

From: [REDACTED]
Sent: Friday, 15 January 2021 11:54 PM
To: Louise Dewberry
Subject: Business Kyneton
Attachments: Examples.docx
Categories: Kyneton UDF

CAUTION: This email originated from outside of Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Louise,

Sorry I missed your call today, my phone must have been playing up as I've just had 8 voicemails hit my inbox!

I do have thoughts on this and would be happy to talk to you further, at the moment we don't have a lot of members (something we have plans to rectify this year but not likely before your Feb due date).

Signage is a big one

- Remove all old outdated looking signs
- Add new signage that's cohesive and layered – I really like the signs that were put in in Malmsbury recently referencing the Dja Dja Wurrung land with the eagle images, could we do something similar so that it's also cohesive with the entire Macedon Ranges region?
- a VicRoads sign that warns people of Kyneton's doglegged town centre –at the east Bourke Street entrance to town and the north Edgecombe Street/Edgecombe Road entrance
- Improved Town Gateway signs (something that looks a little more permanent than the two metal poles?) Hepburn's is a step up but I think we could do even better? (example attached)
- Welcome to Kyneton signs at east end of Bourke Street, west end of Piper Street, south end of Mollison Street and the north end of Edgecombe street
- Welcome to The Historic Piper Street sign at the east end of Piper Street
- Town Centre 'You Are Here' signs at key locations including:
 - o Cnr Mollison & Piper Street
 - o Mechanics Institute Park
 - o Australia Post
 - o On the Social Foundry corner of Mollison & Bourke
 - o Kyneton Museum – important to show that there are more businesses after the residences
 - o Kyneton Botanical Gardens
 - o Kyneton Train Station
 - o Campaspe Crescent Park (riverwalk)
 - o Visitor Information Centre
 - o Kyneton Streamside Reserve (Kuppers)
- 'You Are Here' signs to include:
 - o 'Continue On For...' element so visitors know there's a X minute walk to the botanical gardens from Mechanics Institute, and that Piper Street doesn't end at the museum for example.
 - o Public Toilet Locations
 - o Historically Significant Locations/Churches
 - o Public Facilities eg. Aquatic Centre/Gardens/Rotary Park/Oval/Riverwalk
 - o Bike Rack locations
 - o Public Transport info

Public Seating

I've been told that we need more public seating, particularly for the elderly. Perhaps there's another association in town that could corroborate this and indicate good locations?

Burton Avenue Daffodils

This might be a bit far fetched, but could we create a slipway at the top of Burton Avenue where cars could *safely* pull in to stop and take a photo of the Daffodils when they're in bloom? Include a brown photo op sign and a proper sign talking about the festival and its history in our town. People already do this unsafely with cars whizzing past at 100kms an hour so why not make it safe, maybe even include a traffic management plan to slow traffic to 60kms while they're in bloom, it's only 3-4 weeks of the year.

New Rubbish Bins

Our poor bins are looking a bit outdated and don't align with our move towards sustainability... it would be good to find a solution that aligned with our new 4 bin system and really emphasised education with images of what goes in what bin. This may even help people's knowledge in the home if they see it throughout the town. A slimmed down version would be great, or we may not have all 4 bins at every bin location, but I think it's something worth looking in to. I've included a picture of what Melbourne Zoo have.

Road Changes

We need safe crossing options for Piper Street. Maybe the speed bump style might work? And traffic lights at the cnr of Piper & Mollison Street. With increased traffic and development in the town it's inevitable that this will become a necessity. Also our submission to have Piper Street (between Powlett & Ebdon Streets) closed off and bringing the monthly markets on to the street would go a long way to it a safer and more welcoming space for tourists. A lot of locals [REDACTED] already detour around Piper on weekends – especially on market day – so it wouldn't be a significant inconvenience and would assist in boosting Piper Street trade during cooler months if it was an ongoing attraction.

Attached – images of things I've mentioned above.

Those are my personal thoughts, I'll send these around to our committee to see if I've missed anything before drafting a formal submission from Business Kyneton if you'd like?

Kind regards,





Hepburn's Town Gateway sign holder – not amazing but still much better than our metal poles.

Another option if we couldn't replicate the Malmsbury signage, this style looks really nice and modern. But perhaps we could incorporate the stone work that is referenced in our free way signage and heritage buildings?



The closest examples of what I mean for having a VicRoads Town Centre sign to explain our town centre. Having that square box in the Bacchus Marsh image but with a diagram like this Stratford/Sale sign.



Melbourne Zoo Rubbish Bins



I think the Estate style on this website would tie in better with that new Malmsbury signage style:
<https://sulo.com.au/products/morbel-urban-containers-2/ecoenclosures/>

[REDACTED]

From: [REDACTED]
Sent: Sunday, 24 January 2021 6:32 PM
To: Strategic Planning
Subject: Kyneton Urban Design Framework- have your say

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning

I read with interest the article in the Midland Express 19/01/2021 regarding the UDF.

Being a resident in central Kyneton I would like to add my views:

I see that the focus of the framework will be the 3 main streets- High, Mollison and Piper. However, one cannot discuss the public use of these streetscapes, public open spaces and buildings without discussing the abandoned and neglected old Kyneton Primary School (KPS). This is a grand public resource that is not utilised, it has sat vacant and abandoned for years, and includes the old buildings and expansive grounds. When planning for central Kyneton, this site should also be a priority and should not be overlooked. It is deteriorating rapidly and unfortunately open for vandalism.

This site is steeped in history and is part of the fabric and story of Kyneton. It should be retained by the community and used as both a shared public space and sub-leased in partnership for private enterprise. If this site is effectively used and managed, it will 100% improve the look and feel of Kyneton, providing a site right within town that can be used for all types of amazing purposes. An amazing central location for locals and visitors to use well into the future.

Please when you consider improving sites within Kyneton central, do not ignore this public asset. I am happy to speak face to face with MRSC staff. I could not find any dates/locations for when the public consultation process will be scheduled.

Kind Regards

[REDACTED]

Sent from [Mail](#) for Windows 10

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 3 February 2021 5:57 AM
To: Strategic Planning
Subject: Kyneton town centre

Follow Up Flag: Follow up
Flag Status: Flagged

Hi

I would like to let the council know that I think the town centre does not have to be beautified any more, we do not need to have car parking taken away as there is not enough parking now, in regard to outdoor dining, the footpaths are cluttered up to much already.

I think rate payers money and time should be used making road edges around the streets of Kyneton safer for cyclists, make footpaths around town safer for pedestrians, finally have a massive tree pruning program around Kyneton streets as there is a of branches falling that could possibly damage property or people, all of which have been neglected for many years.

We also need the traffic flow problems around the road town sorted out Regards [REDACTED]

[REDACTED]

Sent from my iPad

From: [REDACTED]
Sent: Wednesday, 3 February 2021 11:10 AM
To: Strategic Planning
Cc: [REDACTED]
Subject: [REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged
Categories: Red Category

There are a number of issues that we'd like to add to the Kyneton Town Centre Urban Design Framework review.

[REDACTED] as well as an (investor owner) of a property at [REDACTED] there are issues which we wish to raise which relate specifically to depth of kerbing, especially out the front of the [REDACTED]. The pavement there is also undulating and needs attention where a number of services have been upgraded over the years with shoddy replacement of the bitumen. We have a large elderly population and getting into and out of vehicles in front of my investment property at [REDACTED] is particularly concerning as there is a funeral parlour and Freemasons lodge have numerous events on a weekly basis. The first 2 photos on the attachment demonstrate this.

Regarding the [REDACTED] for a number of years even while the school occupied the site across the road I often mowed the verge on the [REDACTED] and trimmed back the foliage which had grown beyond the fence line. There are a number of properties in this precinct that have issues with this, especially when they encroach over the fence and where people have to duck under in wet weather to avoid getting a drenching.

A review of all verandah, porch and downpipes for shopfronts should be performed to ensure that stormwater is dealt with correctly and not causing a slip hazard during times of heavy rain. There are many shopfronts where the water is released directly onto the pavement. Street lighting needs to be clear, particularly in areas where the pavement is uneven.

Please note that just because you paint lines on a road, doesn't make it a bicycle lane nor safe for cyclists. High Street in front of Sacred Heart is just beyond this review has some appallingly dangerous divets in the road for cyclists and should also be repaired. The bike lanes (especially Mollison St along the Botanic Gardens) need to be street swept as there is often broken glass in bike lanes that causes flat tyres.

A pedestrian crossing should be installed near the post office. At the point where the bus stops for pickup of the free shuttle service around town should be repaired as there is a large hole in the road where passengers alight. This is demonstrated in the last 2 photos in the attachment.

Jennings street has a number of properties opposite the police station where the overgrown foliage from the owners encroaches onto the footpath. They need to be given notices to cut back both in height and off the path to the boundary line. At the entrance of the supermarket the pillar is constantly in a state of disrepair. Please make the drive entrance wider and reinstall the pillar at a reasonable setback to avoid ongoing maintenance. The hedge along this street also needs to be maintained regularly and photos demonstrating these issues are contained in the attachment.

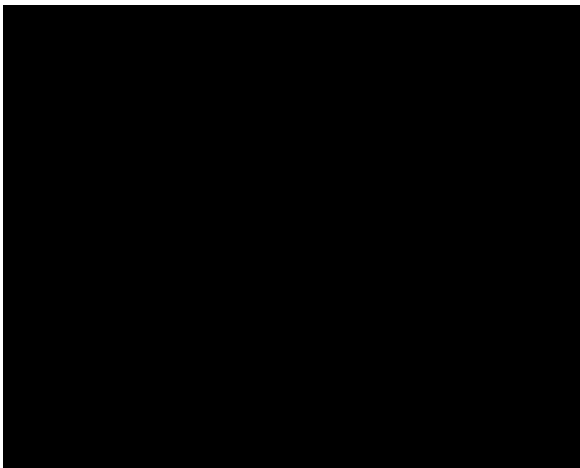
Now that the former Kyneton Primary School site is no longer occupied (and hasn't been for some years), as a business located in [REDACTED], I cannot see the reason why there continues to be a 2 hour parking limit in this area. During winter when it is raining, this is particularly dangerous and slippery and there have been occasions when our [REDACTED] have injured themselves because of these unnecessary requirements. Currently they park in Ebdon Street where it is all day parking but there is an issue with dangerous access and very deep gutters which require them to walk along the road from the roundabout to access the drivers side of their vehicles to avoid the steep embankment. This accounts for the 3rd photo in the attachment.

