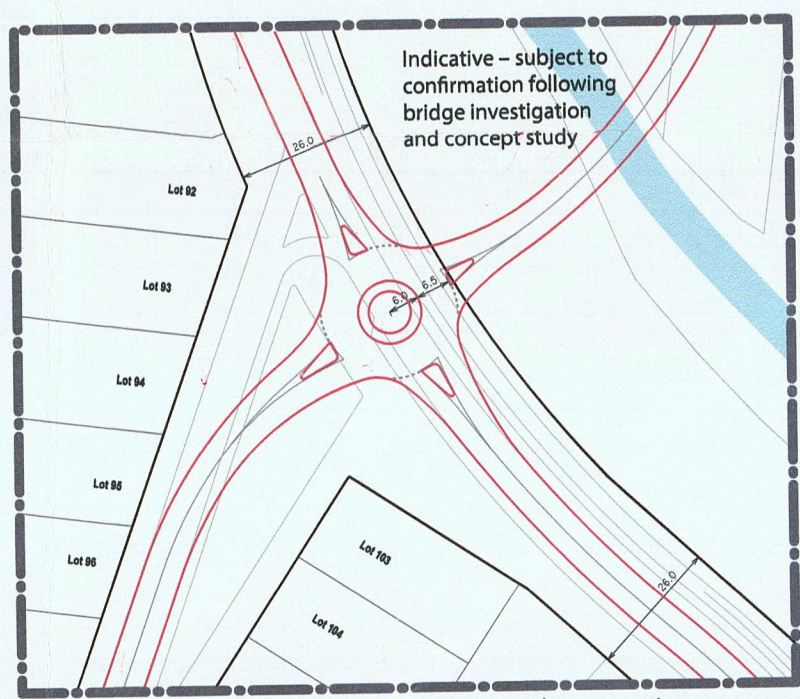




- River Front and Premium Lots - Battle Axe and Side loaded**
- H4 | Premium Lots | 800m<sup>2</sup> +
- Traditional Lots - Front Loaded**
- H3 | Large Lots | 700m<sup>2</sup> - 800m<sup>2</sup>
  - H2 | Family Lots | 600m<sup>2</sup> - 700m<sup>2</sup>
  - H1 | Traditional Lots | 500m<sup>2</sup> - 600m<sup>2</sup>
- Cottage Housing - Rear Loaded**
- C1 | Cottage Lots | 300m<sup>2</sup> - 400m<sup>2</sup>
  - C2 | Cottage Lots 2 | 300m<sup>2</sup> - 400m<sup>2</sup>
- Town Housing - 2 Storey Front Loaded**
- TH | Town House Lots | 300m<sup>2</sup> - 400m<sup>2</sup>
- Terrace Housing - 2 Storey Rear Loaded**
- T1 | Terrace Lots | 200m<sup>2</sup> - 400m<sup>2</sup>
  - H1 | Duplex Lots | 200m<sup>2</sup> - 300m<sup>2</sup>
- Superlots / Builder Packs
- Possible Non residential uses, Private ownership & management**
- Possible Mixed Use, Future use subject to planning permit application and/or future rezoning. Private ownership and management
  - Possible Community Uses, Future use subject to planning permit application and/or future rezoning. Private ownership and management
  - Possible Active Uses, Future use subject to planning permit application and/or future rezoning. Private ownership and management
- Council Managed Encumbered Open Space**
- Flood Zones and Riparian Corridors
  - Cultural Heritage Reservations
- Council Managed Public Open Space**
- Public Parks
  - Landscaped Areas
  - Civic Square
- Other Infrastructure**
- 1100 Flood Level
  - 2.5m shared cycle paths
  - Future 2.5m shared cycle path extension into growth area subject to rezoning by others
  - 800m / 10min walkable catchment from railway station
- Future Infrastructure Provisions**
- Possible future connections to growth areas. Temporary access and treatments to be agreed at permit stage.
  - Area reserved for future intersection and bridge connection. By others and to be funded in part by development via Section 173 Agreement. Alignment to be determined at a future date.
  - Possible future connections to growth areas. Temporary access and treatments to be agreed at permit stage.



INSERT 1. Indicative intersection design for future bridge connection

MACEDON RANGES PLANNING SCHEME  
 DEVELOPMENT PLAN DP1 2013/12  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay - Clause 43.04 Schedule 2 of the Macedon Ranges Planning Scheme.  
 22 DEC 2015  
 Date  
 Authorised Officer

SHEET 1 OF 11  
 PLEASE NOTE EXTRA SIZE A0 COPY OF PLAN ENDORSED FOR COUNCIL'S SCANNING PURPOSES.



**MACEDON RANGES PLANNING SCHEME**  
**DEVELOPMENT PLAN DP/2013/12**  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay –  
 Clause 43.04 Schedule 1  
 of the Macedon Ranges Planning Scheme  
**2.2.DEC.2015**  
 Date  
*[Signature]*  
 Authorised Officer

SHEET 2 OF 11

NOTE:  
 VARIATION TO STAGING SEQUENCE IS PERMITTED, IF REQUESTED, TO ALLOW STAGE 3, 4, 5 AND 6 TO PROCEED BEFORE STAGE 2. OTHER VARIATIONS TO SEQUENCING MAY BE PERMITTED, IF REQUESTED, TO ALLOW ANY OTHER VARIATION NECESSARY TO ENABLE EFFICIENT DEVELOPMENT OF STAGES.

