from adjoining residential areas.

# Metropolitan Ring Road Trail

 Improve connections from residential and industrial areas to this trail.

#### Yan Yean / Northern Pipe Track

 Deliver the missing link in this trail from Keon Parade to Darebin Creek.

# **HIGH STREET AS A PLACE**

Build on High Street's role as a central commercial hub and transform it over time into a high quality urban place.

#### General

- Improve safety at night at key nodes with warm lighting and layering of lights to improve people's perception of space.
- Reduce the visual impact of the large station car parks on the public realm through improved landscaping.
- Improve north-south pedestrian cycling paths and strategic pedestrian priority east-west crossing points. Such as Thomastown Station, Station Street to Tramoo Street and Lalor Station to Rochdale Square.

## **High Street Transformation**

- Improve all modes of movement to reduce congestion (i.e. improve active modes of transport to reduce vehicular traffic), and reconnect Thomastown and Lalor with a holistic solution rather than separate projects.
- Enhance High Street Corridor to be of high activity and highly utilised by the community, such as a mix of public realm, community space and commercial hubs.
- Public realm to be mix of passive and active uses such as pocket parks, basketball courts, urban parks, exercise areas and seating.
- Community spaces could include council owned working hubs, temporary social housing
- Commercial hubs could include temporary commercial containers, start up enterprises etc.
- Ensure future developments do not compromise place shaping solutions.

## Findings from '20-minute neighbourhood' Program

- Remove physical barriers to walkability that leads to NACs to unlock community access.
- Walkability/cycling (e.g. east-west) is significantly impacted by the physical barriers of railway, roads and overall poor connections such as a lack of traffic lights and priority signalising.
- Disjointed public transport system, particularly the bus network, and its relationship to the PPTN and NACs.
- The barrier effect of the railway north-south has significant negative effects on pedestrian and cycling connectivity and movement.
- People are likely to use higher order centres, not NACs, if using cars.

# OPPORTUNITIES SHAPING THOMASTOWN AND LALOR



# WEST CONNECTIONS

- 5.1 Utilise and support Movement and Plan Framework to prioritise projects and direct funding.
- 5.2 Apply the 'Streets For People Report' (or similar) to further review of road networks and provide recommendations and prioritise projects.
- 5.3 Advocate for suitable PTV timetabling and rerouting that meets the needs to Thomastown and Lalor.



#### **HIGH STREET TRANSFORMATION**

Highest Priority 2022 Community Consultation

- 6.1 Advocate for a **Transformative High Street solution(s)** through Thomastown and Lalor to improve connections, access, public transport permeability and access, and improve social and environment benefit.
- 6.2 Advocate for Transformative High Street to be considered for future policy.

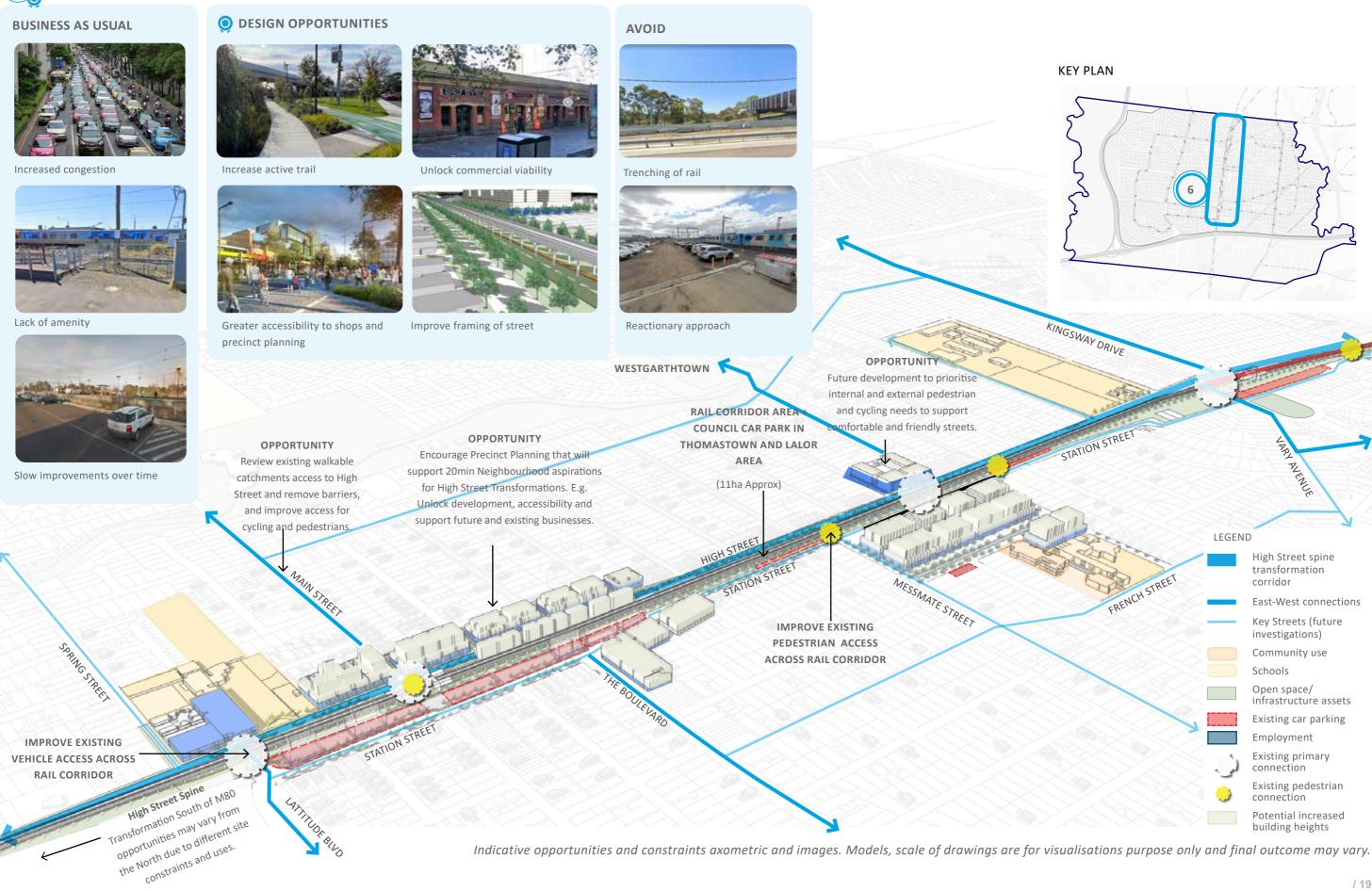


# MAXIMISE PERMEABILITY ACROSS FREEWAYS

- 7.1 Advocate for the **Street for People Report** to ensure movement permeability and consideration for all uses.
- 7.2 Advocate to federal and state bodies for funding, support and implement change.
  E.g. Victorian Government, Infrastructure Australia Infrastructure Victoria.



# **HIGH STREET SPINE TRANSFORMATION – CHALLENGES AND OPPORTUNITIES**





# SHARED LOCAL CULTURE

Thomastown and Lalor community hubs encourage connection, community ownership and participation. They celebrate cultural identity, provide dynamic learning, support passive and active uses and are places to gather for people of all ages, genders and abilities.

# **GOALS**



**WELCOMING PRECINCTS** 



**CULTURALLY CELEBRATED CIVIC PLAZAS** 



**INFORMAL SPACES** 

# **OPPORTUNITIES**



# **MAY STREET PRECINCT**

Build upon the strong community culture and continue to be heart to many residents.

9

# **WESTGARTHTOWN PRECINCT**

A precinct of rich history where opportunities are authentic to place.



# MAIN STREET PRECINCT

A place of dynamic learning and recreation with facilities and programs for 0-18 years of age pathways in one place.