You need to put a timeline on installing a new paying tenant into the [REDACTED] which includes a maintenance program for the grounds. Currently I mow the verge along footpath in the street and have done this for many years.

There is no point planting further trees if you aren't going to nurture them in infancy or maintain (prune & stake) them in the future.

I look forward to hearing how you are going to deal with these abovementioned issues, some of them pressing for dangerous reasons which will have legal implications on the council should someone get injured again. Please note I have had input from my accountancy team regarding this application.

Regards



From:
Sent:
To:

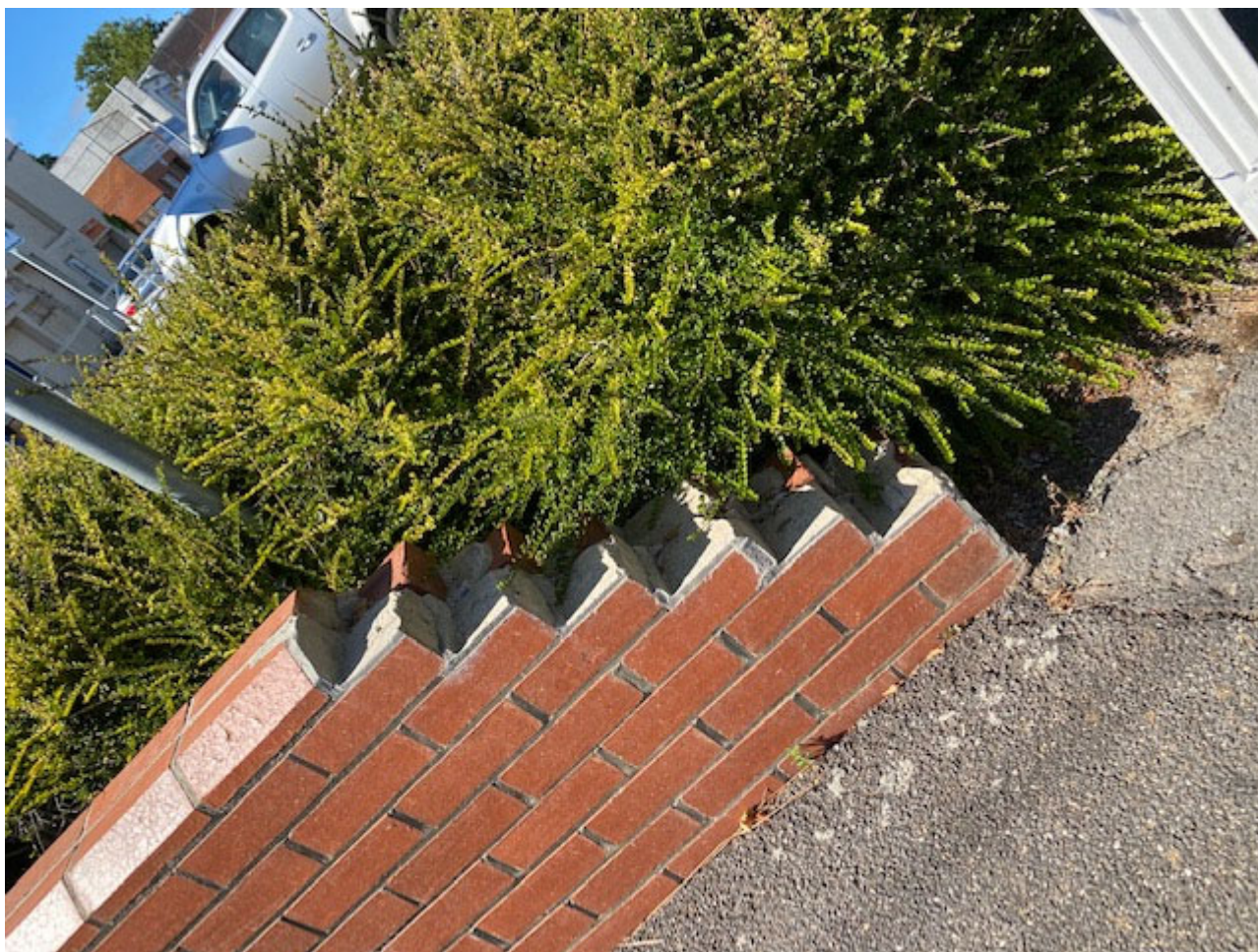
Wednesday, 3 February 2021 11:03 AM

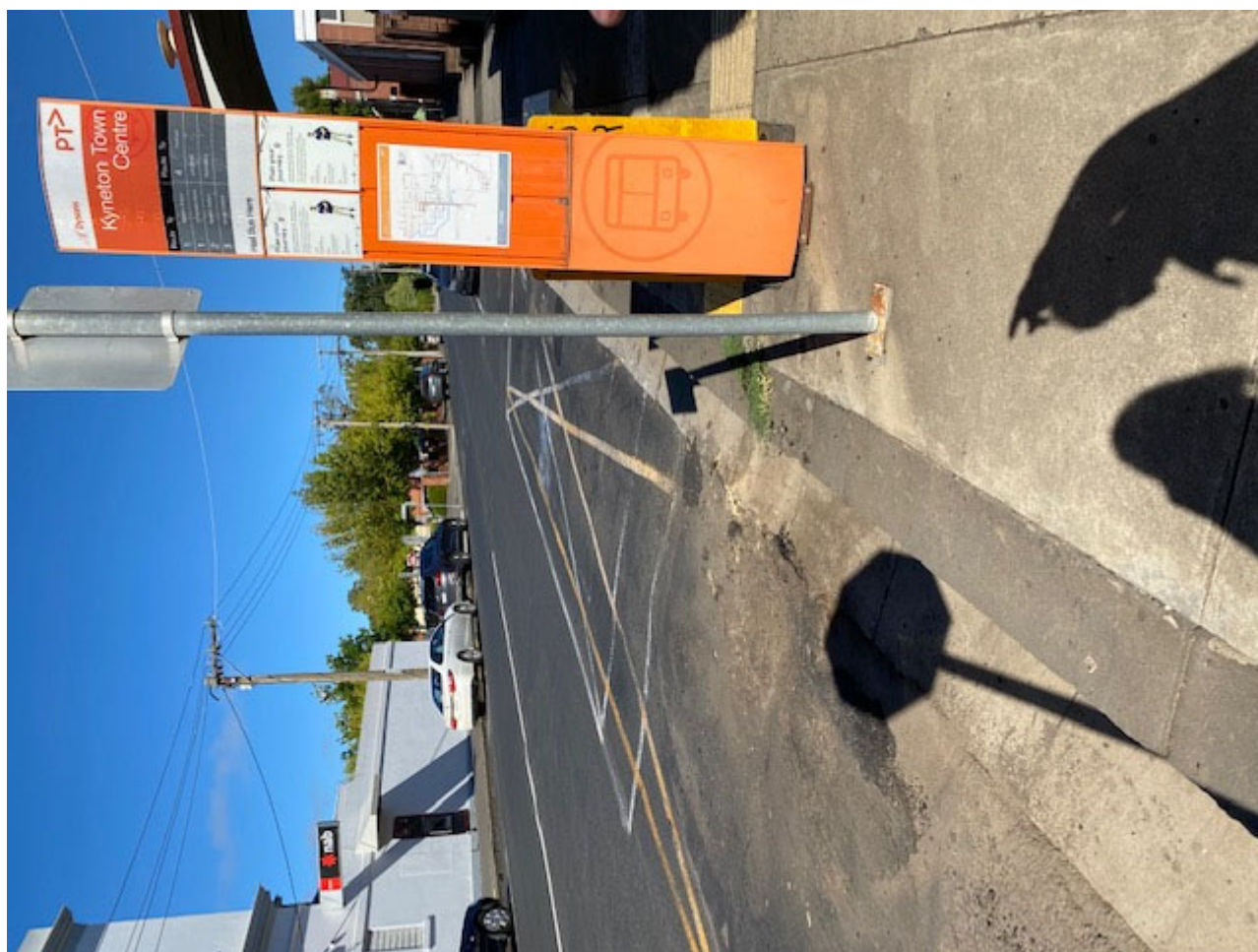














Sent from my iPhone

8 February 2021.

4 ideas for the LDP

① Design of New Buildings.

Sympathetic and is keeping with the original architecture, height limit.

② Control of Colour & Signage.

So to much of Australian Heritage has and is being lost

Let us take a pride in what we have left. Once gone its gone forever.

③ Library

The community is fast outgrowing the library and its not keeping up with the needs of the growing population.

Parking is dice, or realistically non-existing. Carrying heavy books in severe weather so you can park at some distance is a challenge, not to mention on a rainy day - strong wind,

- ④ Not a favour of tree planting if it means profiting parking spaces.
- ⑤ Round about for intersection of Pipe Street - Morrison Street, or a pedestrian crossing near walls. At the moment you take your life in your hands.

NB Let us try not to become too urbanised. We are a lovely Country town. This is the attraction of living in Kyneton.

Thank you for your kind attention to my letter.
Regards

[REDACTED]

From: [REDACTED]
Sent: Thursday, 11 February 2021 6:13 PM
To: Strategic Planning
Cc: [REDACTED]
Subject: Kyneton Town Centre Urban Design Framework - [REDACTED] submission
Attachments: Kyneton - letter to Macedon Ranges Shire Council 11.2.21.pdf

Please see attached letter.