**FINAL PLAN**

REVISION	DES	DWG	CHK	DATE
H	JG	RR	JG	22/10/15
A	JG	JVC	JG	11/12/14

**tomkinson Group** bsi

PROJECT MANAGERS DEVELOPMENT PLANNERS ISO 9001:2008  
 LICENSED SURVEYORS CIVIL ENGINEERS FS520488  
 FREECALL: 1800 810 170 TEL: (03) 5445 8700 FAX: (03) 5441 3648  
 PO BOX 421, BENDIGO 3552 57 MYERS STREET, BENDIGO 3550  
 WEB: www.tomkinson.com EMAIL: bendigo@tomkinson.com

Principal McZolski Joint Venture P/L

SCALE 1:2000 (@A1)

40 0 40 80 120 160 200  
 LENGTHS ARE IN METRES

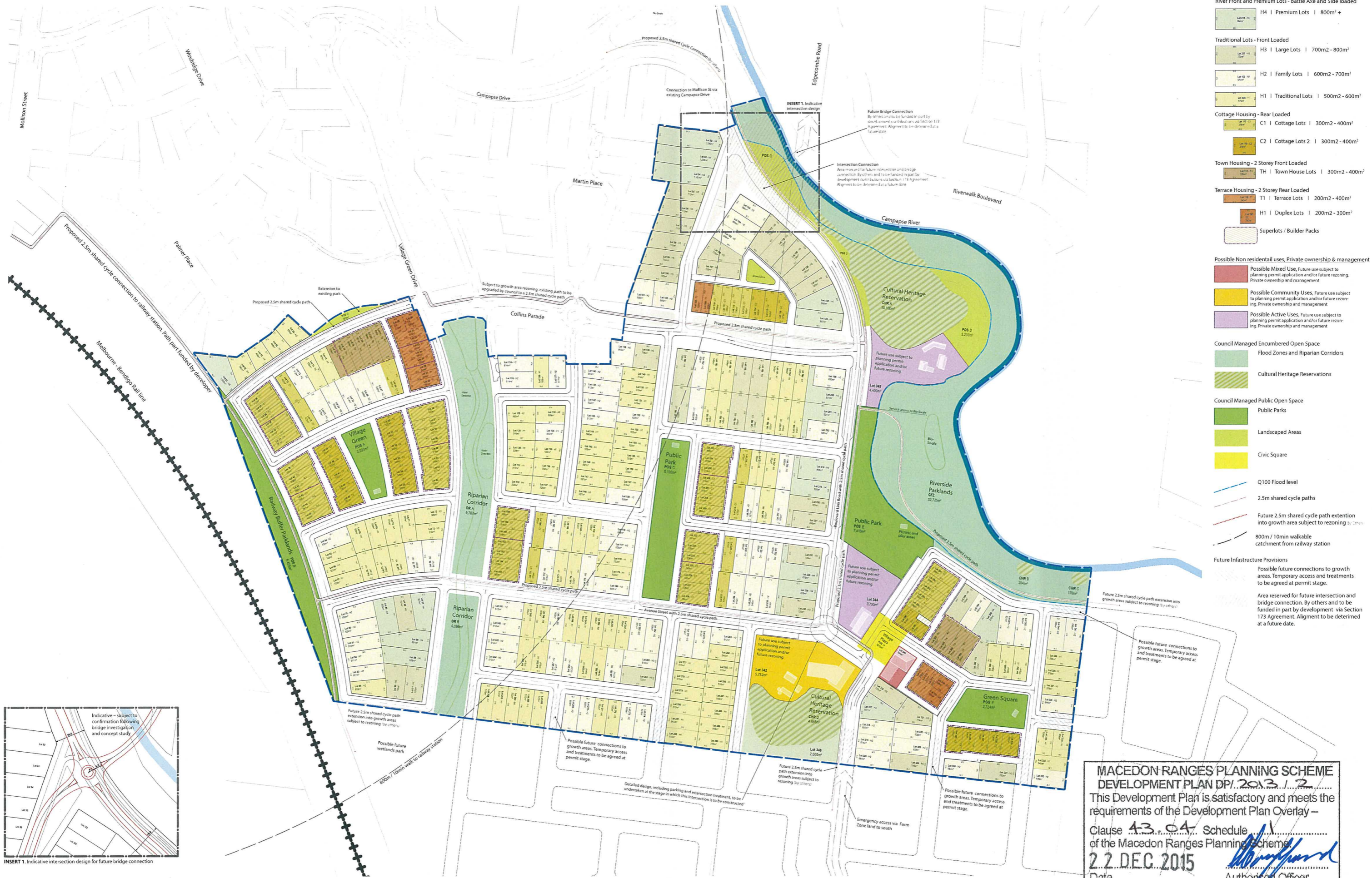
PROPOSED 341 RESIDENTIAL LOT DEVELOPMENT  
 KYNETON  
 PROPOSED STAGING PLAN

Municipality & Ref:  
 MACEDON RANGES  
 SHIRE COUNCIL  
 PP REF TBD

SHT 1 of 4 REV H

Drawing No.  
 1059703C01

NOTE: THIS PLAN IS AN UNCONTROLLED DOCUMENT AND WILL NOT BE UPDATED. IT IS THE RESPONSIBILITY OF THE USER TO CONFIRM THAT THIS IS A CURRENT COPY AND SUITABLE FOR THE PROPOSED USE. THIS SHEET MUST BE READ IN CONJUNCTION WITH ALL SHEETS OF THIS SET AND ANY ACCOMPANYING DOCUMENTS. PLOT DATE: 14/12/2015 FILE: F:\JOB DATA\1059703\FN KYN - REV.H.DWG



