



**Macedon
Ranges**
Shire Council

ATTACHMENTS

**Council Meeting
Under Separate Cover**

Monday 16 September 2024

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**Macedon
Ranges**
Shire Council

Kyneton

Draft Urban Design Framework

2024



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.

Kyneton Urban Design Framework

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Kyneton 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.

Kyneton Urban Design Framework



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 and slow vehicles) 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

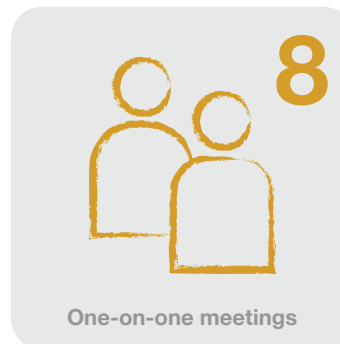
This UDF is underpinned by two rounds of consultation with the Kyneton community. Community feedback has helped to prioritise the projects for inclusion in the UDF, and assisted Council in improving the draft to produce this final version:

- **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 purpose of this phase was to share the draft UDF, and get community feedback to find out if we got it right, if anything had been missed, or if any improvements needed to be made.

Across both consultation periods a wide range of community members and key stakeholders were involved, taking advantage of a variety of engagement tools including:

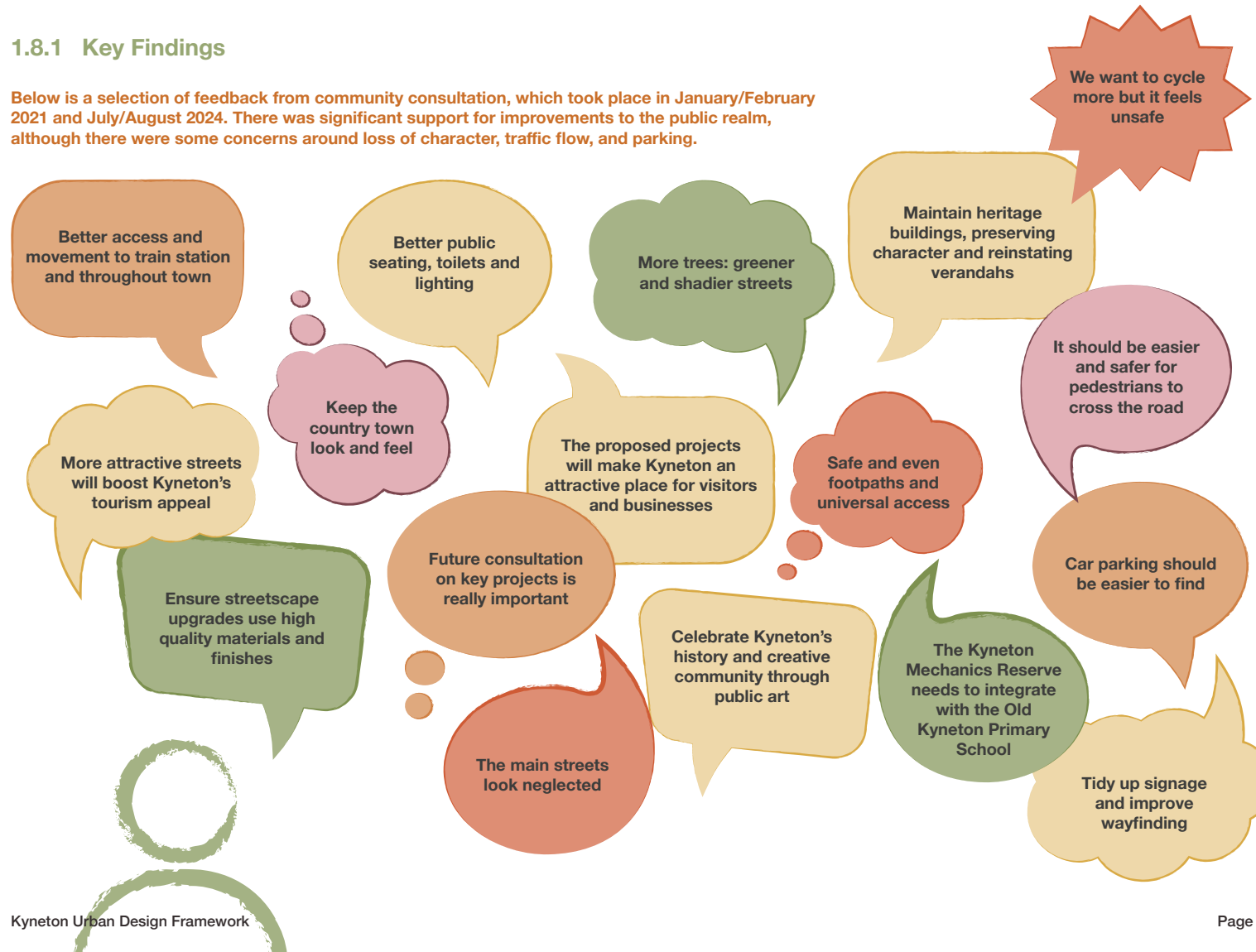
- Local media, website and social media promotion
- Drop-in sessions at the Kyneton Mechanics Institute and the Kyneton Administration Centre
- Flyer drops and one-on-one discussions with business owners
- Walking tours
- Online survey, maps and submissions
- Written submissions
- One on one meetings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

Key feedback is summarised on the following page.



1.8.1 Key Findings

Below is a selection of feedback from community consultation, which took place in January/February 2021 and July/August 2024. 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.



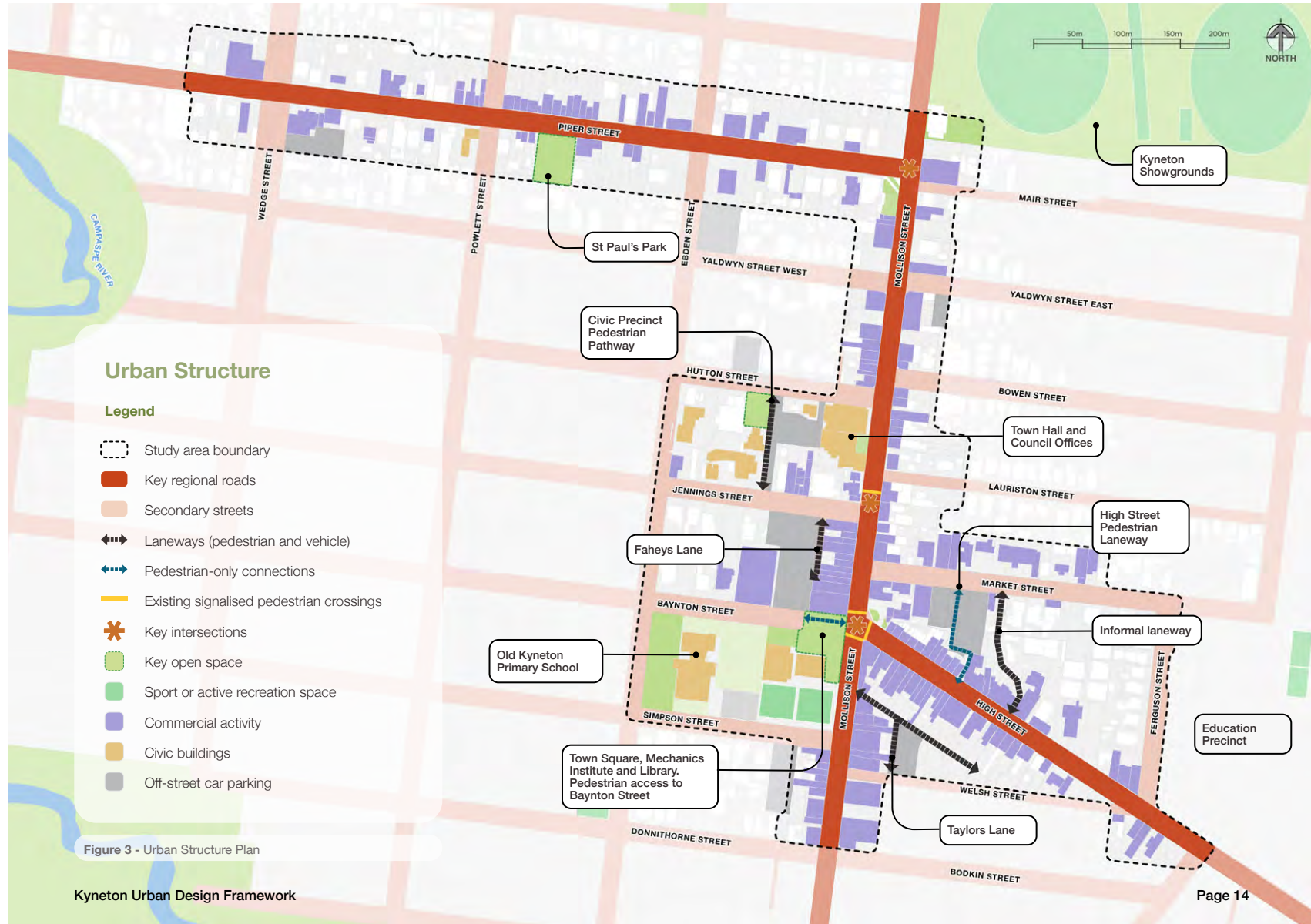
Heavy vehicles and a lack of dedicated crossing points make it difficult to cross Mollison Street

Urban Structure & Street Network Enhancement opportunities

- Consider innovative ways to incorporate space for community interaction and engagement with businesses 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



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.

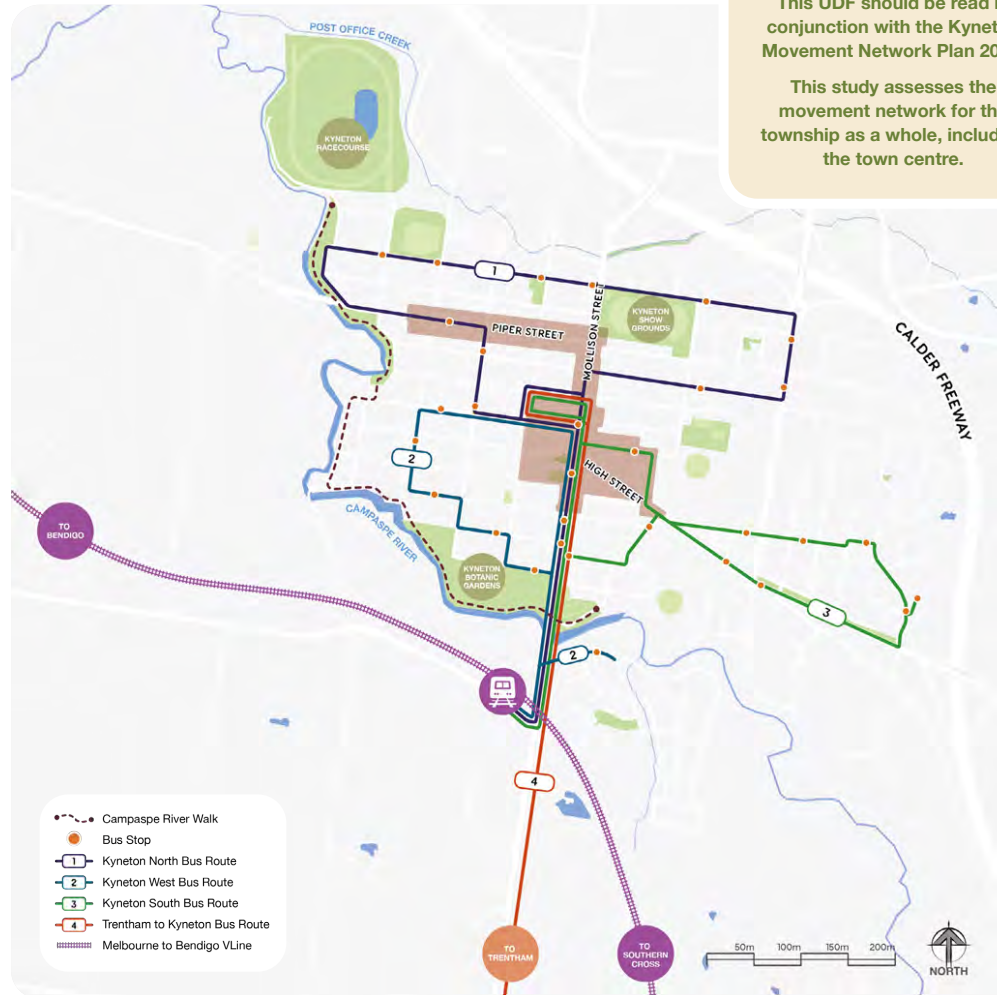


Figure 4 - Existing Public Transport Plan

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 Ebdon 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.

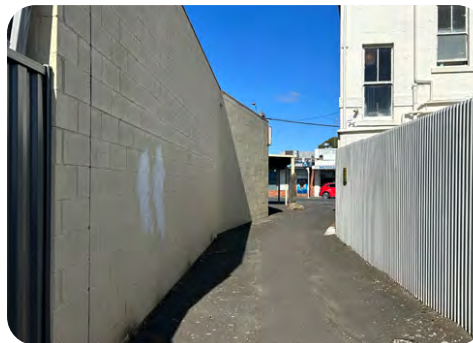
There is some vegetation and slow growing street trees on the street, and with the exception of the Mollison Street traffic lights, there are no formalised pedestrian crossings in the precinct. There are minimal public seats and rubbish bins. There are limited wayfinding signs and safe pedestrian paths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



Kyneton Urban Design Framework

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3.2 Guiding Principles



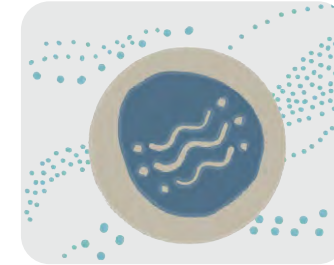
People first

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.



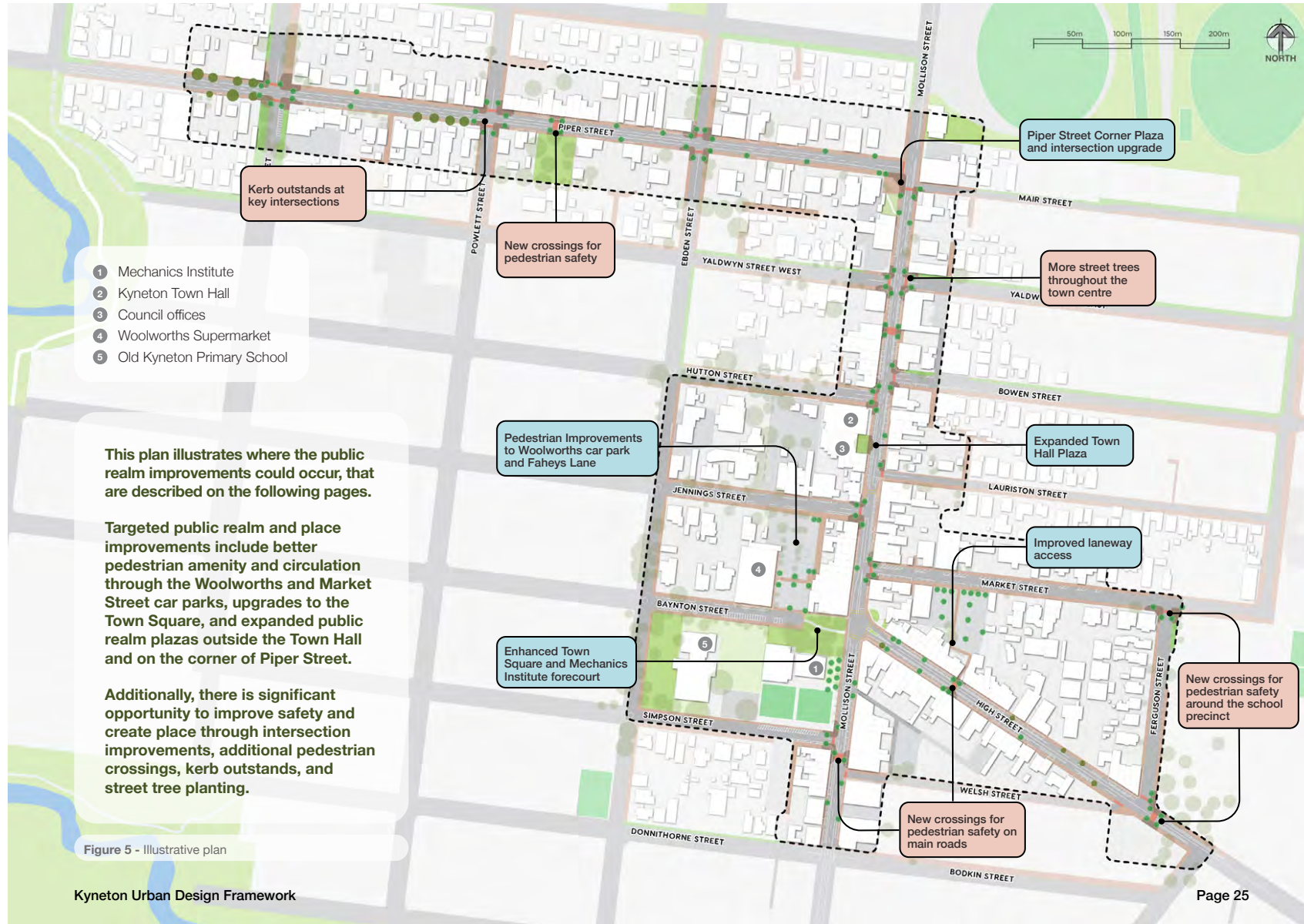
Design excellence

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.



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.



Kyneton Urban Design Framework

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.



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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.



Kyneton Urban Design Framework

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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 Ebdon 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.

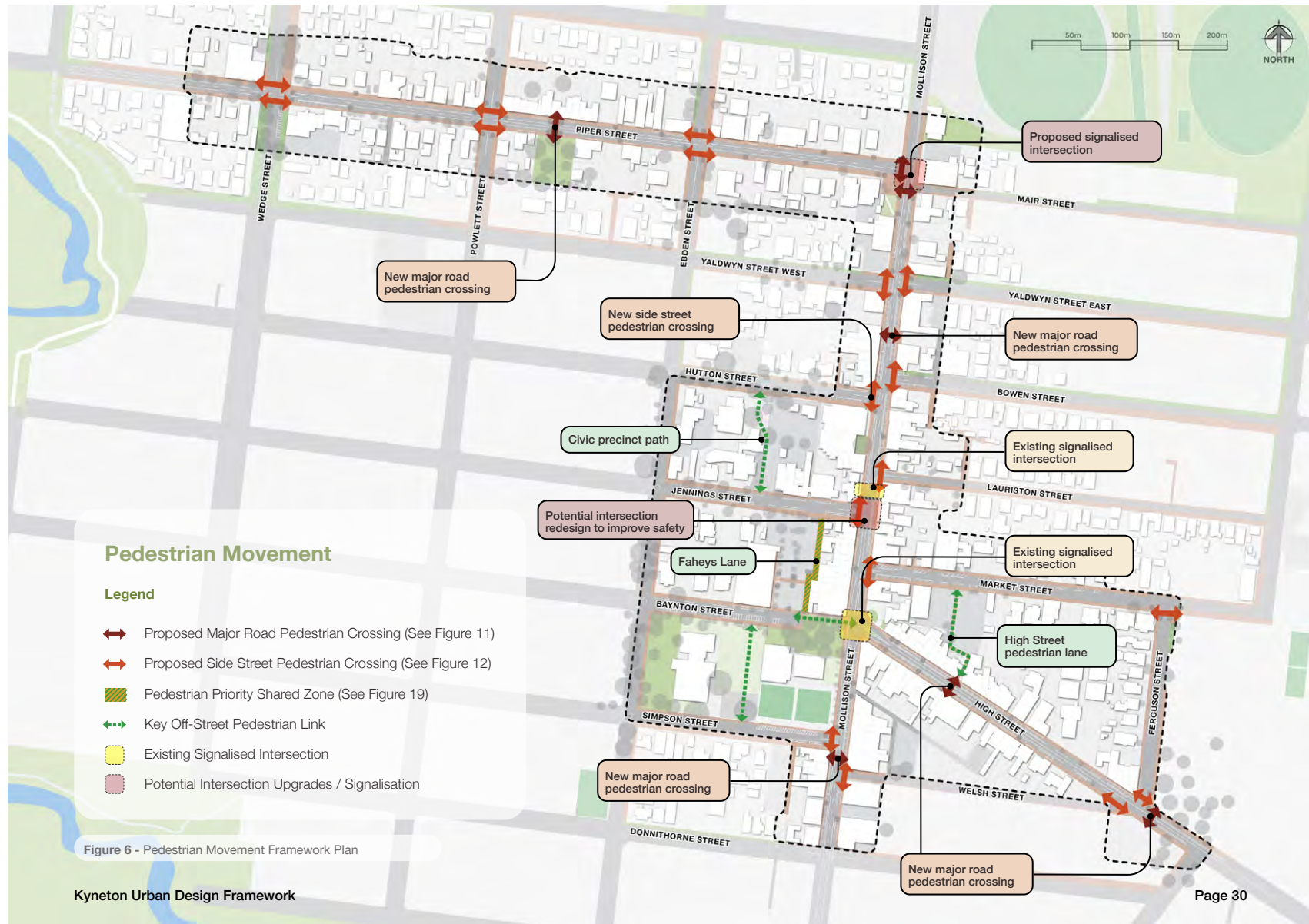
Proposed upgrades to the pedestrian network are shown on Figure 6.



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



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.



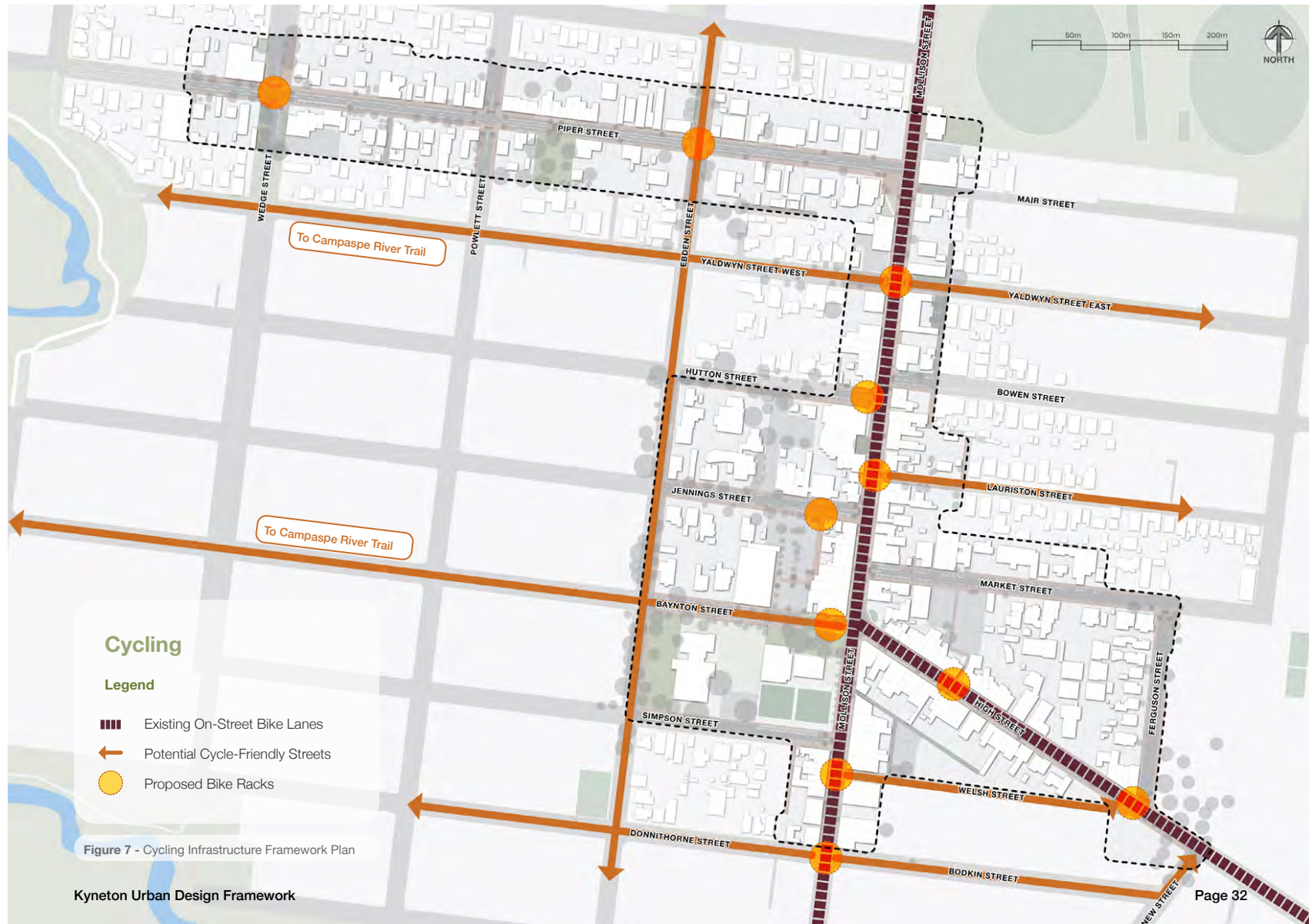
Bike racks should be incorporated into public realm improvements, and aligned with key cycling routes



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



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 30 or 40 kilometres 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.



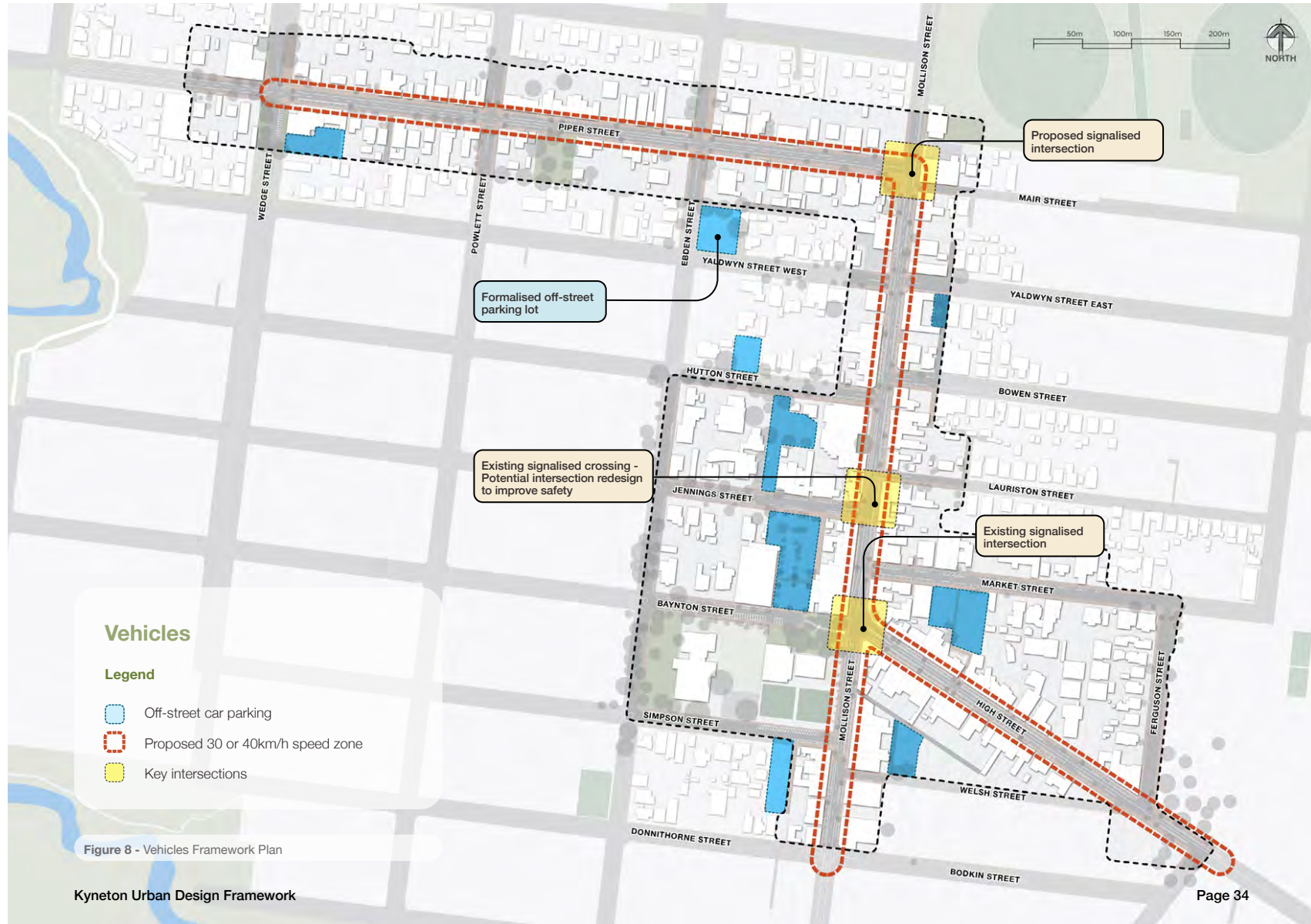
Traffic signals should be considered at the Mollison-Piper Street intersection, to aid both traffic flow and pedestrian movement and safety



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



A 30 km/h speed limit is appropriate for areas of high pedestrian activity, such as the main streets of Kyneton



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.



