



crib point township plan **draft**

prepared by the mornington peninsula shire council

with hansen partnership pty ltd, barraco wright pty ltd

and NMBW architects

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1 Introduction

Crib Point is an historic coastal township located near to the valued and sensitive environmental assets of Western Port Bay. The town is largely residential in character with small dispersed pockets of local commercial, educational, community and recreational facilities. The low profile of development, combined with the environmental features and low key atmosphere are features of the township which are highly valued by residents and which are sought to be protected.

Although Crib Point was previously a key site for the Port of Hastings, with a large area along the eastern side of the township currently set aside for the long term port needs, the emphasis on port activity has significantly changed over time and the bulk of future port related activities and development is now planned to occur at the primary port location to the north of Hastings township, 7km to the north. A key direction of the Hastings Port Land Use and Transport Strategy (PLUTS) (2009) was that any future port activity at Crib Point should focus on the transfer of products by pipeline e.g. from the Crib Point Jetty, and not activities dependent on road transport.

In this context the purpose of the Crib Point Township plan is to establish a long term vision for the township as a basis for future planning and decision making about the use and development of private and public land.

The Township plan seeks to provide greater certainty for residents, landowners and stakeholders regarding the future of Crib Point over the next 10 – 20 years. It is recognised that significant decisions regarding the Port of Hastings and the use of land set aside for port purposes in proximity to Crib Point are still under review by the State government. The Plan therefore seeks to provide a robust framework which may be further developed as more certainty on these issues is established.

The Township plan addresses the land use, built form, landscape and transport requirements of Crib Point. The Plan has been prepared by the Mornington Peninsula Shire based on work produced by Hansen Partnership P/L concurrently with design reports produced by Baracco + Wright Architects & NMBW architects, to ensure a co-ordinated approach in terms of the look, feel and function of the township.

1.1 How Will This Plan Be Used?

Township plans guide changes to land use, built form and public spaces to achieve economic, social and environmental objectives, including those set out in state and local government policy. However, each settlement is different and has a different role in terms of the overall strategy for accommodating future growth demands on the Mornington Peninsula.

The vision for the township (see section 2.1) seeks to express the particular key values of Crib Point and to provide directions for critical decisions on the level and types of change and the future form and function of the town. This

plan therefore provides a framework articulating how the township of Crib Point will develop, and the key actions needed to realise the framework.

This Township plan is a tool to be used by Mornington Peninsula Shire Council to guide future use and development in a co-ordinated and orderly manner. It will assist Council in determining planning permit applications and planning scheme amendment requests, as well as being a reference document that will assist in the planning of future infrastructure and services.

The Plan also contains a number of recommendations relating to changes to the planning scheme and further future capital works and planning investigations. However, it should be noted that proposals in relation to capital works and other priority projects do not reflect a commitment to funding from the Mornington Peninsula Shire Council as these recommendations need to be assessed in the context of other priorities as part of the annual budget review process.

1.2 Land Affected By The Plan

The study area (refer figure 1) includes the township of Crib Point, the eastern portion of Bittern and a portion of the HMAS Cerberus naval base, however it is noted that the latter is on Commonwealth land and is controlled by the Commonwealth government i.e. is not subject to State planning controls.

The Plan itself primarily relates to areas to the east of the Stony Point rail line. The key features of the Plan area include:

- The residential areas of Crib Point.
- The Disney Street shops (at the intersection of Disney Street and Stony Point Road) and Stony Point Road shops (the town centre) adjacent to the Crib Point railway station.
- The Moroodoo, Crib Point and Stony Point railway stations
- Crib Point Jetty and Stony Point Jetty
- Crib Point Primary School and St Josephs Catholic School
- The Cyrill Fox Reserve, Crib Point Recreation Reserve and other coastal reserves (e.g. Jacks Beach and Woolleys Beach).
- The areas currently set aside for Port Related Uses (under Special Use Zone 1) and Public Port Purposes (Public Use Zone 7).

1.3 Issues and Opportunities

The preparation of the Township plan follows a detailed study of the physical conditions, policy context and economic and socio demographic influences on the town.