11

## PETER LALOR PRECINCT

A place of young people and community that has strong sense of community ownership that goes beyond the 8am-5pm workday cycle.

#### **LEGEND**



State Freeway/Roads



Existing bus routes and stops

Creek line

Rail + transit hub



Wollert rail extension



## **HERITAGE AREAS**











- Fowlers Pottery
  Heritage Factory
  Building
- G Yan Yean Water Supply System Heritage Place
- H Lalor Fire Station
- Peter Lalor Housing
  Cooperative Precinct
  Heritage House
- Recreation use
- Schools + library use
- Community use
- Health use
- Community building
- Sports buildingPlace of worship
- buildings

  Community gardens
- Peter lalor walk
- ₩estgarthtown walk

Bridge

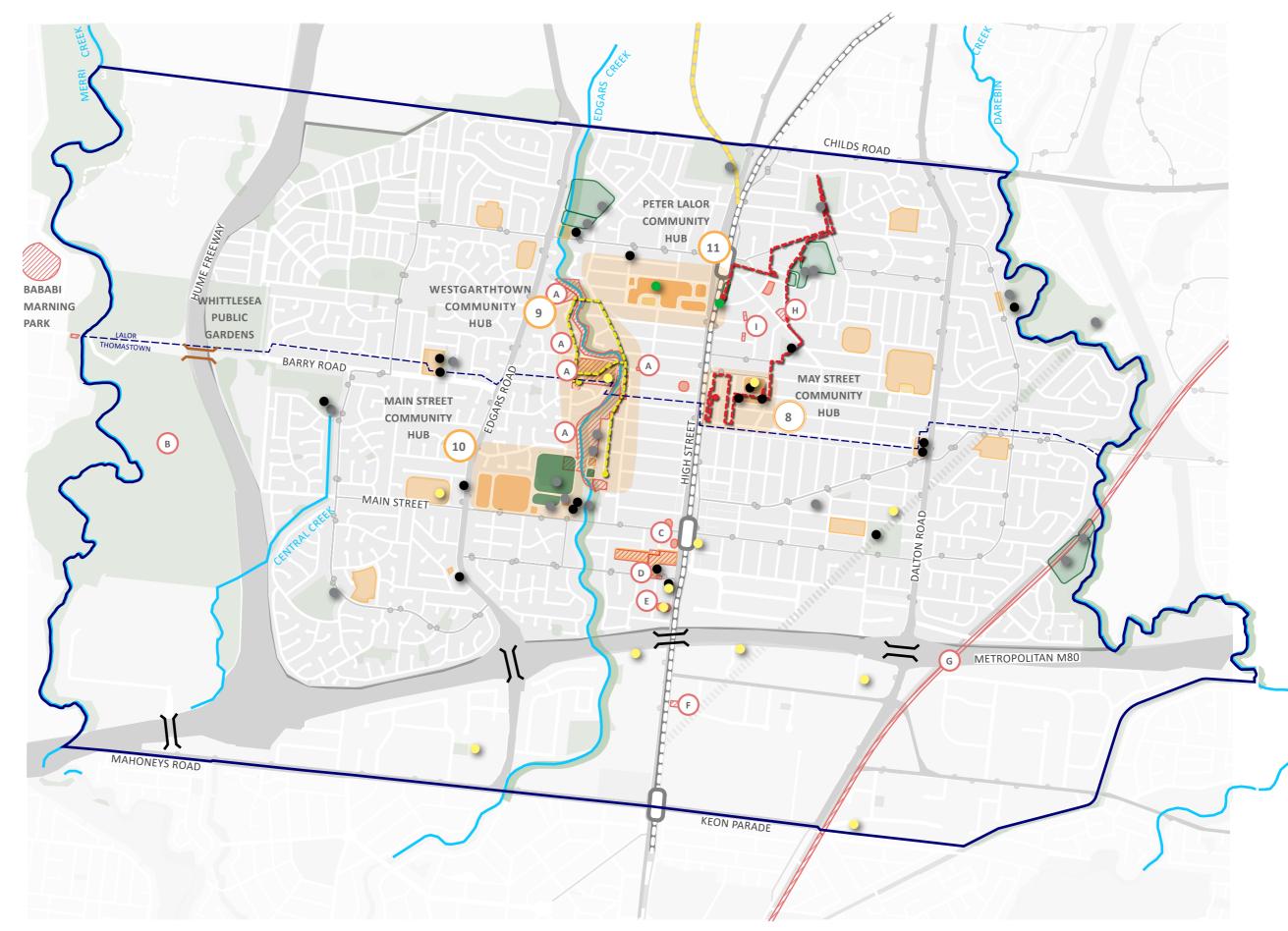
Pedestrian bridge

# **OPPORTUNITIES**

X

Opportunities location

Community hubs



Shared Local Culture Plan

# **GOALS**

# **WELCOMING PRECINCTS**

Local precincts are welcoming and form strong synergies between different community services for the community benefit.

#### General

- Ensure community hubs have the facilities and services to provide a range of social infrastructure to meet the unique needs of the local community.
- Increase viability of precincts with direct access between land uses and movement permeability.
- Improve general activation of the community precincts by utilising open space or temporary road closure to deliver events such as festivals, craft and fresh food markets, 'Ride and Stride', 'Playable Streets', 'Bush and Play' and Walking Thomastown.
- Enhance precincts by ensuring facilities and programs considers a space for 0-25 years of age to gather, linger and to learn.
- Improve interface to community hub to draw people in with street and increase community participation by exploring alternative fencing treatments and landscaping opportunities.

#### **Main Street Precinct**

- Improve the synergy between the various land uses by removing the barriers and create a central, safe and direct path from Thomastown West Primary School, Bubup William Aboriginal Child and Family centre, Thomastown Secondary College to the Main Street Recreation Reserve and Edgars Creek.
- Improve the sense of arrival of the precinct with landscape embellishment, signage and furnishing.

## **Peter Lalor Precinct**

• Improve visitation to key community buildings by creating shared internal places for people to gather.

## May Street/French Street

- Improve May Road Precinct by leveraging off commercial activity with cultural and community gathering spaces, and co locating community services and institutions.
- Explore temporary May Road closure for outdoor community events and performances.
- Enhance Lane Between French Street and May Road permeability by providing and prioritising pedestrians accessibility and landscape embellishment.

## **CULTURALLY CELEBRATED CIVIC PLACES**

Community buildings are designed to invite entry, encourage dwelling and project a civic presence that celebrates culture.

#### General

- Improve resilience of precincts by renovating aging infrastructure and buildings to support re-adaptability and multi-use during non-contact hours for multiple community groups.
- Enhance community places by ensuring buildings within precincts have interesting architectural style and material palette that enhance the character of the area. (Refer to built environment for further guidance)
- A well connected hub that supports a place for people of all ages to age in place, linger, gather and celebrate their culture and identity.
- Enhance safety and comfort of precincts by increasing passive surveillance with overlooking public community spaces, programming out of hours building uses and increasing community group participation.
- Increase the visibility and connection of cultural spaces through signage and materiality. E.g. Westgarthtown, various heritage and Aboriginal gathering spaces.
- Enhance connection to country by considering place naming as an opportunity to celebrate local culture.
- Integrate public art into spaces to celebrate and reflect local culture
- Improve community integration by ensuring wayfinding infrastructure identifies key cultural locations on maps and includes the top 5 local languages (other than English). In Thomastown and Lalor they are mainly Arabic, Italian, English, Macedonian, Indian and Vietnamese.

Refer to 2021 Census, Australian Bureau of Statistics.

