



**HASTINGS
INDUSTRIAL
PRECINCT**

**VISION,
PRINCIPLES
AND
CONCEPT
PLAN**

SEPTEMBER 2020

HASTINGS INDUSTRIAL PRECINCT : VISION, PRINCIPLES & CONCEPT PLAN. SEPTEMBER 2020

The following document sets out the Vision, Principles and Concept Plan for the Hastings Industrial Precinct and is intended to inform further investigations and the preparation of a more detailed Development Plan under Development Plan Overlay - Schedule 23 of the Mornington Peninsula Planning Scheme.

8. VISION & PRINCIPLES

The following section defines a vision for the future Hastings Industrial Precinct and outlines a number of key principles to inform its future design and development.

The Hastings Industrial Precinct will develop as a major industrial and employment precinct that accommodates a cluster of diverse smaller-scale, industries as well as providing opportunities for the establishment of larger scale, strategic businesses that build on the strengths of the Mornington Peninsula and the Southern region as a whole and support employment within the Mornington Peninsula Shire. Due to the proximity of the precinct to the townships of Hastings and Tyabb, and to the Shire's Green Wedge rural area, land within the precinct is unsuitable for use by offensive or potentially dangerous industries which will be excluded.

Development of the precinct will be sensitive and responsive to the environmental and cultural values of the land, the surrounding land use pattern and landscape context. All future use and development will be underpinned by best practice sustainable design, including measures to ensure a safe and accessible development and limit any adverse impact on surrounding areas and uses. The precinct will incorporate a well landscaped public realm to help attract investment and provide a high standard of amenity.

The provision of all necessary infrastructure will be coordinated and integrated with the development of the land. Access to the precinct will be designed to provide good connections and ensure the safety and efficiency of the roads for all road users and the wider community.

The estate is intended to ensure a long term supply of industrial land and premises suitable for a range of industrial uses. Retail commercial activity and other uses which may limit the land available or constrain the use of the area for industrial purposes will not be supported.

This will be achieved by:

- Supporting employment within a well-positioned location with respect to the Hastings Major Activity Centre, midway between the population centres of Hastings and Tyabb / Somerville and the supporting work force and building on synergies with the surrounding significant assets such as access to the Western Port Highway, the Port of Hastings, the State Significant Industrial Precinct, and train line.
- Attracting new investment and innovative business opportunities that build on the strategic advantages of the Shire related to small scale manufacturing, agricultural processing and niche manufacturing, marine based industries, and the specialised manufacturing associated with the visitor economy such as artisan trades and catering supplies.
- Catering for locally based businesses that will benefit from establishing within a dedicated industrial and business park and providing for a range of lot sizes and premises that seek to support a diverse range of businesses throughout the life cycle, from small startups to large scale businesses.
- Excluding retail-based businesses including supermarkets and other uses which may reduce the land available for industrial purposes and detract from the Hastings Major Activity Centre.
- Ensuring best practice sustainability principles are embedded through water sensitive urban design, energy efficient buildings, and climate resilient development.
- Ensuring a high standard of subdivision and building design through appropriate design guidelines.
- Requiring a high standard of infrastructure provision and design, including drainage, internal road layout and on site parking and loading facilities.
- Providing for safe and efficient connections to the regional transportation system for freight and heavy vehicle movements to facilitate national and international distribution, minimising local amenity impacts, and ensuring that the local work force has good access to opportunities.
- Integrating natural reserves and a high quality public realm that protects and enhances the surrounding environmental and landscape features and incorporates remnant vegetation, wetlands and other natural systems that support and protect the unique ecological systems within the Mornington Peninsula.
- Planning for a staged master-planned development that allows for the future expansion of industrial and business land to ensure the Mornington Peninsula Shire has a competitive edge to support new business opportunities.

PRINCIPLES



Employment & Business Activity

Key principles related to Employment & Business Activity are:

- To ensure the precinct provides for the development of a range of industry including smaller scale municipal industry and larger scale strategic industries.
- To support and promote the establishment of businesses that build on the strengths of the Shire including small scale manufacturing, agricultural processing and niche manufacturing, marine based industries, and the specialised manufacturing associated with the visitor economy.
- To provide an environment that supports businesses through the business cycle from start-ups to large enterprises to retain business and employment within the Shire.
- To discourage general retailing, bulky goods sales, restricted retailing, and out-of-centre commercial development such as supermarkets, specialty shops, gyms, bars, and play centres.
- To provide for a small amount of retail and services based activity to support business operations, workers and visitors to the precinct.



Natural Systems & Features

Key principles related to Natural Systems & Features are:

- To recognise areas of environmental value which exist within the precinct boundaries and to make appropriate provision for their retention and protection.
- To create passive recreational spaces for workers and visitors and encourage walking and cycling through linear reserves and tree lined road reserves.
- To incorporate remnant native vegetation, reserves, and waterways into the open space network to provide amenity enhancements and biodiversity dividends through the establishment of potential habitat corridors.
- To integrate trees within road reserves and encourage setbacks on private land to increase tree canopy coverage.
- To limit runoff and potential impacts on nearby significant environmental assets such as the Westernport Ramsar Site.
- To appropriately manage Aboriginal Cultural Heritage values within the precinct.



Image, Structure & Relationship with Adjoining Areas

Key principles related to Image and Structure are:

- To ensure the precinct develops having regard to its relationship to the Hastings and Tyabb townships, with particular regard to maintaining a substantial 'green break' separation between the townships and providing a high standard of presentation along Graydens Road & other interfaces.
- Ensure that land use and development design is environmentally and socially responsible, has proper regard to surrounding uses and provides substantial landscaped buffer/ separation distances where appropriate.
- To create a high-amenity precinct underpinned by best practice design, ensuring a high quality outcome that will attract investment and create a pleasant working environment.
- To cater for a diverse range of businesses across a number of sub-precincts offering various lot sizes including larger sites to support strategic industries requiring larger land areas. Development of land within the precinct must be managed to maintain an appropriate supply of larger sites and industrial premises to attract and support this scale of activity in the long term.
- Ensure land use and development design has proper regard to surrounding uses and provides substantial landscaped buffer/ separation distances where appropriate.
- To achieve a coherent built form outcome and high-quality building design that is situated amongst a well landscaped public realm through design guidelines.
- To create a landscape setting that builds on the natural and ecological features of the surrounds.
- To integrate heritage assets within development where possible.

