

# DRAFT FRAMEWORK PLAN

## KYNETON SOUTH INVESTIGATION AREA

MAY 2017



**Macedon  
Ranges**  
Shire Council



# 01 INTRODUCTION

## PURPOSE

The draft Kyneton South Investigation Area Framework Plan (KSIAFP) has been prepared to assist Council in assessing the long-term growth potential of the investigation area and to provide a high-level understanding of connections and infrastructure that may be required to support the Kyneton community now and into the future.

The ultimate purpose of the plan is to create a framework that considers the township holistically to ensure that any potential growth is coordinated and responds to the wider township needs, such as improving strategic transport connections, community infrastructure, recreation and open space, conservation areas and protecting existing characteristics of the Kyneton township.

The draft framework plan is a high-level plan which has been informed by an Issues and Opportunities Paper. The draft Framework Plan is a potential concept which tests whether the areas identified for “investigation” may be suitable for medium to long-term growth.

It is important to emphasise that the preparation of a draft Framework Plan for the investigation area is not a rezoning process. Land within the investigation area identified for potential growth will require a more detailed technical analysis and further planning processes prior to any consideration of land use change; should it proceed.

A draft Framework Plan for the investigation area will also help provide an understanding of potential infrastructure servicing considerations. A Kyneton South Investigation Area Infrastructure Assessment Plan will be prepared to address these requirements.

## TIMING / PLAN STAGES

The draft Framework Plan is the second stage of the current process following on from the preparation of an Issues + Opportunities Paper. Following the completion of this process, if it is determined that land within the Investigation Area is suitable for growth and the framework plan is adopted by Council a more detailed planning process will be undertaken.





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## 02 CONTEXT

### BACKGROUND

#### KYNETON TOWNSHIP

Kyneton is located 85kms north-west of Melbourne, and is one of the key towns located along the Calder Highway between Melbourne and Bendigo. The train and nearby Calder Freeway provides easy access to Bendigo in the north and Melbourne in the south, both of which are approximately a one hour commute from Kyneton.

The Campaspe River runs through the town and provides walking trails along its banks connecting key sites including the historic Botanic Gardens, the River Reserve 'art trail' and the Kyneton Racecourse precinct.

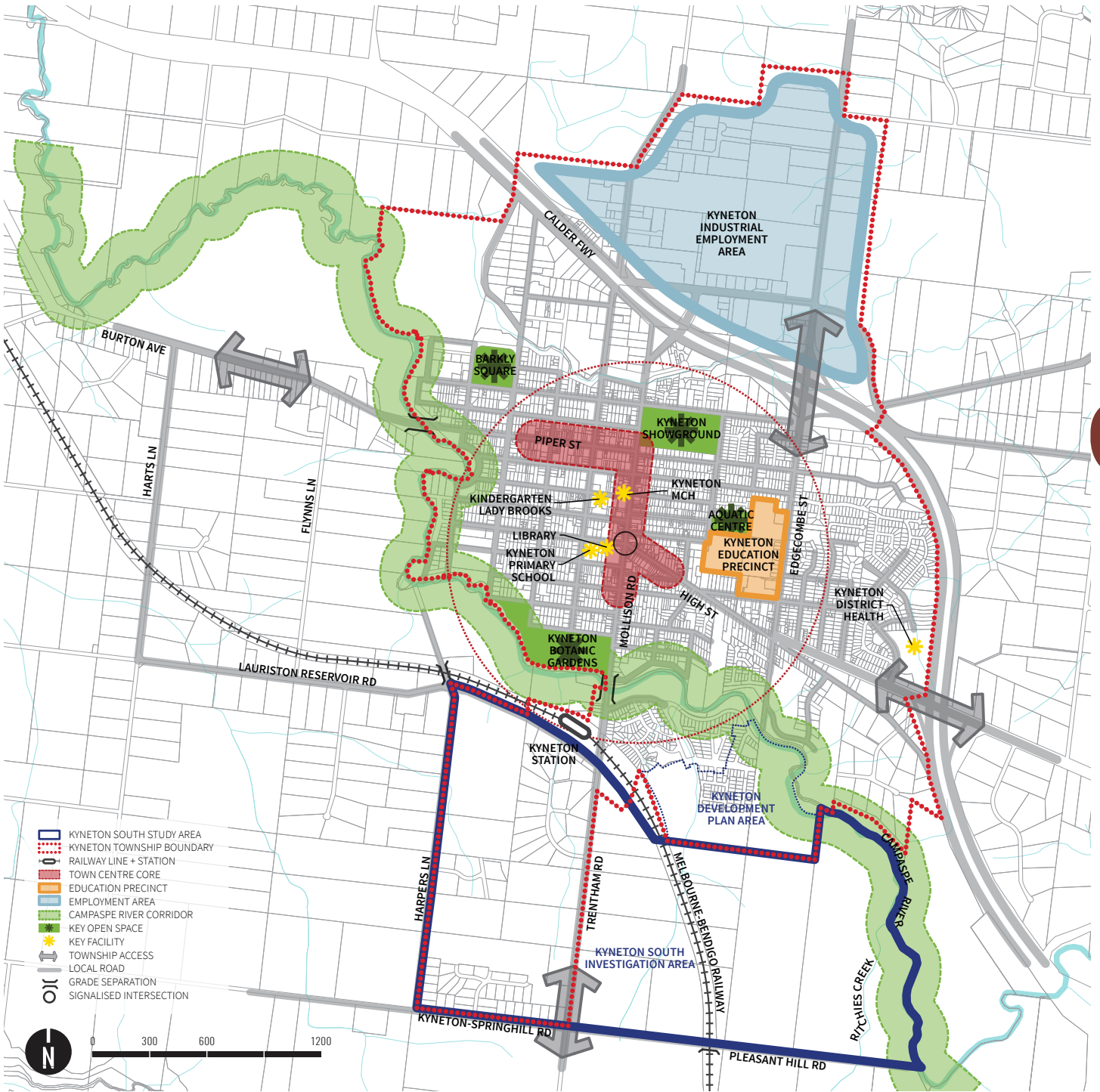
Kyneton is the second largest town in the shire and performs an important retail and service role to the surrounding agricultural district and townships.

The Kyneton District population is approximately 8,944 people according to Id Forecasts (2015 ABS ERP Data) and is proposed to increase to 11,457 by 2036 based on the existing growth potential within the township. The population forecast does not factor in growth from the identified Kyneton South investigation.

Kyneton has a new modern hospital, a town bus service and a railway station on the Melbourne-Bendigo line. Facilities in Kyneton include:

- ▶ Library;
- ▶ Maternal and Child Health Centre;
- ▶ Kindergarten – Lady Brooks;
- ▶ Sports & Recreation Reserves – Barkley Square and Kyneton Showgrounds;
- ▶ Sports & Aquatic Centre;
- ▶ Kyneton District Health – Hospital & Community Care;
- ▶ Education Precinct – Kyneton Secondary College, Sacred Heart College & Our Lady of the Rosary Parish Primary School;
- ▶ Kyneton Primary School;
- ▶ Kyneton Botanic Gardens.

PLAN 1: KYNETON LOCAL CONTEXT PLAN



## STRATEGIC CONTEXT

Kyneton has been identified as an important township within the region given its current service provision and locality between both Melbourne and Bendigo. There are a number of Strategic Planning strategies that identify Kyneton as a key town within the region. A summary of the relevant planning policies is provided below:

### REGIONAL GROWTH PLAN

The Loddon Mallee South region encompasses the municipalities of Central Goldfields, Bendigo, Loddon, Macedon Ranges, and Mount Alexander.

The Loddon Mallee South Regional Growth Plan (LMS-RGP) provides a regional approach to land use planning. It identifies opportunities to encourage and accommodate growth and manage change over the next 30 years. The document's vision is to provide a "productive, sustainable and liveable region for its people".

The LMSRGP identifies the following for the region:

- ▶ Locations where future development will be supported and assessed at a regional scale.
- ▶ Environmental, economic, community and cultural assets and resources of regional significance that should be preserved, maintained or developed.
- ▶ How the region can respond to opportunities, challenges and long-term drivers of change.
- ▶ Key regional priorities for future infrastructure planning and investment to support growth.

Specific to Kyneton, the LMSRGP says:

- ▶ Larger centres such as Gisborne, Kyneton, Castlemaine and Maryborough act as district hubs to smaller surrounding settlements and rural areas, both inside and beyond the regional boundaries. These larger centres offer a diversity of retail and community services and recreational and cultural opportunities that complement those on offer in Bendigo and Melbourne.
- ▶ Regional centres and towns identified as having capacity for growth in the Loddon Mallee South region are Maryborough, Gisborne, Castlemaine and Kyneton. These centres and towns will be the focus of future population growth and act as sub-regional employment centres. They will also act as a

network for each other and surrounding smaller towns.

- ▶ Planning for settlement growth will need to consider the bushfire risk, bushfire planning provisions and potential flood hazards. The town has significant infrastructure including the Kyneton Hospital, and is located on the Calder road and rail corridor providing ease of access to Bendigo and Melbourne. The town has a rich legacy of heritage buildings and streetscapes that need to be protected and enhanced.

