

**City of Darebin
Design Guidelines
for LXR Park
June 2022**



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.

Contents

1. Introduction

1.1 Project Background

1.2 Purpose

1.3 Project Vision

1.4 Wider Context

1.5 Immediate Context

2. Analysis

2.1 Key Design Principles

2.2 Existing Issues

2.3 Opportunities

3. Outcomes

3.1 A More Connected City

3.2 Improved Intermodal Connections

3.3 Enhanced Local Neighbourhood

3.4 New Useable, Beautiful, Green Open Spaces

3.5 A Safe and Welcoming Precinct

3.6 Sustainable and Easily Maintained

4. Proactive Support for Local Community

5. Advocacy

1. Introduction

1.1 Project Background

As part of the State Government's Level Crossing Removal Project (LXRP), the level crossing over Keon Parade is to be removed by building a new rail bridge over the road.

A new station will be built as part of the project, and a large amount of publicly accessible open space below and beside the elevated rail will result from the project.

1.2 Purpose

This document has been prepared to guide Council's next phase of advocacy for the Keon Park Level Crossings Removal project.

The guidelines set out in this document seek to guide the planning, design and development of the Keon Park Level Crossing Removal Project. They will also assist with planning and decision making for development of land adjoining the station and rail corridor.

The guidelines are underpinned by the community's vision for this project and supported by Council's existing strategies and its vision for a greener, bolder and more connected city. They are also informed by LXRP's 'Urban Design Framework' and the Australian National Urban Design Protocol 'Creating Places for People'.

1.3 Project Vision

The City of Darebin will actively advocate for, and collaborate with stakeholders to achieve the following vision:

The Keon Park Level Crossing Removal Project will deliver a best practice example of integrated transport, land use and community planning that provides an outstanding urban and community outcome.



Source: Nearmap

1.4 Wider Context

Located at the border of Darebin and Whittlesea, the site has predominantly industrial uses immediately to its north (City of Whittlesea) and residential and retail uses to the south (City of Darebin).

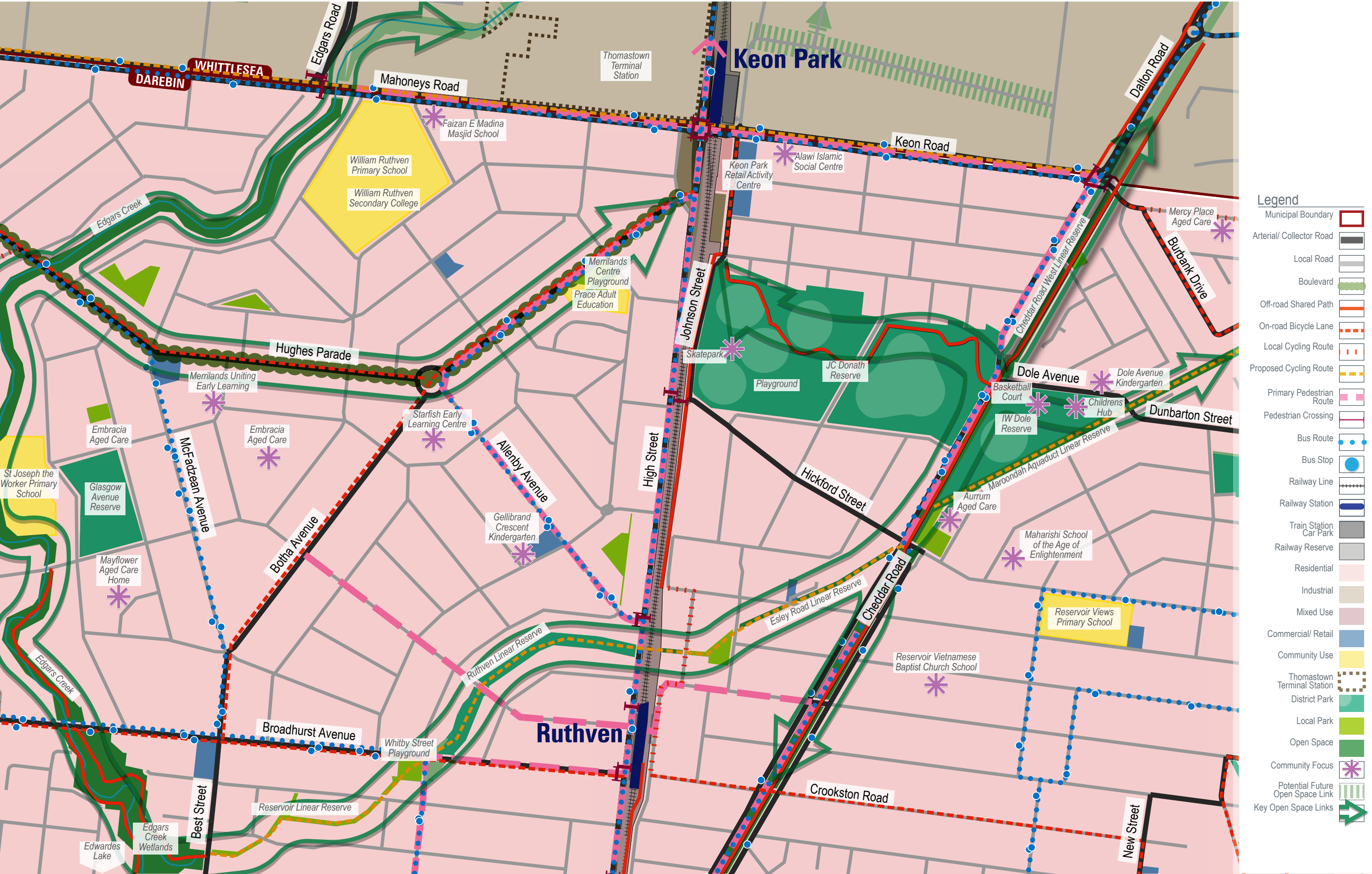
Bisecting the site are High Street (north-south) and Keon Parade/Mahoneys Road (east-west). Both roads carry 8 lanes of vehicular traffic and several buses interchange at the site.

The District sporting facility at JC Donath Reserve and IW Dole Reserves is located to the south-east of the station and provides a vast array of active and passive sporting and recreational opportunities.



Source: Google Maps Street View

1.4 Wider Context



1.5 Immediate Context

Keon Park Station is on the Mernda line and serves the communities of Reservoir and Thomastown.

Located to the south-east of the train station is the Johnson Street Retail Activity Centre (RAC) which services surrounding residences and businesses.

The Thomastown Terminal Station is located to the west of the station, while a large commuter car park is located immediately to the east of the station.



Source: Google Maps Street View

1.5 Immediate Context



2. Analysis

2.1 Key Design Principles

The key design principles provide overarching guidelines for high-quality design considerations across the whole project.

2.1.1 Accessibility, Connectivity & Wayfinding

2.1.2 Identity, Urban Integration & Vibrancy

2.1.3 Amenity, Safety & Sustainability

2.1.1 Accessibility, Connectivity & Wayfinding

- A highly accessible and inclusive environment provides a positive user experience and contributes to health and wellbeing of the community.
- A well-connected and legible environment contributes significantly to a strong economy, the use of public and active transport, and an integrated community.

Objectives:

Inclusive

Design for universal accessibility, promote equity, and minimise perceived and physical barriers in public spaces within and beyond the precinct. Improve precinct and station accessibility for all users.

Legible

Design for legibility and intuitive wayfinding by providing a clear hierarchy of community links, paths and spaces that reduces reliance on signs.

Multi-modal

Provide a range of transport options and facilitate efficient intermodal connections that avoid conflict for all users.



2.1.2 Identity, Urban Integration & Vibrancy

- A well-defined identity and sense of place is key to creating strong and vibrant communities.
- A well-integrated environment is a fundamental framework for the successful development of a great place.
- Places and corridors must be sustainable, enduring and resilient to support and nurture current and future generations.

Objectives:

Sense of Place

Recognise, maintain and enrich the identity of the local neighbourhood. Develop a design that embodies the precinct character and its relationship to local communities to provide a distinctive sense of place.



Integration

Design and integrate infrastructure to respond and contribute to the aspirations and valued social, cultural and physical qualities of the local area. Provide an integrated design aligned with context analysis, local government and community vision and relevant broader government policies.



Range of Experiences

Provide opportunities for a range of uses and experiences that are accessible at different times of the day and the year. Create memorable, engaging and inspiring spaces and places that encourage people to dwell.



2.1.3 Amenity, Safety & Sustainability

- High quality urban amenity associated with the experience of a great public place contributes to a successful, equitable and prosperous community.
- A safe environment is essential for a strong and connected community.
- Activation and diversity in the experience of urban places supports a prosperous and healthy community.

