Macedon Ranges Shire Council



Kyneton

Urban Design Framework

2025



Acknowledgment of Country

Macedon Ranges Shire Council acknowledges the Dja Dja Wurrung, Taungurung and Wurundjeri Woi Wurrung Peoples as the Traditional Owners and Custodians of this land and waterways. Council recognises their living cultures and ongoing connection to Country and pays respect to their Elders past, present and emerging.

Council also acknowledges local Aboriginal and/or Torres Strait Islander residents of Macedon Ranges for their ongoing contribution to the diverse culture of our community.

Opportunities to recognise and represent Indigenous cultural values have been identified, wherever possible, within this urban design framework.

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1 Introduction



1.1 What is an Urban Design Framework?

Urban Design Frameworks (UDFs) are an integral part of the planning system and are important tools to translate the vision for the future of a place into actual projects and delivery guidelines. They help local governments and communities set an overall direction for a place that responds to and enhances the local urban environment.

UDFs also inform and direct capital works investment and renewal, provide justification for grant applications and fundraising, while guiding high quality future development outcomes. The results of the UDF process can justify changes to land use, zonings and overlays in the local planning scheme, as well as initiate building and streetscape design guidelines and policies.

A UDF will:

- Propose a pathway to achieve a preferred future vision.
- Highlight key projects and further work to be undertaken as part of the implementation process.
- Provide principles and guidelines to assess future development proposals.
- Provide flexible, high-level concepts and ideas for further discussion during detailed design and delivery.

A UDF will not:

- Specifically address or make determinations on any individual development.
- Finalise the delivery or timing of highlighted future strategic work.
- Produce a level of detailed design that would be required for construction.
- Propose construction specific or project management programs for capital works projects.

1.2 Purpose

The Kyneton Urban Design Framework (UDF) has been prepared to help shape the future development and revitalisation of central Kyneton's important streetscapes, public spaces and buildings, as well as improve connections with the surrounding area. The UDF supports implementation of the aspirations and initiatives recognised in the 2013 Kyneton Structure Plan.

The UDF recognises the importance of the town centre as the key location for retail, community, services and education for the region. The purpose of this document is to strengthen this role by recommending actions to improve the town centre through capital works and development guidelines.

If delivered as recommended, the UDF will facilitate significant improvement for Kyneton. The town centre will be more socially vibrant and inclusive, easily and safely accessible, environmentally and economically sustainable, and celebrate local culture.

This document has been designed so that users can read chapters specific to their interests, without needing to read the whole document. As such, there is some repetition across the chapters to enable readers to get relevant information in one place.

Key Deliverables

- Establish a future vision for Kyneton.
- Identify opportunities for streetscape and public realm improvement, urban renewal and built form opportunity.
- Prepare streetscape development plans, public realm concept plans, artistic impressions and design guidelines.
- Make implementation recommendations for the UDF and its three unique precincts.

1.3 Policy Context

The proposals contained in the UDF will support the implementation of the following Council plans and strategies:

- Municipal Public Health and Wellbeing Plan 2021-2025
- 'Participate' Positive Ageing Plan 2020-2025
- 'Create' Municipal Early Years Plan 2021-25
- Disability Action Plan 2023/24
- 2023-2032 Mobility and Road Safety Strategy
- Kyneton Movement Network Plan 2024

This will be achieved by:

- Improving walking and cycling opportunities to support physical activity, reduce transport emissions and promote a more connected community
- Increasing tree canopy within the township to shade and cool the township environment, improve pedestrian amenity and support biodiversity and sustainability
- Supporting the development of diverse housing opportunities
- Supporting universal access through safer footpaths, better parking infrastructure and increased seating

1.4 Structure of this Document

Chapter 1 - Introduction

Outlines the purpose of the UDF, defines the study area, and briefly discusses the surrounding context. It also briefly summarises the consultation done to date.

Chapter 2 - Existing Conditions

Summarises the existing conditions and constraints, and briefly outlines opportunities for improvements

Chapter 3 - Vision & Key Elements

Outlines the vision for Kyneton town centre now and into the future, and identifies principles to guide development and improvements.

Chapter 4 - Urban Design Frameworks

Explores the proposed urban design improvements throughout the Kyneton UDF area. The frameworks are split into six sections, covering public realm and movement network improvements.

Chapter 5 - Precincts

Goes into greater detail about how the improvements described in Chapter 4 will apply in the town centre's three precincts. Includes high level design concepts for key improvement areas.

Chapter 6 - Streetscape Palette

Establishes a palette of furnishings and materials for the public realm and streetscapes across Kyneton that complement the character of the town.

Chapter 7 - Built Form

Outlines some principles to guide sympathetic new development that complements the heritage context.

Chapter 8 - Implementation

Outlines the recommended actions for implementation, including community consultation, delivery plans and capital works.



1.5 Township and surroundings

The existing Kyneton township area (Figure 1) is located on an area of relatively flat topography, adjacent to the Campaspe River. It is a place of significant cultural and heritage value for the traditional owners, the Taungurung People, with the river being a regular meeting point between the Taungurung and the Dja Dja Wurrung Peoples. The Taungurung people's connection to this country is tens of thousands of years old, and continues to this day.

European settlement commenced in the 1830s and 40s, with the township site formally surveyed in 1849. Development took off in the 1850s following the discovery of gold at Castlemaine and Bendigo, and the population of the town increased rapidly during this time.

Kyneton's convenient location and walkable terrain has helped it develop into a key municipal centre for the northern half of the Macedon Ranges. It provides homes for more than 5,000 permanent residents as well as acting as a key retail, education, cultural and service centre for locations to the east in Hepburn Shire and north in Mount Alexander Shire.

Located on the Bendigo railway line, and adjacent to the Calder Freeway, the town is an approximately one hour drive from Melbourne. Kyneton maintains significant tourism attractors including 1850s era heritage buildings, and is a gateway to highly popular nature trails, forests, and indigenous cultural landscapes.

Kyneton's key communal activities occur on, or close to, three main thoroughfares: High Street, Mollison Street and Piper Street. The residential settlement is bordered by the Campaspe River to the south and west, with the Calder Freeway providing a boundary function to the north and east. Other key locations include the railway station and botanical gardens (to the south), showgrounds (to the north) and racecourse (to the north west). The river is the most important environmental, open space and recreation feature in the town, and also acts as an important active transport link.



Figure 1 - Township Plan

1.6 Study area

The study area for this Framework is located in the town centre of Kyneton. The boundaries are based on the extent of the Commercial 1 Zone, in and around Kyneton's main streets which are the focus for shopping, services and community activity in the town. In the UDF, each of the main streets is treated as a distinct precinct (Figure 2) as described below:

Mollison Street Civic and Commercial Precinct

Kyneton's central hub and community meeting area. Includes local service and retail businesses (including two supermarkets), Mechanics Institute building and forecourt, Kyneton Town Hall, Council offices, Kyneton Magistrates Court, the Old Kyneton Primary School site, police station, library, playground, public toilets, historic hotels, and other buildings of heritage significance.

Mollison Street connects the town centre with Kyneton Train Station and the Campaspe River to the south (twelve minute walk) and the Showgrounds to the north, and is the link between High and Piper Streets.

High Street Retail Precinct

Characterised by local shops, service and hospitality businesses, and its proximity to Kyneton's education facilities.

Presently a car dominated road, it maintains a key function as the main entry point to the town, and connects Kyneton with the Calder Freeway, Melbourne and the surrounding region.

Piper Street Historic Precinct

Features unique heritage and high interest tourism activity. Includes bespoke and tourist retail, restaurants, bars, markets and cultural activities, as well as buildings of historical interest.

Piper Street connects to the Campaspe River in the west and to the northern connection to the Calder Freeway.



Figure 2 - Precincts Plan

1.7 Our approach

Our approach includes consideration of four key themes when developing the recommendations for change across the town centre. Consideration of all four themes will mean that the core qualities of the 'place' are the basis for improvements in Kyneton.

Street as place

- Adopt a flexible and locally appropriate plan for how we design and experience Kyneton.
- Take a people-oriented approach that ensures human movement (including walking, cycling, mobility scooters, and wheelchairs) and public transport has safety, access, and movement priority compared to cars and larger vehicles.
- Develop areas of activity with space, seating and vegetation that create interest, respite and opportunities for community connection.

Connecting key destinations

- Create and advocate for better connections between the main streets, education and civic buildings, Kyneton Train Station, Campaspe River, and the showgrounds.
- Recognise the need to redesign the cycle network and improve access from the train station across the river to ensure a holistic connection network can be achieved.
- Highlight the opportunity for additional safe pedestrian crossings in areas with high pedestrian activity.

Incremental change in the public realm

- Implement a design approach that proposes both short term improvements and an aspirational vision for development and change.
- Establish a priority framework to ensure issues of immediate need are addressed first.
- Recognise that large-scale projects can be costly and disruptive, and that works need to be staged in consultation with the community and business owners so that disruption is minimised.
- Maximise opportunity to work with the community, business owners and other key stakeholders.

Inspiring unique and appropriate design

- Recognise development potential on vacant land and other sites.
- Ensure future development responds to context and adds to existing or desired character.
- Investigate opportunities to integrate social and affordable housing on appropriate sites (while prioritising the town centre's commercial role) so that residents can benefit from immediate access to services and facilities.



Streets can contribute to the public realm by utilising wide footpaths, easy crossing points and public amenity, like this example from Adelaide's King William Road



Multi-modal streets equalise user hierarchy, making them safer for pedestrians and cyclists, like this example of a shared street from Greville Street in Melbourne.

1.8 What we have heard

Community input has helped to identify and prioritise projects for inclusion in the UDF, and assisted Council to improve the draft to produce this final version. Consultation was held over three phases:

- Phase 1, January–February 2021: The goal of our first phase of community consultation was to understand the most important issues and key improvements that the community would like to see in their town.
- Phase 2, July–August 2024: The first draft of the UDF (June 2024) was shared to get community feedback to find out if we got it right, if anything had been missed, and any suggested improvements.
- Phase 3, October–December 2025: We shared the revised draft UDF (September 2024) for comment. This included a range of changes and improvements in response to submissions to Phase 2.

A wide range of community members and key stakeholders were involved, taking advantage of a variety of engagement tools including:

- Local media, website and social media promotion
- Drop-in sessions at the Kyneton Mechanics Institute and the Kyneton Administration Centre
- Flyer drops and one-on-one discussions with business owners
- Walking tours
- Online survey, maps and submissions
- Written submissions
- One on one meetings and phone calls.

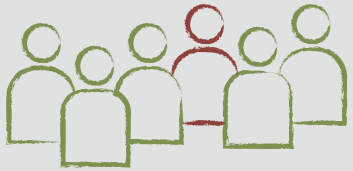
Key feedback is summarised on the following page.

108



Completed surveys

21



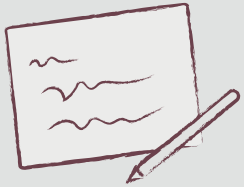
Attendees at the drop-in session

8



One-on-one meetings

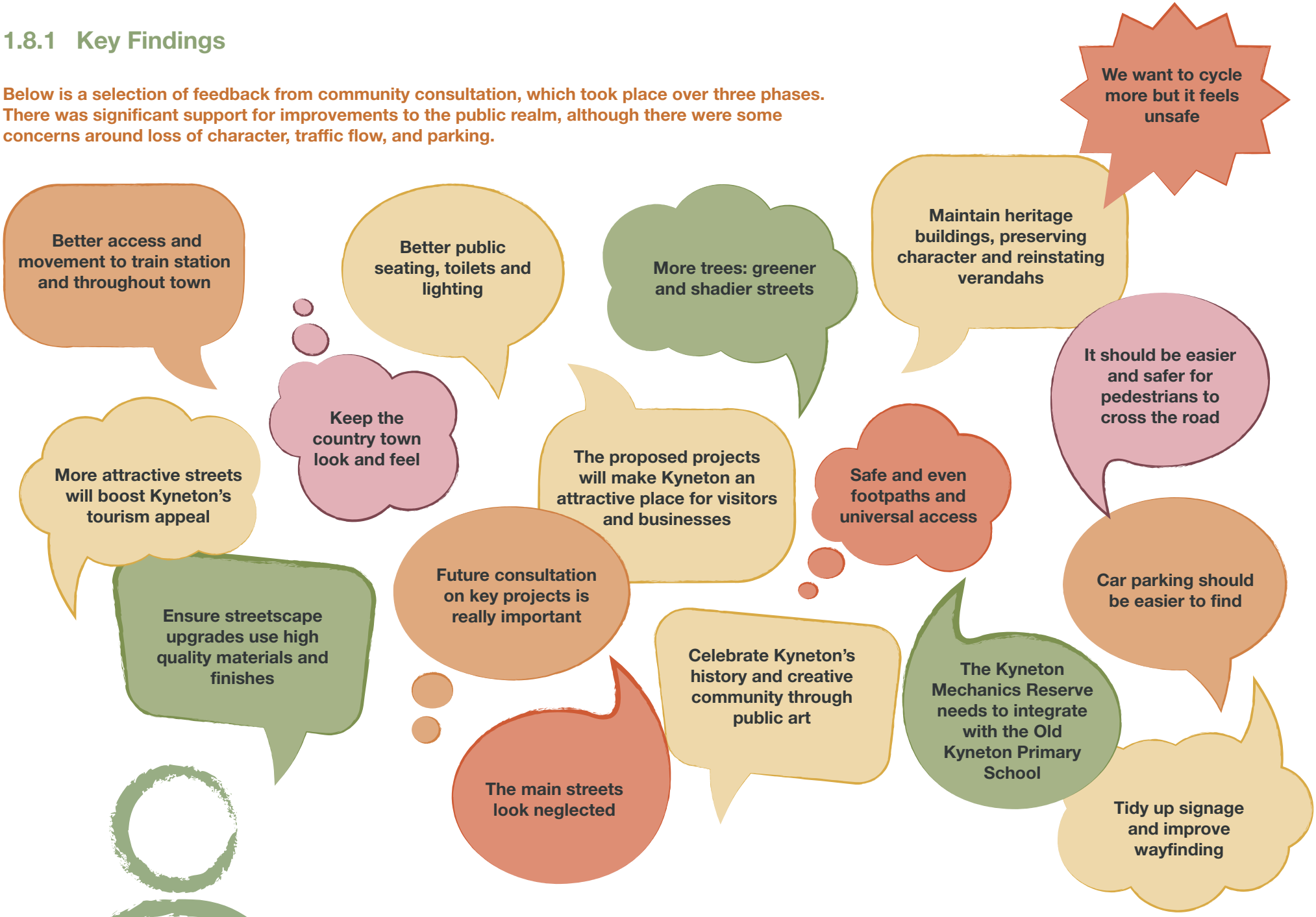
90+



Written submissions

1.8.1 Key Findings

Below is a selection of feedback from community consultation, which took place over three phases. There was significant support for improvements to the public realm, although there were some concerns around loss of character, traffic flow, and parking.



2 Existing Conditions



2.1 Urban Structure & Street Network

Kyneton's built form, street layout, and natural features aid legibility and assist people in navigating through the town. The key roads, High, Mollison, and Piper Streets, are all 20 metres wide, which is narrower than most main streets in similar Victorian towns. The compact nature of these streets means that careful consideration needs to be given to ensuring balance between public realm improvements, continued economic viability of traders, and changes to the transport network. This will ensure these streets function successfully for all transport modes, and become more attractive community and public spaces.

The town centre is highly accessible from surrounding neighbourhoods, thanks to Kyneton's gentle topography and street layout (see Figure 3). Kyneton was originally laid out in a uniform grid west of Mollison Street, while the larger blocks to the east were subdivided later, with side streets roughly following the old property boundaries. As a result, the town features short, walkable blocks to the west of Mollison, with irregular blocks, narrower streets and less permeability to the east. Fortunately, the location of the town's shops, schools and community facilities means that this precinct still has good access to these key destinations.

The grid is offset at Mollison Street, such that many streets terminate in views of buildings, including significant heritage assets. This layout also enables cars to navigate from east to west safely, but results in more traffic on Mollison Street, compromising pedestrian amenity. High, Mollison and Piper Streets formed part of the Calder Highway through Kyneton until the construction of the freeway bypass in 1995. Despite this, little has been done to upgrade these streets to reflect their change in role from thoroughfares to destinations in their own right.

There are numerous formal and informal laneways in the centre of town. These provide opportunities for safe and accessible secondary and localised pedestrian movements, as well as back-of-house access for some main street businesses.

These laneways require safety and signage improvements, and formalisation of access rights in some cases.

Kyneton has a significant amount of on-street parking on the main and secondary streets, as well as several off-street parking lots, operated either by the local government or part privately (e.g. Woolworths car park in the centre of town). Some off street parking facilities are more informal in nature and not well signed. Town centre parking issues at peak times are assisted by the generally navigable secondary street network which provides opportunities to walk as an alternative to driving, as well as off-street parking a short distance from the main streets.

The township features high quality public open space and community recreation facilities, including the well utilised passive recreation areas along the river leading to the botanical gardens. Active open space facilities to the north of town, and close to the educational area, are suitably located and well utilised. There is limited open space close to the main streets however.



Heavy vehicles and a lack of dedicated crossing points make it difficult to cross Mollison Street

Urban Structure & Street Network Enhancement opportunities

- Consider innovative ways to incorporate space for community interaction and engagement with busineses within the town centre's narrow streets.
- Build on the principles of the Victorian State Government's 'Movement and Place' framework to elevate Kyneton's main streets as places for people and boost sustainable transport opportunities.
- Improve pedestrian safety in walkways and crossings, especially on Mollison Street, as the main north-south route for those living to the east.
- Improve the function, permeability, pedestrian safety and wayfinding signage in local laneways and off street car parks.
- Improve walking and cycling connections to active and passive open space areas.
- Explore opportunities to better frame views from side streets to striking heritage buildings through placement of street trees or other streetscape upgrades.



