

HIGH STREETSCAPE UPGRADE



City of
DAREBIN

the place
to live



HIGH STREET PRESTON STREETSCAPE UPGRADE

DRAFT CONCEPT PLAN

August 2025

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Darebin City Council acknowledges the Wurundjeri Woi Wurrung people as the traditional owners and custodians of the land and waters we now call Darebin and pays respect to their elders, past, present and emerging.

Council affirms that Wurundjeri Woi Wurrung people have lived on this land for millennia, practising their ceremonies of celebration, initiation and renewal.

Council respects and recognises all Aboriginal and Torres Strait Islander communities and their values, living culture and practices, including their continuing spiritual connection to the land and waters and their right to self-determination.

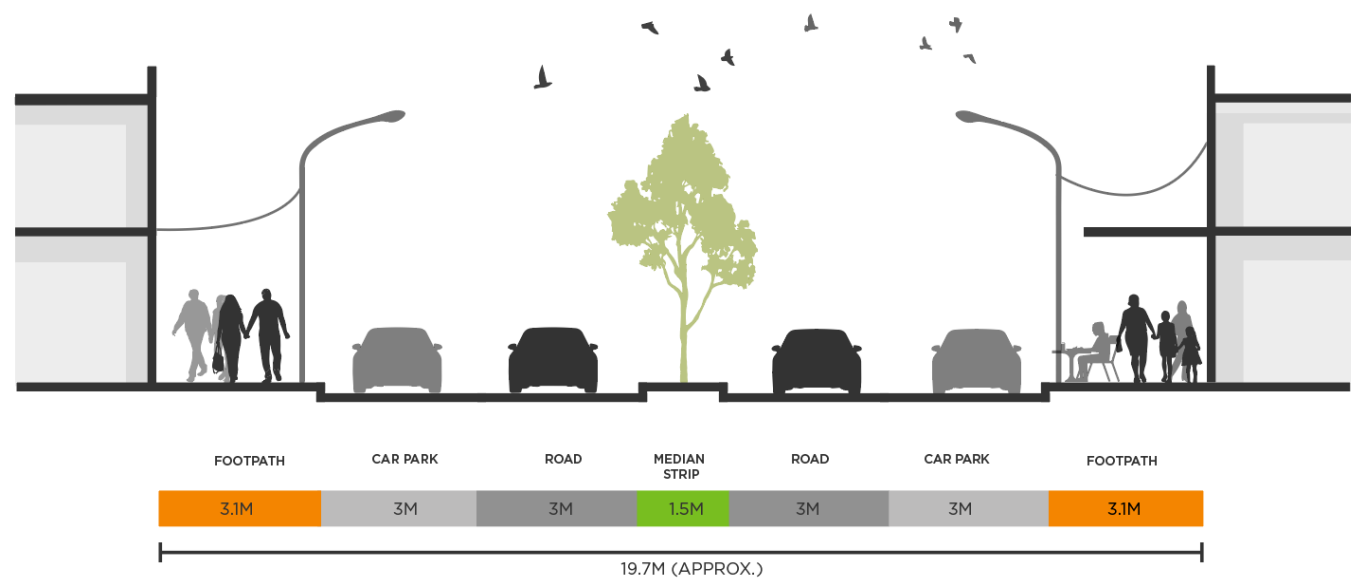
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1. CONCEPT DESIGN OPTIONS

High Street is typically 19.7 metres wide, and there is little variation to the cross section between Bell Street in the south and Murray Road in the north.

The typical cross section of High Street includes 3.1 metre wide footpaths on either side, 2 lanes of northbound and 2 lanes of southbound traffic, and a 1.5 metre wide median strip. When clearways are not in operation, the vehicle lanes nearest the footpaths are used for on-street car parking.