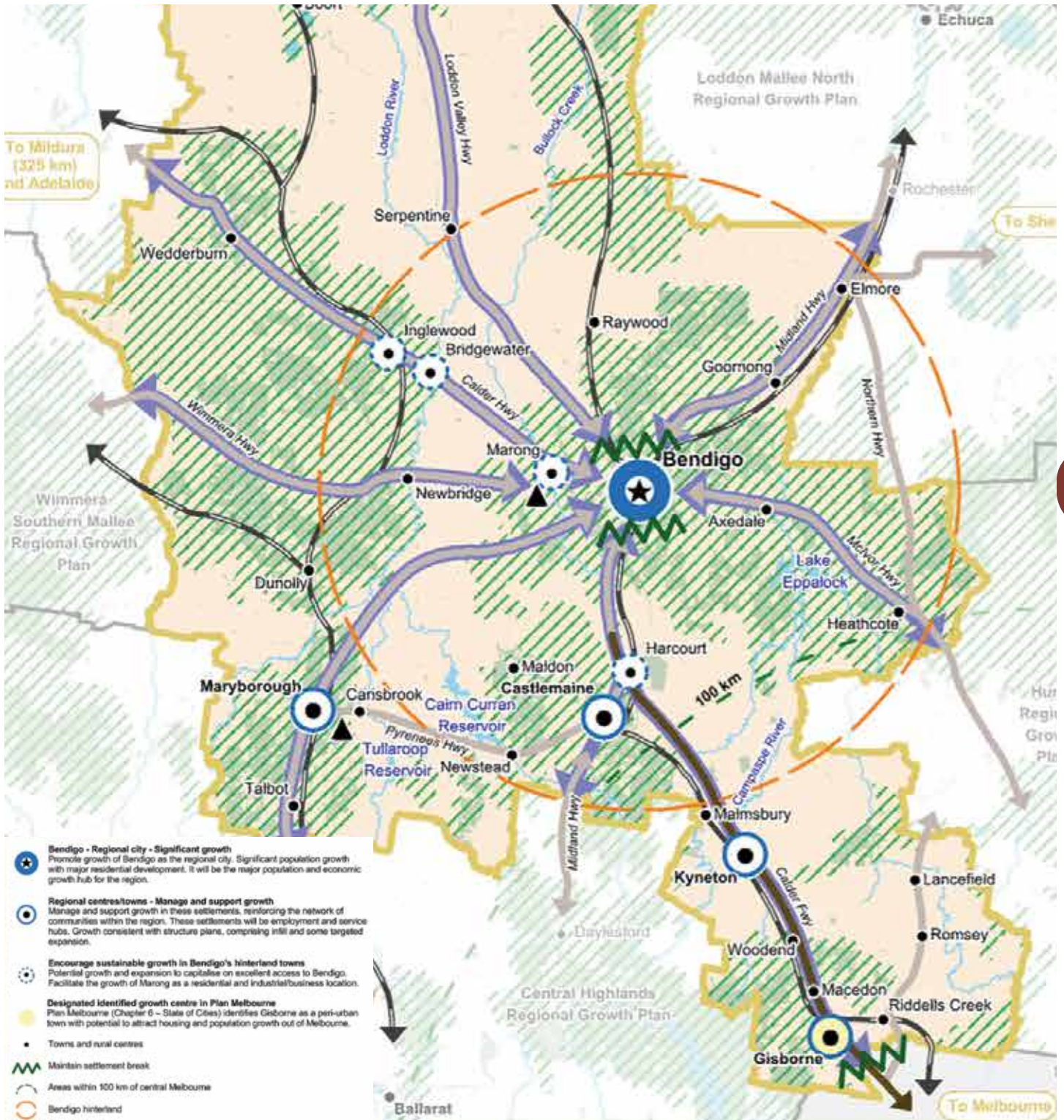
### PLAN MELBOURNE

Plan Melbourne is the Victorian Government's long-term planning strategy, guiding the way the city and state will grow and change to 2050. Plan Melbourne has identified Kyneton as a Regional Town and included it in the following policy direction.

- ▶ *Policy 7.1.2 Support planning for growing towns in peri-urban areas*

A number of towns in peri-urban areas have capacity for more housing and employment-generating development without impacting on the economic and environmental roles that surrounding non-urban areas serve. Those towns include Warragul–Drouin, Bacchus Marsh, Torquay–Jan Juc, Gisborne and Kyneton. Other towns identified by Regional Growth Plans as having potential for growth include Wonthaggi, Kilmore, Broadford, Seymour and Ballan. Peri-urban towns can provide an affordable and attractive alternative to metropolitan living. However, strategies need to be developed for the timely delivery of state and local infrastructure to support growth and protect their significant amenity. Most importantly, development in peri-urban areas must also be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl and protect agricultural land and environmental assets Regional Growth Plan.

PLAN 2: LODDON MALLEE SOUTH REGIONAL GROWTH PLAN



## MACEDON RANGES SHIRE COUNCIL LOCAL PLANNING FRAMEWORK

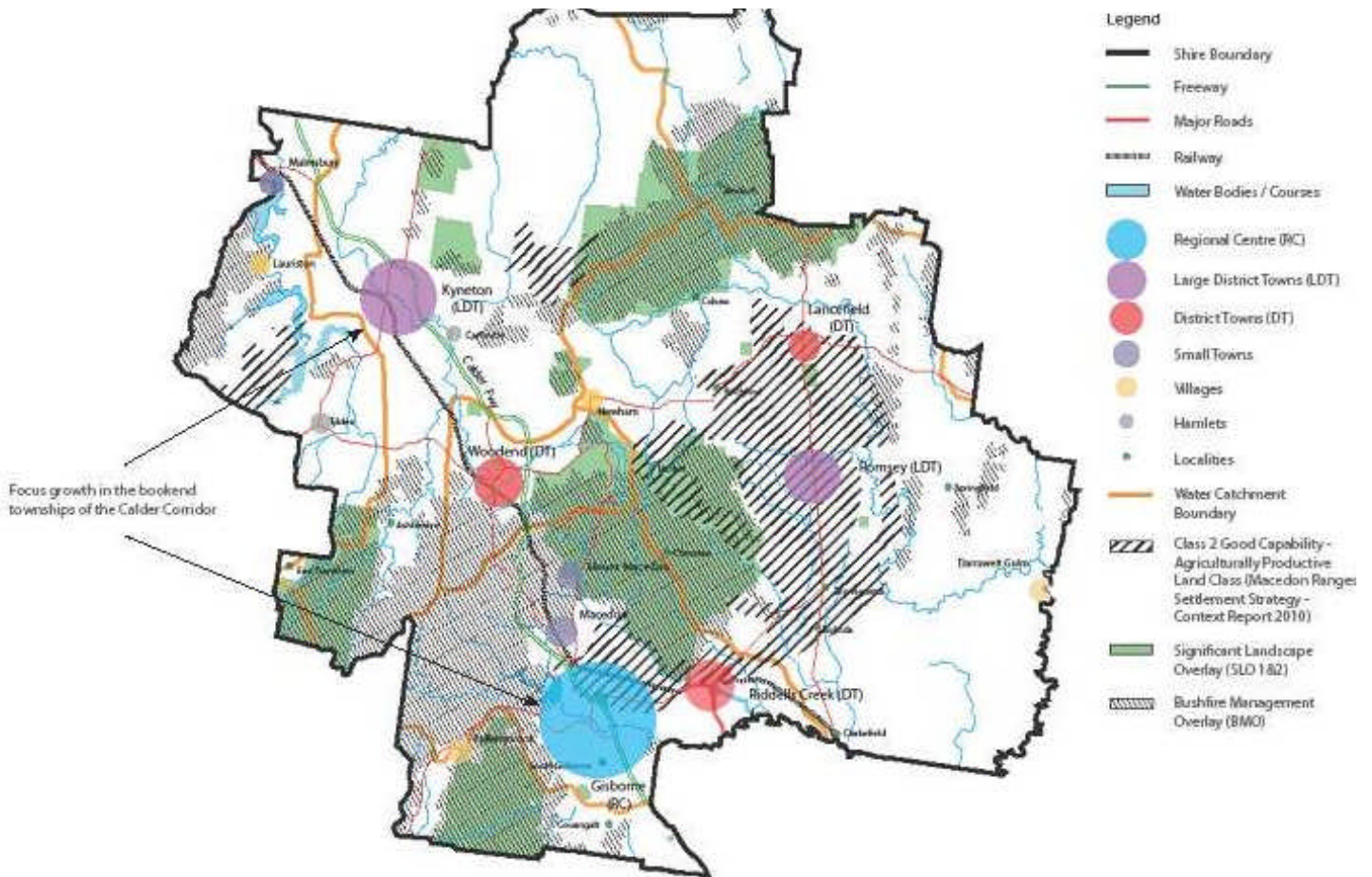
The Macedon Ranges Shire Council local planning policy “Clause 21.03 - Vision – Strategic Framework Plan” establishes the overarching vision for land use planning within the municipality.

The plan identifies Kyneton as a Large District Town which has a higher order role within the district. A Large District Town is described in the local policy as per the following:

*“A town with a substantial and diverse population base (6,000 to 10,000) and a dominant business district with a moderate employment base. All essential services are provided. Access to services such as police stations, medical/hospital facilities and a range of education facilities is generally high. A variety of accommodation types and sizes are available.”*

It is evident the Kyneton Township currently serves the role of providing services to the township and surrounding towns. With further growth within the existing residential zoned areas and possibly within the investigation area, will further strengthen the role Kyneton plays within the region.