A pedestrian laneway connects High Street to Market Street, and is one of a few formal laneways in the centre of town

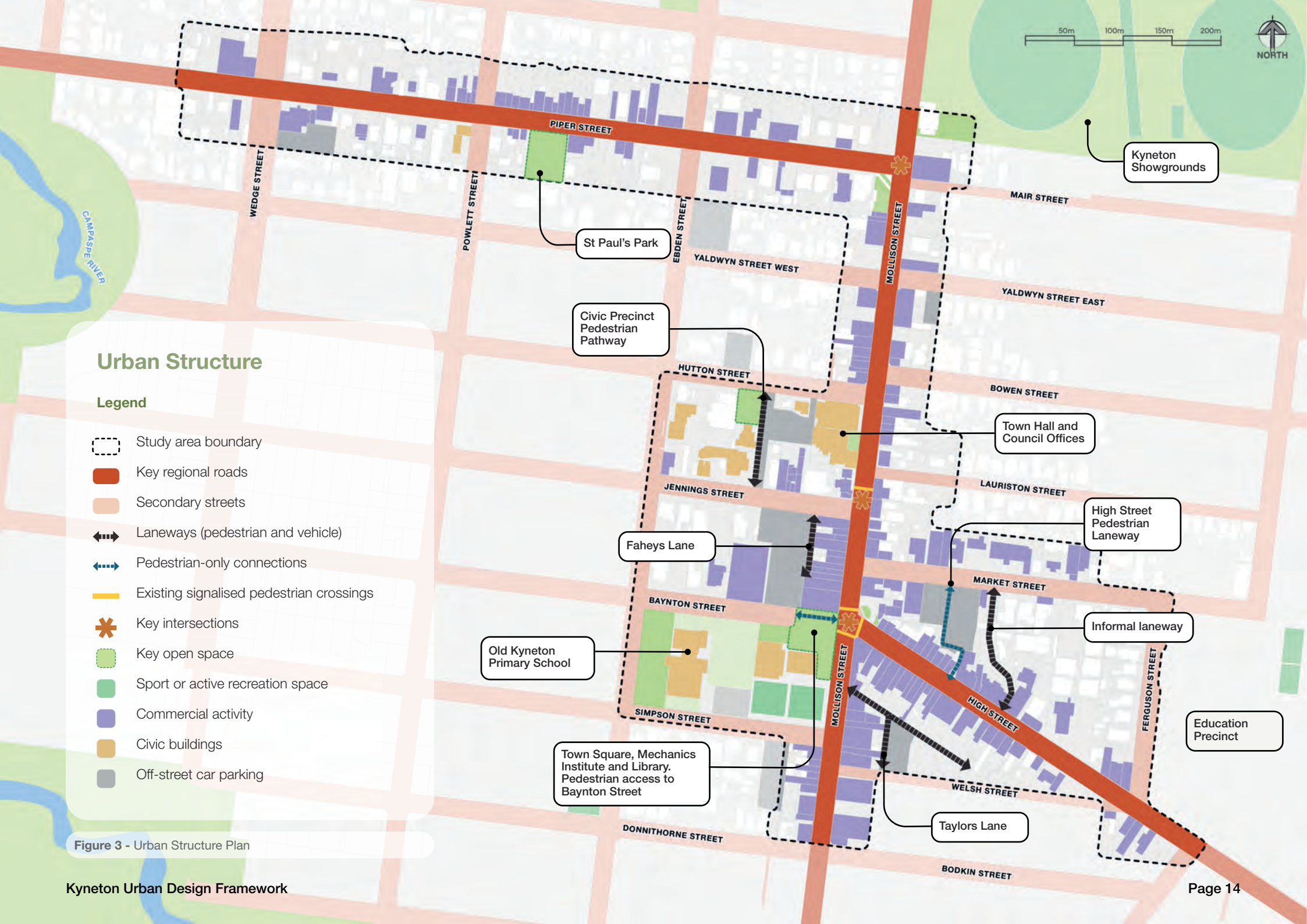


Figure 3 - Urban Structure Plan

2.2 Active & Public Transport

The pedestrian and cycling network features a popular high quality shared user path along the Campaspe River, linking at various points to the local street network, but with grade separations at Mollison and Piper Streets. There are narrow cycle lanes on Mollison and High Streets, but not on Piper Street or on adjacent side streets. Footpaths are present on all of the main streets in the town centre, but missing on several side streets and on sections of the main roads beyond the study area.

Public transport options provide access between the town centre and the railway station. The railway provides V-Line services to Melbourne and beyond Bendigo approximately every hour (increasing to every 15-45 minutes at peak times, and less frequently on weekends). The station has good accessibility for pedestrians, but cycling connections between the station and the town centre need to be improved. The public bus service has four routes that all include a stop in the town centre (at Jennings Street). Public transport bus routes do not include the full length of key roads High and Piper Street (see Figure 4). The frequency of bus services in peak periods could be increased on individual routes to reduce private vehicle dependency.

Active & Public Transport Opportunities

- Improve access and wayfinding between the town centre and Kyneton Train Station, particularly for cyclists.
- Investigate improvements to the cycling network including the Campaspe River Road Bridge on Mollison Street.
- Improve pedestrian access, safety and wayfinding signage along key walkways and crossings.
- Ensure the location of bus routes and stops provides coverage across the town centre.
- Advocate for increased bus frequency at peak times and smaller sized buses at non-peak times.

This UDF should be read in conjunction with the Kyneton Movement Network Plan 2024.

This study assesses the movement network for the township as a whole, including the town centre.



Figure 4 - Existing Public Transport Plan

2.3 Mollison Street
Civic & Commercial Precinct



Mollison Street Civic and Commercial Precinct extends along Mollison Street from Donnithorne and Bodkin Streets to the south and to the edge of Kyneton Showgrounds to the north. The precinct extends west to Ebden Street, between Simpson and Hutton Streets to include key civic, cultural and shopping facilities. The precinct encapsulates the retail and civic buildings that are known as the town centre.

The dominant characteristics of Mollison Street are the gold-rush era heritage buildings and its function as a high volume vehicular route. With the exception of the Town Square near the corner of High Street, vegetation and street trees are minimal. There are also no grassed open spaces.

There are minimal public seating areas and facilities such as rubbish bins, pedestrian crossings and pedestrian safety features (such as kerb outstands), compared to many similar town centres. The civic buildings, shopping centre and laneways in the precinct are busy areas with significant pedestrian and vehicle movement. There are minimal wayfinding signs nor high quality pedestrian paths, and some intersections such as Jennings/Mollison are difficult to safely navigate for pedestrians and vehicles alike.

The precinct provides exceptional access to services, public transport and infrastructure. With larger lot sizes and several renewal opportunity sites, there is potential for the precinct to accommodate more diverse and affordable housing in ‘shop-top’ style development.

Opportunities

- Provide more street trees, vegetation, and grassed open spaces.
- Upgrade and enhance existing public open spaces to make them more pleasant and usable.
- Provide more public seating, bike racks, rubbish bins, lights, and bollards.
- Make it easier for people to walk around the precinct and cross the street.
- Improve connections to the train station and river.
- Provide clear signage and wayfinding.
- Potential for alternative and affordable housing.
- Better interconnection between civic buildings, cultural areas and Mollison Street.
- Potential for an entry statement, public art and Indigenous culture and heritage recognition.
- Improve through-block connectivity west of Mollison: Old Kyneton Primary School, Faheys Lane, through to Hutton Street.

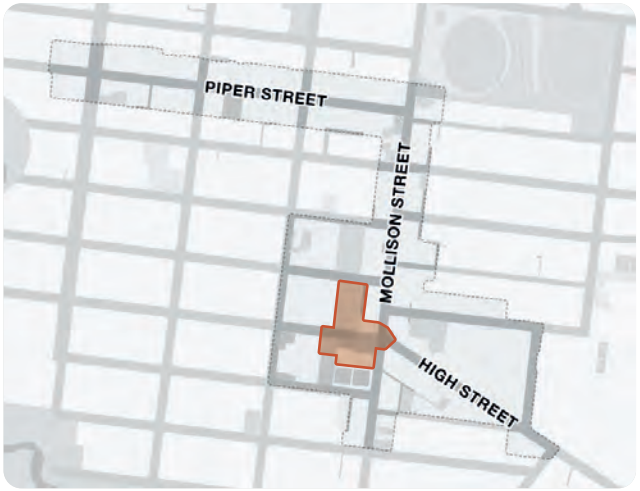


Mollison Street offers essential goods and services such as pharmacies, banks, and the post office



The Kyneton Town Hall and the Macedon Ranges Shire Council offices are located on Mollison Street

2.3.1 Central Community Area



The central community area in Kyneton includes the shops in and around the High Street and Mollison Street intersection, the Mechanics Institute building and forecourt, progressing north along Mollison Street to Kyneton Town Hall and west to include Woolworths supermarket and various civic buildings and community facilities. This UDF shall provide clever and creative opportunities to ensure this area is an attractive and safe space to spend time, undertake daily activities, and to improve connections within and around the area.

Opportunities

- Improve access, view-lines, and communal green spaces in the Mechanics Institute forecourt and surrounds, and the interface with Mollison Street.
- Implement a Kyneton township entry statement at or near the Mollison and High Street intersection.
- Improve amenity of Faheys Lane, including: prioritise pedestrians while retaining loading function; improve lighting, signage and interface between the shops and the laneway; and relocate or redesign bin cages.
- Improve the layout and function of the car park, especially for pedestrian movement.
- Deliver safer pedestrian movements and connections between Mollison Street, Woolworths, and community buildings.
- Improve connections between the Old Kyneton Primary School site and the Town Square. There should be a strong and integrated relationship between the two sites, with design collaboration and the opportunity to integrate land uses.
- Improve pedestrian focused treatments at the Mollison and High Streets traffic light crossing, such as lower vehicle speed limits and well-designed kerb outstands.



The War Memorial is a landmark in the town

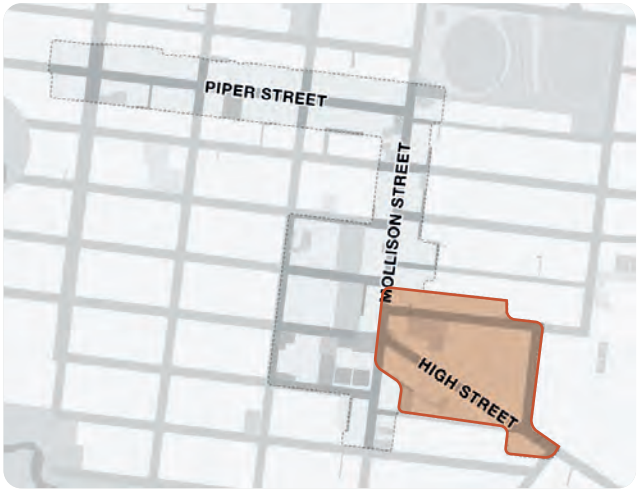


The Mechanics Institute is an important heritage building and community facility



The Town Square provides a green space in the town centre, with beautiful mature shade trees

2.4 High Street
Retail Precinct



The High Street Retail Precinct extends along High Street, between Mollison and Ferguson Streets. It extends north to include Market Street and south to include Welsh Street. The precinct includes key service retail activities, connections to key educational and active recreation facilities as well as housing and some mixed retail uses. High Street functions as a key vehicular route, connecting directly to the Calder Freeway and being the most commonly used entry road into the township. The street also has a high volume of morning and mid-afternoon traffic and pedestrian movements, with Kyneton High School, Sacred Heart College, and two primary schools located in the immediate area. The precinct also features an important off street parking facility, located on Market Street.

There is some vegetation and slow growing street trees on the street, and with the exception of the Mollison Street traffic lights, there are no formalised pedestrian crossings in the precinct. There are minimal public seats and rubbish bins. There are limited wayfinding signs and safe pedestrian paths in the area, particularly the existing connection between Market and High Streets.

Opportunities

- Plant more street trees and vegetation.
- Provide more public seating, bike racks, rubbish bins, lights, and bollards.
- Make it easier for people to walk around, cross the street and provide safe access to educational facilities.
- Clear signage and wayfinding.
- Improve pedestrian connectivity and safety between High Street and Market Street via the laneway and car park.
- Potential for an entry statement, public art and Indigenous culture and heritage recognition.



High Street is an important commercial strip, with an array of hospitality venues and specialty stores

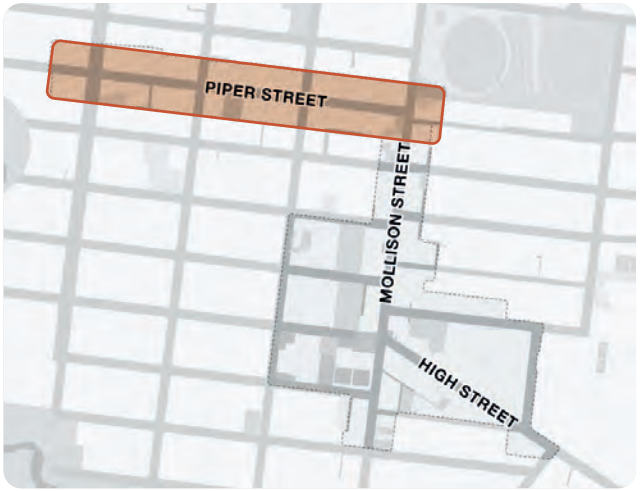


A pedestrian laneway offers a pedestrian connection between High Street and Market Street, through the Market Street car park



High Street is a key vehicular route into town, and can be difficult to cross into the adjoining school precinct

2.5 Piper Street
Historic Precinct



The Piper Street Historic Precinct extends along Piper Street from Mollison Street to Wedge Street, with connections down to the Campaspe River. The precinct is characterised by numerous historic buildings and tourism retail attractors that make it a distinctive and unique pedestrian environment. Piper Street is also a main connector road north to the Calder Freeway. There are no cycle lanes on the street, despite it being an important connection between the river and the town centre. The precinct features numerous cultural buildings and a monthly farmer's market.

There are very few street trees, particularly on the eastern part of the street, and while some heritage streetscape features such as bluestone gutters and flagstones have been retained, newer streetscape works are not sympathetic to this context. There is significant on street parking and some informal off street parking close to the street. There are no formalised crossings along the street, limited public seating, or other facilities. There is limited signage recognising the historic and tourism attractions, nor for wayfinding.

Public open space is limited, with St Paul's Park offering shade but no grassed area, seating or other facilities. This space is not in public ownership, and has poor accessibility for those with a disability.

Opportunities

- Plant more street trees and vegetation.
- Provide more public seating, bike racks, rubbish bins, lights, and bollards.
- Make it easier for people to walk around and cross the street.
- Improve signage and wayfinding to attractions and facilities.
- Better connection to the river and the Showgrounds.
- Potential for public art, and recognition of both Indigenous culture and heritage and colonial heritage.
- Work with the landowner of St Paul's Park to improve access and facilities.



New development on Piper Street that is sympathetic to the heritage style without trying to mimic it



Verandahs contribute to a sense of enclosure and a pleasant pedestrian experience



Heritage sign-writing is a feature of the Piper Street Historic Precinct, and there are several examples along the street

2.6 Character & Wider Urban Design

Kyneton is historically significant, the town featuring an outstanding collection of buildings from the mid to late 19th century which contribute greatly to the character of the town.

Other key characteristics are the location and landscapes including the Campaspe River, which although an important feature of the town, is not well recognised or celebrated.

The buildings within the UDF area are characterised by groupings of one and two storey shops in High, Mollison and Piper Streets, ranging from 5 to 10 metres wide. They often form a consistent street wall, providing a unique sense of enclosure and connectivity, compared to other towns in the region, which is a characteristic which should be protected and reinforced. The built form layout outside of these compact groupings is more sporadic, reducing the sense of coherence and intimacy to the main streets. Historically, Mollison Street featured at least one grand three storey building, but this was demolished some time in the 20th century.

The establishment of a streetscape environment that is more consistent and enhanced through treatments such lower traffic speed limits, street trees, more pedestrian space, safer crossings, public seating and art features, will enhance the main streets. There is also opportunity for new development to reinforce the existing historical street wall, which will further enhance the town's character.



The consistent street wall provides a unique sense of enclosure and connectivity along Piper, Mollison and High Streets



There is an opportunity to highlight the proximity of the Campaspe River in the centre of town, and enhance connections



Redevelopment of this private commercial site complements the existing heritage character while adding interest to the street and new public seating

Street lighting along Piper, Mollison and High Streets is appropriate for a main road, designed primarily to illuminate vehicle movements. The lighting does not enhance the human character of the streetscape nor pedestrian wayfinding. There is benefit in investigating pedestrian-scaled lighting, especially in areas such as the Mechanics Institute Forecourt, Faheys Lane, and off street car parks. These types of lighting improvements will have a positive impact on the night time economy on the main streets.

Overhead cables for power and telecommunications are prevalent along the main streets, with aerial bundled cables mounted to poles or building façades in some locations. When considering streetscape upgrades, particularly tree planting, street furniture and kerb outstand programs, consideration should be given to putting cables underground wherever possible.

Commercial buildings are accessed via main streets and occasionally by rear lanes, with limited formal arrangements. Any future main streetscape upgrades will need to consider the potential impact on access and loading, and ensure that safety and accessibility remain a priority.

Large trucks use Kyneton's main streets as a north-south thoroughfare, and some businesses in and around the town centre rely on heavy vehicles for deliveries. Freight movements through town impact on the safety and amenity of the main streets. Opportunities to limit heavy vehicle traffic through the town centre are included as actions in the Kyneton Movement Network Plan.

Opportunities

- Reinforce the character of the town centre and its heritage buildings through urban design upgrades.
- Better connect the Campaspe River to the town centre through urban design upgrades.
- Investigate ways to improve the consistency of the built form on the main streets, by promoting (and requiring) consistent street wall outcomes and zero street setbacks in new developments.
- Investigate the potential to underground key utility infrastructure (such as power lines) when streetscape upgrades occur.
- Investigate improved locations, functions and access for freight movements and loading bays.
- Investigate methods to reduce unnecessary through route freight movements on the main streets.



Heritage buildings along the main streets contribute greatly to the character of the town



More efficient routes should be found for freight movement, to discourage the main streets of Kyneton being used as a thoroughfare



Woolworths loading bay on Jennings Street

3 Vision & Key Elements



3.1 Future Vision

Kyneton town centre will be a vibrant, safe and accessible place that further enhances its unique and compact main streets that provide shopping, services and activities for the local community, residents of the wider region and tourists. Importantly, Kyneton town centre will be home to lively streets and places for people in a beautiful heritage setting.

The town centre will offer plenty of opportunities for all to participate and contribute to the vibrant street and community life. It will be a town that puts people first and enhances the pedestrian experience along the main streets, public spaces and laneways.

It will recognise and celebrate its connection with local Taungurung Indigenous history, its heritage buildings, and embrace the surrounding landscapes, including the Campaspe River.

Piper Street, Mollison Street, and High Street will be easy to navigate on foot or by bicycle, provide access to public transport, and suitable parking options, with green leafy trees to provide shade and comfort. Kyneton town centre will become a true destination, where if you pop in for a quick visit, you can end up staying for the whole day.

The guiding principles on the following page outline the key considerations and aspirations for the UDF.



3.2 Guiding Principles



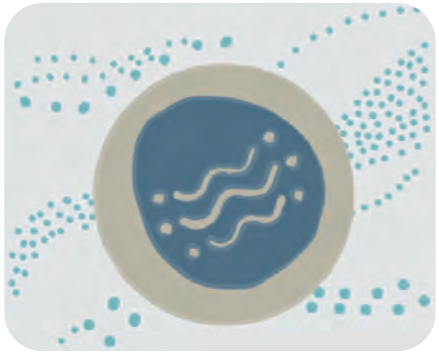
People first

Kyneton's streets are attractive, safe, and accessible to all. They are places where people want to stop and spend time. Public realm improvements encourage people to linger, generating both economic and social activity.