Objectives:

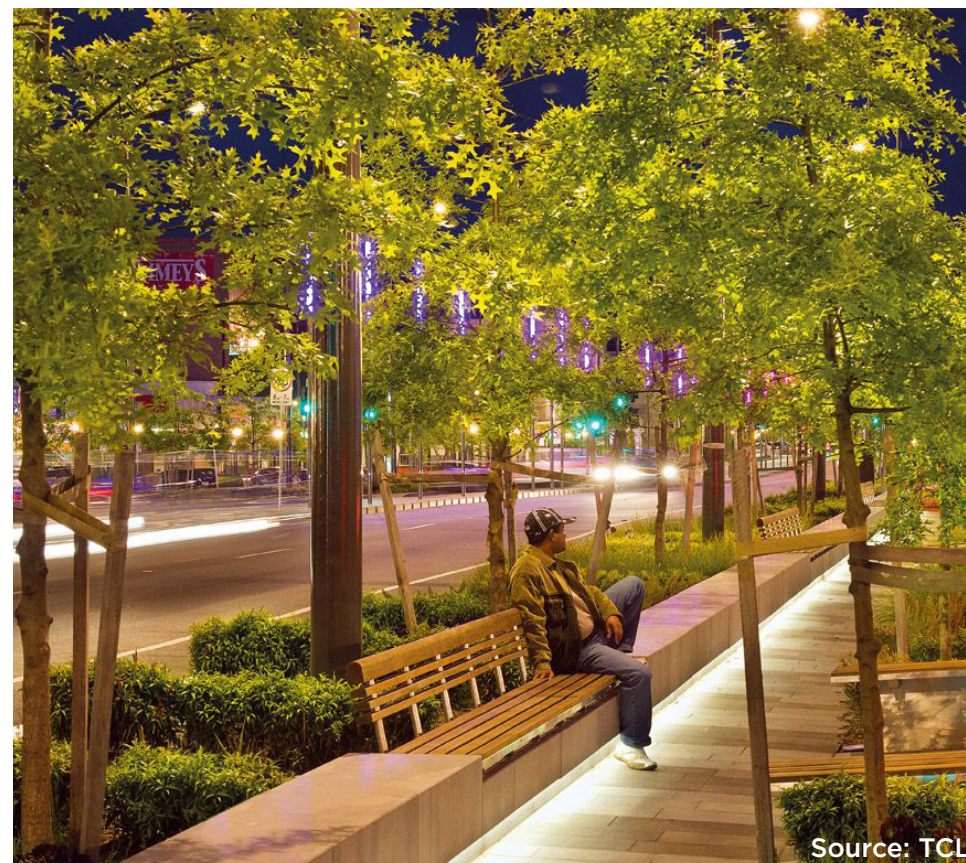
High Quality

Provide a high-quality design outcome that makes a positive contribution to the local area through a well-considered concept, construction detail and execution.



Natural Surveillance

Maximise visual connections and passive surveillance opportunities in stations and public spaces. Provide clear, accommodating and legible routes, entries and exits.



Resilient

Design environmentally sustainable places that contribute to the transition to a net zero carbon city, considering the whole of life and precinct wide impacts and opportunities of the place. Ensure designs are adaptive to the current and projected impacts of environmental changes based on the Infrastructure Sustainability Rating Scheme.



2. Analysis

2.2 Existing Issues

This section identifies existing issues at Keon Park Station and its surrounds, highlighting poor urban integration and disconnections within the precinct.

2.2.1 A Disconnected Precinct

2.2.2 Site Lacks Identity

2.2.3 Poor Amenity and Safety

2.2.1 A Disconnected Precinct



1. Disconnection between Urban Quarters

The station precinct lacks a sense of place due to the four disparate quadrants of High Street and Keon Parade intersection.

2. East-West Barriers

The rail corridor and High Street sever cross-corridor connectivity, dividing the community from east to west, and impeding access to community facilities

3. Distance to Bus Stops

Bus stops are too far from the existing station for safe and convenient intermodal transfer. Access from these locations is compromised or physically constrained by hostile traffic conditions.

4. Gaps in Cycle Network

The cycling network within the station catchment is unsafe, indirect and has several gaps



Disconnection between urban quarters.
Source: Google Maps Street View

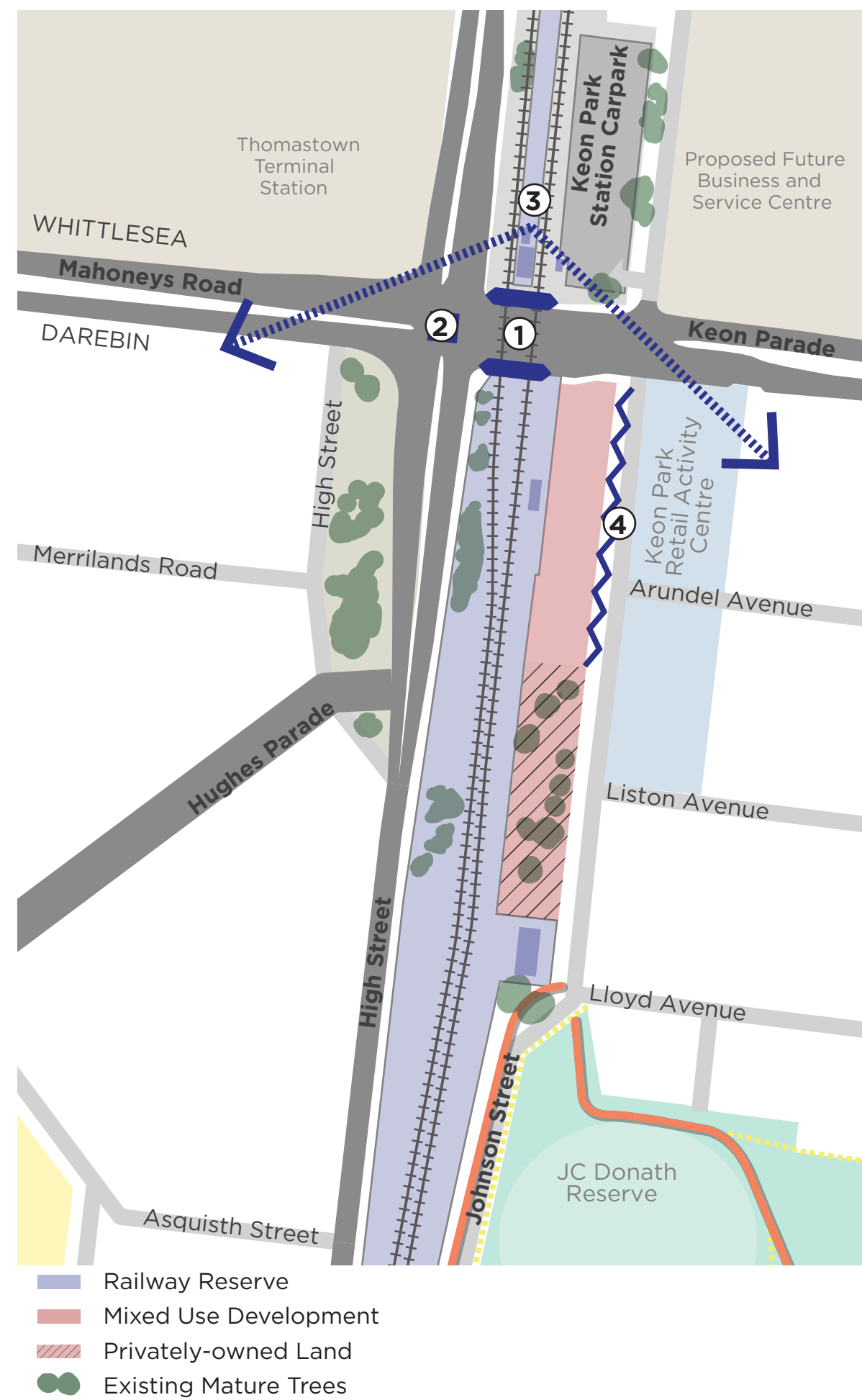


East-West barriers.
Source: Google Maps Street View



Inconvenient intermodal transfer.
Source: Google Maps Street View

2.2.2 Site Lacks Identity



1. Poor Rail Interface

The station precinct has a poor sense of arrival and lack of identity.

2. Wide and Busy Roads

Pedestrian and cyclist access of the precinct is compromised by the high traffic environments of High Street, Keon Parade and Mahoneys Road.

3. Poor Station and Residential Interface

The existing station is remote from the adjacent residential catchment and Retail Activity Centre and located in the industrial zone, forcing the residential users to cross Keon Parade and High Street to access the station.

4. Secluded Retail Activity Centre (RAC)

The RAC is concealed from High Street by the residential towers impeding the ultimate function of the centre.



Poor rail interface.
Source: Google Maps Street View



Wide and busy roads.
Source: Google Maps Street View



Secluded Retail Activity Centre.
Source: Google Maps Street View

2.2.3 Poor Amenity & Safety



1. Poor Visual Amenity

There is poor visual amenity due to the major infrastructure along the corridor, including transmission towers and overhead powerlines.

2. Unsurveilled Interfaces

There are passive surveillance issues due to adjacent developments not having active interfaces with the rail corridor and station precinct at ground level.

3. Loss of Mature Trees & Urban Heat Island

The station precinct is within a high Heat Vulnerability area (HVI 9/10). There are not enough trees and canopy cover to counter the urban heat island effects caused by the large areas of roads and un-shaded carparks. Moreover, high value trees within carpark area and along corridor are at risk of being removed for new works.