These are documented in the Crib Point Township plan Background Report. The key issues to be addressed may be summarised as follows (refer also figure 2):

1. Substantial areas have been set aside for port related land use but their purpose is unclear given proposed changes in the Port of Hastings Port Land Use and Transport Strategy (2009). Planning for the port area remains in flux and the Crib Point community seeks to establish a clear direction for the town.
2. There are large sections of the residential area which are not included in a Design and Development Overlay or Vegetation Protection Overlay and are currently threatened by unsuitable development that does not reflect the character of the township.
3. Crib Point's diverse natural environment is under threat from development which does not adequately protect existing landscape features, habitat linkages and biodiversity.
4. Physical connections between open spaces can be improved given the array of nature reserves, public parks and 'pocket' green spaces throughout the township.
5. The Stony Point rail line and three stations (Moroodoo, Crib Point and Stony Point, service the township and the adjoining recreation area and provide a range of future opportunities.
6. The areas zoned for commercial /business land use are fragmented, and have a limited catchment. There is a perceived lack of viable business opportunities given the relatively small residential population of the town. Opportunities for specialised businesses that both contribute to and benefit from a stronger township identity need to be identified. The extent and built form/character of the commercial areas also needs to be carefully considered.
7. Access to and within the township is largely car dependent. There are good pedestrian and cycling connections, however safe paths for these users may be lacking.
8. Heritage sites are not clearly identified and there are some sites not covered by a Heritage Overlay. However, a number of older dwellings in the areas south of Disney Street contribute to the traditional township character.
9. Industrially zoned land is under utilised and does not contribute to a stable or substantial employment base for the town.
10. HMAS Cerberus is outside of local planning scheme controls. The base provides its residents with most services and facilities that are required, notwithstanding the lack of primary and secondary education facilities.

1.4 Preparing the Township Plan

The Crib Point Township plan has been prepared through a consultative process, incorporating workshops with Council staff, key stakeholders and the broader community. It has been informed by the expertise in planning and design, land economics and transportation by both consultants and Council officers, and seeks a balanced vision with an emphasis on real, buildable projects and outcomes. It has been undertaken in three phases: - firstly Background Analysis which included input from Arup traffic engineers and Charter Keck Cramer urban economists; secondly, focussed visioning and design concept generation including workshops with stakeholders and the community; and thirdly the preparation of the township plan by the Mornington Peninsula Shire with input from both Hansen Partnership and Baracco Wright Architects and NBMW architecture Studio.

The Crib Point Township plan has been developed in consultation with Crib Point residents and other stakeholders, with particular input from the Crib Point Advisory Group. The project has been managed by Council with input from the Crib Point Advisory Group at key stages of the process.