Thriving business and activity

The unique range of shops, cafés, restaurants, offices, pubs and niche retailers in the town centre are the beating heart of Kyneton. They will benefit from the increased activity that attractive and safe streetscapes bring.



Identity and culture

Public spaces create opportunities to celebrate Kyneton's identity. They provide a setting for local events, and public art that respects the town's indigenous history, gold rush heritage and local landscapes.



Urban greening & environmental sustainability

Quality green urban areas benefit liveability, human health and wellbeing. Sustainable development and public realm improvements will help to build a better future for the area.



Design excellence

Well-designed and maintained buildings create a strong local identity and sense of place. Built form should respect the human scale, showcase heritage and intended character, and invite activity to spill out onto the street.



Community driven

The long term success of the UDF requires collaboration between the local community, the public and private sectors, who all have an interest in the area and benefit from ensuring it continues to thrive.

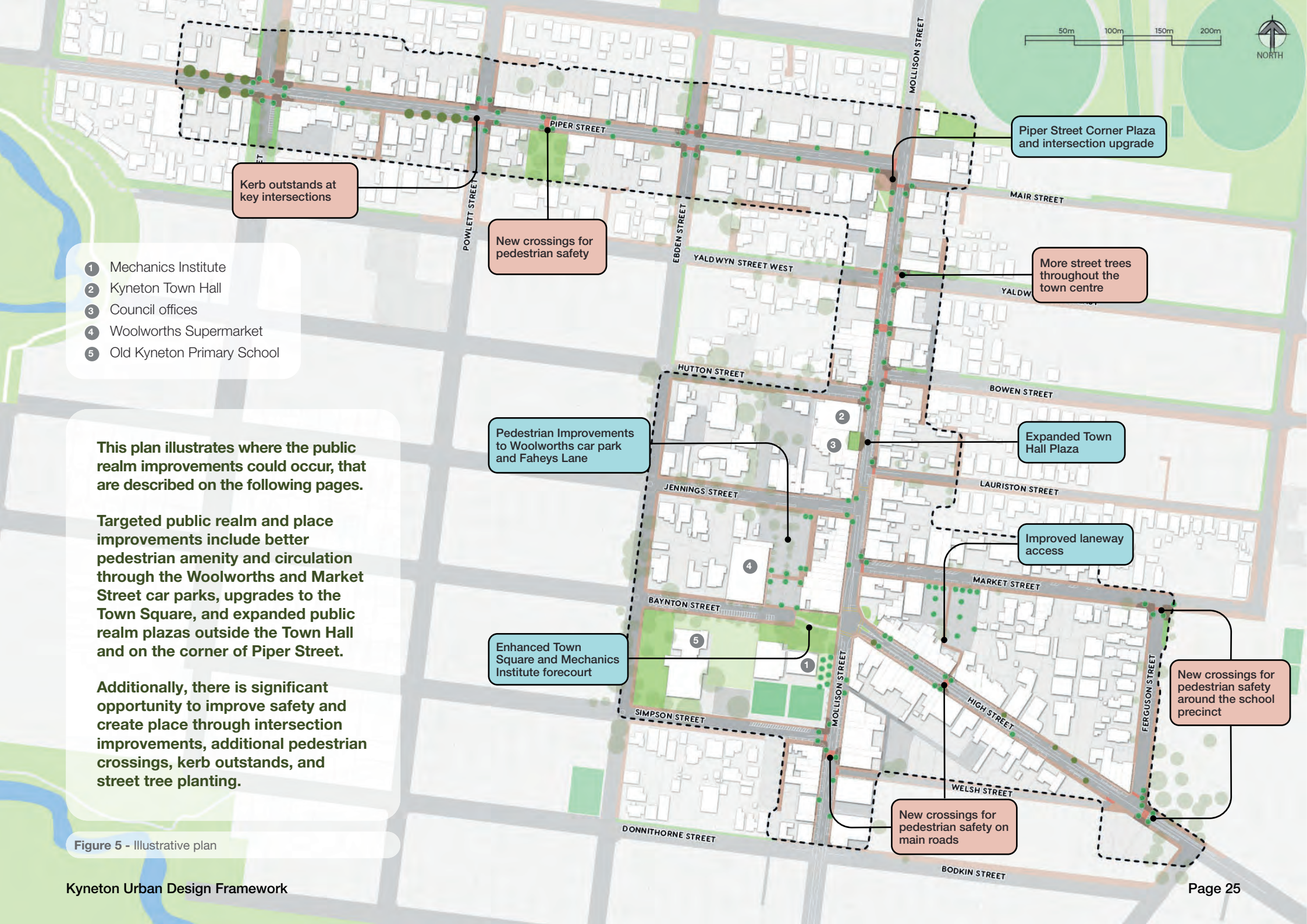


Figure 5 - Illustrative plan

3.3 Vision and Delivery

Mollison Street Civic and Commercial Precinct

Will continue to play an important role as the key regional shopping strip and community hub against a backdrop of heritage and civic buildings. Based around a safe, leafy and people friendly environment where locals and visitors of all ages and abilities can meet, shop, rest, eat and play. It's unique built form and cultural heritage is enhanced and celebrated through a high quality public realm that connects people with nature and offers opportunities for life to spill out onto the street. Attractive and comfortable urban public spaces become important places for people to meet. Streetscape and public realm upgrades will ensure Mollison Street remains a vibrant and accessible hub for decades to come.



High Street Retail Precinct

Will feature a key entry statement for Kyneton and continue to provide high quality community shopping, restaurants and mixed retail services, whilst functioning as a safe and accessible transport route connecting to educational and community facilities. Streets will be well lit for pedestrians, have more street trees for shade and appropriate seating and other facilities. Access along side streets will be safe and easy.



Piper Street Historic Precinct

Will remain Kyneton's hub for tourism and hospitality, within a setting that respects, preserves and enhances the town's built heritage from the gold rush period and beyond, while embracing and enhancing Indigenous cultural heritage. Streetscape upgrades will foster a people-friendly environment by making the street easier to navigate and cross, and encouraging slower and safer car movements.



4 Urban Design Frameworks



4.1 Introduction

Section 4 explores the urban design frameworks, proposing changes to the public realm throughout the Kyneton UDF area, and for some elements, the entire township. A framework is the overarching and holistic view of the key interventions for urban design improvements. All proposed improvements outlined in these strategic frameworks will still be subject to detailed design.

The frameworks include:

- Pedestrian Movement and Mobility - existing and proposed footpaths, crossings, safety and aesthetic improvement.
- Cycling - bike racks, cycle friendly streets, and future options.
- Vehicles - existing carriageway network, key intersections, on and off street parking and recommended speed limits.
- Wayfinding and Creative Elements - examples of informative and directional signage, and creative art inspiration.
- Public Realm Nodes - Proposed extended areas of public realm including kerb outstands and node locations for bins, seating and landscaping.
- Street Trees and Open Space - existing and proposed street trees, open space areas and intersection focus areas.



4.2 Pedestrian Movement & Mobility

The pedestrian experience will benefit from improving pavement for safety, placemaking, universal access and wayfinding purposes, as well as providing new pavement styles at key nodes and crossing locations. The existing street footpath network has full coverage across the town centre but could be improved to provide a better experience for users.

Off-street pedestrian connections

The off-street network includes:

- High Street to Market Street car park walkway.
- Faheys Lane to Woolworths supermarket and the Town Square. This will be a pedestrian priority shared zone that allows commercial vehicles to safely share the space with pedestrians.
- Civic precinct access path.

Improvements to these off street paths will ensure that they are easier to find, comfortable and attractive to commute through, safe to use, and help pedestrians easily reach their destination. Specific improvements are explored in the Section 5 concept plans.

Side Street Crossings

There is currently no consistent treatment of the side roads crossings. Some side streets feature a significant difference between the height and gradient of the footpath compared to the road carriageway, leading to pedestrian safety problems especially for wheelchair, scooter, and pram users. Other side streets have no change in height or treatment between the footpath and the road, leading to safety problems as drivers encroach on the footpath when turning. To avoid these crossing problems, pedestrians often use the road carriageway instead of the footpath. See Figure 12 for a typical detail of a side street crossing.

Establishing a consistent level and building kerb outstands at all crossings will create a safer and more accessible pedestrian environment by slowing vehicular traffic at the main road intersections and assisting drivers to adjust behaviour as they approach a lower speed limit environment.

Major Road Crossings

There are six major road pedestrian crossings proposed (See Figure 11 for a typical detail of a major road crossing):

- Piper Street between Powlett and Ebden Streets, in front of St Paul's Park (at grade unsignalised)
- High Street east of Ferguson Street (at grade unsignalised)
- High Street between Welsh and Mollison Streets (at grade unsignalised)
- Mollison and Piper Streets Intersection (signalised)
- Mollison Street north of Bowen Street (at grade unsignalised)
- Mollison Street near Simpson and Welsh Streets (at grade unsignalised)

There is a compelling safety justification to construct a signalised traffic and pedestrian crossing at the corner of Piper and Mollison Street. This is also a key proposal of the Kyneton Movement Network Plan 2024.

Proposed upgrades to the pedestrian network are shown on Figure 6.



Planting and kerb outstands incorporated into crossings helps to narrow the carriageway, providing a shorter crossing distance and encouraging vehicles to slow down



Pedestrian priority shared spaces help to create vibrant street life without precluding vehicle movement, such as this example in Auckland, NZ

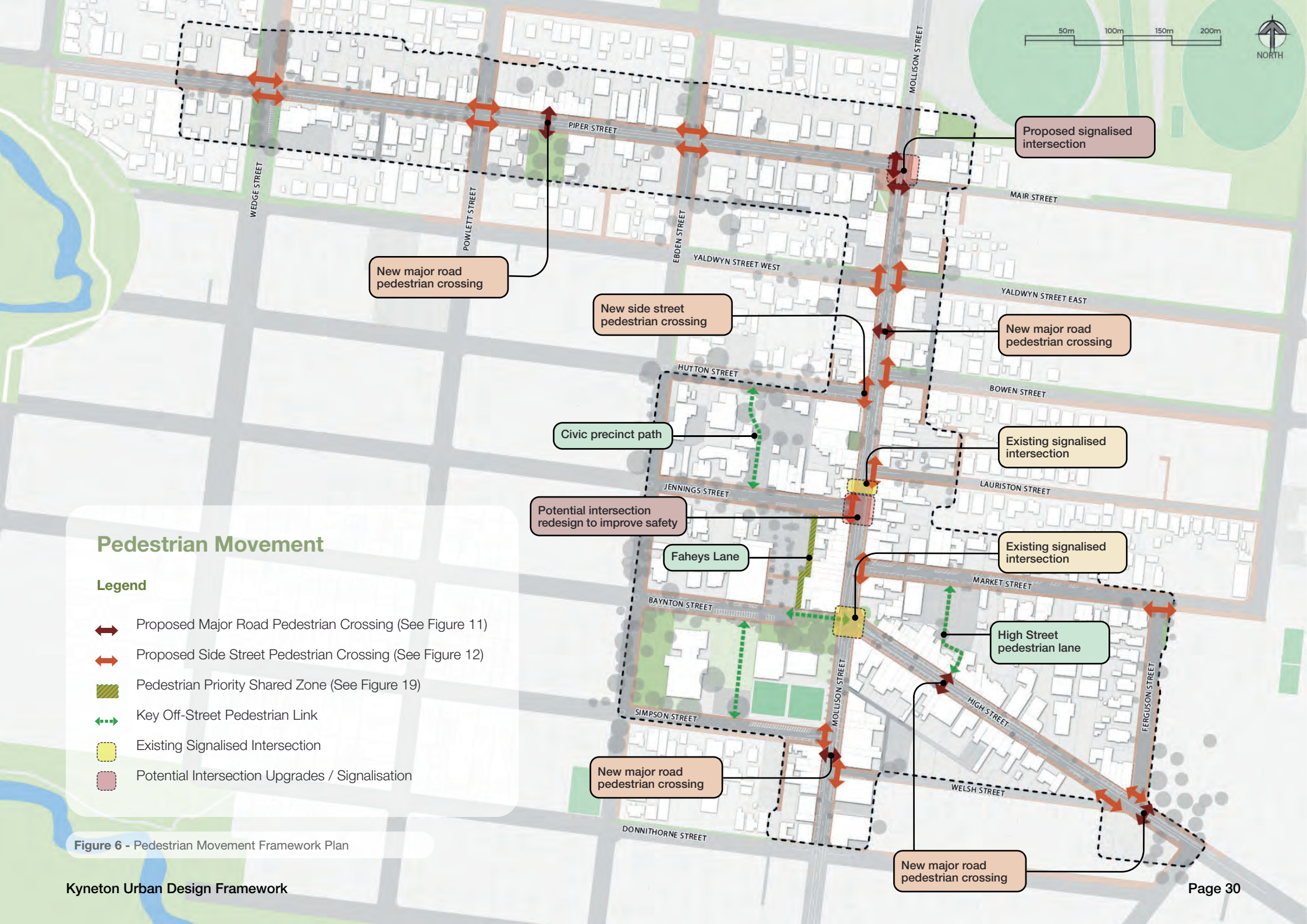


Figure 6 - Pedestrian Movement Framework Plan

4.3 Cycling

The existing cycling network features narrow painted cycling lanes along Mollison Street and High Street, while Piper Street has no formal cycle lane. While it is desirable to establish consistent wide cycle lanes on the full extent of Kyneton's main streets, due to the narrow road width of only 20 metres it is likely that wider cycle lanes can only be achieved through redesigning the cross section, for example by removal of car parking from one side of the street.

Instead, there are opportunities to use Kyneton's side streets to create an improved cycling network, connecting the town centre with key destinations including the schools precinct, Kyneton Train Station, Kyneton Showgrounds and the Sports and Aquatic Centre. Cycle-friendly streets could be marked with either cycle lanes or 'sharrows' to offer a quieter alternative on mostly residential streets.

Designation of bike-friendly streets should be based on the following considerations:

- Proximity to the main commercial streets
- Connectivity to important destinations both within the town and on the periphery (such as key employment precincts)
- Opportunities to connect to the wider cycle network including the Campaspe River Trail
- Topography
- Traffic volume and speed.

Other ways to improve the local cycling network:

- Slow traffic through speed limit reduction and prominent pedestrian crossings (signalised and unsignalised)
- Bike lane signage both on the carriageway and at eye level.
- Use wayfinding signs and maps to promote the cycling network
- Conveniently located bike racks, close to public nodes.
- Facilitating measures for safe, casual (slow paced) cycling on side streets, laneways and other public realm areas.



Bike racks should be incorporated into public realm improvements, and aligned with key cycling routes



Marked cycle lanes provide a clear and consistent cycling route for streets with a higher volume of traffic, where sharrows are not appropriate



'Sharrows' are appropriate on low-speed local streets where cyclists and drivers must coexist in the same lane



Figure 7 - Cycling Infrastructure Framework Plan

4.4 Vehicles

The main streets of Kyneton currently post a vehicular speed limit of 50 kilometres per hour. A primary objective of the UDF is to ensure the main streets put people first, prioritising safety, human scale and ease of access for all forms of transport.

Speed Limits

The suite of changes proposed by this UDF, including the addition of kerb outstands, pedestrian crossings in key locations, and built form recommendations, all serve to bring people closer to, and more engaged with, the street. Changes in the road standard and the surrounding environment justify a reduction in the speed limit on Mollison Street, High Street and Piper Street (within the UDF area) to 40km per hour.

Intersections

There are three key intersections in the UDF located along Mollison Street:

- The High Street signalised intersection currently functions well and can be enhanced with a creative entry statement.
- The pedestrian crossing between Jennings and Lauriston Street works well, but the nearby Mollison/ Jennings intersection can be difficult for vehicles and unsafe for pedestrians. It is recommended to investigate options to redesign this space, also taking into account the impact of the Market and High Street intersections further south.
- The Piper Street intersection is currently non-signalised and due to the current speed limit and carriageway design, is dangerous for other street users. It is recommended that the Piper Street intersection be investigated for a signalised pedestrian and vehicular crossing and for kerb outstands to be extended to ensure slower and safer vehicle turning. (This is further explored in a Piper Street concept plan in Section 5.)

Parking

Proposed changes to car parking arrangements have been designed to ensure no net loss of parking spaces in the UDF area. On-street parking will largely remain along the main and side streets of town. A small number of bays will be removed in order to provide safe pedestrian crossings and kerb outstands. The Kyneton Movement Network Plan 2024 includes actions to increase the supply of accessible parking spaces in the town centre.

Off-street parking will be increased and improved within the precinct. The car park at the corner of Ebden Street and Yaldwyn Street will be formalised, increasing the number of spaces to service Piper Street and the northern half of Mollison Street. It is critical that directional signage for this car park is established on the main streets.

Concept plans have been developed for the car parks at Woolworths shopping centre and the Market Street car park (see Section 5). Proposed changes are shown at Figure 8.