- River Front and Premium Lots - Battle Axe and Side loaded
  - H4 | Premium Lots | 800m<sup>2</sup> +
- Traditional Lots - Front Loaded
  - H3 | Large Lots | 700m<sup>2</sup> - 800m<sup>2</sup>
  - H2 | Family Lots | 600m<sup>2</sup> - 700m<sup>2</sup>
  - H1 | Traditional Lots | 500m<sup>2</sup> - 600m<sup>2</sup>
- Cottage Housing - Rear Loaded
  - C1 | Cottage Lots | 300m<sup>2</sup> - 400m<sup>2</sup>
  - C2 | Cottage Lots 2 | 300m<sup>2</sup> - 400m<sup>2</sup>
- Town Housing - 2 Storey Front Loaded
  - TH | Town House Lots | 300m<sup>2</sup> - 400m<sup>2</sup>
- Terrace Housing - 2 Storey Rear Loaded
  - T1 | Terrace Lots | 200m<sup>2</sup> - 400m<sup>2</sup>
  - H1 | Duplex Lots | 200m<sup>2</sup> - 300m<sup>2</sup>
  - Superlots / Builder Packs

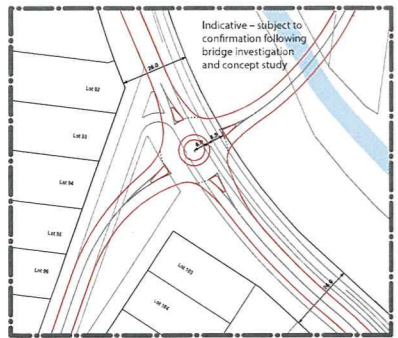
- Possible Non residential uses, Private ownership & management
  - Possible Mixed Use, Future use subject to planning permit application and/or future rezoning. Private ownership and management
  - Possible Community Uses, Future use subject to planning permit application and/or future rezoning. Private ownership and management
  - Possible Active Uses, Future use subject to planning permit application and/or future rezoning. Private ownership and management

- Council Managed Encumbered Open Space
  - Flood Zones and Riparian Corridors
  - Cultural Heritage Reservations

- Council Managed Public Open Space
  - Public Parks
  - Landscaped Areas
  - Civic Square

- Q100 Flood level
- 2.5m shared cycle paths
- Future 2.5m shared cycle path extension into growth area subject to rezoning by others
- 800m / 10min walkable catchment from railway station

- Future Infrastructure Provisions
  - Possible future connections to growth areas. Temporary access and treatments to be agreed at permit stage.
  - Area reserved for future intersection and bridge connection. By others and to be funded in part by development via Section 173 Agreement. Alignment to be determined at a future date.



INSERT 1. Indicative intersection design for future bridge connection

**MACEDON RANGES PLANNING SCHEME**  
**DEVELOPMENT PLAN DP/2013/12**  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay – Clause 43.04 Schedule 1 of the Macedon Ranges Planning Scheme.  
**2.2 DEC 2015**  
 Date *[Signature]*  
 Authorised Officer



**MACEDON RANGES PLANNING SCHEME**  
**DEVELOPMENT PLAN DP/2013/12**  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay –  
 Clause 43.04 Schedule 1  
 of the Macedon Ranges Planning Scheme  
**22 DEC 2015**  
 Authorising Officer

SHEET 5 of 11



-  River Front Lots - Battle Axe Driveways and Side loaded
-  Traditional Lots - Front Loaded
-  Cottage Housing - Rear Loaded
-  Terrace Housing - 2 Storey Rear Loaded
-  Town Housing - 2 Storey Front Loaded
-  Superlots / Builder Packs
-  Compact Housing overlooking open space and amenity
-  Battle axe and side loaded housing removes driveways and garages from overlooking River Parklands
-  800m / 10min walkable catchment from railway station



project ZFN.KYN  
 dwg UD1003-rev.H | 11.15  
 drawn M.

22 Village Green Drive / 101 Pleasant Hill Road, Kyneton  
 Housing Plan



50 100 150 200  
 SCALE 1:3,000 @ A3

**MACEDON RANGES PLANNING SCHEME**  
**DEVELOPMENT PLAN DP/2013/12**  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay –  
 Clause **43.04** Schedule **1**  
 of the Macedon Ranges Planning Scheme  
**22 DEC 2015**  
 Date *[Signature]*  
 Authorised Officer