Western Port RAMSAR area – Image: Baracco Wright

crib point township plan DRAFT

hansen

Figure 2 Issues and Opportunities



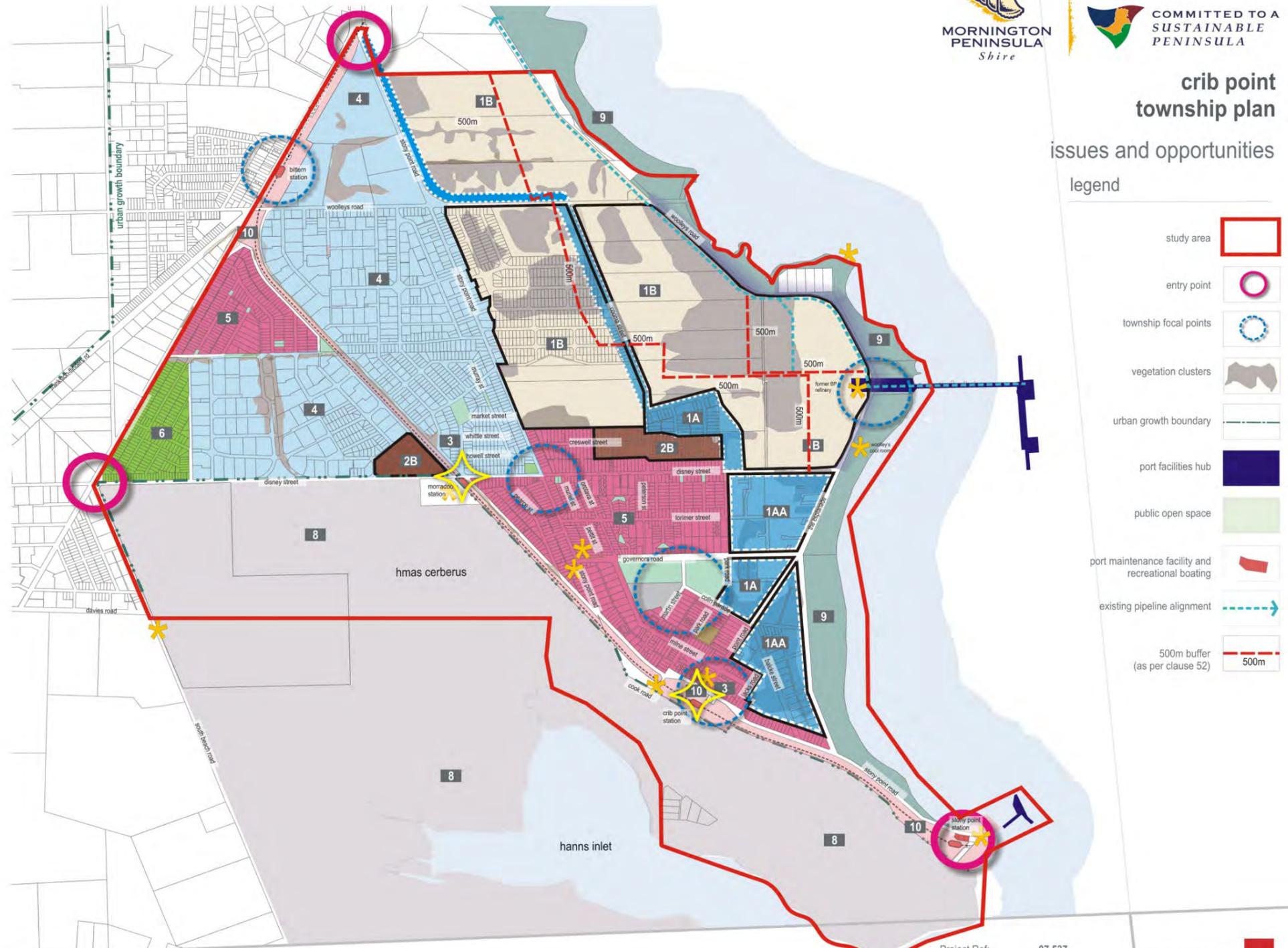
crib point township plan

issues and opportunities

legend

key issues and drivers for change

-  **1A** designated port service and access corridor (PAO)
-  **1AA** public port reserve
-  **1B** areas designated for port related uses
-  **2A** undeveloped port related land
-  **2B** undeveloped / under utilised industrial land
-  **3** fragmented commercial areas with commercial consolidation opportunities close to public transport
-  **4** established low density residential area with significant vegetation cover
-  **5** residential areas under development consolidation pressure (areas without DDO)
-  **6** old and inappropriate subdivisions converted into major public reserves
-  **7** heritage sites
-  **8** commonwealth land - limited access
-  **9** foreshore reserve, habitat linkage and western port ramsar wetland interface
-  **10** stony point rail station and jetty precinct



-  study area
-  entry point
-  township focal points
-  vegetation clusters
-  urban growth boundary
-  port facilities hub
-  public open space
-  port maintenance facility and recreational boating
-  existing pipeline alignment
-  500m buffer (as per clause 52)
-  500m

1:1000 

1:4000 

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1:4000@A3
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drawing prepared by hansen partnership in collaboration with mornington peninsula shire council



2 Township Plan

2.1 Vision

The development of a vision is a key aspect of the planning process, and rather than being a preconceived statement that shapes the outcome from the beginning, in the case of the Crib Point Township Plan, the vision has emerged through discussions and consultations that have occurred throughout the preparation of the Plan and the previous background reports. In this sense the vision represents a conclusion as much as an introduction to the Plan as whole. The vision for Crib Point is expressed as follows:

Crib Point will have the look, feel and function of a country town on the coast, closely connected with its natural environment, with well treed streets and roads, and a mix of old and new dwellings. The town will be recognised for its special environmental character.

It will be a safe and attractive place for families, with a good range of community facilities. Streets and pathways within Crib Point will facilitate walking and cycling by both residents and visitors.