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



Example of minor wayfinding signage



Example of interpretive wayfinding signage



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



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):

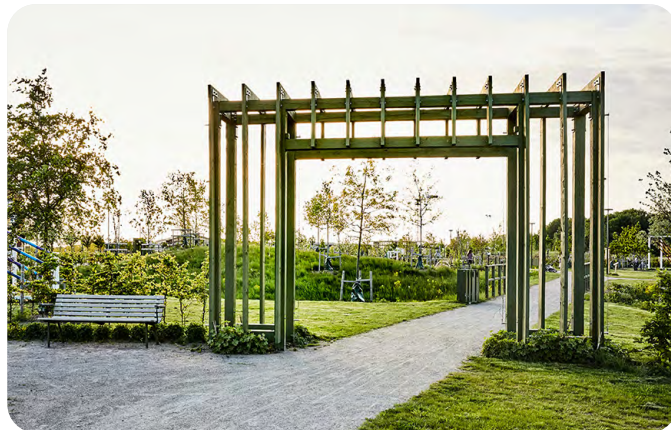
- Mollison Street Approach (near train station)
- High Street Approach (Near the Welsh Street intersection)
- Piper Street Approach (near Wedge Street)



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.

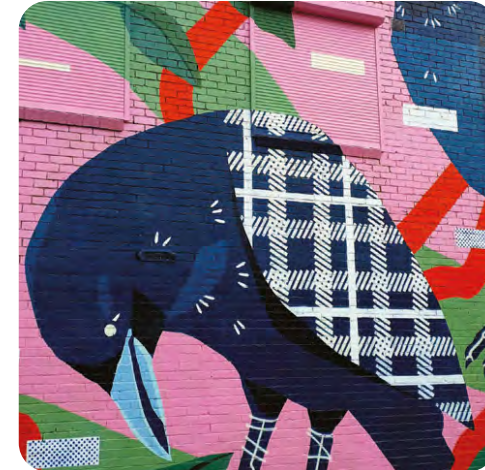
The heritage features that make the Piper Street Historic Precinct a unique and treasured environment could be interpreted and enhanced in public art along the street.



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



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.

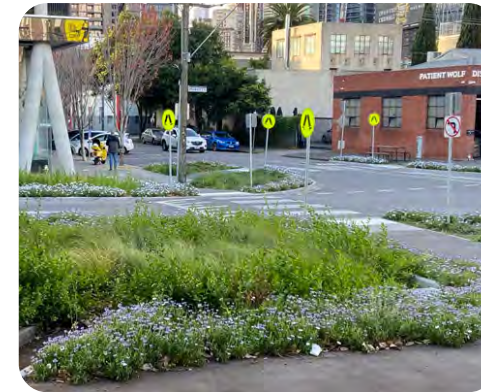
The key improvement areas are slightly larger spaces that have higher value as recreation and meeting places, and offer greater opportunity for amenity:

- #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



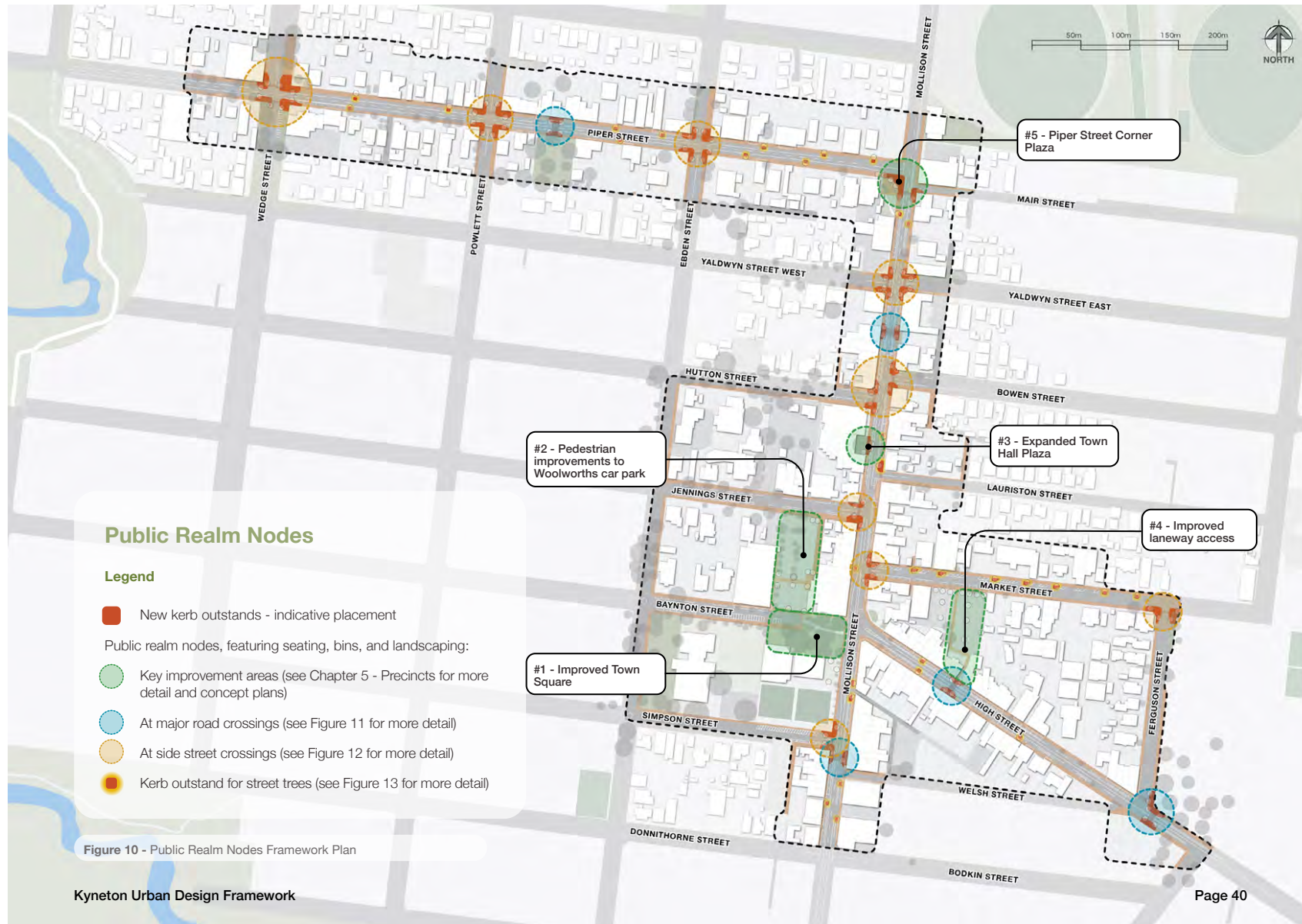
Kerb outstands are a great opportunity to incorporate WSUD and build climate resilience into urban areas, especially in areas prone to flooding like this example in South Melbourne



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



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 betulaeifolia* **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



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.

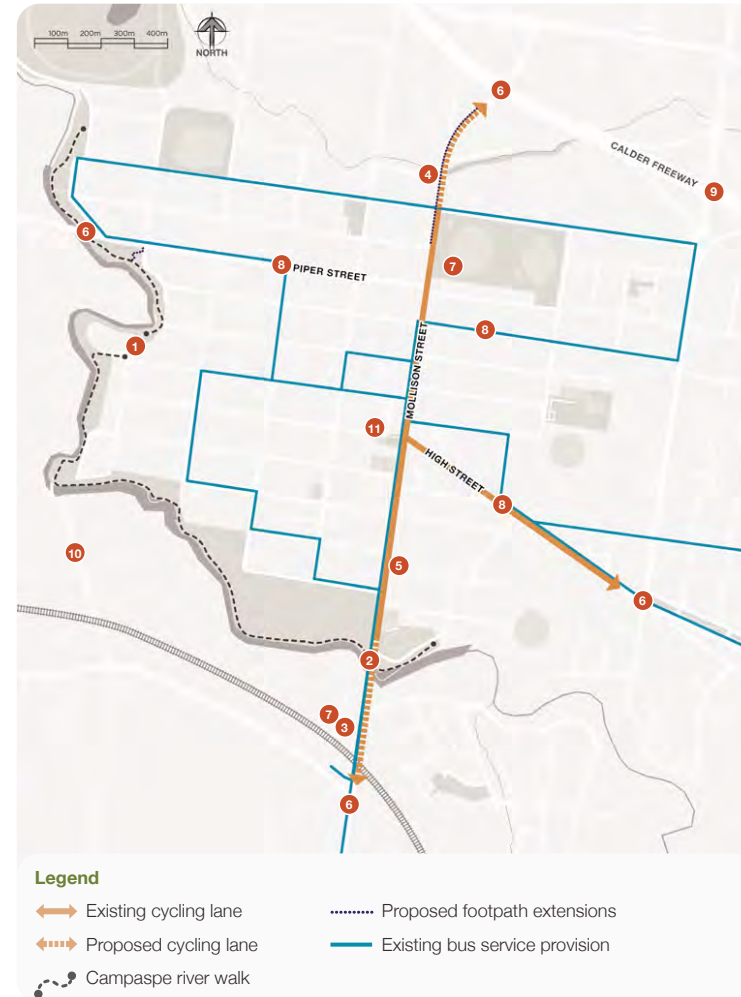


Figure 15 - Wider Movement Network Improvements

5 Precincts



5.1 Introduction

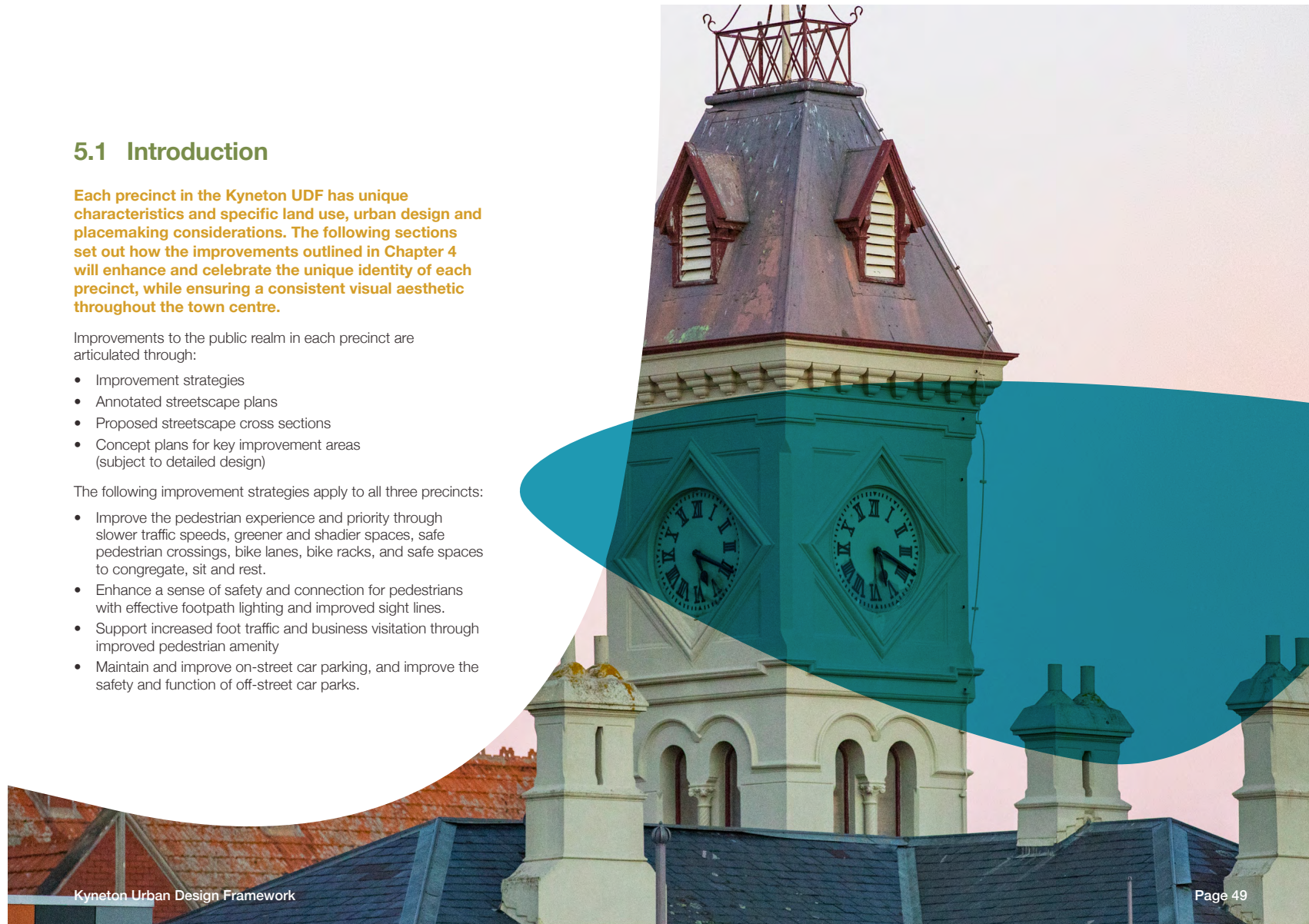
Each precinct in the Kyneton UDF has unique characteristics and specific land use, urban design and placemaking considerations. The following sections set out how the improvements outlined in Chapter 4 will enhance and celebrate the unique identity of each precinct, while ensuring a consistent visual 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, safe pedestrian crossings, bike lanes, bike racks, and safe spaces to congregate, sit and rest.
- 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 Jennings Street
- 3 Bowen Street
- 4 Hutton Street
- 5 Yaldwyn Street East
- 6 Yaldwyn Street West
- 7 Mollison Street near Simpson and Welsh Streets

Other improvements include:

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

Kyneton Urban Design Framework

The key improvements are:

- Enhanced Town Square
- Improvements to Woolworths car park
- Expanded Town Hall plaza
- Street tree planting
- Entry statement opportunity

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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.

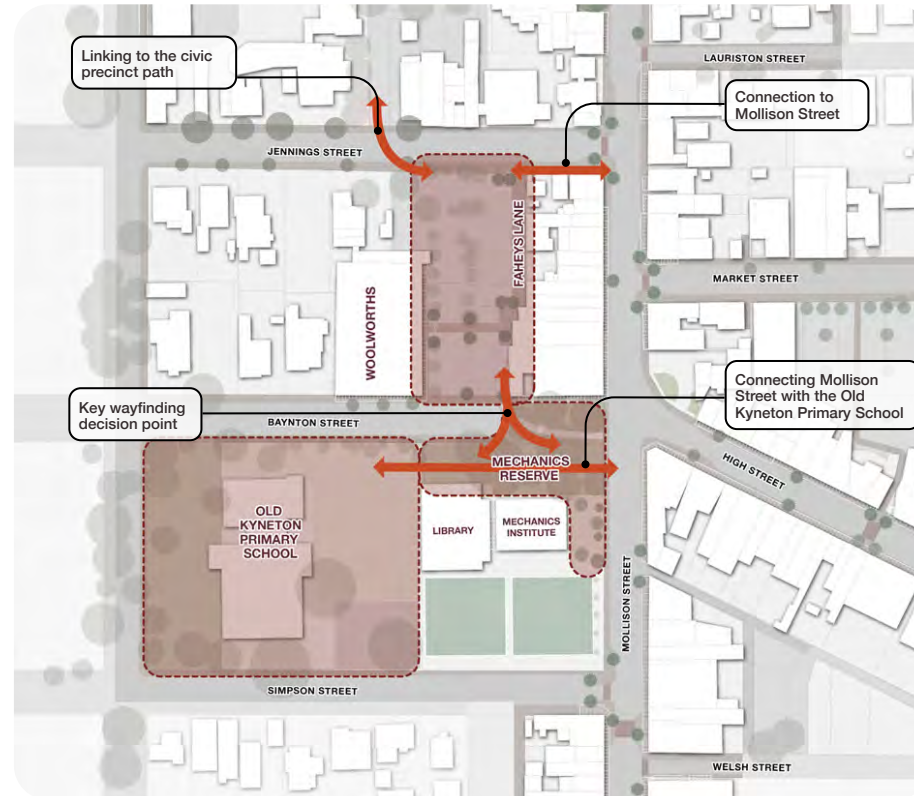


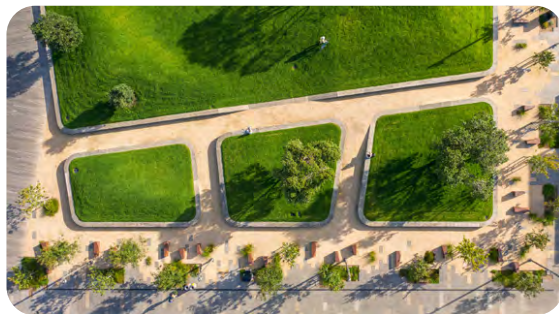
Figure 17 - Key destinations and linkages in the town centre

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.
- A safe area with improved lines of sight and lighting.



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

Kyneton Urban Design Framework



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.

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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.

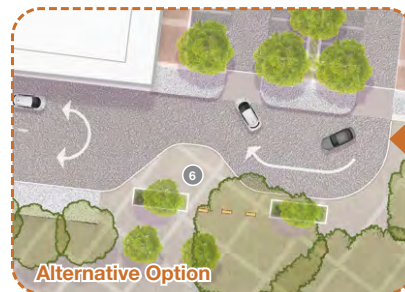
Proposed improvements will create a seamless and attractive connection to Woolworths from Mollison Street and High Street, that prioritises pedestrian safety.

- 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

Kyneton Urban Design Framework



Alternative Option



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

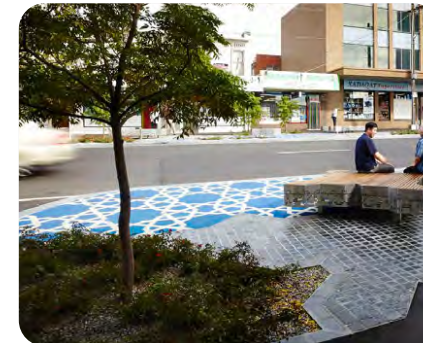
The Town Hall is a key location and congregation point on Mollison Street. The existing forecourt to the shire offices provides an opportunity for increased open space.

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

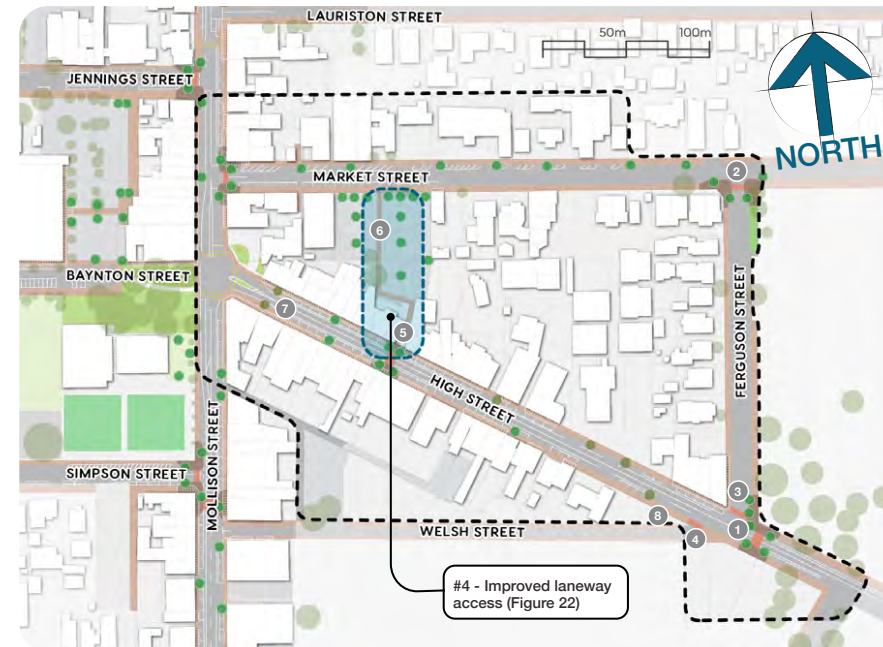
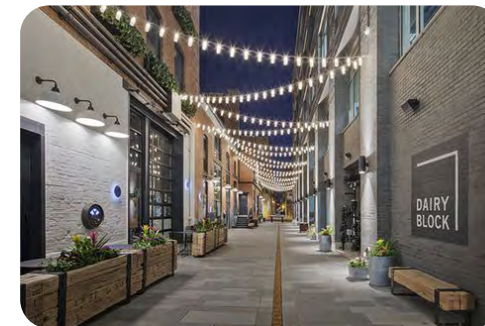


Figure 21 - High Street Precinct Streetscape Plan

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

Kyneton Urban Design Framework



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

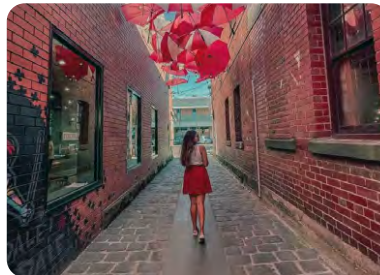
This pedestrian lane is an important link between High Street and the Market Street car park. The lane functions effectively, but lighting and aesthetic improvements will ensure it feels like a safe and comfortable space to move through. Access and safety improvements are required in the car park to 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. 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. Opportunity for new public toilet facility
- ⑩ Consider additional major road crossings to improve connectivity across Piper Street

Kyneton Urban Design Framework

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

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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 signalled 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 powdercoating 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.

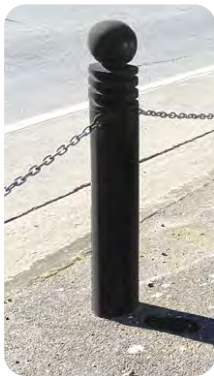
Material & Finish

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 Batters

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

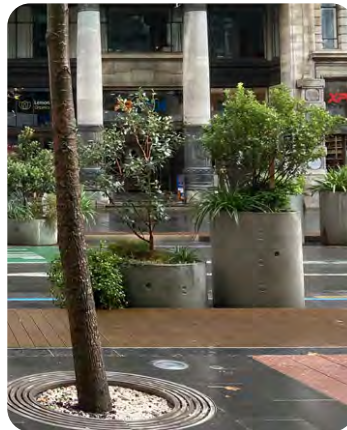
Contemporary Planter

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.



Kyneton Urban Design Framework

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 Ebdon 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.

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Paving Treatments & Kerbs cont.

Footpath Treatments

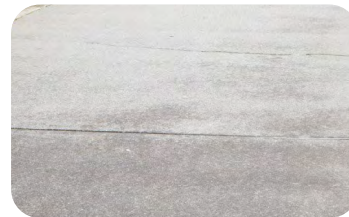
Asphalt with Paving Bands

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

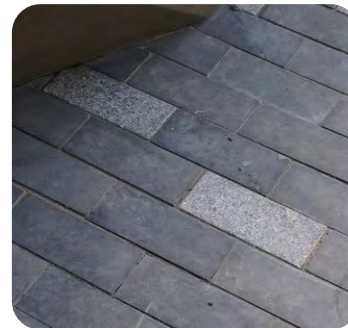
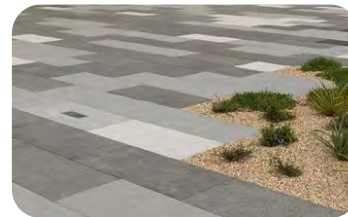
Heritage paving used in sections of Piper Street. Wherever this exists, it should be retained, and re-laid where it is uneven.



Feature Paving

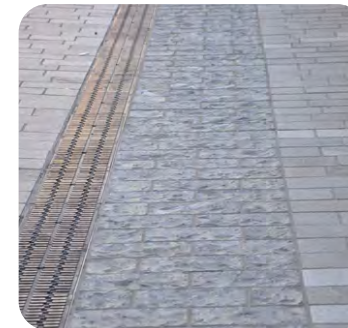
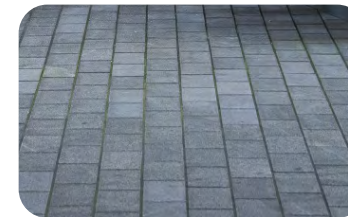
High Quality Public Realm

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.



Kyneton Urban Design Framework

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.



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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.

- 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

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.