PLAN 3: MACEDON RANGES SHIRE - STRATEGIC FRAMEWORK PLAN





## KYNETON LOCAL STRUCTURE PLAN

Council adopted the Kyneton Township Structure Plan in June 2013. The purpose of the Kyneton Structure Plan is to provide a planning framework to strategically manage the future growth of Kyneton while ensuring that the existing characteristics and qualities of the township are protected and enhanced.

The key objectives of the Structure Plan are:

- ▶ Facilitate the sustainable growth of Kyneton to a population of 8,600 people at 2036;
- ▶ Prepare policy and control mechanisms to facilitate a broad-range of housing types;
- ▶ Protect the valued character of Kyneton, minimise land use conflict between industrial and residential uses; and
- ▶ Identify land required to be rezoned for residential / business development purposes.

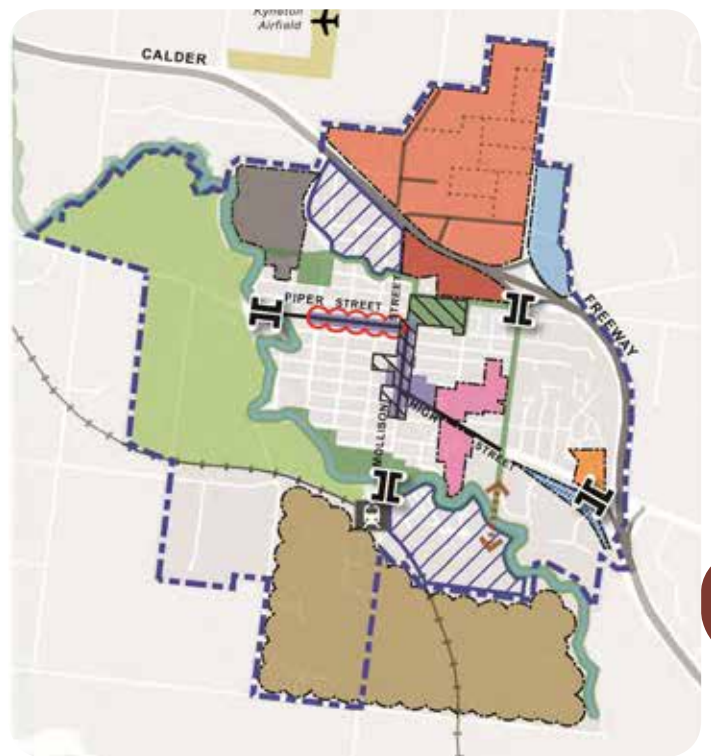
The structure plan identifies the need of consolidating growth within the township and protecting long term growth opportunities.

It also recognises the importance of growth to enable investment in new and existing infrastructure, to strengthen the economic prosperity of the town, to provide opportunities for more sustainable housing and meeting the changing housing needs of the community.

The Structure Plan identifies an area south of the railway station, known as the Kyneton South Investigation Area. This area is to be assessed to determine the potential of accommodating the long-term (10-20 years) future residential growth of the township.

Planning for the Investigation Area will need to address the following:

- ▶ Analysis of the environmental, agricultural and landscape values and determine the appropriate protection;
- ▶ Consideration of residential density ranges and areas of application;
- ▶ Assessment of existing Industrial and rail uses;
- ▶ Existing servicing capabilities with consideration given to future requirements, potential timing/staging and funding matters.



PLAN 4: KYNETON STRUCTURE PLAN



## 03 ISSUES & OPPORTUNITIES

The Issues and opportunities document was largely based on available information provided by both Council and the State Government. In addition to this, relevant state and service agencies were consulted to provide specific information to help inform the draft Framework Plan.

Whilst this information is suitable to inform the high-level planning of the draft Framework Plan, further detailed assessments will be required to help with the detailed planning for Kyneton South as this process progresses.

The key issues + opportunities that were raised during this process were:

### STREET NETWORK

- ▶ For future growth to be considered, the Edgcombe Street crossing of the Campaspe River will be required to provide an alternate access point to the township;
- ▶ The planning for the investigation area should explore the opportunity of providing an East-West Road connection over the railway;
- ▶ Explore the potential for a western local bypass connection (eg. Harpers Lane or Flynns Lane) to lessen the dependence on Mollison Street;
- ▶ Desired Melbourne bound transport route from the Investigation area could utilise Trentham Road and head south to Carlsruhe Central Rd and access the Calder Freeway;
- ▶ Upgrades may be required to existing road, bike and pedestrian infrastructure dependent on growth impact;
- ▶ Explore the potential for a rail bridge crossing along Pleasant Hill Road, preserving the existing heritage bridge for pedestrian/cycling purposes;

### PUBLIC TRANSPORT

- ▶ There are timetabling issues associated with the current Public Transport offering with the bus services not aligning with the few train services provided during peak times;
- ▶ The increased population may trigger the requirement to expand the bus network to cater for the future growth within the Township and Investigation Area;

### FOOTPATH/TRAIL NETWORK

- ▶ The existing pedestrian and cycle infrastructure within the township require improvements to ensure the future planned network can connect into an existing network;

- ▶ The provision of a cycle network hierarchy should be created for Kyneton that focuses on providing safe access to key destinations, such as Kyneton Station, the Town Centre, Employment areas and Education Hub.etc.
- ▶ There is potential to utilise the tributaries of the Campaspe River as key north-south trail connections through the Investigation Area, linking the existing Kyneton community.

### COMMUNITY + EDUCATION

- ▶ There may be the need to investigate the need for another primary school to service additional population associated with the Investigation Area and surrounding towns;
- ▶ There is a lack of direct connectivity between the investigation area and the Education Hub. The Edgcombe Street bridge crossing is a critical connection required to ensure the future community can access these facilities.
- ▶ A new kindergarten/community facility may be required within the Investigation Area to service future communities.

### ENVIRONMENT, WATERWAY & OPEN SPACE

- ▶ Areas within the investigation area contain landforms with significant grades (greater than 15%) that may not be suitable for particular land uses and must be protected;
- ▶ Flood mitigation and water quality will be key issues within the investigation area that will need to be addressed;
- ▶ There may be native flora and fauna within the investigation area that will need to be protected. The Campaspe River corridor is a key environmental and landscape asset that requires protection;
- ▶ An upgrade of the existing sports facilities within the Showgrounds Reserve and Barkly Square may be able to cater for growth in the short/medium term. In addition to these facilities a new sports oval may be required within the Investigation Area;
- ▶ The Campaspe River Corridor needs to be made accessible to the entire community to utilise as passive recreation asset and enable residents to interact sensitively with the natural environmental features of the waterway;

### SERVICING

- ▶ Low Density housing compromises the feasibility to deliver new infrastructure to service the land use;
- ▶ There is the potential of providing a new decentralised waste

water treatment plant to provide recycled water opportunities, this will also be dependent upon the level of growth for the Kyneton South Area;

- ▶ Dependent on the delivery of a new treatment plant, Class B (and possibly Class A) recycled water may be potentially considered for the Kyneton South investigation area.

### INTERFACE WITH OTHER USES

- ▶ Encourage different forms of land use to interface with rural land and ensure a transition between the township and farm land uses.
- ▶ Opportunity to explore the introduction of new land uses near the train station that can better utilise the higher order public transport infrastructure.