Future development will generally follow the existing low density and low profile built form and will be set within the landscape. A moderate level of new housing development will be accommodated but the landscape and environmental qualities of Crib Point will be prioritised, with the retention and re-establishment of landscape features and canopy trees strengthening the image of the town. Remediation and improvement of environmentally sensitive areas will ensure the ongoing protection of local habitat and biodiversity.

Opportunities for some future commercial and light industrial development will be protected to meet the needs of the local community for services and employment. A greater range of tourism businesses and services, and commercial uses which connect Crib Point with both the Bay and the surrounding rural area, will be encouraged to grow the local economy.

Some Port related land and facilities will be retained in the long term and opportunities for suitable interim community uses and environmental improvements will be encouraged.

2.2 Future Role of Crib Point

The future role for Crib Point may be further defined by the following elements:

Crib Point is one of the Peninsula's coastal/country towns and is not intended to function as a major activity centre nor to be the focus of major residential growth. Some change will occur but in a form and at a level that can be absorbed within the existing township fabric rather than becoming the dominant feature of the town.

The ability to expand the township is also limited by virtue of the limited land supply, the environmental values of surrounding areas, limited infrastructure capacity and higher order facilities (e.g. health services and education) and the need to retain buffers around port facilities. Crib Point, as with many areas on the Peninsula, depends on connections to the larger activity centres and to the metropolitan area for employment, tertiary education and major health services. A realistic balance between the extent of new development and the capacity of the town to provide services and employment also needs to be retained.

In addition, Crib Point is not an "urban" area and is not intended to become one. The coastal/country township character of Crib Point depends on the sense of space and the level of vegetation which exists on public and private land in the residential areas and throughout the township more broadly. Buildings are relatively small in scale and predominantly single storey. Future development must recognise and contribute to maintaining these attributes.

The commercial areas of Crib Point will continue to serve primarily a local convenience role given the proximity to Hastings and the limited scope for growth of the local retail catchment. Given the relationship between Crib Point and Hastings it is unlikely that the township can support higher order medical and community facilities, therefore encouraging and accommodating mobile services particularly those provided by the Council, will assist Crib Point to be best serviced at a local level wherever possible.

The Mornington Peninsula is part of the Western Port Biosphere Reserve and, along with the Ramsar recognised wetland area of Western Port Bay, establishes Crib Point as a unique highly sensitive environmental location. Development and growth should be tailored to protect and wherever possible strengthen these assets which may be best achieved by pursuing 'low impact' tourism, research, and education opportunities.

There is scope for Crib Point to have an increased tourism role, building upon the natural assets, Crib Point and Stony Point jetties, and future potential ferry services. Therefore strengthening the township as a destination in its own right as well as forming part of a network of destinations in the Western Port Bay region and Mornington Peninsula region will encourage a diversification of the local economy.

2.3 The Township Plan

The following overarching principles will guide all development and should inform all investment and development decisions for areas within the Crib Point Township plan:

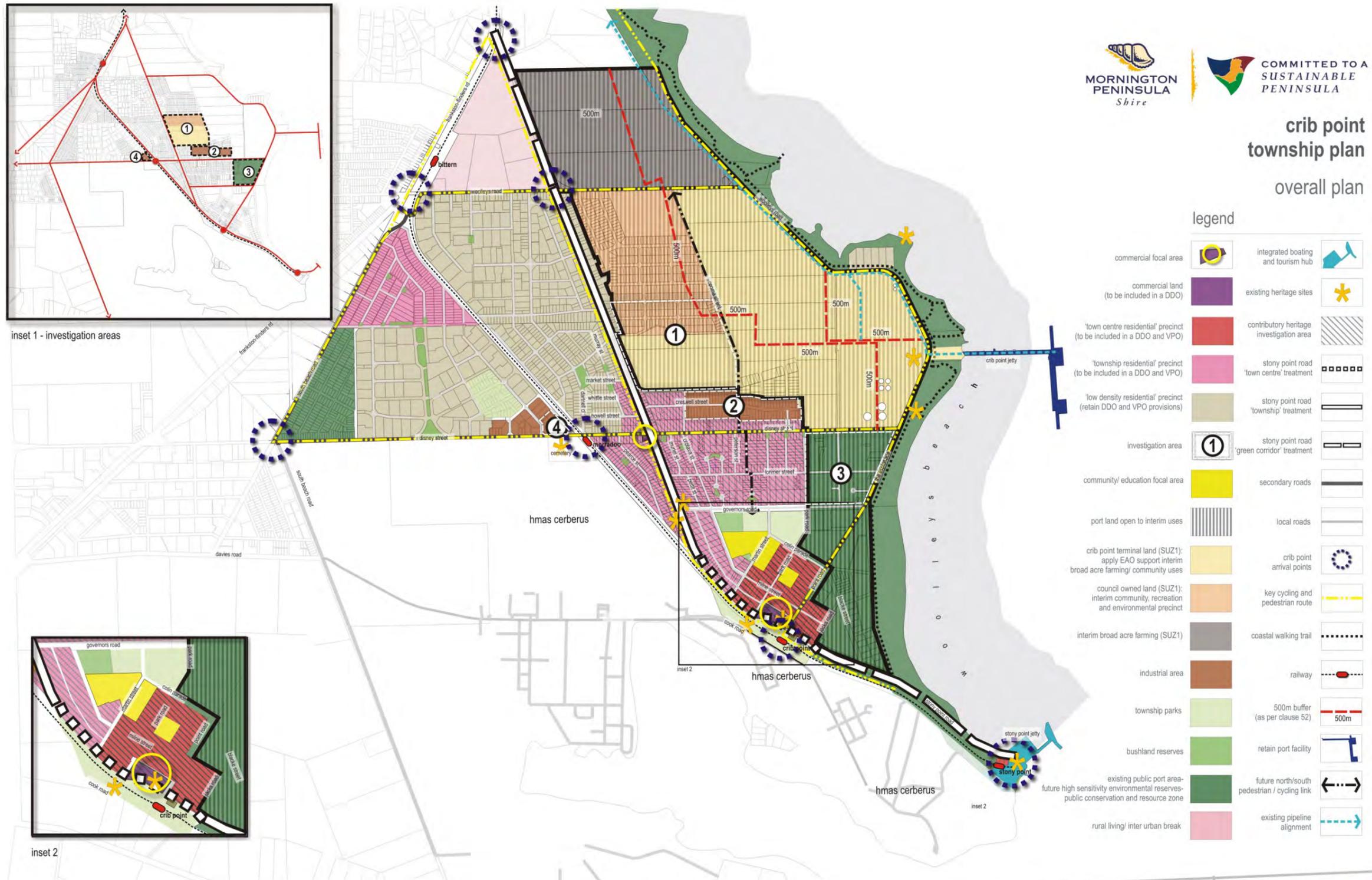
- Strengthen the sense of place and identity of Crib Point.
- Ensure that the residential areas retain their country town character, particularly in terms of retaining existing canopy trees and providing space for the establishment of new landscaping.
- Protect and improve the environmental assets of Crib Point and Western Port Bay.
- Protect and improve the landscape quality of the public and private realms.
- Clearly define the areas still required for port related uses, ensure proper buffer areas and identify the range of alternative uses which may be safely established within buffer areas without prejudice to long term port use.
- Encourage a diversity of commercial opportunities which fit with the character and role of Crib Point. Ensure that the form of commercial development is based on context analysis and design response.
- Encourage integrated movement networks that provide for all modes of transport with priority for pedestrians and cyclists.

2.4 Key Outcomes of the Plan

The key outcomes of the plan are intended to be:

- The character of Crib Point's residential areas is better recognised and protected in terms of both the public and private realm.
- Parks and recreational spaces become a key element of social space and environmental assets for all of the community.
- Environmental assets are built upon with a focus on strengthening the habitat network, particularly through the residential areas.
- A hierarchy of roads and connections which give priority to walking and cycling is established.
- Stony Point Road is designed as the major element of public space as well as a transport corridor.
- Provision is made for design controls and guidelines over commercial areas which are key focal points.
- Port related land accommodates a range of interim uses with a focus on recreation and selective tourism uses, with a strong environmental improvement element.
- A tourist trail connecting key destinations, environmental features, heritage sites is established.
- Focal points are identified and form the basis for further landscape / gateway design treatments.