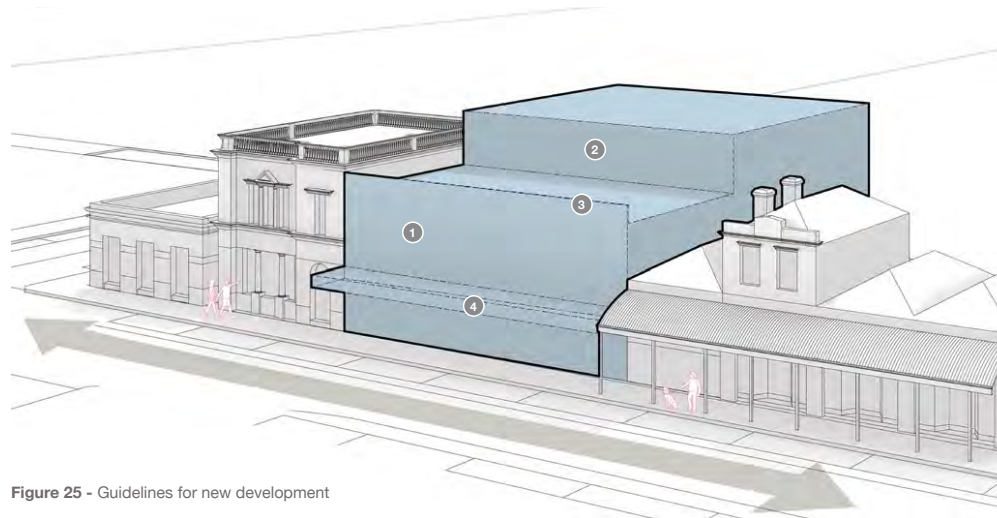


Figure 25 - Guidelines for new development

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

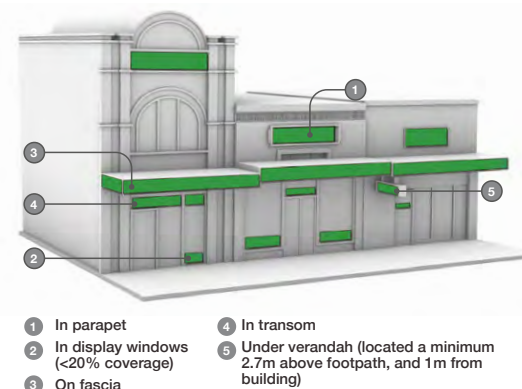
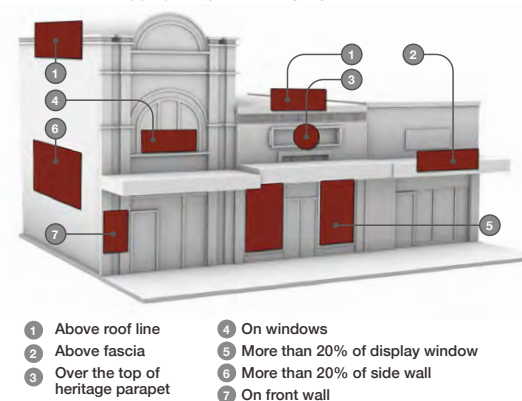


Figure 27 - Inappropriately located signage







Implementation



8.1 Recommended Actions

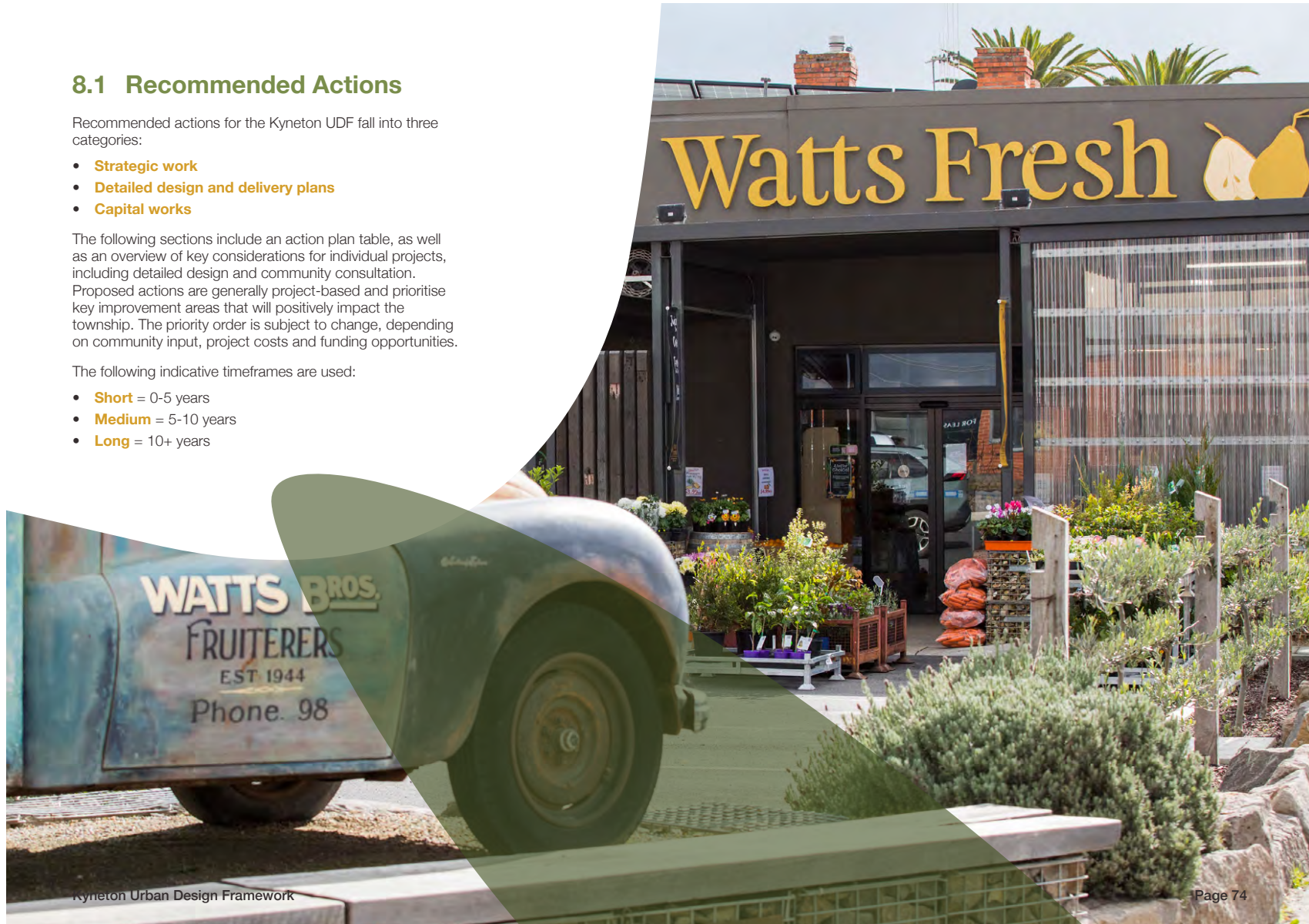
Recommended actions for the Kyneton UDF fall into three categories:

- **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



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8.2 Action Plan

Category	Action	Project Name	Timeframe	Responsible department / agency and partners	Related Actions
Strategic work	S1	Indigenous cultural values consultation	Short	<ul style="list-style-type: none"> MRSC Strategic Planning / Community Strengthening Taungurung Land & Waters Council 	DD1-DD7
	S2	Wayfinding and Signage Strategy	Short	<ul style="list-style-type: none"> MRSC Strategic Planning / Economic Development and Visitor Economy State government road authorities 	All
	S3	Planning scheme amendment	Medium	<ul style="list-style-type: none"> MRSC Strategic Planning / Statutory Planning 	N/A
Detailed design and delivery plans	D1	Town square / Kyneton Mechanics Reserve detailed design and delivery plan	Short	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations 	S1, S2 D7 CW
	D4	Piper Street plaza detailed design and delivery plan	Medium	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> MRSC Strategic Planning / Assets and Operations State government road authorities 	S1, S2 D7 CW6-CW9
	D7	Streetscape detailed design and delivery plan	Medium	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.
- 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 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 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.

This work:

- Should be informed by engagement with 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 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.

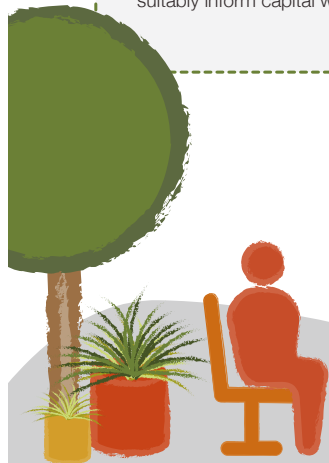
Action D8: Off-street parking upgrade delivery plan

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 adjacent landowners/residents and businesses.
- Will be utilised for funding proposals and will suitably inform capital works item CW10.



Kyneton Urban Design Framework



Draft Kyneton Urban Design Framework (UDF)

Attachment Two – Phase 2 consultation submission summary and officer response

Submission number	Submission summary	Officer response
1	<ul style="list-style-type: none"> • Does not believe that pedestrian crossings will make a difference. • Notes existing crossings and that people tend to cross where they wish. • Supports safety campaign aimed at pedestrians rather than reducing speed limits. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. • Concerned that removal of parking will make parking issues worse. • Side streets are safe enough; supports signage to direct cyclists to side streets but not marked bike lanes due to expense. 	<ul style="list-style-type: none"> • Pedestrian crossings are intended to provide dual benefit: <ul style="list-style-type: none"> ○ Provide a safe crossing place for people who prefer to use a formal crossing (e.g. people with limited mobility) ○ Has a traffic calming effect by creating a visual and physical cue to drivers to slow down. • This together with reduced speed limits is intended to make it easier for people to cross the road to get where they want to go. • Noted • Creation of bicycle routes will include associated promotion including wayfinding signage, maps and so on.
2	<ul style="list-style-type: none"> • Supports UDF • Believes plan is “robust” and will improve Kyneton’s appearance for residents/tourists • Lives within study area and concerned about amenity impacts of potential commercial development at neighbouring property, such as proximity of new bins, loading bays and parking. • Query about protection for buildings in commercial areas covered by Heritage Overlays and whether they have less protection. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. • Rare to see cyclists in town. • Because it’s a regional area people usually drive and park so there is a greater need for parking. • Local demographics are unlikely to cycle as a result of new lanes. 	<ul style="list-style-type: none"> • Support noted. • It is reasonable to expect that a dwelling located in a Commercial 1 Zone (C1Z) may experience commercial development on adjoining C1Z land. • It is a requirement of the C1Z that the use of land must not detrimentally affect the amenity of the neighbourhood, including through the transport of materials and goods, and through the emission of noise, light, fumes etc. (Clause 34.01-2) • An application under a Heritage Overlay (HO) in a commercial area has the same requirements as those in other zones – the provisions of the overlay do not vary according to the zone. • Kyneton has HOs for precincts and some individual buildings – any application under the HO would need to consider whether the building in question has heritage significance, and how a development may impact on the heritage values of neighbouring sites. • Noted. • While cycling will not appeal to everyone, safer cycling environments tend to encourage and support cycling by a wider range of people, not just those who are already fit and experienced.
3	<ul style="list-style-type: none"> • Lives adjacent to study area and concerned about speed limit reduction 	<ul style="list-style-type: none"> • Reduced speed limits and speed deterrents in the Kyneton township are

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Submission number	Submission summary	Officer response
	<p>on High Street.</p> <ul style="list-style-type: none"> Believes this will result in 'rat runs' on Bodkin and Begg streets. Speed reduction should only occur together with speed deterrents on surrounding streets. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – increase “awareness signage” instead. Neither proposal works – side streets not wide enough and need to retain parking on main street. 	<p>an adopted policy of Council under the Kyneton Movement Network Plan 2024 (KMNP); this policy is reflected in the UDF.</p> <ul style="list-style-type: none"> The KMNP includes the following projects: <ul style="list-style-type: none"> Project #70: Bodkin Street – Traffic calming (speed humps, splitter island at New Street) Project #72: Begg Street – Speed cushions Project #73: New Street – Traffic calming (speed cushions) Project #84: Kyneton Town Centre – Area speed limit reduction (30km/h or 40km/h) Project #85: Streets surrounding town centre (bounded by Piper/Mair, Victoria, Donnithorne/Bodkin & Wedge) – Speed limit reduction to 40km/h Speed limit reductions over a broader area of the township (not just the main streets), together with traffic calming measures on Bodkin, Begg and New streets, mean that it is unlikely that using side streets will be viewed as an attractive alternative to the main streets for through-traffic. Action: wording of section 4.4 – Vehicles in the UDF has been amended to recommend “...a reduction in the speed limit on Mollison Street, High Street and Piper Street (within the UDF area) to 30 <u>or</u> 40 kilometres per hour”, consistent with the KMNP. Noted. Further work is required to refine the streets to be used for bike routes. Narrower streets may be used, with a sharrow treatment rather than painted separated bike lanes. It is not proposed to remove parking from side streets to support the creation of bike lanes.
4	<ul style="list-style-type: none"> Does not agree with 30km/h speed limit due to risk of people using local streets instead. Supports 50km/h. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Cheapest option should be used because cyclists don't pay fees for road usage. 	<ul style="list-style-type: none"> Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. Noted
5	<ul style="list-style-type: none"> Supports the UDF and thinks it will address key issues raised by them during Phase 1 of consultation. Looks forward to its implementation. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. 	<ul style="list-style-type: none"> Support noted Noted

Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> Removing parking on main streets will increase car movements as people look for parking; this will impact pedestrians and defeat purpose of UDF. 	
6	<ul style="list-style-type: none"> Does not support reducing speed limit to 30km/h. States that locals do not like or use Piper Street and money should be spent on streets that locals use including Bodkin Street and the Woolworths car park. Supports car park on Ebdon Street. Does not think crossing on Piper Street will stop people from crossing the road elsewhere. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Already too much traffic and not enough parking on main streets. 	<ul style="list-style-type: none"> Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. The priority and timing of projects is listed in Chapter 8 – Implementation. Note that the Woolworths car park project is listed at the same time or in advance of Piper Street upgrades. See also Appendix K of the KMNP for project ranking including Bodkin Street traffic calming. Re: pedestrian crossings, see response to Submission 1 above. Noted
7	<ul style="list-style-type: none"> States there is “a lot to like” about UDF but concerned that it won’t be well implemented. Believes kerb, gutter, outstands and crossing points should be bluestone. Contrast to inconsistent materials used in existing outstands on High Street. Supports well designed outstands that will improve the amenity and safety for pedestrians and vehicles. Drainage pits should be moved away from the corner to allow outstands to be integrated – contrast with corner Wedge/Piper where pits obstruct movement. Integration will support shorter pedestrian crossing points and improved visibility for cars as well as space for seating, trees, bins etc. Supports “raised cobbled crossings” for pedestrians to restore/build township character. Concerned that modified bluestone gutters look good but detract from character – supports bridges for pedestrians instead. Ebdon Street should be included in study area due to civic features (CFA, churches, OKPS); a “major pedestrian walkway” should be created here. Supports ‘option 2’ for Woolworths car park, due to opportunities created for increased public space. Jennings Street entry should be upgraded and made one way – left-in 	<ul style="list-style-type: none"> Support noted. A number of the matters raised in this submission are appropriately considered at the detailed design phase, including: <ul style="list-style-type: none"> Materials and finishes for upgrades such as kerb outstands and crossings. Design and location of drainage pits. Streetscape / car park features such as EV charging stations. Traffic and circulation impacts of upgrades to the Town Square / Woolworths car park precinct. Layout of Piper/Mollison intersection upgrade (in conjunction with KMNP and subject to consultation with the Department of Transport and Planning (DTP)). Matters such as cross-town traffic movements are out of scope for the UDF. Some of these issues are considered as part of the KMNP. Study area boundary is based on the extent of the C1Z, in addition to the area of public space in and around the Kyneton Mechanics Reserve. Some of the study area borders Ebdon Street; there is the opportunity to include wayfinding signage to direct people to destinations such as Piper Street and the Kyneton Botanic Gardens via the existing footpath on Ebdon Street. The UDF contains an extensive list of projects which are likely to take some time to realise. However many actions are noted as a short- to medium-term priority i.e. to commence in the next 0-10 years.

Submission number	Submission summary	Officer response
	<p>only from Mollison.</p> <ul style="list-style-type: none"> UDF should improve traffic routes to get across and between towns as alternatives to commercial streets. More detail needed for Mollison/Piper intersection. <ul style="list-style-type: none"> Supports raised island. Restricted access into / out of Hardwicks. Any traffic lights need to be sensitively designed to take account of heritage character of Piper Street. Reduce through-traffic opportunities on Piper Street and increase pedestrian infrastructure – example of View Street in Bendigo. Supports planning beyond UDF area: <ul style="list-style-type: none"> Second river walk should be developed on west side of Campaspe from Mollison to racecourse plus new bridges across the river Future planning should be done for area between Piper Street and the mineral springs as it is “increasingly developed” Supports including EV charging points in UDF. Implementation timeframes should be sped up – believes that town is overdue for upgrade compared to other similar historic towns. Risk of decline in visitors and reputation due to declining appearance. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other option – believes both options should be constructed. High & Mollison should be redesigned for pedestrians and cyclists; Piper Street should be pedestrian-focused. Through-traffic should be redirected elsewhere so that main streets only attract people going to town centre. Supports using parallel streets for cycling access to main streets where bike parking should be located. Improved links to regional cycling routes. 	<ul style="list-style-type: none"> Noted. See also response above re: matters to be considered via the KMNP. This also includes links to regional cycling routes.
8	<ul style="list-style-type: none"> Opposed to reducing speed limit. Opposed to removal of bluestone gutters. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. As a cyclist prefers to ride on side streets rather than main roads 	<ul style="list-style-type: none"> Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. The UDF does not propose to remove bluestone gutters. Noted
9	<ul style="list-style-type: none"> Does not support UDF proposals – does not believe it responds to resident concerns Concerned the addition of trees, bike lanes and speed limit reductions 	<ul style="list-style-type: none"> It is anticipated that only a small number of on-street car spaces may be removed as a result of the projects proposed in the UDF. The suggested locations for trees shown in the UDF “have been

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Submission number	Submission summary	Officer response
	<p>will reduce parking spaces</p> <ul style="list-style-type: none"> Concerned speed limit reductions will contribute to congestion and divert traffic to side streets For Mollison/Piper intersection, suggests creating a slip lane from Mollison South to Piper, and creating a give way stopping point for vehicles travelling south on Mollison <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Keep existing bike lanes as-is and add bike lanes on side streets that are wide enough e.g. Yaldwyn, Hutton, not Lauriston. 	<p>selected... to avoid excessive loss of parking” (p. 44). Any reduction is likely to be offset by other changes such as off-street parking upgrades.</p> <ul style="list-style-type: none"> An upgraded bicycle network is proposed to be provided on side streets. No parking spaces are proposed to be removed to accommodate this. Similarly speed limit reductions will not have any impact on parking spaces. Changes to the Mollison/Piper intersection are subject to detailed design in collaboration with DTP. Noted – further work is required to refine the streets to be used for bike routes. Narrower streets may be used, with a sharrow treatment rather than painted separated bike lanes.
10	<ul style="list-style-type: none"> Does not believe that local businesses will benefit from increased activity if car spaces are removed due to the addition of street trees and crossings. Believes individuals spending more time in the town centre will reduce the car turnover rate and impact overall numbers. Concerned OKPS will further impact parking availability. Wants to increase total number of car spaces. Concerned about bike access to school district – namely Market, Victoria, Ferguson, Epping, Sturt, Yaldwyn and Edgecombe streets. Wants town bicycle plan to have school access as main priority & encourage generational change. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – school district priority for bike access. Cyclists will follow “path of least resistance” / “desire path” to get where they want to go, not necessarily side street routes. Removing car spaces will negatively impact businesses and customers in town centre. Improve signage and lanes on existing main streets. Link major locations: “School district, train station, Barkley Square Soccer, Football oval, Aquatic Centre, OKPS, Botanical Gardens, Campaspe River walk.” Double the width of Campaspe River walk to accommodate peds & cyclists. 	<ul style="list-style-type: none"> It is anticipated that only a small number of on-street car spaces may be removed as a result of the projects proposed in the UDF. The suggested locations for trees shown in the UDF “have been selected... to avoid excessive loss of parking” (p. 44). Any reduction is likely to be offset by other changes such as off-street parking upgrades. Further work is required to refine the streets to be used for bike routes. This will include connectivity to important destinations with the primary and secondary schools being a key consideration. Noted – see response above. Re: Campaspe River Walk, refer to response to Submission 46 below.
11	<ul style="list-style-type: none"> Fully endorses and supports the UDF Believes UDF will significantly improve the town if properly implemented in a timely manner (preference for less than 10 years). 	<ul style="list-style-type: none"> Support noted. The UDF contains an extensive list of projects which are likely to take some time to realise. However many actions are noted as a short- to

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Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> States proposed projects will make Kyneton more attractive for tourists and as a location for businesses; Kyneton will be competitive with other rural towns in Victoria; economic and social benefits. Supports overall vision and landscaping, trees, building design guidelines and materials palette specifically. Requests that particular attention be given to road surfaces and pavements. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Alternative proposal – redesign main streets for wider cycle lanes. Will reduce vehicles and improve appearance of main streets. Reduction in parking spaces would be offset by additional/improved parking areas elsewhere. 	<p>medium-term priority i.e. to commence in the next 0-10 years.</p> <ul style="list-style-type: none"> UDF contains recommendations for surface materials, subject to detailed design. <ul style="list-style-type: none"> Noted
12	<ul style="list-style-type: none"> Believes reduced speed limits on High & Mollison will encourage traffic to divert to Bodkin Street to avoid lower speed areas. Believes additional pedestrian crossings will cause more traffic congestion as pedestrians will cross at locations other than the crossings. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change. Removing parking from one side of road is “a stupid idea” and will create more parking problems. 	<ul style="list-style-type: none"> Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. Re: pedestrian crossings, refer response to Submission 1 above. <ul style="list-style-type: none"> Noted
13	<ul style="list-style-type: none"> States plan is “a waste of money”. States that town as a whole lacks safe & accessible pedestrian & cycle infrastructure. Believes it is more important to construct the Edgecombe Street Bridge (between Kyneton on Riverside and High Street). Concerned that limited access to Kyneton on Riverside area via Campaspe Drive creates a hazard in the event of a flood. Claims recent road works in this area blocked access for some houses and created a safety issue. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. 	<ul style="list-style-type: none"> Noted Issues relating to access and movement outside of the study area are dealt with as part of the KMNP. The KMNP includes a proposal to construct the Edgecombe Street Bridge: <ul style="list-style-type: none"> Project #96: Edgecombe Street across Campaspe River – New road bridge connection
14	<ul style="list-style-type: none"> Believes reducing the speed limit is a good idea but concerned that 30kmh may cause traffic congestion and/or drivers using surrounding streets to bypass main streets. Supports 40kmh instead. Question – whether 30kmh is proposed 24/7 or within designated hours; 	<ul style="list-style-type: none"> Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. Should 30km/h ultimately be proposed, the approach to hours of operation would be subject to consultation with DTP. Officers suggest

Submission number	Submission summary	Officer response
	<p>concerned that drivers will bypass into residential streets if required to drive at 30kmh e.g. at night when there is no traffic.</p> <ul style="list-style-type: none"> • Question whether kerb outstands create the need for cars to give way when entering and exiting from Mollison or if they are one way. • Notes that Beauchamp Street is outside study area but requests that the speed limit be reduced from 60 to 50kmh – concerned about current speeding behaviour. • Notes that same applies to Edgecombe Street between the roundabout and High Street, and that residential streets in general should not be 60kmh due to safety issues. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. • Currently prefers to walk rather than cycle but would consider cycling if there were safer routes to town centre and train station. • Thinks alternative proposal (wider lanes on main streets) is innovative but likely to generate backlash. • Notes “country mentality” of Kyneton; not progressive enough to accommodate changes for cyclists. 	<p>that a consistent speed limit should be used across the day to avoid confusion and visual clutter as a result of additional signage.</p> <ul style="list-style-type: none"> • The proposed kerb outstands provide for two-way vehicle movements. <ul style="list-style-type: none"> ◦ Action: illustration of kerb outstand at Figure 12 amended to more clearly show proposed layout and traffic lanes – refer p. 42 of final draft UDF. • The KMNP includes the following proposals to reduce speed limits: <ul style="list-style-type: none"> ◦ Project #81: Edgecombe Street (post the construction of a bridge at Campaspe River) – Speed limit reduction (to 40kmh) ◦ Project #127: Beauchamp Street – Speed limit reduction to 50km/h • Noted
15	<ul style="list-style-type: none"> • Very supportive of proposals. • Strong support for making Kyneton more pedestrian and bike friendly noting that currently it is not. • Supports upgrade to KMI area noting that it needs better connection between Woolworths and High Street [High/Mollison intersection?] sides. • Prefers Option 1 for Woolworths car park. Suggests Option 2 would create traffic congestion & compound existing issues on Jennings Street. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. 	<ul style="list-style-type: none"> • Support noted • Resolution of the ultimate design for the Town Square / Woolworths car park precinct will include careful consideration of traffic and circulation impacts.
16	<ul style="list-style-type: none"> • Very supportive of plans for new pedestrian crossings on three main streets. • States it is “critical” to plant more trees on the main streets. Cites aesthetic value and improvements to air quality and summer temperatures (and therefore walkability). • Concerned about proposal to move Lion’s Club Kiosk to “an unknown location”. Cites the value of the Kyneton Backyard Growers weekly event at the kiosk and wishes this to continue in its current location. 	<ul style="list-style-type: none"> • Support noted • Concern re: Lions Club Kiosk is noted: <ul style="list-style-type: none"> ◦ Action: wording for ‘Key Improvement Area #1 – Improved Town Square’ has been amended to ensure that the function of kiosk is retained for community benefit while providing flexibility as to its future location within the precinct. New wording: “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

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Submission number	Submission summary	Officer response
	<p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. • More comfortable to cycle down side streets with street trees. • Prefers Ebdon to Mollison, but notes safety issues for cyclists at roundabouts with motorists not always looking for cyclists (including submitter being “clipped” by a car on Ebdon Street as a result). 	<p>a central location”</p> <ul style="list-style-type: none"> • Noted • Intersection layout and safety will be a consideration in determining the side street bike network.
17	<ul style="list-style-type: none"> • Supports improved bike infrastructure, pedestrian crossings and street trees. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Alternative proposal – redesign main streets for wider cycle lanes. • Would reduce chance of being ‘car doored’ while cycling on main streets • Preferable to a less direct route. 	<ul style="list-style-type: none"> • Support noted • Noted
18	<ul style="list-style-type: none"> • States the UDF “fails to pick up some required designs for the urban landscape”, citing: <ul style="list-style-type: none"> ○ Lack of linkages to Kyneton South area, noting it is within town boundaries & a growth corridor but lacks footpaths & bicycle access. ○ Lack of beautification/road upgrades since Calder bypass. ○ Need for UDF to have “strong focus on town street improvements – seats, parklets [sic], crossings, improved footpaths” ○ Multiple studies not implemented & lack of investment – consultation vs. action. States UDF project has taken 15 years. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets, if it connects to all areas of town including Kyneton South • Cycling needs to be safe & provide access to whole town. 	<ul style="list-style-type: none"> • Issues relating to access and movement outside of the study area are dealt with as part of the KMNP. • The KMNP includes the following proposals in relation to Kyneton South: <ul style="list-style-type: none"> ○ Project #51: Kyneton South – Include footpaths in future development (advocacy – developers) ○ Project #116: Kyneton South growth areas – Develop bus network capability • The UDF includes a discussion regarding the lack of streetscape upgrades to the town centre following the opening of the Calder Freeway bypass (see section 2.1, p. 13). • The UDF includes extensive projects relating to seating, public open spaces, crossings and footpaths. • Noted • See response re: KMNP above
19	<ul style="list-style-type: none"> • Speed limits – “strongly opposed” to 30kmh and believes this is too slow. • Wants better signage directing people to the Kyneton Community Park from the High/Mollison intersection. • Wants to re-open Welsh Street to traffic to relieve congestion at the High/Mollison intersection. • Does not want new street trees at the expense of car parks. 	<ul style="list-style-type: none"> • Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. • 30 km/h is suggested to support increased pedestrian access and safety in the town centre. The risk of fatality is significantly reduced in the event of a collision between a car and a pedestrian at 30km/h compared to higher speeds: “It is estimated that less than 10% of

Submission number	Submission summary	Officer response
	<p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change. Does not want any parking to be removed due to potential impact on businesses. 	<p>pedestrians would die when struck by a vehicle travelling at 30 km/h, compared with fatality rates of 26% at 40 km/h and over 80% at 50 km/h" (Victoria Walks).</p> <ul style="list-style-type: none"> Improved wayfinding signage is a recommendation of the UDF. Re: street trees and parking, refer response to Submission 10 above. Noted
20	<ul style="list-style-type: none"> Supports majority of suggested improvements. Speed limit – concerned that reduced speed limits may cause increased traffic on Ebden Street if people seek to avoid “slower” Mollison. Would welcome speed bumps on Ebden to mitigate this and “deter hoon behaviour” which already occurs. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Notes increased demand for car parking due to weekend tourism; believes this would be compounded by removal of parking from main streets. Believes promoting bike infrastructure would make more sense if Kyneton was “better integrated into other towns via shared trails initiative”. 	<ul style="list-style-type: none"> Support noted Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. The KMNP includes the following proposal in relation to Ebden Street: <ul style="list-style-type: none"> Project #86: Ebden Street – Speed humps (or similar, where appropriate) Noted Connections to regional cycling networks are out of scope for the UDF but are included in the KMNP.
21	<ul style="list-style-type: none"> Supports proposed projects and believes these will benefit residents and businesses. Concern / query re: potential relocation of Lions Pavilion; notes Kyneton Backyard Growers group “have a lease on it” for Sunday produce exchange. Wants this to remain centrally located for visibility and accessibility. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Notes existing parking is often at capacity, and that provision would need to be made elsewhere if removed. 	<ul style="list-style-type: none"> Support noted Concern re: Lions Club Kiosk is noted and a change to the UDF is proposed; see response to Submission 16 above. Noted.
22	<ul style="list-style-type: none"> Supportive of plan overall, and in particular: <ul style="list-style-type: none"> Shade trees: likes wattles, casuarinas, grevilleas and banksias. Accessible spaces 	<ul style="list-style-type: none"> Disability Discrimination Act (DDA) compliance is a standard requirement for public realm upgrades and new buildings. The UDF has several references to the need for accessibility, however

Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> ○ Proposed crossings ○ Reduced speed limit ● Concerned about lack of disability access and would like for this to be the main priority: paths, doorways, ramps and parking ● Need for improved public toilets ● New seating supported if in shady/sheltered locations (negative comparison to existing seating in Kyneton Mechanics Institute (KMI) forecourt) <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> ● Supports new bike routes on side streets. ● Access on main streets “imperative” for people with mobility issues – this would be compromised by removing parking on one side. ● Cyclists safer on side streets. 	<p>some additional text changes have been made to highlight this issue:</p> <ul style="list-style-type: none"> ○ Action: new Policy Context section (1.3, see p. 5) added and includes “Supporting universal access through safer footpaths, better parking infrastructure and increased seating” ○ Action: under Guiding Principles (3.2, see p. 24), the principle ‘People first’ has been amended to read “Kyneton’s streets are attractive, safe, and accessible to all”. ● Public toilets in the township outside the study area are out of scope for the UDF, however a minor change has been made in relation to public toilets servicing Piper Street: <ul style="list-style-type: none"> ○ Action: amend annotation for Piper Street Streetscape Plan (5.4.2, see p. 60) to read, added and includes “Formalisation of car park at corner of Ebdon Street and Yaldwyn Street West. Opportunity for new public toilet facility.” ● Placement of seating, trees and so on are appropriately considered at the detailed design phase. ● Noted; see also response above re: access and mobility.
23	<ul style="list-style-type: none"> ● Supports more space for walking ● Support lower speed limits ● Requests lower speed limits on Trentham Road between the railway station and Kyneton-Springhill Road. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> ● Supports new bike routes on side streets – these are “secondary and quieter”. ● Cycling is important but secondary to cars ● Does not support removal of car parking. 	<ul style="list-style-type: none"> ● Support noted. ● Speed limits on Trentham Road outside the scope of the framework. ● Noted.
24	<ul style="list-style-type: none"> ● Supportive of new crossings, wider walkways and bike lanes. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> ● Supports new bike routes on side streets. ● Frequently cycles main road but finds it dangerous due to heavy vehicles and traffic volume. ● Main road proposal does not solve these problems and would be “maddening” to drivers & businesses. 	<ul style="list-style-type: none"> ● Support noted. ● Noted. ● Intersection layout and safety will be a consideration in determining the side street bike network.

Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> • Would cycle back roads more if there were suitable bike lanes & signage. • Has been hit by a car on Ebdon Street while riding bike through a roundabout. 	
25	<p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. • Is a cyclist but strongly opposed to removing car parking for bike lanes. • Does not experience problems riding on main streets. 	<ul style="list-style-type: none"> • Noted.
26	<ul style="list-style-type: none"> • Notes some bluestone gutters on Piper Street are too deep for people getting in/out of cars especially elderly / disabled / parents of young children. • Believes trees will make it harder to find a parking space • Suggests improving car parking at showgrounds for everyday use. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. • Car parking on main streets needed to support businesses. 	<ul style="list-style-type: none"> • The final draft includes more detail on the suggested approach to bluestone gutters, which vary in depth, profile, and condition throughout the study area (on many side streets and parts of Piper Street): <ul style="list-style-type: none"> ○ Action: in Chapter 6 – Streetscape palette, text under 'Kerbs & Paving Treatments (6.5, see p. 66) has been amended as follows – 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 Ebdon 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. • Parking at the showgrounds is outside the scope of the UDF, however the Kyneton Showgrounds Master Plan 2023 includes the action: <ul style="list-style-type: none"> ○ <i>Formalise the car parking (95 spaces)</i> – this is shown near the Mollison Street entrance / Watts Pavilion.
27	<ul style="list-style-type: none"> • Supports 40km/h in main shopping areas, and that this would make new crossings unnecessary. • Requests intersection upgrade (roundabout/traffic lights) at Mollison/Beauchamp intersection. <p>Cycle lanes – preferred option</p>	<ul style="list-style-type: none"> • The UDF includes a range of related proposals to improve pedestrian accessibility in the town centre. New crossings are an important component of this, particularly to support those with limited mobility (wheelchair / scooter users, carers of young children, etc.) to cross the road safely. • The Mollison/Beauchamp intersection is outside the scope of the UDF, however a new roundabout is a recommendation of the KMNP: <ul style="list-style-type: none"> ○ Project #78: Mollison Street / Beauchamp Street – Intersection upgrade - roundabout

Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> • Supports new bike routes on side streets. • Removing car parking for bike lanes is “a really ridiculous idea” • Kyneton is walkable. • Visitors and elderly people need ready access to parking • Quieter streets more appropriate for bike riding if better maintained (removing rough edges and potholes). • Questions whether there are enough cyclists to justify major change. • Other priorities: line marking at intersections, signage, upgrade to Epping Street. 	<ul style="list-style-type: none"> • Noted • The condition of Epping Street is outside the scope of the UDF.
28	<ul style="list-style-type: none"> • Strongly supports projects, in particular speed limit reduction to 30kmh in Piper Street (between Wedge and Mollison), green kerb outstands and crossings. • Piper Street resident and concerned about speed and noise from cars and trucks. • Increase in tourism has resulted in increased traffic and therefore likelihood of a fatality on this street. • Wants roundabouts at Wedge & Powlett intersections with Piper with greenery and fountain/sculpture. • Proposes additional crossing on Piper between Wedge/Powlett • Supports purchase of 88-90 Piper Street for public open space. • Supports traffic lights at Piper/Mollison <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • No opinion/preference. 	<ul style="list-style-type: none"> • Support noted. • Both the UDF and KMNP note the need to explore opportunities to reduced heavy vehicle traffic through the town centre, and upgrade the Piper/Mollison intersection. Due to space constraints, signalisation is likely to be the most practical option. • Matters such as public art placement and the design of particular kerb outstands are appropriately considered at the detailed design phase. • Opportunities for additional crossings over Piper Street are supported: <ul style="list-style-type: none"> ○ Action: Piper Street Streetscape Plan annotation amended to note opportunities for additional major road crossings (section 5.4.2, p. 60).
29	<ul style="list-style-type: none"> • Kyneton business owner. • Submits that the UDF does not place enough recognition on the fact car access is and will remain the primary mode of transport. • Removing car parking will disadvantage business and car users and discourage visitors. • Does not agree that Piper, High and Mollison Streets have changed in role from throughfares and submits that the need to keep traffic flowing is a significant priority. • Does not support 30km limit. • Supports cycle thoroughfare on Yaldwyn Street. • Supports levelling the sloping drains. • Queries whether bus routes should follow the major retail routes, or whether as large and heavy vehicles they can take secondary routes. <p>Cycle lanes – preferred option</p>	<ul style="list-style-type: none"> • Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. • The UDF proposes using side streets to create a connected bicycle network, consistent with the adopted KMNP and having regard to the constraints resulting from the narrow main street widths. The alternative option was included as a consultation question to determine whether the community would instead prefer for the cycling network to be upgraded on main streets – submissions did not support this however. <ul style="list-style-type: none"> ○ Action: Wording in the draft UDF has been amended to more clearly state that the preferred approach is to enhance the cycling network in the township via side streets – see section 4.3 – Cycling (p. 31). <p>• Noted</p>

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Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> Supports new bike routes on side streets. Saves car spaces and separates cyclists from cars on the main thoroughfares. 	
30	<ul style="list-style-type: none"> Resident, supporter and member of the Kyneton Town Square Co-op. Supports trees for shade and thinks that most of the ideas are excellent. Would like to see the historic features of the town enhanced including sympathetic paint colours and building details, such as verandahs. Suggests that High Street between Mollison and Market be converted to a pedestrian mall. Submits that the proposed town square is too small and should join up seamlessly with the Old Kyneton Primary School. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. 	<ul style="list-style-type: none"> Support noted. Chapter 7 – Built form includes recommendations in relation to building design including inclusion/reinstatement of verandahs, and use of sympathetic materials and finishes. Further weight can be given to these recommendations via a Planning Scheme Amendment to implement the UDF via an appropriate control such as the Design and Development Overlay (DDO) – refer Action S3 (section 8.3, see p. 77). Re: pedestrian mall, it is unclear what road segment this suggestion refers to, however the UDF does not propose any new road closures (beyond considering opportunities to expand the existing closure at Baynton Street as per Action D2 (section 8.3, see p. 78)). 'Town square': <ul style="list-style-type: none"> Expansion of the 'town square' footprint is not supported as Council is not the owner or planning authority for the OKPS site and cannot direct what happens on this land. The concept plan for this project remains limited to the Kyneton Mechanics Reserve and Baynton Street area. Action: A new precinct plan has been inserted to illustrate the relationship between key uses in this precinct and surrounding areas, including the Woolworths car park, Kyneton Mechanics Reserve, OKPS site and connecting streets. The plan shows key connections and notes important considerations for the future design of this area as a significant public space. See section 5.2.3 – Linking Key Destinations, p. 52.
31	<ul style="list-style-type: none"> Piper Street business owner supportive of plans for the street. Submit that high-quality and heritage-appropriate materials are used to enhance the street, otherwise the end result could be detrimental. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. 	<ul style="list-style-type: none"> Support noted. The UDF includes a recommended palette of materials and finishes at Chapter 6. Resolution of final palette for individual projects will be resolved at the detailed design phase.
32	<ul style="list-style-type: none"> Seeks a 'proper set' of traffic lights at the intersection of Jennings and 	<ul style="list-style-type: none"> Noted Full signalisation of the Mollison Street/Jennings Street intersection is a

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	<p>Mollison Streets because the intersection is busy and dangerous.</p> <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – move bike paths away from streets altogether for cyclist safety and motorist convenience. 	<p>recommendation of the KMNP:</p> <ul style="list-style-type: none"> Project #102: Mollison Street / Jennings Street – Intersection upgrade – signalisation. <ul style="list-style-type: none"> Noted
33	<ul style="list-style-type: none"> Supports improvements to make streets pedestrian friendly but concerned about cost, suggests a staged approach. Supports outstands, suggests design improvements. Believes 30km speed limit will be too slow but 40km could work. Supports open space on corner of Mollison and Piper Streets. Would like to see bluestone gutters retained/not altered. Consider St Pauls Park in case church decides to sell, add public space and toilets and consider closure of Powlett Street on south side of Piper Street to create additional public space. Concerned with the Town Square / Woolworths precinct, makes suggestions for changes including additional trees within car park. Supports use of oak trees. 	<ul style="list-style-type: none"> Project staging will be subject to budget and other funding processes; the UDF includes an action plan with project staging in section 8.2 (see p. 75). Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. Bluestone gutters – the UDF seeks to retain bluestone gutters, recommending flattening of the profile in areas of high pedestrian activity and/or when there is a safety hazard. Pedestrian ‘bridges’ are also suggested where this is not possible. See also response to Submission 26 above. Consideration of trees and landscaping in the Town Square / Woolworths precinct are included in Actions D1 and D2 (section 8.3, see p. 78) to be resolved at the detailed design phase.
34	<ul style="list-style-type: none"> Submits that the plans to beautify streets, make them safer and provide more crossings are all fantastic. Supports providing more bins. Supportive of reduced speed limits and strategies that modify driver behaviour. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Concerned that removing parking will make main streets more crowded. 	<ul style="list-style-type: none"> Support noted. <ul style="list-style-type: none"> Noted.
35	<ul style="list-style-type: none"> Concerned with reducing speed limits to 30km and traffic being funnelled into side streets. Concerned for local traders if car parks are removed for bike lanes. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change. 	<ul style="list-style-type: none"> Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. <ul style="list-style-type: none"> Noted.
36	<ul style="list-style-type: none"> Agrees with bike lanes, reduced car parks, pedestrian access and trees in streets. Does not support 30km speed limit, submits that this goes against VicRoads speed zoning policy. 	<ul style="list-style-type: none"> Support noted. Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.

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	<p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. 	<ul style="list-style-type: none"> Noted.
37	<ul style="list-style-type: none"> Does not support removing car parking for bicycle lane; does not believe it is justified given number of cyclists. Submits changes to Black Forest Drive in Woodend have led to worse outcomes vs. benefit to cyclists. Wants Council to focus on other issues such as potholes, mowing, and maintenance of overpasses. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. The purpose of the UDF is to provide a program of streetscape improvements; issues such as road maintenance and mowing are outside the scope of the project. Noted.
38	<ul style="list-style-type: none"> Does not support removing car parking for bicycle lane. Does not support 30km/h speed limit; supports 50km/h. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change. Does not believe number of cyclists justifies any change. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.
39	<ul style="list-style-type: none"> Does not support removing car parking for bicycle lane. Does not support 30km speed limit. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.
40	<ul style="list-style-type: none"> Does not support 'projects', namely removing parking and reducing speed limit to 30km. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change. Believes side streets are safe enough and that "main streets are designed for vehicles who pay registration". 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.
41	<ul style="list-style-type: none"> Does not support removing car parking for bicycle lane. Believes more parking is needed. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above.
42	<ul style="list-style-type: none"> Does not support removing car parking for bicycle lane; notes need for parking for weekend visitors. <p>Cycle lanes – preferred option</p>	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above.

Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> Other proposal – no change. Believes more parking is needed. 	
43	<ul style="list-style-type: none"> Does not support 30km speed limit. Does not support removing car parking for bicycle lane and does not believe bike lanes are needed in town. Suggests bike lane or footpath from Kyneton Bushland Resort into town along Edgcombe Road. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – does not elaborate. Believes there isn't much bike traffic, but the town gets crowded with cars. 	<ul style="list-style-type: none"> Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Walking/cycling infrastructure on Edgcombe Road is outside the scope of the UDF, however this is a recommendation of the KMNP: <ul style="list-style-type: none"> Project #13: Edgcombe Street [and Edgcombe Road] – On-road cycle lanes / shoulders / shared path.
44	<ul style="list-style-type: none"> Resident lives in Piper Street and supports traffic calming and pedestrian safety. Does not support 30km/h speed limit but does support 40-50km/h. Supports cycling initiatives; cycles on back streets because they are safer. Would like to see focus on upgrading or installation of footpaths in residential areas. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Cannot see traders willing to give up car spaces. 	<ul style="list-style-type: none"> Support noted. Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. The study area for the UDF is focussed on the commercial area and three main streets. Residential footpaths are outside the scope of the UDF, but are planned for via Council's Shire-wide Footpath Plan. Noted.
45	<ul style="list-style-type: none"> Does not support removing car parking for bicycle lane. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Would like to see the main thoroughfares kept free for cars and other vehicles. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above.
46	<ul style="list-style-type: none"> Submission from Department of Transport and Planning – Transport Strategy (Loddon Mallee Hume) Place making and active transport is strongly supported, the UDF is a very positive step in creating better regional communities. Include: <ul style="list-style-type: none"> active transport connectivity to train station alternative cycling routes on streets parallel to main streets connectivity to community activity centres (eg. schools) full upgrade of Campaspe River Trail to shared user path. 	<ul style="list-style-type: none"> Support noted. Action: Section 4.8 – Wider Movement Network and Figure 15 amended to note additional active transport opportunities in township.

Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> Submits that the KMNP needs stronger urban design outcomes. Looks forward to working with Council to deliver active transport improvements. 	
47	<ul style="list-style-type: none"> Agrees with need for bike paths but does not support removal of car parking; believes more parking is needed. Submits that side roads need to be upgraded to connect pedestrians, cyclists and vehicles to main streets. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above.
48	<ul style="list-style-type: none"> Does not support removing car parking for bicycle lane. Does not support 30km/h speed limit; supports 40km/h. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change. Selected 'Alternative proposal' (i.e. to redesign main streets; remove car parking) but response provided does not support this. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.
49	<ul style="list-style-type: none"> Does not support the plan as it will create 'clutter'. Would like to see bike lanes on Edgecombe Road to Bushland Resort and on Saleyards Road to Kilcoy (meat processing plant). <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Direct cycle traffic to surrounding streets and put a bike parking bay in Market Street. 	<ul style="list-style-type: none"> Cycling infrastructure on Edgecombe Road and Saleyards Road is outside the scope of the UDF, however this is a recommendation of the KMNP: <ul style="list-style-type: none"> Project #13: Edgecombe Street [and Edgecombe Road] – On-road cycle lanes / shoulders / shared path. Project #33: Saleyards Road – On-road cycle lanes / shared path. The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Suggested locations for bicycle parking are shown at Figure 7 (see p. 32). Exact locations are subject to detailed design.
50	<ul style="list-style-type: none"> Concern that the UDF seeks to replicate inner-city shopping precincts or European cities; submits this is not appropriate for Kyneton. Submits that “thousands of residents... don't live within walking and cycling distance” with resulting impacts on car parking. Does not support reducing the speed limit. Notes township growth and impact on services such as the post office, banks and supermarkets; does not support creation of new housing developments on agricultural land. <p>Cycle lanes – preferred option</p>	<ul style="list-style-type: none"> The projects contained in the UDF have been proposed based on: <ul style="list-style-type: none"> The township's existing strengths, namely its highly connected street layout and close proximity of main streets to township residential areas. Kyneton's role as a shopping and service centre for the wider district. A substantial proportion of township residents do in fact live within walking or cycling distance of the town centre. By encouraging and supporting these residents to choose active transport options more often, this keeps more existing parking spaces available for those who rely on their cars to access shops and services. Reduced speed limits and speed deterrents in the Kyneton township are

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Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> Supports new bike routes on side streets. Does not believe cycling is the answer to issues associated with township growth. 	<p>an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.</p> <ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Planning for Kyneton's future growth areas is outside the scope of the UDF.
51	<ul style="list-style-type: none"> Does not support introduction of bicycle lanes, detrimental to businesses and ambience of Kyneton. Does not support 30km/h speed limit. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Cyclists can continue to collaborate with other road users. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.
52	<ul style="list-style-type: none"> Does not support removing car parking for bicycle lane. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above.
53	<ul style="list-style-type: none"> Submits that the vision in the framework is excellent with highlights including street trees, better accessibility for cyclists and seating areas. Would like to see indigenous plantings used as much as possible. Would also like to see recycling bins and water fountains included in the design. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Alternative proposal – redesign main streets for wider cycle lanes. This will be safer for cyclists and more visually appealing; there is sufficient parking in side streets which can be highlighted with signage. 	<ul style="list-style-type: none"> Support noted. The UDF includes a list of tree species selected for their suitability for the local climate, including both indigenous and exotic species. Species selection will take place as part of detailed design considering factors such as the location and purpose of the tree (e.g. for shade, screening; park location, street tree etc.). Bin types and additional features such as drinking fountains can be considered as part of the detailed design of individual projects. Noted.
54	<ul style="list-style-type: none"> Mostly happy with UDF. Does not support 30km speed limit. Cycling infrastructure should not impact the flow of traffic in main streets. Concerned with use of native trees, submits that the beauty of the town is in its exotic trees. <p>Cycle lanes – preferred option</p>	<ul style="list-style-type: none"> Support noted. Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. Re: tree species selection, refer response to Submission 53 above.

Submission number	Submission summary	Officer response
	<ul style="list-style-type: none"> Supports new bike routes on side streets, provided it doesn't affect access. 	<ul style="list-style-type: none"> Noted.
55	<ul style="list-style-type: none"> Submission from Kyneton Library. Submits for better wayfinding via town square upgrades to improve access to library and toilets. Raises drainage problems and uneven paving/tripping hazards around library entrance. Maintenance required. Submits for dementia-friendly pathways, undercover seating area in town square, water fountain with porous surrounds and dog water tray, bicycle repair station and better public toilets. Suggests for a zebra crossing across Baynton Street that aligns with the Woolworths entrance or using old primary school crossing point. Raises that the library is likely to expand in the future and discusses opportunities for library services this could bring. Submits for improved lighting, sensory play area in town square, picnic tables, bicycle education area, disabled parking near library, mural on Baynton Side Street (perhaps engaging with Taungurung artists), a 'storywalk' through the town square to the Old Kyneton Primary School site, public art installations. Would like to see street/park furniture made from recycled plastic, more rubbish bins and the grassed area in the middle of the town square retained. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Increased need for convenient parking having regard to aging demographic. 	<ul style="list-style-type: none"> The UDF recommends improved wayfinding signage for the town centre (refer section 4.5 – Wayfinding & Creative Elements). Ideas and opportunities relating to paving types; location of seating, crossings and signage; lighting, play facilities, art and furniture will be considered as part of project implementation and detailed design – see Chapter 8 of the UDF and in particular actions D1 and D2 (p. 78). These ideas can be further explored through consultation with the library and other stakeholders on the detailed design of the library precinct. Comment regarding the need for dementia-friendly design has been noted. <ul style="list-style-type: none"> Noted.
56	<ul style="list-style-type: none"> Business owner – does not support removing car parking for bicycle lane, noting need for parking for customers from out of town. Seeks more direct engagement regarding plans with community and stakeholders. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Queries whether this is really needed, and how they are to be delivered 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Changes to the UDF to note opportunities for further community and stakeholder consultation are supported: <ul style="list-style-type: none"> Action: Chapter 8 – Implementation has been amended to note consultation opportunities as part of the next steps of each project (as appropriate) – see section 8.3 – Key Projects – Next Steps (pp. 77-80). Noted. Any new cycling infrastructure on side streets (whether separate bike lanes or sharrows are used) would be located separate to trees and

Submission number	Submission summary	Officer response
	with regard to historic gutters and tree planting.	gutters within the road cross-section. No impact on these features is proposed.
57	<ul style="list-style-type: none"> Submits that there is a lack of community involvement in the plan. Requests more parking, upgrades to existing pedestrian/cycling infrastructure, and better maintenance of parks and gardens. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – maintain current bike paths. 	<ul style="list-style-type: none"> Community involvement with the UDF has occurred via two phases of consultation, which informed the key projects included in the draft framework (Phase 1 in 2021), as well as changes and improvements to the final draft (Phase 2 in 2024). Noted.
58	<ul style="list-style-type: none"> Concerned with potential for Donnithorne Street becoming a cycle-friendly street and whether this would result in the loss of car parking from one side and consequent parking difficulties for patrons. Submits for safety improvements at the intersection of Mollison, Donnithorne and Bodkin Streets. Requests installation of a footpath and upgrade of guttering on south side of Donnithorne Street. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Alternative proposal – redesign main streets for wider cycle lanes. 	<ul style="list-style-type: none"> It is not proposed to remove parking from side streets to support the creation of bike lanes. No changes are proposed for the intersection of Mollison, Donnithorne and Bodkin streets via the UDF or KMNP. Construction of footpaths on residential streets is outside the scope of the UDF. Construction of this segment of footpath is not included in the KMNP or the Shire-wide Footpath Plan. Noted.
59	<ul style="list-style-type: none"> Supports proposed projects and excited to see a plan that prioritises pedestrian safety and amenity and encourages walking and cycling. Welcomes new pram-friendly pedestrian crossings and improved lighting. Suggests that Mollison and High Street intersection be upgraded to a 'scramble' crossing; cites intersection of Brook and Evans streets in Sunbury as an example. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. 	<ul style="list-style-type: none"> Support noted. Option for Mollison/High is noted as a suggestion, however the ultimate design / signal phasing for this intersection will be resolved via the KMNP in consultation with DTP. The KMNP includes: <ul style="list-style-type: none"> Project #69: Mollison Street / High Street – Intersection upgrades (right turn extension and signal mods) [sic]. Noted.
60	<ul style="list-style-type: none"> Objects to removal of car parking (3 spaces) associated with Town Hall Plaza project. Reasons include that it is a busy area close to post office and people need car spaces to conduct day-to-day business. 	<ul style="list-style-type: none"> Objection is noted. While this project proposes to remove a small number of car spaces, officers consider this is outweighed by the benefits of creating additional public open space. Parking survey data indicates that there is enough parking in the vicinity to absorb the loss of these spaces. <ul style="list-style-type: none"> Action: amend section 5.2.6 – Key Improvement Area #3 – Town Hall Plaza (p. 55) to resolve inconsistency between plan and text re: number of spaces proposed to be removed (text in draft UDF indicated three spaces while annotation stated two – three is correct).
61	<ul style="list-style-type: none"> Seeks maintenance standards that landlords need to comply with to make shops and paths safe and appealing. 	<ul style="list-style-type: none"> It is not within the scope of the UDF to create or enforce maintenance standards. Building owners can be encouraged to maintain and upgrade

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Submission number	Submission summary	Officer response
	<p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. • Shopping areas should primarily be for pedestrians and parking should be available especially for those that need assistance. 	<p>shopfront areas via groups such as business associations or through economic development programs.</p> <ul style="list-style-type: none"> • Noted.
62	<ul style="list-style-type: none"> • Submission from commercial landowner. • Supports improvements to the area and the connection between the Woolworths car park and town square. • Main concern is that the car park remains functional and therefore does not support Option 2 for pedestrian improvements to Woolworths carpark (p. 53 of consultation draft). • Submission includes attached correspondence from Woolworths reiterating above and indicating support for Option 1. They also suggest traffic advice is obtained in relation to the proposed options. • Woolworths notes concern that proposal will double traffic load onto Jennings Street and will lead to a pinch point in this location; states only one access point provided to Jennings Street under Option 2. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. 	<ul style="list-style-type: none"> • Support noted. • Objection to Option 2 is noted. Officers support future assessment of traffic circulation and parking impacts to resolve any future changes to access arrangements in this precinct. • Officers disagree that Option 2 would “double” the traffic load to Jennings Street or create only one access point on Jennings Street – no change is suggested for this frontage. Option 2 would reduce the number of entry/exit points to the supermarket car park from four to three by making Baynton Street exit-only. • Changes to the final draft relevant to this submission include: <ul style="list-style-type: none"> ○ Action: sections 5.2.4-5.2.6 from consultation draft consolidated in final draft UDF 5.2.5 – Key Improvement Area #2 – Pedestrian Improvements to Woolworths Car Park (p. 54). ○ Action: concept plans amended to remove options 1 and 2 and instead note existing layout and ‘alternative option’ inset in one plan. ○ Action: annotations to Figure 19 amended to include “Review opportunities to expand public open space into the Baynton Street road reserve, subject to traffic circulation and parking considerations”. • Further consultation is also proposed; see response to Submission 56 above. • Noted.
63	<ul style="list-style-type: none"> • Does not support 30km/h speed limit; supports 40km/h instead. • Happy with pedestrian crossing but disappointed they are listed as long-term projects. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Supports new bike routes on side streets. • Suggests people will still choose main roads being more direct. 	<ul style="list-style-type: none"> • Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. • Noted. • Given constraints of existing main road cycle lanes, the addition of bicycle routes on side streets will support a safer cycling environment and encourage cycling for a wider range of people, not just those who are already fit and experienced.

Submission number	Submission summary	Officer response
64	<ul style="list-style-type: none"> Submits that the corner of Mollison and Donnithorne streets is already dangerous without adding more obstacles. Does not support loss of car parking or lower speed limits. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Other proposal – no change, or make river walk more bike friendly. 	<ul style="list-style-type: none"> No change is proposed for the corner of Mollison and Donnithorne streets; submission appears to be referring to alternative proposal for bike lanes on main streets rather than framework/projects as a whole. The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.
65	<ul style="list-style-type: none"> Does not support plan or reduction of speed limits. Pedestrian crossing require push buttons otherwise they will stop the traffic flow. Streetscapes need improvements but not at the expense of car spaces. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Keep cyclists on side streets and do not allow on main throughfare. 	<ul style="list-style-type: none"> Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. Traffic signals may be used at major intersections, e.g. Piper/Mollison and Mollison/Jennings in addition to existing at High/Mollison. No signals are proposed for other pedestrian crossings. It is anticipated that only a small number of on-street car spaces may be removed as a result of the projects proposed in the UDF. These are likely to be offset by other changes such as off-street parking upgrades. Noted. Cyclists are permitted to ride on roads regardless of whether a bike lane is present.
66	<ul style="list-style-type: none"> Submits that the framework will be detrimental and cause congestion. Streetscapes can be updated without reducing speed limits. Prefers crossings that 'group' pedestrians (signalised) rather than zebra crossings. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Removing parking would be detrimental to businesses. 	<ul style="list-style-type: none"> Reduced speed limits in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above. Traffic signals may be used at major intersections, e.g. Piper/Mollison and Mollison/Jennings in addition to existing at High/Mollison. No signals are proposed for other pedestrian crossings. Re: pedestrian crossings, see also response to Submission 1 above. Noted.
67	<ul style="list-style-type: none"> Submits that streets are currently congested and installing bicycle lanes and removing parking will just shift congestion to side streets. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. Preferable for cyclist safety. 	<ul style="list-style-type: none"> Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF. The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above.

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68	<ul style="list-style-type: none"> • Loves the increase in trees, seeks continuous canopy and happy for some loss of parking to accommodate these. • Supports: <ul style="list-style-type: none"> ○ increase of affordable housing and increasing densities/building heights ○ Option 2 for Key Improvement Area (KIA) #2 ○ KIA #3 (but needs bike hoops) ○ KIA #4, especially reduction in crossovers and increased tree planting ○ Crossings over Mollison and High Streets ○ Investment in cycling (suggests 'shimmy' approach as used in Merri-bek and Darebin). • Submits for: <ul style="list-style-type: none"> ○ expansion of town square in-line with boundaries suggested by Town Square Co-op group ○ retention of Lions Club building ○ advocacy for more crossings over state roads ○ opening 'Recommendation Action CE5' to the whole community ○ community engagement on detailed design. • Cycle lanes – preferred option <ul style="list-style-type: none"> • Other proposal – there needs to be a 'Kyneton Shimmy' determined through connecting landmarks in the town taking into consideration the topographical features so more people can ride and be inspired to ride. • Map of suggested route provided. 	<ul style="list-style-type: none"> • Support noted. • Re: the boundaries of the town square, see response to Submission 30 above. • Re: the Lions Club building, see response to Submission 16 above. • Re: additional crossings for Piper Street, see response to Submission 28 above. • Re: further consultation opportunities, see response to Submission 56 above. • The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above.
69	<ul style="list-style-type: none"> • Supports the document and visionary thinking about possibilities for the future of the Kyneton urban area. • Queries whether clarification on the boundary between Taungurung and Dja Dja Wurrung people is required. • Submits a range of views on parking, including that a feasibility study into possibility of multi-storey parking is required. • Raises concerns around parking associated with the Old Kyneton Primary School site. • Supports increased tree cover and cites benefits. • Raises that changes to arterial roads will require a detailed assessment of road, cyclist & pedestrian safety. • Implies support for 30km speed limits and other changes noting safety should be the priority. • Edgcombe Road bridge needs to be prioritised; supports creation of 	<ul style="list-style-type: none"> • Support noted. • There is currently no proposal to explore the construction of multi-storey car parking facilities. Available data suggests that parking provision in the town centre is adequate. • The design and layout of off-street car parking areas will be resolved through the detailed design process for individual projects. • Several matters raised in the submission are outside the scope of the UDF, including: <ul style="list-style-type: none"> ○ Review of the boundaries of Country for Traditional Owner groups. Macedon Ranges Shire Council defers to the boundaries for Registered Aboriginal Parties (RAPs) that have been recognised under the Victorian Aboriginal Heritage Act 2006 (the Act). These boundaries have been determined by Aboriginal communities and registered by the Victorian Aboriginal Heritage Council (VAHC). Further information is available from the Victorian Government.