# Westgarthtown

- Improve cultural connection to Thomastown and Lalor by integrating the local indigenous community (Wurundjeri Woi Wurrung) and the Zeibells Farmhouse Museum, Lutheran Church and Cemetery and Heritage Garden Friends of Westgarthtown for future master planning.
- Enhance and strengthen Westgarthtown open space qualities.

## **INFORMAL SPACES**

Informal spaces such as plazas, parks, neighbourhood centres and streets to support community integration.

#### General

- Enhance public spaces by including free-wifi delivered in key locations with spaces for community to work, study and online entertainment.
- Enhance ownership of space and participation by supporting community place making opportunities by providing resources to various groups to enable change.
- Purposeful landscaping improvements to create spaces where people can meet, gather, share their culture and feel a sense of pride for their area and empower them to take ownership of space.
- Enhance educational opportunities by supporting dynamic learning with shared land uses, facilities and knowledge.
- Enhance the series of spaces and services around the hubs that meet the need of the community.
- Improve community participation within precincts by supporting shared infrastructure between community groups and support facilities to be utilised outside regular hours.



**Zeibel's Farmhouse**. Heritage buildings to be celebrated and embraced.

## Findings from '20-minute neighbourhood' Program

- Review gaps in the service delivery for Thomastown and Lalor by supporting co-locating community services and institutions within to improve activity and access to services in a walkable local context.
- Sponsoring/supporting retailing and community festivals and other place based activities.
- Education facilities play significant economic and social roles to supporting many NACs and Health facilities can provide a niche focus for some NACs.

# **OPPORTUNITIES**SHAPING THOMASTOWN AND LALOR



## **MAY STREET PRECINCT**

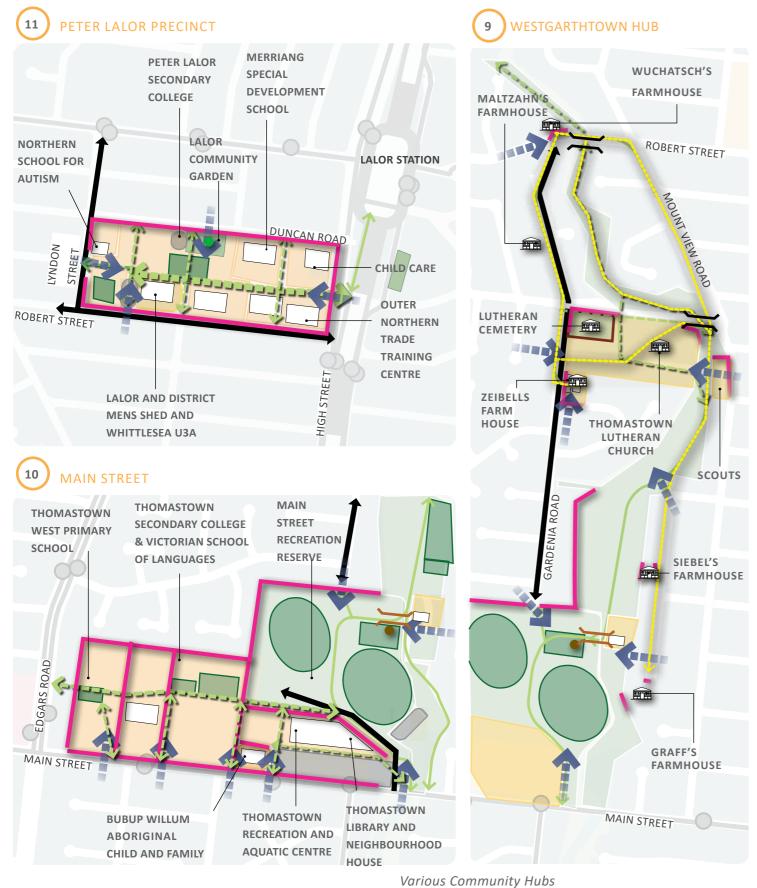
Highest Priority 2022 Community Engagement

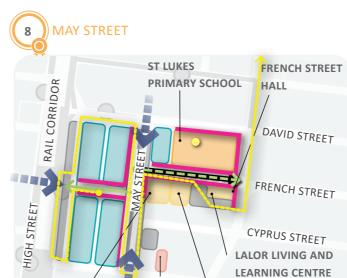
- 8.1 Advocate for annual events/festivals within the precinct to celebrate the community and various cultures.
- 9 WESTGARTHTOWN PRECINCT
- 9.1 **Investigate to prepare a masterplan** to create a vision the site.
- 10 MAIN STREET PRECINCT
- 10.1 Investigate to prepare master planning especially for lane way between Main Street and French Street.
- 11 PETER LALOR PRECINCT
- 11.1 **Trial 'Playable Streets' (or similar) project** for non priority roads to promote cycling, play and interaction for children.

# 8 9 10 11 ALL PRECINCTS

- Support and investigate services that will improve the community viability of these centres.
- Place Planning: Consider hubs as a collection of land- uses to design, identify lacking services, design qualities, prioritise and direct civil development projects
- Investigate to support findings from the 20 minute Neighbourhood Pilot Program nearby NAC's.
- Investigate to improve social housing stock near precincts.
- Advocate for funding streams to for state opportunities to foster land use improvement.
- · Form partners for placemaking initiatives.
- Investigate to ensure there are youth spaces
   (12-25 years of age) to linger, gather and learn at
   key transit and commercial nodes. E.g. Corner of
   the Boulevard and Station Street Shops as part of a
   pop-up or renewal projects.
- Integrate public art into spaces to celebrate and reflect local culture.

# **COMMUNITY HUBS**





HEALTH

**SERVICES** 

SENIOR CITIZENS CENTRE

AND BOCCE COURT





LALOR

LIBRARY

Playable Streets opportunities

> Existing bus routes and stops

> > Existing cycling and pedestrian networks

Potential future key cycling and pedestrian networks

Heritage walk trail

Recreation use (shared as part of precinct)

Open space (shared as part of precinct)

Schools + library use Community use

Car-park

Potential interface improvements

Dry stone wall Potential building for

use outside regular school hours

Commercial buildings Key access

Heritage building locations

Place of worship buildings

Community gardens Gathering space



Master planning May Street to unlock public realm potential (as per above).



# **VIBRANT CENTRES AND INDUSTRIES**

Thomastown and Lalor's dynamic, resilient and strong economy strengthened by existing businesses attracting jobs now, and of the future.

# **GOALS**



INCLUSIVE AND DYNAMIC LOCAL ECONOMY FOR ALL



VIBRANT, VIABLE AND ATTRACTIVE NACS



**ACTIVE RETAIL SPINE AND MOVEMENT CORRIDOR** 

# **OPPORTUNITIES**



**REIMAGINED BUSINESS PLACES** (12A) MAY ROAD SHOPPING PRECINCT



(12A) HIGH STREET PRECINCT

Maximise business opportunity in each place by increasing density, improve vibrancy, interfaces and the public realm.



**TOWN CENTRE REVITALISATION PROGRAM -**PLACE MAKING IMPROVEMENTS

Identify key strategic NACs for capital works interventions and enhancements.



## INNOVATION AND EMPLOYMENT

Build on established businesses and uses to innovate, uplift, improve amenity and intensify (where appropriate) employment densities.