Safer crossing points near the school precinct would greatly increase safety for children crossing



Traffic signals should be considered at the Mollison-Piper Street intersection, to aid both traffic flow and pedestrian movement and safety



Reduced speed limits are appropriate for areas of high pedestrian activity, such as the main streets of Kyneton

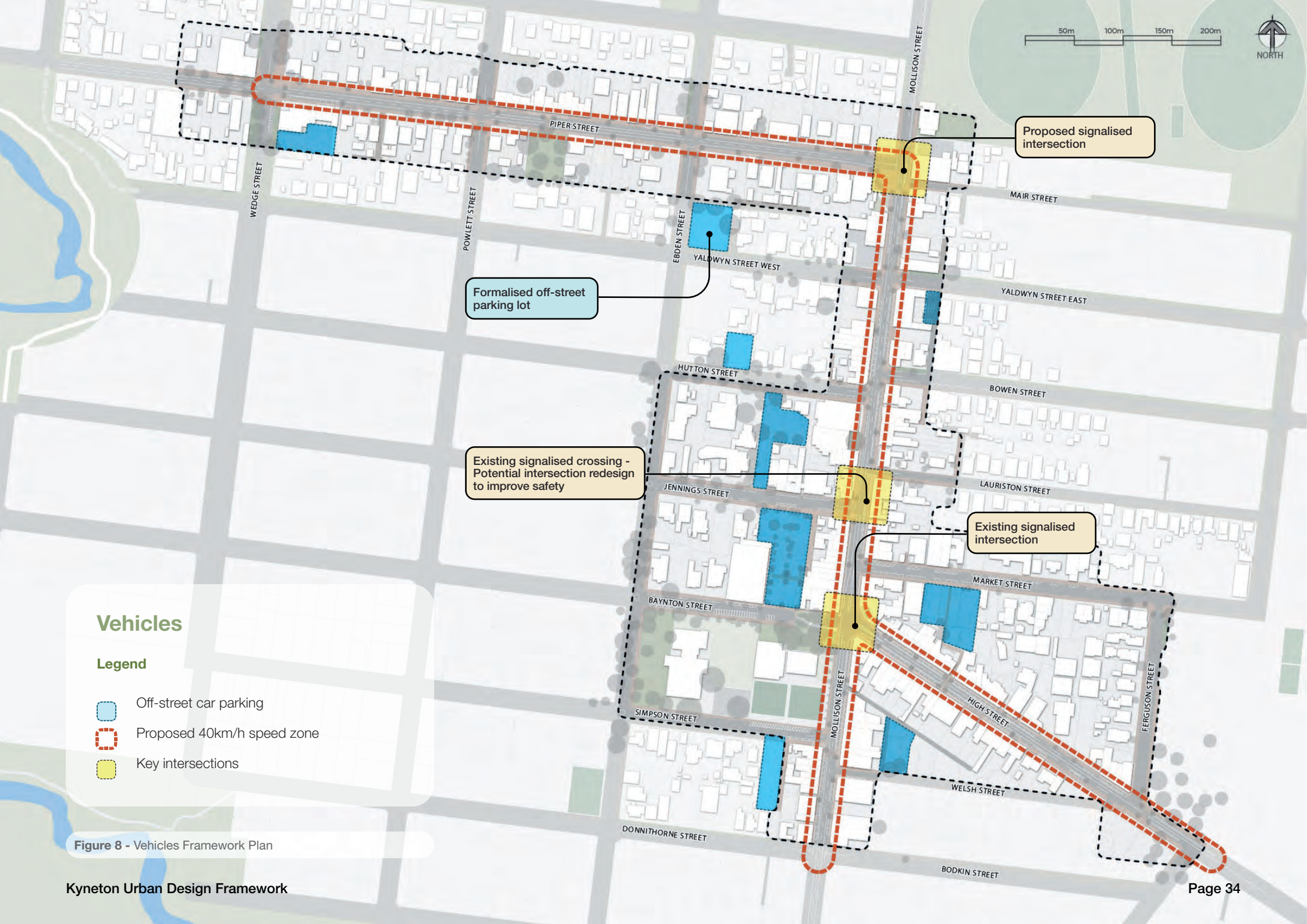


Figure 8 - Vehicles Framework Plan

4.5 Wayfinding & Creative Elements

Given the elongated form of the town centre and the three distinct main streets, improved wayfinding in Kyneton will be essential. Four different types of wayfinding are outlined below. They include directional wayfinding, as well as elements that enhance a sense of place such as entry statements, indigenous elements, and public art.

Directional Wayfinding

These concepts illustrate how unique wayfinding and signage could be implemented throughout Kyneton in order to unify the street, promote a sense of place and build on the existing character. Indicative concepts are provided to illustrate how these features could be seamlessly integrated into the streetscape, and incorporate creative cultural elements.

It is vital that a robust wayfinding strategy is established to create excellent navigation and accessibility tools across the entire township. The town centre shall be an area of focus, featuring key destination signage, navigation tools and entry statements.

High quality wayfinding outcomes in Kyneton can include:

- "You are here" location and direction maps in key township locations.
- Blade and/or bollard signs in high visitation areas, pointing out key locations and directions.
- Room to provide temporary information on wayfinding signs for special events and seasonal activities.
- Signs to show how many minutes walk a destination is, as well as how many metres.
- Existing location information engraved into pavements at intersections and key routes.
- Identity branding for Kyneton and the different precincts, in new furniture, bins and wherever possible.
- "Official" hand held maps and directional guidance showing key locations and the three township precincts, available in tourist centres, Council offices and through appropriate traders.



In-ground or pavement wayfinding can help establish a sense of place and orient people



Including walking times on wayfinding can encourage people to walk instead of drive



Example of minor wayfinding signage



Example of interpretive wayfinding signage



Example of blade wayfinding signage with a map, walking times and distances to destinations

Entry Statements

There are two locations recommended for key township entry statements, which should include iconic creative elements:

- High Street Intersection: primary entry statement, connecting the Town Square with Mollison and High Streets and to include a unique feature that is respectful to the war memorial.
- Piper Street Intersection: a key statement recognising the town centre and the historic precinct.

There are multiple approach locations that can include “Welcome” signage, precinct markers, and creative elements (see Figure 9):

- Mollison Street Approach (near train station)
- High Street Approach (Near the Welsh Street intersection)
- Piper Street Approach (near Wedge Street)



Example of a precinct entry statement



An entry statement and combine wayfinding and public art - acting as a landmark feature in the environment that helps orient people and contributes to a sense of place



An entry statement can combine wayfinding and public art - acting as a landmark feature in the environment that helps orient people and contributes to a sense of place



Example of a precinct entry statement



This catenary lighting is a subtle example of an entry statement into a public space

Indigenous Elements

Wayfinding and creative elements will include Indigenous cultural values. This includes signs and creative art that relate to Taungurung language, culture and history. Suggested outputs include:

- Recognition of Taungurung country in all signage and entry statements.
- Secondary reference naming of the Campaspe River as Yerrin.
- Artistic references to Taungurung culture, which could include references to Yerrin (Campaspe River), Bundjil the great ancestor spirit (wedge tailed eagle) and Waang, the bringer of fire and light to country (crow).
- A community engagement process to investigate re-naming some streets and other places in Kyneton, which due to past colonial actions and atrocities, are sensitive and cause distress. The goal of the process is to suggest names that are culturally appropriate and inclusive.

Ongoing engagement with the Registered Aboriginal Party (Taungurung Land and Waters Council Aboriginal Corporation) is recommended, including undertaking a cultural values workshop and a creative engagement workshop to recognise potential art installations, signage, pavement and street furniture, and ensure the appropriate and inclusive representation of Taungurung cultural values.



Yerrin (Campaspe River) is an important feature in the cultural and historical landscape

Public Art

Public realm nodes and key improvement areas (refer section 4.6) provide opportunities to incorporate public art and creative elements unique to the town centre, drawing on the talents of Kyneton's long-standing and vibrant artistic community.

These elements could include reference to:

- Gold rush era architectural design
- Kyneton's agricultural history.
- The shape and flow of the river and surrounding natural landscapes such as Hanging Rock, and the Cobaw and Wombat State Forests.

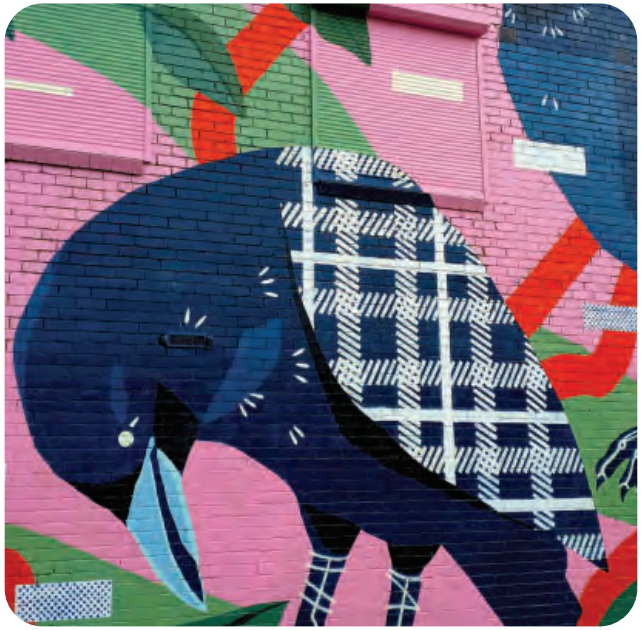
The heritage features that make the Piper Street Historic Precinct a unique and treasured environment could be interpreted and enhanced in public art along the street.



Public art can be an opportunity to collaborate with First Nations artists to incorporate storytelling, and cultural interpretation in the public realm, like the sandstone carvings at the National Museum of Australia in Canberra



'North' is an example of sculptural public art in Geelong that serves as an important landmark and enhances the sense of place



'Four Crows' is an example of public art that serves to activate blank walls and give an impression of care in under-utilised spaces



Wayfinding & Creative Elements

Legend

Township entry statement opportunity

1. Primary township entry statement
2. Piper Street historic precinct

Main approach entry statement opportunity

3. From Melbourne
4. From Malmsbury / Bendigo
5. From Tylden/Trentham / Daylesford (Located near the Kyneton Train Station)

Wayfinding / directional signage opportunity*

6. To Faheys Lane / Old Kyneton Primary School
7. To Civic Precinct Path
8. To Market Street
9. To Piper Street / High Street
10. To Mollison Street

✱ **Existing public art**

** Note: These locations should be highlighted through wayfinding, however a complete wayfinding strategy should be done to determine the optimal locations for directional signage.*

Figure 9 - Wayfinding & Creative Elements Framework Plan

4.6 Public Realm Nodes

Public realm nodes will be constructed in areas of high visitation and public congregation, including street crossings and key improvement areas, such as the Town Hall and Town Square (see Figure 10 for details). The intention is to create more places for people to socialise and rest in the town centre, in addition to making the town centre more attractive.

Kerb outstands will offer:

- Space for expanded areas of public realm, planting, and street furniture.
- New landscaped areas to increase street greening. These could be rain gardens incorporating Water Sensitive Urban Design (WSUD) details in areas where this is appropriate.
- High quality and Kyneton branded street furniture.
- Public art and creative elements to enhance amenity and aesthetic qualities.
- Wayfinding information to improve connection between precincts.
- Improved street crossings, lighting and seating to enhance public safety and accessibility.

There are three types of kerb extensions that are described in Figures 11, 12, and 13 on the following pages.

The key improvement areas are slightly larger spaces that have higher value as recreation and meeting places, and offer greater opportunity for amenity:

- #1 - Improved Town Square
- #2 - Pedestrian Improvements to Woolworths car park
- #3 - Expanded Town Hall Plaza
- #4 - Improved Laneway Access
- #5 - Piper Street Corner Plaza

For detail on the above key improvements area, see Chapter 5 Precincts.



Kerb outstands create space for small public realm nodes that offer respite on a busy street and opportunities to incorporate WSUD into the town centre, like in Singleton NSW



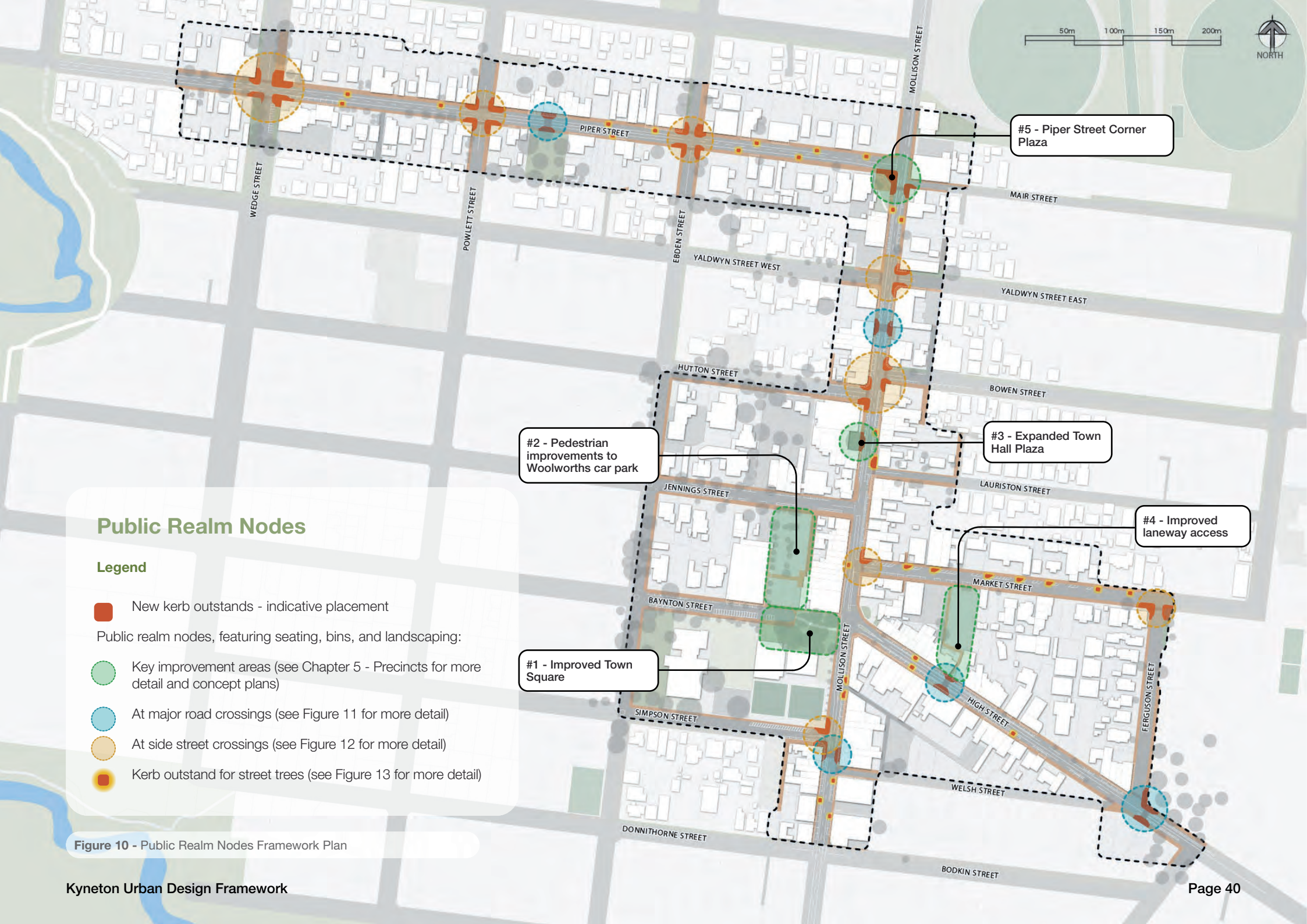
Kerb outstands are a great opportunity to incorporate WSUD and build climate resilience into urban areas, especially in areas prone to flooding like this example in South Melbourne



Amenities such as seating and bins help small spaces feel more welcoming, like the Horscroft Place Pocket Park in Moorabbin



Small public realm nodes offer respite on a busy street, like Lombard Lane in New Zealand's capital



Public Realm Nodes

Legend

- New kerb outstands - indicative placement

Public realm nodes, featuring seating, bins, and landscaping:

- Key improvement areas (see Chapter 5 - Precincts for more detail and concept plans)
- At major road crossings (see Figure 11 for more detail)
- At side street crossings (see Figure 12 for more detail)
- Kerb outstand for street trees (see Figure 13 for more detail)

Figure 10 - Public Realm Nodes Framework Plan

Typical major road crossing and public realm node

The UDF proposes adding several new crossings to help people cross the main roads. These are designed to improve safety and connectivity, by shortening the road crossing distance and providing a visual signal to cars to slow down. Pedestrians can more easily access both sides of the street which boosts foot traffic to businesses. Public realm nodes with seating at either side allow people to linger on the street and create a lively street atmosphere.

Coordination with Regional Roads Victoria will be essential. Crossings could be coloured or striped. See Figure 10 for indicative locations.



1. At-grade pedestrian crossing
2. Kerb outstands
3. Seating and bins
4. Wayfinding signage
5. Footpath gardens
6. Street trees to frame new crossing points
7. High quality paving at crossing points

Figure 11 - Typical major road crossing

Typical side road crossing and public realm node

Raised priority or “wombat” crossings help to establish a consistent, level pedestrian environment, especially aiding pram users and those with limited mobility. It can also alleviate conflict points between pedestrians and vehicles, by making pedestrians more visible and better able to make eye contact with drivers. Existing no-standing areas are converted to space for greenery and seating, extending the pedestrian zone while maintaining 2-way vehicle movements and avoiding the loss of on-street car spaces.. There is ample room to include garden areas and seating nodes. WSUD should also be considered.

See Figure 10 for indicative locations.



1. Raised priority crossing or ‘wombat’ crossing (subject to detailed design)
2. Kerb outstands
3. Seating and bins
4. Wayfinding signage
5. Footpath gardens
6. Street trees on corners
7. High quality paving at corners

Figure 12 - Typical side street crossing

Typical street tree kerb outstand

Street trees will be incorporated in smaller mid-block kerb outstands, with new landscaped areas to increase street greening. These could be rain gardens incorporating Water Sensitive Urban Design (WSUD) details in areas where this is appropriate. Seating should also be included on the footpath adjacent to the kerb outstand.

See Figure 10 for indicative locations.



1. Kerb outstands
2. Street trees
3. Landscaping - potential for WSUD rain gardens
4. Mid-block seating could be incorporated

Figure 13 - Typical street tree kerb outstand

4.7 Street Trees & Open Space

A carefully considered street tree planting program is proposed to significantly enhance the amenity of the main streets and open spaces in Kyneton by increasing the canopy coverage in the town.

The main streets in Kyneton have very limited numbers of existing trees, with the exception of High Street where some trees have been planted.The value of street trees is significant, as they transform the aesthetics of a street, provide shade, reduce urban heat island effect, and in the broader context they also offset carbon emissions.

The proposed planting program includes new trees in public congregation and key improvement areas, mid-block kerb outstands, and around key crossings and intersections (see Figure 14).

Proposed locations have been selected as targeted insertions into the public realm, to avoid excessive loss of parking. Street trees can be delivered incrementally over a period of years in conjunction with other capital works.

When selecting street trees, consideration should be given to:

- Selecting locally appropriate species which will thrive in the climatic conditions - an indicative selection of both indigenous and exotic species has been included below.
- Avoiding overhead powerlines - smaller tree species should be selected where these are present.
- Avoiding obscuring views of significant buildings, and using trees to frame these views.
- Sight lines at intersections should not be obscured.
- Avoiding conflict with awnings and verandahs.
- Context within the town centre - in areas with high heritage value, exotic tree and plant species may be more appropriate. However, in most instances locally indigenous species should be favoured for their specific adaptation to the climate of Kyneton and the Macedon Ranges.
- Context within the location - Structure, appearance, canopy, and height of tree should all be considered to assess if it is appropriate to the location.
- Refer to Macedon Ranges Shire Council ‘Street Tree Planting - Preferred Species List’

Considerations for detailed design:

- Coincide tree planting with specific kerb outstand or improvement area construction.
- Use of appropriate tree pits or soil cell systems to ensure long-term tree health and minimise root damage to footpaths and buildings.
- Ensure trees planted at intersections are large enough to have a 2 metre clear stem.
- Ensure access to footpaths, buildings and shops are not compromised by tree locations.
- Collaboration with MRSC Open Space department during detailed design phase for species selection.

Recommended tree species:

The following small and medium tree species are recommended based on the constraints and opportunities of the town centre public realm, including its narrow street widths and existing buildings. A range of oak species may also be appropriate where there is space for a larger tree.