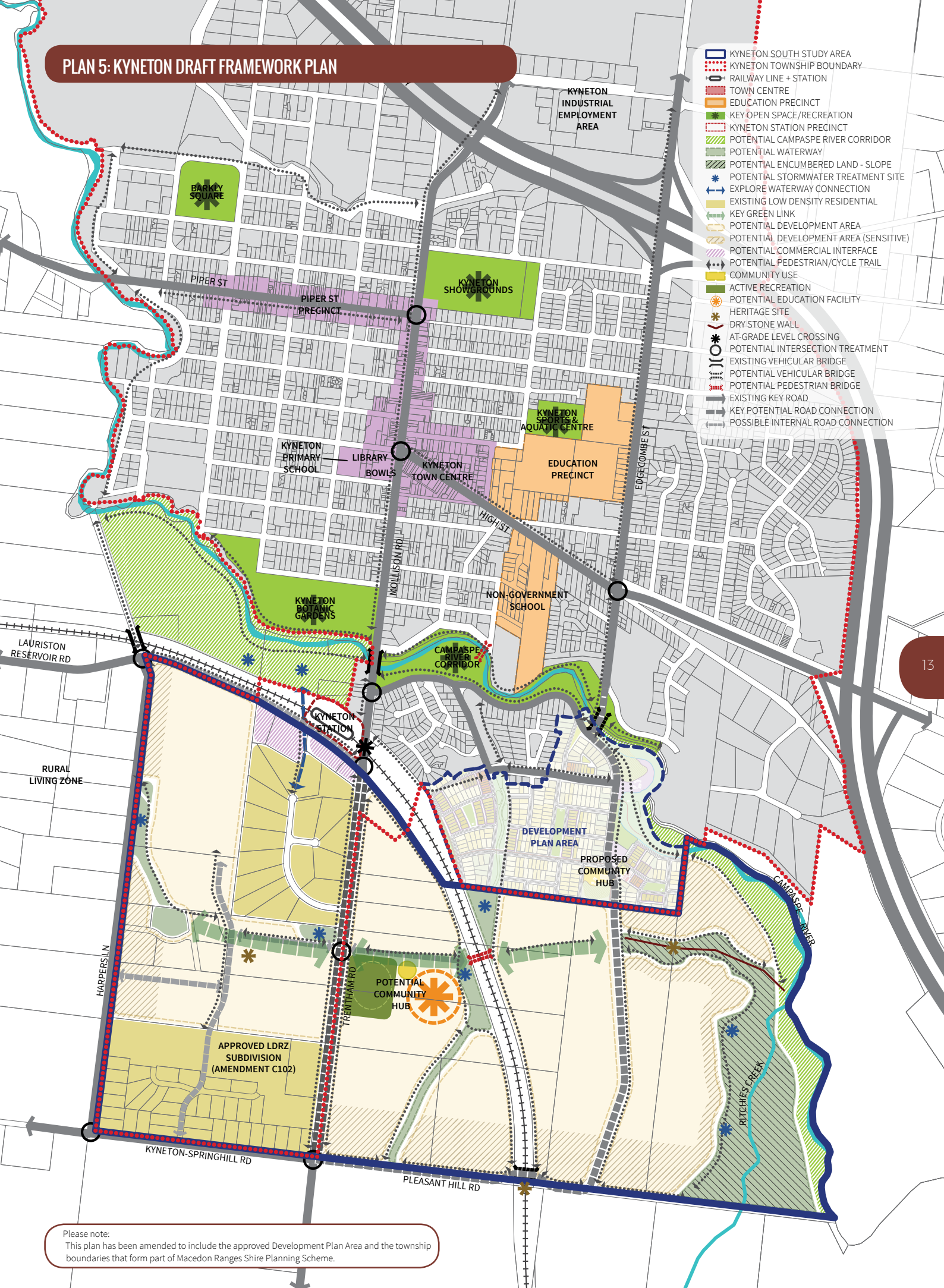
## 04 FRAMEWORK PLAN

The draft framework plan provides a broad structure for the Investigation area that considers the connectivity and infrastructure requirements of the community with a focus on encouraging design characteristics that are reflective of the Kyneton township and environmental values of the Kyneton area.

The plan has been prepared to align with the following key objectives:

1. Protect the environmental and rural landscape values of the Kyneton township from uncoordinated and inappropriate growth, in particular along the Campaspe River corridor;
2. Protect the character of Kyneton by identifying areas for potential growth that will allow for the delivery of diverse housing opportunities that will embrace the housing-types and character of the Kyneton township;
3. Create vibrant walkable neighbourhoods that are well serviced and connected to encourage the community to utilise alternate forms of transport and encourage healthy lifestyles;
4. Establish a higher-order transport network to improve the connectivity of the township and provide the Kyneton community with better access to facilities and destinations within the local area;
5. Provide a street network that can accommodate public transport services and deliver direct and efficient routes to improve the offering for the local community;
6. Identify a pedestrian and bicycle network that provides safe on-road and off-road opportunities for the local community to utilise;
7. Ensure that any potential future growth can be adequately serviced.

# PLAN 5: KYNETON DRAFT FRAMEWORK PLAN



- KYNETON SOUTH STUDY AREA
- KYNETON TOWNSHIP BOUNDARY
- RAILWAY LINE + STATION
- TOWN CENTRE
- EDUCATION PRECINCT
- KEY OPEN SPACE/RECREATION
- KYNETON STATION PRECINCT
- POTENTIAL CAMPASPE RIVER CORRIDOR
- POTENTIAL WATERWAY
- POTENTIAL ENCUMBERED LAND - SLOPE
- POTENTIAL STORMWATER TREATMENT SITE
- \* EXPLORE WATERWAY CONNECTION
- EXISTING LOW DENSITY RESIDENTIAL
- KEY GREEN LINK
- POTENTIAL DEVELOPMENT AREA
- POTENTIAL DEVELOPMENT AREA (SENSITIVE)
- POTENTIAL COMMERCIAL INTERFACE
- POTENTIAL PEDESTRIAN/CYCLE TRAIL
- COMMUNITY USE
- ACTIVE RECREATION
- POTENTIAL EDUCATION FACILITY
- HERITAGE SITE
- \* DRY STONE WALL
- \* AT-GRADE LEVEL CROSSING
- POTENTIAL INTERSECTION TREATMENT
- EXISTING VEHICULAR BRIDGE
- POTENTIAL VEHICULAR BRIDGE
- POTENTIAL PEDESTRIAN BRIDGE
- EXISTING KEY ROAD
- KEY POTENTIAL ROAD CONNECTION
- POSSIBLE INTERNAL ROAD CONNECTION

Please note:  
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# 05

## FRAMEWORK PLAN ELEMENTS

### LAND USE

- ▶ Sensitive Interface Areas
  - » Given the Environmental and Landscape significance of the Campaspe River and Ritchies Creek, a potential Sensitive Development interface has been proposed to respond to these features. It is proposed that within these potential development areas that a large lot typology be applied that allows for generous setbacks for dwellings and significant planting within private land holdings;
  - » Rural Living and Farming Areas – the draft Framework Plan also proposes the use of a sensitive development interface to assist with the transition between the Township and surrounding rural areas.
- ▶ Existing Low Density Residential Zone Areas
  - » The land fragmentation associated with the existing Low Density Residential Zone areas restricts the ability of these areas to be considered for further growth.
  - » Tilwinda Estate has been approved as a Low Density Residential Zone development and thus has been identified as such on the draft Framework Plan.

### EMPLOYMENT & TOWN CENTRES

- ▶ Kyneton Town Centre
  - » The existing town centre will be the higher order centre for the Kyneton Township. There may be potential to provide a small retail offering within the Area;
- ▶ Existing Industrial Areas
  - » There is potential for the existing Industrial land located on Lauriston-Reservoir road to transition to a more suitable use that interfaces with the Kyneton Station. A mix of retail/commercial and residential uses would be ideal as this would provide uses that operate outside of standard working hours and increase passive surveillance of the station area;
  - » There might also be scope for a neighbourhood convenience retail offering co-located with the community hub within the Investigation Area.















### EDUCATION + COMMUNITY

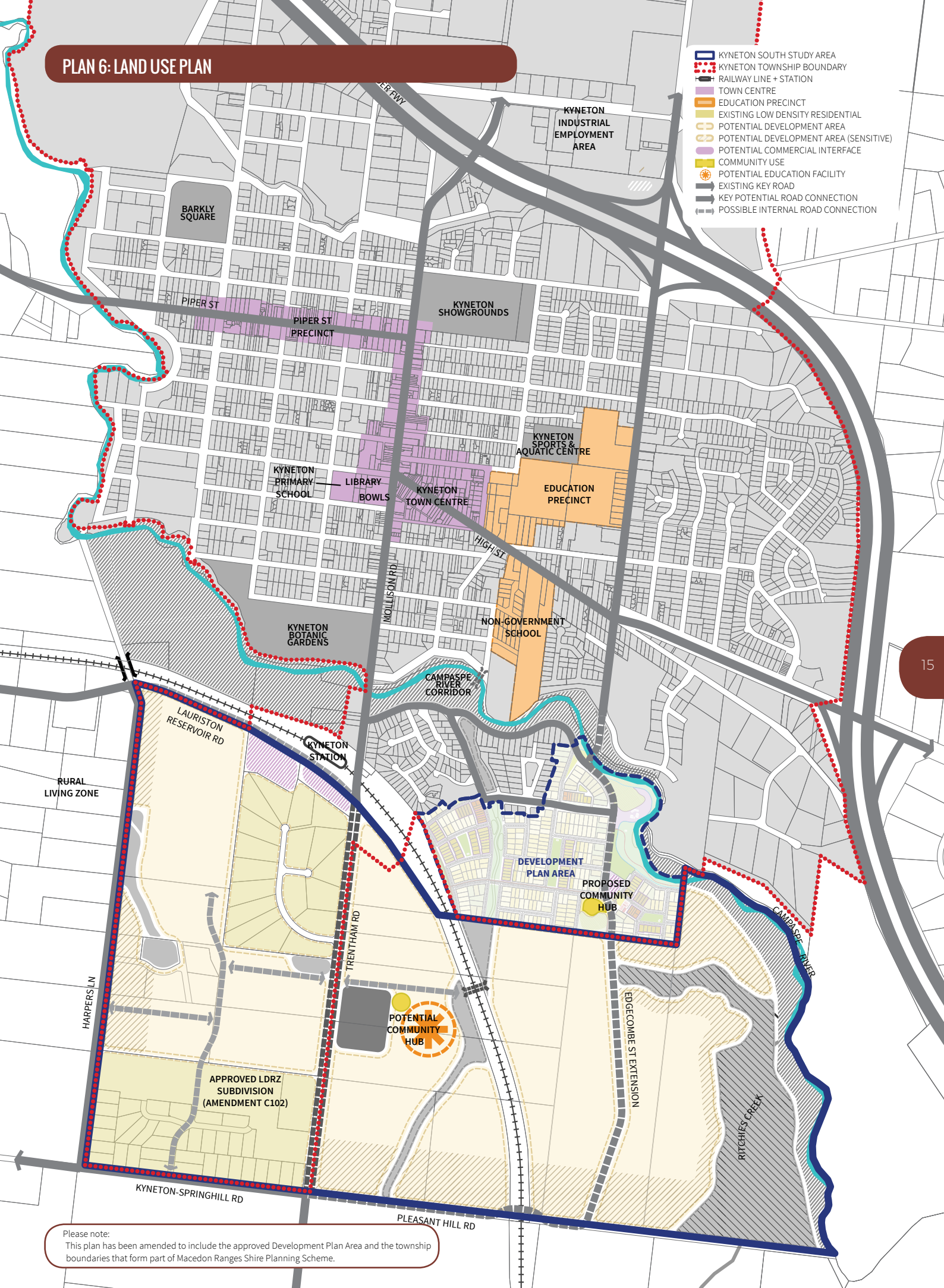
- ▶ Education Precinct
  - » It is important to improve the access to the Education Precinct particularly from the Investigation Area. Located on Edgcombe Street, the delivery of potential infrastructure items such as the Edgcombe Street bridge, will be vital to provide direct access to this precinct;
- ▶ Potential Community Hub-Education Facility
  - » The potential future population catchment of Kyneton alone may not trigger the need for a new primary school. There may be potential for a new school within the Investigation Area that can serve the potential new growth, but also play a role as a destination school for surrounding towns given the improved connectivity the draft Framework Plan has proposed;
  - » If a school is required, it should be located on the East-West green link to ensure that it is accessible via the pedestrian/cycle trail network and potential future the bus network. It should also be co-located with a sports reserve;
- ▶ Potential Community Hub- Community Facility
  - » A potential community facility (kindergarten) may be required within the Investigation Area dependent on the growth potential. If this facility is required it should be co-located with the potential primary school.