## **PRECINCTS:**

Trawalla



Mahoneys Road



High Street West



Intersection Of Keon Parade And



Dalton Road Homemaker



Dalton Road North Settlement Road East



Cooper Street South-West

High Street

## LEGEND

bound

Thomastown and Lalor boundary State Freeway/Roads

-

Existing bus routes and stops

Cr

Creek line invert

Bridge

=

Pedestrian bridge Wollert rail extension

Commercial zones/NAC's /convenience stores

Industrial areas

#### **OPPORTUNITIES**



Renewal opportunities

Higher priority area for



improvement

Lower priority area for



Tourism opportunity



Key street – high activity
Key connections



Opportunities

improvement



Vacant/underutilised site opportunities (future investigation required)



Industrial open space interface opportunities

#### WALKABLE CATCHMENTS

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800m from all Neighbourhood Activity Centres (NAC's)



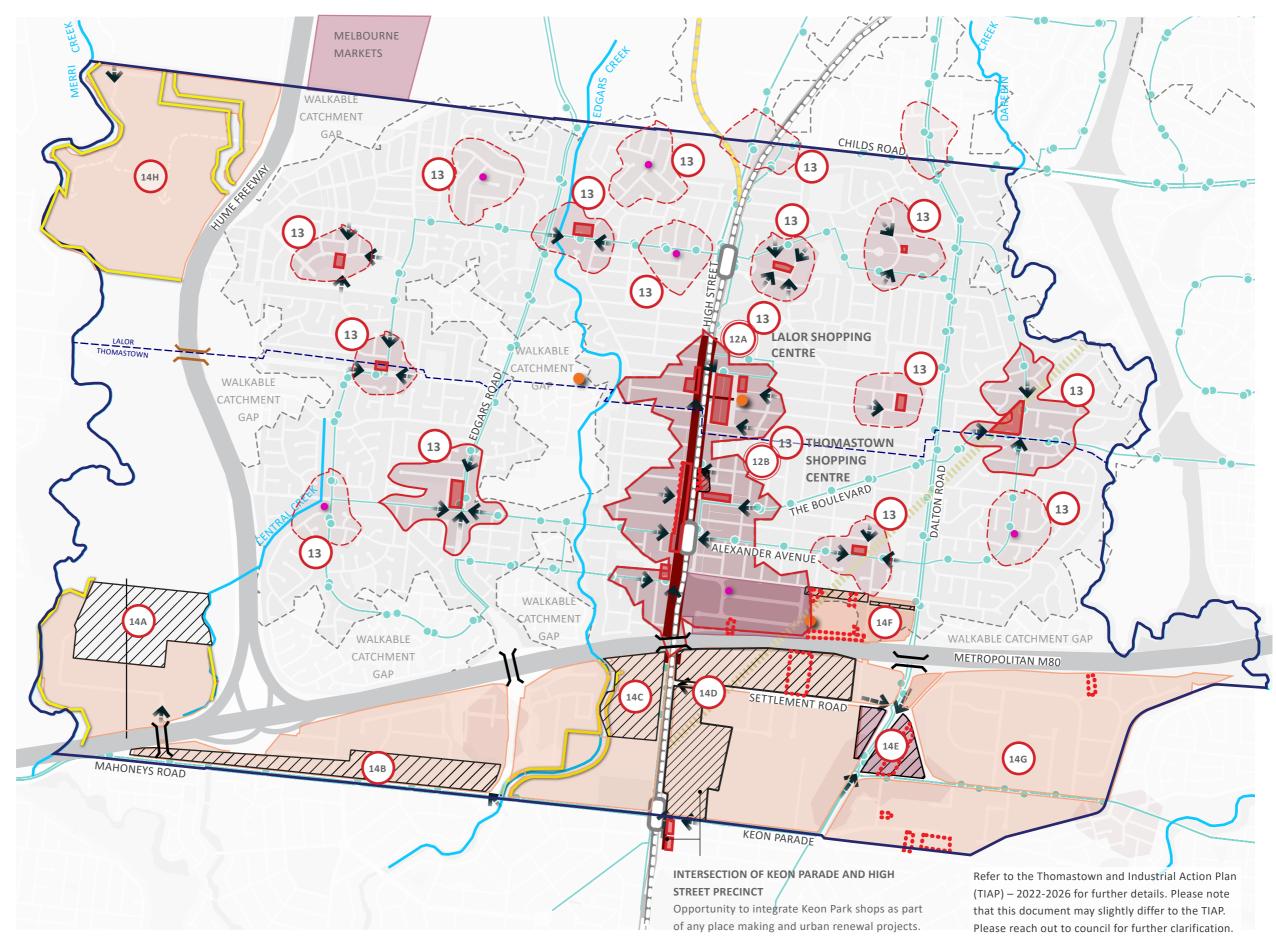
Thomastown Neighbourhood Activity Centres (NACs)

400m from Lalor and



400m from Neighbourhood Activity Centres (NACs)

200m from Neighbourhood Activity Centres (NACs)



Vibrant Centres and Industries Plan

Thomastown and Lalor: Place Framework

# GOALS

# **INCLUSIVE AND DYNAMIC** LOCAL ECONOMY FOR ALL

future employment opportunities.

#### General

- Actively encourage local employment opportunities and availability at all NACs sizes (Large, medium and small).
- Consider the social roles and demographics of residents, especially women with children, when encouraging local employment.

#### Resilient

- Ensure an adequate supply of employment land is maintained into the future.
- Increase household accessibility to NACs and local businesses within a 800m radius.
- Enhance NACs by supporting and encouraging lacking services such as pharmacy, newsagent and post office.
- Increase the share of higher order and professional services and knowledge workers by supporting investment into the area.
- Improve local workers' presence by advocating for coworking hubs and public facilities within all NACs.
- Increase economic resilience by ensuring that commercial buildings (new or retrofit) accommodate expansion and contraction of businesses that minimise obsolescence of sites to encourage current and future employment opportunities.

# Accessible

• Improve council's accessibility to businesses and actively foster economic and commercial relationships with the private industries to facilitate urban renewal and redevelopment to unlock new economies and industries.

#### **Industrial Areas**

- Increase Thomastown and Lalor labour force education profile by prioritising greater business floor space for intensification of industry along public transport routes and • Improve NAC resilience through diversification and key destinations.
- Industrial zones to include a diverse mix of industrial land uses by supporting current businesses and facilitating jobs of the future.
- Improve industrial precincts by encouraging and supporting facilities for workers. E.g. Cafes and local parks.
- Improve safety and connectivity to support labor force access and industrial viability.
- Ensure development applications meet the needs of the existing community and the vision for the area with supportive contextual and business case analysis. (Generally areas within renewal opportunities).

# VIBRANT, VIABLE AND ATTRACTIVE NACS

Dynamic economy to draw businesses to support current, and Neighbourhood Activity Centres (NACs) will be vibrant, supportive destinations that meet the everyday needs of the local community.

#### General

- Increase social infrastructure and amenity (built and natural) in all NACs to attract competitive businesses, investment opportunities, and workers' participation.
- Enhance sense of arrival to draw people into the shopping Commercial Zones, NACs and Convenience Stores precincts. E.g. Gateways, facade treatments, forecourts or plazas provides visual interest that enables lingering.
- Improve the image and amenity of the area to encourage . existing businesses to invest and upgrade facilities.
- Improve tourism opportunities within Thomastown and Lalor through precinct branding and place making.
- Improve business presence with inclusive signage to make people from all cultures, genders, identities and abilities feel welcome and safe.
- Support shop front improvements to ensure high quality standards are met.
- Improve wayfinding treatments from businesses to key destinations such as community hubs and train station. E.g Improve access from Main Street Community Hub and Thomastown Train Station to local businesses.
- Utilise public art that is multi functional/engaging for community and business benefits.

#### Innovation

- Improve innovation systems and/or networking co-hub spaces that attract businesses and draw more people into NACs.
- Encourage shared infrastructure to reduce costs and create mutual benefits for the private and public sectors.
- Increase NACs technological advancements to meet the changing needs of the community.

### Intensification

- intensification of business.
- Enhance business viability with increased buildings heights, maximising residential and employment opportunities. Development intensification to avoid negative parking and open space implications.
- · Improve the local economy by investigating underutilised/ vacant sites and foster relationships to unlock development opportunities.