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Submission number	Submission summary	Officer response
	<p>new arterial connection through Kyneton South.</p> <ul style="list-style-type: none"> Seeks pedestrian link between the RSL Cenotaph, the Mechanics Reserve, the Lions Kiosk, Library and the Community Hub & Gallery. Queries what alternative locations there might be for the Lions Kiosk. 	<ul style="list-style-type: none"> Parking provision associated with the OKPS site. Road connections and transport infrastructure outside the study area. These matters are addressed via the KMNP. Re: pedestrian connections to the town square and surrounds, see response to Submission 30 above. Re: the Lions Club building, see response to Submission 16 above.
70	<ul style="list-style-type: none"> Submits that the 'proposal' [assumed reference to alternative proposal for bike lanes on main streets] will be detrimental to Kyneton's boutique trade and that parking access out the front of shops is essential. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> Supports new bike routes on side streets. On the basis that bikes are not the main form of transport in Kyneton. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above.
71	<ul style="list-style-type: none"> Submission on behalf of community organisation. Provides comment on six major crossings (support or not, suggested changes) Does not support removing car parking for bicycle lane. Supports cycle racks but not in the proposed locations. Does not support 30km/h speed limit; supports 40km/h instead. Does not agree that the High/Mollison Street signalised intersection currently functions well; submits physical changes at the intersection are required. Suggests full signalisation of Jennings/Mollison and Piper/Mollison intersections is required. Accepts some loss of car parking for trees and streetscape amenities but loss of a significant number of car space will adversely affect businesses. Seeks better wayfinding for toilets and temporary signs for events. Submits kerb outstands will increase congestion, and that the number proposed is excessive. Supports trees, concerned with sightlines and design of surrounds. KMI forecourt and town square: any changes should not impact use for community events. Submission provides background to current 'barren' design. Additional seating at KMI supported but would not like to see any reduction in the grassed area. Does not support relocation of the Lion's Kiosk. Further consultation with community groups required. Submits that pedestrian improvements to Woolworths car park will only 	<ul style="list-style-type: none"> Support for selected proposals is noted. The UDF proposes the construction of major road crossings consistent with the approximate locations nominated in the adopted KMNP. Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF. The KMNP includes a number of projects related to existing and proposed signalised intersections: <ul style="list-style-type: none"> Project #46: Mollison Street / Piper Street – Intersection upgrade – signalisation/roundabout. Project #69: Mollison Street / High Street – Intersection upgrades (right turn extension and signal mods) [sic]. Project #102: Mollison Street / Jennings Street – Intersection upgrade – signalisation. A number of the matters raised in this submission are appropriately considered at the detailed design phase, including: <ul style="list-style-type: none"> Design and precise location of major road crossings. Precise location of new bicycle racks (see below). Location of wayfinding signage and key destinations to be included. Layout, landscaping and vehicle access to Kyneton Mechanics Institute forecourt. Tree placement. Action: Figure 7 has been amended to refine the indicative locations for proposed bike racks. The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also

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Submission number	Submission summary	Officer response
	<p>marginally improve safety, Option 2 will cause traffic to bank up and that the safety of pedestrian priority shared zone in Faheys Lane is uncertain.</p> <ul style="list-style-type: none"> • Not certain of the benefit to be gained by losing car parks to increase plaza space, and does not support change to the seating around the tree. • High Street Streetscape Plan: supports pedestrian crossing of Ferguson St and submits that the Welsh/High Street crossing is not warranted. • Supports connecting High Street laneway and Market Street carpark. • Strongly supports formalisation of car park at corner of Ebden Street and Yaldwyn Street West. • Support Piper Street corner plaza but only pedestrian crossing if it is signalised. • Requests further consultation on the detailed design of projects. <p>Cycle lanes – preferred option</p> <ul style="list-style-type: none"> • Selected 'Alternative proposal' (i.e. to redesign main streets; remove car parking) but response provided partially supports UDF proposal (side streets) • Submits some of the suggested streets won't work. 	<p>response to Submission 29 above.</p> <ul style="list-style-type: none"> • Further work is required to refine the streets to be used for bike routes. Narrower streets may be used, with a sharrow treatment rather than painted separated bike lanes. Welsh Street can readily be modified to accommodate bike movements by changing the placement of existing planter box barriers. • Improved wayfinding signage is a recommendation of the UDF. • Re: public toilets, see response to Submission 22 above. • Officers do not agree that kerb outstands will result in congestion for cars turning from main streets into side streets. Rather the kerb outstands will simply reinforce existing road rules, namely that a driver must give way to any pedestrians crossing the road they are entering. See also response to Submission 14 above. • Officers agree that the Kyneton Mechanics Reserve plays an important role as a space for community events and that this should be reflected in the plan: <ul style="list-style-type: none"> ○ Action: Key Improvement Area #1 – Improved Town Square has been amended to read "Proposed improvements will establish Kyneton Town Square as... A place for everyday relaxation and socialising, as well as for public gatherings and events" (section 5.2.4, p. 53). • Re: Town Hall Plaza, see response to Submission 60 above. Officers also note community support for retention of the existing seating ('Minogue's rest') at the base of the oak tree near the Town Hall: <ul style="list-style-type: none"> ○ Action: Key Improvement Area #3 - Town Hall Plaza has been amended to show this seat being retained (section 5.2.6, p. 55). • Re: connectivity between the town square and surrounding uses, see response to Submission 30 above. • Re: the Lions Club building, see response to Submission 16 above. • Re: further consultation opportunities, see response to Submission 56 above. • Re: Woolworths car park proposals, see response to Submission 62 above.
72	<ul style="list-style-type: none"> • Does not support speed limit reduction to 30km/h • Does not support removal of car parking on main streets to accommodate bike lanes. • Concerned that traffic will be pushed onto side streets and endanger children by speeding. • Concern with impacts on businesses and Daffodil Festival operations; 	<ul style="list-style-type: none"> • Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF. • The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above.

25

Submission number	Submission summary	Officer response
	access to town services. Cycle lanes – preferred option <ul style="list-style-type: none"> • Other proposal – reduce the speed limits from 50km to 40km. 	<ul style="list-style-type: none"> • Noted.
73	<ul style="list-style-type: none"> • Impressed with the project scope and focus on pedestrian and vehicle mobility issues. • Submits that the intersection of Mollison and Jennings Streets is the most pressing issue and that pedestrian access through Woolworths car park and Faheys Lane should be prioritised. Supports corner radius reduction at Piper/Mollison intersection. • Supportive of speed limit reduction; submits 40km would be sufficient. • Would like to see traditional (steep) gutters retained along with pedestrian safety works. • Supportive of street beautification and cultural interpretation. Suggests a program of public art acquisition. • Submits that it is worth encouraging cycling, including more bike stands, road marking and better wayfinding. • Toilets are required in Piper Street. • Submits that the OKPS site could be a better option for the market given limited space for vendors at St Pauls Park. • Queries design of bluestone wall on the Calder Freeway exit to Bourke Street and whether it has been vandalised to remove town name. 	<ul style="list-style-type: none"> • Support noted. • Resolution of the design of the Jennings/Mollison intersection is included in both the UDF and the KMNP; this work would be undertaken in collaboration with DTP. • The priority and timing of projects is listed in Chapter 8 – Implementation. • Re: speed limits, see response to Submission 3 above. • Bluestone gutters – the UDF seeks to retain bluestone gutters, recommending flattening of the profile in areas of high pedestrian activity and/or when there is a safety hazard. Pedestrian ‘bridges’ are also suggested where this is not possible. See also response to Submission 26 above. • Re: public toilets, see response to Submission 22 above. • Any change to the location of the Farmers Market is outside the scope of the UDF. • The Calder off-ramp is outside the UDF study area; Council records suggest that this wall did not include the town name when constructed to commemorate the opening of the bypass in 1995.
74	<ul style="list-style-type: none"> • Does not support reducing speed limits to 30km/h. • Submits that new pedestrian crossings will make the road safer and therefore a speed reduction is not necessary. • Concerned that reduced speed limits will encourage traffic onto side streets. 	<ul style="list-style-type: none"> • Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.
75	<ul style="list-style-type: none"> • Does not support reduction of car parks in town centre. Loss of some may be acceptable if time limits were enforced. • Does not support 30km/h speed limit. Concerned with enforcement and vehicles using back streets. • Submits that there are not enough cyclists in town to warrant expansion of cycling network. 	<ul style="list-style-type: none"> • The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. • Reduced speed limits and speed deterrents in the Kyneton township are an adopted policy of Council under the KMNP; this policy is reflected in the UDF – see also response to Submission 3 above.
76	<ul style="list-style-type: none"> • Submission on behalf of CFA. • Notes that fire risk is reduced given UDF study area is primarily inner urban. • Submits that pockets of land must not create ‘wicks’ that allow fire to penetrate urban areas. Management of fuel loads required. • Submits that there must be adequate water supply and the design of 	<ul style="list-style-type: none"> • Noted; no changes are proposed which would impede access for emergency services. • Officers support further involvement of CFA and other relevant authorities through detailed design to ensure that bushfire risks and access issues are avoided.

26

Submission number	Submission summary	Officer response
77	<p>streets must ensure unimpeded access for emergency services.</p> <ul style="list-style-type: none"> Submission on behalf of commercial landowner. Supportive of UDF. Submission in relation to site on Piper Street, noting that this site is located in the C1Z and interfaces with dwellings within both the C1Z and NRZ. Submits that the UDF does not address how commercial land is to interface with residential and this requires clarification. Provides suggested wording to remedy this. Emphasises importance of built form controls being implemented into the planning scheme to provide certainty on how the UDF will inform permit decision-making. 	<ul style="list-style-type: none"> Support noted. It is proposed to implement the UDF via a Planning Scheme Amendment, using an appropriate control such as the DDO – refer Action S3 (section 8.3, see p. 77). Following review of the provisions of the relevant zones in the Planning Scheme, officers believe that the suggested wording risks duplicating and/or conflicting with existing provisions in the Planning Scheme. Further, it is officers' view that existing provisions are sufficient to deal with any interface issues as a result of development in the C1Z. No change to the UDF is recommended.
78	<ul style="list-style-type: none"> Submits that the plans are "ridiculous", and that there is not enough car parking currently. States the bike lane on High Street is dangerous, there is no concern for existing residents and not enough infrastructure to support new development. Roads are "disgraceful" and full of potholes. 	<ul style="list-style-type: none"> The UDF proposes using side streets to enhance the cycling network and improve connectivity, consistent with the adopted KMNP – see also response to Submission 29 above. Comments re: potholes are outside the scope of the UDF.
79	<ul style="list-style-type: none"> Submission on behalf of community group. Requests that more time be allocated for consultation on the draft UDF; states it "should not be rushed through". Seeks further consideration to the town square – layout, design, landscaping and access. 	<ul style="list-style-type: none"> The consultation period of four weeks is consistent with Council guidance re: community consultation and considered appropriate given the scale of the project. The matters raised in this submission in relation to the design of the town square are appropriately considered at the detailed design phase.

List of acronyms

Commercial 1 Zone	C1Z
Country Fire Authority	CFA
Department of Transport and Planning	DTP
Design and Development Overlay	DDO
Disability Discrimination Act	DDA
Electric vehicle	EV
Heritage Overlay	HO
Kyneton Mechanics Institute	KMI
Kyneton Movement Network Plan (2024)	KMNP
Old Kyneton Primary School	OKPS
Registered Aboriginal Party	RAP
Returned Services League	RSL
Victorian Aboriginal Heritage Council	VAHC
Urban Design Framework	UDF



**Macedon
Ranges**
Shire Council

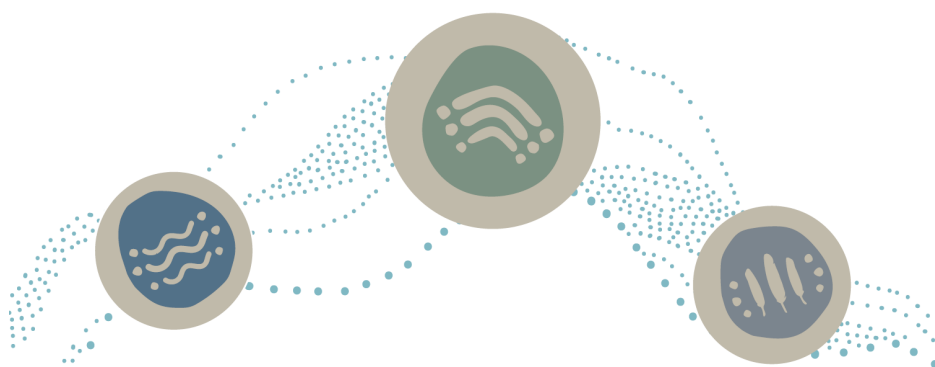
**Strategic Planning
& Environment**

Annual Environment Report 2023/2024



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Acknowledgement 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.

Image credit Andrew Dilley: Sun Orchid

Introduction

Council adopted its first Environment Strategy in June 2016, which provided an umbrella policy framework for its work in environmental management. An annual environment report has been produced since then, to track progress towards achieving the listed actions, and to account for changes in legislation and policy.

A refreshed version of the Environment Strategy was adopted in October 2021 that outlines future directions and actions across the themes:

- Climate Emergency
- Biodiversity
- Water
- Waste

Council will continue to publish an annual environment report based on the revised indicators included in the refreshed Environment Strategy.

This report monitors outcomes and outputs against the Environment Strategy 2021 and progress towards achieving zero net emissions from Council operations by 2030. It also summarises the progress of the implementation of the Biodiversity Strategy 2018, Roadside Conservation Management Plan 2021 and various management plans for Council managed reserves.

The Environment Strategy is next due for review in 2026.



Theme 1: Climate Emergency

Highlights

- Adopted the Macedon Ranges Climate Emergency Plan 2023-2030.
- Introduced a Climate Impact Assessment into Council reporting templates and project management system.
- Introduced an organisational staff training module on climate change.
- Participated in the Macedon Ranges Youth Summit and secured grant funding to establish a Youth Climate Network.
- Secured staff resources to coordinate climate emergency preparedness programs and community-led recovery planning.
- Introduced a Community Climate Action Grants program to provide financial support to grassroots groups enacting climate action projects and Cool Changes Community Action Plans.
- Established a collaborative community and Council governance model to guide the formation of a Climate Emergency Working Group.
- Commenced Phase 2 of the Community Carbon Pilot project, led by the North Central Catchment Management Authority.

Indicator 1: Greenhouse gas emissions from Council operations

1.1 Total Council emissions

Counting Down to Zero

On 14 December 2022, Council adopted Counting Down to Zero, a guide for meeting its target of zero net emissions for its operations by 2030. Recognising that Council can increase its accountability for emissions associated with delivering its services, the target was framed as:

Zero Net Emissions for Council operations by 30 June 2030, from the baseline of 3,260.6* tonnes CO₂-e at 30 June 2022.

****or as retrospectively amended to account for additional indirect sources of greenhouse gas emissions.***

The baseline figure included emissions Council is directly responsible for generating in undertaking its operations, and one source of emissions that Council is indirectly responsible for, namely contracted services for the collection and transportation of different waste streams from across the shire to their receiving points (estimated for 2021-2022).

At the time the target was set, it was noted that the baseline figure would be amended over time, as information about other indirect sources of emissions associated with Council operations become available and can be included in Council's greenhouse gas emissions inventory, and as carbon accounting methods are refined.

In compiling this report, raw data from Council's kerbside waste collection providers was accessed for the financial years 2021-2022, 2022-2023, and 2023-2024. The data showed that the estimate used in the baseline figure was significantly lower than the actual amount produced.

The 2022 baseline figure also excluded electricity as a source of greenhouse emissions, as almost all of Council's electricity is sourced through a Power Purchase Agreement for 100 per cent renewable energy, the Victorian Energy Collaboration (VECO), which commenced on 1 July 2021. In 2023-2024, Council became aware of some sites that are not included in this agreement, as they are on an unmetered supply contract, and therefore 'non-contestable'. The relatively low amount of estimated electricity usage at these sites (mostly security lights) corresponds to approximately 30 tonnes CO₂-e¹ per year, as noted on invoices.

Annual emissions reported for waste generated at Council work sites remains at a nominated 50 tonnes CO₂-e, as amounts of different waste streams at Council work sites is not collected separately from the kerbside collection service.

The nominal amount of greenhouse gas emissions associated with mixed fuel use, for example kerosene and oils mostly used at Council's depot, is also estimated, based on the size of heavy vehicle plant.

¹ Carbon dioxide equivalent or CO₂e means the number of metric tons of CO₂ emissions with the same global warming potential as one metric ton of another greenhouse gas

The Counting Down to Zero Plan is due to be reviewed in early 2025. Council will reconsider the inclusion of different sources of emissions associated with its operations as part of the review and revise the baseline figure accordingly.

At the time of writing, a revised baseline figure for Council-generated emissions in 2021-2022 that includes emissions associated with contracted waste management services, and emissions associated with unmetered electricity accounts would be 67,421 tonnes CO₂-e.

Table 1 below shows the emissions from different sources over the past three years, based on more accurate data that has recently become available. Based on the current emissions inventory, there has only been a slight decrease in the tonnes of CO₂-e generated by council's operations. Council needs to make a concerted effort to reduce emissions generated from its use of fossil fuels over the coming years, to minimise the need for purchasing offsets to reach and maintain the zero net emissions target.

Council also needs to decide the best course of action for offsetting emissions associated with waste management services when reviewing Counting Down to Zero in 2024/2025.

Source of greenhouse gas emissions	Tonnes CO ₂ -e		
	2021-2022	2022-2023	2023-2024
Electricity (estimate)	30	30	30
Mains + LPG (bottled) gas*	838.5	804.5	732.3
Diesel	1,343.8	1,319.6	1,213.5
Unleaded petrol	146.7	217.9	206.5
Mixed fuel (estimate)	5	5	5
Waste at worksites (estimate)	50	50	50
Subtotal	2,414	2,427	2,237.3
Contracted waste services	65,007	61,444	63,639
TOTAL	67,421	63,871	65,876.3

Note: The emissions reported for electricity, gas, diesel and unleaded petrol are Scope 1² (directly associated with consumption of fossil fuel, excluding indirect or supply chain emissions). Emissions from contracted waste services are considered Scope 3².

Table 1: Emissions from Council operations for 2021-2022, 2022-2023 and 2023-2024 (tonnes CO₂-e by source). *Estimates are included due to incomplete gas usage data in 2023-2024.

1.2 Council emissions from electricity

As noted above, the Victorian Energy Collaboration (VECO) enables Council to source its electricity requirements as 100 per cent renewable energy, effectively meaning that there are no emissions associated with electricity usage at Council managed facilities (scope 2 emissions²). The exception relates to 16 sites on unmetered electricity supply, mostly individual security lights, which are ineligible for inclusion in the contract through VECO. Electricity usage for these sites is estimated based on hours of operation and wattage of lights, corresponding to an average of approximately 1.85 tonnes CO₂-e per year per site, or almost 30 tonnes CO₂-e total. Council is currently investigating whether supply to three of the sites can be amended and the accounts transferred to the Power Purchase Agreement contract through VECO.

The Power Purchase Agreement for renewable energy is no reason for Council to stop investing in energy efficiency or working to reduce electricity consumption. Council still needs to pay for electricity, and any costs avoided can be allocated to ongoing investment in assets to improve their environmental performance.

Improvements in energy efficiency can be measured through Council's total consumption of electricity.

Consumption data accessed on 5 August 2024 indicates that in 2023-2024, Council used approximately 3,058 MWh to power its buildings and streetlights, compared to 3,330MWh in 2022-2023. The reported decrease will need to be revisited in the 2024-2025 Annual Environment Report to account for invoices for the 2023-2024 financial year which had not been received by Council at the time of writing.

Figure 1 shows the change in electricity usage for streetlights compared to all other powered assets (combined), in kWh, since 2021-2022. It excludes electricity use at a few unmetered sites, although as noted above, an estimated 30 tonnes CO₂-e is attributed to these sites in the emissions profile.

² Scope 1 (direct) emissions are those that Council is directly responsible for generating, through use of fossil fuels (for example, fuel for fleet and gas for boilers).

Scope 2 (indirect) emissions that are released outside of Council from the use of purchased energy.

Scope 3 (broader indirect) emissions are those that Council is less directly responsible for generating, through use of fossil fuels associated with delivery of services (for example, transport and disposal of waste, employees' travel outside of fleet, use of paper for printing) or emissions associated with transmission of energy from point of production to point of consumption.

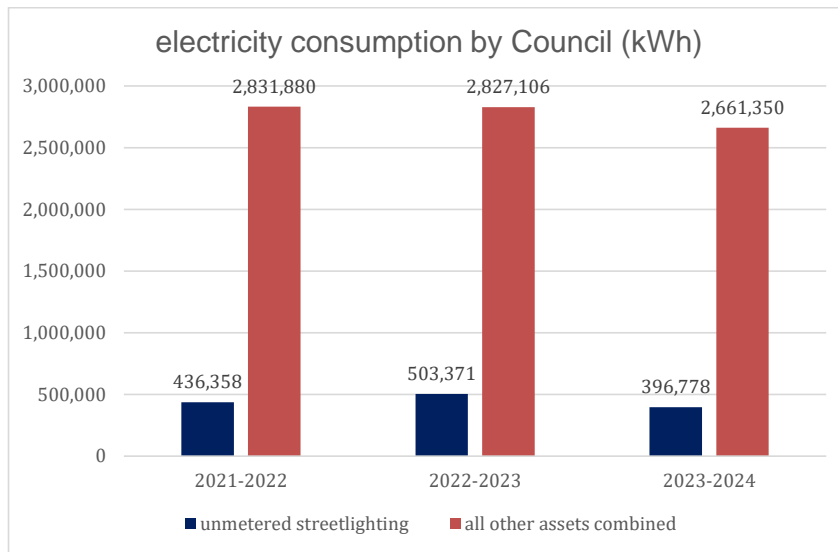


Figure 1: Electricity consumption by Council, 2021-2022, 2022-2023, and 2023-2024* (kWh)

1.3 Council emissions from fuel

In 2023-2024, emissions associated with both the use of unleaded petrol for fleet vehicles and heavy vehicles and with use of diesel for fleet and plant decreased slightly from 2022-2023 (Figure 2).

While Council will be able to work to reduce emissions from the use of unleaded fuel, reducing emissions from the use of diesel presents a greater challenge into the future.

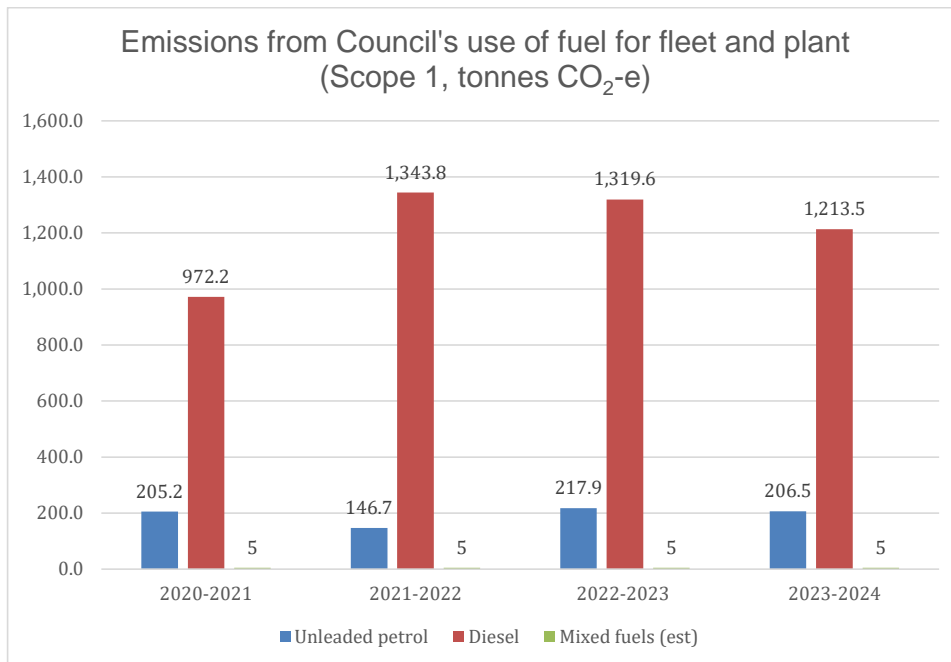


Figure 2: Emissions from Council's use of fuel for fleet and heavy vehicles (plant)

1.4 Council emissions from mains gas and LPG

In 2023-2024, Council's use of mains gas resulted in 732.3 tonnes CO₂-e of greenhouse gas emissions, a decrease from the 804.5 tonnes CO₂-e reported for 2022-2023 (figure 3). The figure for 2023-2024 includes some estimated data for mains gas for May and June, as not all invoices showing actual consumption had been received at the time of writing.

While Council's use of gas decreased in 2023-2024, use of cylinder LPG gas increased, resulting in over 8.5 tonnes CO₂-e (compared to 1.5 tonnes CO₂-e estimated for 2022-2023), bringing the total amount of emissions from use of gas to 732.3 tonnes CO₂-e. The increase in use of cylinder LPG is partly due to additional sites being identified as being serviced by cylinder LPG.

The implementation of the Counting Down to Zero Plan will see emissions from gas consumption for Council operations decrease in coming years. The greatest impact will be from converting gas boilers at the two aquatic centres to electric heat pumps, reducing emissions by approximately 790 tonnes CO₂-e per year from the 2022 baseline figure.

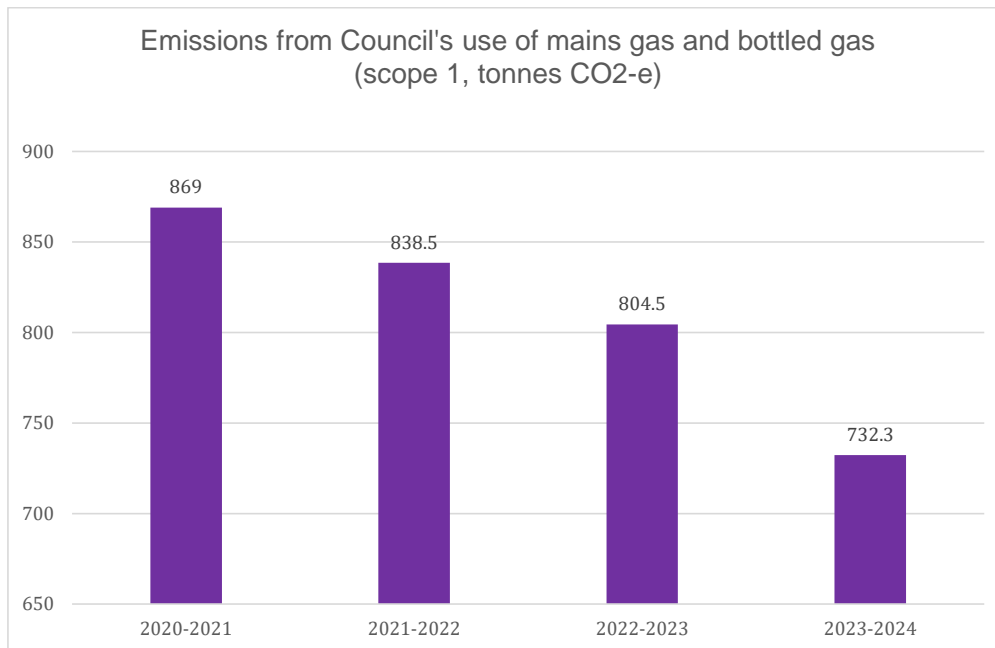


Figure 3: Emissions from Council's use of mains gas and bottled gas (LPG)

1.5 Emissions from collection and transportation of waste streams by contracted services

Council engages contractors to collect and transport various waste streams from across the shire. Council first reported on this indirect (Scope 3) source of emissions in 2021-2022 and incorporated the corresponding 780 tonnes CO₂-e into its emissions profile and baseline. However, the data used at the time was incomplete, and involved several assumptions.