Small trees (4-8m high x 3-5m wide)

- Banksia marginata Silver Banksia *
- Lagerstroemia indica x L. fauriei Crepe Myrtle * (smaller cultivars such as ‘Sioux’, ‘Tuscarora’, and ‘Biloxi’ and medium cultivars such as ‘Natchez’)
- Pistacia chinensis Chinese Pistachio *
- Pyrus betulaefolia Birch Leaf Pear *
- Acer campestre ‘Elsrijk’ Field Maple *
- Malus ‘Royal Raindrops’ Crab Apple *
- Acer platanoides ‘Crimson Sentry’ Crimson Maple *

Medium trees (9-15m high x 6-10m wide)

- Indigenous: Acacia melanoxylon Blackwood *
- Allocasuarina littoralis Black She-oak *
- Eucalyptus pauciflora Snowgum *
- Melia azaderach White Cedar * (‘Elite’ or other non fruiting only)
- Fraxinus pennsylvanica ‘Cimmzam’ Green Ash *
- Fraxinus pennsylvanica ‘Urbdell’ Green Ash *
- Ulmus parvifolia ‘Reflection’ Chinese Elm *

A selection of these species is shown overleaf.

* *Indigenous species*

* *Native deciduous species*

* *Exotic deciduous species*

Indicative tree palette

Medium trees



Blackwood
Acacia melanoxylon



Snow Gum
Eucalyptus pauciflora



Black She-Oak
Allocasuarina littoralis



Cimmaron Green Ash
Fraxinus pennsylvanica 'Cimmaron'

Small trees



Silver Banksia
Banksia marginata



Crepe Myrtle
Lagerstroemia indica



Crab Apple
Malus 'Royal Raindrops'



Chinese Pistachio
Pistacia chinensis



Figure 14 - Street Trees Framework Plan

4.8 Wider Movement Network

The proposals identified here fall outside the UDF area, but support improved active and sustainable transport connections to and from the town centre.

The wider active transport network links the Kyneton town centre to destinations like the Kyneton Railway Station, Campaspe River Trail and Kyneton Showgrounds (Figure 15). There are opportunities to improve missing links and ensure that the benefits from delivering pedestrian and cycling upgrades in Kyneton town centre extends to the entire community and offer all-age cycling capability.

The following actions can be delivered through a holistic approach to the implementation of the UDF alongside other strategies like the Kyneton Movement Network Plan and the Shire-Wide Footpath Plan, and in consultation with major stakeholders like the Department of Transport and Planning having regard to Movement and Place principles:

1. Continue to extend and improve the Campaspe River Trail, increase connectivity to nearby streets and the train station, resolve the break in the path west of Mill Street near Jennings Street and upgrade to a shared user path for its full extent.
2. Review the road cross-section on the Mollison Street bridge to facilitate a cycle lane and/or shared path connection between the town centre and the train station.
3. Prioritise pedestrian movement in and around Kyneton Train Station, including enhanced wayfinding, raised priority or 'wombat' crossings and traffic calming mechanisms.
4. Footpath extension along Mollison Street (west side) north of Mitchell Street.
5. Improve the footpath on the eastern side of Mollison Street heading towards the train station.
6. Ensure appropriate connections with the regional cycling network.
7. Ensure sufficient bike racks are provided at key destinations such as the train station and the Showgrounds.
8. Support regular review of bus services to ensure the timetable and location of routes and stops supports community needs.
9. Explore opportunities for alternative heavy vehicle routes to avoid the main streets in the town centre
10. Explore additional opportunities for active transport connections to the railway station, e.g. via Greenway Lane / Lauriston Reservoir Road.
11. Undertake Movement and Place studies for key streets to determine appropriate treatments and upgrades.

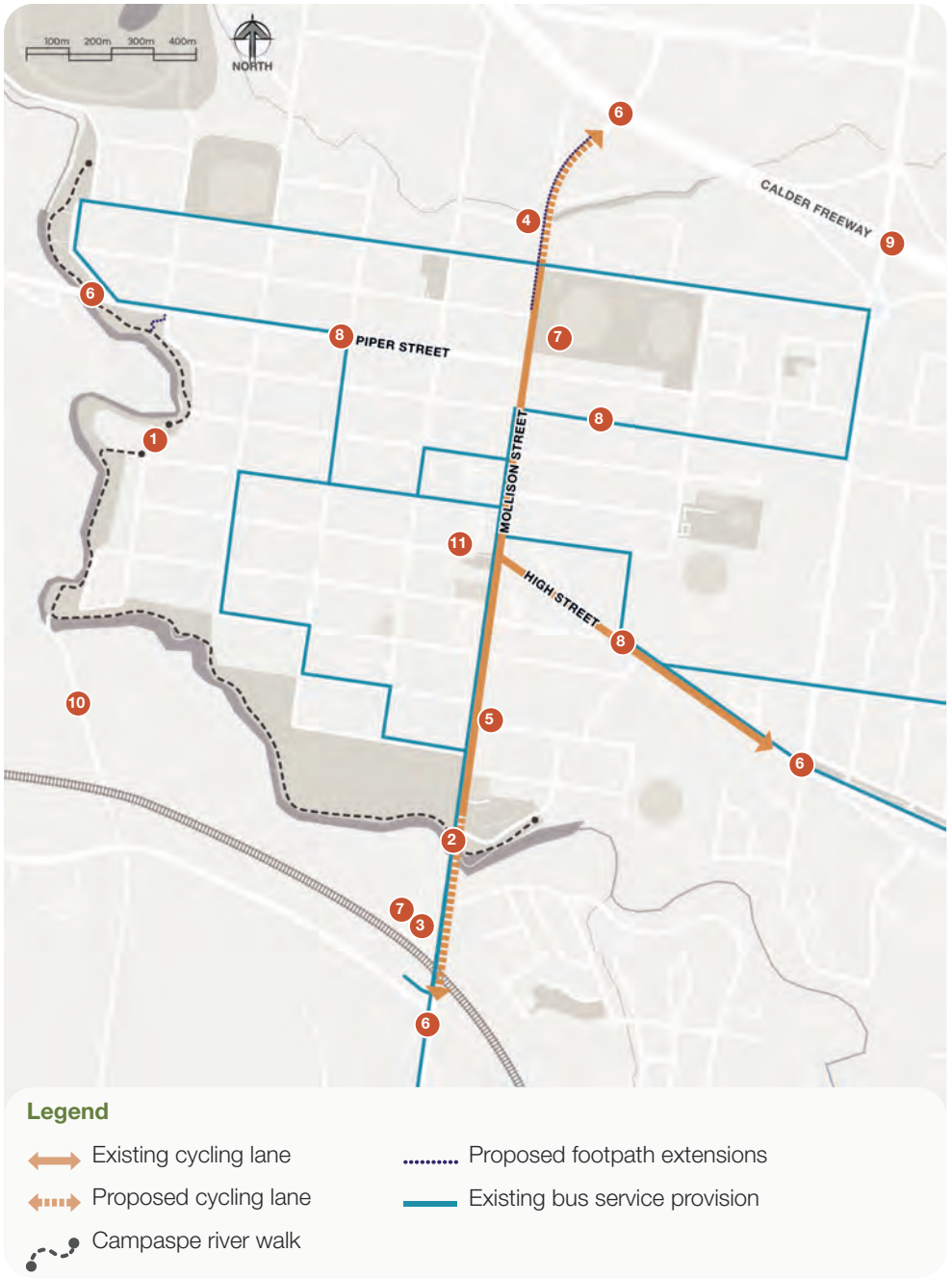


Figure 15 - Wider Movement Network Improvements

5 Precincts



5.1 Introduction

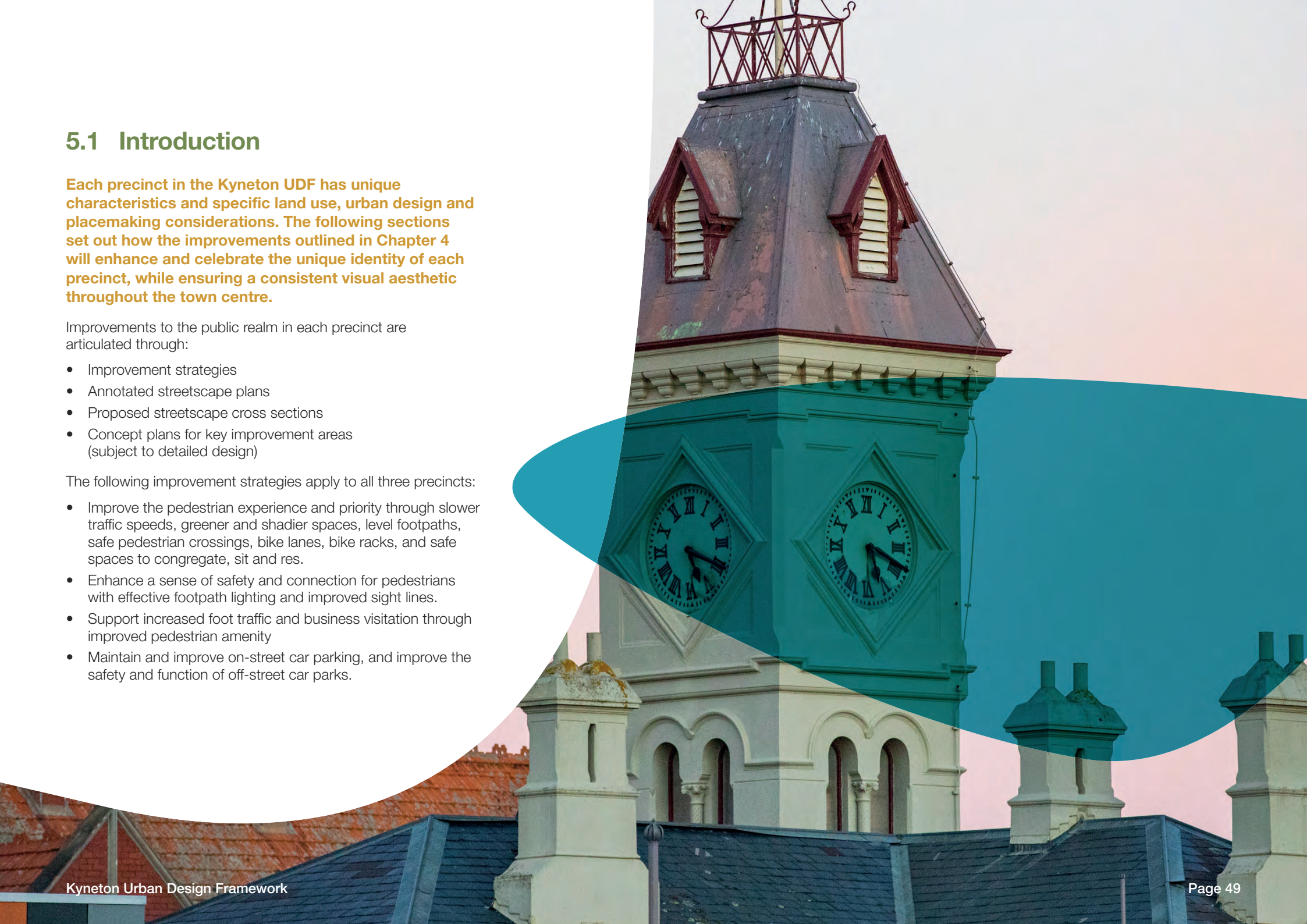
Each precinct in the Kyneton UDF has unique characteristics and specific land use, urban design and placemaking considerations. The following sections set out how the improvements outlined in Chapter 4 will enhance and celebrate the unique identity of each precinct, while ensuring a consistent visual aesthetic throughout the town centre.

Improvements to the public realm in each precinct are articulated through:

- Improvement strategies
- Annotated streetscape plans
- Proposed streetscape cross sections
- Concept plans for key improvement areas (subject to detailed design)

The following improvement strategies apply to all three precincts:

- Improve the pedestrian experience and priority through slower traffic speeds, greener and shadier spaces, level footpaths, safe pedestrian crossings, bike lanes, bike racks, and safe spaces to congregate, sit and res.
- Enhance a sense of safety and connection for pedestrians with effective footpath lighting and improved sight lines.
- Support increased foot traffic and business visitation through improved pedestrian amenity
- Maintain and improve on-street car parking, and improve the safety and function of off-street car parks.



5.2 Mollison Street Precinct

5.2.1 Improvement Strategies

- Prioritise pedestrian movement and improve connections between Mollison Street, Kyneton Town Square, Faheys Lane, Woolworths supermarket and its car park, Mechanics Institute forecourt, Kyneton Library, Old Kyneton Primary School site and the civic buildings south of Jennings Street.
- Improve the layout, function and connections with open space at Kyneton Town Square and Mechanics Institute forecourt.
- Invigorate the precinct with attractive and unique aesthetic features, better wayfinding signage and easy to navigate footpaths.

Characteristics of this Precinct:

Kyneton's central hub

Key daily retail, civic and community services

Community meeting areas

Main shopping strip

Cultural and gold rush era heritage buildings

Public transport terminal

Key on- and off-street parking



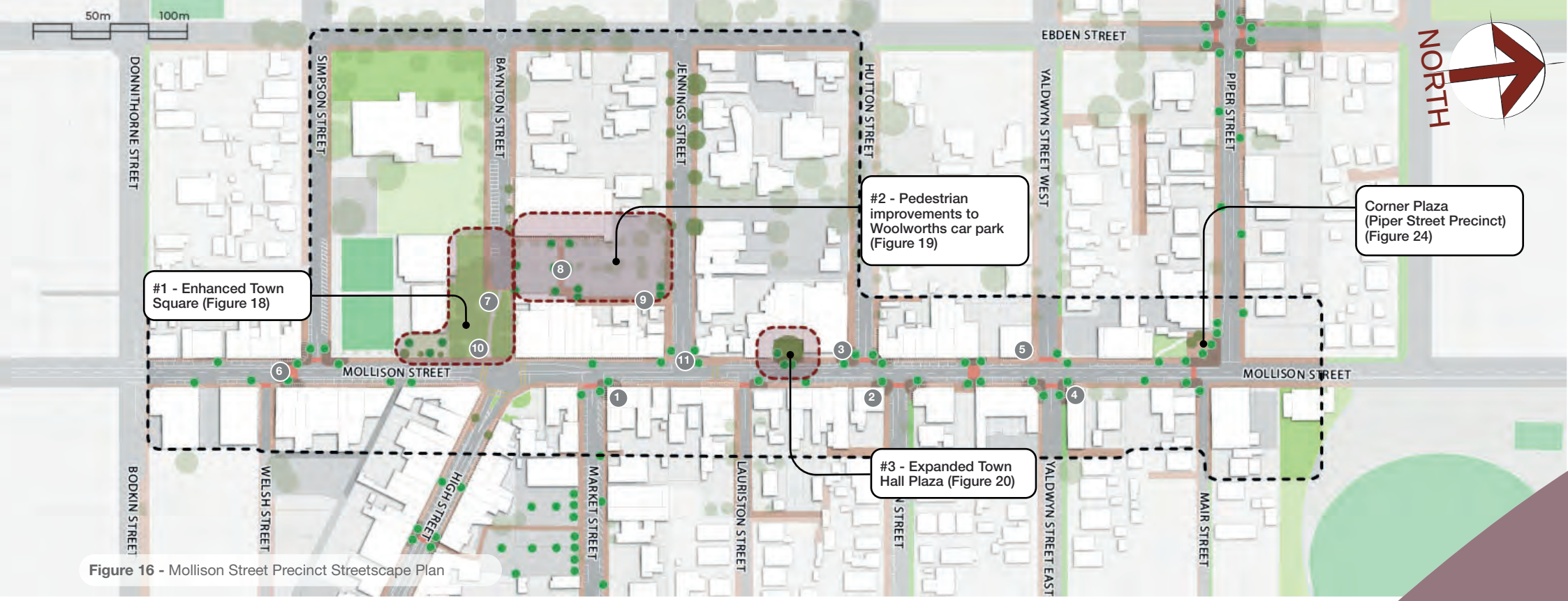


Figure 16 - Mollison Street Precinct Streetscape Plan

5.2.2 Mollison Street Streetscape Plan

The public realm improvements on Mollison Street include new kerb outstands, pedestrian crossings, additional street tree canopy, and opportunities for more street furnishings. Additionally improvements are suggested for the Town Square, the Woolworths car park, and the Town Hall Plaza.

Kerb outstands, pedestrian crossings, street trees and street furnishings at:

1. Market Street
2. Bowen Street
3. Hutton Street
4. Yaldwyn Street East
5. Mollison Street near Simpson and Welsh Streets

Other improvements include:

6. Improved public realm through the Town Square
7. Improved pedestrian crossing through Woolworths car park
8. New pedestrian priority shared loading zone in Faheys Lane
9. Entry statement opportunity
10. Investigate options for improved intersection layout

The key improvements are:

Enhanced Town Square

Improvements to Woolworths car park

Expanded Town Hall plaza

Street tree planting

Entry statement opportunity

5.2.3 Linking Key Destinations

The Kyneton Town Square is a key opportunity to link other important destinations in the town centre, creating a 'public realm precinct' that will serve as the natural gathering place in the town.

The redeveloped Old Kyneton Primary School, pedestrian-focussed Faheys Lane and the leafy green Mechanics Reserve will all have their own character. However, there should also be consideration for how people will move between these spaces, and unifying design elements that makes the area feel like a connected precinct.

Important considerations

- Viewlines between spaces are important for creating a welcoming environment that feels connected. Viewlines aid in navigation and wayfinding, and help contribute to feelings of safety. Views from Mollison Street through the Mechanics Reserve to Baynton Street and the Old Kyneton Primary School site are important for people navigating that space.
- Unifying design elements that draw people between spaces, such as similar landscaping, street furnishings, or paving patterns.
- 'Desire lines' and the paths people use to walk through the town. Connecting key off-street pedestrian links and creating a more permeable walking network through the town.