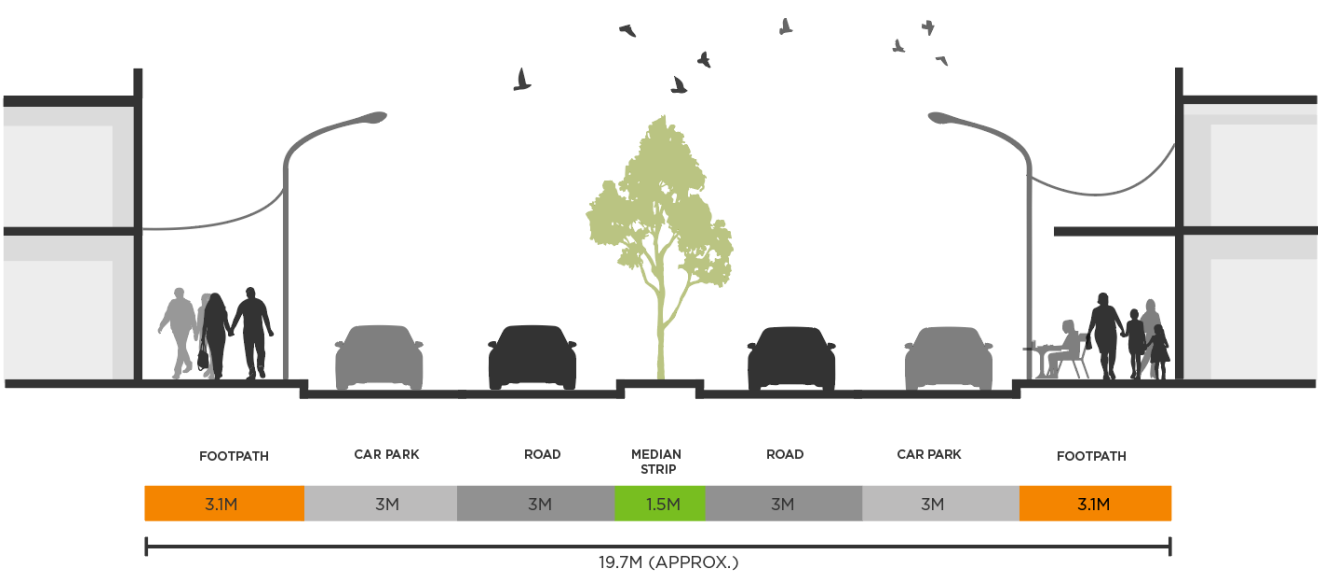


Existing cross section of the High Street streetscape

There are four concept design options each of which showcase different configurations for High Street based on street width and existing constraints. All the options consider retention of the majority of on-street car parking and seek improvements to pedestrian amenity.

1.1 OPTION 1 - CLEARWAYS RETAINED

Option 1 is a like-for-like replacement that is currently budgeted for. It retains the clearways which limits the ability to widen the footpath or create kerb outstands for increased landscaping and pedestrian areas.

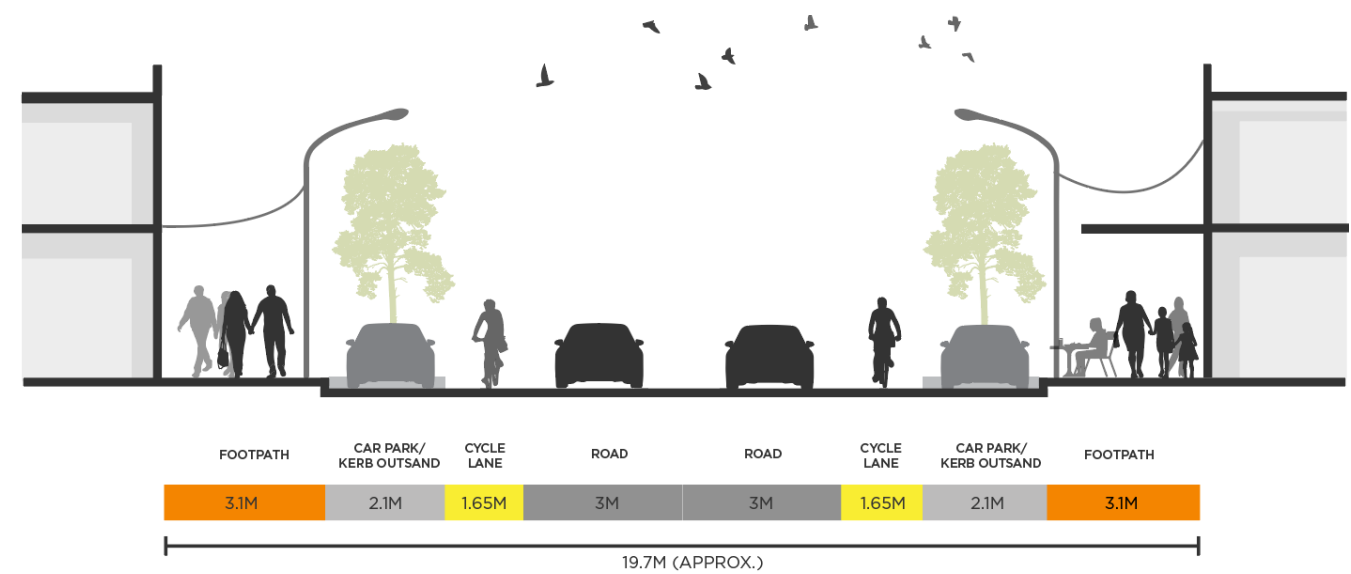


Options	Design Elements								
	Clearways retained	Kerb outstands	Median including trees	Bike safety	Widened footpath	New trees & landscaping	Lighting upgrade	Pedestrian crossings	New seating areas
Option 1 Clearway retained	✓	✗	✓	✗	✗	✗	✓	●	✗

✗ = not included, ● = somewhat include, ✓ = included.