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Access & Movement

Key principles related to Access and Movement are:

- *To establish an internal road network hierarchy based on landscaped boulevards and a range of access streets.*
- *To ensure the movement network integrates with and does not compromise the capacity or safety of the wider road network, builds on existing network synergies, and limits traffic movements through existing settlements.*
- *To create road reserves that are wide enough to establish tree lined boulevards along main roads and incorporate shared user paths.*
- *To ensure development does not prejudice the possible future diversion of Frankston-Flinders Road through the precinct.*
- *To support the extension of the public transport network through the precinct.*
- *To facilitate cycling and pedestrian links to Hastings, Tyabb and Somerville.*
- *To ensure development does not prejudice the investigation and potential siting of a train stabling yard within the precinct.*
- *To ensure that the design of all roads within the precinct and the provision for carparking, heavy vehicle movements, property access and the loading and unloading of vehicles, is adequate to support changes in land use over time and does not act as a constraint on potential industrial activity.*



Climate Resilience & Sustainability

Key principles related to Climate Resilience & Sustainability are:

- *To ensure best practice sustainability is embedded within the precinct through energy efficient building designs and layouts and a resilient landscape design that integrates Water Sensitive Urban Design, remnant vegetation, wetlands and other natural systems.*
- *To encourage the use and generation of renewable energy in new development and consider the establishment of a renewable energy microgrid for the precinct.*
- *To ensure the precinct is adaptive to a changing climate underpinned by increased environmental threats associated within flooding and bushfire.*
- *To encourage sustainable transport where possible through the provision of pedestrian and cycling movement networks.*



Development & Servicing Staging

Key principles related to Development & Servicing Staging are:

- *To ensure the precinct is masterplanned and develops in logical stages corresponding to the demand for employment land.*
- *To include a clear mechanism ensuring equitable contributions from landowners to the protection of environmental assets and the financing of required estate infrastructure including the internal road network and intersection works connecting to external roads.*
- *To ensure all stages are connected to roads, electricity, water, sewerage, drainage and NBN servicing in a timely manner.*
- *To facilitate the early delivery of landscaping and public realms works.*
- *To facilitate a flexible development staging process that can respond to fluctuations in demand to provide a competitive edge to development.*

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PRECEDENT IMAGES



- 1 LOGIS Eco Industrial Park, Dandenong South
- 2 M1 + M2 Industry Park - Pellicano, Dandenong South
- 3 Alliance Business Park, Epping



- 4 Jayco Business Park, Dandenong South
- 5 Chifley Business Park, Moorabin



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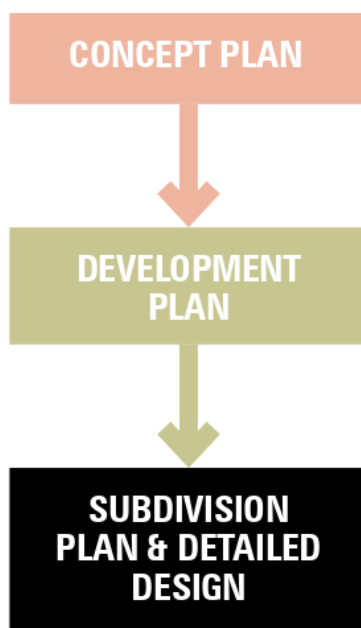
9. CONCEPT PLAN

The following section outlines a high-level indicative concept plan (Figure 1) for the precinct. The concept plan has been developed to demonstrate how the precinct could develop, underpinned by the vision and principles outlined in the previous section.

The plan demonstrates:

- An indicative subdivision layout and the potential yield.
- Road layout demonstrating potential access and movement arrangements.
- Natural features network incorporating remnant vegetation and natural systems.
- Potential development staging.

It is highlighted that this is a high-level concept plan that should be used for indicative layout purposes only. A more resolved layout will be required following detailed site assessments and surveys through a master planning process.



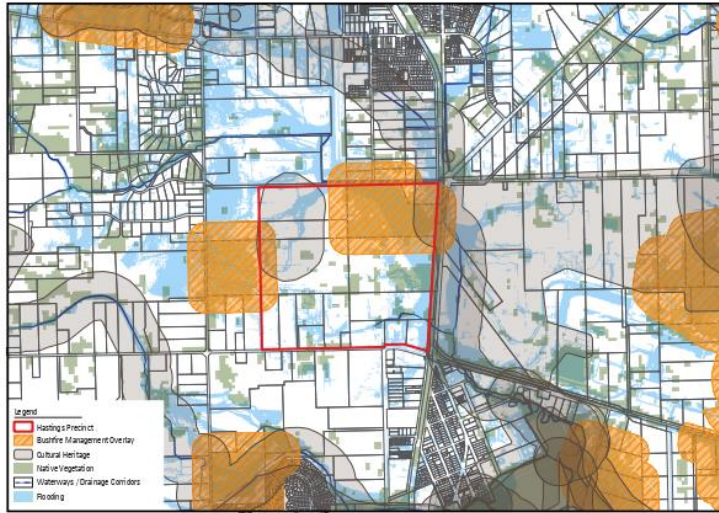
Process of design refinement

9.1 INFLUENCES

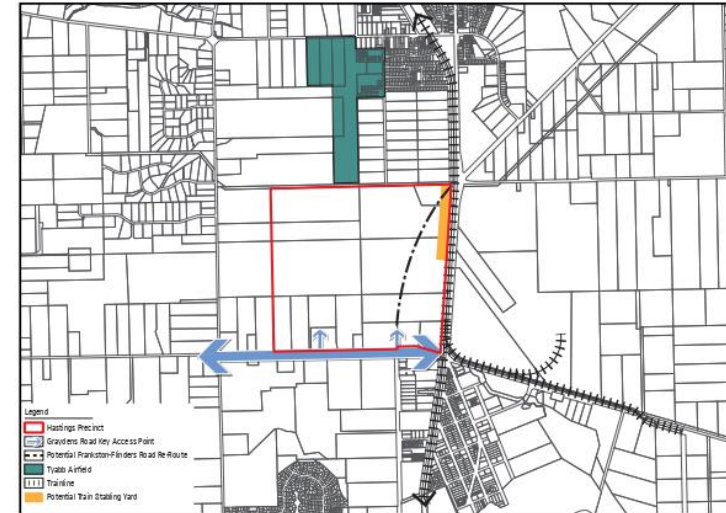
There are a number of key existing conditions and assumptions that have had an influence on the concept plan. These are outlined on the following page and include:

- The location of the precinct between the Hastings and Tyabb townships with the need, consistently expressed in planning policy, to maintain a separation between township areas.
- One main frontage to the precinct onto Graydens Road.
- Potential endangered remnant native vegetation, particularly in the north east portion of the site.
- Potential flooding in the north east portion of the precinct associated with the Olivers Creek Drain.
- Areas of Cultural Heritage Sensitivity in the north west and north east corners of the precinct.
- A Bushfire Management Overlay (BMO) in the north east corner and along a portion of the western boundary.
- An allowance for a potential future secondary access point from a rerouted Frankston-Flinders Road. It is noted that the Department of Transport have no immediate plans to construct the bypass. The concept plan does not rely on the route however it has allowed for it to occur and therefore future proofed it as a potential option.
- Railway corridor to the east and potential land for a future train stabling yard. An indicative area of 3.8ha and length assumed is sufficient to accommodate the new 7 carriage (160m long) trains. The assumed area is a similar size to the facility at Kananook Station and others across Melbourne. The yard is intentionally positioned adjacent to the existing rail corridor, on higher ground and in a linear arrangement in order to minimise its footprint. There is likely to be further land to the east of the potential Frankston-Flinders Road extension should the train stabling yard require further land without impacting on developable land. This assumed area should be confirmed.
- The interface with the Tyabb Airfield. Land closest to the boundary of the airfield will require appropriate consideration of the requirements of the proposed DDO through a future detailed design framework.
- Low Density Residential and Green Wedge Zone land to the west and north east that include a number of rural residential properties. Buffers to sensitive land uses are to be incorporated into the concept plan.
- The existing Industrial 3 Zone (IN3Z) land to the south of the precinct creates potential synergies for industrial/business activity.
- Existing subdivision land ownership pattern.

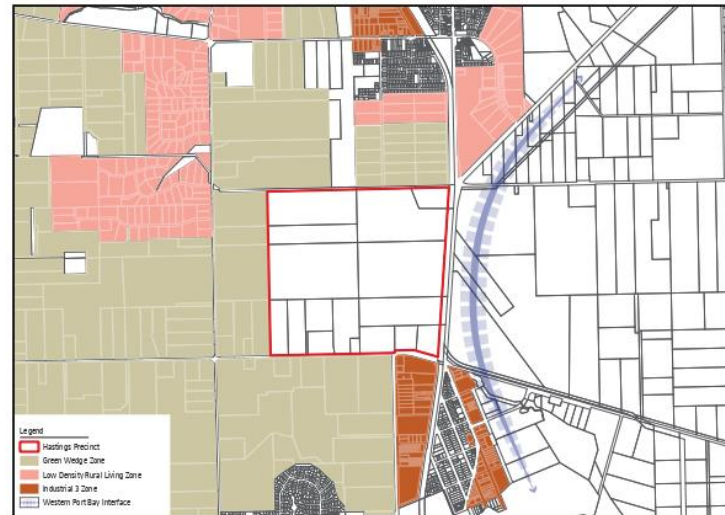
The greatest physical constraints are predominantly situated in the north east section of the precinct.



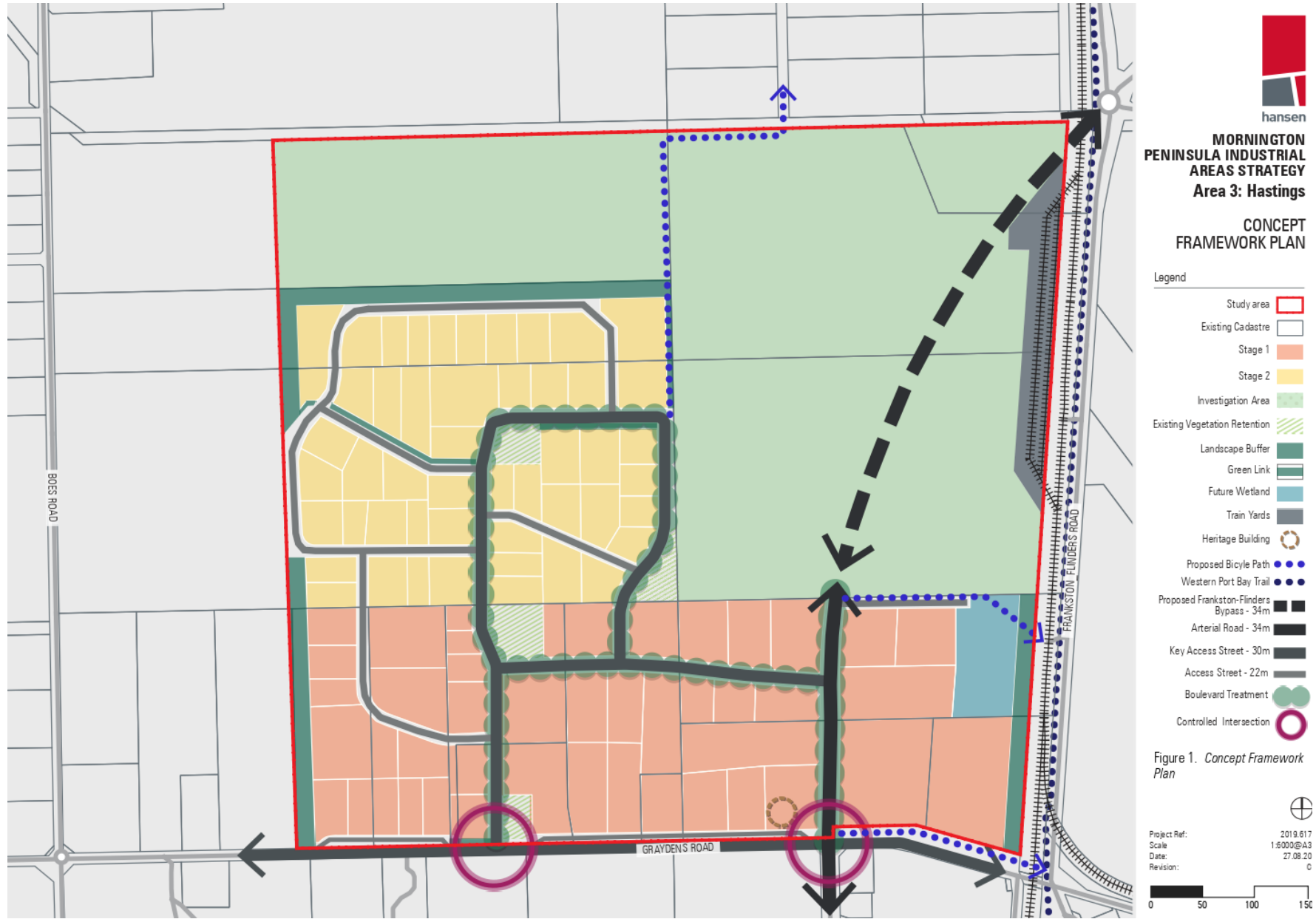
Key environmental influences



Key access and movement influences



Key surrounding uses influences



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9.2 CONCEPT FRAMEWORK PLAN

The high level indicative concept plan is provided in Figure 1. The following outlines some of the key elements that make up the concept plan.