[REDACTED]

11 February 2021

Strategic Planning Department
Macedon Ranges Shire Council

By email: strategicplanning@mrsc.vic.gov.au

Dear Council Officers,

RE: Kyneton Town Centre Urban Design Framework

I act for [REDACTED]
[REDACTED]
[REDACTED]

Due to its significant investment in the [REDACTED] my client read, with great interest, the pamphlet which Council has distributed in relation to the Kyneton Town Centre Urban Design Framework Review.

In particular, it is noted that feedback from consultations that have been undertaken in Kyneton in recent years has highlighted the need for improved car parking in the town centre, including accessible parking spaces.

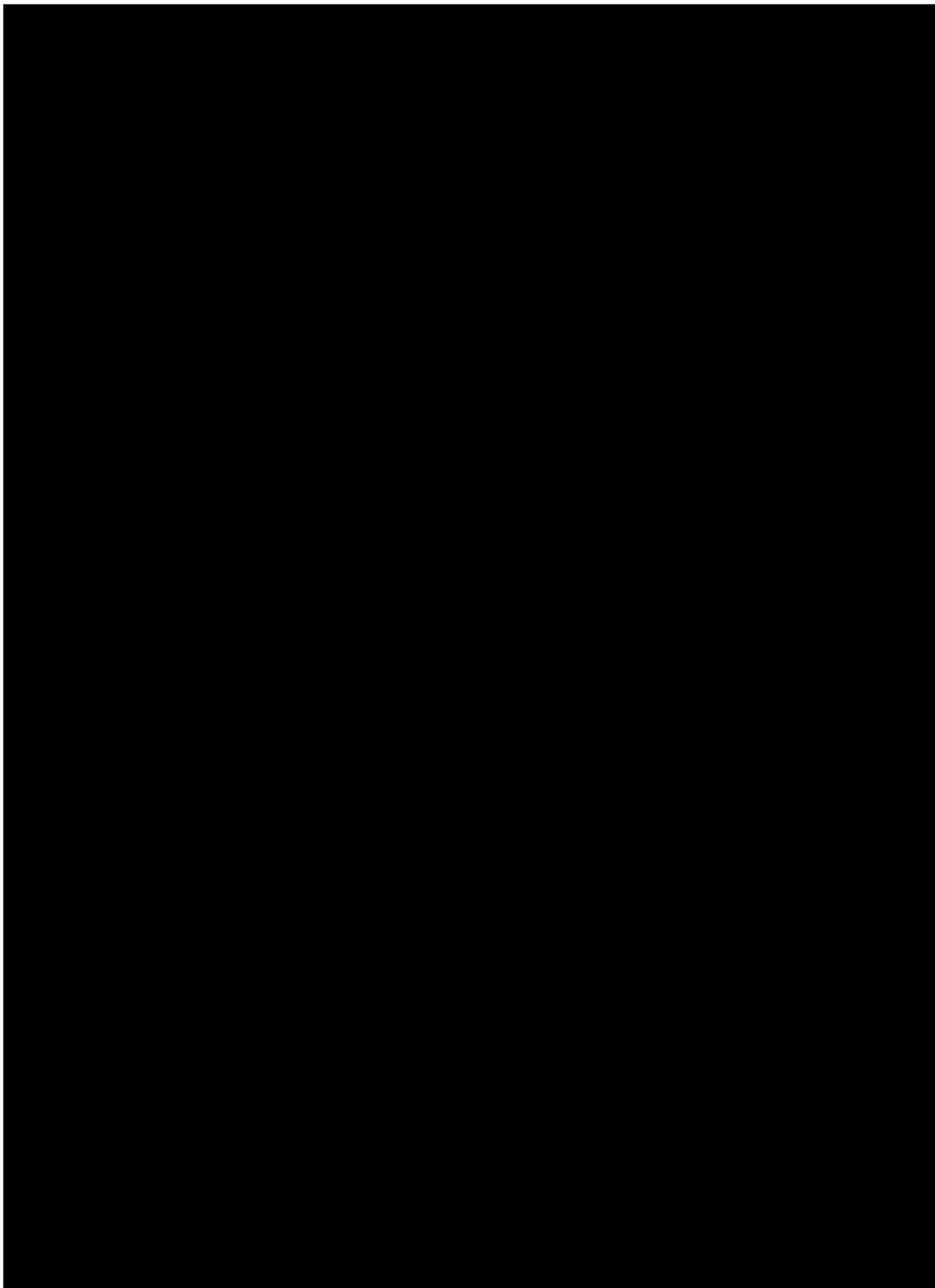
In May 2020, my client submitted an Expression of Interest (EOI) for the Future Management and/or use of the [REDACTED] which included a proposal to purchase part of the currently undeveloped site for community carparking as well as a residential unit development. I attach a copy of the proposed Concept Site Plan to this letter.

My client believes this proposal would deliver a community benefit for both retail and residential precincts and would complement the use of the adjoining land with heritage significance which is proposed to be used for the community and public purposes.

My client is still interested in pursuing this proposed development and looks forward to liaising with Council about this at the earliest opportunity.

[REDACTED]

[REDACTED]



Strategic Planning
Kyneton.

RECEIVED
15 FEB 2021

Re Street tree planting

At the end of a 34° day we were walking the dogs at 10:30 PM up Mitchell St toward Mollison.... quite pleasant. Turned into Piper St from Mollison.... a decided increase in temperature making it unpleasant to be there

Consider

- * No overhead powerlines for trees to interfere with
- * Few 2-storey buildings at that end of Piper
- * The beauty & cooler Summer temperature of Wedge St nth of Piper could be emulated with deciduous trees
Go oaks!

Sincerely

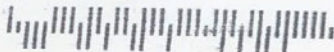
RECEIVED
15 FEB 2021



STRATEGIC PLANNING - KYNETON

PO BOX 151

Kyneton



[REDACTED]

From: [REDACTED]
Sent: Sunday, 21 February 2021 11:14 AM
To: Louise Dewberry
Cc: Mark Ridgeway; Cr Jennifer Anderson; Cr Janet Pearce
Subject: RE: Consultation in Kyneton

CAUTION: This email originated from outside of Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Louise,

Thank you for the invitation below.

You are probably aware that the organisation of which I am [REDACTED], has been a major submitter to all consultations about Kyneton for the last decade and a half.

Indeed, following the deferral by the Council of the 2019 Kyneton Movement Network Study, we and Kyneton CFA, were promised that we would be directly engaged in its review but that consultation is yet to occur.

We note that the Council's brochure stated that the Kyneton Town Centre Urban Design Framework will be used to inform a re-draft of the Kyneton Movement Network Study yet neither this important fact nor the crucial movement matters to be addressed by that Study rate a mention in your letter.

Indeed those matters are implied to be under control in the Council's brochure.

We are also disappointed by the limited physical area covered by the Study which excludes even important car parks in Hutton St and in Ebden St, Quarry Reserve, the Botanical Gardens and the Sports and Aquatic Centre.

[REDACTED] will be lodging a submission but due to our community newspaper [REDACTED] being delayed into this coming week because of the 5 day lockdown it will be difficult to meet the Feb 26 deadline with an extensive submission.

Yours sincerely,

From: Louise Dewberry <ldewberry@mrsc.vic.gov.au>
Sent: Thursday, 4 February 2021 4:49 PM
To: Strategic Planning <strategicplanning@mrsc.vic.gov.au>
Subject: Consultation in Kyneton

Good afternoon,

I'm writing to let you know about a project that Macedon Ranges Shire Council is currently consulting on. The **Kyneton Town Centre Urban Design Framework (UDF)** will provide design direction for Kyneton's streetscapes, public open spaces and buildings, focusing on the three main commercial streets: **Mollison Street, High Street and Piper Street.**

The project aims to highlight the valued elements of Kyneton's character to enhance and celebrate, while identifying opportunities to improve the safety, function and appearance of streetscapes and buildings. The UDF will be a guide for Council and the development community to refer to regarding the design of new development applications. It will also help guide the design and timing of capital works in the town: things like footpaths, gutters, landscaping and street furniture.

Right now we are gathering ideas to help inform the draft plan, and **we want to hear from your organisation and your members**. What features of the town centre do you like the most? What needs improving? Are there ideas from other places that we could use here? Further information on the project and how to get involved are available [on our website](#) and in the [project summary booklet](#), or you can contact me on the details below.

Kind regards,

Louise

Louise Dewberry (she/her)
Senior Strategic Planner, Strategic Planning & Environment
Macedon Ranges Shire Council
Days of work: Wed / Thurs / Fri

T 03 5421 9704 | E ldewberry@mrsc.vic.gov.au | www.mrsc.vic.gov.au

Working Together | Honesty | Accountability | Innovation | Respect

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.

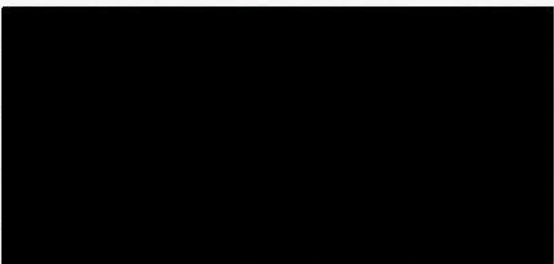


MACEDON RANGES SC	
RECEIVED	
26 FEB 2021	
CRM.....	REG.....
BOX.....	ACTION.....

Dear Mabel Design Framework.

I would like to tell you what I would like to see happen in the township of Kyneton. Our towns needs to be loved & looked after & the people need to be proud & take pride in their town. Macedon Ranges Shire Council need to take the lead, there is so much to do.