# **ACTIVE RETAIL SPINE AND MOVEMENT CORRIDOR**

High Street to be a thriving place for business and activity.

#### General

• Increase High Street's opportunities by investigating strategic planning controls to support revitalisation and positive change.

- Increase and encourage outdoor trading along High Street to add to activity and vibrancy in the public realm.
- Enhance business opportunities by transforming the High Street/Rail Corridor freeing up access and land availability.
- Enhance place by embracing cultural opportunities to be integrated within businesses.
- Improve connections from surrounding employment precincts to support Whittlesea's growing population.
- Increase support and viability of the night time economy.
- · Support safety for all genders, all ages and abilities at all hours.

#### **Industrial Areas**

- · Improve freight and traffic connectivity for Settlement Road by advocating for a level crossing removal or similar.
- Enhance the 'Intersection of Keon Parade and High Street Precinct' by supporting innovative and intensive warehouse/office development that does not compromise operation of existing businesses and assist in activating public realm.
- Improve opportunities for people to access jobs within a short distance of public transport.
- Enhance Trawalla Avenue Precinct with redevelopment that achieves environmental, open space outcomes that increase economic investment.
- Investigate to improve amenity in the Thomastown Lalor industrial precincts.

# Findings from '20-minute Neighbourhood' Program

- Health facilities play significant economic and social roles to support many and at times provide a niche focus, adding to its sense of place.
- Increase residential densities and housing diversity around all by applying planning controls to support commercial vibrancy.
- Building on existing NAC strengths, allowing for specialisation and synergies to evolve with a particular focus on the arts, creative industries and particular retailing niches such as food and beverage production and consumption.

# **OPPORTUNITIES** SHAPING THOMASTOWN AND LALOR



**REIMAGINED BUSINESS PLACES** Highest Priority 2022 Community Engagement

- 12.1 Investigate to apply recommendations from the 20 minute neighbourhood pilot program to Thomastown and Lalor NACs.
- 12.2 Investigate the need for evidence based master planning/development guidelines that may lead to future planning controls. Economic Assessments, Residential Capacity Review, (or similar) are evidence based mechanisms that can influence change.



# TOWN CENTRE REVITALISATION

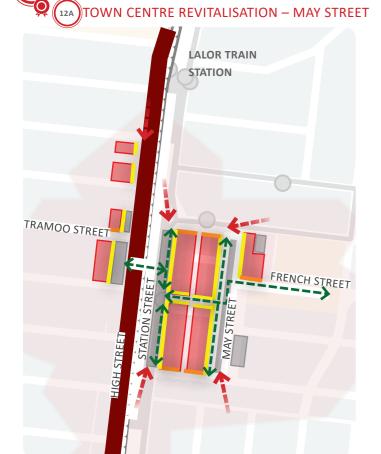
- 13.1 Promote targeted programs, exhibitions, festivals and markets to increase marketability. E.g. Made in Lalor.
- 13.2 Investigate Place Planning to ensure authenticity of areas are well designed.
- 13.3 Continue town centre revitalisation rollout and deliver capital works programs to deliver outcomes that are authentic to the place and have high community and economic value.

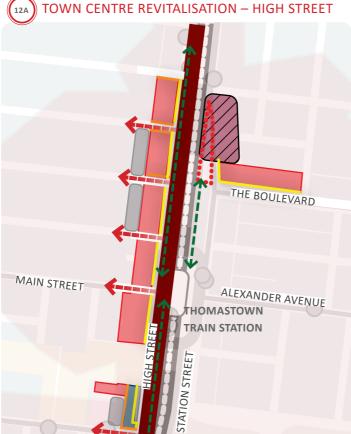


# INNOVATION AND EMPLOYMENT

- 14.1 Attract sufficient investment from government to seed development and uplift the area.
- 14.2 Unlock future renewal and development opportunities by partnering with developers and government bodies to improve industrial areas.
- 14.3 **Promote Smart City initiatives** to support the changing needs of Thomastown and Lalor businesses. E.g. Free Wifi, QR code navigation, Smart Parking, Data sensory and management.
- 14.4 Support council initiatives by actively promoting and working with business owners to address retail vacancy issues. E.g. 'Buy Locally' and 'Vacant To Vibrant.'

# **REIMAGINED BUSINESS PLACES**





14B MAHONEY'S ROAD Integrate

the residential land located to

the South by improving visual

appeal, raising the visual and

employment profile



Commercial/industrial Desired built form outcomes. Opportunity to foster economic hubs that will provide open space, well landscaped outcomes where employees and business love to work.

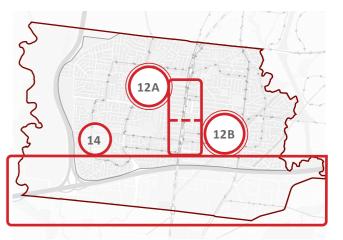
14F DALTON ROAD NORTH

quality older stock.

Bound by residential in the North, close

proximity to Thomastown NAC and high

#### **KEY PLAN**



# INNOVATION AND EMPLOYMENT LOCAL INDUSTRIAL OPPORTUNITIES

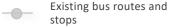


Opportunity for innovative and intensified industrial precincts to create jobs of the future with great semi-public open space such as shared spaces. This is Ideal for service industries.

# LEGEND

Thomastown and Lalor boundary







Key street connection Key pedestrian/cycling



Commercial Zones/



400m walkable catchment



Industrial areas Renewal opportunities



Existing car park Primary interface



Secondary interface Critical intersection



Critical vehicle access High street transformation



Landscape enhancement Open space corridors



Vacant/underutilised site opportunities (future investigation required)

# **14A TRAWALLA**

14

Surrounded by a large amount of open space and access from Mahoneys Road lends this area as an environmentally conscious industrial opportunity.

MAHONEYS ROAD

# Tucked between Edgars Creek, Metropolitan Ring Road and High Street, it has the potential for

14C HIGH STREET WEST

improved accessibility, intensification of buildings, open space and landscaping, connectivity to Edgars Creek and improved visual appearance to enhance profile of development.

# 14D INTERSECTION OF KEON PARADE AND HIGH STREET PRECINCT

KEON PARADE

Potential future

level crossing

The gateway into Whittlesea and is closely located to a NAC and public transport. It has the potential to be an intensified and highly accessible area with architectural merit.

# 14E DALTON ROAD HOMEMAKER PRECINCT

SETTLEMENT ROAD

and developing under utilised sites has potential to unlocking employment opportunities for Thomastown and the wider community.

Bounded by Dalton Road and Settlement Road. Improving connectivity

SETTLEMENT ROAD

Reimagined Business Places Opportunities and Constraints Plans.

14G SETTLEMENT ROAD EAST

Mixed industrial use and higher

redevelopment opportunity in

to reconnect surrounding path

networks and redevelopment

when building stock becomes

older and obsolete.

the short term. Opportunity

intensity than surrounding

industrial sites make this

area limited in strategic



20 MINUTE NEIGHBOURHOODS

NOITA AND RECREATION

COUNCIL GOAL

Liveable neighbourhoods

"Co-working spaces and business incubators for us, start-ups and self-employed."

"Be cautious of over and under development."

"Retain the trees and histories. These suburbs are full of them."

CCESS AND TRANSPORY

00

Design Excellence and Identify controls or guidelines to influence higher quality development outcomes are equal opportunities that were the highest priority in this theme.

"We need to have a strategy to ensure that our suburb maintains its character."

# **KEY 20-MINUTE NEIGHBOURHOOD** HALLMARKS / W2040 COUNCIL GOAL

# STRATEGIC ALIGNMENT

Better Apartment Design Standards Melbourne Industrial & Commercial Land Use Plan Housing Diversity Strategy Urban Design Guidelines for Victoria Neighbourhood Design Guidelines

# **ENHANCED CHARACTER**

New developments in Thomastown and Lalor will be high quality, respecting and enhancing local character and culture. Built form will provide a high quality interface to public spaces and improve liveability for all.