4. Unattractive/ Unsafe Carpark

Existing station carpark has poor amenity, poor passive surveillance, and a poor perception of safety. It is also disconnected from the new proposed station location by an 8 lane road creating serious safety concerns.



Poor visual amenity.
Source: Google Maps Street View



Loss of mature trees.
Source: Google Maps Street View



Unsafe carpark.
Source: Google Maps Street View

2. Analysis

2.3 Opportunities

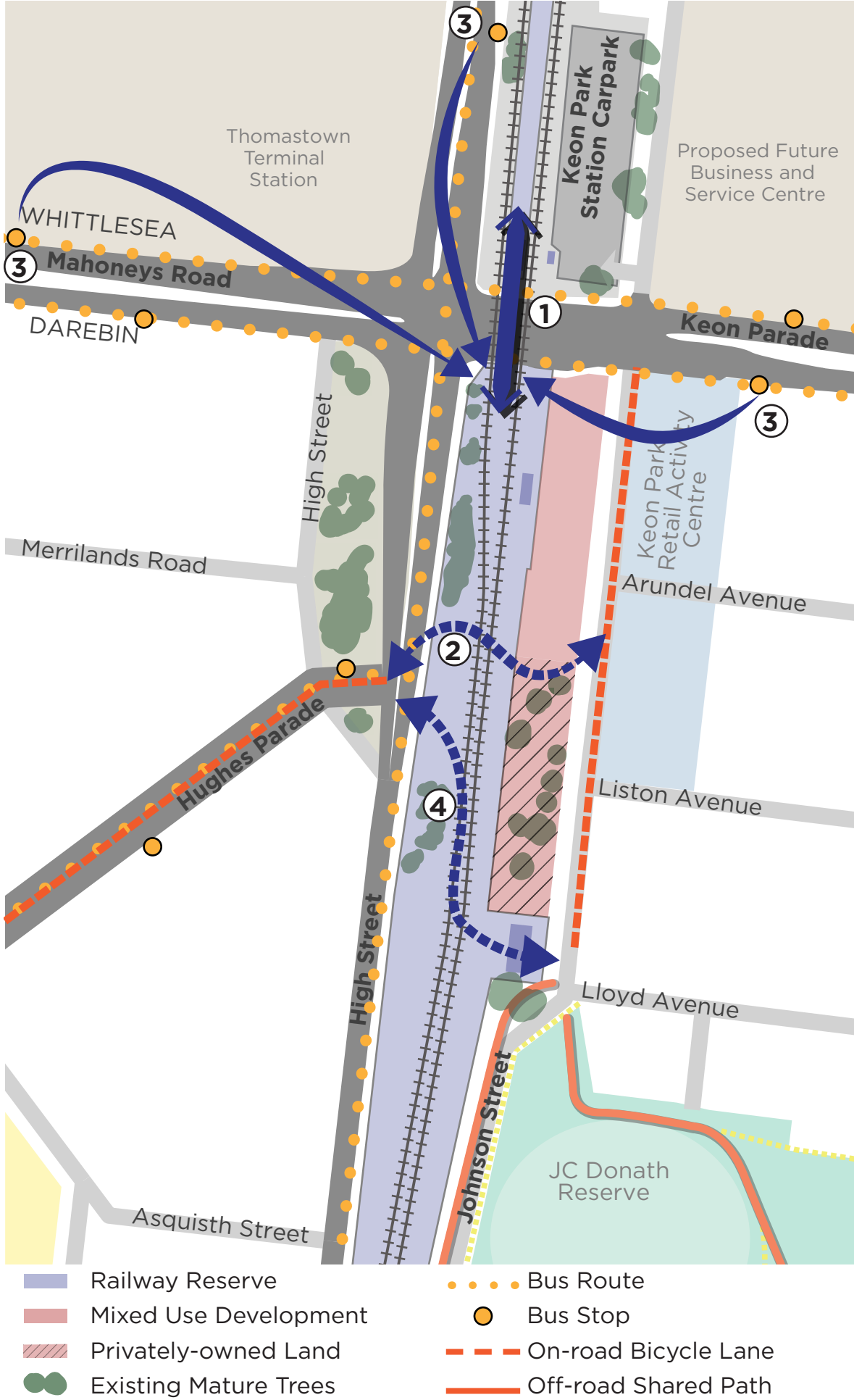
This section identifies transformative urban integration and renewal opportunities that respond to the existing issues at Keon Park Station and its surrounds.

2.3.1 A More Connected Precinct

2.3.2 An Enhanced Precinct

2.3.3 Improved Amenity and Safety

2.3.1 A More Connected Precinct



1. North- South Connections

Improved north-south connectivity and an opportunity for a new shared user path underneath the rail bridge.

2. East-West Connections

High quality east-west connections that prioritise people then bikes.

3. Bus Stops

Opportunity to relocate bus stops closer to the station and provide direct and convenient access for intermodal transfer.

4. Integrated Cycling Facilities

Opportunity for an integrated cycling network and accessible cycling facilities at the station.



Active transport links underneath the rail bridge.
Source: LXP

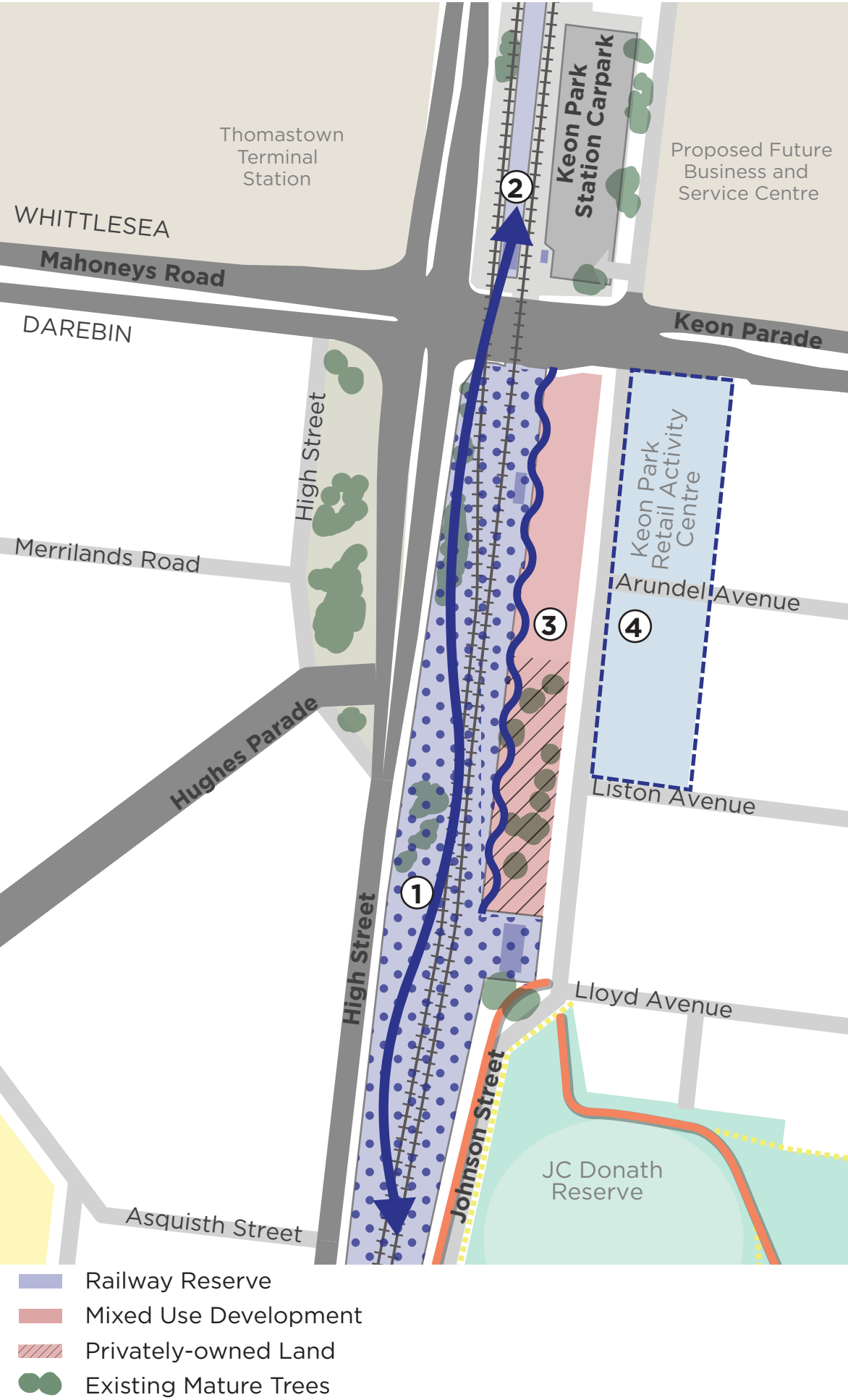


Shared User Path prioritises pedestrians and cyclists.
Source: LXP



Pavement treatment to prioritise pedestrians.
Source: Pinterest

2.3.2 Enhanced Precinct



1. The Highest Quality Urban Design

Use of complementary materials and landscaping that contributes to a sense of place.

2. A Human-Centered Approach

Opportunity for high quality bike and pedestrian pathways around station to improve access and minimise conflict with vehicles.