1. Entrance to Kyneton via the salicyards & over the freeway bridge is just awful, why can't weeds be removed & guard rail painted
2. Entrance to Kyneton via round about on Eagercombe Road it too is just awful. The paving is covered with dirt & weeds, why can't the weeds be poisoned & the paving given a good wash down with a high pressure gun. There are daffodils planted in the grass, these could be removed & planted in a raised garden bed made around the light pole & lawns planted & kept green & mowed in the centre, if that's too hard, just put preened grass
3. Clean up the weeds around the streets. Weeds in front of Post Office, that place always looks dirty. Thistles growing behind shops in Hayes lane also weeds growing in foot path in front of Rebalance shop & Jennings St. I could go on & on.
4. Dogs. They cock their leg on shop windows & leave their droppings on the foot path for people to walk in & then they are walked into the shops.

5. Christmas. you would not know it was Christmas in Kyneton last year, no lights, no music. years ago Christmas carols were played from the clock tower at the Post Office.
6. Any improvements to Kyneton are welcome. We must clean up our appearance & progress. (I am all for McDonalds & Bunnings)
My family settled in this area in the 1850, I am 5th generation to live in the shire & I long to see the town grow & be better
- 

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 24 February 2021 10:59 AM
To: Macedon Ranges Shire Council
Subject: Help shape Kyneton town

Hi Guys,

There are a number of beautiful back streets lined with beautiful trees yet the main streets (High, Moleson and Piper) have nothing. A planting of native trees along the pre mentioned streets would add a touch of class and a real country feel to these streets, even at the loss of 2or 3 car parks per block (you could have seating around trees facing the foot path. Perhaps more rubbish bins (dual rubbish and recycle) to help keep streets clean. A lot of the buildings are in need of some upkeep at least a coat of paint, perhaps the council could put pressure on the land lords to clean up and suggest heritage colours in keeping with the town. I have noticed that a lot of the street gutters have weeds growing which are unsightly it should not be hard for council to clean up. And street signage needs to be upgraded to highlight the main commercial streets and attractions in and around Kyneton.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, 25 February 2021 11:17 PM
To: Strategic Planning
Subject: Submission for Kyneton urban rejuvenation framework
Attachments: KYNETON REJUVENATION PROJECT.pdf

Dear Madam/Sir,

Attached is our submission.

Thank you,
[REDACTED]

KYNETON REJUVENATION PROJECT

GENERAL POINTS

- All changes should be to enhance Kyneton's rural town character, not just a "Melbourne suburb" character
- All modern red brick surface should be rendered and painted, sometimes with murals.
- pavement through, large dark slabs, having a link to the original basalt paving blocks in Piper Street
- numerous attractive woodend benches

MOVING ALONG MOLLISON AVE FROM STATION

LARGE EMPTY LOTS ACROSS MOLLISON AVE FROM BOTANICAL GARDENS

A "botany café", botanical drawings gallery, small nursery and children's farm.

AUTOPRO SHOP

- this is a key building as you come into town from the station
- cement render brickwork
- make sign more attractive with "old time" image of car or something like that



GROUP OF SHOPS OPPOSITE THE ABION HOTEL (MOLLISON AVE)

- cement rendering red brickwork, a mural?
- a nice bench on the pavement
- a grassed area instead of dirt



BRIAN LAW ELECRICIAN SHOP AND LAUNDROMAT

- cement rendering
- “country style” image on glass at front

MACAULEY TOWN PLANNING SHOP

- cover tiles
- beautiful “country style” sign above awning

IGA SUPERMARKET

- “country style” image painted on shop window
- at the moment you just look through to shelves of toilet paper
- boring yellow colour on shop front
- attractive bench on footpath outside shop



WOK'S DUMPLING RESTAURANT

- a mural of cooking in China
- a plant to cover part of the large yellow wall

MECHANICS INSTITUTE

- looks like a tomb
- MUST receive a coat of paint, not just one would but an interesting combination of two or three colours
- more trees in front of it

NO 78 MOLLISON – OLD WARES

- vertical woodern boards outside instead of yellow paint

MATCHWORKS

- cover ugly brickwork and pipes/render
- mural on window of people working



RAY WHILE REAL ESTATE (ON CORNER – MOLLISON AND HIGH) ABU THAI HAIR, NAILS, BEAUTY

no need for HUGE signs for these shop above awnings.
The signs obscure the historic
building facades.



REJECT SHOP (NEXT TO MECHANICS INSTITUTE)

mural could be put above the awning; this shop was once lovely
old two storey buildings before they were pulled down to make way
for Woolworths. There should be an attempt to reflect what once
was.

BJB HAIR AND BEAUTY, BETTA HOME LIVING, THE BROKEN TEAM, HUGHIE CAFÉ

the whole section of shops needs rejuvenation and beautification. Obviously the original streetscape was destroyed to make way for these ugly shops. Cement rendering, mural, more beautiful signs reflection "country town" images and values.



ANGIES CAFÉ AND BAKESHOP

Ugly yellow above awning

RAINE AND HORNE REAL ESTATE

Unattractive aluminium entrance

MOVING AGAIN ALONG MOLLISON STREET

NKH HOTEL

- Ugly yellow brick pillars which could be cement rendered and shaped in a sculptural way
- plant boxes should be planted



TOP VARIETY SHOP AND RUBY CAFÉ

needs something above the awning, like vertical boards and a mural, to give it an old time look, (as much as possible)

TERRY WHITE CHEMART

Too many ugly signs for this shop.

POST OFFICE

- It is all painted the same colour, could have a delicate variety of colours
- The back red brick building is very ugly. Could be cement rendered.

COMMONWEALTH BANK

Awful yellow brickwork and large ugly black surface. Many creative things could be done to beautiful this bank.

MAMMA DONA'S RESTAURANT, SPEECH PATHOLOGY

Ugly brickwork, needs cement rendering

F & U WATTS BUILDINGS and SHAMROCK HOTEL

All ugly red brickwork, needs cement rendering and other forms of beautification.



LITTLE "SQUARE" ON THE CORNER OF MOLLISON AND PIPER WHERE THERE IS AN OLD TRUCK

There CANNOT be fake grass here, considering that Kyneton is about to be a "cultural town" with an art gallery.

WE SUGGEST THAT THERE COULD BE A COMPETITION FOR A BEAUTIFUL SCULPTURE TO GO IN THIS 'SQUARE'.

OLD PUBLIC SCHOOL PRECINCT

We would like many community elements to be incorporated, open till late, many activities which support needs of all ages.

From: [REDACTED]
Sent: Friday, 26 February 2021 11:03 AM
To: Strategic Planning
Subject: UDF

Dear Council,

I wish to comment on the UDF.

Firstly a comment on your brochure, you show photos on the bluestone gutters.

One has not been maintained, the other newly constructed. Page four, you talk about historic bluestone gutters as a feature of the town. How can a newly constructed gutter be historic? Why don't you maintain the originals. Is it true that a local demonstrated using high pressure water to clean the gutters, but ex-councilor Dukes did nothing about the suggestion?

In my time in the town, there have been at least three changes to the paving by the War Memorial, hopefully no more of our money will be spent fixing this area.

Whatever you plan please make sure you have the money to finish the project, even if it means doing sections over time. Consider the concrete path along the river, you ran out of money before the project was finished. The "Historic" Bluestone gutter in Yaldwyn Street East, not finished

Whatever you plan please make sure you have the expertise to finish the project properly. Consider the Museum, new floor installed, but forgot to check for pests and underfloor ventilation. The Mechanics' Institute, still has problem with water entering the building. The last plans for street trees, the wrong trees were planted without proper preparation

Whatever you plan please make sure you maintain it. Consider the museum again, many areas are blocked off because they are unsafe

Whatever you plan please make sure it fits in with the surrounding area. Consider the "MacMansion" built amongst 150 year old homes in Edgecombe Street

Now for some suggestions, in no particular order.:

Green play areas, more of these and less asphalt.

Restoring the historic areas rather than replacing them. (Bluestone).

Materials used be in keeping with the area, not asphalt and concrete. (How many gutters have been partially asphalted over).

Less on street car parking, and more green dining areas, as many other councils are doing post covid.

Listen to the heritage advisor and people in the town, rather than the business people with money.

Many more shady seated areas for the older residents who want to/have to walk everywhere.

Please take into account the many (negative) comments made about your previous attempt at UDF.

Encourage owners (rate concessions) to maintain or improve the heritage building that are already in the town.

Once we change the character of our 1850's gold rush town, why would visitors want to come here.

Listen to the quiet voices of the town.

Thanks for allowing me time to comment,

[REDACTED]
Kyneton.

[REDACTED]

From: [REDACTED]
Sent: Friday, 26 February 2021 12:23 PM
To: Macedon Ranges Shire Council
Cc: Cr Janet Pearce; Cr Mark Ridgeway; Cr Jennifer Anderson
Subject: Kyneton Urban Design Framework Response
Attachments: Kyneton UDF Response.pdf; Kyneton UDF Cover Letter .pdf

Attached for inclusion – we are most alarmed at the voids in this undertaking and urge an urgent review of the project scope accordingly.

[REDACTED]

26 February 2021

Macedon Ranges Shire Council
Via email

Kyneton Urban Design Framework

Please find attached our submission to initial consultation.

The manner in which this project is being undertaken is concerning requiring an immediate accountability by our elected representatives to remedy what appears to be a less-than-professional approach.

Kind regards

[Redacted signature block]

[Redacted footer block]

Kyneton Urban Design Framework

██████████ was established in High Street Kyneton in 2008 with around 60% of the ██████████ business coming from Melbourne.

The owners have extensive experience operating main street businesses within other LGA's and in managing multi-billion-dollar infrastructure and urban planning projects.

CONSULTATION APPROACH

It is concerning that the consultation has been undertaken in a fragmented and less than professional manner. COVID-19 has been a panama flag for what has long been a void in the Council's operational management.

The level of engagement has been amateurish in nature and failed the most basic foundations of IAP2 engagement models and practices.

It is noted that there was no personal engagement of businesses in High Mollison or Piper Streets, despite the fact that all businesses were open and trading during the period.

Further the modality options offered for business and community responses were clunky and cumbersome, highlighting a lack of understanding within Council's management.