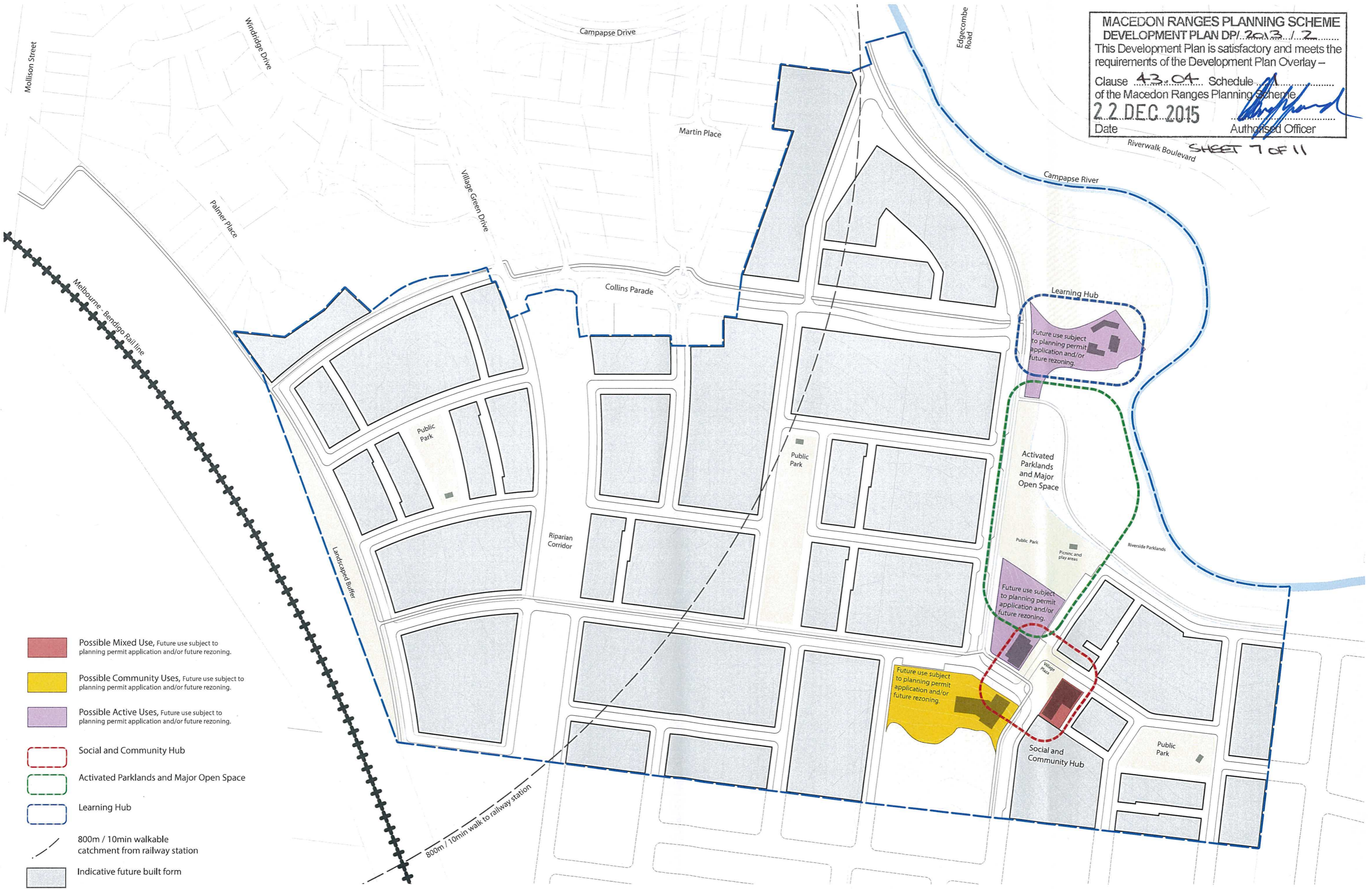
SHEET 6 of 11



- Council Managed Encumbered Open Space
  - Flood Zones and Riparian Corridors
  - Cultural Heritage Reservations
- Council Managed Public Open Space
  - Public Parks
  - Landscaped Areas
  - Civic Square
- Q100 Flood level
- 800m / 10min walkable catchment from railway station
- Indicative future built form

MACEDON RANGES PLANNING SCHEME  
 DEVELOPMENT PLAN DP/2013/12  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay –  
 Clause 43.04 Schedule 1  
 of the Macedon Ranges Planning Scheme  
 Date 2.2.DEC.2015  
 Authorised Officer

SHEET 7 OF 11

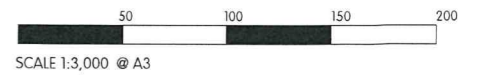


- Possible Mixed Use, Future use subject to planning permit application and/or future rezoning.
- Possible Community Uses, Future use subject to planning permit application and/or future rezoning.
- Possible Active Uses, Future use subject to planning permit application and/or future rezoning.
- Social and Community Hub
- Activated Parklands and Major Open Space
- Learning Hub
- 800m / 10min walkable catchment from railway station
- Indicative future built form



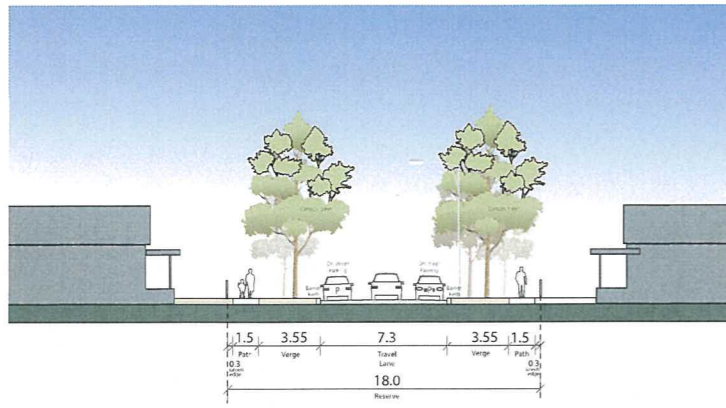
project ZFN KYN  
 dwg UD1005 - rev H | 11.11.15  
 drawn ML