3. Responsive Design

Rail infrastructure positively contributes to the existing and future urban fabric and complements the character of the station precinct.

4. Vibrant Retail Activity Centre

The form and design of infrastructure supports activation and vibrancy of RAC



South Morang Station architecture.
Source: COX Architecture

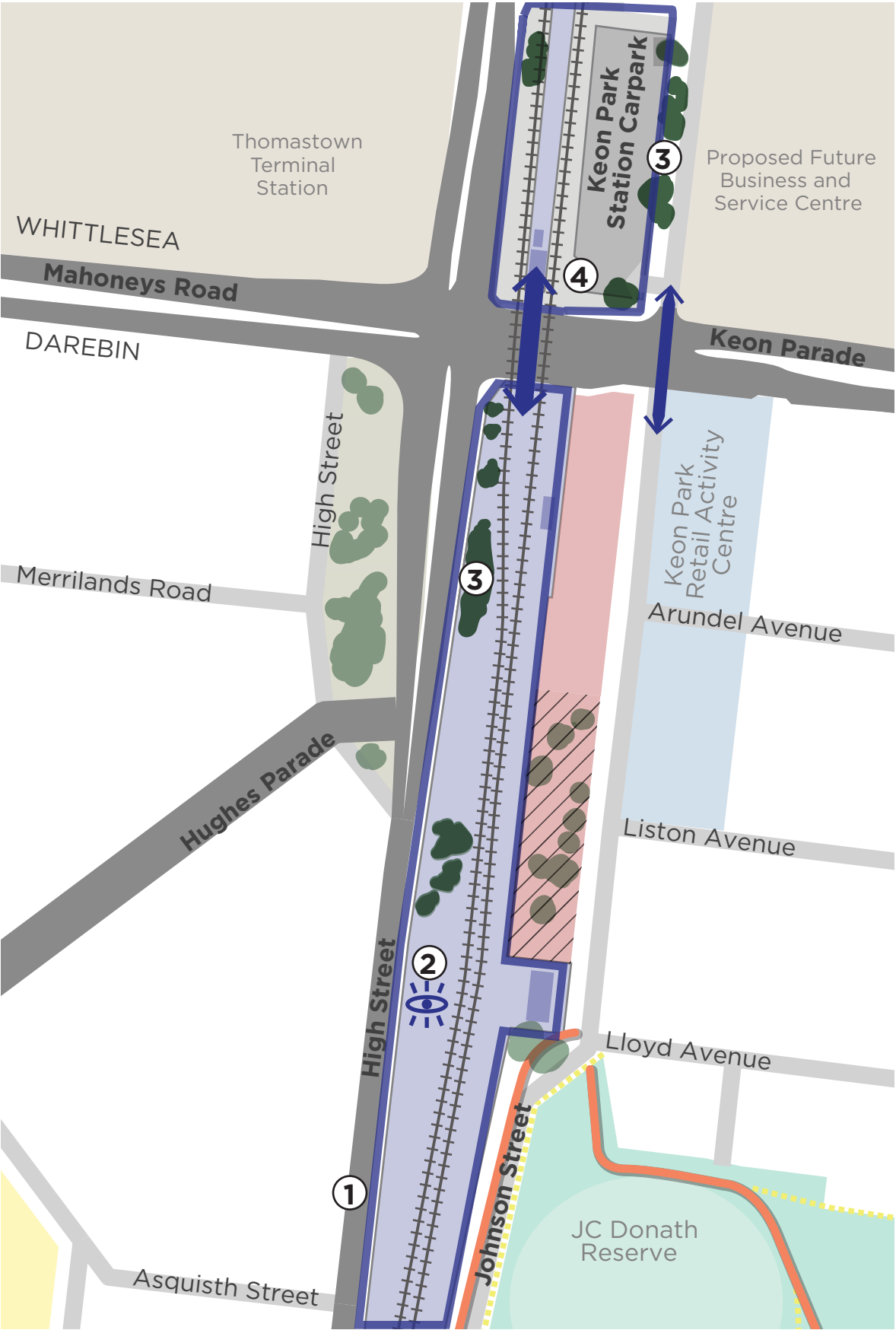


South Morang Station architecture.
Source: COX Architecture



High quality landscaping around Hawkstowe station.
Source: LXP

2.3.3 Improved Amenity and Safety



1. Hollistic Design Strategy

Visual amenity can be improved through an integrated, corridor-wide architectural and landscape design strategy.

2. Activation and Perceived Safety

Opportunity for the station and corridor to be safe both day and night, designed with women, children and the gender diverse in mind.

3. Enhanced Biodiversity

Opportunity to prioritise retention of significant trees within the corridor by assessing existing vegetation early in the development stage. Additional planting should be incorporated throughout the project site to provide shade and enhance biodiversity and habitat values.

4. Upgraded Carpark

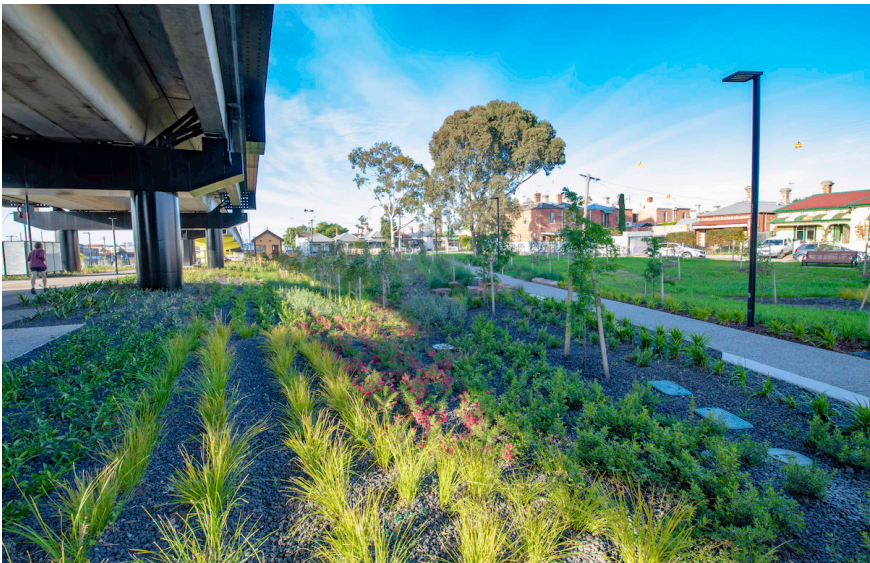
Opportunity to improve carpark amenity and provide direct safer access to the new station via pedestrian bridge and a new signalised crossing.



Integrated corridor-wide architecture and landscape design. Source: LXP



Open spaces for rest, reflection and community gatherings. Source: Pinterest



Enhanced biodiversity through additional planting along the station corridor. Source: LXP

3. Outcomes

This section outlines Council’s desired outcomes for the new station precinct to enhance the character and function, and ensure journeys are safe, accessbile and efficient.