### SERVICING

- ▶ Decentralised Treatment Plant
  - » Depending on the ultimate growth potential of the investigation area, it may be feasible for Coliban Water to deliver a new decentralised treatment plant. If feasible, the treatment plant will most likely be located south of the Investigation Area.
  - » The delivery of a potential new treatment plant will provide the opportunity for Class B (Potentially Class A) recycled water to be provided to the Kyneton South area. This water can be utilised to irrigate open space areas and sports reserves.

# PLAN 6: LAND USE PLAN

-  KYNETON SOUTH STUDY AREA
-  KYNETON TOWNSHIP BOUNDARY
-  RAILWAY LINE + STATION
-  TOWN CENTRE
-  EDUCATION PRECINCT
-  EXISTING LOW DENSITY RESIDENTIAL
-  POTENTIAL DEVELOPMENT AREA
-  POTENTIAL DEVELOPMENT AREA (SENSITIVE)
-  POTENTIAL COMMERCIAL INTERFACE
-  COMMUNITY USE
-  POTENTIAL EDUCATION FACILITY
-  EXISTING KEY ROAD
-  KEY POTENTIAL ROAD CONNECTION
-  POSSIBLE INTERNAL ROAD CONNECTION



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## OPEN SPACE AND ENVIRONMENT













- ▶ Campaspe River Corridor & Environs
  - » The Campaspe River corridor provides the Kyneton community with a natural asset to engage with and utilise. The draft framework plan recognises the importance of the Environmental and Landscape values of this asset, in addition to the drainage function it serves.
  - » It is proposed that land either side of the river corridor be set aside for open spaces purposes to protect its values and making the land public to hand the asset back to the Kyneton community.
- ▶ Waterway + Stormwater Management + Creek Health
  - » The preparation of a Stormwater Mitigation and Treatment Strategy will be required to inform the detailed planning process;
  - » The draft framework plan has identified the significant overland flow paths that currently exist within the Investigation area as potential waterways;
  - » Potential stormwater treatment sites have been identified to assist with mitigating flood events and will help protect the health of natural waterways by incorporating wetlands to treat stormwater runoff;
  - » The waterways will also function as a passive recreation opportunity as they will incorporate shared paths to provide a linear trail network throughout the Investigation Area;
  - » Local Parks & Active Recreation
    - » The draft Framework plan has not gone to this detail but it is important that the future local open space network include active recreation space, preferably near the potential education facility. Local Parks must be utilised to protect existing vegetation throughout the Investigation Area for its environmental and landscape values;
- ▶ Escarpments
  - » The draft framework plan has proposed potential open space areas to protect the steep escarpments of the Campaspe River & Ritchies Creek from inappropriate future growth. It is important that any future growth is sympathetic to the steep landform and setback to protect the vistas along the waterways.

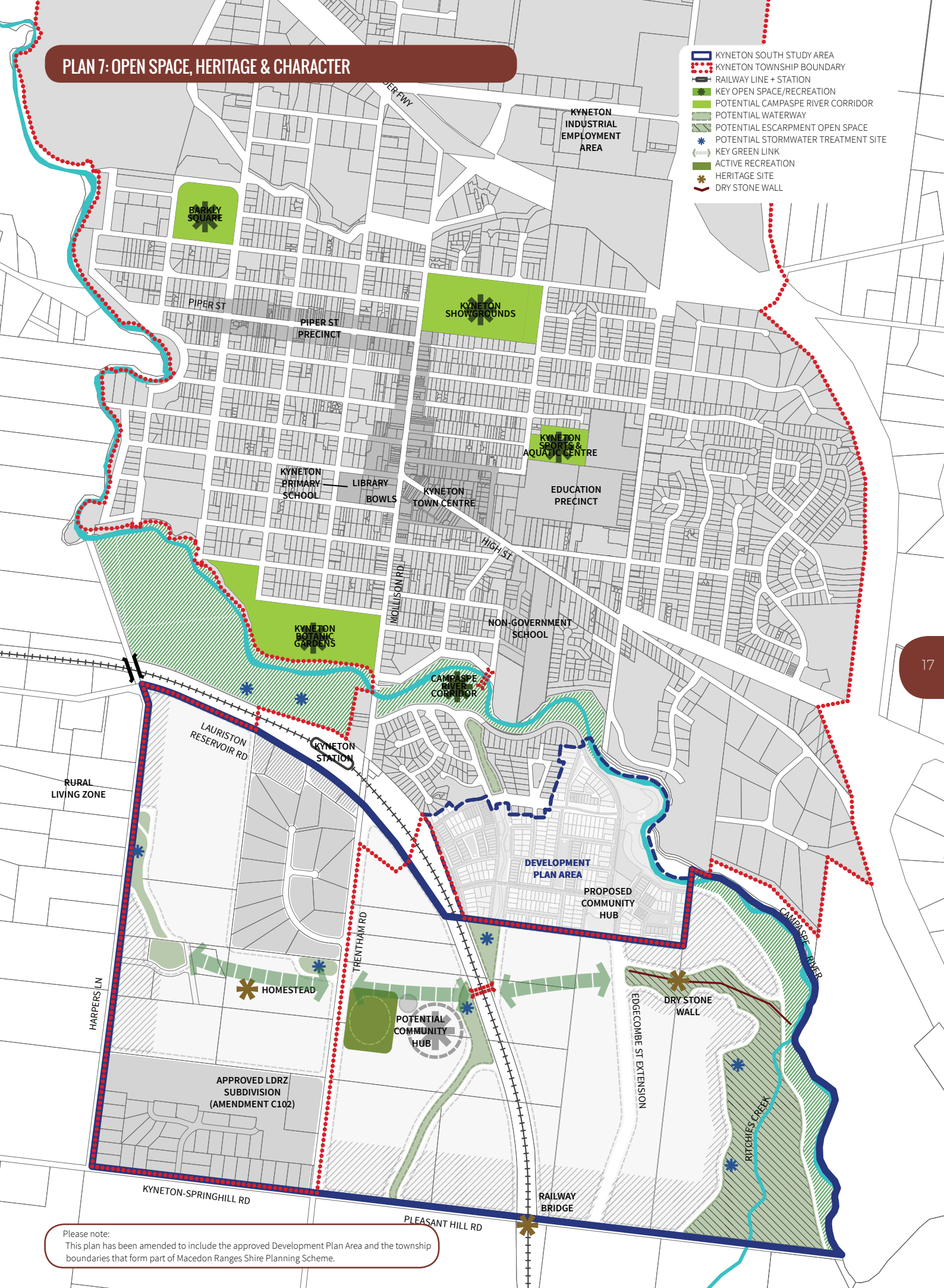
## HERITAGE & CHARACTER

- ▶ Homestead - 1829 Trentham Road, Kyneton
  - » The existing Homestead has been identified to have heritage values. The protection of this building is important to ensure that history of Kyneton is protected and can provide a guide to the character of potential future housing;
- ▶ Heritage Bridges
  - » There are several bridge crossings of the Bendigo – Melbourne railway that have heritage significance. While these bridges aren't formally identified as heritage features within the MRSC planning scheme, the draft framework plan proposes to retain the bridges in their current state and to identify them for protection. The Pleasant Hill Rd bridge can potentially be utilised as part of the future Pedestrian & Cycle network.
- ▶ Dry Stone Wall
  - » Existing dry stone heritage walls have been identified along the steep escarpment within the Eastern Neighbourhood. A further heritage assessment will be required to determine its significance and how this feature will be incorporated into any planning of the area. The draft framework plan has proposed to retain this feature within an escarpment open space area.
- ▶ Land Form & Topography
  - » The rolling landscape of the Kyneton South area plays a significant role in the character identity of the Kyneton township. Whilst the draft Framework Plan is a high-level plan, it is imperative that the potential detailed planning phase includes guidelines to ensure that any future growth responds to the landscape.