22 Village Green Drive / 101 Pleasant Hill Road, Kyneton  
 Activation Plan



melbourne | ph: 03 9594 1111 | www.zfn.com.au | 22 Village Green Drive / 101 Pleasant Hill Road, Kyneton VIC 3083 | T: 03 9594 1111 | F: 03 9594 1112 | W: www.zfn.com.au | 22 Village Green Drive / 101 Pleasant Hill Road, Kyneton VIC 3083

### Local Street- 18m



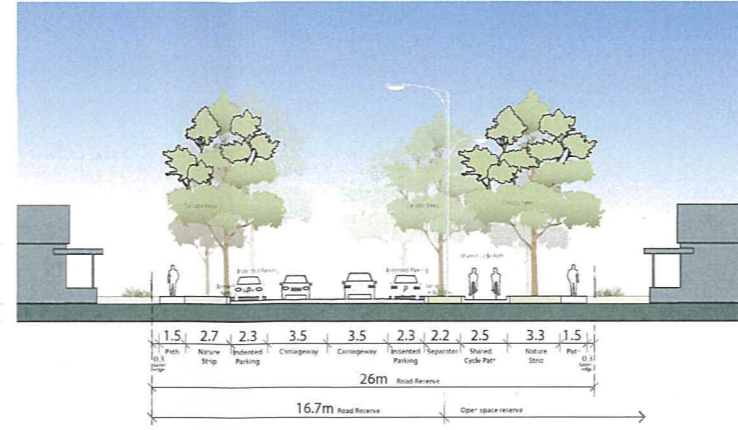
Street Reservation	Carriageway Width	Parking	Edge Treatment	Drainage	Footpath / Cycle	Surface Treatment	Vehicle Capacity
Design: 18m reserve	7.3m	Carriageway - Both sides	Barrier Kerb	Underground	Footpath both sides Cycle on carriageway	Asphalt	2,000vpd
Notes: Proposed local street profile. Generous reservation & verge of a green wide street. Green verges more manageable size.	Minimum CDA requirement. Appropriate carriageway width for an interconnected grid of streets with dispersed traffic movements.	Reduced risk of congestion on carriageway. More flexibility for residents and visitors.	Reduced risk of misinterpretation of landscape verges for parking.	Proposed drainage to one side of street with full network drainage crossover.	Increased walkability and connectivity with double footpaths. 2.5m carriageway allows more room for safe on-street cycling.	-	Based on MPA standards.

**Case Study: Local Street**  
**Location:** Maldon Drive, Eynesbury, Victoria  
**Local Government Area:** City of Wyndham & Shire of Melton  
**Context:** Local street servicing conventional residential.

**Features:**

- 18.0m road reserve
- 7.3m travel lane includes on-street parking
- Verge incorporates tree planting and landscaping

### Boulevard Link Road - 26m / 17m Park Side



Street Reservation	Carriageway Width	Parking	Edge Treatment	Drainage	Footpath / Cycle	Surface Treatment	Vehicle Capacity
Design: 26m reserve	7m	Enhanced Parking Both sides	Barrier Kerb	Underground, option for WSUD Bio swale	Footpath both sides 2.5m shared cycle path	Asphalt	7,000vpd Bus capacity
Notes: Principal connector street. Boulevard street character with high amenity of trees.	Minimum CDA requirement. Appropriate carriageway width for an interconnected grid of streets with dispersed traffic movements.	Enhanced parking not reducing traffic flow. Bus compatible.	Reduced risk of misinterpretation of landscape verges for parking.	Option for bio swales to one side of street.	Increased walkability and connectivity with double footpaths. 2.5m shared cycle path for maximum cycle safety.	-	Based on MPA standards.

**Case Study: Connector Road**  
**Location:** Coolamon Boulevard, Ellenbrook, WA  
**Local Government Area:** City of Swan  
**Context:** Connector road faced by school and front and rear loaded residences.

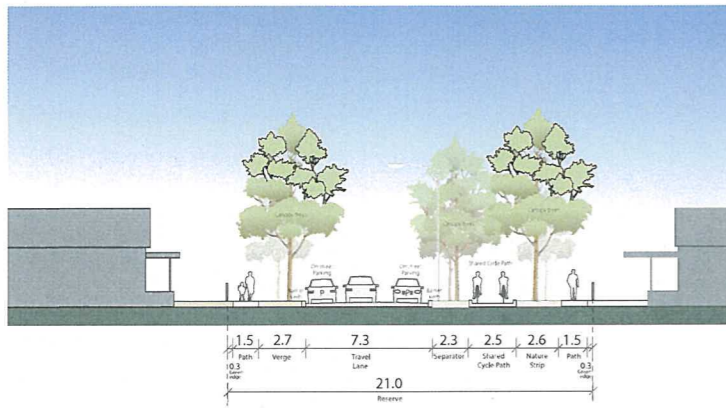
**Features:**

- Cycle path within the central median of the connector road, allowing separation of cyclists and cars, with shared surface at intersections
- Indented parking along boulevard, chiefly in front of rear-loaded homes with little or no crossovers
- Nature strips + median accommodate trees and landscaping
- Single carriageway in each direction