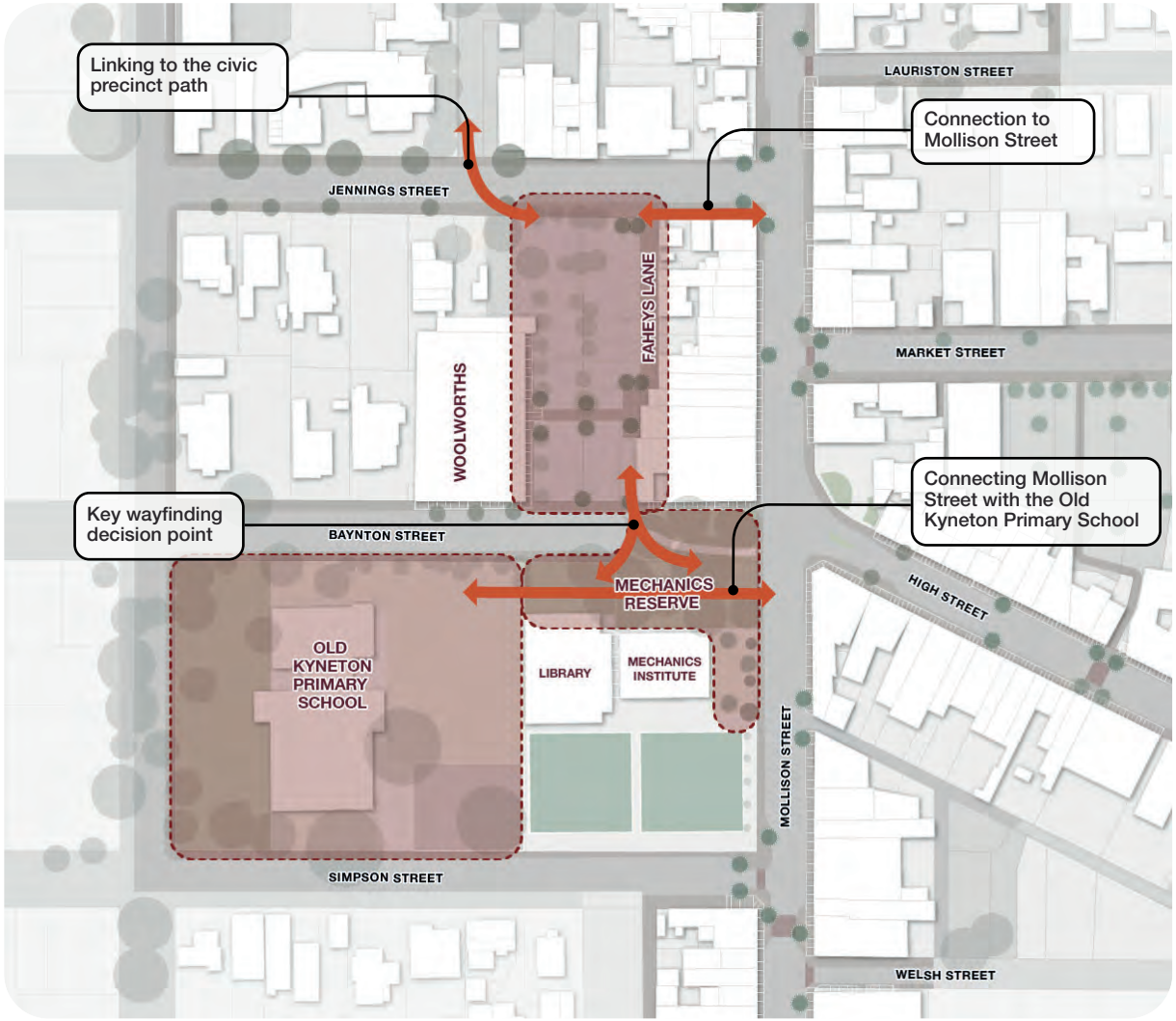


Figure 17 - Key destinations and linkages in the town centre

5.2.4 Key Improvement Area #1 - Improved Town Square

The Town Square is the key area of public open space in Kyneton's town centre. It centres on the Kyneton Mechanics Reserve and connects a range of important spaces and destinations including Mollison Street, High Street, the, Woolworths supermarket, Kyneton Library and the Old Kyneton Primary School. There are opportunities to enhance this precinct through upgrades to the central reserve area while creating better connections to surrounding streets, shops and community facilities.

Proposed improvements will establish Kyneton Town Square as:

- An attractive and inviting green space, with improved pedestrian wayfinding and connections.
- The key arrival point and important destination for the township, featuring wayfinding signage and an entry statement.
- A place for everyday relaxation and socialising, as well as for public gatherings and events.
- A space that seamlessly connects with surrounding buildings and public spaces.



Clear pedestrian links through areas of green space, with high quality paving and furniture, such as this example in Auckland by LandLAB



Figure 18 - Concept plan for town square / Kyneton Mechanics Reserve

1. Replace taller shrubs with lower-growing plants to improve lines of sight.
2. Review the current location of the Lions Club building to explore options to create a clearer physical and visual link from High Street to Baynton Street while ensuring ongoing community access to a flexible 'stall' space in a central location
3. Additional opportunities for bench seating along the direct link from High Street to Baynton Street.
4. Upgraded public realm in front of the Mechanics Institute to include more seating, greenery, and shade.
5. Retention of existing mature trees
6. Ensure clear and legible connection between the Town Square and Old Kyneton Primary School. Consideration should be given to integrated land uses and connections between the two spaces.
7. Upgrade the playground in front of the Library.
8. Potential for new entry statement that does not detract from the existing war memorial.
9. Retain grassed areas; reconfigure where necessary to accommodate new pedestrian links.

5.2.5 Key Improvement Area #2 - Pedestrian Improvements to Woolworths Car Park

Woolworths supermarket is the main retail attractor in Kyneton. It is important that the function of the car park and adjacent Faheys Lane is an attractive, safe and easy to access environment for pedestrians and vehicles, connecting seamlessly with surrounding areas.

Proposed improvements will create a seamless and attractive connection to Woolworths from Mollison Street and High Street, that prioritises pedestrian safety.

1. Widened pedestrian crossing from back of Mollison Street shops across the car park to Woolworths, including high quality paving and new street trees.
2. New pedestrian priority shared zone in Faheys Lane will accommodate loading and a safe pedestrian environment with high quality paving and no private vehicle parking.
3. New pedestrian walk between Town Square and back of Mollison Street shops will incorporate small fenced area for bin storage, or an alternative bin storage location will be found.
4. Existing internal through-ways between Mollison Street and Faheys Lane.
5. Safer and easier access to the shop fronts on Faheys Lane.
6. Review opportunities to expand public open space into the Baynton Street road reserve, subject to traffic circulation and parking considerations



Raised tables and changed surface texture alerts drivers to pedestrian priority





Figure 19 - Concept Plan for Woolworths car park and Faheys Lane

5.2.6 Key Improvement Area #3 - Town Hall Plaza



Figure 20 - Concept Plan for Town Hall Plaza

The Town Hall is a key location and congregation point on Mollison Street. The existing forecourt to the shire offices provides an opportunity for increased open space.

Proposed improvements will establish Town Hall Plaza as:

- A destination in the town centre
- A place for people to sit and wait
- A cool spot to linger in summer
- An attractive approach to the Town Hall and a space to gather before and after events.

1. A new kerb outstand will remove three parking spaces and expand the public realm for seating and landscaping.
2. New benches will provide additional seating to complement the existing seat at the base of the oak tree.
3. High quality pavement will identify that this area is a destination within the town centre.
4. Consider marking the parking bays directly in front of the town hall as temporary 'pick up / drop off bays' during recognised event times (e.g. weekend evenings)



High quality paving and contemporary furnishings will make the small space feel more welcoming.



Public realm upgrades and additional landscaping will provide a place for respite in the middle of the town centre

5.3 High Street Precinct

5.3.1 Improvement Strategies

- Provide safe and easy-to-navigate paths and crossings in and around High Street, improving connectivity to Kyneton's primary and secondary schools, the Sports and Aquatic Centre and Market Street services and shops.
- Enhance the connection between High Street and Kyneton Town Square.
- Improve the pedestrian experience of the laneway between High Street and Market Street through the Market Street car park.

Characteristics of this Precinct:

Key entry road

Connecting key education and recreation facilities

A high number of restaurants and local retail

Compact built form with buildings often 5 metres in width with no street setbacks

Vehicle service stations at the entry to the precinct



5.3.2 High Street Streetscape Plan

The public realm improvements on High Street include pedestrian crossings into the school precinct, additional street tree canopy and opportunities for more street furnishings. Improved access through the pedestrian laneway connecting High Street and Market Street car park provides a safe mid-block pedestrian link.

1. Major road crossing on High Street east of Ferguson Street to improve safe access to school precinct.
2. Kerb outstands and pedestrian crossing on Ferguson Street at Market Street intersection to improve safe access to school precinct.
   Pedestrian crossing on Ferguson Street at High Street intersection 3 and on Welsh Street at High Street intersection 4 to improve safe access to school precinct.
5. Kerb outstand and upgraded public realm at the High Street entrance to the pedestrian laneway, including wayfinding and lighting.
6. Improved pedestrian access through Market Street car park.
7. New street trees at key locations.
8. Entry statement opportunity.

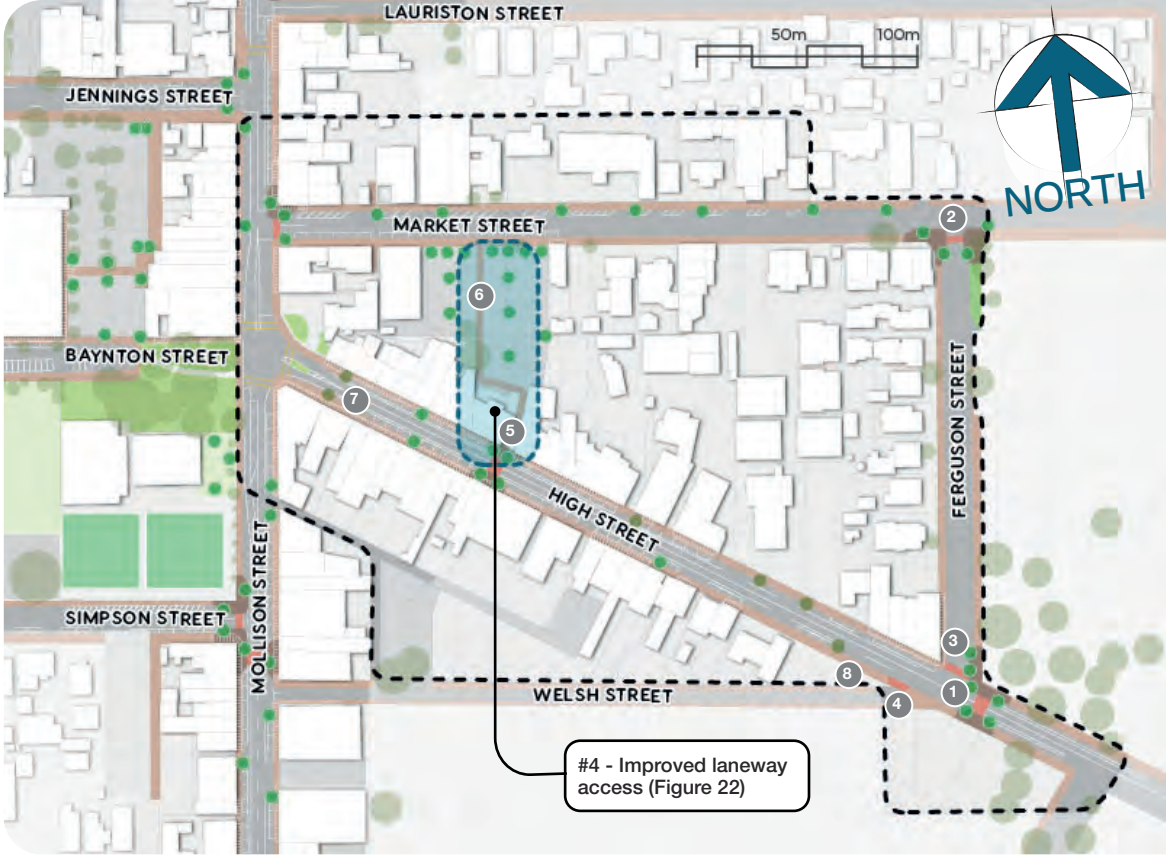


Figure 21 - High Street Precinct Streetscape Plan

The key improvements are:

Improved access through the pedestrian laneway connecting High Street with Market Street car park

Street tree planting

Safer crossings for education facilities

Entry statement opportunity



Public realm upgrades and improved lighting will transform the High Street pedestrian laneway into a well-used, people-friendly space, such as this example from Denver, USA.

5.3.3 Key Improvement Area #4 - High Street pedestrian laneway

This pedestrian lane is an important link between High Street and the Market Street car park. The lane functions effectively, but lighting and aesthetic improvements will ensure it feels like a safe and comfortable space to move though. Access and safety improvements are required in the car park to ensure safe movement of both vehicles and pedestrians.

Proposed improvements include redesigning the car park to reduce the number of crossovers on to Market Street - particularly the western crossing which is a pedestrian safety hazard. The concept also proposes a safer and more logical pedestrian connection from the laneway through the car park to Market Street.

1. Pedestrian crossing and upgraded public realm at the High Street entrance to the pedestrian laneway.
2. Improved amenity in the pedestrian laneway, with seating, wayfinding, bins, bike racks, and upgraded surface treatments.
3. Opportunity for public art on laneway wall.
4. Clearly defined and delineated pedestrian pathway with upgraded surface treatment and crossing points.
5. Garden beds to increase amenity and provide refuge areas with trees and seating.
6. Parking layout changed to improve pedestrian safety and vehicle circulation, with parking consolidated into one area and footpath crossovers reduced from four to two.



A clearly defined pedestrian pathway through a car park can increase safety and reduce points of conflict with cars



Laneway activation could include art installations, murals, street furniture, and 'punch throughs' from neighbouring businesses



Figure 22 - Concept Plan for the pedestrian laneway and Market Street car park access

5.4 Piper Street Precinct

5.4.1 Improvement Strategies

- Provide safe and easy-to-navigate paths and crossings on Piper Street, improving connectivity between the north and south sides of the street, the monthly farmers market and nearby Campaspe River.
- Flatten profile of bluestone kerb gutters in high-traffic areas to allow for smoother on-street parking and footpath access while keeping the gutters open and functional (subject to heritage considerations).
- Provide bike racks to improve active transport access on the street.

Characteristics of this Precinct:

Gold rush era heritage

Tourism activity

Restaurants, bars and retail shopping

Direct connection with Campaspe River

Open and inviting streetscape

Well-used pedestrian street



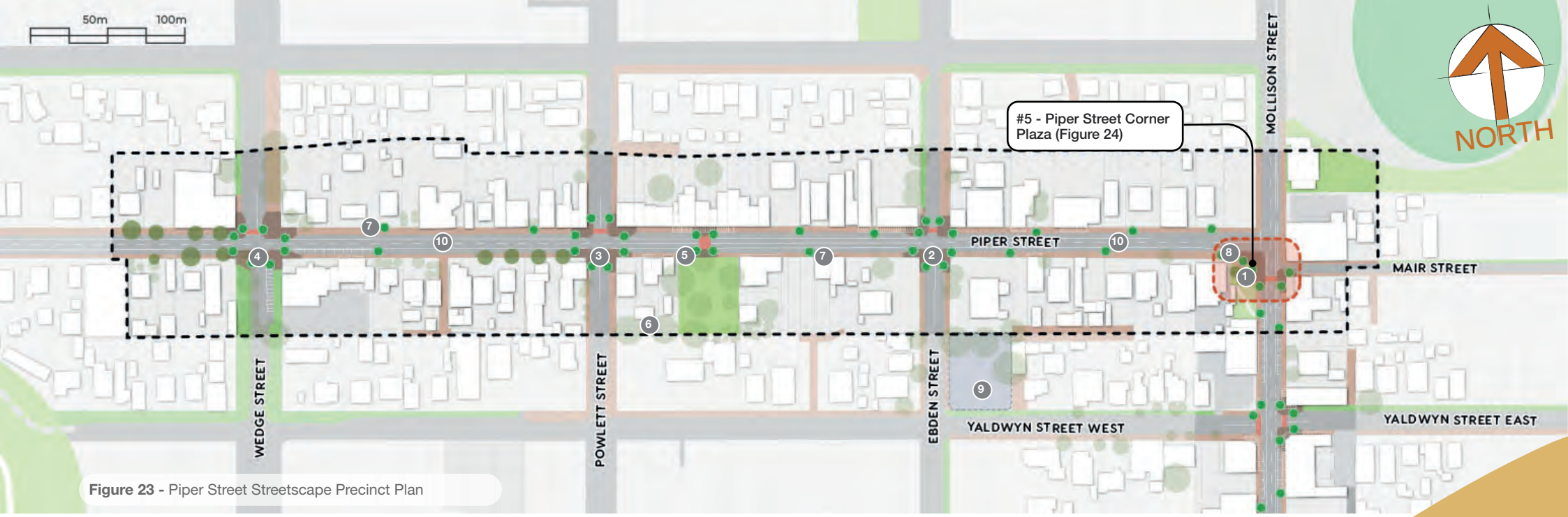


Figure 23 - Piper Street Streetscape Precinct Plan

5.4.2 Piper Street Streetscape Plan

The public realm improvements on Piper Street include new kerb outstands, pedestrian crossings at side streets, and a new mid-block crossing at St Paul's Park. These will be designed to complement and enhance Piper Street's heritage setting. Additional street tree canopy and opportunities for more street furnishings are suggested, along with improvements to the Piper Street Corner Plaza.

1. Upgraded Public Realm and parklet extension on corner of Piper Street and Mollison Street with pedestrian crossing point (possibly signalised)
   Kerb outstands and pedestrian crossings at 2 Ebden Street, 3 Powlett Street, and 4 Wedge Street
5. Kerb outstands and mid-block crossing in front of St Paul's Park with landscaping, street furniture and wayfinding incorporated
6. Upgrade laneway to improve accessibility to St Paul's Park
7. New street trees at key locations
8. Entry statement opportunity
9. Formalisation of car park at corner of Ebden Street and Yaldwyn Street West.
10. Consider additional major road crossings to improve connectivity across Piper Street

The key improvements are:

Enhanced Piper Street Corner Plaza and key precinct entry statement

Formalised parking bays

Proposed cycle lane

Street tree planting

Mid-block pedestrian crossing at St Paul's Park

5.4.3 Key Improvement Area #5 - Piper Street Corner Plaza



Figure 24 - Concept Plan for Piper Street Corner Plaza

The corner of Piper Street and Mollison Street is a key intersection in Kyneton. It acts as an entry statement and has the potential to provide a strong identifying element at the beginning of the towns historic precinct. It is currently a high vehicle traffic intersection with a tapered street corner that allows for high speed vehicle turning.

Proposed improvements for the Piper Street Corner Plaza include:

1. Tightened corner radius at Piper Street to encourage slower vehicle speeds and acquire additional public realm. Coordination between Council and Regional Roads Victoria will be essential to realise this public realm improvement.
2. Creation of a new urban plaza with street furniture, trees, bike racks, bins, lighting, and landscaping
3. Public art and entry statement opportunity, incorporating directional wayfinding and artistic elements reflecting Indigenous and gold rush era values.
4. New pedestrian crossing point - either signalised at the Piper-Mollison Intersection (preferred option), or an at-grade mid-block crossing south of Mair Street
5. Seamless and logical integration with the adjacent undeveloped lot (privately owned) to the immediate south of the plaza. This should be considered a strategic site for the potential future creation of a small urban green space

6 Streetscape Palette



6.1 Furnishings Palette

The Vision

The goal of these design standards is to establish a palette of furnishings and materials for the public realm and streetscapes across Kyneton that complement the character of the town.