CONSULTATION SCOPE

The consultation scope is poorly defined and in part appears to predicate outcomes that gazump or hijack the Macedon Ranges Planning Scheme

The scope of the project omits the movement of people, pedestrians and vehicles which is a major flaw. This failure means that any design outcome will be poorly informed and deliver less than optimal results.

The scope seeks to 'measure' Council's performance in respect of previous frameworks, including a 2008 study and recommendations that was not adopted. Measuring Council's performance should not be an aspect of this project, rather, the scope should be informed by aspects including:

- Pedestrian and vehicle movement
- Population growth projections
- Economic dynamics and projections
- CBD land use
- A contemporary 'gap analysis' or design audit

Councillors should be concerned that the Officers' decision to limit the project scope is not best practice and contrary to methodologies deployed by other councils, including the City of Melbourne.

RESPONSE

██████████ is committed to providing a professional and high-quality streetscape that is sympathetic to the experience of visitors and the community. The following observations recommendations are offered:

1. SCOPE ADJUSTMENT REQUIRED

- The creation of an urban design framework needs to be undertaken in a manner that recognises the form and functionality of the town.
- A UDF should NOT be a 'one-size' fits all prescription that creates a sterile or 'cookie-cutter' cliché streetscape.
- A UDF is NOT a specification for street furniture or defacto planning provisions
- Successful UDF's must respond to aspects including:
 - Individual retail zones
 - The nature of the usage (e.g., High Street has a strong PM food bias)
 - The solar orientation of each street
 - Pedestrian and vehicle movements
 - Community and user experience
 - Visual amenity
 - User safety, including lighting, sight lines and user perception

ADVOCACY:

It is advocated that Councillors suspend ratepayer expenditure on this project and re-align the scope to better reflect the more professional 'design-led' approach used by other Councils. It is also noted that there is a disconnect between this project and Councils budget and plan

2. VISUAL AMENITY

- Kyneton suffers from a decade or more of fragmented infrastructure delivered by Council, state and private entities. The town lacks the appeal of many similar Victorian locations and it is appalling that businesses that invest in streetscape improvements (e.g., large attractive pots and plants) are threatened with fines, or worse, receive invoices to 'licence' the placement of the items
- Street furniture and facilities are of poor quality and lack logic in their placement. These factors discourage use and in the case of bins are visually unappealing and impractical
- There are numerous properties that have streetscape facades that are poorly maintained – boarded up windows, crumbling facades retail shop fronts used as residences
- By virtue of the Range's key attributes, Kyneton's main streetscapes should be reflective of the natural environment. The absence of tree canopies increases the heat island effect and the lack of green accents only serves to emphasise the use of cheap and ugly bitumen. *(for example, the main square at the intersection of High and Mollison Streets should have been a green oasis, instead Council made a poor choice and paved over it with poor quality bitumen!)*
- There is an absence of outdoor seating and dining which discourages users to dwell within the economic district.
- All streets lack accent or feature lighting

- Wayfinding remains non-existent despite the significant investment of businesses in attending Council workshops etc

ADVOCACY:

It is advocated that Councillors direct Officers to revise the project scope and undertake an experience gap analysis and design audit. Councillors should familiarise themselves with towns such as Stawell and Parkes in NSW for innovative ways to incorporate positive visual features and green aspects

3. PLANNING CERTAINTY

The Kyneton urban centre is fragmented and lacks a cohesive plan. Council's reputation for 'blocking' commercial private sector investment erodes investor confidence and is also reflected in the caution of many banks financiers and superannuation funds.

The scope of the proposed UDF suggests that the outcome will be used as an elastic tool to enforce philosophical views that do not form part of the applicable Planning Scheme.

ADVOCACY:

It is advocated that Councillors direct Officers to revise the project scope and provide a resolution that assures investors of planning process certainty

4. MOVEMENT

Kyneton's fragmented management needs to be addressed. Specifically, the unworkable delineations between Council and the state (Regional Roads) – in the absence of a pedestrian, traffic and future growth study, any UDF conducted at a Council level will fail without the benefit of an MoU with the state.

ADVOCACY:

It is advocated that Councillors direct Officers to revise the project scope to include a movement study and gap analysis. This study should then inform a proposed MoU with the state

5. DESIGN-LED

Kyneton has lacked an articulate design framework that is integrated into the council's rolling five-year plans.

ADVOCACY:

It is advocated that Councillors direct Officers to revise the project scope to be 'design-led'

From: [REDACTED]
Sent: Friday, 26 February 2021 4:56 PM
To: Strategic Planning
Subject: Kyneton Town Centre Urban Design Framework

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

I am a resident of Kyneton. I would like to submit the following notes towards the Kyneton Urban Design Framework (UDF).

KERBS

Currently there is little consistency in the kerbs throughout the UDF area. Kerbs vary from:

- Deep bluestone gutters (in Piper St).
- Bluestone kerb (in Piper St).
- Mixed bluestone and concrete kerb - in a variety of configurations, such as bluestone kerb and concrete channel, or concrete channel and bluestone channel.
- Fully concrete kerb.

It has been suggested in the Kyneton UDF Summary Booklet that renewed gutters could be modelled on the mixed bluestone channel and concrete kerb that has been installed in Wedge St. In this instance, the concrete kerb has been coloured to blend in with the bluestone, and while this is better than uncoloured concrete, already in the Wedge St installation where something has impacted on the concrete and it has been chipped, the pale concrete colour is showing and this cheapens the entire installation.

I would suggest that it would be best to use a similar design to the Wedge St installation, with a wide bluestone channel paired with a bluestone kerb to be used to replace existing kerbs, while the instances of deeper bluestone gutters on Piper St should be kept to the original design where it occurs (from Mollison St to Ebdon St, and from Powlett St down to the river).

BIKE ACCESS

Currently, there are marked bike paths at the side of the road in Mollison St and High St. However, these bike paths, while clearly marked, are not immediately apparent to motor vehicle drivers, and do not provide safe or effective transit through either the traffic lights at the intersection of Mollison and High Sts or the intersection of Mollison and Piper Sts. There are no marked bike paths in Piper St or any other streets. Feedback to me from fellow cyclists is that they do not feel "safe" riding in town or through the main intersections.

I would suggest that bike paths be marked in the continuous green that has become a standard in Victorian communities, and that major intersections be reconfigured to provide safe and efficient transit for cyclists, to encourage cycling. Furthermore, there should be adequate spaces for bike storage around the CBD. The bike paths should be clearly linked to the Campaspe River Trail where it meets Piper St and Mollison St, and should link to specialised bike access to the educational precinct.

CAR PARKS

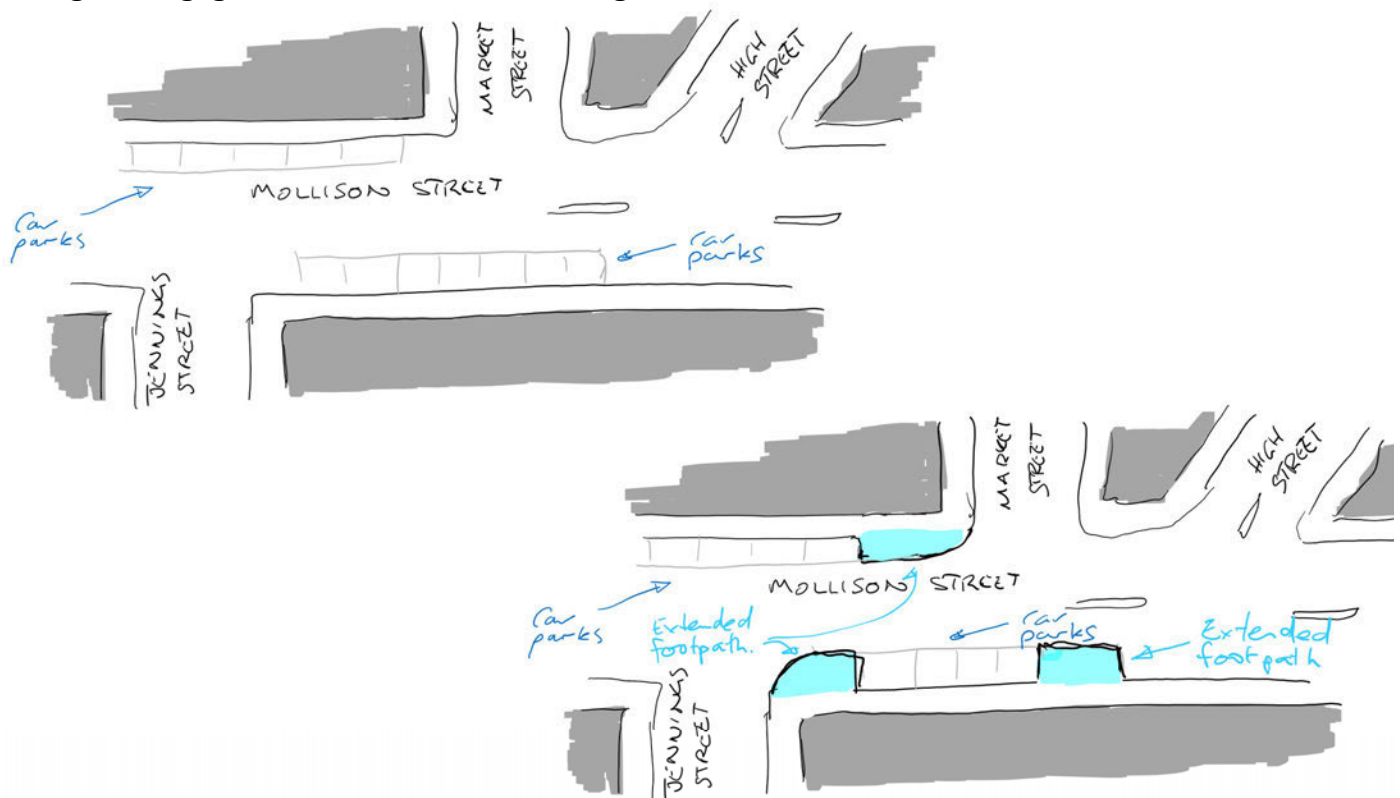
Currently, off street car parks (such as at Woolworths, behind IGA, across from the bowling club in Simpson St and behind the Town Hall) are not well integrated into the streets they are accessed from. Often they have entrances and exits that look like driveways. They are also poorly signposted - particularly from Mollison St.