**MACEDON RANGES PLANNING SCHEME DEVELOPMENT PLAN DPI, 2013, 1, 2**  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay –  
 Clause 43.04 Schedule 1 of the Macedon Ranges Planning Scheme.  
**22 DEC 2015**  
 Date: \_\_\_\_\_  
 Authorised Officer: \_\_\_\_\_

SHEET 8 OF 11

### Avenue Street with Cycle Path - 21m



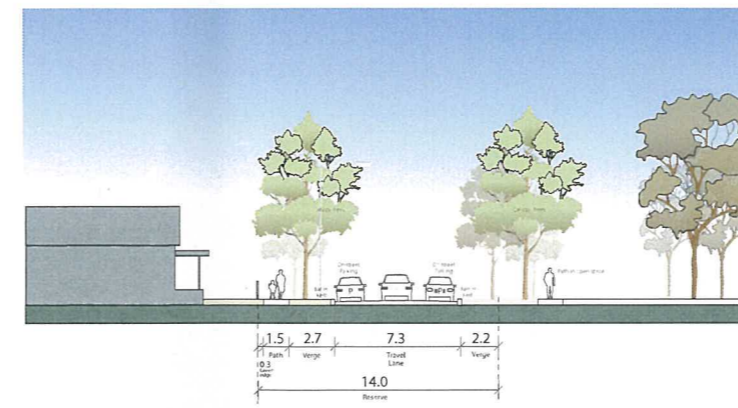
Street Reservation	Carriageway Width	Parking	Edge Treatment	Drainage	Footpath / Cycle	Surface Treatment	Vehicle Capacity
Design: 21m reserve	7.3m	Carriageway - Both sides	Barrier Kerb	Underground + WSUD Bio treatment	Footpath both sides 2.5m shared cycle path	Asphalt	2,000vpd
Notes: Proposed local street profile. Generous reservation & verge of a green wide street. Green verges more manageable size.	Minimum CDA requirement. Appropriate carriageway width for an interconnected grid of streets with dispersed traffic movements.	Reduced risk of congestion on carriageway. More flexibility for residents and visitors.	Reduced risk of misinterpretation of landscape verges for parking.	Proposed drainage to one side of street with full network drainage crossover.	Increased walkability and connectivity with double footpaths. 2.5m shared cycle path for maximum cycle safety.	-	Based on MPA standards.

**Case Study: Local Street - Cycle Path**  
**Location:** Augusta Drive, Williams Landing, VIC  
**Local Government Area:** City of Wyndham  
**Context:** Two way cycle path in verge, adjacent to residential.

**Features:**

- Two way cycle path in street verge
- Landscaping within verge
- Double avenue of shade trees

### Parkside Street - 14m



Street Reservation	Carriageway Width	Parking	Edge Treatment	Drainage	Footpath / Cycle	Surface Treatment	Vehicle Capacity
Design: 14.0m reserve	7.3m	Carriageway - Both sides	Barrier Kerb	Underground + WSUD Bio treatment	Footpath both sides Cycle on carriageway	Asphalt	2,000vpd
Notes: Street adjacent open space. Same street functionality & capacity as typical street. Tree planting, verge and footpath on park side within street reservation.	Minimum CDA requirement. Appropriate carriageway width for an interconnected grid of streets with dispersed traffic movements.	Reduced risk of congestion on carriageway. More flexibility for residents and visitors. Parking for visitor of open space.	Reduced risk of misinterpretation of landscape verges for parking.	Proposed drainage to one side of street with full network drainage crossover.	Increased walkability and connectivity with double footpaths. 2.5m shared cycle path for maximum cycle safety.	-	Based on MPA standards.

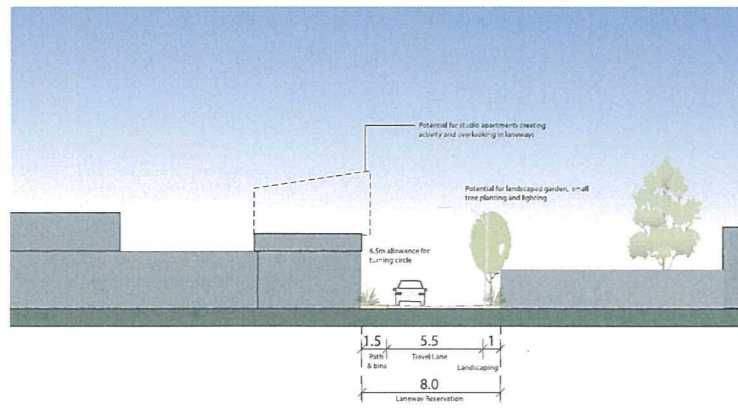
**Case Study: Parkside Street**  
**Location:** Castlemaine Drive, Eynesbury, Victoria  
**Local Government Area:** City of Wyndham & Shire of Melton  
**Context:** Parkside street servicing conventional residential and open space.