Layout and Yield

- The indicative subdivision pattern (Figure 2) responds to the existing subdivision arrangement and land ownership pattern to assist with orderly development phasing.
- To cater for a range of both small and large businesses, the indicative layout and subdivision pattern has sought to provide for a diverse range of lot sizes based on the following lot size categories:
 - Small: 2,000sqm to 5,000sqm
 - Medium: 5,100sqm to 10,000sqm
 - Large: above 10,000sqm
- These lot sizes should only be treated as indicative sizes only. Flexibility should be built into the plan so that lot sizes can respond to market demand, provided there are demonstrated end users. Lot sizes under 2,000sqm are however strongly discouraged to restrict inappropriate restricted retailing, factory unit development, and warehousing.
- The following development yield has been estimated.

Stage	Gross Area	Net Dev. Area	No. Lots
Stage 1	63ha	41.6ha	45
Stage 2	45ha	31.8ha	50
Total	108ha	73.4ha	95

- The high level developable area estimates have been based on the VPA's definition of 'Net Developable Area', and excludes encumbered land and arterial roads, but includes connector streets.
- Generally, larger sites are positioned to corner sites to cater for larger businesses that may require additional access points / separate loading facilities and/or seeking prominent sites to increase exposure through building presentation and landscape frontages.
- Smaller sites, more suitable to lower order service industry type businesses, are generally located in lower order streets, positioned off and out of view from the main access spines. While strongly discouraged, lots under 2,000sqm must not be located along Graydens Road, arterial roads, and connector streets.
- A reserve has been provided for service road access along the Graydens Road frontage. This has been added to not only provide access to these properties but also to allow for a well landscaped frontage to the precinct along Graydens Road. The eventual width of, and access arrangements to, the service

road should be determined through detailed design to the satisfaction of Council. The reserve however should be at least 20m, incorporate a footpath/bike path, and allow for a landscape buffer of at least 10m. Large lot sizes have been provided along the frontage to ensure built form can be well setback from the road (at least 20m) and to allow for well landscaped and active frontages along this key road and gateway to Hastings.

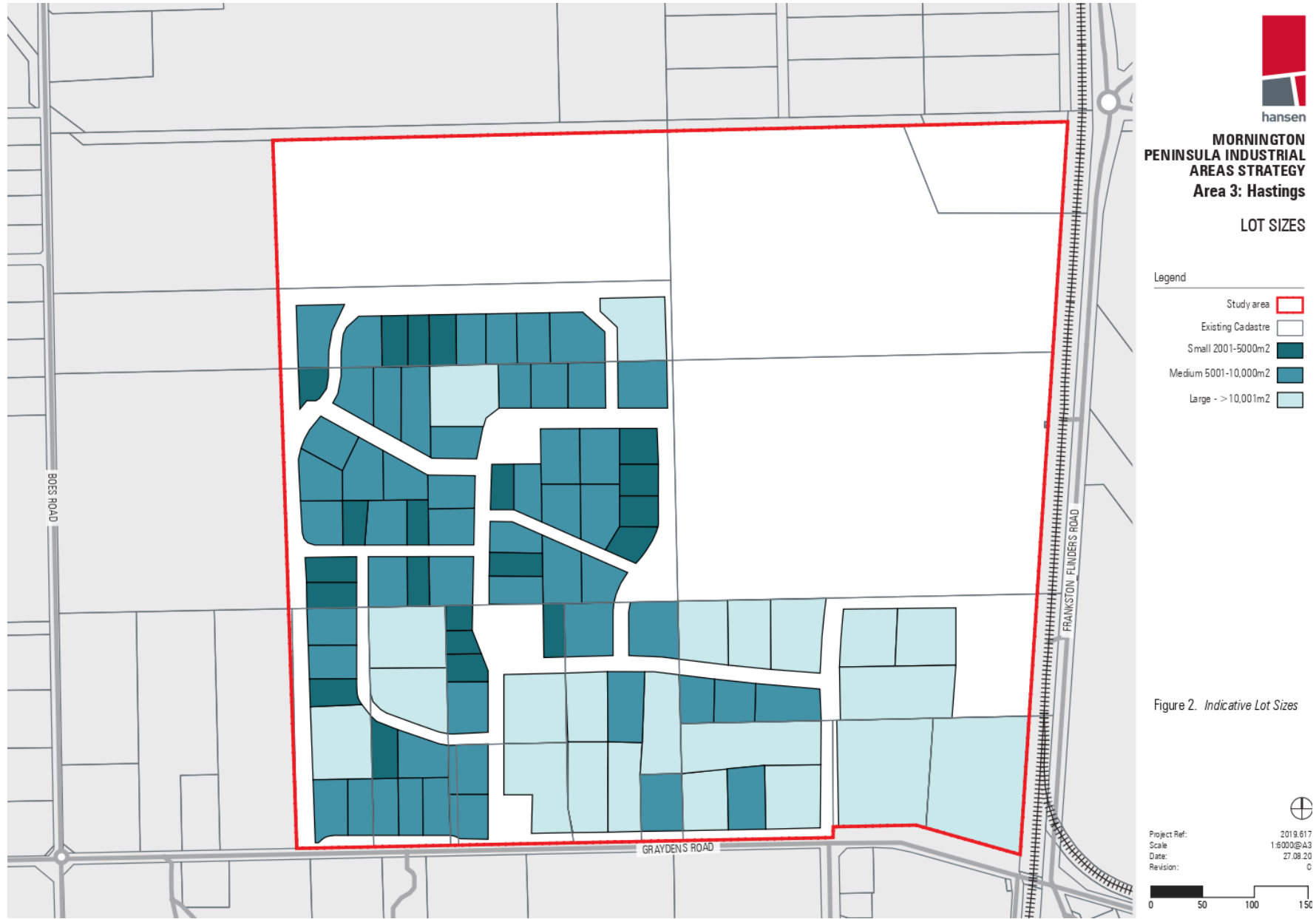
- The existing businesses at 1820 Frankston-Flinders Road and 1840 Frankston-Flinders Road and associated lots have been retained, maintaining existing access arrangements.
- The existing heritage dwelling at 12 Graydens Road has been incorporated within the indicative subdivision pattern and can be retained within a generous corner lot location, at the main entry to the precinct. The dwelling could potentially be restored and utilised as a café/food and drink premise to cater for the needs of people employed in the precinct as well as benefit from a prominent corner location.