I would suggest that car parks should be better integrated with the roads they access. There should be a raised pedestrian walkway across their openings. Clear and informative signage should be installed which helps people find a park.

FOOTPATHS

Currently, the majority of the footpaths in the UDF area are either bitumen, bluestone or concrete. They are not well maintained and do not have a consistent appearance. Furthermore, they are of uniform width along each block.

I would suggest that the heritage bluestone footpaths in Piper St (between Ebden St and Powlett St) should be kept and, where necessary, repaired. In other areas of the UDF a consistent style of footpath surfacing should be determined. The asphalt with bluestone trim shown in the Kyneton UDF Summary Booklet seems fine, but this may not suit the more built up areas of Mollison St and High St, so there may need to be three different pathway surfaces - bluestone in Piper St (between Ebden St and Powlett St), asphalt in lower density shopping areas, and concrete in high density shopping areas. Near intersections footpaths should be widened to cover the current car parking space, to allow for outdoor dining, seating, gardens and trees. See the diagram below.



In this diagram, footpaths have been extended in the second version as highlighted in light blue.

PEDESTRIAN THRESHOLDS AND CROSSINGS

Currently, there is little provision for pedestrians crossing the road, apart from the pedestrian crossing in front of the Post Office and the traffic lights at the intersection of High and Mollison Sts. The Kyneton UDF Summary Booklet suggests raised pedestrian thresholds with bluestone used for the sloped areas, notionally at the thresholds of streets meeting either High, Mollison or Piper Sts. It is also implied that level bluestone crossing - which have been asphalted over in places such as where Ebden St meets Piper St should be removed and made to meet the proposed design.

I would suggest that these thresholds and crossings should not only be placed where side streets meet the main streets, but that High St, Mollison St and Piper St should have one or two of these crossings placed at key spots along their length. This would serve to slow motor vehicles moving through the area, but

would also support people with mobility issues to be free to cross these roads. In contrast to this, in the historical tourist precinct, where level bluestone crossings have been covered with asphalt, these should be restored to their original design.

BAYNTON STREET

With proposed redevelopment of the old Kyneton Primary School, the pedestrian only area between the Mechanics Institute and the Reject Shop should be extended back to the back of Woolworths to integrate this area with the community area around the old school. Kerbs in this area should be made to be consistently bluestone.

FAHEYS LANE AND THE WOOLWORTHS CARPARK

This car park should be turned into a single loop with access to Baynton St removed. Faheys Lane should have the pedestrian walkway along its side raised and separated from the vehicles by a kerb, and its end should be better controlled when entering the Woolworths car park area. Pedestrian access between the car park and Faheys Lane should be facilitated by the provision of some ramps, to encourage people wanting to access the shops from the car park not to park in Faheys Lane.

JENNINGS STREET

To increase available parking in Jennings St, and facilitate a more cohesive traffic flow, it could be made one way from Mollison St to the entrance of the car park behind the Town Hall. This would allow for angle parking along the Woolworths side of Jennings St, which would allow more people to park in this area. By maintaining it to be two way beyond the entrance to the car park behind the Town Hall it still allows full access to the Police Station and Court House.

PIPER STREET AND MOLLISON STREET INTERSECTION

This intersection should be altered to either have traffic lights or so that through traffic moves freely from Mollison St to the south into Piper Street and vice versa, with traffic to the north in Mollison St having to give way. The use of turning lanes and raised traffic islands would achieve several things:

- Safe spaces for pedestrians crossing the roads.
- Turning traffic to be able to wait without blocking through traffic.
- Entrance to both Mair St and Hardwicks being blocked from north travelling traffic on Mollison St, as traffic waiting to turn into these two locations often creates obstructions through this intersection. Both Mair St and Hardwicks should only be accessible to traffic travelling south on Mollison St, and vehicles leaving these should only be able to turn left and move southward along Mollison St.

TREES

Trees should be planted long High St, Mollison St and Piper St. These trees should be reflective of the character of the town. We have been gifted large trees from past generations. We should gift large trees to future generations. These will improve the aesthetics of these streets and provide shade in summer and protection from rain in the winter.

If you have any questions about any of these ideas, please do not hesitate to contact me either by return email or by calling me on [REDACTED]

Regards,

[REDACTED]

Kyneton Town Centre Urban Design Framework



Having been in retail business for close to thirty years I feel I have some understanding of how town amenities, parking, aesthetics, and functionality of a town's roads, footpaths and parking affect businesses and more broadly the liveability of a town. The old saying that; "its not the street in your life but the life in your street that matters", rings true.

1). Preserve Vehicular Access: Over the years I have seen councils remove through traffic and pave perfectly good roads to make more pedestrian friendly areas. The consultants always tell the business in the effected area that it will improve trade. I guarantee that for 95% of traders a net overall decline in business will result. This does not mean we want B-Doubles bounding through the streets but we certainly do want access for family vehicles.

2). Preserve Car Parking: Again, throughout my years in retail I often see car parks taken away for the creation of gardens or tree plantings. While adding gardens and greenery to streets is great, giving up a car park to add it is often the laziest, simple option. If every business is expected to provide four carparks for every 100 square metres of tenatable space, the council has an obligation to preserve as many existing car parks as possible. Finding smart ways to increase car parks will always be welcomed by business owners and shoppers alike.

3). Maintain footpaths to a minimum standard: This should be a simple thing to do but it does appear that the development and maintenance of the footpaths is beyond the skills of the MRSC. I have had shops in five different council areas, and I have to say the maintenance of the footpaths in the MRSC area is the worst I have ever seen. During the time we operated from [REDACTED] I saw varied attempts to repair our footpath. There was no genuine attempt to do a good job, it was abysmal, and I have photo records of the work if you ever care to see them. When council used sub-contractors to deliver the work of asphaltting footpaths the jobs were also not satisfactory. I saw them lay asphalt over window plinths up to glass and cover the vents of historic buildings as well as smash heritage tiling on buildings in high street. Now I know this document is supposed to be about solutions, but the quality of work delivered is of paramount importance, and there needs to be someone policing the work quality. If we are just to make suggestions of improvements and the delivery is just the same old appalling quality of works, then we might as well throw fifty dollar notes out the window as we drive along the highway. MRSC and its sub-contractors should review the VBA Ingres and egress guidelines as many of the works done to date are not compliant. There should be an overall move away from asphalt towards concrete or better still bluestone paving to celebrate our unique history as the bluestone capital of Australia.

4) Add Landscaping and improve the maintenance of gardens: I know in item 2 above I said to preserve carparks and now I am asking for the addition of street trees and gardens. The two do not have to be mutually exclusive. The gardens at the end of Baynton street should be a show case. The overgrown pittosporum Hedge needs trimming, and the garden needs to be reinvented with the addition of more seating art and grassed and paved areas. Let's fix the garden areas that we have before we go and dig up the car parks to plant trees.

Semi advanced trees can be added along streets in large artistic stillages with underplanting's and seats to improve the street feel without losing car parks. This method also allows for flexibility and easy maintenance of the trees and the roads or footpaths if they need to be accessed. A large tree can be moved in five minutes with a forklift if its in a smart stillage. This is the sort thing I mean when I talk about being smarter.



5) **Integrate Art and History** : Kyneton is an historic town, let's celebrate this and bring history alive with the addition of art that celebrates our history. Let the art in the street narrate our history to visitors. I would love to see the towns story told through street art, castings in bronze, alloy, welded metal art, stone, and wood carvings. Integrate these to garden plantings and specific buildings that have stories to tell. Add plaques that show what sites looked like 100 years ago. The butter factory, Dales department store and other lost buildings and businesses could be linked to addresses to further narrate our history for new locals and visitors alike. It would also be an opportunity to acknowledge the traditional owners through art and sculpture, acknowledging that our history is greater than the last 180 years. (Random examples of street art below).



6) Pedestrian safety: I take note of the pram ramps shown in the flyer and think pram ramps would be much better away from intersections as vehicles turning left will pay more attention to oncoming traffic from the right and may not notice a pram or pedestrian who pops onto the ramp to cross the road to their left. I would like to see at least one more pedestrian crossing in Mollison street towards Pipers Street, one or two in High Street and at least two in Pipers Street. I don't think there is sufficient room to have a dedicated bicycle path in Mollison, High and Pipers Street so perhaps a speed reduction is the best option to improve safety.

I am in favour of repairing and modifying the bluestone gutters to maintain their unique aesthetic while improving safety.

7) New Buildings and infrastructure: I am a true believer that a building should represent its time of construction honestly. I want to vomit when I see poor copies of Victorian buildings passed off as being sympathetic to a heritage overlay. It is common practice now all over the world that a clear line be drawn between the old and the new, unless it is a very spectacular recreation of an older style building like Huntly has done in Pipers Street. If it is not going to be a detailed recreation lets make it an awesome modern building that blends sympathetically with the old. This is how we will create an amazing Kyneton of the future.



8) Improve Communication with Businesses.

Finally, I think it is important to point out that the three streets that make up the study area are all retail precincts. Council needs to work harder to communicate with both business owners and landlords as they are integral to how the town is presented at the coal face, where the rubber meets the road if you like. Where locals and visitors interact with the street and the town. Council should consider offering rate rebates for those businesses and landlords that invest in improving the town as opposed to the current situation where those that improve properties are encumbered with a rate increase, hardly an incentive for improvement.

Even this little project of the UDF failed to address property owners or business owners directly. I was a little surprised given the scope of works we have done in Kyneton in the last couple of years to improve the streetscape, buildings and installation of public seating, build and repair footpaths in front of our business and property that we were not contacted directly for comment.