**Features:**

- 14.0m wide road reserve allows for on-street parking
- Wider parkside verge allowing for tree planting within the road reserve



# Laneways - 8m



**Case Study: Laneway**  
**Location:** Citronella Circuit, Point Cook, Victoria  
**Local Government Area:** City of Wyndham  
**Context:** Set of laneways servicing courtyard homes overlooking open space

**Features:**

- 1.0m reserve in laneway between garages allows for greenery to be established, in addition to lighting and landscaping
- Differentiation between garage facades and fencing provides visual amenity
- Articulation of an entry point and windows onto laneway assist in creating a street environment

	Street Reservation	Carriageway Width	Parking	Edge Treatment	Drainage	Footpath / Cycle	Surface Treatment	Vehicle Capacity
Design	8.0m reserve	5.5m	-	-	Underground	Shared Surface	Concrete	-
Notes	Large laneway with space for landscaping	Capacity for low speed traffic at low speeds. Suitable width for reduce vehicles.	6.5m allowance from boundary to accommodate turning from garage	-	Central drainage pits	-	-	-

Throughfare Cross Section: Laneway  
 Kyneton Growth Area  
 Macedon Ranges Shire Council

zfn Management Services | omkinson Group | RobertsDay planning design place

**MACEDON RANGES PLANNING SCHEME**  
**DEVELOPMENT PLAN DPI/2013/12**  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay –  
 Clause 4.3.04, Schedule 1  
 of the Macedon Ranges Planning Scheme.  
 Date: 22 DEC 2015  
 Authorised Officer: [Signature]

SHEET 9 OF 11

# KYNETON SOUTH LANEWAY VISION AND DESIGN PRINCIPLES

Laneways can offer attractive, useful spaces to local residents and the community. The laneways proposed for Kyneton South will be high quality shared surface thoroughfares with boundary landscaping, quality finishes, natural surveillance and pedestrian access and movement.

## Articulation and space

Create the sense of a semi private, high quality shared surface space for residents as well as for vehicle movement.



Laneway with central court and feature paving Harvest Edge, WA



Articulated Lane breaking gun-barrel effect Kenningson Banks, VIC

## Landscaping and planting

Soften laneway and provide shade and amenity through hardy low maintenance planting



Landscape landscape edges, gateways and picket fencing New Gisborne, VIC



Laneway with low maintenance native planting Point Cook, VIC

## Surface treatments and details

Careful use of a range of materials and finishes to create a quality space, calm traffic and encourage activity. All finishes selected from councils list of approved list of materials



Exposed aggregate concreting with stone detailing Hunterford, NSW



Bluestone and concrete rumble strip prioritising pedestrians Ascot Chase, VIC

# SCHEMATIC DESIGN

The concept below presents the design intentions of a typical lane proposed in the Kyneton South Area. The design is in principle and the detailed design of the laneways will be adapted to respond to specific site conditions including topography, solar orientation and connecting streets.

No garages addressing street creating opportunity for increased street tree planting and increased on street car parking

Improved security and surveillance of the street and open space

Useable front verandas overlooking open space or signature street

Articulation and variation in the treatment and roof line of garages to increase character of the laneway

Mix of semi detached, detached and corner lot housing

2m crank in laneway to create courtyard space and avoid gun barrel effect

Minimum 5.5m travel lane throughout laneway to allow two way traffic and refuse access

Corner lot housing with reduced full height side fencing to increase overlooking a reduce poor visual impact

No parking in lanes, no standing signs to be installed

Rumble strip at pedestrian crossing, materials selected from councils approved list of finishes.

Secure gateway access to laneway from properties

laneway surface treatment selected from council's approved list of finishes.

Invert drain detailed with feature materials selected from councils approved list of finishes.