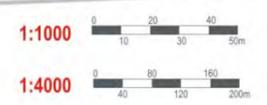
Figure 3 Crib Point Township Plan – Overall Plan



crib point township plan
overall plan

legend

- commercial focal area
- commercial land (to be included in a DDO)
- 'town centre residential' precinct (to be included in a DDO and VPO)
- 'township residential' precinct (to be included in a DDO and VPO)
- 'low density residential' precinct (retain DDO and VPO provisions)
- investigation area
- community/ education focal area
- port land open to interim uses
- crib point terminal land (SUZ1): apply EAO support interim broad acre farming/ community uses
- council owned land (SUZ1): interim community, recreation and environmental precinct
- interim broad acre farming (SUZ1)
- industrial area
- township parks
- bushland reserves
- existing public port area- future high sensitivity environmental reserves- public conservation and resource zone
- rural living/ inter urban break
- integrated boating and tourism hub
- existing heritage sites
- contributory heritage investigation area
- stony point road 'town centre' treatment
- stony point road 'township' treatment
- stony point road 'green corridor' treatment
- secondary roads
- local roads
- crib point arrival points
- key cycling and pedestrian route
- coastal walking trail
- railway
- 500m buffer (as per clause 52)
- retain port facility
- future north/south pedestrian / cycling link
- existing pipeline alignment



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3 Crib Point's Residential Areas

The residential areas of Crib Point are the key areas of concern to the local community, and protecting the character and amenity of these areas is a primary aim of this Plan.

3.1 Future of the Township Residential Areas

The background report highlights that Crib Point has a relatively small housing stock, with approx 1,104 dwellings (2006 census) and a population of approx 2,743, and would be classified as a small town in terms of population

Population projections anticipate growth in the order of 730 dwellings/households in the combined Bittern/Crib Point area between 2006 and 2026, or approx 350 dwellings in Crib Point, resulting in an increase of approx 950 persons to a total population of 3,693 by 2026.

However, in the period since 2006 (post census) there has been significant growth in the proportion of multi-unit dwelling sites, so that while the 2006 census figure was approx 56 medium density dwellings out of a total of 1,104 dwellings (i.e. multi unit dwellings representing 5% of the total housing stock compared with a Shire average of 6.8%) by 2011 it is estimated that constructed and approved multi-unit dwellings would total approx 164 of approx 1,120 dwellings or approx 14% of the housing stock. This is a greater proportion than that found in the major activity centre townships. Recent approvals have further increased the potential proportion.

In addition, assessment of the lots within the Crib Point township area indicate substantial potential for residential re-development due to a combination of large lot areas, relative affordability of development sites and the lack of development controls, other than the state-wide provisions which are arguably framed for more urban settings.

While it is difficult to fully estimate the scope for infill development, assuming a minimum land area per unit of 350 square metres, residential redevelopment could yield in excess of 740 dwellings. This would result in multi unit dwellings representing approx 48% of the dwelling stock.

While the proportion of multi-unit dwellings is not necessarily problematic, and a diversity of housing stock i.e. providing some smaller dwelling options is an advantage for many areas, there are several concerns with the potential scale of infill development in Crib Point.

The key concern is that the form, density and appearance of multi unit housing is predominantly urban in character and that this is in conflict with the existing and preferred character of Crib Point as a country town on the coast, with a relatively high level of canopy trees both on public land and on private lots.

As noted in the background report, planning policy for the Peninsula supports the principle that the Peninsula's townships should retain a distinctive character as far as possible, and that this is part of the Peninsula's complementary role to the metropolitan region.

In other words, planning policy supports the proposition that it is not necessary for the Peninsula's townships, to become "urban centres", even though it is necessary to respond to current pressures and opportunities in planning for these townships.

Equally, in the context of Peninsula planning policy, Crib Point is not designated as a major activity centre, nor is it intended to accommodate major residential growth, rather the focus is on maintaining the look, feel and function of Crib Point, with provision for low or incremental growth that maintains current character, rather than high growth with substantial change and the need to establish a different preferred future (and usually more urban) character.

There are many approaches to framing those elements of the built form of development which are important to retaining a non urban (or even non suburban) township character. A number of studies suggest that, in fact, it is not built form per se which is most critical but rather the balance between the volume of built form and the volume of landscaped area. In these terms a key feature distinguishing urban from non urban areas is that urban areas are dominated by the built form, whereas in non urban areas, to various degrees buildings are sited within a landscaped setting and at the more rural end of the scale the landscape dominates built form.