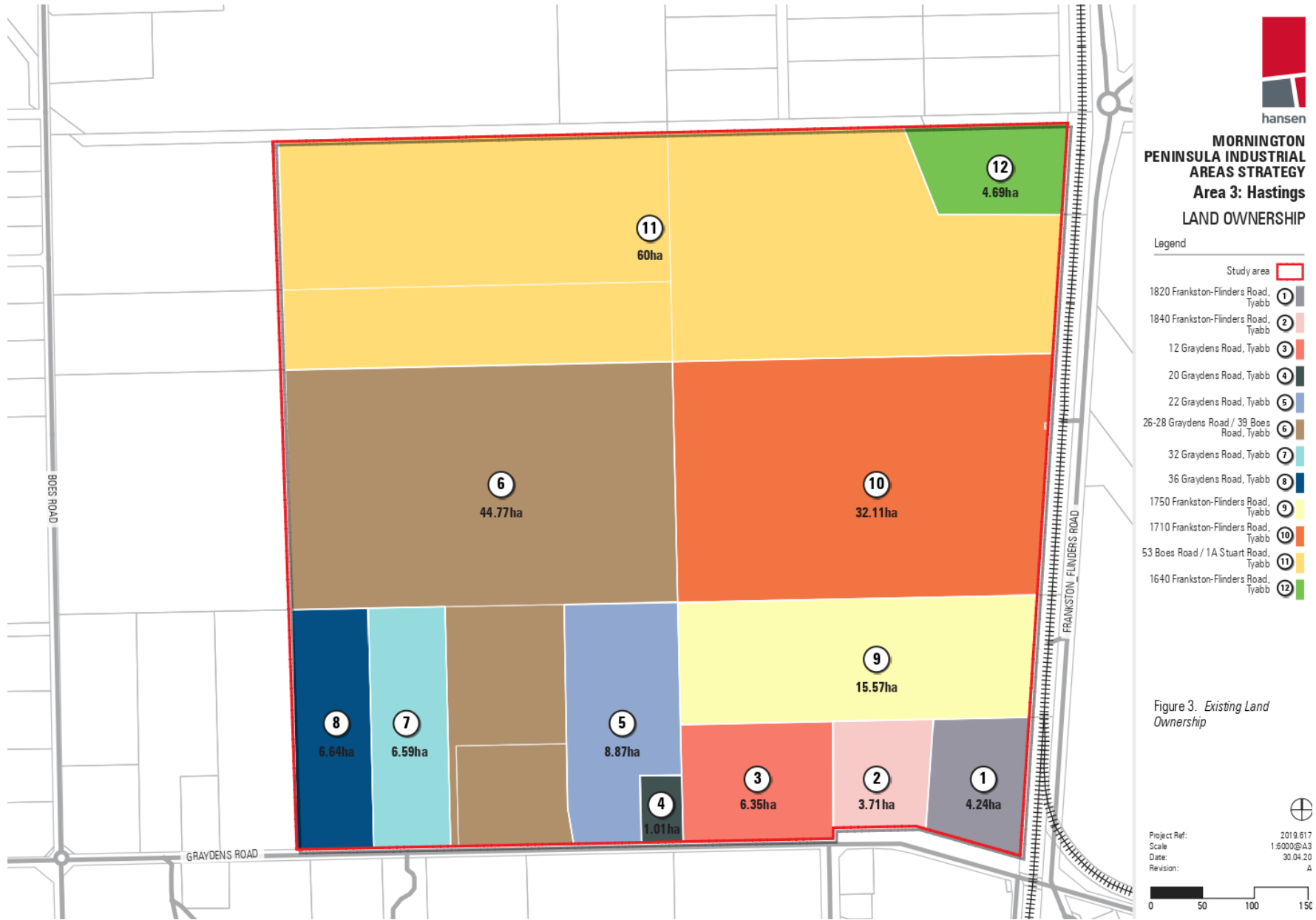
Buffers

- A 30m wide landscape buffer has been provided along the boundaries of the precinct to respond to and soften the interface with the adjoining rural living lots and Green Wedge Zone (GWZ). The landscaped buffer strip should be established as part of any subdivision or development of the precinct and fenced separately but should remain part of the private property with the adjoining owners having ongoing maintenance responsibilities. In addition to the landscaped buffer strip, no buildings should be constructed within 60 metres of the western precinct boundary.
- The 'green break' created by retained vegetation within the 'Investigation Area' will provide a large buffer to adjoining low density residential land and retain a break between Hastings and Tyabb.

Staging

- The concept plan provides for a staging period beyond the 15 year short-medium term timeframe. Stage 1 accords with the identified short term requirement to provide for approximately 40ha-60ha of land.
- The envisaged sequence of development is intended to move from the existing Graydens Road frontage, closest to existing servicing infrastructure at the intersection of Frankston-Flinders Road, and proceed in a westerly, then in a south to north direction (Figure 4).
- Indicative staging boundaries respond to existing land ownership boundaries. The planning scheme provisions for the precinct should provide sufficient flexibility to vary the staging plan to adapt to market demands and landowner intentions, provided the necessary infrastructure and /or infrastructure contributions required to support the development of the land and the proper future servicing of the precinct as a whole are secured.