3.1 A More Connected City

3.2 Improved Intermodal Connections

3.3 Enhanced Local Neighbourhood

3.4 New Useable, Beautiful, Green Open Spaces

3.5 A Safe and Welcoming Precinct

3.6 Sustainable and Easily Maintained

3.1 A More Connected City

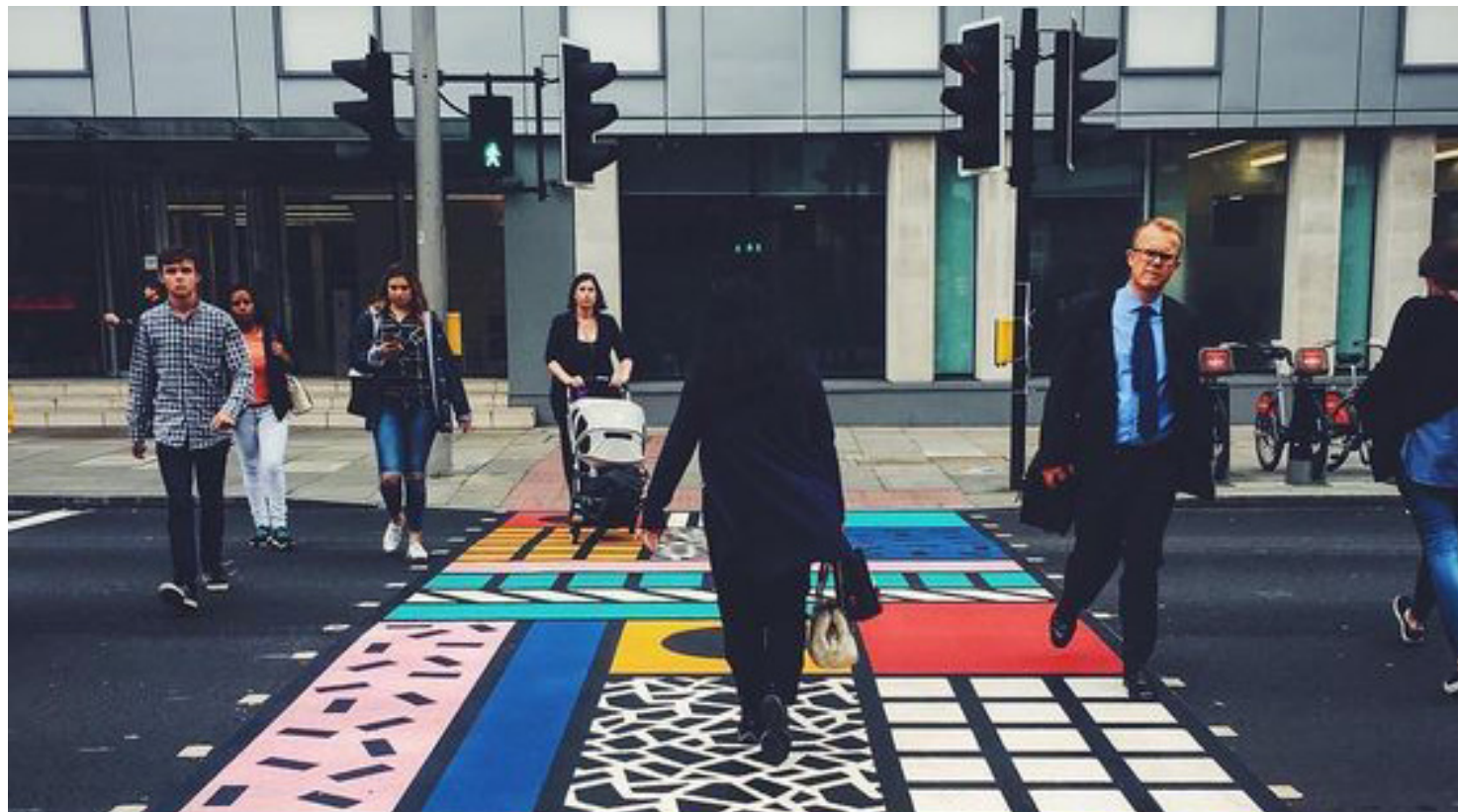


- ① Multiple station entry points are provided for convenient station access for both the walk-up catchment from the south and intermodal transfers from the north.
- ② A direct, safe and convenient off-road active transport link is provided within the rail corridor that connects into surrounding active transport networks.
- ③ Provide alternative active transport crossing points away from the High Street and Keon Parade intersection which are safe, comfortable and prioritise pedestrians, connecting users directly to station entry points.
- ④ The Hickford Street to High Street active pedestrian level crossing is retained and aligned with the Church/High Street signalised crossing.
- ⑤ Footpaths in the station precinct on High Street and Keon Parade are provided to improve accessibility and amenity for modal interchange and connections to community facilities, including Endeavor Foundation.
- ⑥ New active east-west connection/s are provided between residential developments, Retail Activity Centre and station corridor.
- ⑦ Opportunities for future developments to have a positive interface with the station precinct are not precluded.
- ⑧ Seamless connection from Donath Reserve shared path to new under-rail shared user path is provided.

3.1 A More Connected City



St Albans Station entry activated with retail frontages.
Source: LXP

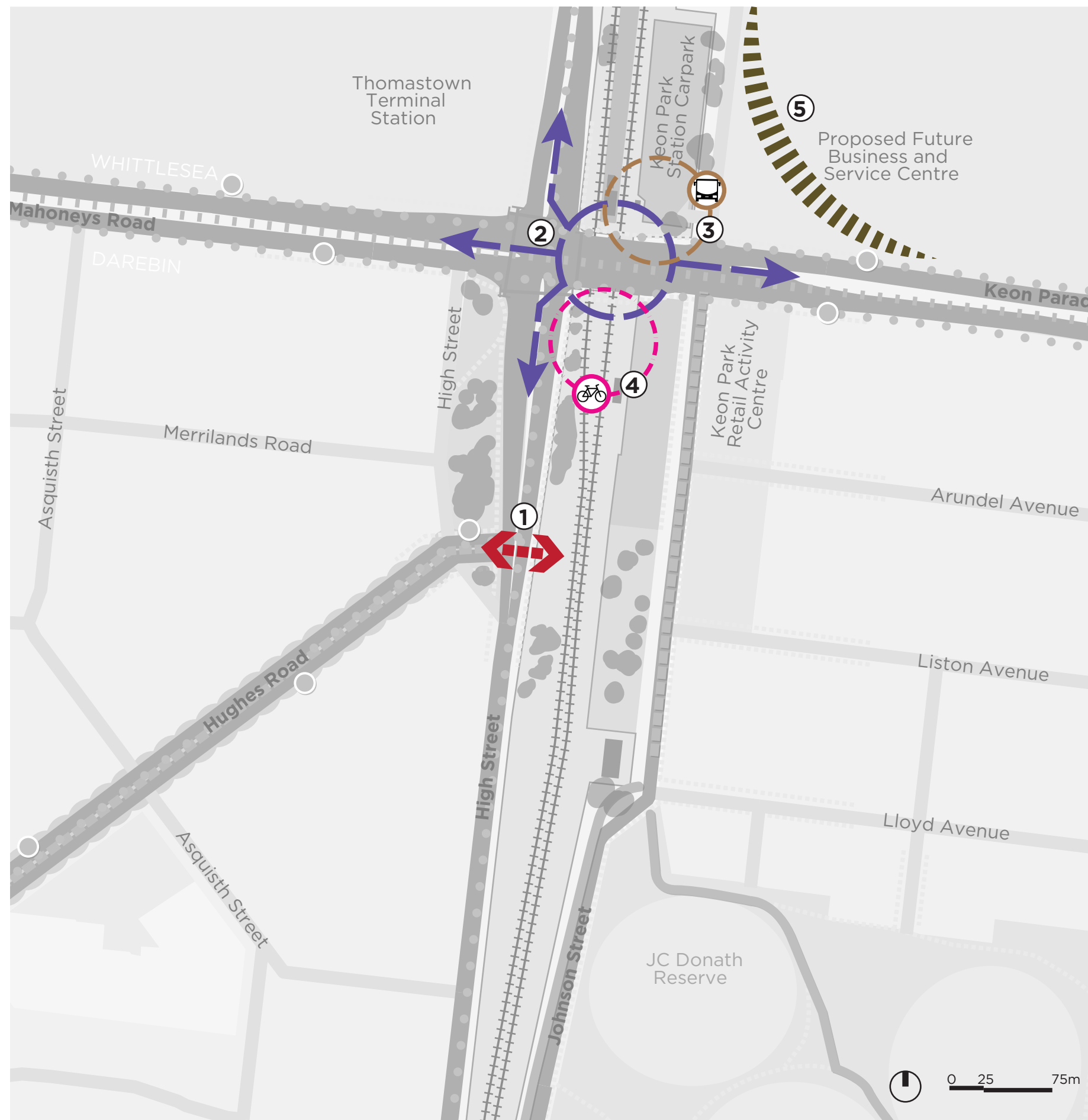


Pavement treatment and signalised crossing to prioritise pedestrians and increase safety.
Source: Pinterest

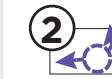


Shared User Path connecting into surrounding active transport links.
Source: LXP

3.2 Improved Intermodal Connections



A direct and safe pedestrian and cycling crossing point to the rail corridor on High Street is provided at Hughes Parade.



Intermodal exchange is improved which allows for convenient pedestrian access from both Keon Parade and High Street to the station entry points, with bus stops in closer proximity, and direct sight lines between bus stops and station entry points.



Bus Stops

- Safety and amenity of intermodal transfers for bus users is improved with upgrades to proximity and accessibility from bus stops to the station entry on both High Street and Keon Parade.
- Bus stop waiting, transfer and shelter facilities are integrated with the new entry to the station in line with Department of Transport's Movement & Place Framework.
- Existing bus stops on Keon Parade are relocated to outside Keon Park station, and are fully accessible when the station opens.
- Direct and convenient access is provided between station exits and bus stops on both sides of Keon Parade.
- Bus priority on approach and departure of Keon Parade/ High Street/Mahoneys Road intersection is provided.