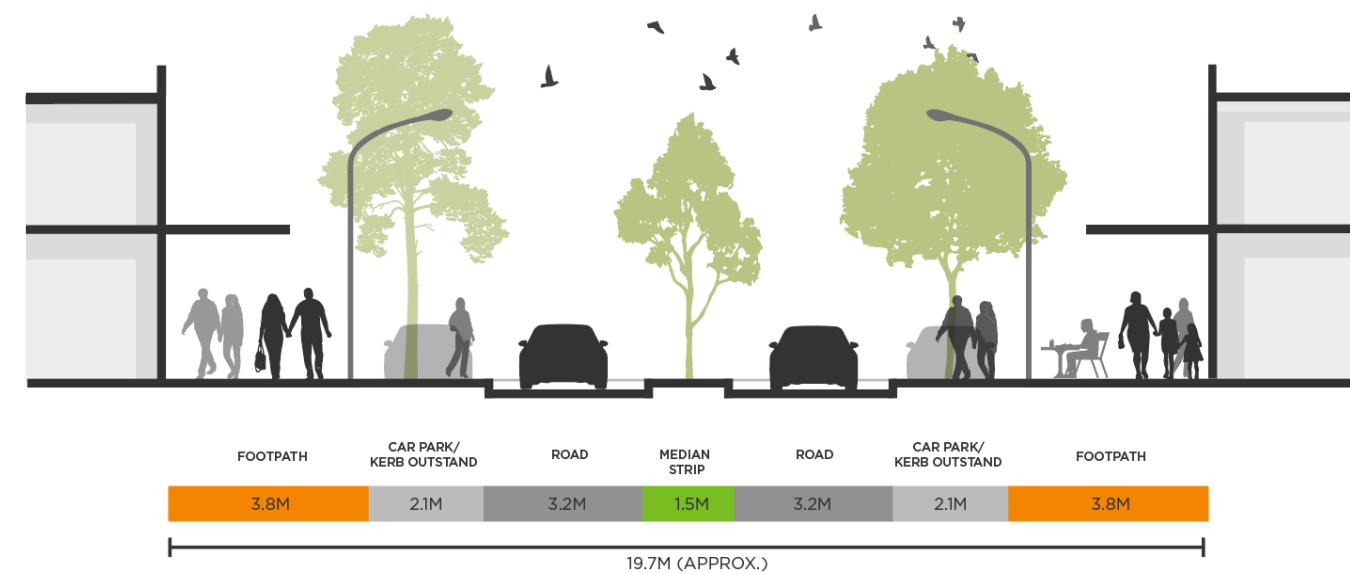
1.2 OPTION 2 - BIKE LANE

Option 2 removes the median strip and adds on-road bike lanes and retains parking on each side of the road, without widening the footpath. This is only possible if the landscaped median and all the trees in it are removed. There is however no space for a separated bike lane within the road reserve while retaining on-street carparking.



1.3 OPTION 3 - RAISED CROSSINGS

This option proposes raised crossings and a widened footpath with limited kerb outsands only near new raised threshold crossings. The option provides limited opportunity for seating areas and landscaping on the kerb outsands due to sight lines and the space required for comfortable pedestrian movements.



Options	Design Elements								
	Clearways retained	Kerb outsands	Median including trees	Bike safety	Widened footpath	New trees & landscaping	Lighting upgrade	Pedestrian crossings	New seating areas
Option 2 Bike lane	✗	✓	✗	✓	✗	✓	✓	✓	✓

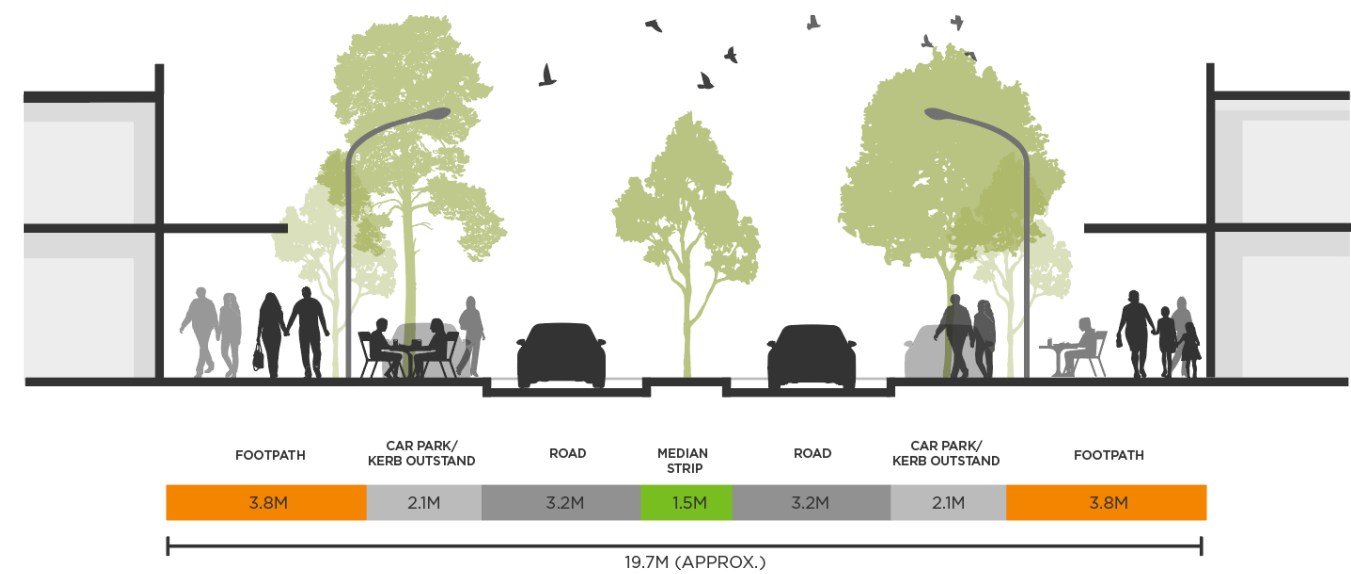
✗ = not included, ● = somewhat include, ✓ = included.