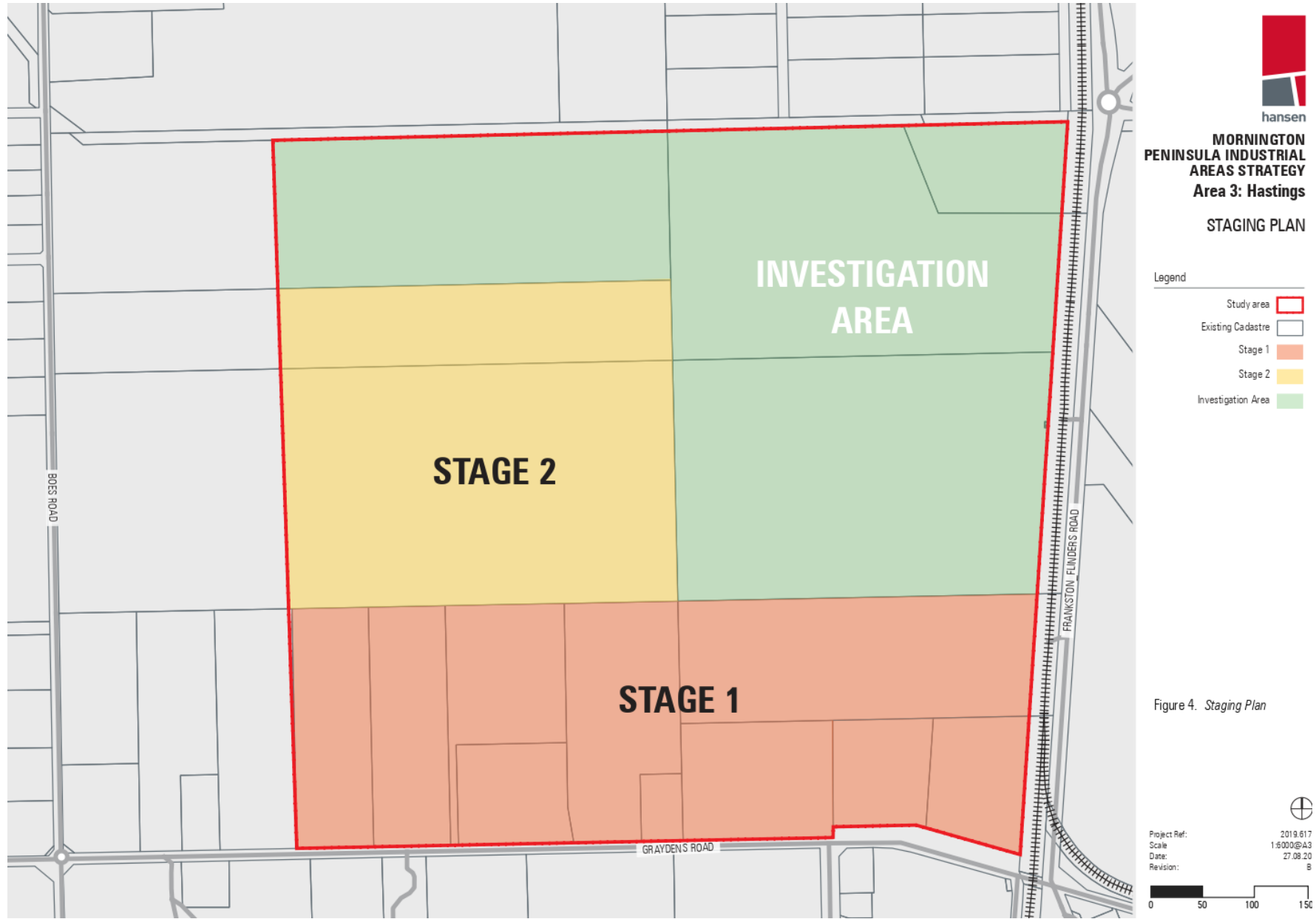


Figure 4. Staging Plan

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Access and Movement

- The precinct has been provided with two main access spines leading into the precinct:
 - The first access point utilises the existing T-intersection at Graydens Road and Frankston-Flinders Road and would likely require a 4-way controlled/signalised intersection.
 - The second access point has been positioned an equal distance along the Graydens Road frontage compared with the first and would likely require a controlled T-intersection (to be determined through detailed traffic work as part of Development Plan). The alignment of the access point also takes advantage of the contiguous land ownership arrangement in this section enabling Stage 2 land to be accessed within a single land ownership.
 - Provision of two external access points, with an internal connection, is considered an important strategic traffic movement and safety element of the plan.
- Road alignments have been positioned to ensure pockets of remnant native vegetation are avoided while also ensuring their protection in prominent corner positions within the precinct.
- The road layout responds to the existing subdivision arrangement and land ownership pattern, ensuring that all existing properties are provided with road frontages so that they are not landlocked or prevented from developing by neighbouring properties.
- Within Stage 2, sections of one-sided road have been provided to the outside of the development land for the following reasons:
 - West: to respond to the BMO and enable access to the perimeter for both ease of emergency vehicle access and to provide a break between the abutting heavily vegetated land and development.
 - East: the one-sided road to the east will enable a high amenity outlook and distant views towards the 'green break' to the east.
- With the exception of the potential future bypass of the Frankston-Flinders Road, no new or additional level crossings of the rail corridor are to occur.
- The pedestrian and bicycle network includes a new northern link to Stuart Road and eastern connections to the Western Port Bay Trail along the train line. The northern link incorporates land associated with the Melbourne Water drainage easement along the northern interface. The feasibility of using this land will need to be confirmed.

Internal Road Hierarchy

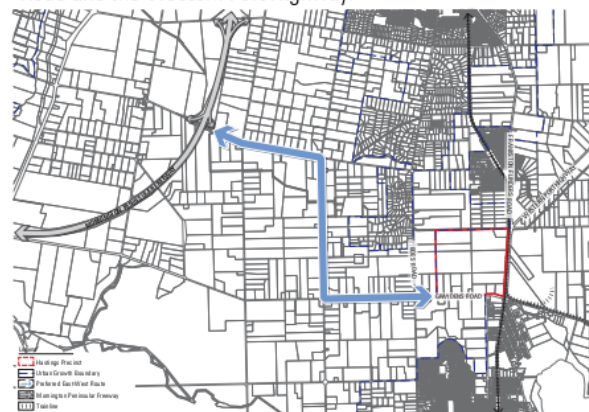
- An internal road hierarchy has been established based on an arterial road, industrial connector streets (with boulevard treatment), and access streets. The collector streets/boulevards

incorporate a shared footpath/cycle path. Indicative road cross-sections have been provided on the following pages with precedent examples.