# **GOALS**



**ACTIVATED PUBLIC SPACES** 



**ENHANCED CHARACTER AND IDENTITY** 



**FOCUSSED URBAN RENEWAL** 

# **OPPORTUNITIES**



## PREPARE INDUSTRIAL AREA DESIGN GUIDELINES

Support businesses to succeed environmentally, socially and economically.



Equal Highest Priority 2022 Community Engagement

# **BUSINESS AS USUAL (BAU) – DESIGN EXCELLENCE**

High quality developments that enhance Thomastown and Lalor built form.



IDENTIFY CONTROLS OR GUIDELINES TO INFLUENCE HIGHER **QUALITY DEVELOPMENT OUTCOMES** 

Provide guidance for future development and appropriate built form.

## LEGEND

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Thomastown and Lalor boundary



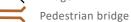
Rail



Existing bus routes and stops



Bridge



Creek line invert



Existing open space Commercial zones/ NAC's/convenience



stores Industrial areas



Residential Growth Zone

## **OPPORTUNITIES**



Urban renewal area (Northern Metro Region 2050 Plan)



Industrial renewal opportunities



Open space interface improvement
Road interface



High street corridor car parking investigation



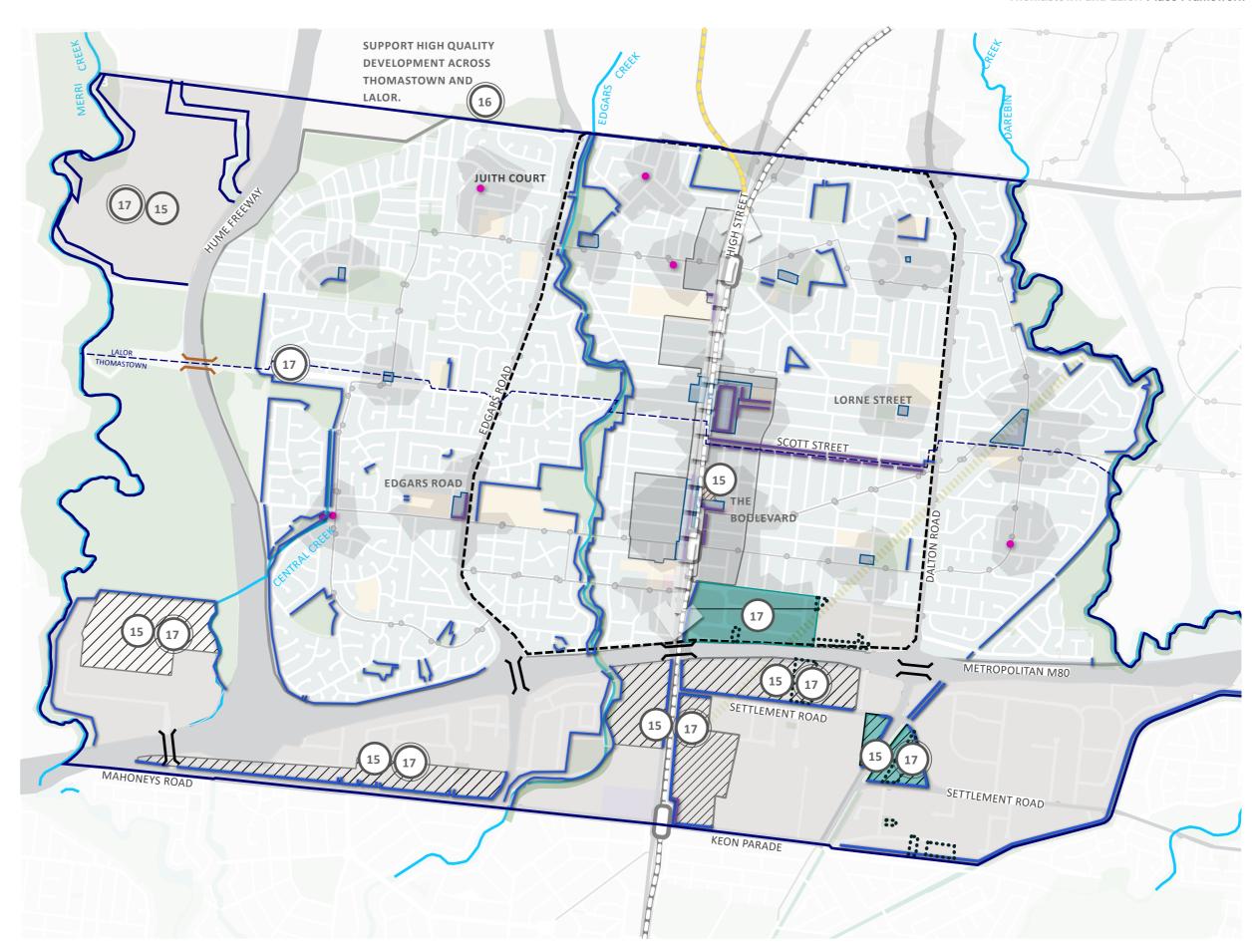
Opportunities location

improvement



Vacant/underutilised site opportunities (future investigation required)





Enhance Character Plan

Thomastown and Lalor: Place Framework

# GOALS **ACTIVATE PUBLIC SPACES**

Buildings to include active uses at ground level and incorporate features that improve natural surveillance to ensure people feel safe, and comfortable in public areas and streets.

#### Commercial zones, NACs and convience stores

- Activate frontages to provide visual interest, places for interaction, and visual connections between internal and external spaces.
- Investigate the viability of upper storey development and use of air rights to increase surveillance of the public realm and general activity in commercial areas.
- · Avoid blank walls, visually uninteresting and inactive frontages in key pedestrian areas.
- Support a material palette that adds to a sense of place and tells the cultural story of Thomastown and Lalor.
- Utilise architectural and public realm features at key intersections to enhance a sense of arrival and experience.
- Ensure new developments provide awnings and glazed façades to High Street to maintain an active frontage that provides weather protection.
- Ensure architectural treatments to express the main entry and incorporate contemporary, high quality materials.
- Utilise events and programming to activate public realm.

#### **Community facilities**

• Improve community facilities public realm spaces with spillout areas that are well landscaped and incorporate local or cultural art as a part of building entries.

#### **Industrial** areas

- Screen fencing (when required) with planting and align built form setback to minimise visual impact.
- Encourage developments to incorporate connections through sites to improve permeability and walkability.

## Development adjoining open space

- Where possible, design active or semi-active frontages facing open space areas.
- Encourage upper storey built form with balconies in new developments overlooking public spaces.
- Encourage visually permeable and low fencing in developments adjoining open space.

#### **Freeway Interfaces**

• New developments to consider interface treatments and landscaping to secondary road frontages, including Metropolitan Ring Road, to improve the presentation of the area along key movement corridors.

# **QUALITY AND CHARACTER**

New building developments to continue to reinforce Thomastown and Lalor's cultural and visual identity.

#### General

- Define building entries at street level, through the use of awnings, architectural elements and colour to provide a sense of address and transitional space.
- Architectural design features should be contemporary, integrate with the surrounding existing built form of the area and adequately respond to the existing materials and finishes of the area.
- Celebrate the work of local artists in built form.
- Identify opportunities to reference local Aboriginal culture and local cultural heritage in built form.
- Ensure new development contributes to the general uplift and amenity of the industrial area through high quality materials, landscaping and articulation.
- Enhance Thomastown and Lalor climate change and environmental conscience with building design innovation. • E.g. Mitigate flooding with design innovation for new development, roof top planting, rain gardens, etc.
- Buildings should celebrate character through diverse materials that create shadows, play of light on surfaces and textures that attract touch. Avoid simplistic and devoid of character outcomes.