Contact Details:

I would welcome the opportunity to discuss and expand further on these ideas with planning.

Regards,

From: [REDACTED]
To: [Strategic Planning](#)
Subject: [REDACTED] UDF submission (attention Louise Dewberry)
Date: Monday, 1 March 2021 5:05:24 PM
Attachments: [Submission re Kyneton Town Centre Urban Design Framework from Kyneton Connections.docx](#)

Dear Louise,

Thank you for the extension of time. Sorry this is so late on Monday – I had been waiting for feedback from [REDACTED]

[REDACTED]
[REDACTED]

Submission re Kyneton Town Centre Urban Design Framework from [REDACTED] 26 February 2021.

Introduction:

[REDACTED] welcomes the Macedon Ranges Shire Council's invitation for residents to have their input to this Framework prior to it being framed.

It is the first time in our seventeen year existence that Kyneton residents have not been presented with a fait accompli plan in which they had no input in framing. Almost without exception those plans have included major errors of fact which in many cases have been carried forward and indeed built into the assumptions of succeeding plans.

Although we accept in good faith that this is a change of approach it is a concern to us that this UDF will be used to inform the redraft of the significantly flawed 2019 Kyneton Movement Network Study whose aim was to create an integrated movement network moving towards 2035 for the town in its entirety.

That future the Movement Study predicted Kyneton's population would swell by 4000 and major vehicle congestion in Mollison St and the Town's major intersections and proposed parking bans in peak hours in significant proportions of Mollison and High Streets. We believe that such information should have been provided in the Council's background paper and on the Website so that it could be taken into account in resident's suggestions.

It was misleading for the brochure (page 3) to use the pre-bypass comparison when through traffic of 30 years ago may have been greater, but when the local population and use of town facilities was lower and tourism was significantly lower. Locals I have spoken to believe that the traffic in Kyneton now is already heavier than it was pre-bypass. Further the traffic referred to 30 years ago was through traffic, there is now far more local traffic and visiting traffic that stops and utilises parking spaces about the town centre to a much greater extent.

Importantly, as stated above, the Shire's own traffic advisers in the 2019 Kyneton Movement Network Study forecasts in just a few years time Mollison St and its intersections will experience major traffic congestion.

The likely conditions in 2035 will certainly be taken into account in the submission which follows.

Tree planting along main streets

Kyneton Connections supports additional trees being planted in parts of Mollison and Piper St. Our recommendations take into account pre-existing trees.

High Street: In a previous streetscaping project in High Street some parking spaces were removed and replaced with trees with a small surrounding garden and concrete surrounding edge. These have been in the main successful, although the trees are perhaps a little short to have maximum impact – the sharp concrete edges have however caused many punctures and should not be used again.

Two of the trees have been removed near the Caltex Service Station probably because of visibility problems associated with exiting vehicles. The concrete guards should be removed and bitumen reinstated in these locations.

In our view additional tree bays should not be added in High St as during most evenings it is parked out by patrons utilising the multitude of eat in and take away business in that street and there is also a reasonable likelihood that in the not too distant future, some parking bays may have to be removed to facilitate traffic flow through the High-Mollison intersection.

The island which includes the "artwork" in front of the Caltex Service Station – the low green shrubbery which preceded the construction of the service station should be reintroduced to replace the drab tan bark and rocks to add colour and soften this harsh entry point.

Mollison St

Mollison St already has the Mechanics Reserve, the Bowling greens, the oak tree in front of the shire Offices and the palm tree on the corner of Piper and Mollison.

Additional trees would soften the streetscape on both sides the road on the East side of Mollison between Hutton/Bowen and Yaldwyn St West/East and on the East side between Yaldwyn St and Market St.

Piper St

There are a significant number of trees adjacent to the paths on the southern side of Piper St as well as in St Pauls Park and a number of private house and business gardens.

Street trees however would complement the historic buildings on the North Side of Piper St between Powlett St and Mollison St.

PS Planting trees as close to intersections as in the diagram on page 3 runs the risk of obscuring oncoming traffic for left and right hand turners from side streets.

Within a decade there will be a dearth of car parking spaces in the town centre, going overboard in replacing them with tree plantings and pedestrian outstands (yet not crossings?) would be short-sighted.

Widening footpaths to support on-street trading and dining

In both High and Mollison Sts the footpaths on both sides of the road surfaces are a little over 3m wide, and already have curb-side dining and some but little street-trading. There are inferior narrow bike-lanes for most of the length of these streets.

Any widening of the footpath space would necessitate removal of parking spaces and/or of bike lanes – neither of which would be desirable especially given the existing threat of removal car parking spaces to improve traffic flow.

At least in Mollison and High St where there already some on-street dining and trading there is no scope for further widening footpaths without either doing away with the already to narrow bike lanes (not politically feasible) or removing car parks. ***High Street is parked out with eat-in and take away diners almost every evening removing multiple car parking spaces or bike lanes to widen the footpath to enable on street dining that is already possible in our view is not a good option.***

In Piper St the bluestone gutters west of Powlett St and East of Ebden St would make widening the footpath difficult but given there is “modern” gutters between Ebden and Powlett St, some widening on the North side of Piper could be feasible and desirable.

Motorists and Traffic flow

Key Intersections

Along Mollison St the lack of alignment between Bowen and Hutton Streets and Jennings and Lauriston St and the close proximity of the Market and High T intersections, and the Mair and Piper St T intersections significantly complicate traffic flow.

Mollison St-High St

This is the busiest intersection in Kyneton and becoming busier with longish waits at the traffic lights at peak times. In the Movement Network Study the traffic consultants to the Shire forecast major problems at this intersection into the future, even before 2035, and recommended removal of car parks at peak times in both Mollison St and High St.

Recommendations: That alterations be made to the environs of the Mollison-High St intersection to facilitate:

- (i) Separated left turn and right turn lanes from High St into Mollison St
- (ii) Longer and separated lead up right turn and straight-ahead lanes from the south side of the Mollison St intersection.
- (iii) Longer and separated lead up left turn and straight-ahead lanes from the north side of the Mollison St intersection.

Mollison St-Market St intersection

Blockages often occur back from this intersection when vehicles attempt to turn right from Mollison into Market.

Recommendation: That consideration be given to banning right turns from Mollison into Market St at peak times of the day.

Mollison St-Jennings St

For years this has been the most problematic intersection in Kyneton for both pedestrians and for motorists.

Large numbers of pedestrians cross Jennings St at this intersection at their jeopardy from both left hand and right hand turning motorists – for them it is the most dangerous intersection in town. Vehicles coming from the North bank up as they wait for cars seeking to turn right to reach the towns most common destination – Woolworths Supermarket. This problem intersection has consistently been swept under the carpet in Council Studies.

Recommendations: That a full set of traffic lights be installed at this intersection (with a push button system for pedestrians) and when this occurs the current push button pedestrian crossing for crossing Mollison St in front of the Post Office be dismantled.

Given the bus terminus near the Jennings Mollison junction, as traffic in Mollison becomes more and more congested traffic lights will be imperative to allow buses to turn right and left into Mollison from the terminus.

Mollison St-Piper St

As the volume of traffic heading along Mollison St passing straight through this intersection grows, making a right or a left hand turn from Piper St into Mollison is becoming more and more problematic. (NB The volume of Mollison St traffic flowing through this intersection has probably been greater than that flowing out of Piper for many years – a trend that is likely to increase given the growth of the industrial area north of the Freeway)

Recommendations:

- (i) That the approach along Piper to the Mollison St intersection be widened to allow both left and right turning lanes along the approach to the intersection.
- (ii) That traffic lights be installed at the intersection (especially in view of the nearby exit/entry to Hardwicks and the nearby Mair St intersection).

Mollison St- Beauchamp St

Probably the intersection where most accidents occur.

Recommendation: Maybe a roundabout?

Actions proposed in the Movement Network Study that would adversely affect the Town Centre

The Movement Study recommended speed humps in New, Bodkin, Begg, Edgecombe (unfortunately already done in two places), Pohlman and Ebden St to deter motorists from using them to prevent them from being rat runs – these recommendations would push even more traffic into already congested High, Mollison and Piper Streets.

Recommendation: That these actions not be undertaken.

(PS The Movement Study also recommended additional speed humps on McKenna Drive – the lane through the Botanic Gardens because it was a rat run – works which were proposed for last year – we don't object but it's a waste of ratepayers money!)

Public Transport

The town needs an efficient and effective town bus service to reduce emissions, greenhouse gases and to reduce congestion. The terminus at the Jennings-Mollison intersection and traffic lights at that intersection to ensure buses can readily enter Mollison St as well as stops which service Mollison and Piper Sts are essential.

Public Toilets

Kyneton keeps its toilets secret – current signage to the toilets in the Mechanics Reserve, Hutton St and at Duck, Duck, Goose and Larder is ineffective.

Piper St offers poor access to public toilets – when Duck, Duck is closed, as it is on some weekdays, there are no accessible public toilets in that street. Regardless of whether Duck, Duck is open the public toilets associated with should be open at least during daylight hours.

Quarry Reserve, at the West end of Piper St is a great picnic area in Kyneton but it is never used because the nearest public toilet (if it is open) is 700m away.

A toilet at Quarry Reserve is urgently needed – the absence of one is a disgrace.

Parking

Whilst for the most part it is currently possible to find a car parking space in Kyneton within 100m or so of one's destination it would be foolhardy to do away with dozens upon dozens of parks now and pay the penalty a decade down the track because of the growth in population of the town and increased visitation.

Yes, some parking spaces can and should be removed to install trees, improve pedestrian amenity and safety or to improve traffic movement but we should not lose sight of the future growth of the town population especially when it is not easy to see where additional parking spaces would come from.

There are however places where additional parking spaces can be found:

1. The unsealed council owned car-park on the corner of Ebdon and Yaldwyn St West - this is totally filled by informal parkers most Saturdays but properly sealed could provide many more parks.
2. Unmarked parks in Mollison St, Jennings St, Piper St, and several side Streets adjacent to High Mollison and Piper would add up to several more parking spots due to current "informal filling of unmarked spaces.