# PLAN 7: OPEN SPACE, HERITAGE & CHARACTER

-  KYNETON SOUTH STUDY AREA
-  KYNETON TOWNSHIP BOUNDARY
-  RAILWAY LINE + STATION
-  KEY OPEN SPACE/RECREATION
-  POTENTIAL CAMPASPE RIVER CORRIDOR
-  POTENTIAL WATERWAY
-  POTENTIAL ESCARPMENT OPEN SPACE
-  POTENTIAL STORMWATER TREATMENT SITE
-  KEY GREEN LINK
-  ACTIVE RECREATION
-  HERITAGE SITE
-  DRY STONE WALL



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## TRANSPORT - STREET NETWORK

### ► Edgecombe Street Bridge

- » The eastern area can only be considered for growth if this bridge crossing of the Campaspe River is delivered. This connection is vital as it will provide an alternate access to the town centre, education precinct etc. and reduce the dependence on Mollison Street.

### ► Edgecombe Street Extension

- » The extension of Edgecombe Street will require slight amendments to the approved Development Plan Area to ensure a more direct route to the south is delivered.
- » It is proposed that the Edgecombe Street extension is access restricted improving the capacity of the road.
- » A potential cross section for this road has been proposed at Figure 3.

### ► Trentham Rd/Mollison Street

- » Create a boulevard street to define the southern township as a gateway entry as per the cross section shown in Figure 1. The profile will terminate at the level crossing due to the heritage constraints of the existing bridge crossing of the Campaspe River and bluestone kerb along Mollison Street;
- » Trentham Rd currently is a VicRoads State Arterial and will potentially continue to serve an arterial road function with restricted access;
- » Any land required for the potential widening of the road reservation can be potentially delivered via a development contributions plan.

### ► Potential Intersection Treatments/Upgrades

- » Deliver intersection treatments at key locations to help deal with potential traffic movements and improve safety for the local community.
- » These locations are potentially as follows:
  - » Mollison Street/Piper Street
  - » Lauriston Reservoir Road/Trentham Road
  - » Lauriston Reservoir Road/Harpers Lane
  - » Pleasant Hill Road/Harpers Lane
  - » Edgecombe Street/High Street Intersection
  - » Pleasant Hill Road/Trentham Road
  - » Campaspe Road/Mollison Street

### ► East-West Connection (Pleasant Hill Road)

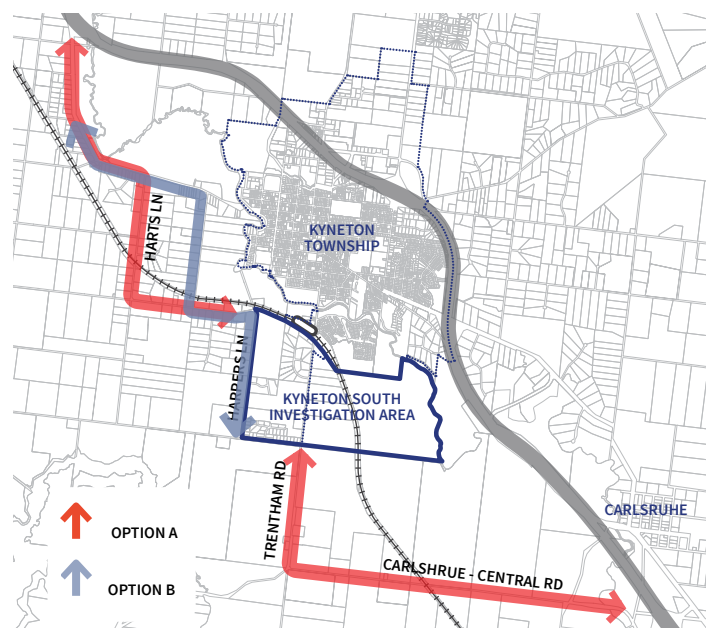
- » An East-West road connection is required to provide an alternate access to the Investigation Area and assist with dispersing the anticipated traffic across the network;
- » The connection should be located to utilise the existing land cut of the railway line to minimise the cost of delivering the bridge crossing.

### ► Western Township Access

- » A Western Township access has been explored to accommodate any transport movements trying to access the Calder Freeway heading toward Bendigo.
- » It is proposed that anticipated traffic will utilise an upgraded Harpers Lane and Lauriston-Reservoir Rd (refer to Figure 2 for cross section) and head north-west towards Harts Lane to eventually access the Calder Freeway. Harts Lane currently has an at-grade level crossing of the Bendigo-Melbourne railway.

### ► Southern Township Access via Carlshrue

- » The Carlshrue interchange is currently being utilised by residents of Kyneton & surrounding towns to access the freeway to head south toward Melbourne. It is assumed that given the proximity of the interchange to the future community, they will utilise this access rather than travel through the existing township;
- » Upgrades to the road network will be required to improve safety for all road users, including cyclists. A potential Rural Arterial cross section has been proposed at Figure 2.



# PLAN 8: TRANSPORT - POTENTIAL STREET NETWORK

**KYNETON SOUTH STUDY AREA**  
**KYNETON TOWNSHIP BOUNDARY**  
**RAILWAY LINE + STATION**

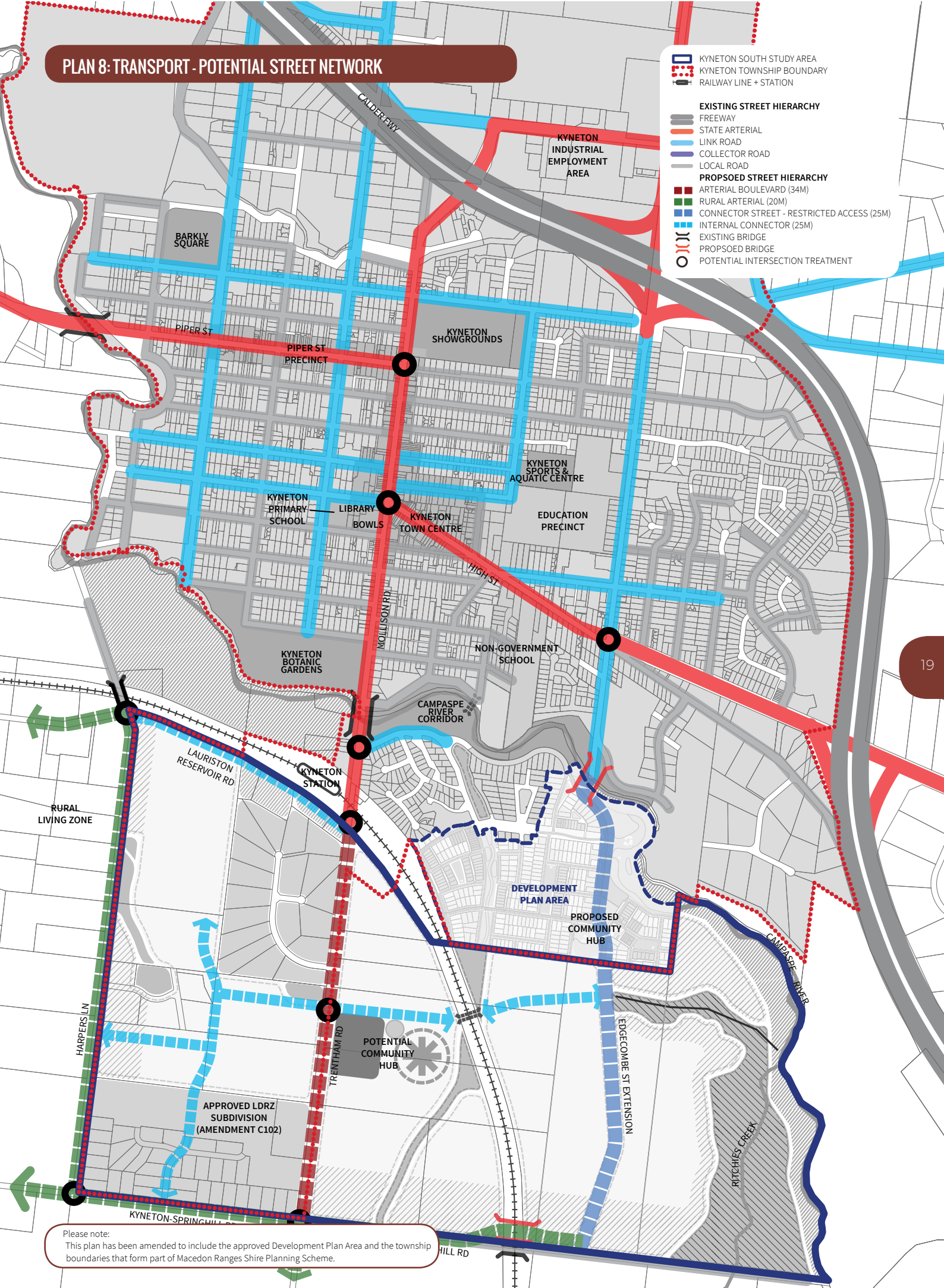
**EXISTING STREET HIERARCHY**

- FREEWAY
- STATE ARTERIAL
- LINK ROAD
- COLLECTOR ROAD
- LOCAL ROAD

**PROPOSED STREET HIERARCHY**

- ARTERIAL BOULEVARD (34M)
- RURAL ARTERIAL (20M)
- CONNECTOR STREET - RESTRICTED ACCESS (25M)
- INTERNAL CONNECTOR (25M)