#### Civic presence

• Civic buildings including community centres, libraries, schools and train stations have a key role to play in elevating development quality through contemporary and sensitive architectural responses to local context. These buildings should aim to improve public space interfaces.

## **Human Scale**

• Ensure that human scale built form is maintained in higher density development over time through increased • detailing at street level and upper level setbacks.

## **Gateways**

 Create a sense of arrival at key locations including Thomastown Station, Lalor Station and Keon Park Station Strategic Site Investigations through enhanced landscaping, street treatments, and landmark architecture.

#### Commercial

- Retain the facade variety of key commercial streets including High Street, Station Street and May Road by ensuring that businesses retain their individual identity.
- Provide weather responsive overhangs and awnings along commercial frontages and key pedestrian walking routes.

# **FOCUSSED URBAN RENEWAL**

New development in Thomastown and Lalor to be managed to ensure development is appropriate for the local context and improves liveability.

# Locational priorities for renewal

- Encourage high change urban renewal within walking distance of Thomastown and Lalor NACs within either Commercial and/or within Residential Growth Zone areas.
- Encourage medium change within Edgars Road and Lalor Hub NACs walking catchments.
- Encourage upper level residential development above commercial uses along High Street and Station Street to maximise access to transport and services.

#### Land use transitions

- Ensure new development is sensitive to adjoining development through incremental changes in building setbacks, heights and articulation.
- Ensure transition areas between industrial, commercial and residential zones are treated to minimise impact on lower intensity uses.
- Improve visibility of centres through a corner site/built form treatments and of high architectural standards.

## Large site redevelopment opportunities

- Utilise development opportunities on large sites adjoining Edgars Creek to improve site permeability and the interface with Edgars Creek and Marran Baba Parklands.
- Private, local or paper road provisions should be considered along the Edgars Creek to improve access and safety in
- Avoid poor visual outcomes that front public realm. E.g. Avoid storage areas adjoining public realm.

#### Laneways

Enhance laneways passive surveillance and pedestrian safety by supporting developments that positively address the public realm and review/limit vehicle accessibility.

 Potential to review council and state owned sites to unlock social, housing, and economic opportunities.

# Findings from '20-minute Neighbourhood' Program

- Encourage higher population and dwelling density around through redevelopment of older housing stock and activate the ground plane
- Much of the housing stock around many NACs could be redeveloped to improve housing diversity and quality.
- Safety issues and concerns during both night and day.
- Often poor community perceptions of NACs.

# **OPPORTUNITIES**

# SHAPING THOMASTOWN AND LALOR



# PREPARE INDUSTRIAL AREA **DESIGN GUIDELINES**

15.1 Prepare Industrial Guidelines that improve the amenity of industrial areas to attract further investment and employment whilst protecting and recognising the existing businesses.



# **BUSINESS AS USUAL (BAU) -DESIGN EXCELLENCE**

Highest Priority 2022 Community Engagement

16.1 Urban Design advice and guidance for all development near NACs and along key strategic streets to support design excellence.



# **IDENTIFY CONTROLS OR GUIDELINES** TO INFLUENCE HIGHER QUALITY **DEVELOPMENT OUTCOMES**

Highest Priority 2022 Community Engagement

- 17.1 Developers are encouraged to engage with council early in the application process.
- 17.2 Consider the following controls and influences within Thomastown and Lalor:
  - Prepare and apply Neighbourhood Development Manual guidance for new development to ensure design quality
  - Prepare residential interface guidelines and investigate the use of planning controls to deliver high quality built form and improve passive surveillance onto open spaces and public realm. E.g. Key streets, residential backing onto open space and lane ways
  - Ensure developments maintains a visual appearance that is appropriate to scale and enhances neighbourhood character
  - Explore council key redevelopment sites along High Street and explore mechanisms to improve development outcomes. E.g. High Street Council owned car parking sites.
  - Explore undertaking master planning for identified industrial and underutilised sites and investigate the use of planning controls to deliver high quality built form
  - Provide guidance for urban renewal in key locations.

# MATERIALS AND FINISHES PALETTE FOR THOMASTOWN AND LALOR

# **CIVIC BUILDINGS**

In the public realm greys/blues have generally responded to the existing blue stone early settlement in either concrete colouring treatment or stones.



# **Baptcare Wattle Grove** Community

- Earthy tones
- Perforated brown panels breaking up built form
- Expressed entry



**BUILDING INDICATORS** 

EXISTING

# **Thomastown Meadows School**

- Earthy tones with lower part brick
- Roofing resemble surrounding building heights and form



# **Mosaic Community Pavilion**

 Warm colours panelling blended with brick that responds to the existing colours of the area



# **Spring Street** Kindergarten

- Cool colours
- High quality concrete rendered cladding and coloured sheet metal

## RESIDENTIAL

Heritage buildings are generally blue stone with corrugated roof, and a front white timber picket fence. Post war development (1950s onwards) incorporates warmer colours generally terracotta, creams, reds, oranges, browns and golds brick walls and low front fencing.



# Cream brick 1950s-1960s

- Cream brick Veneer Walls
- Terracotta Roof
- Brick fence



# Timber bungalow 1950s-1960s

- Cream brick. Mix of light and dark tones Terracotta Roof
- Timber Picket Fence



- Earthy brick walls
- Brick fencing with ornamental features
- Terracotta Roof



- Brick/Masonry Walls
- Terracotta Roof
- No fencing with landscape



## **Reproduction** 1990s

Warm colour interruption of representing materials and style of area with terracotta roof



16

- Simple use of robust materials e.g. rendered brick walls, feature timber panel
- Contemporary interruption of colours and existing character

## **COMMERCIAL**

Existing commercial areas tend to be a vibrant mix of colours and materials, with very little consistency of built form.

# **INDUSTRIAL**

Older industrial areas use predominantly corrugated steel, brick and concrete. New industrial pockets utilise increased glazing and panelling.



## **Lalor Shops**

- Earthy tones
- Perforated brown panels breaking up built form and creating variable street rhythm



- Signage branding conflicting loud bright colours



- Warm brick tones, yellow street furniture highlights
- Opportunity for upper storey development and to capitalise recent Council investment in streetscape



- Brick light
- Mix of reds and oranges
- Awnings present over footpath with variety in height, width and detailing



- Generally cool colours E.g. Blues, yellows and greens
- Awnings vary in heights



## Meridian- Medium Scale

- Blended earthy tones
- Contemporary design
- Screened car park with landscaping



# Meridian - Large Scale

- Light earthy tones
- Contemporary design
- Screened car park with landscaping



- Modern, mix of perforated metal of greys, oranges and metal sheeting
- Well landscaped



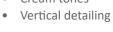
- Older building stock sited directly on street
- Many hard surfaces with dominant asphalt, canopy trees is limited



Cream tones









Awnings protect semi-public and public realm on all active streets.



Street frontage treatments that form character that is respectful of area



Robust material that age well over time



Maximise and integrated landscaping with the built environment



Colours that respond to Thomastown and Lalor suburb character, history and context



Expressed entry points provide gateway to buildings



Interruption of pattern or use of European



Avoid blank walls, texture that create shadow that is settlement materials attractive to touch



Achievable higher density with positive street address



Responsive built form and high quality materials overlooking interesting public realm



Design features makes blank walls



# PLACE SHAPING OVER TIME

This timeline provides a broad guide as to when place shaping opportunities could be implemented and responsibility.

Many of these projects are identified as opportunities and some are in the early scoping phase. All opportunities will need time and community consultation to explore options in greater detail and may trigger refinement. This timeline is intended to be flexible to respond to changing circumstances and community priorities.