Pedestrians

Pedestrian Crossings Not since the 2008 Urban Design Framework has the Council proposed any crossings over these main streets and even then except for one they were in the wrong places. The quality of those footpaths and adequacy for disabled, scooter-riders and mothers with prams was not addressed.

These crossings are desperately needed to improve pedestrian safety particularly for older or disabled members of the community.

Formal Pedestrian Crossings

Recommendations:

High St: That there be pedestrian operated lights across High St at the exit onto High from the Market St Car Park.

Piper St: That there be pedestrian operated lights across Piper St at about at the location of the steps up to St Pauls Park.

NB There is already a crossing at the lights at the Mollison High intersection.

There would also be one at Jennings- Mollison and at Piper Mollison if lights were installed at those locations.

The quality of Kyneton's footpaths about the town centre.

The quality of the footpaths, especially those in Piper St leave much to be desired.

Where there are bluestone cobbles they are uneven and trip hazards.

For people with disabilities the camber of some of the paths especially on the West side of Mollison St between Jennings St and the Mechanics Reserve is quite challenging.

For those people wanting to walk from their homes to the Town Centre, even in streets adjacent to the main town centre streets footpaths are non-existent or of poor quality and a deterrent to walking.

Cyclists

Cycle lanes within the Town Centre are inadequate and too narrow but unfortunately solutions which do not significantly diminish either traffic flow or parking are not easy.

In Piper St, if parking bays were marked, cycle lanes of adequate width would probably be feasible.

Cycle "Parking"

Provision of parking frames for cycles about the town centre is totally inadequate – many more must be provided.

Recreation/gathering areas

The small Mechanics Reserve is about the only significant potential gathering place in the town centre. It could be developed to encourage gatherings there on a regular basis – such development would need to be careful and consultative as the biggest grassed area is used for a number of important community activities.

Certainly however additional seating could be restored at the front of the Reserve.

The seating in the barren area in the front of the Mechanics Institute is inhospitable and rarely used. Nevertheless the area in front of the Mechanics or the Mechanics Reserve could and should be used more for regular community activity and entertainment.

Another gathering area could be developed in front and within St Pauls Park in Piper St

The Old Primary School

The development of the old Kyneton Primary School site into an Arts precinct of State significance will attract many visitors and increased vehicle and foot traffic to the Baynton St area already heavily frequented because of the Woolworths complex.

The expected influx of people and vehicles to this area must be taken into account both in the Town Centre Urban Design Framework and in the Movement Network Study.

Those creating the Urban Design Framework should seek to preserve the sorely needed open space at the east end of the site for local community and visitor recreational use.

Summary

For [REDACTED] by far the most valued element of the town is its friendly, helpful and generous people who all interact and engage with one another in an attractive and interesting town centre where everyone goes to conduct their business and meet their friends.

Clearly enhancing the town's physical attributes will add to their connection to the town but an over concentration on "tricking up the town" at the expense of ensuring residents can easily access and move about their town and interact with the rest of its residents and with its visitors could prove counterproductive.

Hence in this submission we have concentrated on those elements that will feed into the Kyneton Movement Network Study as we are sure many perhaps most submissions will focus on the "heritage and aesthetic" values of Kyneton.



From: [REDACTED]
To: [Louise Dewberry](#)
Cc: [Isobel Maginn](#)
Subject: Re: Urban Design Framework - Kyneton
Date: Wednesday, 3 March 2021 9:25:28 AM
Attachments: [2021_03_03_09_15_04.pdf](#)
[ATT00001.htm](#)

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Good morning Louise and Isobel

I would like to confirm the meeting scheduled for today @ 12 noon. However, disappointingly for me I cannot make it up from Melbourne today due to a major breakdown computer glitch in my car. [REDACTED] is up at Kyneton however so he will meet with you and [REDACTED] quite informed and articulate about the UDF idea.

I have attached a brief point of view from me, which I hope may assist in getting my thoughts across.

Once again, my apologies for not being able to attend, given this catch-up has taken a bit to organise.

As we own and operate a restored [REDACTED]
[REDACTED] (zoned Commercial Zone 1) and have commenced restoration on these with the view of letting out the two terraces and owner/operating a business from the retail shop: [REDACTED] are very fond of Kyneton and hope to be involved in any positive discussions.

I hope to meet you both on another occasion,

Kind regards,

[REDACTED]

What makes a successful town – what sort of place do we want?

Improving Kyneton's urban design is a powerful tool for achieving a town which will offer beautification, economic success, a higher quality of life, and a more efficient use of resources. It is a key to making places where talented and skilled people will want to live, and which will attract the tourist dollar.

Kyneton is fortunate in that its excellent location to Melbourne and rural has allowed it to develop. Little attention has been given to preserving its historic look and historic assets.

The streets in this project: Mollison, High and Piper have a sense of place and history. Piper Street is already well catered for in regards to its appearance, appeal and promotion, thus being a pleasant street to be in. It attracts the tourist dollar, which in turn generates income and has a community overlooking it to ensure the historic and beautiful integrity is maintained.

We believe Mollison (in which we hold a commercial interest in) and High Streets have escaped the watchful eye and have been allowed to be developed, coloured and signed in an incredibly, mismatched way. There is little enhancement to these streets which acknowledges the history of the distinctive, historic buildings existing. The skylines, roofspaces and verandahs need to be replaced to honour the main thorough fare – these are the entrance and exit routes to the town and a gateway to particular areas and Victorian towns.

The ease of movement should be honoured and promoted in this town. As the push for people using public transport is increased and more residents and tourists use the excellent train service, thought needs to be given that this as the point of entry (a direct route) : Mollison Street. Beautification as well as ease of movement need to be kept in the forefront of design.

It would be lovely to see the 3 streets (Mollison, High and Piper) have a continuity in their appearance. The reinstatement of the historic verandahs and footpaths. Trees to be planted not on the existing footpaths but an appropriate number of car park spaces be given up – thus the scale be appropriate to the scale of the historic spaces without making parking difficult (economic and access success). In

public, open spaces there be attractive and robust planting. The wide footpath then is suited to every ones needs, including people with disabilities and the elderly people; it will give a feeling of uncluttered and are easily maintained hence a clean city feel. The public spaces be carefully detailed with integrated local, quality, public art. Give consideration to the street lighting being replaced with a historic look street lighting, well designed, and historic looking street furniture. Again bring continuity to the 3 main streets. Clear and easily navigatable walking routes signing to landmarks in the town, its history and focal points ie. Indigenous history, botanical gardens, river and race track, historic buildings.

To increase the flow between the 3 streets will bring movement and activity. Streets that invite and encourage the resident or visitor to walk is better for local business.

Daylesford, Trentham and Castlemaine have excellent, self promotion images as places of interest of an historic nature. Very liveable towns. Kyneton needs to keep up with these towns and their self promotion in kind to attract the tourist dollar. Kyneton needs to have a clear image. It needs to promote its landmarks, history.

To bring tourists down from Piper Street and more into Mollison and High Streets – Council should consider the re-use of important historic buildings – consideration be given to future uses ie Town Hall, Mechanics Institute to have exhibitions etc to get town folk and tourists into these buildings more. The public, open land spaces in these streets be available for Kyneton's diverse communities and invite cultures in for easy to set up exhibitions.

02/03/2021

[REDACTED]

From: [REDACTED]
Sent: Friday, 19 March 2021 12:12 PM
To: Louise Dewberry
Subject: [REDACTED] Urban Design Framework - Kyneton
Attachments: Doc9.pdf; ATT00001.htm

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Hi Louise,

Thank you so much for meeting [REDACTED] back on the 3rd March and apologies for such a delayed reply.

The brochure is gorgeous, thank you very much for sending it through as we had not seen it before; such gems.

I have attached [REDACTED] points of view, which I hope we are not too late in sending through.

Good luck with this project. Take care and regards,

[REDACTED]

KYNETON U.D.F.

Firstly, thank you for the opportunity to have some input on the Urban Design Framework for the three main streets of Kyneton.

I understand the objectives to this initiative and realise the importance of fluid movement of traffic and pedestrians alike, but would like to put my thoughts forward on the visual impact too!

The recognition of the remaining historic buildings along the main streets (High, Mollison, Piper) to formally recognise their impact on the streetscape, entice the reinstatement of their built form, ie reinstate verandas – perhaps plantings, crossings could be used here if any concerns with vehicle impact on veranda posts.

Amendments should be made to ensure the heritage overlay restraints are in place all of the time and don't only come into effect once a planning permit is engaged (ie paint controls).

Reinstatement of original style roadside guttering where able and possible use of bluestone flagstone paving, where appropriate.

Recognition of original guttering through out Kyneton and maintenance of these.

Use of historic photos as installations around the main streets, especially in seated areas and public squares .

Lastly, it would be wonderful to see Council have some power to be able to issue “work orders” to be put on owners of historic properties, which are clearly identified to be delapidating before our eyes.

I have made some notes on the 2008 report and my comments follow:

Quote: “retain and protect heritage buildings in and around the town”
(Great, this should include the roadside guttering and footpaths too)

Quote: “encourage restoration of heritage buildings etc”
(Fantastic, maybe 0% interest loans and incentives to property owners should be offered to achieve this)

Quote: “the distinct bluestone buildings and historic streetscape of the town centre are COMPLEMENTED by a very HIGH quality of contemporary architecture and urban design, displaying Kyneton’s civic pride and progressive outlook”
(I would welcome anyone from Council to point out to me which buildings this may refer to please)

Summary:

Kyneton's best asset is its rich history – it is a gateway to a great part of central Victoria to such towns as Maldon, Clunes, Castlemaine and Daylesford all of which do not present themselves as towns such as Sunbury and Gisborne.

Please do not hesitate to contact me for any further discussion on the above.

Once again, I thank you for your time and Council's interest in the progress of Kyneton in a positive manner.