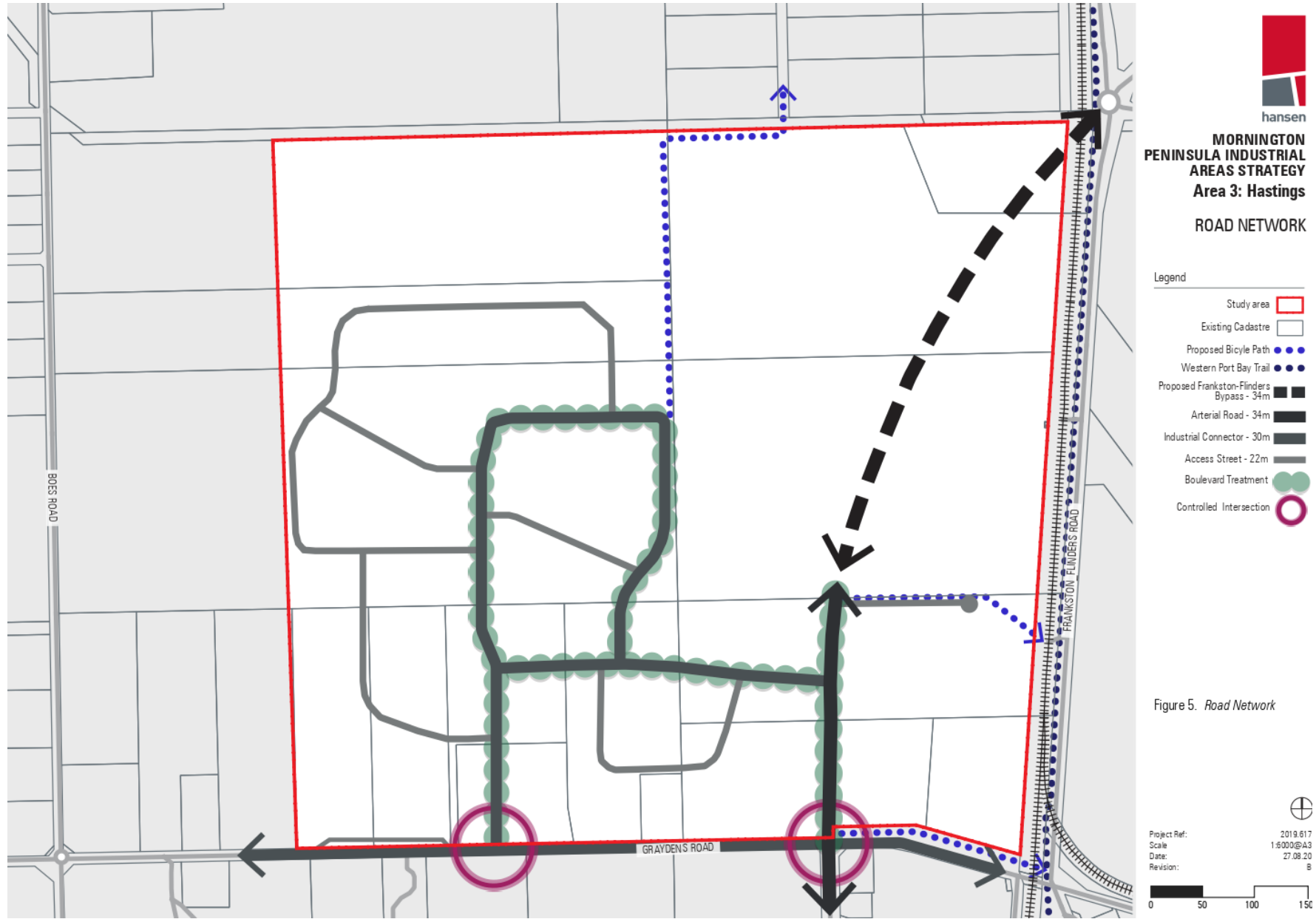
- The alignment of the higher order roads has sought to respond to existing features of the land and topography to create subtle variation in the linear alignment.
- The detailed road design should make provision for heavy vehicle manoeuvring, particularly at intersections, and provide bays for heavy vehicle parking to support the transport of goods and materials to and from the precinct.
- Car parking for individual site development should be provided in accordance with planning scheme requirements. However, consideration should also be given to the provision of adequate space for curbside parking and the inclusion of additional shared parking areas within the precinct to avoid potential obstructions to safe vehicle movements.

Wider Transport Network

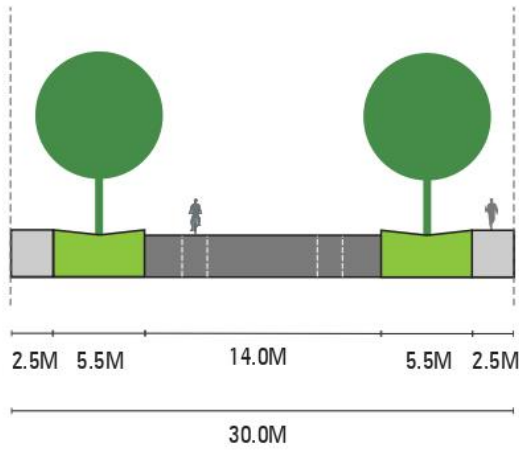
- The location of the precinct benefits from a supporting traffic network that will build on strategic connections within the surrounding area and limit traffic movements through existing settlements.
- The precinct benefits from an east-west link providing direct access to the Mornington Peninsula Freeway and the western side of the Peninsula utilising Graydens Road, Coolart Road, and Mornington-Tyabb Road (see below). The benefits of this route are that it avoids movements through surrounding settlements, generally traverses less populated areas, and places less strain on roads with capacity constraints. The route also has the potential added benefit to assist east-west connections from the Port of Hastings to the Mornington Peninsula Freeway.
- The precinct also has good access to a north-south connection from the eastern side of the Peninsula towards Dandenong consisting of Frankston-Flinders Road, Dandenong-Hastings Road and the Western Port Highway.



East-west link to Mornington Peninsula Freeway avoiding settlements

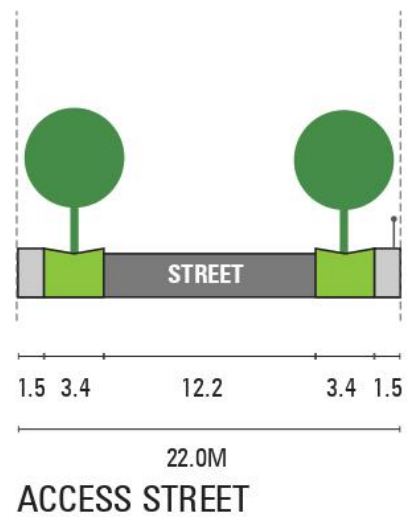


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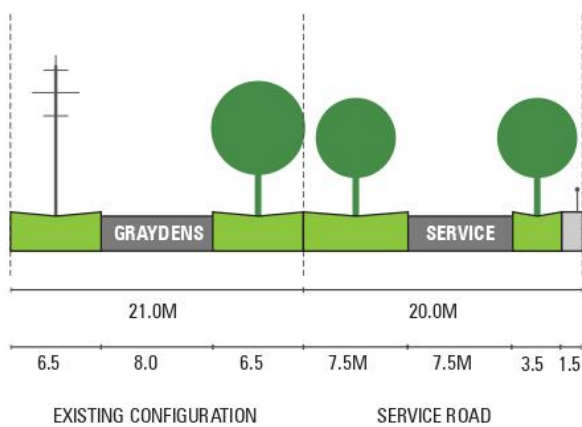


- 1 *Discovery Road, Dandenong South*
- 2 *Imagine Way, Dandenong South*
- 3 *Logis Boulevard, Dandenong South*

CONNECTOR STREET - BOULEVARD



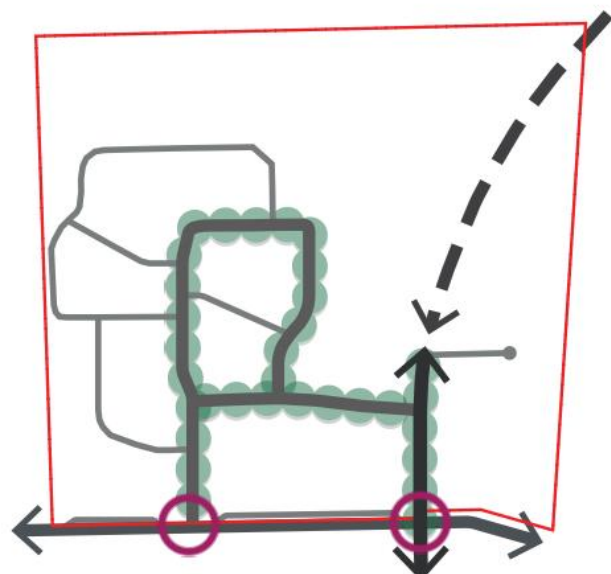
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GRAYDENS ROAD + SERVICE ROAD