More accurate reporting from contractors for the kerbside collection service over the past three years means that the data is now more reliable.

However, some assumptions and estimates are still involved regarding emissions associated with transport of waste from our transfer stations and public place bins to the receiving points. As it is difficult to obtain an accurate figure for this source of emissions, they are calculated based on distances travelled, vehicle type, fuel type, and fuel consumption, using published coefficients in calculations. They do not account for emissions due to differing weights in empty, partially and fully loaded trucks.

Figure 4 shows emissions from contracted waste services for 2021-2022, 2022-2023, (both amended from figures reported in previous annual Environment reports) and 2023-2024. The data shows the high number of emissions associated with management of waste from the 21,480 properties in the shire receiving the four-bin collection service.

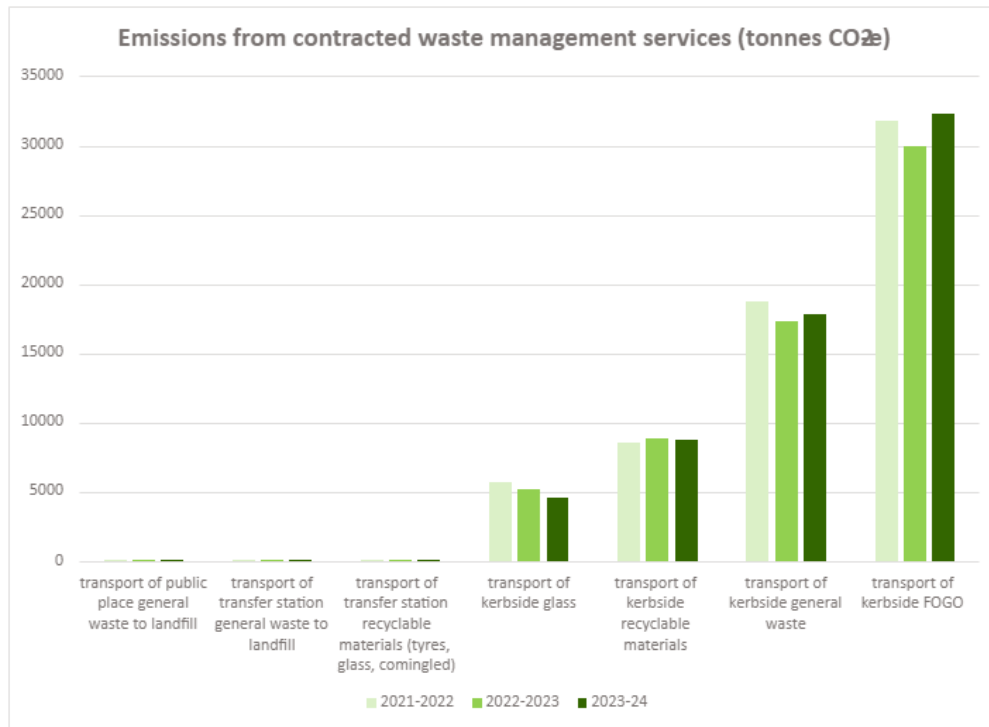


Figure 4: Emissions associated with contracted waste management services 2021-2022, 2022-2023 and 2023-2024

1.6 Council emissions from kerbside waste

Council currently does not account for emissions associated from the disposal of the four streams of kerbside waste, as the waste is generated by the community and waste management facilities are located outside of the shire. Emissions associated with the collection and transportation of kerbside waste from contracted services commissioned by Council are reported in section 1.5.

Indicator 2: Greenhouse gas emissions across the shire

2.1 Total community emissions

Snapshot Climate provides the most reliable and readily available source of data regarding sources of emissions from across the shire. The data was compiled by consultants Ironbark Sustainability working with Beyond Zero Emissions, through analysing multiple primary sources of data for 2021/2022, in accordance with the Global Protocol for community-scale greenhouse gas inventories. The data shown is the most recent available and has been updated since last year’s environment report.

Snapshot Climate estimates that total emissions for Macedon Ranges Shire was 547,000 tonnes CO₂-e for 2021/2022. More recent data is not yet available.

Figure 5 shows emissions by source (center ring) and sector (outer ring). Table 2 shows the breakdown for emissions and associated percentage of contributions.

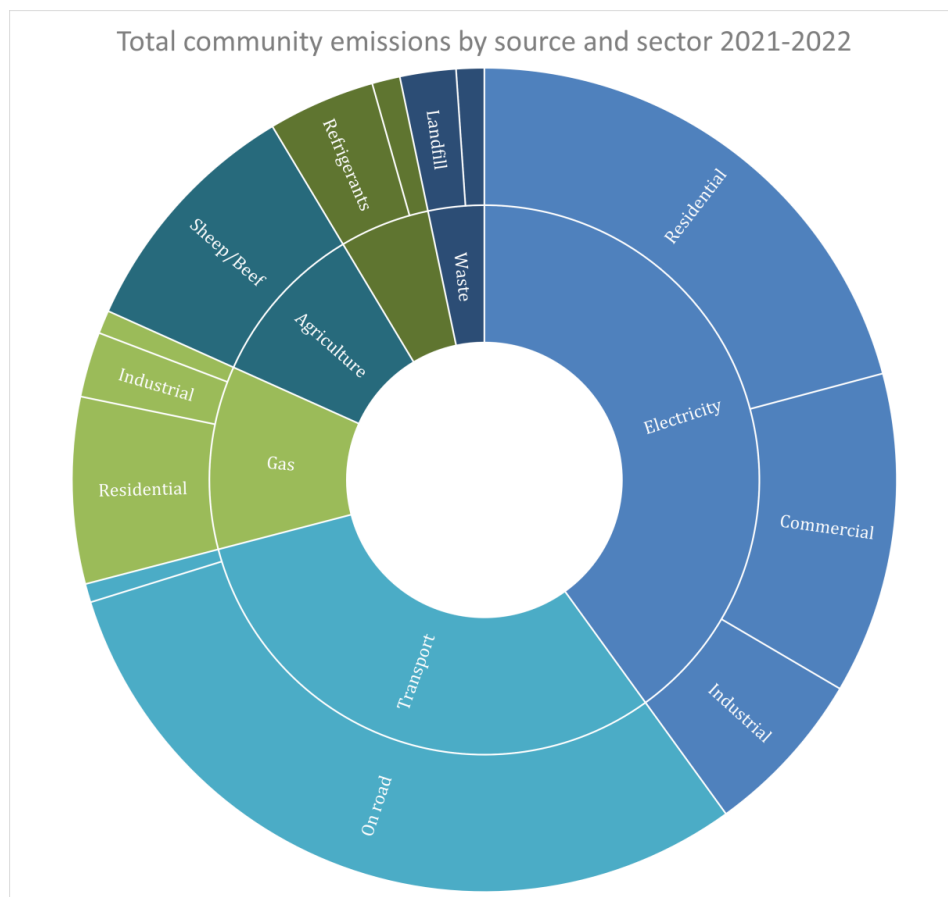


Figure 5: Total municipal emissions by source and sector 2021-2022
Source: snapshotclimate.com.au

Macedon Ranges Shire Community Emissions 2020-2021			
Source	Sector	Emissions (tonnes CO ₂ e)	%
Electricity	Residential	114000	21%
	Commercial	69000	13%
	Industrial	36000	7%
Gas	Residential	40000	7%
	Commercial	5000	1%
	Industrial	14000	3%
Transport	On road	165000	30%
	Rail	4000	1%
	Domestic air travel		0%
Waste	Landfill	12000	2%
	Water	6000	1%
Industrial Process and Product Use	Industrial Processes	6000	1%
	Refrigerants	23000	4%
Agriculture	Sheep/Beef	53000	10%
	Total	547000	100%

Table 2: Breakdown of emissions by source and sector in 2021-2022 and contributing percentage. Source: *snapshotclimate.com.au*

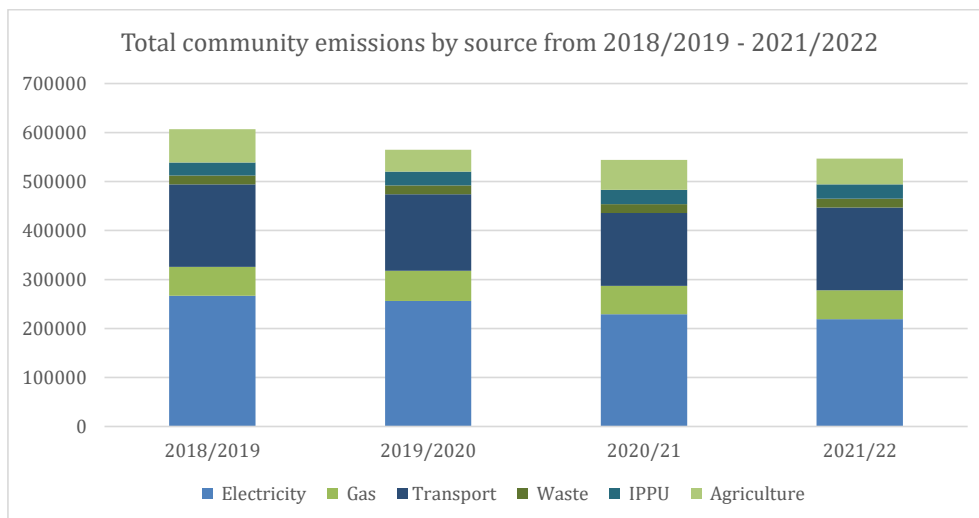


Figure 6: Community emissions by source 2018-2019 to 2020-2021. Source: *snapshotclimate.com.au*

Figure 6 shows community emissions did not differ too much in 2023-24 compared to 2022-2023.

Snapshot Climate continues to improve its data collection methods, and all previous financial year data sources are updated with latest methodology to enable consistency in comparison.

2.2 Community stationary emissions (electricity and gas)

Emissions associated with electricity use across the residential, commercial and industrial sectors represents the highest source of emissions throughout the shire.

Table 3 shows total stationary emissions (electricity and gas) from residential, commercial and industrial sectors. The residential sector presents the highest total of emissions from electricity and gas use with 154,000 tonnes CO₂-e, equating to approximately 28 per cent of the Shire’s total emissions. The commercial sector represents 14 per cent of shire emissions and the industrial sectors accounts for a further ten per cent.

	Electricity (t CO ₂ -e)	Gas (t CO ₂ -e)	Total (t CO ₂ -e)	Total (t CO ₂ -e)
Residential	114,000	40,000	154,000	308,000
Commercial	69,000	5000	74,000	148,000
Industrial	36,000	14,000	50,000	100,000
Total	219,000	59,000	278,000	556,000

Table 3: Community emissions from electricity and gas use across the residential, commercial and industrial sectors

2.3 Community emissions from transport

Community emissions from transport is the second highest source of emissions in Macedon Ranges Shire, equating to approximately 169,000 tonnes CO₂-e and roughly 31 per cent of the shire’s total emissions. This is an increase of 20,000 tonnes CO₂-e on the previous year.

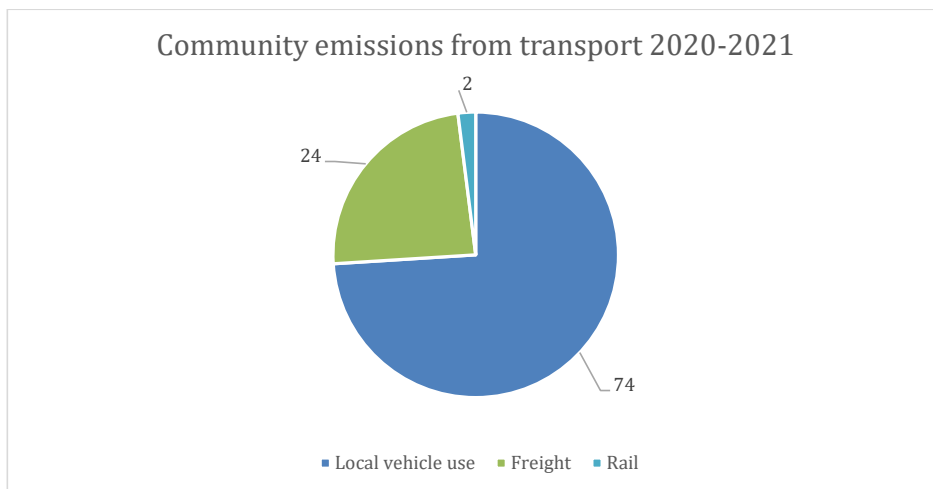


Figure 7: Breakdown of community emissions from transport by source.

Indicator 3: Extent of the shire's transition to sustainable transport

3.1 Extent of the shire's cycling network (on-road)

In 2023-24, an additional 13 kilometres of on-road cycle path were constructed (predominately on Black Forest Drive, Macedon), increasing the total of on-road cycling tracks within the shire to approximately 23 kilometres. A further 1.6 kilometres of shared paths were constructed and approximately 240 meters of off-road paths constructed.

Macedon Ranges Shared Trails Project

Work has progressed on the \$12.24 million Macedon Ranges Shared Trails Project that will deliver approximately 24 kilometres of trail for walking, running, low-volume cycling and commuting. The trail will extend from Woodend in the north to Riddells Creek in the south and will be constructed in several stages.

In 2023-2024, the balance of Stage 1A was completed and construction commenced on a further 1.5km section of stage 1B from Woodend to the intersection of Bawdens Road and Plants Lane. The project has a number of complexities and stakeholders and is expected to be completed by December 2025 subject to approvals and weather. The Macedon Ranges Shared Trails Project is supported by the Victorian Government through the Crisis Committee of Cabinet – Infrastructure Stimulus Fund.



A constructed section of Stage 1A of the Macedon Ranges Shared Trail in Woodend

3.2 Extent of the shire’s walking network

In 2023-2024, Council added 16.5 kilometres of footpath in the shire, taking the total distance of footpaths maintained by Council to 260.5 kilometres. Different surfaces (concrete, sealed, paved, or more natural surfaces like gravel and sand) require differing levels of maintenance to ensure people can safely enjoy the health and environmental benefits of walking.

The increase in walking infrastructure is shown below in Figure 8. Council also maintains 70 footbridges, an increase of three since 2022-2023.

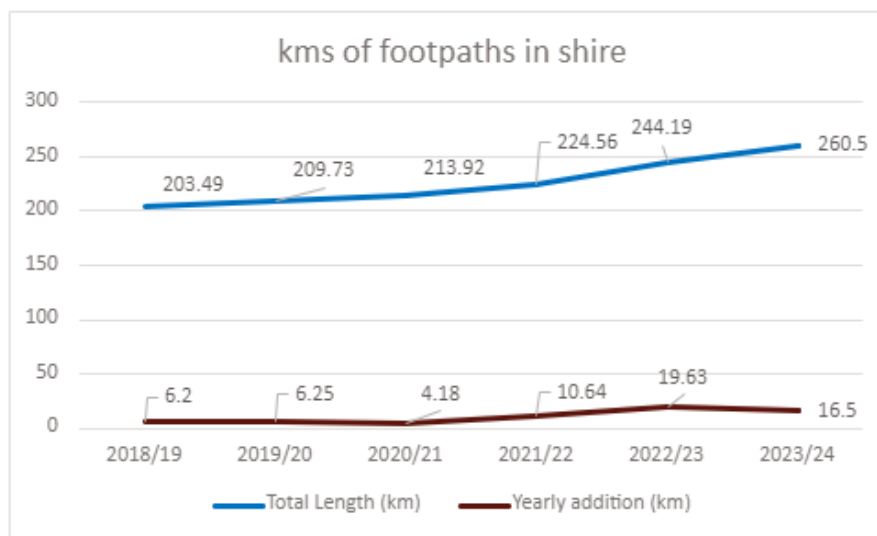


Figure 8: Kilometres of footpaths in the shire

3.3 Number of public electric vehicle charging stations in the shire

There are six public universal electric vehicle charging stations in the shire. Two are located in Kyneton, and one each in Woodend, Macedon, Lancefield and Romsey (newly installed at the Romsey Ecotherapy Park). Council is continuing to seek funding for charging stations in Malmsbury, Gisborne and Riddells Creek to ensure regional electric vehicle connectivity.

There are additional charging stations located on private land but available for public use in Kyneton and Gisborne.

3.4 Use of public electric vehicle charging stations

Total electricity use in 2023-2024 across five active electric vehicle charging stations (excluding the charging station recently installed at Romsey Therapy Park) was 145,713.5KWh. The charge provided equates to approximately 11,772 tonnes CO₂-e emissions avoided from a standard internal combustion engine vehicle.

Electricity consumption at each of the five charging sessions across the shire for each month in 2023-2024 is shown in Figure 9.

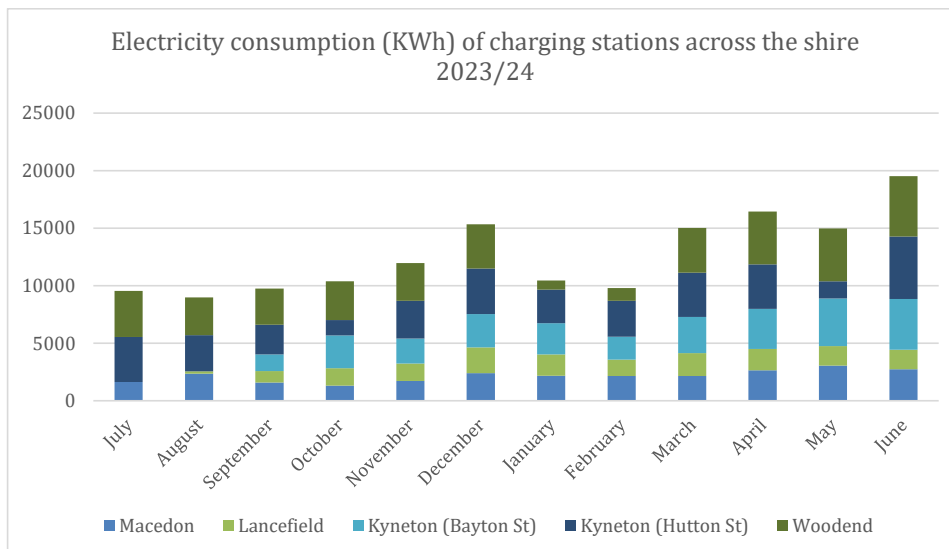


Figure 9: Electricity consumption (KWh) of charging stations across the shire 2023-2024

Approximate savings in greenhouse gas emissions through usage of the five charging stations is shown in Figure 10. The kilograms CO₂-e (kg CO₂-e) saved by replacing internal combustion engine vehicles compares the kilograms of CO₂-e emitted based on average state GreenPower energy generation, and the average internal combustion engine kg CO₂-e output per unit of energy generated.

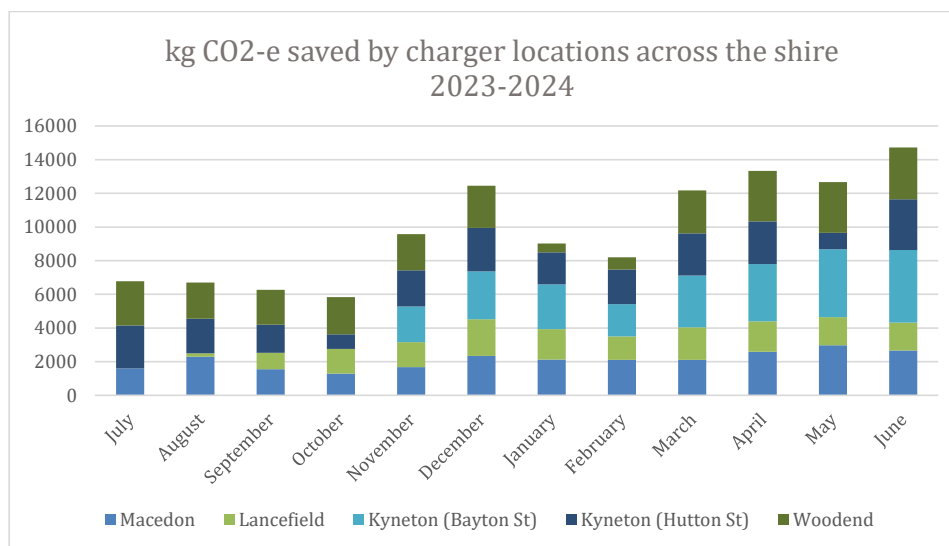


Figure 10: kg CO₂-e saved by use of charging stations across the shire

3.5 Number of electric vehicles registered in the shire

Data collected by the Australian Automobile Association shows approximately two per cent of vehicles registered in the shire to be classified as 'battery electric vehicles' or 'plug-in hybrid vehicles'. This equates to roughly 554 low-emissions vehicles registered in the shire. This is the first time that this data has been made available and included in this report.

Vehicle type	Number
Internal Combustion Engine	35,796
Battery Electric Vehicle	123
Hybrid/PHEV (Plug-in Hybrid electric vehicle)	431
Total	36,350

Table 4. Source: Australian Automobile Association: EV Index

3.6 Number of electric vehicles in Council fleet

A breakdown of Council's passenger fleet vehicles by fuel type is shown below.

Fuel Type	Quantity	Percentage
Unleaded	24	22.0%
Diesel	62	56.9%
Hybrid	20	18.3%
EV	3	2.8%
Total	109	100%

Table 5. Council's passenger fleet

Indicator 4: Community climate change action

4.1 Rooftop solar

According to the Australian Photovoltaic Institute (APVI), there were 8,730 rooftop solar systems generating approximately 56,070kW of electricity within the shire as of 31 March, 2024. This equates to 37.9 per cent of rooftops, approximately 9.6 per cent higher than the state average of 28.3 per cent.

The upward trend in rooftop solar installation is shown in Figure 11. This data is for rooftop solar systems only, not solar arrays installed at ground level.

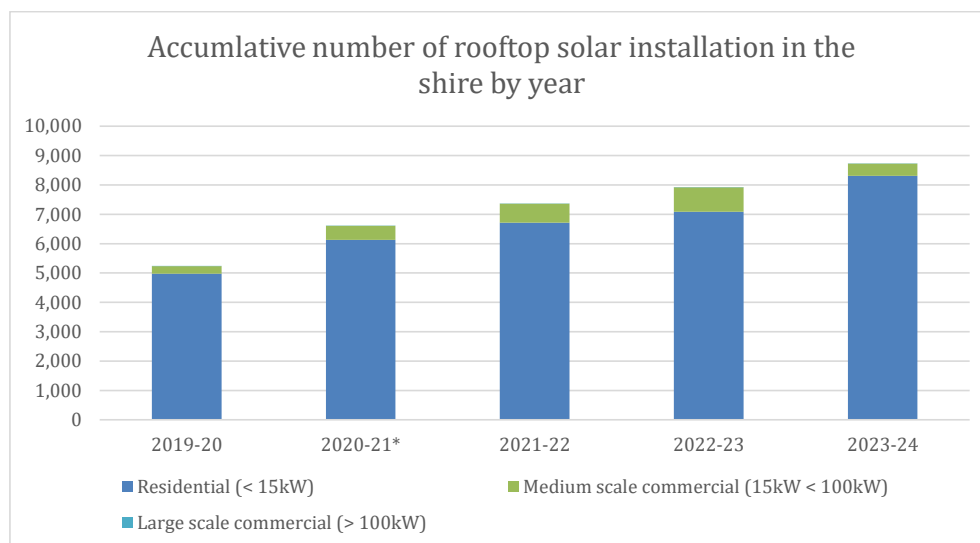


Figure 11: Roof top solar systems in the shire. Source: Australian Photovoltaic Institute, Solar PV Status

Note: After 2022, all systems below 15kW are classified as residential, and those greater than or equal to 15kW are classified as commercial PV systems. Power stations are solar system above 100kW.

4.2 Community climate initiatives

Electrify 3442

The new community group 'Electrify 3442' was established after being one of ten successful applicants across Australia to participate in the 'Electrify My Community' program facilitated by Rewire Australia.

The group aims to progress the electrification of homes and businesses in the 3442 postcode through education and pathway programs to increase energy efficient lifestyles (including home appliances, solar and batteries and electric vehicles).

This is a project of the Macedon Ranges Sustainability Group's Renewable Energy Action Group. Council staff participate as a working group member.

Go Renewable Energy Group

This community group continues to connect residents interested in solar, battery, electric hot water heat pumps and reverse cycle air conditioning with trusted installers in the region.

To date, the Go Renewable Energy Group has assisted in approximately \$500,000 worth of energy efficiency upgrades to homes in the shire.

This group was established through Council's Cool Changes program and Council continues to provide in-kind support to the initiative.

This is a project of the Macedon Ranges Sustainability Group's Renewable Energy Action Group.

Riddells Creek Cool Changes

This community group continues to progress sustainability and environmental actions as outlined in the Riddells Creek Community Climate Action Plan.

The 'Swampy Business' action group was successful in a Community Funding Scheme grant application to advance initial design work for redeveloping a local drainage basin into a community and biodiversity 'hub'.

The inaugural 'Enviro Energy Expo' was successfully hosted with 100's of dedicated volunteering hours. The event proved successful with over 300 residents attending informative talks and stalls. The group will continue to host this exhibition in the future.

Produce swaps

"Swaps" for locally grown produce continue to provide accessibility to fresh fruit and vegetables in Macedon, Woodend and Kyneton.

Community climate resilience strengthening

Council's Emergency Management and Recovery unit continues to provide opportunities for community members to strengthen their resilience to climate events.

A program that facilitates the creation of community-led 72-hour plans in Riddells Creek, Woodend and Darrweit Guim commenced in 2023-2024. This program is due to expand into Lancefield, Romsey, Kyneton and Bullengarook.

Innovative engagement tools such as the 'emergency response marquee', designed to simulate how to respond during an emergency, and distribution of the Birdie's Tree Storybook to local kindergartens focused on supporting the resilience of the shire's children.

Theme 2: Biodiversity

Highlights

Biodiversity monitoring

- Completed Bird Blitz surveys, nestbox checks, Koala count and spotlighting monitoring events with the community.
- Community surveys identified an increase in Clover Glycine (*Glycine latrobeana*) at Bald Hill and Black Hill Reserves.
- Slender Tick Trefoil (*Desmodium varians*) population increase recorded at Bald Hill Reserve.

Plans and assessments

- Completed the Environment Management Plan and Infrastructure Management Plan for Stanley Park.
- Completed a Cultural Heritage assessment, artefact collection and burial at Barringo Reserve.

Healthy Landscapes – Practical Regenerative Agricultural Communities Program

- The program was awarded the Highly Commended award at the 2024 LGPro awards
- Growing the Community event at Kyneton Town Hall attracted 140 people

Environment Reserves

- Installed canopy rope bridges at Hanging Rock Reserve for arboreal animal habitat connecting Smokers Creek to the summit as part of the June 2021 storm recovery works.
- Djandak (Dja Dja Wurrung) and BIIK CLM (Taungurung) teams engaged in on-ground works
- Implemented the Kangaroo Ushering Methodology Manual for special events at Hanging Rock Reserve
- Delivered ecological burns at Malmsbury Common and Hanging Rock Reserve and a Traditional Owner-led cultural burn at Woodend Grassland.

Community involvement

- 502 participants across 36 biodiversity focussed community engagement events.
- 221 new subscribers added to Environment eNews, bringing the total to 1876 subscribers.
- Delivered the Nature Stewards to 10 participants from the Shire.
- Launched the fifth Nature Guide of the series 'Grasses of Central Victoria'.

Vegetation protection

- Provided environment responses to 290 planning permit referrals ensuring the removal of native vegetation is kept to a minimum.

Indicator 1: Biodiversity across the shire

1.1 Presence and abundance of biodiversity indicator species

Biodiversity Monitoring Program

Council's Biodiversity Monitoring Program assesses how Council is tracking against the five objectives in the Biodiversity Strategy 2018. Four species have been selected as indicators of broader ecosystem health – the Brush-tailed Phascogale, Powerful Owl, Greater Glider and the Brown Treecreeper.