Options	Design Elements								
	Clearways retained	Kerb outsands	Median including trees	Bike safety	Widened footpath	New trees & landscaping	Lighting upgrade	Pedestrian crossings	New seating areas
Option 3 Raised crossings	✗	●	✓	✗	✓	●	✓	✓	●

✗ = not included, ● = somewhat include, ✓ = included.

1.4 OPTION 4 - KERB OUTSTANDS

Option 4 is the preferred option. This proposal comprises widened footpath with kerb outstands located at key intersections with raised threshold crossings. This layout will provide space for landscaping including new trees, street furniture including seating areas and safe, comfortable and efficient pedestrian movements.



Options	Design Elements								
	Clearways retained	Kerb outstands	Median including trees	Bike safety	Widened footpath	New trees & landscaping	Lighting upgrade	Pedestrian crossings	New seating areas
Option 4 Kerb outstands	✗	✓	✓	●	✓	✓	✓	✓	✓

✗ = not included, ● = somewhat include, ✓ = included.

2. CONCEPT DESIGN ASSESSMENT

The four concept design options were assessed based on the priorities identified by the community as part of Stage 1 engagement. The 5 rows shaded in light grey are the top 5 priorities based on community feedback.

As shown below, Option 4 was able to achieve all of the outcomes sought by the community in the first round of consultation.

Based on the above assessment Option 4 (Appendix F) is recommended for community engagement.

Priority	Assessment Criteria	Option 1	Option 2	Option 3	Option 4
1	More street trees and landscaping	●	●	○	●
2	More outdoor dining	●	○	○	●
3	More seating and meeting areas	●	●	●	●
4	New street furniture	○	●	○	●
5	Wider footpaths	●	●	●	●
6	Better footpath surfaces	●	●	●	●
7	More pedestrian crossings	○	●	●	●
8	Use of environmentally friendly materials and treatments	●	●	●	●
9	Improved street lighting	●	●	●	●
10	More e-scooter and bike parking	●	●	○	●
11	Better accessible parking	●	●	●	●

● = does not meet criteria, ○ = partially meets criteria, ● = meets the criteria.

3. PREFERRED CONCEPT DESIGN

3.1 KEY IMPROVEMENTS



Footpath space

Existing - 5,193sqm
Additional - 1,753sqm

33% more



Trees

Existing - 64
Additional - 73

109% more



Accessible car parks

Existing - 1
Additional - 5

500% more



Garden beds

Existing - 63sqm
Additional - 45sqm

71% more



Pedestrian crossings

Existing - 1
Additional - 4

400% more



Seats

Existing - 24
Additional - 31

140% more



Bike hoops

Existing - 46
Additional - 10

21% more



Available hour-long car parks (7am-7pm)