**EXISTING BRIDGE**  
**PROPOSED BRIDGE**  
**POTENTIAL INTERSECTION TREATMENT**



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



## CYCLE & PEDESTRIAN NETWORKS

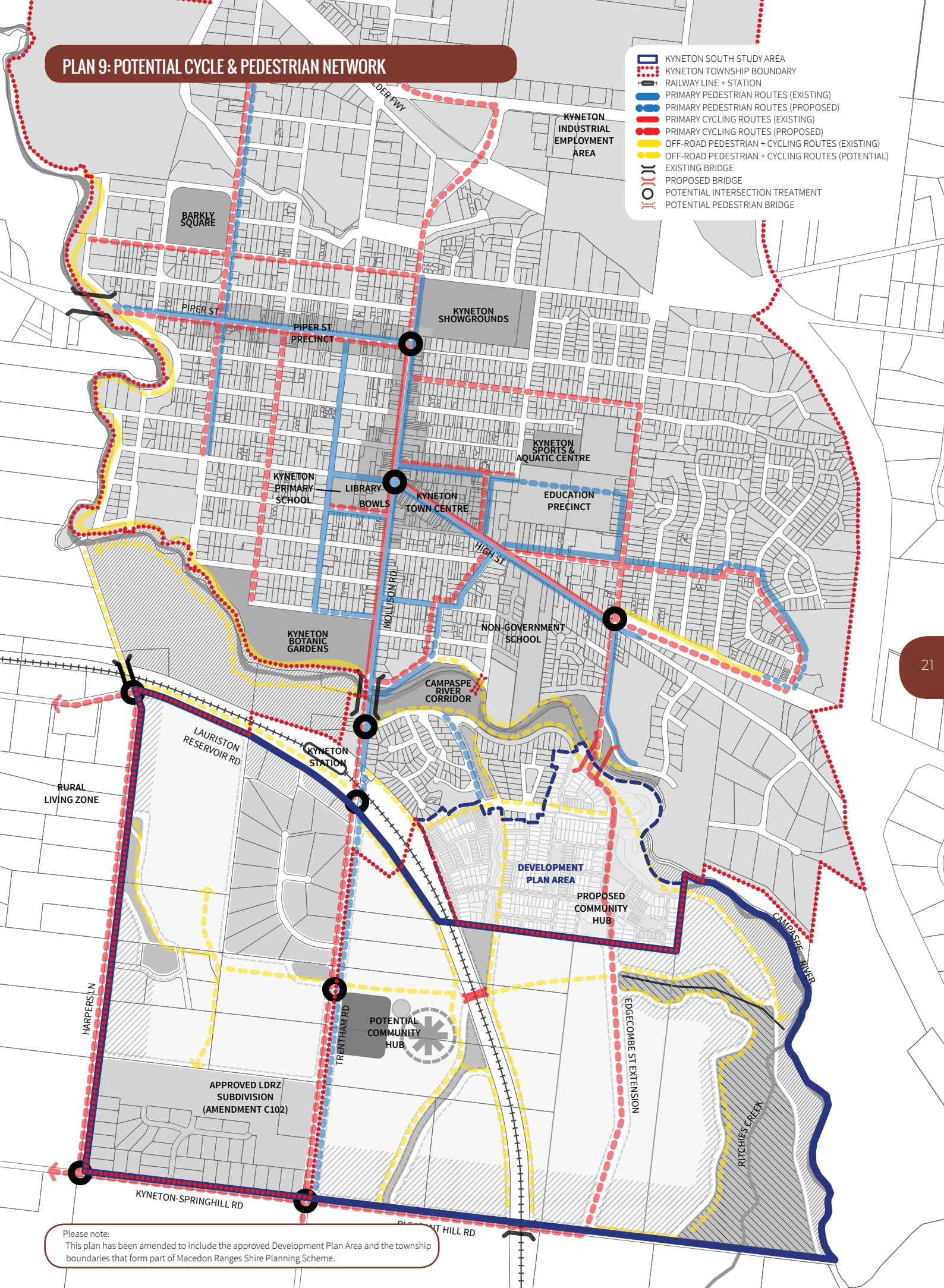
- ▶ Creating a Pedestrian/Cycle Hierarchy
  - » Campaspe River Corridor – provide new shared path infrastructure along the river corridor and connect to the existing network to improve access and connectivity for the local community;
  - » Edgecombe Street – Edgecombe Street extension will need to deliver a two-way bike path as per the cross section at Figure 3. This will provide a direct connection for the community to the Education Precinct and Town Centre;
  - » Trentham Road – the upgrade of Trentham Road must include provision for off-road shared paths as per the cross section in Figure 1. This will allow a continuous connection to the existing bike lanes on Mollison Street & into the town centre;
  - » Rail Trail – any future growth that interfaces with the railway will need to deliver the future Kyneton Rail Trail as per the cross section included at Figure 4.
- ▶ Formal Bike Lanes on Rural Arterials
  - » The proposed Rural Arterial Cross Section (Figure 2) proposes to include formalised on-road bike lanes to improve the safety for cyclists and enhance the connectivity of the cycle network in Kyneton.
- ▶ East-West Green Corridor
  - » The corridor has been proposed as an opportunity to provide an East-West off-road shared path connection across the investigation area. The ‘Green Link’ will mostly be delivered through wider streetscapes and locating local parks along this route.
  - » The corridor also allows residents to safely walk or ride along this route to access potential facilities.
- ▶ Pedestrian Bridge crossing of Railway (To be determined)
  - » A pedestrian crossing of the railway line has been proposed within the Investigation Area near the ‘Green Link’, to improve the connectivity of the area for the future residents.

## PUBLIC TRANSPORT

- ▶ Potential Bus Network
  - » The proposed higher order road network will be bus capable and allow for a direct and efficient bus network to accommodate a greater service provision for the Kyneton Township;
- ▶ Improving facilities at Kyneton Station
  - » The existing facilities at the Kyneton Station will need to be upgraded to provide improved access to the Kyneton community;
  - » Pedestrian and cycle access to the station precinct requires upgrades to improve the safety for users and better integrate the station with the township.

# PLAN 9: POTENTIAL CYCLE & PEDESTRIAN NETWORK

-  KYNETON SOUTH STUDY AREA
-  KYNETON TOWNSHIP BOUNDARY
-  RAILWAY LINE + STATION
-  PRIMARY PEDESTRIAN ROUTES (EXISTING)
-  PRIMARY PEDESTRIAN ROUTES (PROPOSED)
-  PRIMARY CYCLING ROUTES (EXISTING)
-  PRIMARY CYCLING ROUTES (PROPOSED)
-  OFF-ROAD PEDESTRIAN + CYCLING ROUTES (EXISTING)
-  OFF-ROAD PEDESTRIAN + CYCLING ROUTES (POTENTIAL)
-  EXISTING BRIDGE
-  PROPOSED BRIDGE
-  POTENTIAL INTERSECTION TREATMENT
-  POTENTIAL PEDESTRIAN BRIDGE



Please note:  
 This plan has been amended to include the approved Development Plan Area and the township boundaries that form part of Macedon Ranges Shire Planning Scheme.