These opportunities will be assessed to be incorporated in the Integrated Planning Framework Strategy Action Plan over time.

Please note implementation of proposed works will be subject to further detailed design, funding availability, consultation with stakeholders and the community.

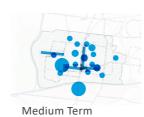
Any proposals on private property or vicinity of such, will be subject to property owner consent and relevant authority approval.

# INDEPENDENT PROJECTS UNDER ONE VISION

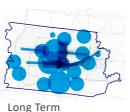
Council aims to review and update every this document every **three-five years** to remain a place based and a community responsive document.



In the short term, the Place Framework will begin unlocking, prioritising, budgeting, advocating for projects internally and externally and some design interventions that will aim to generate maximum place based outcomes but still be within the overall vision.



Thomastown and Lalor in the medium term will focus on a range of implementing design interventions that will connect and improve areas based council plans, budgets, available funding, grants, and political priorities. Advocacy and prioritisation of projects will continue to evolve.



Major place shaping projects will transform Thomastown and Lalor significantly that will achieve future aspirations in the long term. This document aims to evolve over time to represent Thomastown and Lalor ultimate vision.

# THEMES – (MAY OVERLAP)

- Greener Spaces
- Connected Places
- Shared Local Culture
- Vibrant Centres And Industries
- 5 Enhanced Character

#### **KEY PARTNERS**

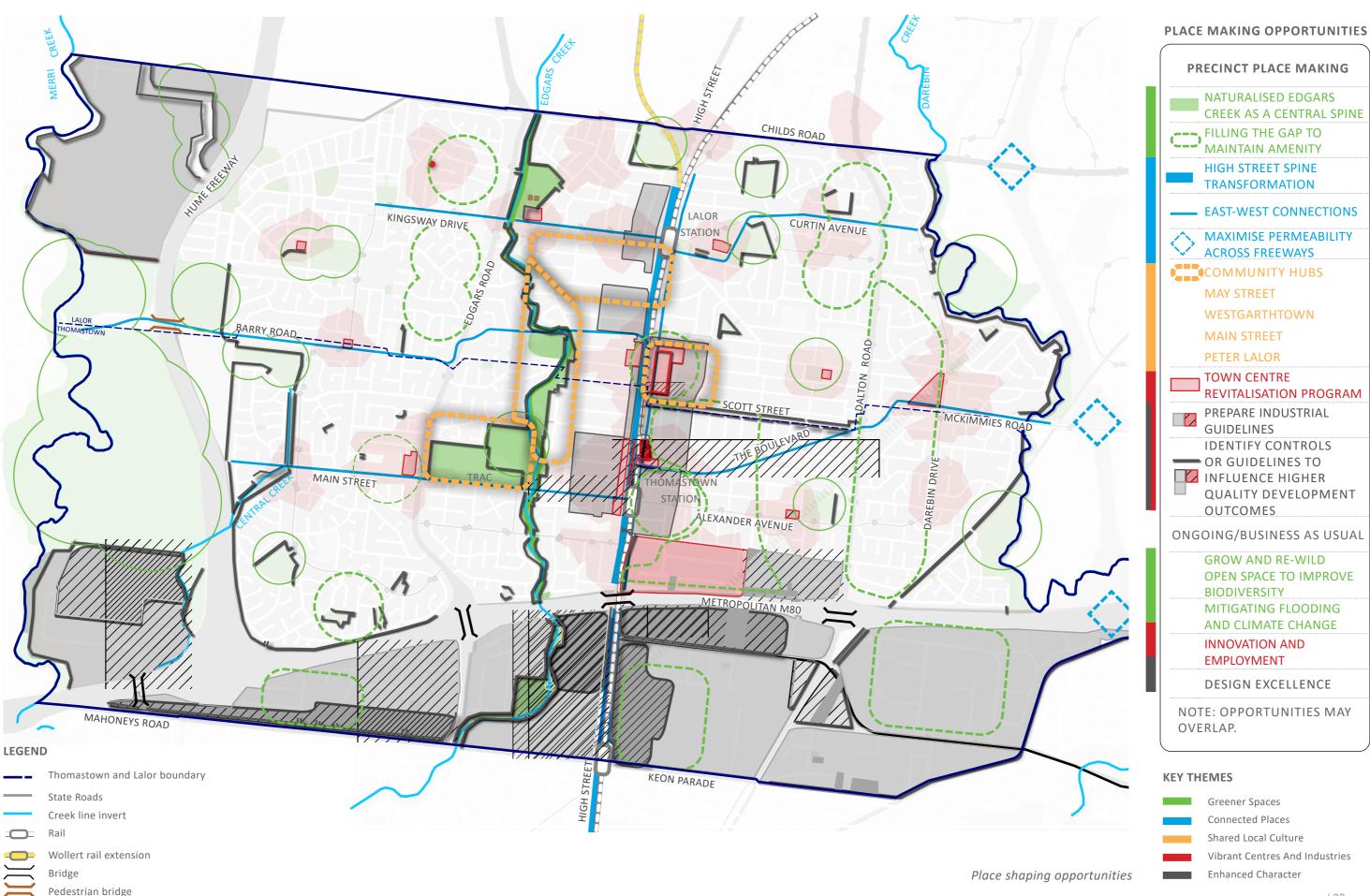
- w City of Whittlesea
- Gov Government

  Community
- Traders and
- landowners

  Other organisations

ОРГ	PORTUNITIES	COMMUNITY PRIORITY	THEMES	KEY PARTNERS
1	NATURALISED EDGARS CREEK AS A CENTRAL SPINE	<b>Q</b>	12345	W GOV 2 5 H
2	FILL OPEN SPACE GAPS TO MAINTAIN AMENITY		12345	w e e s m
3	GROW AND RE-WILD OPEN SPACE TO IMPROVE BIODIVERSITY		1 2 3 4 5	w ev 2 5 m
4	MITIGATE FLOODING AND CLIMATE CHANGE		12345	W GOV S M
5	EAST-WEST CONNECTIONS	-	1 2 8 4 5	W GOV 2 5 M
6	HIGH STREET SPINE TRANSFORMATION	Q	12345	W GOV (2) (5) (f)
7	MAXIMISE PERMEABILITY ACROSS FREEWAYS		12845	W GOV 2 S
8	MAY STREET COMMUNITY PRECINCT	Ö	1 2 3 4 5	w 60y 2 \$ M
9	WESTGARTHTOWN COMMUNITY PRECINCT	<u> </u>	1 2 3 4 5	w eov 2 5 m
10	MAIN STREET COMMUNITY PRECINCT		12345	w ev 2 5 m
11	PETER LALOR COMMUNITY PRECINCT		1 2 3 4 5	w eov 2 5 m
12	REIMAGINED BUSINESS PLACES	<b>Q</b>	1 2 8 4 5	W GOV 2 \$ M
13	TOWN CENTRE REVITALISATION PROGRAM		1 2 8 4 5	W GOV 2 5 M
14)	INCLUSIVE AND DYNAMIC ECONOMY		12345	W GOV 2 \$ #
15	TO PREPARE INDUSTRIAL AREA DESIGN GUIDELINES		1 2 8 4 5	w gov e s
16	BUSINESS AS USUAL – DESIGN EXCELLENCE	<b>©</b>	1 2 3 4 5	W GOV E S
17	IDENTIFY CONTROLS OR GUIDELINES TO INFLUENCE HIGHER QUALITY DEVELOPMENT OUTCOMES	<b>©</b>	1 2 8 4 5	w Gov • \$ m

# POTENTIAL PLACE SHAPING OPPORTUNITIES SUMMARY PLAN







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