Existing - 1,460
Additional - 148

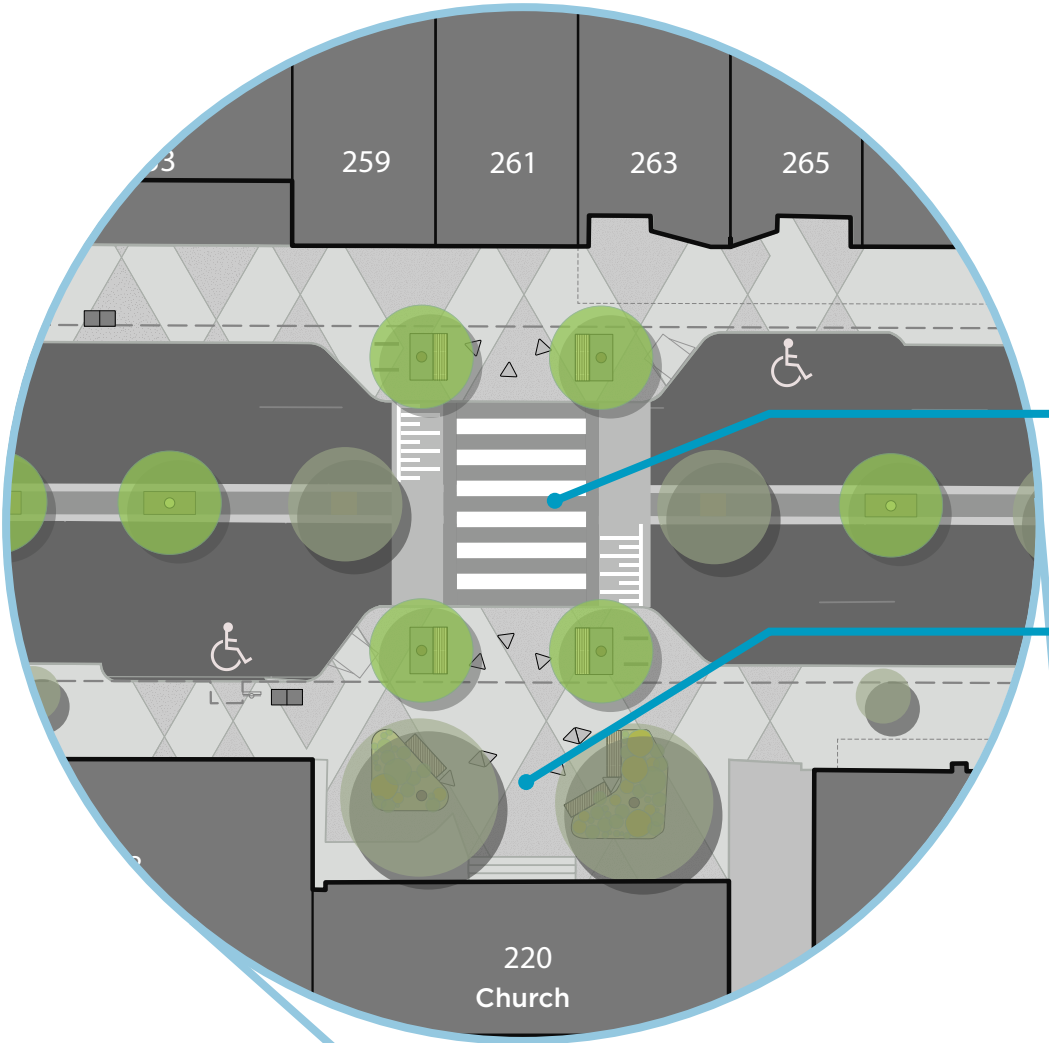
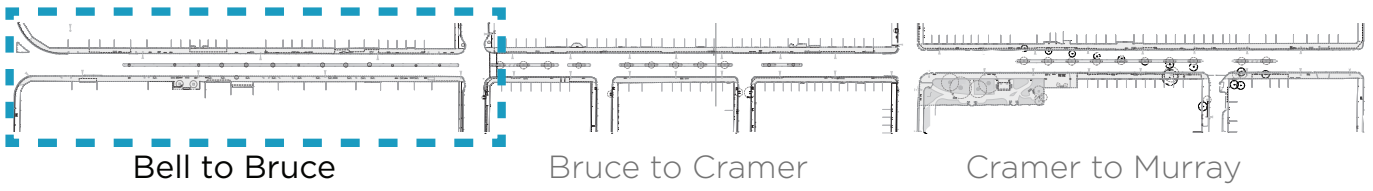
10% more (due to clearway removal)

Actual car parks reduced from 146 to 134 (8% less)



Artist's impression of High Street at Preston Post Office

3.2 CONCEPT DESIGN - BELL TO BRUCE



Wombat crossings:
New raised pedestrian crossings are introduced at key locations along High Street to prioritise pedestrian movement across the street. The kerb outstands are enhanced with seating, shade trees and feature paving.

Upgrades to public realm:
Enhanced gathering space outside church with seating beneath leafy canopy trees inviting people to rest, reflect, and reconnect.

New and improved pedestrian crossing points:
New crossing point with central median cut out to provide improved accessible crossing for wheelchairs, prams, etc.

New street lighting
New LED lights to be installed along the project area. Exact locations to be confirmed.