Integrated Cycling Facilities

- Cycling facilities are well lit, secure and easily accessible.
- Minimum provision of 40 free bike parking spaces and a new enclosed Parkiteer providing an additional 26 spaces

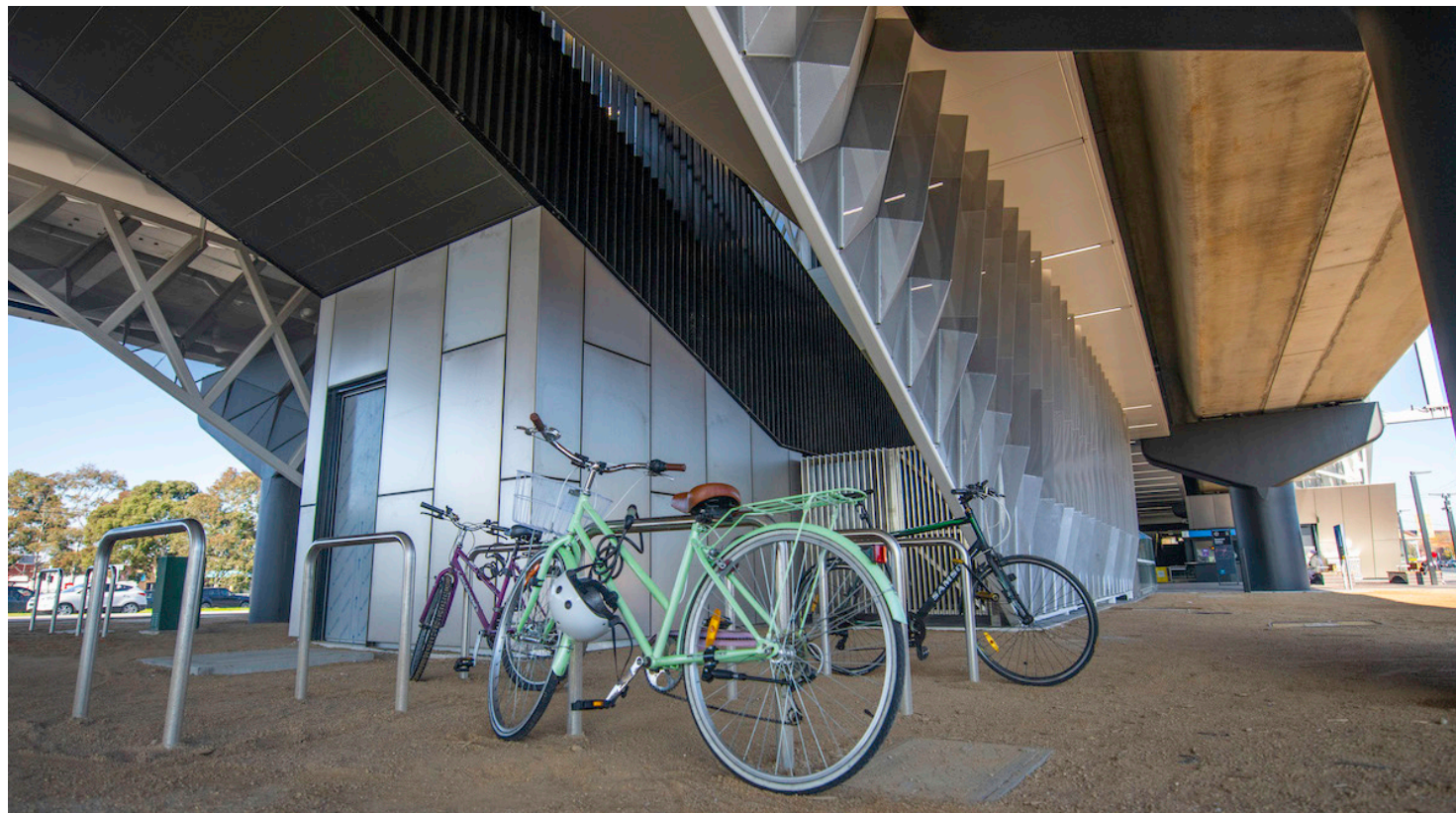


The Thomastown Industrial Area Plan's vision is supported by futureproofing the northern end of the site as a potential business service centre, with a cycle link and green open space corridor.

3.2 Improved Intermodal Connections



Integrated bus interchange at Blackburn Station.
Source: LXP

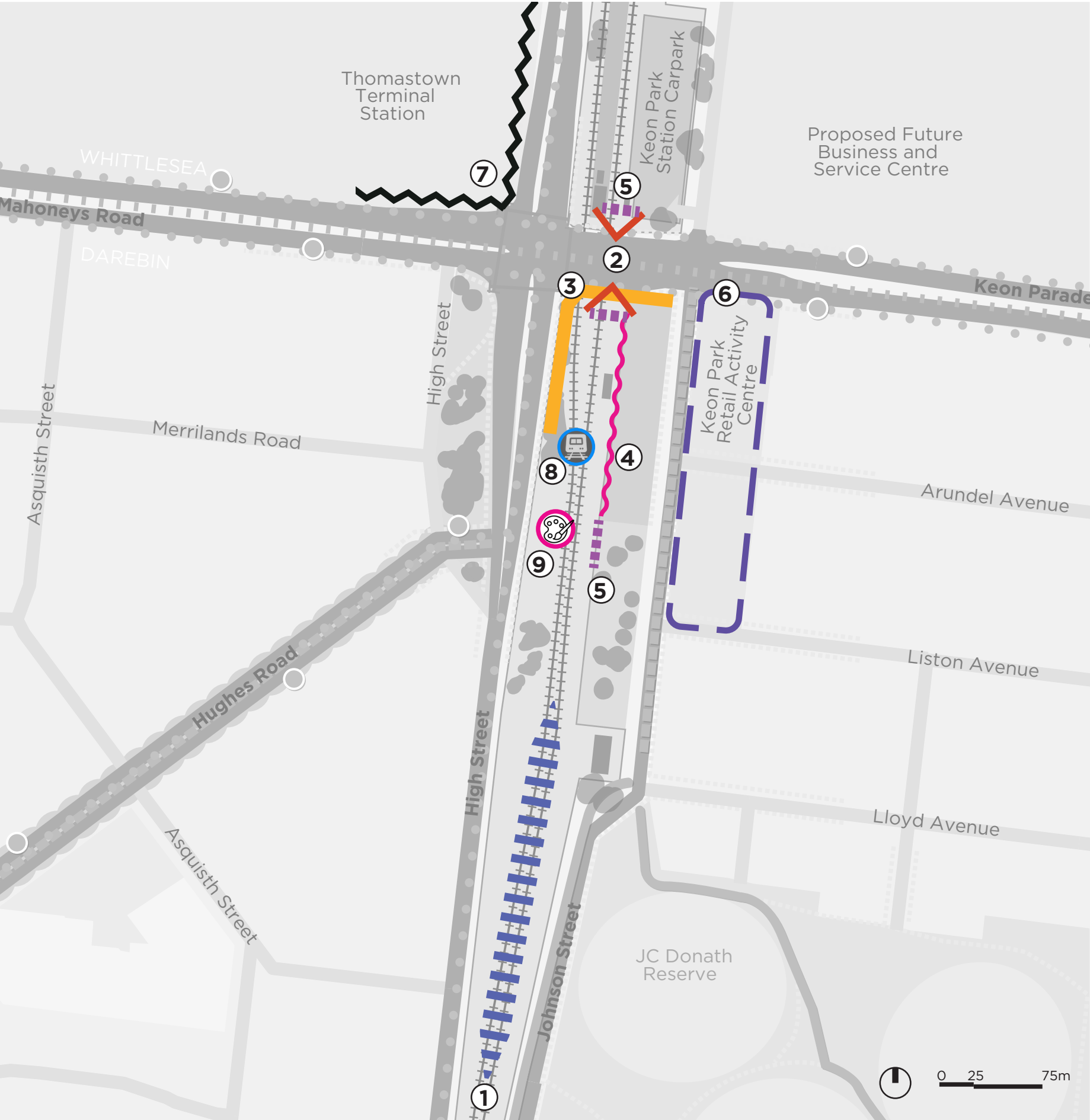


Integrated cycling facilities at Reservoir Station.
Source: LXP



Secure bicycle parking at Murrumbidgee.
Source: LXP

3.3 Enhanced Local Neighbourhood



- 1 Rail infrastructure along the High Street interface reflects the rhythm of the local context.
- 2 The main station entry is oriented to Keon Parade.
- 3 A strong civic interface at Keon Parade and High Street station frontages is created.
- 4 The station precinct adjacent to existing apartments enables passive surveillance and ensures ongoing residential amenity.
- 5 Forecourt spaces and station building entrances are aligned appropriately and set back from main roads.
- 6 The interface of the retail activity centre is improved through enhancements within the station precinct and public realm.
- 7 The rail infrastructure is used to screen long views of large scale industrial and power infrastructure elements.
- 8 **New Station**
 - The new Keon Park station building is modern and contemporary, exemplifying design excellence and responds to local context in terms of its built form, aesthetics and design language.
 - The station building is activated on ground level next to key pedestrian areas and public spaces.
 - The station includes escalators in its design to ensure it continues to function well in a growing precinct.
- 9 **Art and Identity**
 - Integrated art opportunities which consider the unique character and history of the station precinct are included in the design of the station and landscaping.
 - A Creative Arts Curator is employed to integrate art into built form elements throughout the corridor - architecture, landscape, lighting, signage, fences, rail pylons at rail bridges, reflecting local stories and working with indigenous, multicultural and local artists.
 - Traditional Owners are engaged with early, continually and meaningfully throughout the design process of new open spaces through to final construction.

3.3 Enhanced Local Neighbourhood



North Melbourne Station architecture.
Source: COX Architecture



Heritage building incorporated into the design at Coburg Station.
Source: LXRP



Complementary materials at Middle Gorge Station.
Source: LXRP

3.4 New Useable, Beautiful, Green Open Spaces



- 1 The existing landscape character of the pocket park on the south-west corner of the High Street and Mahoneys Road intersection is recognised and responded to.
- 2 High quality public realm connections are provided to encourage pedestrian and cyclist use and integration with the residential catchments.
- 3 An orientation point within the public realm is provided to allow for pedestrian wayfinding to connections within and around the southern station precinct. Clear visual connections to key locations such as the station entry, Johnson Street RAC, JC Donath Reserve, High Street/Church Street signalised crossing and the future innovative industrial precinct are provided.