To date, no consistent approach has been adopted in selecting new furnishings and materials for Kyneton, giving the township a mismatched appearance.

The goal of these design standards is not to completely reinvent the palette of fixtures and materials throughout the town centre, but to work with the existing palette and augment it with new complementary elements.

Existing Palette

There is an existing fairly uniform palette of furnishings across the town, consisting mainly of Furphy 'Council' seats, 'B10' bollards, and 'Corio' bin. The recommendation is to refurbish existing benches and bollards by powdercoating the frames in the existing heritage red or black for a more contemporary look.

Contemporary Palette

The contemporary palette will be used in key public spaces and public realm nodes throughout the town centre, and will provide some variation to the existing furniture palette.

This will be the standard palette for the bulk of the streetscape improvements. There is scope for custom furnishings and paving designs in key improvement areas, to be specified by a landscape architect through detailed design. Custom furnishings should complement the standard palette.



Existing Furphy Foundry 'B10' Bollards and 'Council' Seats with cast MRSC logo. The red powdercoating is old and fading



Seats, bins and bike racks in the Town Square are not consistent with furniture throughout the rest of the town centre



Corten Planters used by the pub on Mollison Street blend well with the existing palette of furnishings



Consider upgrading existing bins to a more contemporary fixture, or refurbishing existing bins by powdecoating the frames.

6.2 Standard Seating Palette

This will be the standard palette for the streetscape improvements. There is scope for custom furnishings and paving designs in key improvement areas, to be specified through detailed design.

Existing Bench Seat



Council Seat

Furphy Foundry

Existing bench used throughout the town centre, with Macedon Ranges Shire Council logo. These can be refurbished by re-staining the timber battens and powdercoating the ends, either in the existing Heritage Red or in Satin Black for a more contemporary look.

Material & Finish

Powdercoated Satin Black OR Heritage Red frame and hardwood timber battens.

Contemporary Bench Seat



Classic Plaza Seat | CMP1

Street Furniture Australia

Introducing a new contemporary bench with rounded edges for more comfortable seating and a more elegant look. Arm rests are optional, and recommended in some locations. This bench can work in conjunction with the traditional Furphy benches.

Material & Finish

Powdercoated Satin Black frame with aluminium wood grain battens in Spotted Gum.

Informal Park Bench Seat



Classic Plaza Platform | CMP9

Street Furniture Australia

Platform bench to be used in conjunction with the Classic Plaza Bench where more informal seating is appropriate.

Material & Finish

Powdercoated Satin Black with aluminium wood grain battens in Spotted Gum.

6.3 Bins, Bollards & Bike Racks

This will be the standard palette for the streetscape improvements. There is scope for custom furnishings and paving designs in key improvement areas, to be specified through detailed design.

Existing Bollard



B10 Bollard

Furphy Foundry

Existing bollard used throughout the town centre. These can be refurbished by powdercoating them either in the existing Heritage Red or in Satin Black for a more contemporary look.

Material & Finish

Powdercoated Satin Black OR Heritage Red

Contemporary Bollard



Alfresco Bollard | SB2255

Commercial Systems Australia

Modern wooden bollard with satin black accents to match the style of both the new furniture palette and the existing refurbished benches

Material & Finish

Mild Steel frame powdercoated in Satin Black with Enviroslat Recycled composite Battens

Existing Bin



Corio Bin Surround | KF044

Landmark Products

Existing bin used throughout the town centre, with the Macedon Ranges Shire Council logo. Existing bin surrounds in poor quality should be refurbished and re-powdercoated rather than replaced, in line with Council's goal of embracing circular options and sustainable practices.

Material & Finish

Powdercoated in Macedon Ranges Shire Council Colours

Contemporary Bike Rack



Bike Leaning Rail | BR7008

Commercial Systems Australia

This bike racks hoop has been selected to match the existing bike racks provided around the Town Centre

Material & Finish

Satin Polished Stainless Steel finish with bolt fixing

6.4 Planters

Contemporary Planter

In places where street trees are not appropriate, planters can soften the streetscape with colour and greenery, and contribute to placemaking.

Round planters can be grouped in a range of heights and diameters to add visual interest to the street. These can be designed to be moveable or fixed in place, depending on the application.

Material & Finish

Sable Corten finish, or powdercoated in colours sympathetic to the surrounding streetscape.









6.5 Kerbs & Paving Treatments

Kerb Treatments

There is a proud history of stone masonry in Kyneton, with the stone mason on Piper Street in operation since 1893.

Where possible, local stone and craftsmanship should be used and celebrated throughout the town centre, especially in the main streets.



Local Stone Kerb

Local stone kerb is charming and historically appropriate and should be maintained and reinstated throughout the Town Centre where possible.



Heritage Bluestone Drain

The heritage drains are a beautiful feature of Kyneton, their historical aesthetic a charming part of the character of Kyneton.

All remaining drains should be retained, however they are somewhat difficult to maintain and a safety hazard in some locations. Consideration should be given to flattening the profile (as near the Ebden Street intersection on Piper Street), particularly in high-traffic areas.

Where flattening is not possible and in quieter locations, ‘bridges’ across the drains could be considered. Works to bluestone drains will be subject to heritage considerations.

Paving Treatments & Kerbs cont.

Footpath Treatments

Asphalt with Paving Bands

This should be the main paving type throughout the main streets of Kyneton. Bluestone paving bands between areas of asphalt have already been used successfully throughout the Town Centre. It is a cost effective way of covering large areas of footpath that can also be easily maintained.





Concrete

This is the standard footpath material around Kyneton, and should gradually replace the asphalt that is currently commonly used. This should be used on all areas outside of the main streets and key public realm areas. Where concrete intersects with main streets, a band of bluestone paving should be used to mark the transition.



Bluestone

Heritage paving used in sections of Piper Street. Wherever this exists, it should be retained, and re-laid where it is uneven.



Feature Paving

High Quality Public Realm

There is a myriad of possibilities for high quality public realm areas which should be considered as part of any specific public realm upgrade. Large pavers in the same colour palette as the blue paving bands would enhance the established aesthetic.





Shared Space

Surface treatment to be used in Faheys Lane. Smaller pavers with rougher surface can be used as tactile paving indicators, to assist visually impaired people navigating the space





6.6 Lighting

Lighting for Pedestrian Safety

Lighting plays a big role in both actual and perceived pedestrian safety.

Good lighting increases the ability of pedestrians to detect hazards on walkways and footpaths, and increases the visibility of pedestrians to motorists. It should be bright enough to improve visibility of the surroundings, without being so bright as to create glare and light spill.

Lighting can also influence pedestrians decisions on what routes to take, and whether it feels safe to walk along a road or through a public space. Appropriate quality and placement of lighting can enhance an environment and increase feelings of comfort and safety.



Pole-Mounted Lighting

This is an example of a pedestrian scaled light fixture which could be used in key locations around the Town Centre to enhance a village atmosphere.



In-Ground Lighting

In-ground lighting can improve the perception of safety and security and also provide visual interest at night by highlighting pathways and important features like trees and heritage buildings.





Temporary Lighting

Temporary lighting such as festoon or fairy lights can be used to provide temporary activation of streets, laneways and public spaces. It is an inexpensive and effective way of creating atmosphere.





7 Built Form



7.1 Built Form

The built form in Kyneton's town centre is relatively consistent throughout High Street, Mollison Street and Piper Street, comprising predominantly 1- and 2-storey buildings, many with verandahs overhanging the footpath below. The sense of enclosure creates a distinctive town centre atmosphere which is an unusual and attractive element for regional towns of this size. The building to street ratio creates an intimate and comfortable public realm and streetscape.

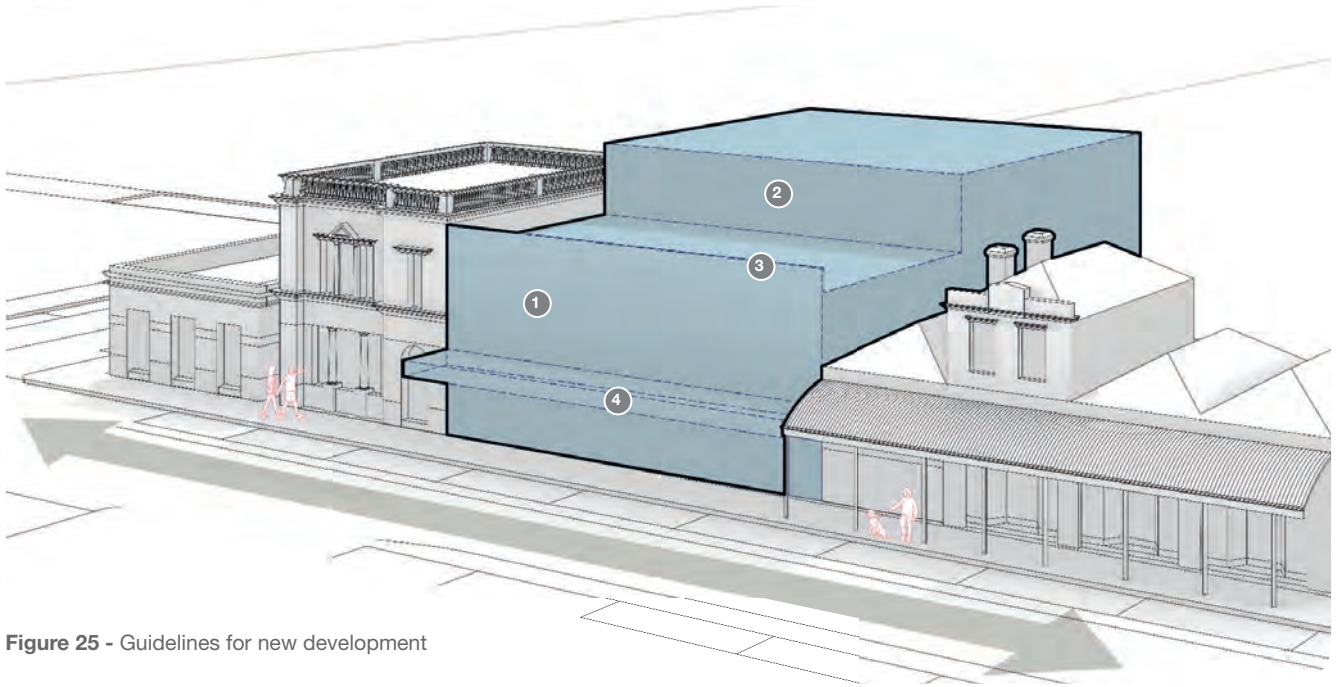
The striking characteristics of Kyneton's commercial area include:

- Groupings of one- and two-storey shops in all three precincts that form a consistent street wall and create a sense of enclosure to the street.
- A fine-grain of commercial premises (ranging between 5-10m in width).
- A number of free-standing buildings constructed of local bluestone including former primary school, churches and the Mechanics Institute.
- Buildings set out on a gridded street layout.
- Semi-consistent verandahs.

While new development should be encouraged, these existing characteristics need to be retained and strengthened.

New development will:

- Comply with all existing and proposed heritage overlay requirements in the Macedon Ranges Planning Scheme, ensuring that the character and structural integrity of current and future recognised heritage buildings are protected.
- Complement the existing heritage fabric in scale, form, facade, and materials. New development should complement but not attempt to mimic heritage architecture.
- Maintain and reinforce the existing street wall character by matching the height of surrounding development within the town centre.
- Maximise the development potential throughout the town centre to establish a more consistent and continuous urban form along Piper Street, Mollison Street and High Street
- Retain and encourage restoration of heritage buildings in the Town Centre, including reinstatement of verandahs.
- Consider providing affordable housing outcomes (in accordance with the requirements of Planning and Environment Act, 1987) within the town centre, particularly in conjunction with any future Planning Scheme Amendments for potential land use change and/or density bonuses within the UDF area.



1. **Match prevailing street wall height (8.5m max). Consideration will be given to a higher street wall where contextually appropriate with surrounding buildings**
2. **Allow a third storey, set back to be visually unobtrusive (11.5m max)**
3. **Maximum 1.5m parapet**
4. **Include a verandah overhanging footpath**

Figure 25 - Guidelines for new development

7.2 Recommendations for future built form

Form and Scale

- Promote high quality contemporary new development on developable parcels with proportions that complement the existing scale of the built form and existing heritage features.
- Strongly encourage a zero setback throughout the Town Centre to maintain a consistent built form frontage.

Building heights

- Strongly encourage new development to include a two-storey street wall in locations as identified on Figure 28.
- In other locations where built form, heights and setbacks are less consistent, new development may consider appropriate variations to setbacks and heights.
- Additional regard will be given to new development immediately adjacent to heritage fabric to ensure that it is responding appropriately.
- Two-storey new development should be no taller than 8.5m high (with a maximum 1.5m parapet).
- Allow a third storey set back to be visually unobtrusive from the street (to a maximum of 11.5m total building height) as shown on Figure 25 (likely to only be considered if formal affordable housing agreements are also in place).
- Ensure that height above the prevailing street wall is set back and is not visually dominant from the street
- Discourage new development that is only one-storey high.
- Retain substantial solar access to streets and key public open spaces.

Configuration

- Strongly discourage any new driveway crossovers on Piper Street, Mollison Street and High Street.
- Strongly encourage all servicing and vehicle access to be located on rear laneways (where possible) or side streets.
- Ensure that bin storage is accommodated in rear areas away from main shopping streets.
- Ensure that building services such as air conditioners and roof top plants are located out of sight from the main shopping streets.

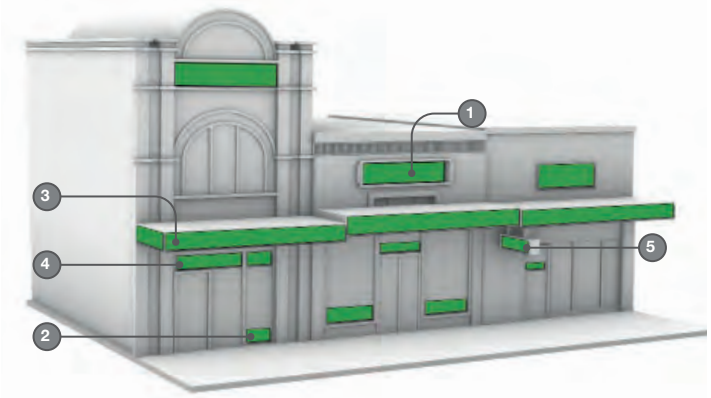
New development frontages along main shopping streets (Mollison Street, High Street and Piper Street) must:

- Be interesting, inviting, and attractive at street level.
- Include an active frontage with visually permeable windows that cover 80% of the frontage.
- Take visual cues from surrounding development with regard to layout, materials, and finishes
- Have verandahs or canopy that overhangs the footpath.
- Consider appropriate lighting to provide night time security and visual interest.
- Have appropriately scaled and located advertising signage (see Figure 26).

Materials

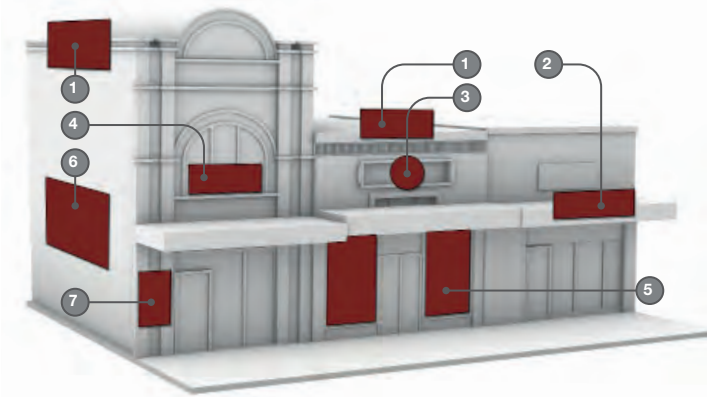
- Encourage the use of materials and finishes that are sympathetic or complimentary to the existing heritage materials and not in competition with them.
- Consider the use of bluestone and red brick in new development that ties to existing township character.

Figure 26 - Appropriately located signage

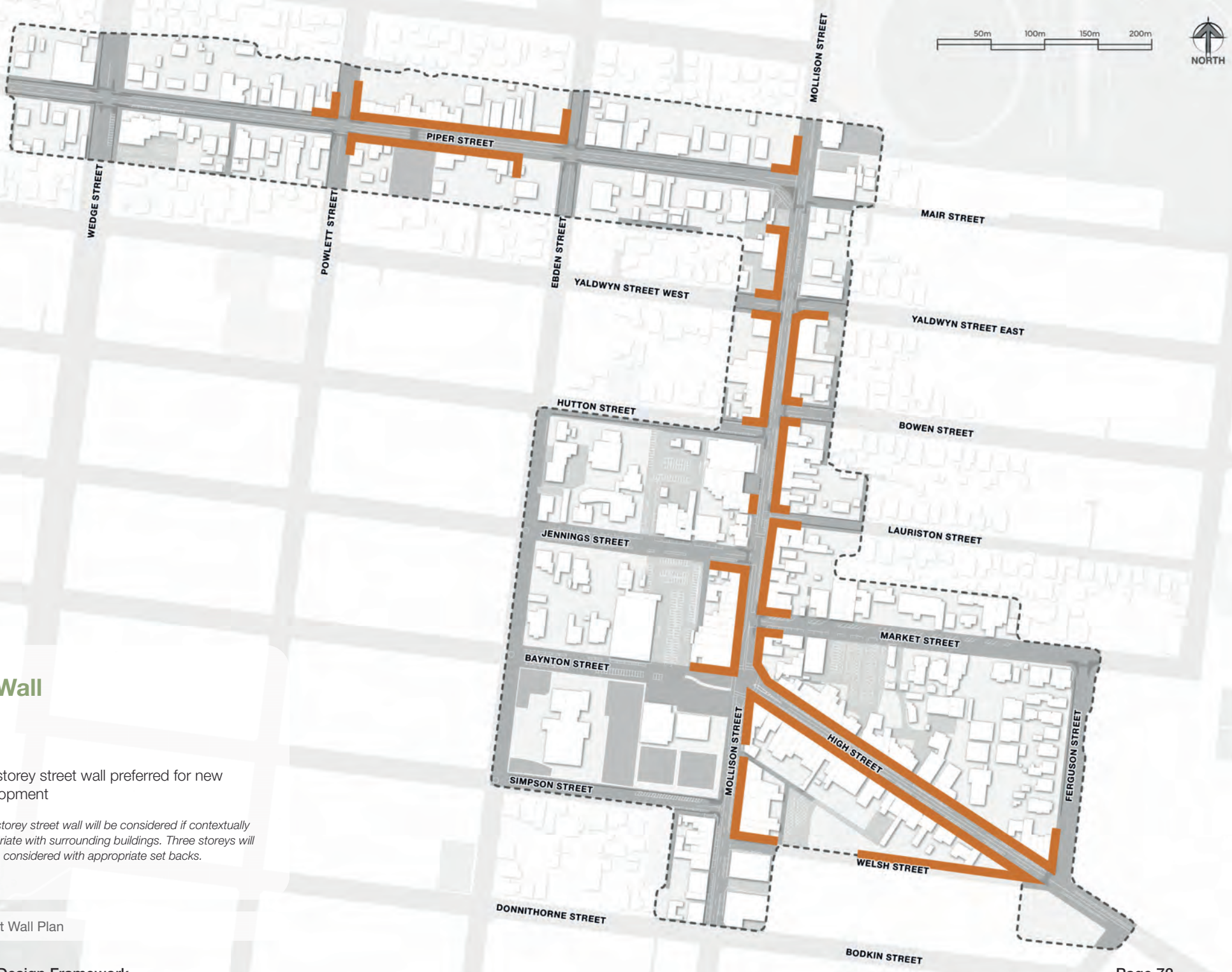


1. In parapet
2. In display windows (<20% coverage)
3. On fascia
4. In transom
5. Under verandah (located a minimum 2.7m above footpath, and 1m from building)

Figure 27 - Inappropriately located signage



1. Above roof line
2. Above fascia
3. Over the top of heritage parapet
4. On windows
5. More than 20% of display window
6. More than 20% of side wall
7. On front wall



Street Wall

Legend

Two-storey street wall preferred for new development

Three storey street wall will be considered if contextually appropriate with surrounding buildings. Three storeys will also be considered with appropriate set backs.