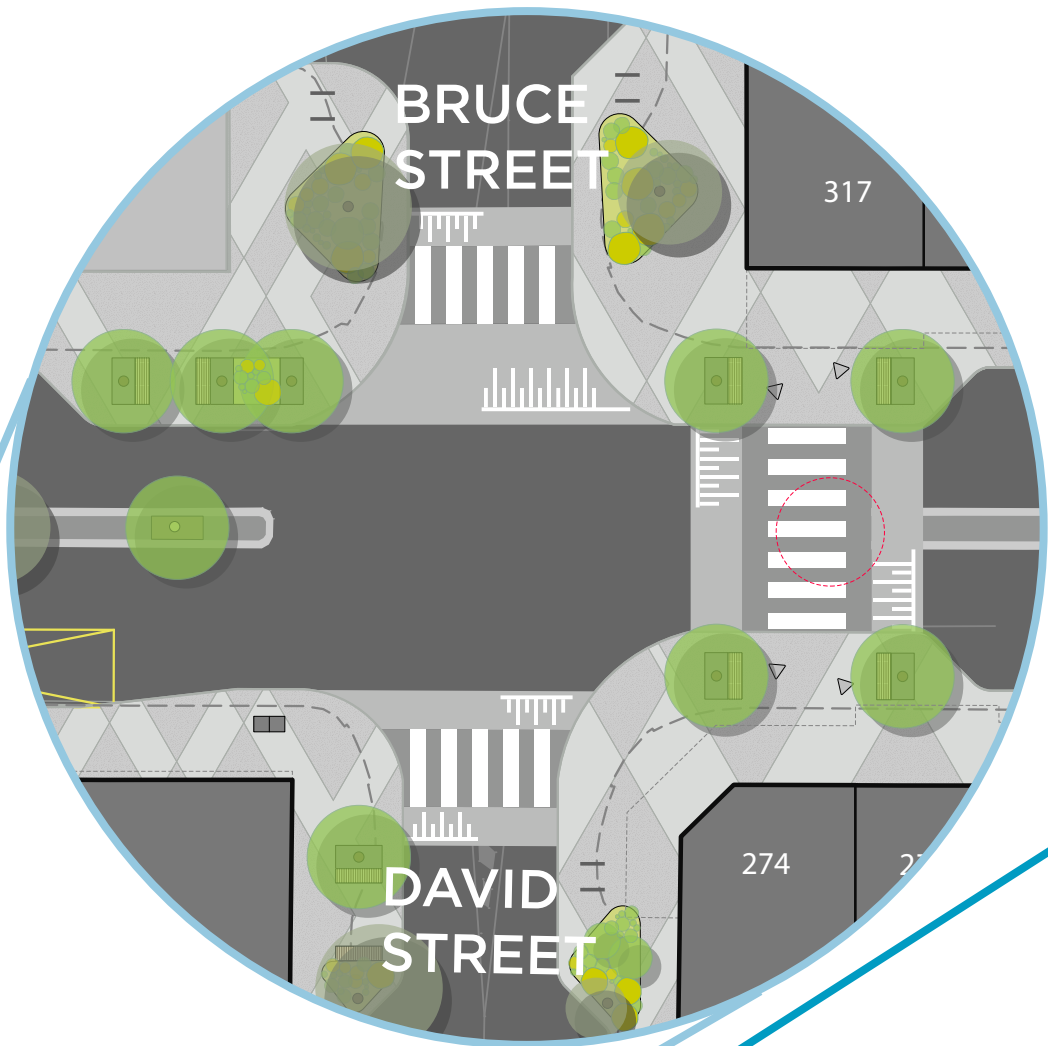
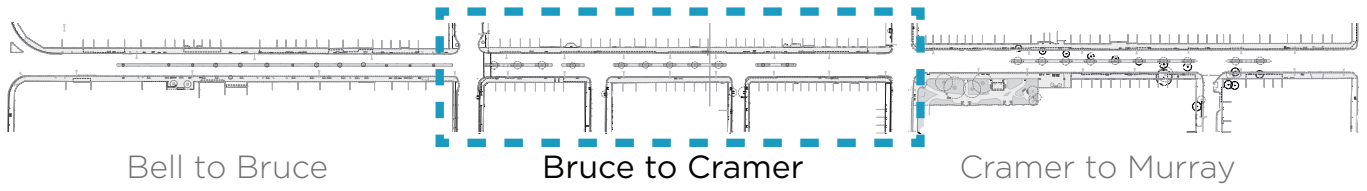


Traffic calming at Bell Street:
Explore opportunity to remove slip lane at corner of Bell and High Streets to create a transition that prioritises a high quality public realm with canopy trees offering shade and amenity for pedestrians.

Legend

- | | | | |
|-----------------------------------|-------------------------------------|--|--|
| Proposed tree | Proposed garden bed | Proposed disabled parking bay | Proposed removal of median strip |
| Existing tree | Proposed bin suite | Proposed Telstra phone box to be relocated | Proposed concrete and exposed aggregate footpath |
| Existing kerb line | Proposed bike hoop | Proposed removal of pedestrian crossing | Proposed pedestrian crossing |
| Proposed tree pit and seat module | Proposed bike hoop on existing pole | Proposed addition of median strip | |
| Proposed tree to be removed | Proposed seat | | |
| | Proposed modular triangular seat | | |

3.3 CONCEPT DESIGN - BRUCE TO CRAMER



New and improved pedestrian crossing points:
Existing signalised crossing decommissioned & replaced with a wombat crossing to improve pedestrian connection to schools.

New street lighting
New LED lights to be installed along the project area. Exact locations to be confirmed.

New and improved pedestrian crossing points:
Safer connection to and from local high school.