Council undertakes the following activities to monitor these species:

Monitoring activity	No. sites	Target species
Nest box checks	48 sites	Brush-tailed Phascogale
Bird Blitz surveys	84 sites	Woodland birds
Spotlight surveys	16 sites	Brush-tailed Phascogale, Greater Glider and Powerful Owl

Table 6: Biodiversity Monitoring Program

Monitoring sites have been selected based on a stratification of Council's six biolink areas. Additional monitoring activities also occur on an ad hoc or site-specific basis to monitor the presence and population health of a particular species, such as Koalas on Hanging Rock in November 2023. Nest box checks will resume in March 2025.

Bird Blitz surveys

The 2023 Bird Blitz was the fifth year of the bird monitoring program. Twenty birding volunteers and Council staff successfully monitored almost all 84 sites across Council's roadsides and reserves. This year had a somewhat different format – with bird leaders and volunteers, and walks, and workshops – but all in all 64 people participated – with plenty of budding birdwatchers introduced to this wonderful hobby.

Surveying 80 sites across the region would not be possible without the help of Council's volunteers – especially the bird leaders who undertake several sites, or even a whole biolink, or lead a small team. Council would particularly like to thank Sue Boekel, Tony Mew, Mark Buckby, Ian Temby, Murray Haby and Jen Firestone for their bird survey contributions.

2023 Bird Blitz results

After a wet winter, bird activity during October monitoring events was high, with many observations of nesting birds. Abundant summer migrant species recorded included Sacred Kingfishers, Cuckoos, Whistlers and a Rufous Fantail. Other notable sightings included Little Lorikeet at the Cobaws, White-winged Triller at Bald Hill Reserve and the region's first record of a Common Cicadabird on Mount Macedon. Brown Treecreepers were recorded in three

biolinks, the most ever recorded since Bird Blitz monitoring began. Introduced birds were recorded at all biolink areas.

Biolink	Threatened Species	Introduced Species
Cobaw	Brown-headed Honeyeater Brown Treecreeper, Eastern Great Egret	European Starling, Common Myna
Kyneton Woodlands	-	Common Blackbird
Macedon	-	Common Blackbird
Mount William	-	Common Blackbird, Common Myna
Riddell	Gang-gang Cockatoo	Common Blackbird, European Starling
Upper Coliban	Brown-headed Honeyeater	Common Blackbird
Wombat Pyrete	Brown Treecreeper	Common Myna

Table 7: Threatened species and introduced birds recorded during the 2023 Bird Blitz throughout October 2023

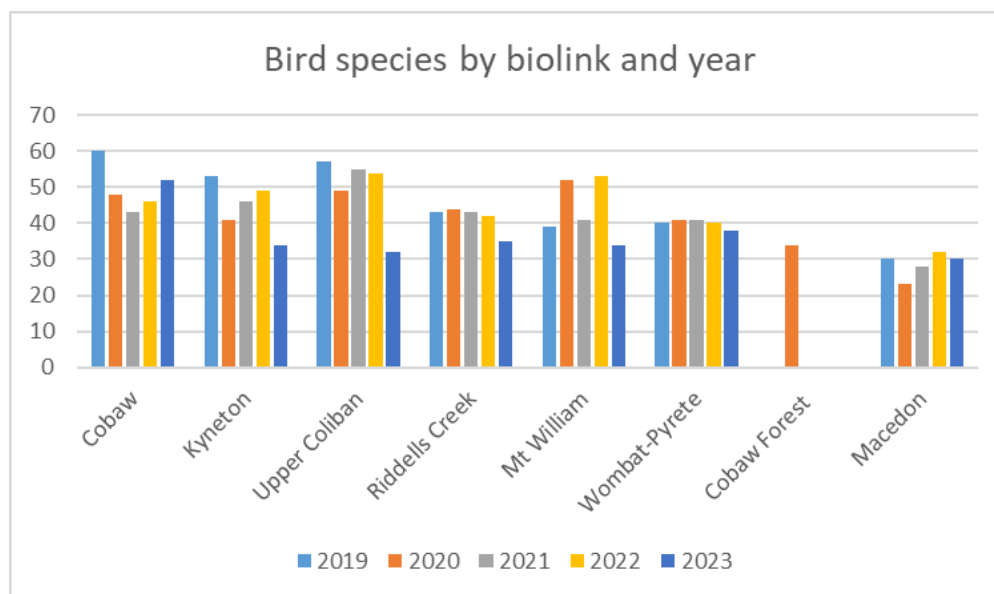


Figure 12: Number of bird species recorded during the annual Bird Blitz events by biolink

A series of bird walks for beginners along Jacksons Creek attracted 5-10 participants a month and is a great way to introduce people to the birds we share our lives with – magpies, herons, ducks and the smaller bush birds.



Enthusiastic birdwatchers attended the Birding for Beginners workshop on Sunday 15 October at the beautiful Woodend Five Mile Creek.

Spotlighting Program

In April and May 2024, the Environment Unit held spotlighting events in five of our six biolink areas and recorded 52 individuals of 7 species. Common Ringtail Possums were found across all surveyed biolinks. Ringtails are an important prey species for one of the indicator species, the Powerful Owl.

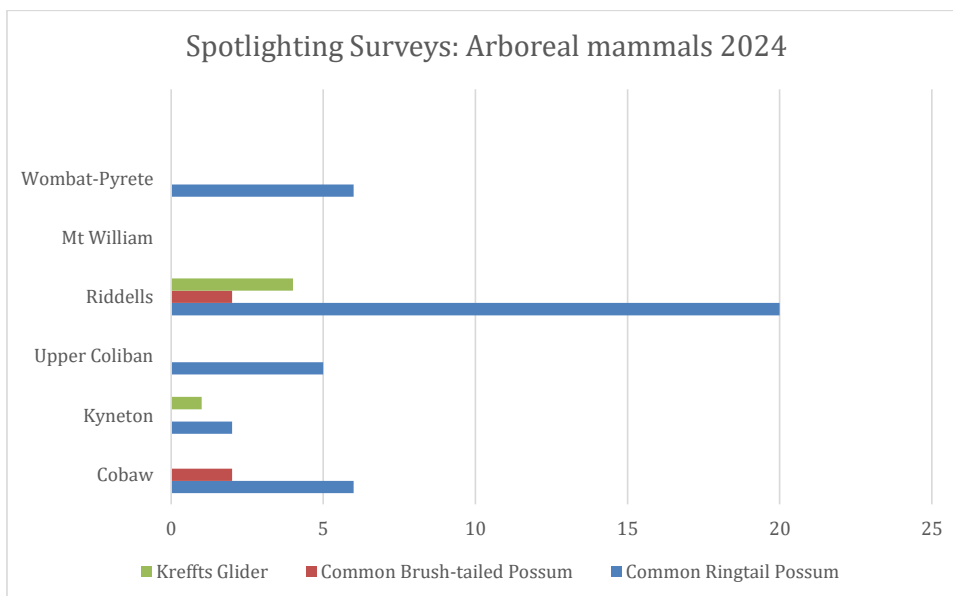


Figure 13: *Species and numbers of mammals observed by biolink area*

Koala Count

On Friday 10 November, 12 budding koala surveyors met at Hanging Rock Reserve to count koalas over a two-hour period.

Simon Purves, Tanya Loos and Kimberley Cook from the Environment team led the group to the summit of Hanging Rock on the lookout for koalas. The group spotted one koala halfway up the track sitting high in a Manna Gum, which was recorded on the iNaturalist app.



*Hanging Rock Koala Count,
November 2023*

Indicator 2: Conservation value of Council managed land

2.1 Roadside Conservation

Roadside weed control program

The 2023-2024 Annual Roadside Weed Program treated 199 sites across the Macedon Ranges Shire equating to 1.4 hectares. Most roadside reserves were targeted for spot-spraying noxious weeds with some sites receiving follow-up treatments from previous years. This year's roadside weed program experienced unexpected early warm weather which contributed to an increase weed growth. An overall reduction in weed infestations on treated roadsides was recorded.

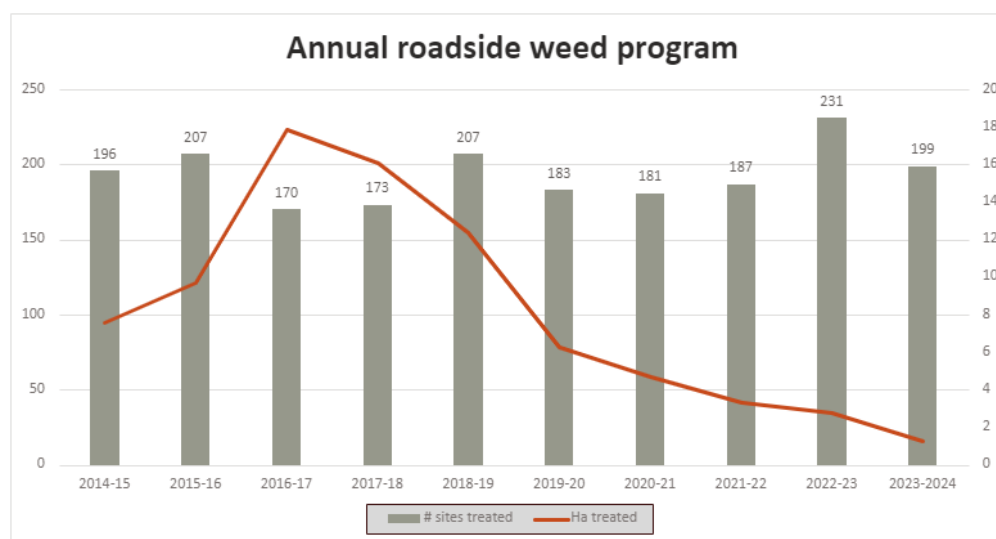


Figure 14: Roadside weed control program, 2014/2015 to 2023/2024

Roadside Conservation Management Plan

As part of Council's Roadside Conservation Management Plan 2021 (RCMP), the installation of conservation guideposts began this year on roadsides with high conservation value. This initiative, along with the release of the Ute Guide for Council staff and contractors, aims to highlight areas with significant vegetation in the Macedon Ranges and support informed decision-making over their management.

Additionally, this initiative encourages healthy discussion within the community about Council's role in protecting biodiversity, conservation, and the wellbeing of the community.



Conservation guidepost

Targeted weeds

To reduce fuel loads and fire risk, roadsides including Three Chain Road, Kyneton-Springhill Road, and Cheveley Road (pictured below) have been treated this year. A mixture of control methods, such as grooming noxious weed infestations and targeted spot spraying in challenging areas on critical roads, has achieved great results. These targeted treatment programs are the result of internal discussions with the fire prevention team and coordinated efforts with Regional Roads Victoria to mitigate fire risks and protect conservation values on rural roadsides.



Cheveley Road, Woodend North, before and after gorse treatment.

2.2 Conservation value of bushland and conservation reserves

Council has continued to control and eradicate invasive weeds and monitor and manage indigenous flora in Bushland and Conservation Reserves. Works have included the protection and monitoring of rare and significant flora species, such as Clover Glycine (*Glycine latrobeana*) found at Bald Hill Reserve.

Environment Reserve activities undertaken in 2023-24 include:

Stanley Park - Waterway works in partnership with Melbourne Water to eradicate high threat weeds.

Stanley Park - Environmental Management Plan and Infrastructure Management Plan adopted.

Black Hill Reserve - Track repair works undertaken on the northern base-circuit track, ridge track and eastern base circuit loop track at Black Hill Reserve. Significant washouts from several high rainfall events have been arrested and trip hazards mitigated. 70% of the tracks are now repaired.

Malmsbury Common – Delivered an ecological burn of a long unburnt escarpment in the northern grassland areas. All aspects in this area have had fire reintroduced to assist in the recovery of the native grassland values.

Hanging Rock Reserve - Planted 6,316 trees, shrubs, grasses & sedges throughout the core conservation and connectivity zones. The connectivity zones and tree protection areas were expanded throughout the recreation zone utilizing logs and mulch from storm recovery.

Hanging Rock Reserve - Completed the woody weed control programs across the reserve, completed stage 2 of erosion control on the summit and Smokers Creek, mapped rabbit warrens and completed fumigation program throughout the core conservation zones.

Bald Hill Reserve - Supported Friends of Bald Hill to develop and install interpretative signs and wayfinding markers and Taungurung Welcome sign.

Hobbs Road (Bullengarook Tip Site), Kyneton and Lancefield Capping Sites - Completed woody weed works for the Waste Team.

Hobbs Road Reserve - Completed repairs of damaged fences and weed eradication works.

Post Office Creek and Campaspe River - Council has delivered 400m of full Willow removal and 10km of Willow retreatment works from Carlsruhe to Kyneton in partnership with the North Central CMA with flood recovery funding.

European Wasps - Hives located on the Campaspe River, Coliban River and Post Office Creek were treated totalling 87 and benefiting native pollinators, local businesses and the wider community.

Installation of Canopy Rope Bridges for Habitat at Hanging Rock Reserve

Canopy Rope Bridges for Habitat were recently installed in Hanging Rock Reserve, providing an important habitat link between Smokers Creek and the summit while new trees regenerate, after the area was impacted by the June 2021 storm.

These bridges provide a means of reconnecting habitat and reducing road mortality for arboreal mammal species. They will also form part of the fauna monitoring program undertaken annually, with the potential installation of remote wildlife cameras and visitor interpretive signage.

Free 'Building Canopy Rope Bridges for Habitat' workshops have been held over the past 18 months, hosted by experienced fauna ecologists, Dr Joanne Isaac and Alana Begg from Ecology and Restoration Australia. Attendees, including community members, youths from Malmsbury Youth Justice Centre and Council staff, worked together to create over 80m of bridges.

Council's Conservation Reserves Officer and Community Recovery Officer helped facilitate the building of the rope bridges and assisted the arborists on the day of installation.

These hands-on events were sponsored by the Department of Energy, Environment and Climate Action (DEECA) and Macedon Ranges Shire Council.



Flora monitoring

In 2023-2024, flora surveys were completed across 20 fixed monitoring plots in Barringo Reserve, Old Ashbourne Road, and Hobbs Road Reserve. Bullengarook Tip Site (Hobbs Road) had transect surveys completed to monitor capping cover and species diversity.

Fixed monitoring plots provide an opportunity to closely monitor incremental changes overtime, forming a longitudinal data set, which will inform adaptive management of the bushland reserve assets. These will complement the existing fauna monitoring to increase our understanding of how environments are changing. Initial surveys focus on establishing a baseline over successive years. Once baselines have been established, plots are resurveyed every 5 years to monitor for change.

It should be noted that during 2023, the La Niña weakened but weather was still cool and wet resulting in reduced vegetation growth.

Reserve	Flora monitoring activities
<p>Bullengarook Capping / Tip Site</p>	<p>Wallaby Grass (<i>Rytidosperma pilosum</i> and <i>setaceum</i>) remains the dominant native cover, with 11 per cent of total cover across the site. The main exotic cover, at 16 per cent, is still Brown-top Bent Grass (<i>Agrostis capillaris</i>).</p> <p>Total vascular plant cover on the site is 49 per cent, which is low. However, with the abundance healthy soil crust organisms on the bare sections enhances resilience to problems such as erosion.</p> <p>The run of wet years (2020-2022) was broken in 2023: spring started with a record warm and dry September. While summer saw significant rainfall, vegetation cover at the time of the survey reflects the very dry start to spring, particularly the decrease in annual species and the increase in cryptogams/bare soil. Grazing by herbivores (mostly macropods) is probably also a significant factor, as they can access the site by slipping under a gate.</p>
<p>Old Ashbourne Road Reserve</p>	<p>The number of indigenous species increased in all quadrats surveyed, some significantly, between the 2022 and 2023 survey.</p> <p>The general pattern through the reserve is of more species-rich habitat in the upper (southern) section of the reserve, while the lower (wetter, deeper soils) section at the lower (northern) end of the reserve has more exotic species (proportionately) and fewer indigenous species.</p> <p>Significant weed species remain present throughout the reserve, as indicated in the quadrats. Blackberry, English Broom and Gorse were the main woody weeds found. The most widespread invasive species is Sweet Vernal Grass which was found in all quadrats and is a minor to medium threat weed.</p>

Barringo Reserves	This is the first time flora surveys have been conducted at Barringo Reserve. Species richness of indigenous plants was overall quite high, but variable.
Hobbs Road Reserve	This was the first such survey undertaken in the Hobbs Road Reserve and the initial result shows low numbers of exotic species and quite variable indigenous species richness. Exotic species present included English Broom (Weed of National Significance) in one quadrat but generally, weeds were in low numbers, with few species found. Sweet Vernal Grass was the most common, a potentially quite invasive species in damper and more fertile environments but not likely to become a serious problem in this reserve.

Table 8: Highlights of flora monitoring in Bushland Reserves

Environment Reserve – Tree Management Program

Council's Environment Team annually assesses trees in nominated areas in environmental reserves as part of the Tree Management Program.

Inspections focus on high target areas such as paths, shelters, seats, and play spaces.

The primary focus for tree inspections is to identify risk to the public within target areas and provide recommendations for risk mitigation, whilst ensuring vegetation values are protected.

In 2023/2024 an arboriculture consultant was engaged to assess tree risks located in environment reserves in Macedon and Gisborne and provide recommendations to address risk to the community, enhance environmental values and timelines to complete recommended works.

2023/2024 Tree Management Program

Reserve	Assessment
Bruce Street 3 & 4	247 trees assessed with 1 tree determined as requiring urgent removal, 3 trees presenting as high risk & 68 as medium risk
Tony Clarke 2 Bushland Reserve	52 trees assessed with 12 trees determined as medium risk
Rotary Park Reserve	42 trees assessed with 2 trees determined as high risk and 2 as medium risk.
All programmed risk mitigation works were completed in June 2024	

Table 9. 2023-2024 Tree Management activities in Council's environmental reserves

2.3 Weeds and pest animal management

Weed control

34 reserves and 199 roadsides and open spaces were treated for noxious weeds over 2023/2024 in addition to the annual weed control program at Hanging Rock Reserve.

Reserve	Reported increase	Reported decline
Black Hill Reserve	Sweet Vernal Sallow Wattle	Blackberry Gorse
Bald Hill Reserve	Sweet Vernal	Horehound Gorse
Mt Gisborne Reserve		Blackberry
Malmsbury Common	Brown-top Bent Grass	Phalaris Gorse Blackberry
Woodend Five Mile Creek	English Ivy	Blackberry and Hawthorn
Mt Aitken Reserve		Artichoke Thistle, Serrated Tussock and Horehound
Marsh Court Reserve		Gorse
Campaspe River and Post Office Creek		Willow, Hawthorn and Poplar

Table 10: Summary of weed impacts in Bushland Reserves

Pest Animal control

Rabbit management was undertaken at Hanging Rock Reserve, Djirri Djirri Waterway Reserve and Mount Gisborne. European Wasps were treated at Malmsbury Common, Campaspe River, Post Office Creek, Bald Hill Reserve Stanley Park and Bunjil Creek.

Two Rabbit Control Workshops were held in Kerrie and Romsey aimed at addressing the growing concern of rabbit populations in the shire.

Presenter Tim Bloomfield from the Victorian Rabbit Action Networks and Roadside conservation provided attendees with valuable knowledge about rabbit behaviour and offered practical strategies for effective management. Participants gained a deeper understanding of the challenges posed by rabbit infestations and learned best practices for control and mitigation.

The events serve as a platform for residents to share experiences and foster a sense of community collaboration in addressing this pressing issue.



Romsey rabbit control workshop participants at Palmer Street

2.4 Ecological and cultural burns

Ecological and Traditional Owner-led burns totalling four hectares were completed in Malmsbury Common, Hanging Rock Reserve and Woodend Grassland, during autumn 2024.

While these planned burns moderate fuel loads, their primary focus is promoting abundance and diversity of flora and fauna, connection to land, and promoting reconciliation and healing for First Nation's people and their communities.

Council's Ecological and Cultural Planned Burn Program continues to deliver positive environmental outcomes and increasingly supports First Nation's stewardship of council managed areas.

The burn program and its planning is a collaboration between local volunteers, community and contractors to work together to deliver the program.



Djandak Wi-led cultural burn, Woodend Grassland



Ecological burn, Hanging Rock Reserve



Ecological burn, - Malsbury Common escarpment



Ecological burn, Malsbury Common escarpment

2.5 Plans and assessments

A number of plans and assessments were completed in 2023-24. These include:

Stanley Park Environmental Management Plan (EMP) and Infrastructure Management Plan (IMP)

The preparation and endorsement of both the Environmental Management Plan (EMP) in December 2023 and the Infrastructure Management Plan in June 2024 are important documents to guide conservation and future management of this Macedon reserve.

Barringo Reserve Cultural Heritage Assessment

This work confirmed that this site in New Gisborne is rich in artefacts and a significant site for Wurundjeri Woi-wurrung. Work continued to protect these cultural values in 2023/2024.

EMP and Master Plan audits

The Environment team completed audits of existing plans for bushlands reserves following 5 and 10 years since their endorsement. Plans for Gisborne Marshland and Magnet Hill Reserve, Black Hill Reserve and Malmsbury Common were all audited in 2023/24 in consultation with friends groups and stakeholders.

Indicator 3: Community involvement in conservation

3.1 Participation in land management workshops

In 2023-24, Council continued to deliver the Healthy Landscapes – Practical Regenerative Agricultural Communities program in collaboration with Hepburn Shire, the City of Greater Bendigo, Melbourne Water and the North Central Catchment Management Authority.

In 2023-24, the Healthy Landscapes program delivered the popular Holistic Grazing Management Course to 18 properties and the Small Property Management course to a further 20 properties. The Growing the Community event at the Kyneton Town Hall in May 2024, brought together 140 attendees for an inspirational evening showcasing local voices on their journey in improving their property and gave participants the opportunity to connect with like-minded people.



*Growing the Community
event at the Kyneton
Town Hall, May 2024*

Engagement Event	Target	Delivered in 2023/2024
Property visits	40	41
Revisited properties	20	15
Discussion groups	100 attendees across 7 events	3 equine farm walks, 37 participants 7 discussion groups - 91 participants
Field Days	4 field days, 100 attendees	5 events – 101 participants
Cultural engagement	3 events	2 stand-alone events, 46 participants 1 Welcome to Country at Growing the Community event - 140 participants
Webinars	4 webinars, 100 participants	5 webinars, 81 participants
Courses	38 properties	38 properties
Total participation	Approx. 800 people registered for Healthy Landscapes events in 2023/24	

Table 11: Engagement activities for Healthy Landscapes Program 2023/2024

3.2 Attendance at biodiversity events

Council continued to broaden engagement to inspire the local community into taking environmental action throughout 2023-24. This was achieved through knowledge sharing to empower Landcare, environment groups and residents to increase their understanding and skills to take action in their own patch.

Council was involved in the delivery of approximately 30 biodiversity-focussed events to over 500 participants throughout 2023/2024.

Events included:

- Fauna monitoring, nestbox checks and spotlighting.

- Flora surveys, wildflower walks at Black Hill and Bald Hill Reserve and large tree surveys.
- Assisting environment group grant recipients with plant preparation and revegetation events.

In addition, Environment team staff provided much in-kind support to community groups, environment groups and schools. They also supported the Health and Wellbeing program at Kyneton Botanic Gardens with Royal Botanic Gardens Victoria and the Trees for Schools program with Greater Western Water.

Activity	Participants
Large tree and hollow surveys	44
Creatures of the night spotlighting events x3	52
Flora field days and surveys	57
Fauna monitoring events and webinars	Events: 97+ participants Webinars: 40+ participants

Table 12: Biodiversity focussed events 2023-24



Large tree and hollow survey at Ashbourne Reserve (left) and Bald Hill Reserve (right)

3.3 Health and activity of Landcare and Friends Groups

Landcare, Friends of and environment groups are asked to answer a “health check” question as part of the Environment Group Support Grant process. In the 2023-2024 grant round, 17 groups applied for funding and completed the group “health check” survey. Figure 15 below shows the health check results compared to data collected during the 2022-2023 grant application round.

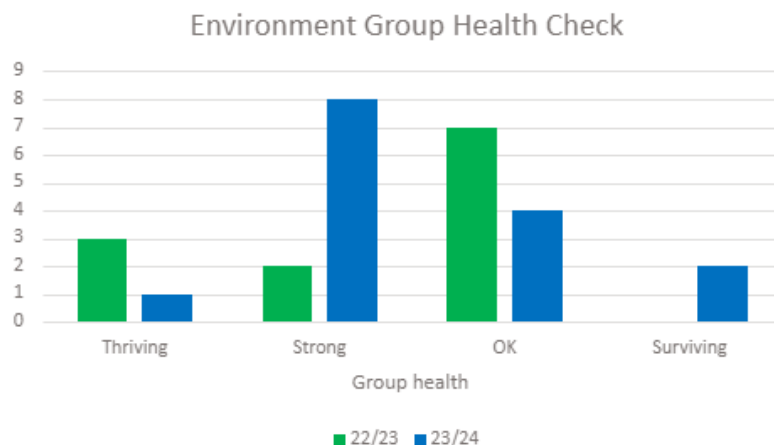


Figure 15: 2023-24 Landcare Group Health Check

Nature Stewards

In autumn 2024, Council, in collaboration with Hepburn and Mitchell Shires, successfully delivered the Nature Stewards Program. This enriching 10-week course offered extensive knowledge on a variety of topics, such as flora and fauna, conservation and land management, climate, water and soils, and the wisdom of Traditional Owner communities.

A total of 27 participants from the three local government areas, including 10 from the Macedon Ranges, took part in the program. Course fees were subsidised for all participants from their respective council areas.



Nature Stewards participants receive their certificates on graduation day

Nature guides

In October 2023, Council launched the fifth of a series of nature guides to the community. *The Grasses of Central Victoria* guide is an easy reference booklet for beginners to use in the farm paddock or local bushland reserves. The guide includes over 80 species with images and descriptive text to help everyone on their way to becoming a local expert.

A flyer with a QR was created and shared across the community to promote all five guides, and to offer them in hard or soft copy. The QR code allows the guides to be downloaded directly to a device to use in the field without the need for Wi-Fi or a phone signal.

During the 2023/24 period, the QR code has been scanned 174 times, with the following reads online:

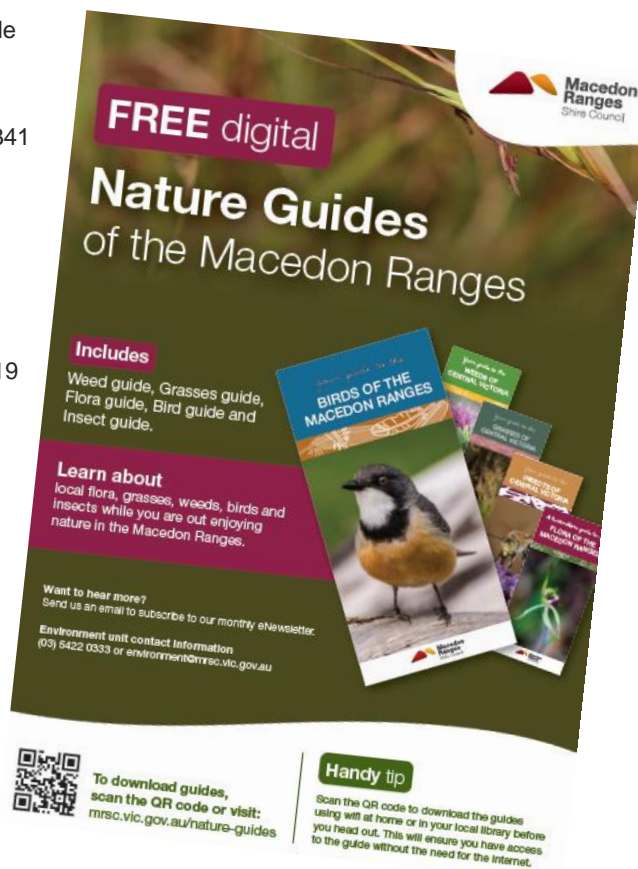
Grasses Guide: 2,153 reads online / 341 downloads

Birds Guide: 946 reads online / 121 downloads

Flora Guide: 1,331 reads online / 109 downloads

Insects Guide: 2,874 reads online / 219 downloads

Weeds Guide: 521 reads online / 78 downloads



Definition of 'reads online': Reads are counted when someone opens your content and either performs an action (by flipping the page, zooming, etc.) or stays for more than two seconds.