Low maintenance landscaping and tree planting along boundaries of laneway

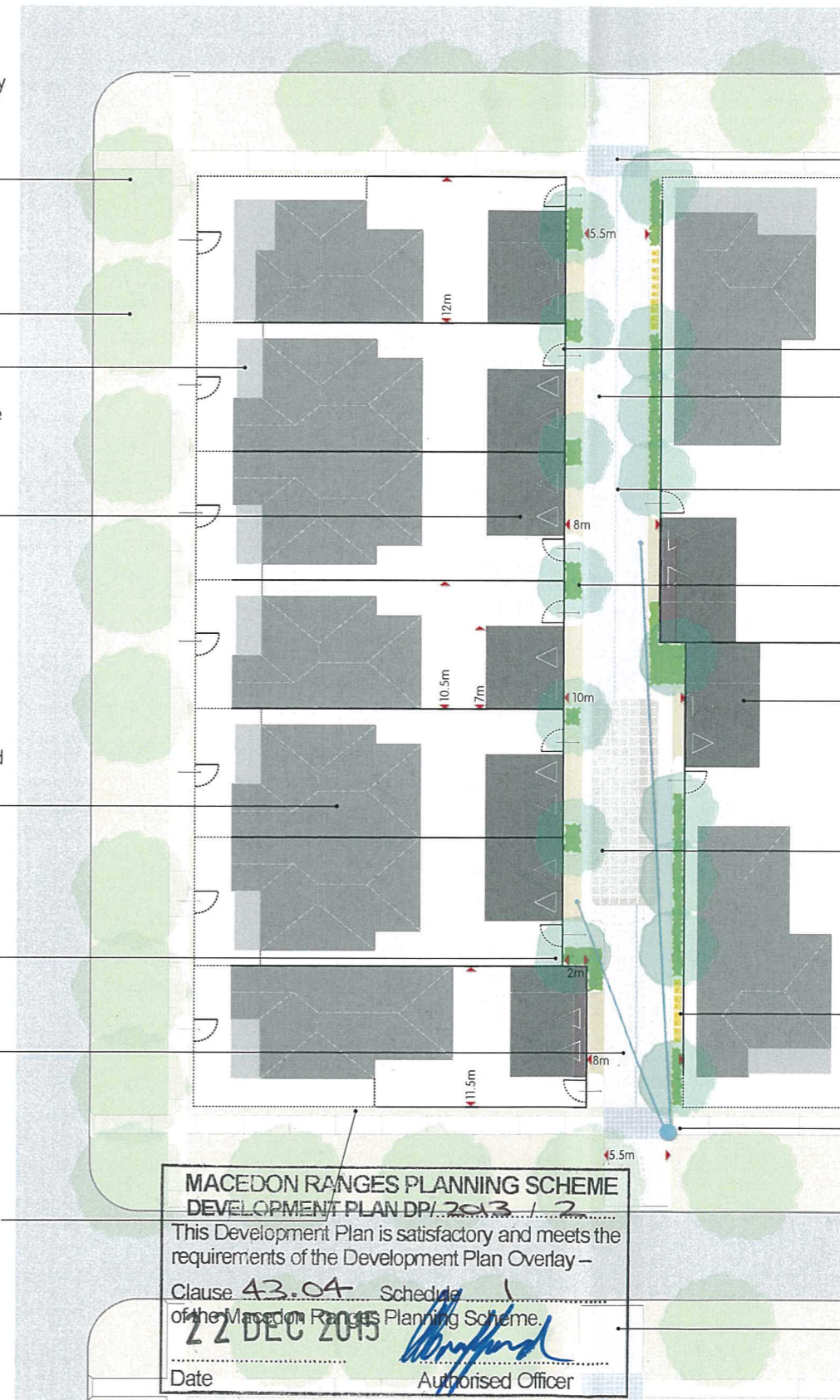
Side loaded lots on opposite side of laneway for maximum efficiency and removing driveways close to laneway intersection with street

Feature shared surface treatment calming traffic and creating landscape amenity. Materials selected from councils approved list of finishes.

Bin collection consolidated. Dedicated bin drop off area in landscape area not restricting traffic flow

Sight-lines into landscape court space and articulated laneway presenting a semi private, high quality shared space.

Articulation in laneways assist stagger the entry points of corresponding laneways.



**MACEDON RANGES PLANNING SCHEME**  
**DEVELOPMENT PLAN DP/2013/12**  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay –  
 Clause 43.04 Schedule 1  
 of the Macedon Ranges Planning Scheme  
**22 DEC 2015**  
 Date *[Signature]*  
 Authorised Officer

SHEET 10 OF 11

# ILLUSTRATIVE SECTION THROUGH BOULEVARD ROAD AND ELEVATED PREMIUM LOTS

MACEDON RANGES PLANNING SCHEME  
 DEVELOPMENT PLAN DPI/2013/12  
 This Development Plan is satisfactory and meets the requirements of the Development Plan Overlay –  
 Clause 43.04 Schedule 1  
 of the Macedon Ranges Planning Scheme.  
 22 DEC 2015  
 Date Authorised Officer

SHEET 11 OF 11



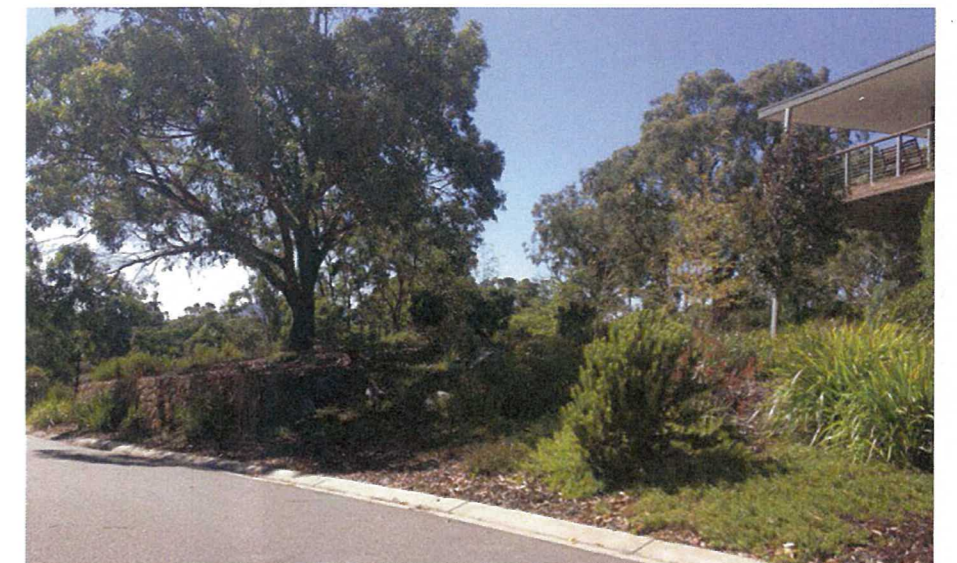
## EXAMPLES OF ELEVATED LOTS IN THE GISBOURNE REGION



Landscaped batters taking up level change to housing sitting proud of street enhancing the character and overlooking of the street



Dense native planting a low maintenance boundary treatment for residents and create clear public and private separation



First floor living spaces optimise aspect and overlooking of public spaces