Increased canopy cover and planting:
Cluster of canopy trees with seating under for increased shade and amenity with large planter beds for low planting.



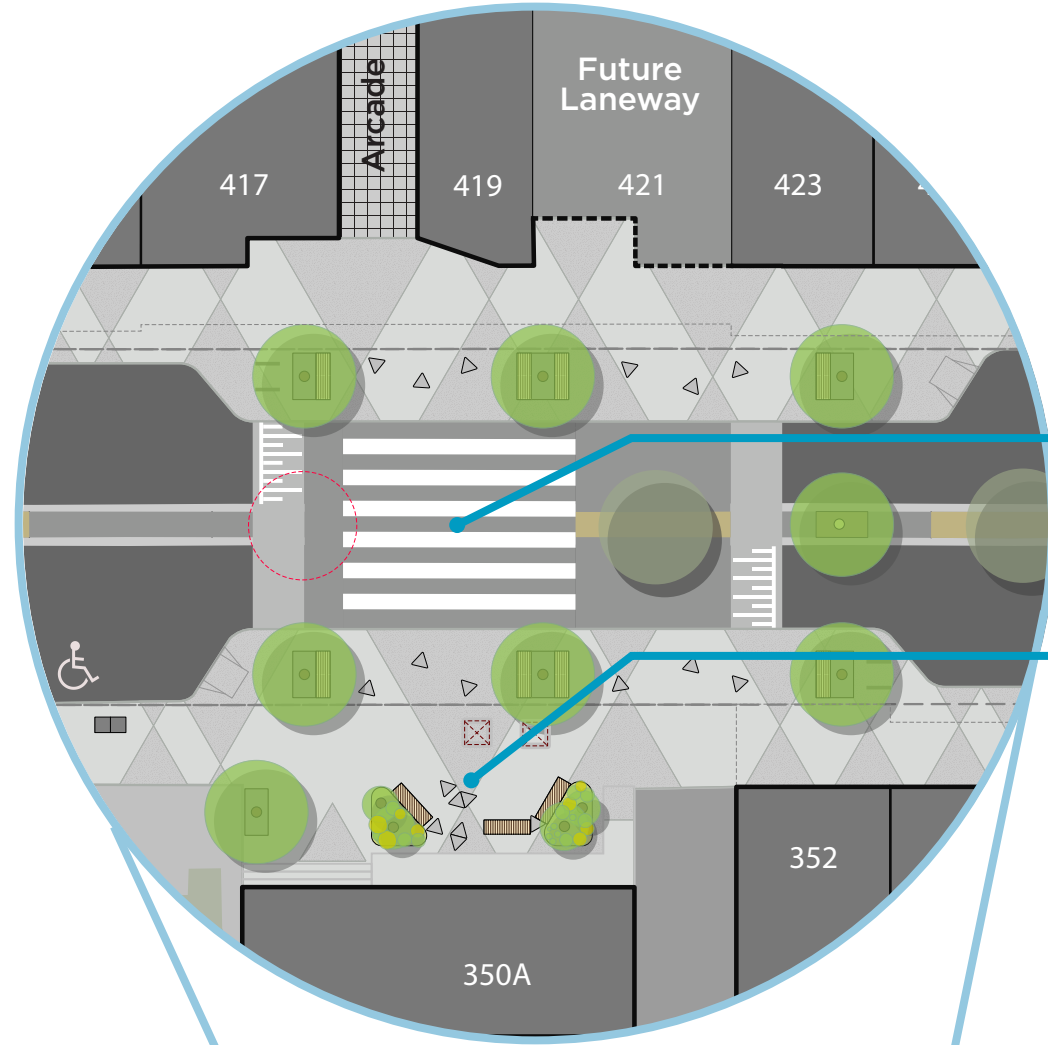
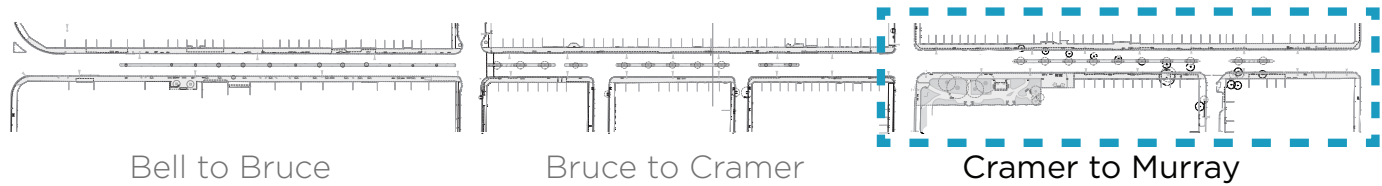
Increased canopy cover and planting:
Cluster of canopy trees with seating under for increased shade & amenity with large planter beds for low planting.