Figure 28 - Street Wall Plan

8 Implementation



8.1 Recommended Actions

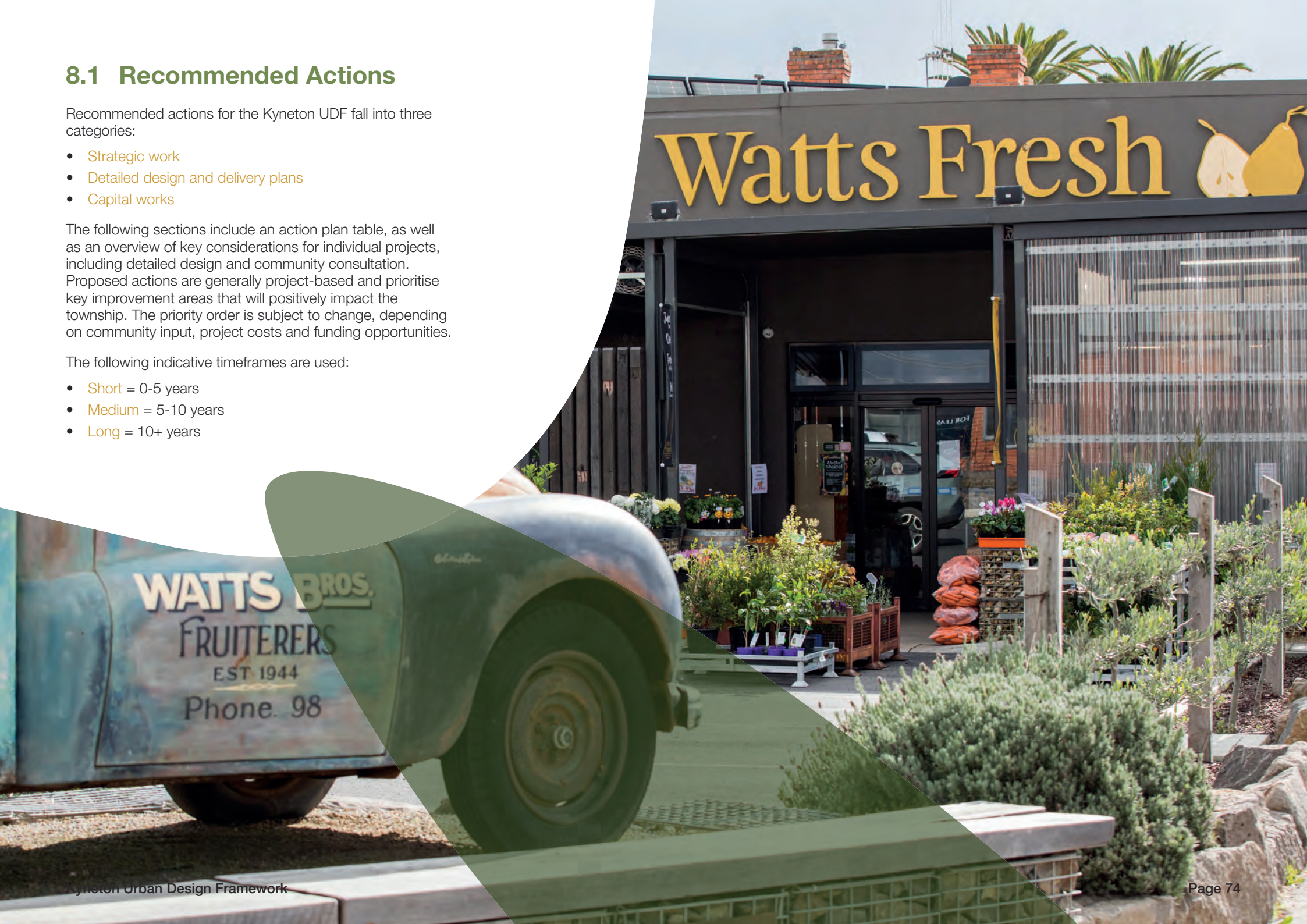
Recommended actions for the Kyneton UDF fall into three categories:

- Strategic work
- Detailed design and delivery plans
- Capital works

The following sections include an action plan table, as well as an overview of key considerations for individual projects, including detailed design and community consultation. Proposed actions are generally project-based and prioritise key improvement areas that will positively impact the township. The priority order is subject to change, depending on community input, project costs and funding opportunities.

The following indicative timeframes are used:

- Short = 0-5 years
- Medium = 5-10 years
- Long = 10+ years



8.2 Action Plan

Category	Action	Project Name	Timeframe	Responsible department / agency and partners	Related Actions
Strategic work	S1	Indigenous cultural values consultation	Short	• MRSC Strategic Planning / Community Strengthening • Taungurung Land & Waters Council	DD1-DD7
	S2	Wayfinding and Signage Strategy	Short	• MRSC Strategic Planning / Economic Development and Visitor Economy • State government road authorities	All
	S3	Planning scheme amendment	Medium	• MRSC Strategic Planning / Statutory Planning	N/A
Detailed design and delivery plans	D1	Town square / Kyneton Mechanics Reserve detailed design and delivery plan	Short	• MRSC Strategic Planning / Assets and Operations • Heritage Victoria • Goldfields Library Corporation	S1, S2 D2, D7 CW1, CW2, CW7
	D2	Faheys Lane and Woolworths car park detailed design and delivery plan	Short	• MRSC Strategic Planning / Assets and Operations / Finance and Reporting	S1, S2 D1, D7 CW1, CW2
	D3	High Street pedestrian lane and Market Street car park detailed design and delivery plan	Medium	• MRSC Strategic Planning / Assets and Operations	S1, S2 D7 CW
	D4	Piper Street plaza detailed design and delivery plan	Medium	• MRSC Strategic Planning / Assets and Operations • State government road authorities	S1, S2 D7 CW3, CW7, CW9
	D5	Town Hall plaza detailed design and delivery plan	Medium	• MRSC Strategic Planning / Assets and Operations • State government road authorities	S1, S2 D7 CW5, CW7
	D6	Main street crossings detailed design and delivery plan	Medium	• MRSC Strategic Planning / Assets and Operations • State government road authorities	S1, S2 D7 CW6-CW9
	D7	Streetscape detailed design and delivery plan	Medium	• MRSC Strategic Planning / Assets and Operations / Economic Development and Visitor Economy • State government road authorities	S1, S2 D1-D6 CW1, CW3-CW8
	D8	Off-street parking upgrade delivery plan	Medium	• MRSC Strategic Planning / Assets and Operations	S2 CW10
Category	**Action**	**Project Name**	**Timeframe**	**Responsible department / agency and partners**	**Related Actions**

Capital works	CW1	Town square / Kyneton Mechanics Reserve construction	Medium	• MRSC Strategic Planning / Assets and Operations	D1, D2, D7
	CW2	Faheys Lane and Woolworths car park construction	Medium	• MRSC Strategic Planning / Assets and Operations	D1, D2, D7
	CW3	Piper Street plaza construction and Piper/Mollison intersection upgrade	Medium - long	• MRSC Strategic Planning / Assets and Operations	D4, D7 CW9
	CW4	High Street pedestrian lane and Market Street car park construction	Long	• MRSC Strategic Planning / Assets and Operations	D3, D7
	CW5	Town Hall plaza construction	Long	• MRSC Strategic Planning / Assets and Operations	D5, D7
	CW6	Main street crossings construction	Long	• MRSC Strategic Planning / Assets and Operations	D6, D7
	CW7	Mollison Street streetscape upgrade works	Long	• MRSC Strategic Planning / Assets and Operations	D1, D5-D7
	CW8	High Street streetscape upgrade works	Long	• MRSC Strategic Planning / Assets and Operations	D3, D6, D7
	CW9	Piper Street streetscape upgrade works	Long	• MRSC Strategic Planning / Assets and Operations	D4, D7 CW3
	CW10	Off-street parking upgrade	Long	• MRSC Strategic Planning / Assets and Operations	D8



8.3 Key Projects - Next Steps

The following provides an overview of key considerations for projects listed as 'Strategic work' and 'Detailed design and delivery plans' in the action plan. 'Capital works' projects relate to the construction phase of each delivery plan.

Action S1: Indigenous cultural values consultation

Engage with the Taungurung Land and Waters Council Aboriginal Corporation and the wider community to establish a strategy for delivering Indigenous cultural values into the design and capital works elements of the UDF. This may include elements such as:

- Naming conventions for the potential re-naming of sensitive street names and for dual naming of important cultural and landscape elements.
- Appropriate cultural elements to be included in interpretive information, signage, creative design elements and general tourism elements.



Action S2: Wayfinding and Signage Strategy

Development of a strategy for signage in the town centre including wayfinding, tourism, directional and interpretive signs. Key goals of the strategy will be to provide guidance for the development of signs that:

- Give clear direction
- Are well designed and positioned
- Minimise visual clutter
- Reflect the identity of the township including its indigenous and cultural heritage.

This may take the form of a stand-alone strategy for the Kyneton town centre, or be completed as part of a shire-wide signage strategy as per the actions identified in the Macedon Ranges Visitor Economy Strategy 2019-2029.

This work would include the following steps:

- Review of existing signage, including identification of redundant or non-compliant signs.
- Consultation with road authorities, business and tourism operators, and community.
- Development of guidelines, branding and templates.

Action S3: Planning scheme amendment

A planning scheme amendment is required in order to implement the UDF via the Macedon Ranges Planning Scheme. This ensures that the building design requirements contained in the UDF can be considered in the assessment of future planning permit applications. This work will include:

- Determining the appropriate provision through which to implement the UDF (most likely the Design and Development Overlay).
- Review of the Planning Policy Framework to determine any local policy changes required to support implementation.
- Translation of key requirements into the Macedon Ranges Planning Scheme, including the protection of existing heritage and character elements, design requirements such as height, setbacks and materials, and set out opportunities with respect to retail development, affordable housing and tourist accommodation.
- Opportunity for community consultation via formal statutory processes.

Action D1: Town square / Kyneton Mechanics Reserve detailed design and delivery plan (Key Improvement Area #1)

Responding to improvements proposed in Section 5.2.4, undertake detailed design for the town square. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- Main township entry statement
- Wayfinding signage, artistic and creative elements
- Tree planting and landscaping program (including planter pit or box sizes and locations, species types, required maintenance, and proposed landscaping treatments and grass areas)
- Proposed pavement, street furniture and infrastructure treatments
- Relocation and/or upgrade of Lions Club community kiosk
- A lighting plan specifying pole locations and illumination areas
- Connection and integration with adjacent areas including the Kyneton Library, Old Kyneton Primary School, Mollison/High streets, Faheys Lane and Woolworths.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

- Should be informed by comprehensive engagement with and input by the community and stakeholders, in conjunction with detailed design for the Faheys Lane and Woolworths car park (Key Improvement Area # 2).
- Will be utilised for funding proposals and will suitably inform capital works item CW1.

Action D2: Faheys Lane and Woolworths car park detailed design and delivery plan (Key Improvement Area # 2)

Responding to improvements proposed in Section 5.2.5, undertake detailed design for Faheys Lane and the Woolworths car park. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- Vehicular traffic and parking layout and design, including any potential changes to Baynton Street and associated land acquisition plan.
- Review of impacts on traffic circulation and parking, as well as any relevant lease or license arrangements.
- Final footpath design including pavement treatments, wayfinding elements and associated landscaping elements.
- Tree planting and landscaping program (including planter pit or box sizes and locations, species types, required maintenance, and proposed landscaping treatments and grass areas).
- Relocation plan for industrial bins.
- Any access easement changes required.
- Temporary treatments plan for Faheys Lane (pedestrian and loading bays), including painted pedestrian access ways and loading bays, improved lighting and reducing shrubs in some areas to improve sightlines to Woolworths.
- Final treatments plan for Faheys Lane (including final pavement treatments and landscaping outcomes).
- Connection and integration with adjacent areas including the town square, Old Kyneton Primary School, and Jennings Street.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

- Should be informed by comprehensive engagement with and input by the community and stakeholders, in conjunction with detailed design for the Town Square (Key Improvement Area # 2).
- Will be utilised for funding proposals and will suitably inform capital works item CW2.

Action D3: High Street pedestrian lane and Market Street car park detailed design and delivery plan (Key Improvement Area #4)

Responding to improvements proposed in Section 5.3.3, undertake detailed design for the High Street pedestrian lane and the Market Street car park. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- Car park traffic, crossings and parking, final layout and design.
- Final footpath design including pavement treatments and wayfinding elements.
- Tree planting and landscaping program (including planter pit or box sizes and locations, plant species, and required maintenance).
- High Street pedestrian lane and adjacent kerb outstand design including pavement, street furniture and infrastructure treatments, styles and locations.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

- Should be informed by engagement with relevant stakeholders, including car park users and adjacent businesses.
- Will be utilised for funding proposals and will suitably inform capital works item CW4.

Action D4: Piper Street plaza detailed design and delivery plan (Key Improvement Area #5)

Responding to improvements proposed in Section 5.4.3, undertake detailed design for the Piper Street Plaza. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- Historic precinct entry statement.
- Land acquisition plan.
- Wayfinding signage, artistic and creative elements
- Tree planting and landscaping program (including planter pit or box sizes and locations, species, required maintenance, and proposed landscaping treatments).
- Proposed pavement, street furniture and infrastructure treatments.
- A lighting plan specifying pole locations and illumination areas.
- Integration with proposed Piper Street intersection as part of D6 (Major Road Crossings).
- Integration and potential arrangements with adjacent land to the south.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

- Should be informed by engagement with community and relevant stakeholders, including road authorities and nearby businesses
- Will be utilised for funding proposals and will suitably inform capital works item CW3.

Action D5: Town Hall plaza detailed design and delivery plan (Key Improvement Area #3)

Responding to improvements proposed in Section 5.2.6, undertake detailed design for the Town Hall Plaza. This will encompass the design and layout of the following elements, including plans, sections and renders as appropriate:

- New pavement and outstand treatments and wayfinding elements.
- Landscaping program (including planter pit or box sizes and locations, plant species, required maintenance, and proposed landscaping treatments).
- Tree maintenance and protection
- Kerb outstand pavement, street furniture and infrastructure treatments.
- Breakdown of all expected costs.
- Indicative schedule of works.

This work:

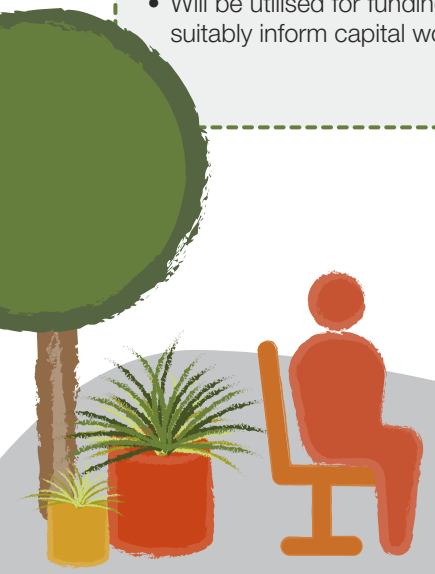
- Should be informed by engagement with community and relevant stakeholders, including road authorities and nearby businesses
- Will be utilised for funding proposals and will suitably inform capital works item CW5.

Action D6: Main street crossings detailed design and delivery plan

This delivery plan will confirm the design and infrastructure required for major road crossings (as shown in Figure 10) and key intersection upgrades (Piper/Mollison Streets and Mollison/Jennings Streets). The plan will confirm pavement types, crossing treatments, landscaping and tree planting requirements, street furniture, infrastructure, lighting and wayfinding elements. These elements will vary having regard to the role and function of the road/ intersection and associated pedestrian, cycling and vehicle traffic movements.

This work:

- Should be informed by engagement with community and relevant stakeholders, including road authorities and nearby businesses.
- Will be utilised for funding proposals and will suitably inform capital works item CW6.



Action D7: Streetscape detailed design and delivery plan

The streetscape delivery plan will provide construction and staging detail for general streetscape upgrades (those areas which are not within delivery plans D1 to D6). It is recommended the works program is divided into the three main streets (precincts). This will provide detail for the design and delivery of:

- Side street raised priority or 'wombat' crossings.
- Formalising street parking (particularly along Piper Street).
- Proposed undergrounding of key utility infrastructure.
- Tree planting and landscaping program (including planter pit or box sizes and locations, plant species, required maintenance, and proposed landscaping treatments).
- Proposed pavement, street furniture and infrastructure treatments.
- A lighting plan specifying pole locations and illumination areas.
- A staging plan designed to minimise disruption for traders and the community.

This work:

- Should be preceded by a trial of kerb outstands on a Mollison Street intersection.
- Should be informed by engagement with the community, businesses and other stakeholders.
- Will be utilised for funding proposals and will suitably inform capital works items CW7, CW8 and CW9.

Action D8: Off-street parking upgrade delivery plan

This delivery plan provides design detail for the proposed car park at the corner of Ebden and Yaldwyn streets (servicing Piper and Mollison Streets). This work will include:

- Internal circulation and parking bay layout
- Road Crossovers
- Footpaths and pedestrian connections
- Tree planting and landscaping
- Wayfinding and directional signage
- Lighting Plan.

This work:

- Should be informed by engagement with community including adjacent landowners/ residents and businesses.
- Will be utilised for funding proposals and will suitably inform capital works item CW10.

Macedon Ranges Shire Council