Inspections of Crib Point's residential areas reveals a mix of dwelling designs and sizes, although notably very few two storey buildings. The features that most clearly distinguish the residential areas of Crib Point from a suburban setting is the separation between dwellings and the extent of garden areas or remnant vegetation, which combines with the vegetation on the adjacent road reserve to produce a semi-country environment.



This "green bushy" setting is a key "shared amenity" for the residents of Crib Point and a feature which reinforces the identity of the township. This stands in sharp contrast to a number of recent unit developments on larger sites. Although the dwellings in themselves are of a good quality, these developments are dominated by the built form and hard surfaces required for access and parking.



The limited areas that are made available for landscaping cannot support substantial vegetation, and where larger trees are planted this raises issues regarding their future viability and /or potential impact on buildings/driveways etc.

It is also apparent that unlike many areas where the original subdivision layout was re-divided into small house lots, within Crib Point there is still a high proportion of larger lots so that rather than a likely future pattern providing a mix, where single dwellings (and their garden areas) continue to be the dominant element of most streetscapes, there is a significant risk that relatively large multi unit developments (of 8 or more units) could become a dominant form in the older parts of Crib Point, along with the more urban character that would entail.

In this context, given the directions for Crib Point it is important for the Township Plan to define provisions that balance the demand for future development with protection of existing character.

3.2 Provisions to Achieve Balanced Development

Recent work has indicated that a single medium sized tree requires approx 90 square metres of open space. In contrast Rescode requires only 25 square metres of private open space per dwelling, and a total of 40 square metres of public and private space, often resulting in small areas of unusable "green space" in the form of boundary setbacks. Rescode is essentially predicated on an urban or suburban form of development and while it requires development to be designed to respect and respond to existing neighbourhood character it is arguable that

stronger directions are necessary for the Peninsula's townships, including Crib Point.

In other townships Design and Development Overlays are applied which include mandatory minimum lot size requirements. This is seen as a means of regulating the level of infill development in accordance with role of those areas in accommodating future residential growth, and as part of a strategy of directing and consolidating housing growth within the major activity centres.

The minimum lot size requirements also seek to ensure a balance between built form and private open space. Design and Development Overlay (DDO) Schedule 2 (Bayside and Village Design) includes a mandatory subdivision control of no more than two lots for every 1300 sqm of site area. This approach effectively limits the development of more than two dwellings to sites with an area greater than 2600 sqm, providing for further development only on relatively large sites that provide additional siting and design flexibility. However, more recent DDO provisions also propose additional maximum site coverage provisions to ensure that adequate on site open space is retained as the increasing size of dwellings can result in very high site coverage even on relatively large lots.

A recent review indicates that a building site coverage limit of between 20 – 30 % is necessary to maintain a landscaped setting. This may be compared with the Rescode standard of 60% for building site coverage. Assuming, driveways and hard standing areas account for a further 15% of the site this amounts to an impermeable site coverage (buildings, driveways and other hard standing areas) of approx 35 – 45%.

In other areas, the balance has been defined in terms of the area which should remain as permeable space (i.e. without driveways or other hard surfacing). A figure in the order of 55 - 65% of the site area has been proposed.

Rescode only requires 20% of a site to be permeable, in order to facilitate onsite stormwater infiltration. While the control of stormwater runoff is an important consideration in Crib Point, given many areas lack a well defined outfall drainage system, it is equally important to recognise the value of retaining greater areas of onsite open space to facilitate the retention (or establishment) of landscaping and to maintain space between buildings as key elements of the character and shared amenity of Crib Point's residential areas.

The additional open space will also support a wider range of occupancy e.g. provide more private open space for larger households, and will increase the potential for gardening consistent with the principles of food sensitive planning. While the opportunity to grow home produce may appear to be a marginal consideration it is arguably an opportunity that is highly consistent with the vision for Crib Point

Accordingly, there are a number of key factors to consider in framing policies for the residential areas of Crib Point. These may be summarised as follows:

The vision for the township is that of a low key country town in look and feel, with a stronger image and identity as being one of the Peninsula's coastal settlements rather than part of the Port Area.