Legend

- | | | |
|-----------------------------------|----------------------------------|--|
| Proposed tree | Proposed garden bed | Proposed disabled parking bay |
| Existing tree | Proposed bin suite | Proposed Telstra phone box to be relocated |
| Existing kerb line | Proposed bike hoop | Proposed removal of pedestrian crossing |
| Proposed tree pit and seat module | Proposed seat | Proposed addition of median strip |
| Proposed tree to be removed | Proposed modular triangular seat | |

- | | |
|----------------------------------|--|
| Proposed removal of median strip | Proposed concrete and exposed aggregate footpath |
| Proposed pedestrian crossing | |

3.4 CONCEPT DESIGN - CRAMER TO MURRAY



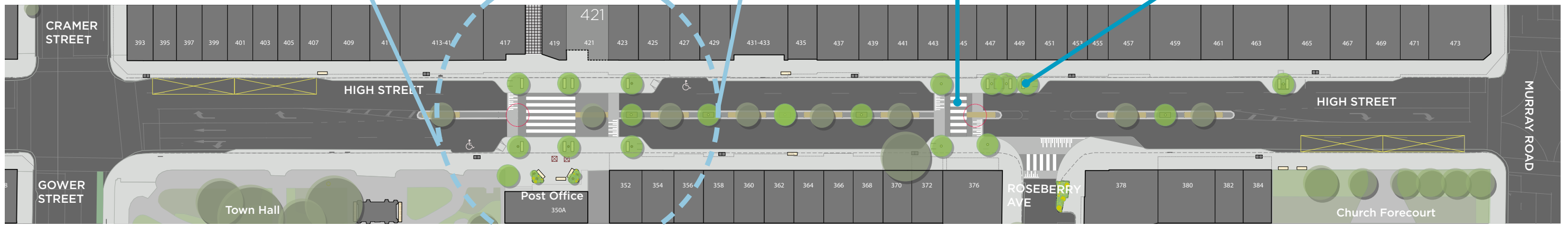
Priority crossing:
A wide, raised crossing links the heart of the neighbourhood—connecting the arcade, Preston Market and the Civic Precinct.

Upgraded public space:
Explore opportunity to create a vibrant new plaza outside the post office to create a space for people to pause, meet, and share moments, with seating for all.

New street lighting
New LED lights to be installed along the project area. Exact locations to be confirmed.

New and improved pedestrian crossing points:
Safer connection for pedestrians across High Street.

Increased canopy cover and planting:
Cluster of canopy trees with seating under for increased shade and amenity with large planter beds for low planting.



Legend

- | | | | |
|-----------------------------------|----------------------------------|--|--|
| Proposed tree | Proposed garden bed | Proposed disabled parking bay | Proposed removal of median strip |
| Existing tree | Proposed bin suite | Proposed Telstra phone box to be relocated | Proposed concrete and exposed aggregate footpath |
| Existing kerb line | Proposed bike hoop | Proposed removal of pedestrian crossing | Proposed pedestrian crossing |
| Proposed tree pit and seat module | Proposed seat | Proposed addition of median strip | |
| Proposed tree to be removed | Proposed modular triangular seat | | |

3.5 PROPOSED FURNITURE AND MATERIAL PALETTE



Existing standard Darebin seat.



Proposed standard Darebin seat with black powdercoat finish.



Proposed triangular concrete seat module.



Proposed crushed red brick aggregate seating with recycled timber top for extra comfort.



Proposed tree grate.



Proposed tree grate and single seat.



Proposed tree grate and double seat.



Proposed tree grate with exposed aggregate and standard concrete footpath.



Proposed exposed aggregate and standard concrete footpath.



Proposed tree grate, single seat and bike hoops.



Proposed double tree grate, double seat and garden bed.

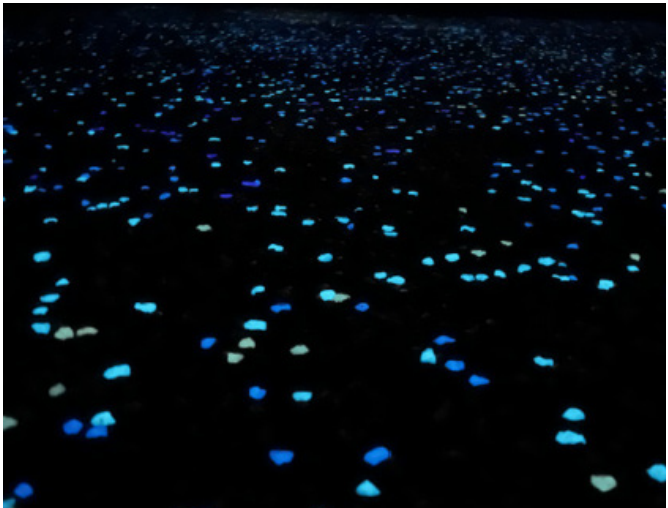


Proposed concrete seat module.

Proposed modular furniture palette using standard Darebin seat.



Proposed exposed aggregate using recycled glass.



Proposed exposed aggregate using PolyGlow.

Proposed footpath treatment using exposed aggregate in high profile locations.

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