



HASTINGS URBAN INDUSTRIAL
ZONES REVIEW

MAY 1990

PREPARED BY: WESTERN PORT DEVELOPMENT COUNCIL
INC.

8. The land zoned Special Urban Industrial in Cresswell Street is unsuitable for urban industrial development. Council should encourage purchase of this land by the Government as a buffer to the future use of the former BP site for a port related use.
9. If the Government is not prepared to acquire the Cresswell Street Urban Industrial land, it should be rezoned Residential MD3 south of Cresswell Street and Rural Residential Restructure north of Cresswell Street.
10. The land bounded by Thornhill Street, Lyall Street and the Frankston-Flinders Road should be rezoned to only allow uses which are consistent with the "gateway" value of the site for Hastings township. Uses such as tourist related activities are considered appropriate, including restaurant and motel.
11. All land between Barclay Crescent and Thornhill Street on the east side of the Frankston-Flinders Road has important landscape values for the entry to Hastings. These values should be maintained and all allotments fronting the Frankston-Flinders Road should be subject to the Main Road Policy Area or equivalent to protect the gateway to Hastings.
12. Further subdivision of the land on the southern side of Bray Street should be resisted and the development of larger general industrial operations in a "garden industrial setting" should be encouraged. A maximum of one occupancy per site should be enforced on this land to ensure small industrial uses are excluded and appropriate landscape controls should be incorporated in the zone to minimise visual impact in this area.
13. The Public Purpose Reserve (Mornington Peninsula and District Water Board) north of the Somerville Urban Industrial zone should be rezoned to allow general industrial development. Subdivision of this land should be limited to a maximum of four lots with a minimum area of 2 hectares each. Garden Industrial controls similar to those recommended for the Bray Street area should be included in the planning scheme for this land.
14. Five of the urban industrial allotments south of Tyabb Road should be rezoned to Special Use Airport; these are the western-most allotment and the four allotments on the eastern end of the zoned land which form part of the grounds of the Tyabb Fly Inn.
15. A Garden Industrial zone for general industrial uses should be considered on the land zoned Port Related Use south of Bayview Road and west of Jeremiahs Road and on the "BHP Triangle" (formed by the Bayview Road extension and Frankston-Flinders Road).

SHIRE OF HASTINGS

Report to : ORDINARY COUNCIL
MEETING

Item : 7.4.3
Meeting : 871
Date : 04.12.90

Prepared by : Forward Planner (Ain Kuru)
Date : November 27, 1990.
Approved by : Manager - Planning and Development
Authorised : Manager - Planning and Development

HASTINGS PLANNING SCHEME
SPECIAL URBAN INDUSTRIAL ZONE -
CRESWELL STREET CRIB POINT
(Refer Appendices 1 - 4)

6214.26.7

1.0.0 INTRODUCTION

This report examines the recommendations of the Urban Industrial Zones Review (1990) that land zoned as Special Urban Industrial in Creswell Street, Crib Point, is unsuitable for light industrial purposes. As requested by Council, the report includes an Amendment to the Planning Scheme which acts on the recommendations of the Review, that is the rezoning of land to residential and rural residential. This report however, raises a number of concerns regarding the future use of the land, and suggests that Council consider a number of alternative options.

2.0.0 BACKGROUND

Meeting No. 840 (26/03/90) - Following presentation of the draft Review to the Council (which recommended that if land was not purchased by the Government as a buffer it should be rezoned to Rural Residential) the Council requested the Consultant to consider rezoning the land on the south side of Creswell Street to Medium Density 3.

May 1990 - The completed Review recommended that Council encourage the purchase of this land by the Government as a buffer to the future use of the former BP site for a port related use. If the Government is not prepared to acquire the land, the Review recommended that it should be rezoned Medium Density 3 south of Creswell Street and Rural Residential Restructure north of Creswell Street.

Meeting No. 868 (20/11/90) - Following Council's refusal to issue a permit for a wrecking yard and automotive services, it resolved that a report be brought forward which acts on the recommendations of the Review in relation to the land.

3.0.0 FINDINGS OF THE REVIEW

In short, the Review made the following relevant findings:

- * a 38.5% increase in the Shire's population by 2003
- * an additional 51 industrial establishments will be attracted to the Shire by 2003.
- * the most common reason given for industries establishing in the Shire was because it was near home.