4 Mornington-Tyabb Road, Mornington

5 American Way, Dandenong South



- Arterial Road - 34m
- Key Access Street - 30m
- Access Street - 22m
- Boulevard Treatment
- Controlled Intersection



74 Hansen Partnership Pty Ltd

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Natural Systems and Features

- The concept plan has sought to sensitively respond to the significant environmental features within and surrounding the precinct and incorporate natural features.
- The areas containing significant remnant vegetation, as well as having potential cultural heritage value, are included in the Investigation Area as discussed below and are not designated for rezoning or further development at this time.
- More detailed provisions relating to the protection of biodiversity, habitat and vegetation will be dependent on the results of further investigations and the preparation of the final Development Plan. Any proposed removal of native vegetation will also be subject to the Biodiversity Protection and Native Vegetation Management policies included in the Planning Policy Framework (Clause 12.01-1S and 12.01-2S of the Planning Scheme). At this stage the concept plan includes:
 - An indicative location for an east-west 'green link' has been provided as part of an extended landscape strip within the road reserve. This link seeks to connect pockets of remnant vegetation together and will provide a habitat corridor, particularly for bird life, across the midpoint of the precinct, as well as being a major landscape feature. The green link may also, where appropriate, incorporate pedestrian pathways and support the Water Sensitive Urban Design of the precinct's drainage system.
 - An indicative location has been identified for a potential wetland at the lowest part of the site in Stage 1. Its position will also terminate eastward views along the proposed east-west main access link. Such green infrastructure will need to be confirmed through hydrological studies and in collaboration with relevant authorities as part of the development plan preparation.
 - Pockets of existing remnant native vegetation have been incorporated into the concept plan at key points throughout the precinct. These pockets should be transferred into Council ownership. Land allocated for public open space contributions under Clause 53.01 should be located close to these pockets so that the open space can benefit from the amenity provided by the vegetation.
 - Key roads will provide important tree boulevards acting as green spines through the precinct and providing connections across the landscape.
 - Key intersections and junctions within the precinct are all associated with one 'green' corner. This will ensure general awareness and visual prominence of the natural environment within the future employment precinct.
 - Roads along the precinct boundaries provides the opportunity to incorporate generous reserves and landscaping along the boundary side.

Open Space

- Industrial subdivision is subject to a public open space contribution under the Mornington Peninsula Planning Scheme equal to 5% of the site area or 5% of the site value (or a combination of the two). This is in addition to space required for buffer areas, the retention of native vegetation, road reserves, drainage reserves, and other infrastructure requirements, although it is open to Council to have regard to the open space value of some areas. At this stage the concept plan does not incorporate any major active open space or sporting facilities within the precinct, however, contributions may be used to upgrade facilities that will assist in meeting the recreational needs generated by the development of this precinct. Equally options may arise from further consideration of the Investigation Area.
- The provision for open space within the concept plan focusses primarily on a network of passive open spaces at key locations, co-located with reserves for the protection/retention of native vegetation. These spaces will be connected by landscaped main roads (boulevards) with provision for pedestrians and cyclists.
- The revised concept plan increases the width of the landscaped buffer strip around the precinct to a minimum width of 30 metres, however it is not intended that public access is provided within this buffer having regard to the privacy and safety (from fire risk etc.) of adjoining properties.
- Instead, the main pedestrian route is intended to be through the precinct, with a proposed connection in the north through to Stuart Road (subject to approval of Melbourne Water to cross an existing reserve). It is also proposed to connect the precinct to the existing cycle path which runs between Hastings and Somerville within the Frankston-Flinders Road reserve.



Existing vegetation within Investigation Area

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Investigation Area

- The area of the precinct marked as 'Investigation Area' (particularly in the north east section) contains the most significant constraints identified to date:
 - Protection of remnant native vegetation;
 - Potential cultural heritage values;
 - Flooding and drainage;
 - Ensuring adequate separation from the Tyabb township and rural living properties;
 - The potential need to accommodate rail facilities; and
 - The potential for a major bypass road.
- In this context, it is considered that this land requires further detailed investigations, including an ecological assessment, before any decision can be made about its potential future zoning.
- In the long term, should some of this land be used for a train stabling facility or if the proposed Frankston-Flinders Road bypass proceeds, then options could be considered for suitable uses in less sensitive locations in the south of the Investigation Area that would benefit from this new infrastructure. However, this should not be at the expense of the area's existing natural, cultural values and function as a 'green break' and part of the natural drainage system of the area.
- In this context it may be appropriate to include all or part of the Investigation Area in the Green Wedge Zone (GWZ), however this decision cannot be made prior to the recommended investigations and further consultation.

Siting and design of buildings and works

Prior to the commencement of development within the precinct comprehensive design guidelines must be prepared to provide guidance on the scale, form, height, setbacks, fencing, provision for waste storage and landscaping of development within the precinct.

This should include consideration of:

- Best practice environmentally sustainable design and water sensitive urban design principles and construction practices, including the Shire's ESD policies.
- Provision for the use of renewable energy and consideration of the establishment of a renewable energy microgrid for the precinct.
- Measures to minimise the visual impact of development adjoining roads and surrounding areas, including Boes Road.
- Measures to ensure the safety and efficient operation of the Tyabb airfield as set out in the Tyabb Airfield Precinct Plan 2017.

9.3 RESPONSE TO EXHIBITION

During the exhibition period of this document, a number of key matters were raised with respect to the concept plan (please refer to Section 5).

As a result, and in response to key issues raised, a number of changes have been made to the exhibited concept plan.

These changes include:

- A reduction in the overall size of land recommended for rezoning as part of the employment precinct. Land marked as Stage 3 on the exhibited plan has been reduced in size with the northern portion now forming part of the 'Investigation Area'. The main reason for this change is to ensure a sufficient separation is maintained between Hastings and Tyabb and to create a 'green break'. The reduction in the overall size of the precinct also reduces the likely level of additional traffic generation.
- To increase the separation between the precinct and adjoining rural residential and Green Wedge Zone (GWZ) land, the landscape buffer surrounding the precinct, particularly along the western boundary has been increased to 30m. This should be implemented in conjunction with a 60m setback requirement for all buildings from the western boundary.
- The immediate investigation of the 'Investigation Area' has been removed as a recommendation in the short term. This land provides a good 'green break' between Hastings and Tyabb, which was strongly supported in submissions, and should be retained as such.
- Increased pedestrian and bicycle linkages across the precinct, in particular, strengthening connections to the Western Port Bay Trail and Stuart Road to the north.