Webpage Views

Macedon Ranges Shire Council's Environment Strategy website had 197 views for the 2023/2024 financial year.

Theme 3: Water

Highlights

- Partnered with North Central CMA in the delivering State Government Flood Recovery funded waterway works on the Campaspe River, Kyneton.
- Restoration works on the Bunjil Creek in Gisborne as part of the Regional Roads Victoria project in partnership with Council.
- Revegetation along waterways saw the planting of nearly 9,000 indigenous plants along Smokers Creek, Hanging Rock Reserve and other Council managed reserves.
- Supporting, in partnership with Melbourne Water, the Water Sensitive Urban Design Officer in Council. This role is reviewing Council's current practices and storm water assets, developing a Storm Water Management Strategy and will oversee the first year of implementation. The role will also ensure water sensitive urban design is planned for in future subdivisions and enhance Council's internal skills and knowledge about the design, construction and maintenance of water sensitive urban design assets.
- Continued involvement in the Healthy Coliban Catchment Project including supporting community and landholder engagement.

Indicator 1: Water consumption from Council operations

1.1 Consumption of potable water

Council used approximately 78,377kL of potable water in 2023-2024, an increase of almost 10,000kL from the 68,476kL used in 2022-2023. At the time of writing, data regarding potable water consumption was incomplete for the 2023-2024 financial year, so the figure reported here includes some estimated and averaged data for some sites. The increase in water consumption may be partly due to a dry summer, and partly due to increased services, for example, the new sports precinct.

The most significant increase in water usage was recorded for the saleyards at Kyneton. At over 35,800kL, it's almost double the volume used in 2022-2023, and over five times the amount of water used at the Kyneton Sports and Aquatic Centre.

1.2 Consumption of recycled water

In 2023-2024, Council used an estimated 51,364kL of recycled water, about 20,000kL more than the volume used in 2022-2023, but about 12,000kL less than the volumes used in the prior two financial years. At the time of writing, not all data was available for consumption of recycled water, so the volumes recorded here include some estimated data – in particular, volumes used at three key sites in Kyneton include estimated data for the fourth quarter of 2023-2024 (Kyneton Botanic Gardens, Kyneton Showgrounds, and Barkly Square).

The increase in usage can be partly attributed to a dry summer. Additionally, works at individual sites may influence fluctuations in water usage data, for example, the establishment of new turf at Barkly Square, and the installation of a new irrigation system at Gisborne Botanic Gardens.

Figure 16 below shows the amounts and sources of water used by Council over the past four years to deliver its operations and services.

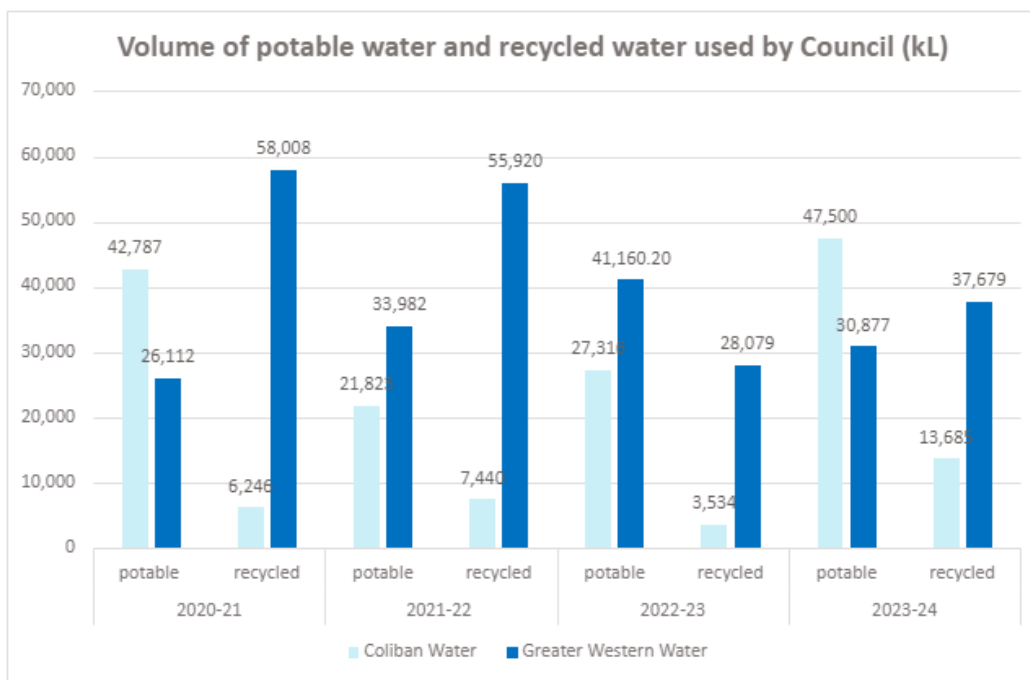


Figure 16: Volume and source of water used by Council from 2020-2021 to 2023-2024.

Indicator 2: Extent of waterway restoration works conducted

2.1 Weed control on waterways

In 2023-2024 Council delivered weed control programs on six waterway reserves as guided by the Environmental Works Plans for Waterways - Port Phillip & Westernport catchments. High threat weeds including Blackberry, Broom, Gorse, Willow, Pine and Elm have been targeted and will be monitored as part of the ongoing waterways maintenance program. The table below outlines weed control on Council managed waterway reserves during 2023-2024.

Waterway	Reserve	Locality	Comments
Jacksons Creek	Rotary Park Waterway Reserve	Gisborne	Woody weed removal program: Follow up Blackberry, Broom, & remove Elm trees
Railway Creek	Waterfalls Rd Reserve	Macedon	Woody weed removal program: Follow up Blackberry, Gorse, & Hawthorn
Riddells Creek & Railway Creek	Tony Clarke Bushland Reserve 1 & 2	Macedon	Follow up Blackberry, Broom & Gorse, remove Large-leaf Cotoneaster, Bluebell Creeper, Japanese Honeysuckle & Pines
Riddells Creek	Nursery Road Waterway Reserve	Macedon	Woody weed control program targeting: Blackberry, Gorse, Broom & Pines
Deep Creek	Three Chain Road Waterway Reserve	Newham	Woody weed control program targeting: Broom, Gorse, Blackberry, & willow.
Dry Creek	Kathryn Court Waterway Reserve	Riddells Creek	Follow up Blackberry, Broom & Gorse, remove Elms & Poplars
Boyd Creek	Boyd Creek Waterway Reserve-Lobbs Bridge	Darraweit Guim	Woody weed control program targeting: Broome, Gorse & Blackberry
Riddells Creek Tributary	Bruce Street 3 & 4	Macedon	Woody weed control program targeting: Broom, Gorse, & Blackberry
Bunjil Creek	Bunjil 05, 08 & 10	Gisborne	Woody weed removal program: Blackberry, Broom, & Japanese Honeysuckle
Jacksons Creek	Jacksons Creek A, B, C & D	Gisborne	Melbourne Water Capital maintenance & weed control program

Romsey Five Mile Creek	Lions Park to Couzens Lane	Romsey	Melbourne Water Capital maintenance & weed control program
Woodend Five Mile Creek	Woodend 5MCK	Woodend	Woody Weed Eradication / Support for Woodend Landcare. Blackberries, Gorse, Broom, English Ivy
Campaspe River	Jennings Street to Mollison Street Bridge (west side of the river)	Kyneton	Woody Weed Eradication / Support for the Campaspe River & Land Management Group (CR&LMG). Manual removal of Willow, Hawthorn and Gorse – Spraying Blackberry
Campaspe River	Edgecombe Street (extension) to Mollison Street Bridge (west side of the river)	Kyneton	Woody Weed Eradication / Support for the Campaspe River & Land Management Group (CR&LMG). Manual removal of Willow, Poplar, Hawthorn – Spraying Blackberry and Gorse.

Table 13: *Weed control conducted along Council managed waterway reserves in 2023-24*

2.2 Revegetation along waterways

Bunjil Creek is located in Gisborne and is a tributary of Jacksons Creek, extending approximately 4.2km from its origin at the summit of Mount Gisborne. A Landscape Plan was completed for the restoration of Bunjil Creek from Melbourne Road to Jacksons Creek guided by the Environmental Management Plan (EMP) for Bunjil Creek.

Revegetation and enhancement of this portion of the waterway was undertaken in 2023 and is establishing well.

These works formed part of the community contribution from the Department of Transport works to upgrade a major intersection just outside of the project area. Consultants in collaboration with the community, Melbourne Water, Regional Roads Victoria and Council developed a detailed Landscape Plan that defined areas for restoration, including weed control and revegetation. Experienced environmental contractors completed the first year of maintenance with one further year of maintenance remaining as part of project delivery.

A summary of plants planted as part of revegetation works on waterways in 2023/2024 is listed in table 14.



Bunjil Creek waterway restoration works, Gisborne

Waterway	Locality	No. plants	Comments
Dry Creek	Kathryn Crt Waterway Reserve	676	MRSC Waterway Program.
Deep Creek	3 Chain Road Reserve, Newham	326	MRSC Waterway Program.
Jacksons Creek	Gisborne Rotary Park	592	MRSC Waterway Program.
Riddells & Railway Creek	Tony Clarke Reserve, Macedon	490	MRSC Waterway Program.
Smokers Creek	Hanging Rock Reserve	6,316	Hanging Rock EMP priority action.
Bunjil Creek	Gisborne		This project has completed the 1 st year of maintenance with 1 year remaining.
Jacksons Creek	Jacksons Creek A, B, C & D	-	Melbourne Water Capital Works planting is completed and now in the maintenance stage.

Table 14: *Revegetation conducted along Council managed waterway reserves*



Revegetation along Kathryn Court Waterway Reserve in Riddells Creek

2.3 A Healthy Coliban Catchment

North Central CMA, Coliban Water, and Dja Dja Wurrung Traditional Owners continue to implement A Healthy Coliban Catchment, a 20-year plan to improve the health of the upper sections of the Coliban River and its tributaries. The aim of this project is to protect the Coliban River as a source of quality drinking water and by doing so, improve habitat connectivity, boost sustainable land use practices, and work with the community to further build cultural and recreational values.

Efforts as part of the plan include 300 kilometers of fencing to control stock access to waterways, allowing for protection of riparian areas and the natural revegetation of riverbanks. Other works include the removal of invasive willows and woody weeds, and planting of native vegetation. Project partners are working with local government, landholders, and community groups on a range of voluntary actions.

North Central WaterWatch currently supports volunteers and Djandak staff to regularly monitor the health of Upper Coliban Catchment. Data collected by these citizen science activities provide an important baseline by which to monitor changes in water quality over the life of the plan. In spring 2023-2024, citizen scientists took water samples from monitoring sites in the upper Coliban Catchment and sent them to be analysed for the presence of environmental DNA (eDNA) of Platypus and River Blackfish.

Platypus eDNA was detected at three sites along the Little Coliban River and at one site on the Coliban River above the Upper Coliban Reservoir. The endangered River Blackfish was detected on the Coliban River at Wheatsheaf.

Theme 4: Waste and resource recovery

Highlights

- A decrease in average amounts of waste / serviced property for all waste streams except FOGO, in Council's kerbside collection service
- 56 waste education sessions and workshops delivered to over 1,360 participants (online and in-person)
- Re-opening of a refurbished tip shop at the Kyneton resource recovery facility and establishment of a tip shop at the Romsey resource recovery facility
- Introduction of a textile collection and recycling service at the resource recovery facilities in Romsey, Kyneton and Woodend
- Establishment of a shire-wide soft plastics recycling program in July 2024, after a successful trial conducted in Romsey
- The award-winning storm-waste processing facility at Romsey closes after more than two years in operation, during which over 16,000 tonnes of woody debris from storms in June and October in 2021 were processed and re-purposed

Introduction

Council adopted the Waste and Resource Recovery Management Strategy 2021-2026 at its Scheduled Council Meeting in December 2021 and has been working to consolidate and improve many innovative waste recovery operations since then.

The four-bin kerbside collection service has been fully operational since July 2021, making Macedon Ranges Shire Council a leader in waste management and resource recovery. Council continues to demonstrate leadership in resource recovery, for example, through its soft plastics recycling program, receiving expanded polystyrene at its resource recovery facilities, and commencing a textile recycling program in September 2023.

To align with the strategic direction and operational programs of Council, the reference to transfer stations in previous reports has been replaced with the term "resource recovery facility" in this report. Additionally, the title of this chapter has been amended to "Waste and Resource Recovery".

Indicator 1: Waste diverted from landfill in the community

1.1 Waste received at resource recovery facilities

Total waste received at resource recovery facilities

In 2023-2024, almost 9,920 tonnes of waste (combined weight of paper and cardboard, aluminium and steel, comingled recycling, glass and e-waste) was received at Council's resource recovery facilities, in addition to oil, tyres, mattresses and garden waste. Table 15 shows that this total figure is a slight increase from 2022-2023.

Table 15 also shows that of all waste streams processed at the facilities, there is a marked decrease in the amount of oil. It should be noted that the figures may not be completely accurate, as storage tanks for oil are emptied when required, rather than to align with reporting periods for the financial year.

Waste transferred to landfill

The total amount of waste diverted from landfill through recovery in 2023-2024 increased by about 364 tonnes compared to 2022-2023, but in terms of percentage of total amount received at the resource recovery facilities, there was a decrease of 2.8 per cent. In other words, the proportion of "waste" recovered from everything brought into the resource recovery facilities in 2023-2024 was less than in 2022-2023 (for the five waste streams measured in tonnes).

Glass and E-waste

The amount of glass deposited at resource recovery facilities continues to trend downwards, as too, the amount of e-waste, with about half the amount in 2023-2024 compared to 2020-2021. This may partly be due to a decreased demand for electronic equipment as people have returned to working in offices since the peak pandemic years. Other reasons may be a reluctance to replace electronic goods given increasing costs for all goods and services, and / or an increase in repair services for electronic goods.

Polystyrene

Council introduced a collection service for polystyrene in May 2023. During the 2023-2024 financial year, approximately 700m³ of polystyrene was diverted from landfill and collected by a company called Ecycle Solutions, where it gets densified and turned into picture frames and skirting boards. Although residents can drop off polystyrene free of charge at the three resource recovery facilities, it still provides a cost saving to Council when compared to being disposed in landfill.

Textiles

Council commenced a textile collection service for textiles at each of its three resource recovery facilities in September 2023. A total of 35,218 kilograms of textiles had been collected for recycling as at end June 2024 (20,762 kilograms from Woodend, 7,433 kilograms from Romsey, and 7,023 kilograms from Kyneton). Textiles are transported to Malaysia for processing and recycling.

Waste stream	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Unit
Paper and cardboard	319.8	220.8	256.84	278.99	268.2	284	tonnes
Aluminium and steel	1,709.5	1,683.9	1,729.00	1,959.4	1,786.3	1,630.5	tonnes
Comingled recycling	149.6	122.1	83.9	79.3	78	81.3	tonnes
e-waste	118.8	146.2	105.35	87.8	82.5	54.6	tonnes
Glass	unknown	197.56	166.96	142.3	123.5	115.3	tonnes
Garden Waste	22,605	34,186	38,512	39,411	49,793	54,802	cubic meters
Oil	22,200	13,800	20,550	24,052	19,040	14,600	litres
Tyres	1,102	1,821	3,046	2,005	2,642	2,243	number
Mattresses	1,447	1,861	2,583	2,447	2,009	2,080	number
Total diverted from landfill (excluding garden waste, oil, tyres and mattresses)	2,297.8	2,566.9	2,342.0	2,547.8	2,338.6	2,165.7	tonnes
% diverted from landfill	37.80	44.80	28.80	28.80	26.02	23.48	%
Total disposed to landfill	3,789	3,162.8	5,789.6	6,286	6,650.2	7,054.2	tonnes
Total (all items)	6,086.8	5,729.7	8,131.6	8,833.9	8,988.8	9,219.9	tonnes
(excluding garden waste, oil, tyres and mattresses)							

Table 15: Waste received at Council's resource recovery facilities

1.2 Sales at Kyneton Tip Shop

Sales at the Kyneton tip shop in 2023-2024 were generally lower for all categories when compared with 2022-2023 sales, except for bicycles and DVDs / CDs (table 16). The reduction in sales is likely due to the tip shop being closed from February 2023 for operational and safety reasons.

The refurbished Kyneton tip shop re-opened in December 2023. An additional tip shop has been established at Romsey, and was officially opened on 19 July 2024, following the “soft” opening in December 2023. Works at both sites were enabled through a grant from the Circular Economy Councils Fund.

Table 17 shows sales from the new Romsey tip shop since it commenced operation in December 2023.

Category	2020-21		2021-22		2022-23		2023-24	
	Qty	Revenue	Qty	Revenue	Qty	Revenue	Qty	Revenue
Bicycles	79	\$437	76	\$650	40	\$280	78	\$770
Books	2	\$4	1	\$2	4	\$8	1	\$1
DVDs & CDs	35	\$303	21	\$192	26	\$210	78	\$854
Electrical	58	\$377	48	\$290	33	\$179	6	\$55
Furniture	48	\$515	72	\$755	29	\$289	23	\$240
Lawn Mowers	4	\$31	5	\$52	6	\$91	3	\$65
Miscellaneous	108	\$658	185	\$1257	203	\$1,936	132	\$890
Steel	169	\$1,366	100	\$878	77	\$986	29	\$307
Toys	6	\$28	2	\$4	3	\$20	0	\$0
Revenue (inc GST)		\$4,090		\$4,080		\$3,999		\$3,182

Table 16: Sales from Kyneton Tip Shop

Category	Dec 2023-June 2024	
	Qty	Revenue
Bicycles	2	\$15
Books	0	\$0
DVDs & CDs	80	\$1030
Electrical	20	\$173
Furniture	13	\$220
Lawn Mowers	19	\$450
Miscellaneous	71	\$828
Steel	37	\$455
Toys	1	\$5
Revenue (inc GST)		\$3,176

Table 17: Sales from Romsey Tip Shop

Council will explore partnering with the Repair Café in Woodend to increase resource recovery from tip shops in the coming year.

1.3 Resource Recovery from Council’s kerbside collection service

Council’s award winning four bin kerbside collection service enables resource recovery to be maximised across the shire. All residents in the shire have been able to separate food and garden organics from general waste since July 2021, and separate glass from other recyclable materials since February 2019, thereby diverting waste from landfill through resource recovery at the individual household level. Low contamination rates in each waste stream mean that there is little rejection at receiving points, and resource recovery is maximised.

Waste stream	2018-2019		2019-2020		2020-21		2021-22		2022-23		2023-24	
	Total weight (tonnes)	Weight / serviced property (kg)	Total weight (tonnes)	Weight / serviced property (kg)	Total weight (tonnes)	Weight / serviced property (kg)	Total weight (tonnes)	Weight / serviced property (kg)	Total weight (tonnes)	Weight / serviced property (kg)	Total weight (tonnes)	Weight / serviced property (kg)
General waste	9,222	484	8,351	428	7,170	345	6,366	316	5,889	282	6,076.	278
Green waste / FOGO	2,969	267	5,259	365	8,505	586	10,816	534	10,185	488	10,999	512
Re-cyclable materials	4,509	237	3,503	180	2,716	132	2,875	142	3,001	145	2,971.5	138
Glass			832	43	1,903	92	1,955	96	1,762	85	1,557.8	72
Total	16,701	988	17,945	1,016	20,293	1,155	22,012	1,087	20,837	1,000		

Table 17: Amounts (tonnes) / waste stream from kerbside collection service (total and per serviced property)

Table 17 above shows that in 2023-2024, there was a slight increase in the total amount of general waste and Food Organics Garden Organics (FOGO) collected, and a slight decrease in the total amount of comingled recyclable materials and glass collected, from the 21,480 serviced properties in the shire (including council facilities). Compared to 2022-2023 figures, there was a decrease in the average amounts per serviced property for all waste streams except FOGO. Given this decrease occurred while an additional 625 properties received the kerbside collection service, the data suggests that residents are generating less “waste”, perhaps through the influence of Council’s waste education programs and activities, and waste minimisation projects within the community.

Trends in amounts of “waste” for each stream are shown in Figure 17 (total amounts) and Figure 18 (average amount / serviced property).

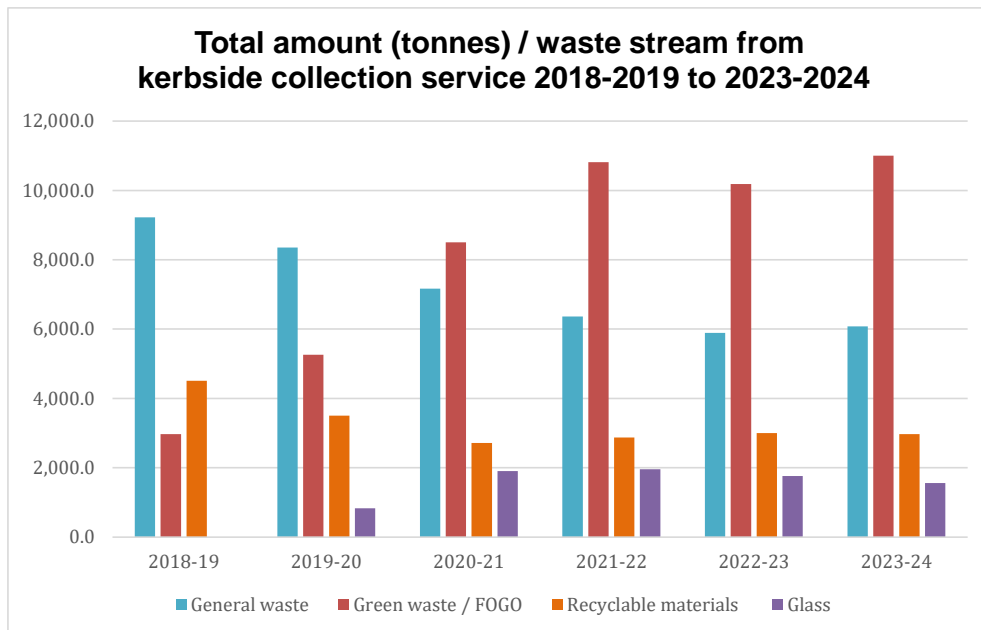


Figure 17: Total amount / waste stream collected from 2018-2019 to 2023-2024.

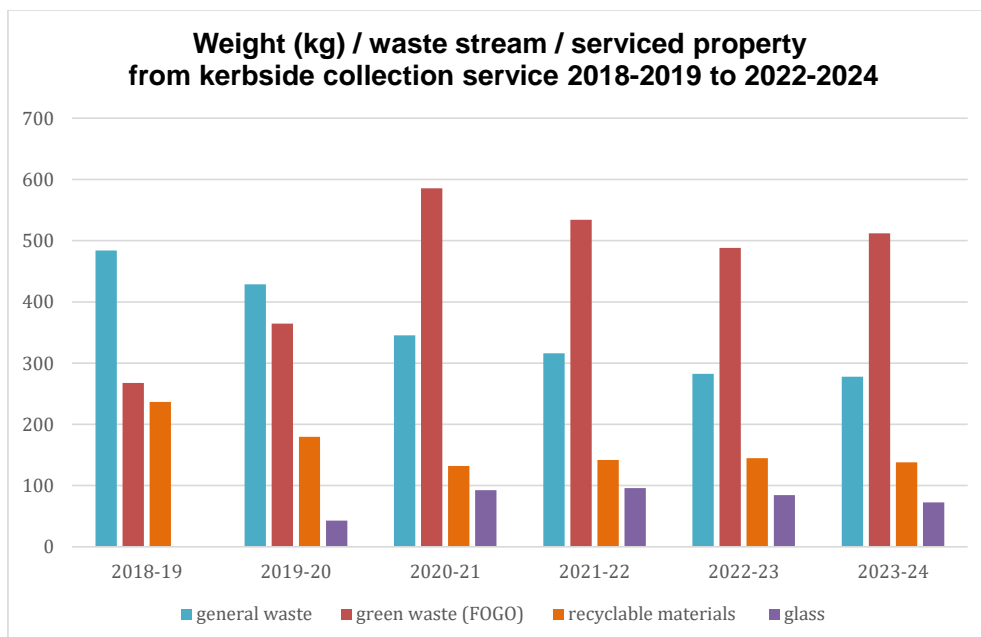


Figure 18: (Averaged) weight /waste stream/ serviced property 2018-2019 to 2023-2024

1.3 Waste from public places and events

Bins for recyclable materials are located in some parks, sports grounds, and townships throughout the shire. High contamination rates mean that everything deposited into public place bins is taken to landfill. Council aims to raise awareness about best practice waste management in public places and expand the service in the future. The high level of tourism and community sport and associated through traffic presents a challenge to Council in managing a public place recycling system to ensure it is used correctly by both residents and visitors.

Indicator 2: Resource efficiency within Council operations

2.1 Waste collected from Council facilities

Waste from Council facilities is collected as a part of Council’s general kerbside collection service, meaning data regarding amounts of waste generated at council facilities is not available (except as the averaged amounts per serviced properties reported above). Given that it is not feasible to separately measure the amounts of waste generated at council facilities through current contracted services, this indicator will not be reported on in the future.

2.2 Paper use

In 2023-2024, Council’s total use of paper decreased slightly from 2022-2023. Data on paper usage is limited to A4 And A3 sized sheets ordered direct from the supplier through Council’s purchasing system and does not capture paper for special uses or paper purchased by individual staff.

While this indicator is a material measure for a key office resource, in future it may be more meaningful to include the amount of greenhouse gas emissions associated with the paper use in council’s emissions profile, in place of this indicator. Amending the indicator will enable paper usage to be addressed in context of the adopted target for zero net emissions by 2030.

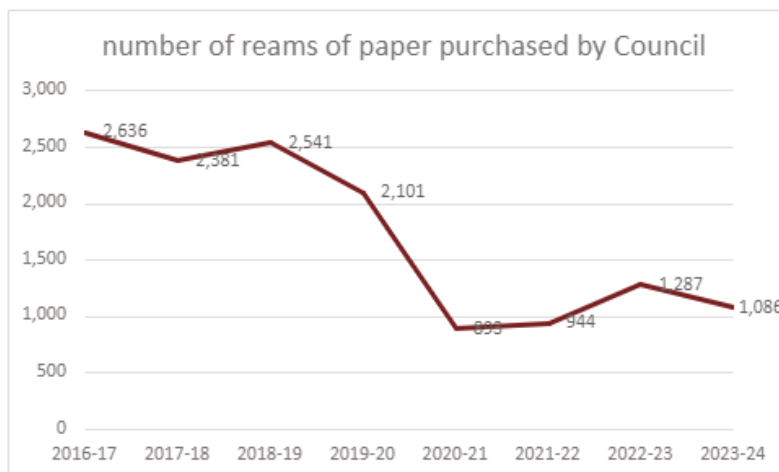


Figure 19: Council’s use of paper over time

Indicator 3: Community engagement with waste education

3.1 Number of waste education events hosted by Council

In 2023-2024, Council's waste education officers (one shared position) hosted 56 waste education sessions and workshops, in-person and online, which were attended by over 1,360 people. This is a marked increase from the 33 workshops and 840 attendees reported for 2022-2023. Many sessions were delivered in response to requests from kindergartens, primary schools, secondary schools, and community groups. Council also co-hosted workshops about its rebate for reusable nappies, and attended the Kyneton and Lancefield agricultural shows, the Riddells Creek Enviro Energy Expo, and the Malmsbury Fayre.

Another avenue for encouraging correct waste management practices has been the Waste App, which was installed close to 900 times in the first quarter of 2023-2024, for a total of 10,769 installations.

A key focus for 2023-2024 was the development of a Waste Education Action Plan, which was endorsed by Council in early 2024, and the production of five short videos on correct practices to maximise the benefits of Council's waste management and resource recovery services. Key priorities for the coming year are to continue working with local schools and kindergartens to foster good recycling habits, to continue to support local businesses and community groups in their efforts to reduce waste and recycle more, to finalise the waste education videos and publish these on Council's social media platforms and website and to continue to support staff to reduce waste at council work sites.

3.2 Use of the Wash Against Waste Trailer

In 2023-2024, the Wash Against Waste trailer (managed by the Macedon Ranges Sustainability Group, with support from Council) was operated by volunteers at 39 events, including regular use at the monthly Woodend, Malmsbury and Lancefield farmer's markets. The Sustainability Group receives positive feedback about the operation of the trailer, as well as requests from other councils and community groups for advice regarding establishment and maintenance of the trailer.



Wash Against Waste volunteers at the Malmsbury Village Fayre, 28 April 2024.