- 4 **New Open Space**
 - New open space and new high-quality green, useable parks are designed in collaboration with the community.
 - New public open spaces are seamlessly integrated with existing open spaces such as JC Donath Reserve.
 - A nature-based playspace is provided for children to enjoy and connect with nature.

- 5 **Trees and Vegetation**
 - All significant trees are accomodated into the design, with five new trees for any tree removed. Amenity of the corridor and adjacent streetscapes is improved through additional street trees.
 - Canopy coverage is increased to 25% on public land in line with Darebin’s Urban Forest Strategy.
 - New trees are healthy and planted in locations that maximise sunlight and are suitable for deep ground planting.
 - New vegetation is made up of at least 95% indigenous and native plants which respond to specific climatic and environmental conditions of the precinct including soil types, wind, temperature, rain, and solar access noting the impact of rail infrastructure.

3.4 New Useable, Beautiful, Green Open Spaces



Maximised retention of significant trees.
Source: Trees of Stanford

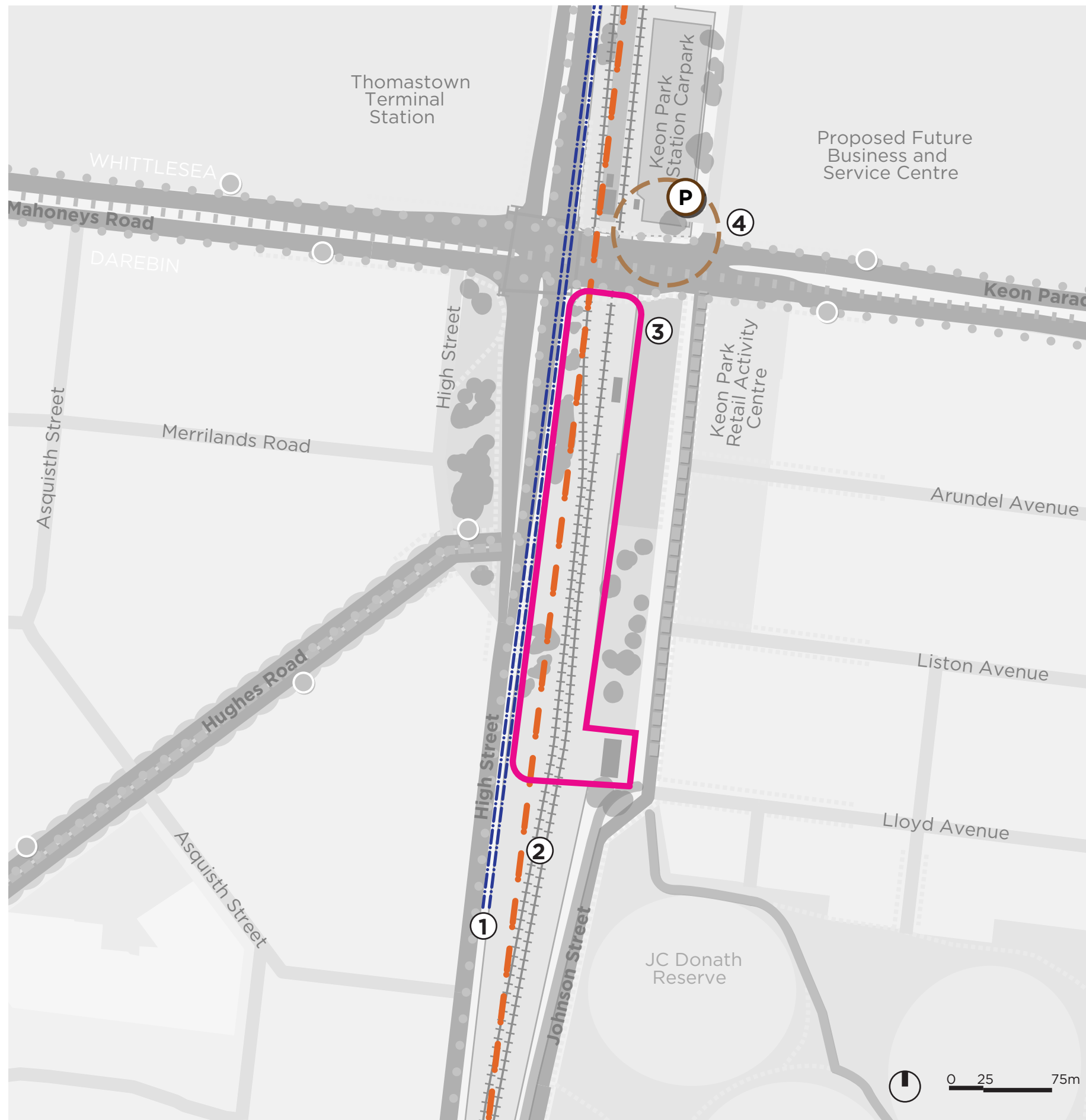


Open spaces for play and recreation.
Source: ASPECT Studios



Fun and colourful open space under the rail bridge at Lilydale.
Source: LXR P

3.5 A Safe and Welcoming Precinct



The visual amenity of the station precinct is improved through the relocation or undergrounding of existing powerlines running along the west side of the corridor.



Railway Infrastructure

- The lengths of the viaduct spans on elevated structures are maximised to allow for strong passive surveillance and direct sightlines around the station precinct.
- Abutments, retaining structures and embankments are minimised and located away from public realm areas.
- Head-height clearance to the bottom of headstocks must be a minimum of 2.4 m high outside of the station precinct. Where this is not possible, the undercroft of the viaduct must be enclosed below.



Station Corridor

- Locals and visitors can easily find their way around with new information and wayfinding signs designed in line with the Darebin Signage Strategy.
- Design of station and paths provides equitable, Age Friendly, and dignified access to all parts of the community, especially walkers and 'wheelers' (walking frames, wheelchairs, motor scooters).
- Design discourages graffiti and anti-social behaviour by using Crime Prevention Through Environmental Design (CPTED) principles.
- The entire shared path is well-lit with areas for people to use.
- The corridor has frequent exit points, framed by low level landscaping and narrow tree trunks for safe, clear lines of sight.
- Along the rail, interpretative signage is provided which promotes learning and appreciation for local biodiversity and nature.



Commuter Carpark

- DDA parking and Pick Up Drop Off facilities are located with clear sightlines to ensure they are well surveilled from all directions.
- Station entry points are provided from the carpark for safe and convenient commuter access.
- The number of commuter carparking spaces is the same as it currently is.
- Accessible car parks, 'kiss and ride' drop offs and taxi ranks are located on the northern side of Keon Parade and conveniently accessible from station building and designed to minimise pedestrian conflict.

3.5 A Safe and Welcoming Precinct



Windsor Plaza during the day.
Source: ASPECT Studios

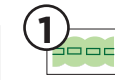
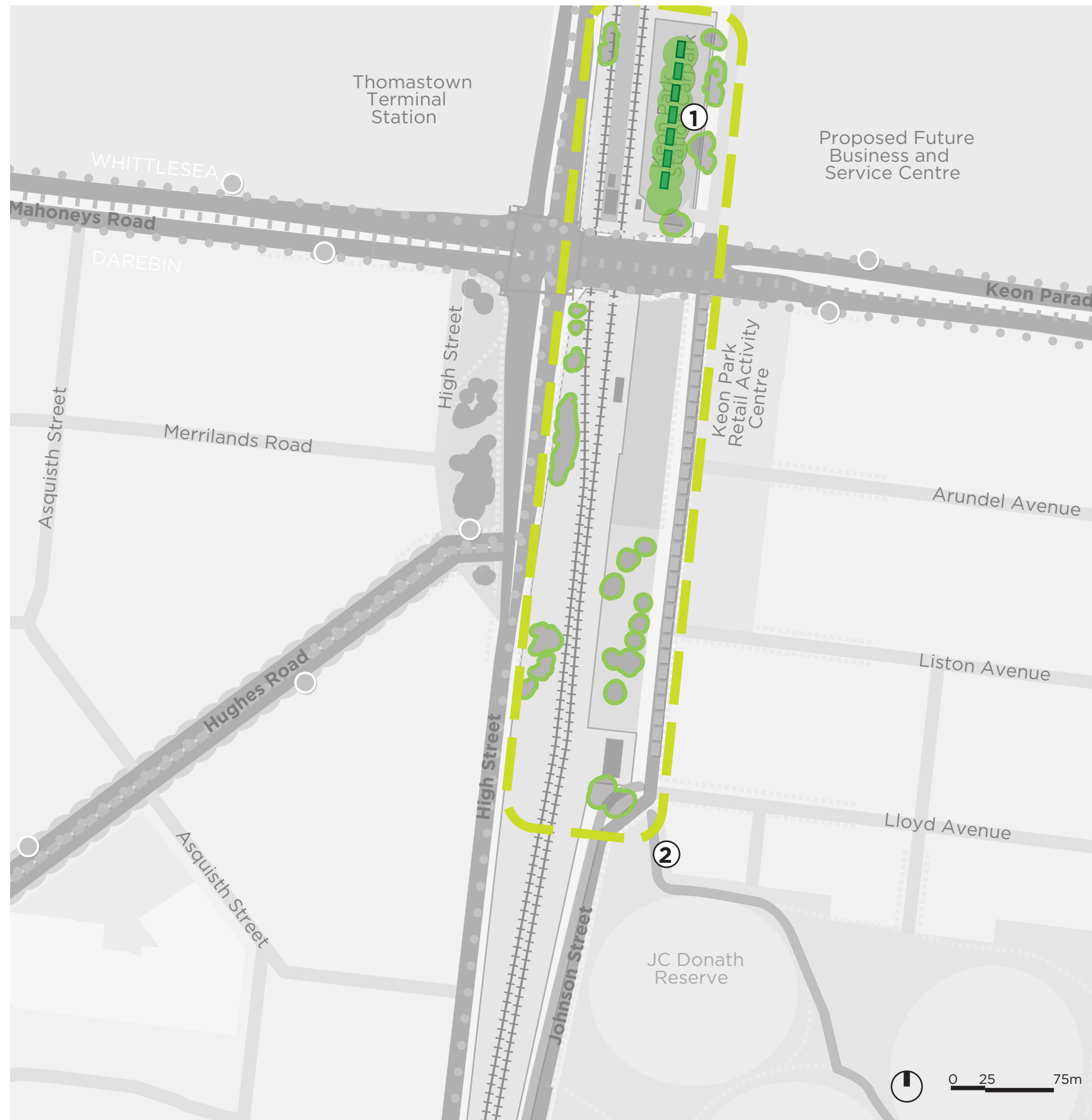