FIGURE 1: POTENTIAL TRENTHAM ROAD BOULEVARD ARTERIAL CROSS SECTION

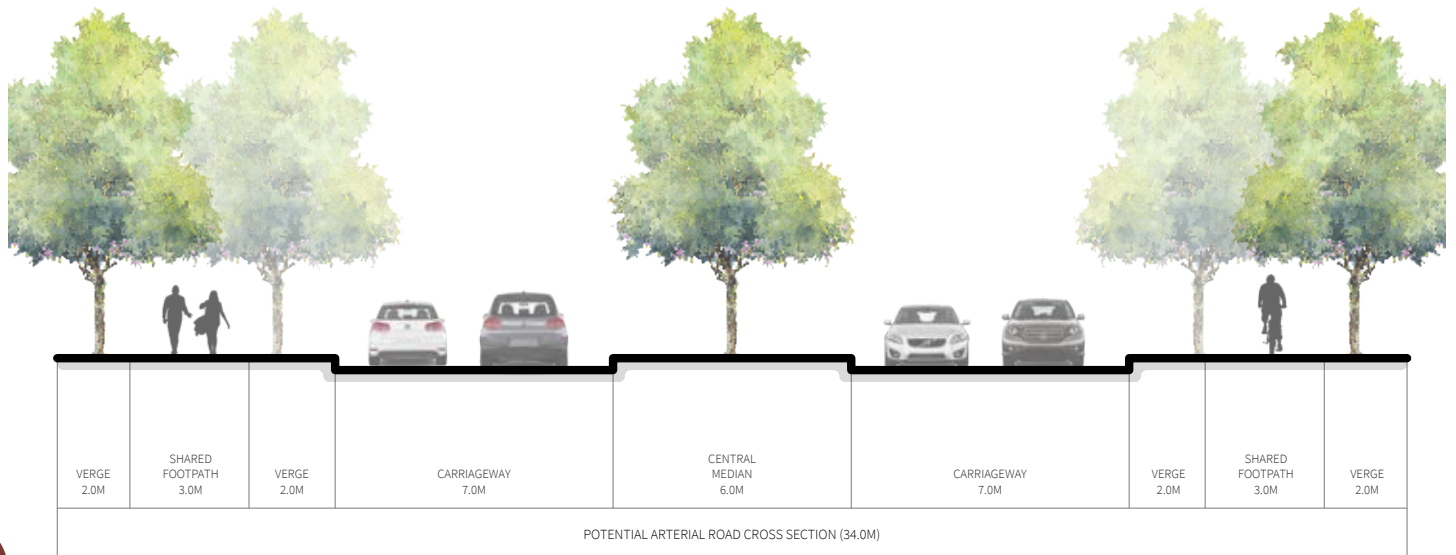


FIGURE 2: POTENTIAL RURAL ARTERIAL ROAD CROSS SECTION

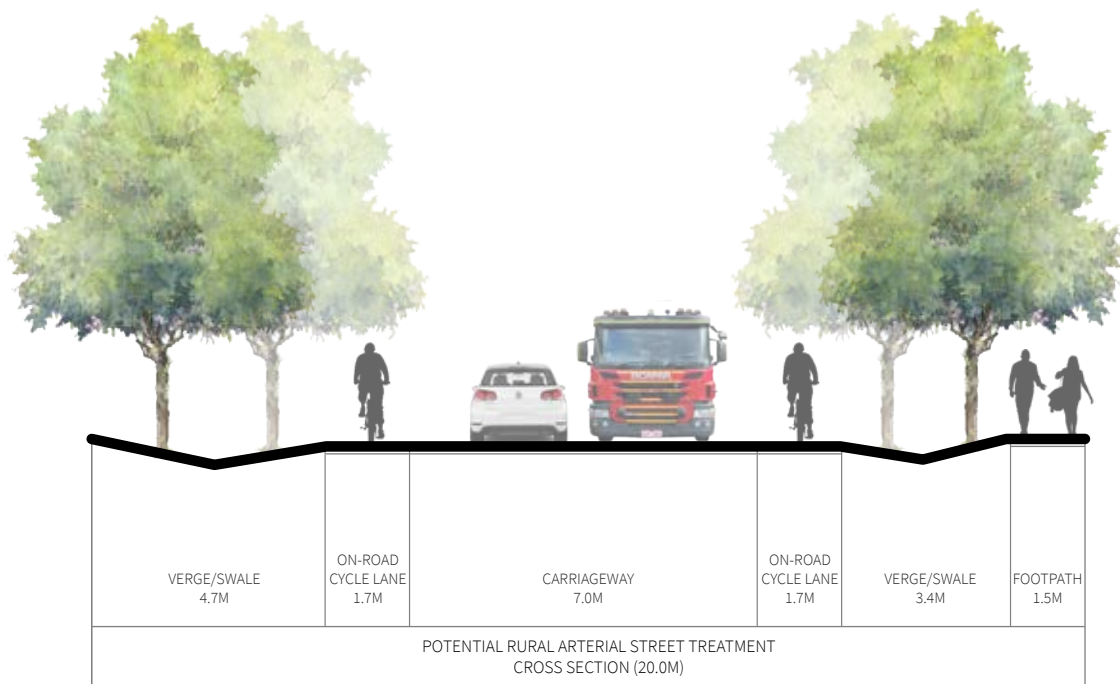


FIGURE 3: POTENTIAL CONNECTOR STREET CROSS SECTION

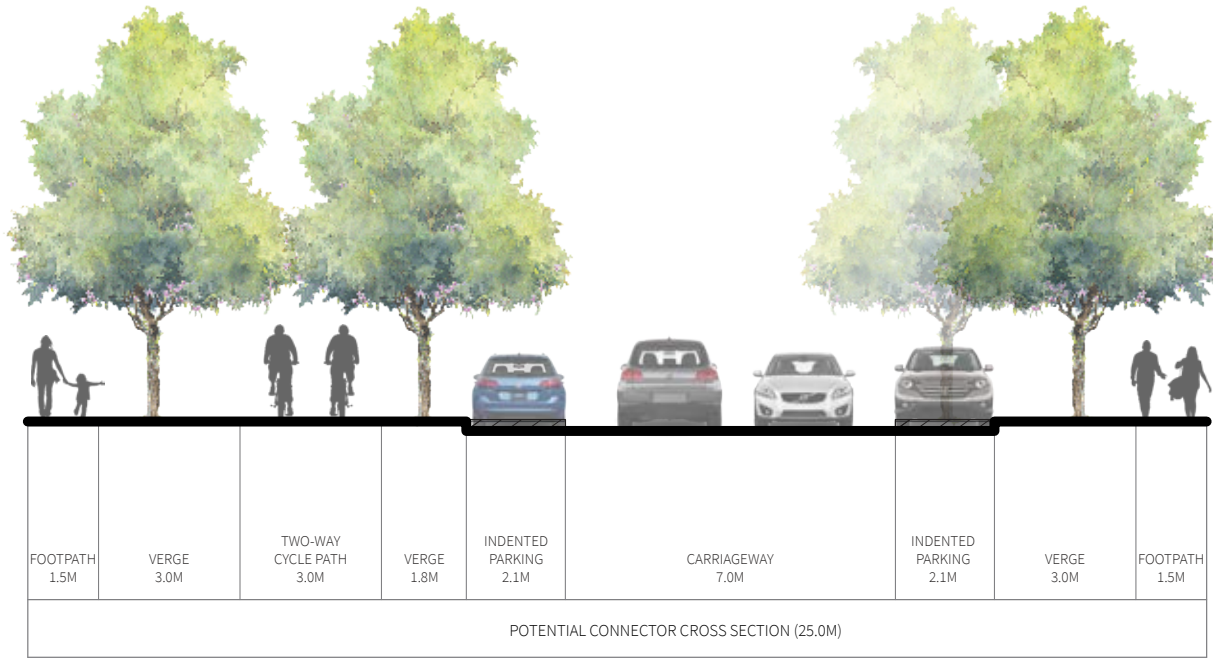
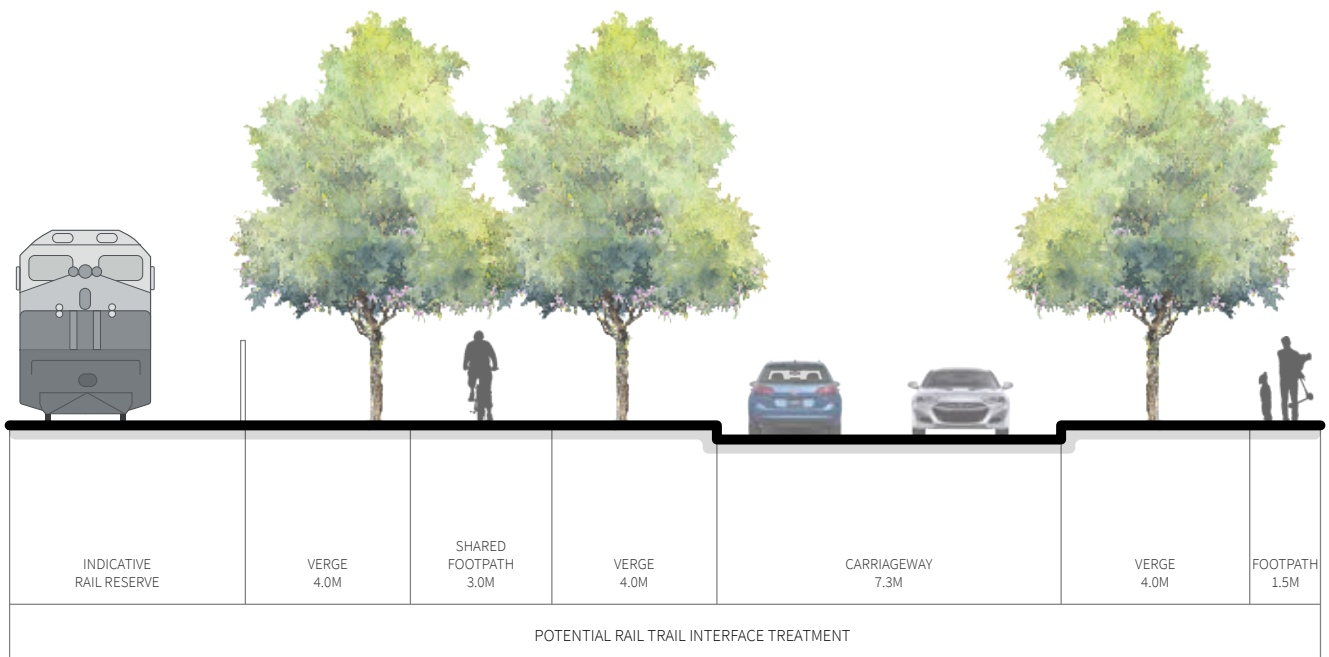


FIGURE 4: POTENTIAL RAIL TRAIL INTERFACE STREET





**Macedon  
Ranges**  
Shire Council