Windsor Plaza at night.
Source: ASPECT Studios



Wayfinding signage at Reservoir Station.
Source: LXR

3.6 Sustainable and Easily Maintained



Commuter car parking areas and streetscapes incorporate canopy planting and WSUD and safe, separated pedestrian access.



Corridor Sustainability

- Sustainability is a core part of the station building design, functionality and energy use, and integrated early in the design development.
- Large areas of hard impervious surfaces are minimised in favour of permeable pavements and vegetation to return water to the soil and ground, particularly in car parking.
- Passive irrigation for public open space areas is used to increase vegetation growth and amenity, and maximise flood mitigation measures for the corridor and station precinct.
- High quality integral finishes are preferred wherever possible and use of cladding or applied finishes is minimised for longevity and low maintenance.
- Light-coloured pavements are used where high foot traffic is not expected to minimise heat absorption.
- Any trees that are removed are utilised as habitat logs and/or for street furniture if the timber class is appropriate.
- Playspaces, active recreation spaces, dog parks and community spaces are designed using robust, sustainable materials and landscaping.
- The materials of buildings and infrastructure are sustainable, using concrete from sustainable sources and other recycled materials, and concrete aggregate for the shared user paths.
- The corridor is water sensitive with water sensitive urban design incorporated into open spaces to maximise useability for all users.
- The initial maintenance period provides a high quality and regular maintenance regime to ensure successful establishment of plants/landscaping during the defects period.
- Materials including track, train station, and heritage elements are resused in new open spaces.

3.6 Sustainable and Easily Maintained



Carpark solar farm in Wodonga.
Source: VicWater



Grassland enhancing biodiversity.
Source: Australian Plants Society Victoria



Any trees that are removed are utilised as habitat logs in playspaces and/or for street furniture if the timber class is appropriate.
Source: ASPECT Studios

4. Proactive Support for Local Community

This section outlines Council’s desired support for local businesses and the community to ensure that the inevitable disruption is as minimal as possible throughout construction and delivery.

4. Proactive Support for Local Community

During Construction - Disruption

- Local businesses, traders, and community are supported throughout construction disruptions and the additional works post construction.
- A program of temporary activation events to support local businesses thrive during the works, including 'shop local' campaigns and activities that bring/retain customers and visitors. Programming takes a coordinated approach with Council and the local businesses to ensure a significant positive impact.
- Minimised disruption to local communities by ensuring haulage and delivery of goods for the projects occurs only on major roads and during off-peak times.
- Maintaining current level of pedestrian and cycle access throughout disruption.
- Public parking is kept free for the community, visitors, shoppers and local workers.
- Construction staff and contractors and their work vehicles are provided with alternative parking with no reduction in car spaces available to the public.
- Existing public car parks such as Keon Park Station parking, continue to be publicly available through the construction period.
- Construction timing minimises disruption on busy days.
- Connection is maintained for people accessing Keon Park Station.
- LXRП and workers creatively support a diverse range of local business types and sectors, including through encouraging worker patronage across different goods and services and sourcing goods and services for prizes.
- Movement, connection and local character in existing streets and paths are improved by the level crossing removals and design.
- Local streets are not negatively impacted by new traffic movements.
- Rail noise is kept to a minimum through noise attenuation bridge design.

During Construction - Communication

- Clear communication and consultation with due notice prior to impacts such as road closures, power outages or occupations, with businesses and traders, and their concerns actively incorporated into delivery activities. This includes information sessions as a complement to written documentation.
- Communication strategies and provision consistently addresses the digital, written and verbal information needs of CALD and non-CALD businesses. This includes information in many languages and provided in person as much as possible with translators.

Targeted Employment

- Prioritise employment and training opportunities for Darebin residents impacted by COVID-19 through the LXRП across profession types.
- Target employments and supply chain opportunities towards economically disadvantaged groups, specifically the CALD community, women, young people and Darebin residents impacted by COVID-19. This should be reflected in LXRП contractual arrangements.
- People from Aboriginal and Torres Strait Islander backgrounds are employed to create a more diverse workforce target of 3% and add value to the project.
- Darebin based social enterprises are engaged and provide employment opportunities for LXRП.
- Local artists are engaged to design and create work decorating construction hoarding panels.
- Partner with local tertiary education institutions to support local employment and training opportunities.

5. Advocacy

This section outlines Council’s Top Asks for the Keon Park Level Crossing Removal Project. Council seeks exemplary urban design outcomes for the precinct to reinvigorate and reconnect communities.

Top Asks

- 1. Deliver an activated station concourse that integrates with the surrounding area and includes an urban plaza with a clear, direct connection from the station to Johnson Street activity centre.**
- 2. Provide the majority of the station car parking on the northern side of Keon Parade.**
- 3. Provide direct platform access north of Keon Parade, in addition to the Station concourse entrance.**
- 4. Design, construct and operate a zero emissions station which includes:**
 - a. Minimising emissions during demolition and construction;
 - b. Maximising energy efficiency principles;
 - c. 100% renewable all electric sourcing;
 - d. On-site renewable energy generation; and
 - e. EV car and bike charging stations as per Councils EV Policy.
- 5. Plant 200 native trees along the rail corridor from Ruthven Station to Keon Park Station, and along Mahoneys Road and Keon Parade.**
- 6. Retain, regenerate and add new planting of significant, native trees and vegetation throughout the project area. Any replacement must be at a minimum ratio of 5:1.**
- 7. Allocate \$350,000 of funding for locally produced art in the vicinity of the station that complements and references the local identity and cultural heritage of the area.**
- 8. Provide secure, safe and convenient bike parking facilities within the precinct and integrate into the station design with minimum capacity for 40 bikes**
- 9. Incorporate traffic safety measures:**
 - a. Deter non-local traffic from using Johnson Street as a through-route.
 - b. Provide a raised crossing on Johnson Street at the Keon Parade intersection.
 - c. Provide an at-grade crossing of Keon Parade to the eastern side of Johnson Street.
- 10. Connect pedestrian, cycling and wheeling routes throughout, including Hughes Parade to Liston Avenue/Donath Reserve, Johnson Street to High Street and further afield to Edgars Creek and Darebin Creek.**
- 11. Provide a high-quality bus/train interchange on both sides of Keon Parade that provide seamless easy transfer from the station to the orbital bus route.**
- 12. Improve the interface of the Johnson Street and Keon Parade activity centre through streetscape improvements such as planting, shop front revitalisation, laneway upgrades, external façade upgrades, street furniture, raised pedestrian crossing points, and artworks informed by Council's Urban Design Guidelines to the value of \$3m.**
- 13. Undertake lighting and active infrastructure upgrades which extend beyond the station precinct, to create a safe and active connection between Donath Reserve, High Street, Hughes Parade and Johnson Street.**
- 14. Address access issues and climate emergency by including amenities such as free showers, toilets, charging stations and shade canopies to address climate change adaptation for sleeping rough and homelessness.**
- 15. Capital support to design and construct new playgrounds, green gyms, extended path connections, urban forests and boardwalks, amphitheatres and a new outdoor community hub space for activity and social interaction, as outlined within the Donath and Dole Reserve Masterplan.**
- 16. Transfer any voluntarily acquired properties for adaptive community use such as: community skill share space, libraries or office share space.**
- 17. Activate the rear of the existing apartment buildings to provide an improved interface with the new station and concourse.**
- 18. Engage meaningfully with Traditional Owners and consult with the Wurundjeri Traditional Owner Group architects and Darebin Aboriginal Advisory Committee (DAAC) throughout the project, including during precinct design.**