A key point in framing development policies is a need to avoid an overly "urban" look and feel, which threatens to "homogenise" the Peninsula's settlements. This is more a function of the scale/height of buildings, materials, fencing and particularly the balance between built form and landscaped space, rather than other detailed elements of building design.

There is a need and opportunity to accommodate some future housing demand within Crib Point, but it is not the role of Crib Point to accommodate substantial residential growth through infill development, given the lack of infrastructure capacity, limited access to employment and higher education centres, health facilities and the like. In other words Crib Point is not a major activity centre and should not be converted to a defacto growth area through the cumulative effect of re-development applications.

In this context it is proposed that a new Design and Development Overlay should be applied to the Crib Point residential area, primarily recognising that a better balance between built form and landscaped space is necessary than is provided for under Rescode in order to retain and promote the preferred future character of Crib Point's residential areas.

Accordingly it is proposed to apply a Design and Development Overlay with two precincts (as shown in Figure 3).

Within the Township Residential Precinct it is proposed that an average lot area of 650 sqm is required, except that multi unit development may be considered on lots of greater than 1,950 square metres in area, where:

- a minimum permeable area of 60% is provided and
- there is provision for at least open space 130 sq m per unit , with at least one area of more than 90sqm and a minimum dimension of 9 metres to accommodate the planting (or retention of) a canopy tree, unless an equivalent communal space is provided i.e. providing at least 130 square metres per dwelling.

Within the Town Centre Residential Precinct it is proposed that an average lot area of 600 sqm is required except for multi unit development where:

- a minimum permeable area of 50 % is provided and
- there is provision for at least open space 130 sq m per unit , with at least one area of more than 90sqm and a minimum dimension of 9 metres to accommodate the planting (or retention of) a canopy tree, unless an equivalent communal space is provided i.e. providing at least 130 square metres per dwelling.

The averaging provisions and option of providing communal open space would mean that a range of dwelling options can be provided within a single development and it may well be preferable on larger lots, e.g. of

4000 sq m or more, for these to be developed in a "cluster subdivision" format and to retain existing trees wherever possible. The proposed DDO would provide for this option provided the development achieves the minimum required permeable area.

In addition to these provisions a planning permit would be required for dwellings with a wall height greater than 5.5 m or a total height greater than 6.5 metres, and a two storey limit which is common across the Shire's residential areas, would apply. This recognises that Crib Point is essentially a single storey town and the introduction of new double storey buildings needs to be carefully considered, particularly in regard to the potential for overlooking and overshadowing, and the visual impact on the streetscape.

Front building setbacks at least equal to the established building line in a street would be required, along with minimum side boundary setbacks to avoid boundary to boundary construction. A permit would also be required for solid front fences greater than 1.5 metres in height. In most cases proposals will not trigger a permit under these siting requirements but they will address the key elements of residential character in Crib Point, without seeking to apply "style" controls.

This approach aims to encourage a form of infill development that is not overwhelmingly urban or suburban in character and may provide a model for other areas of the Shire where it is reasonable to consider future housing provision but only to the extent that existing character can be retained.

These development provisions should be combined with the introduction of a Vegetation Protection Overlay (VPO 1) as is the case within other townships where a DDO is applied, to reduce the prospect of "moonscaping", i.e. the removal of vegetation to avoid tree retention as a design "constraint" on new development. Interim controls will enable exhibition and review of these statutory planning proposals without the risk of pre-emptive applications, although applications already lodged would be considered under existing scheme provisions.

3.3 The Low Density Residential Area

This area, generally west of Stony Point Road and north of Disney Street, was initially created in the mid 1930's in expectation of development in the vicinity to the Cerberus Naval Base.

However, the area remained unserved and undeveloped until the early 1980's when a plan to amalgamate the single lots into larger low density lots was introduced.

This plan, although initially framed in terms of the lack of drainage and reticulated sewerage, also has the advantage of providing a "pool" of low density lots to meet ongoing demand for this type of property, and maintains a level of vegetation cover that is of regional significance.

These elements are consistent with the vision and direction for the Crib Point township and therefore even though the level of infrastructure

provision throughout this area has increased over time there is no proposal to vary the existing planning scheme provisions to allow a higher level of infill subdivision/development.

3.4 Residential Expansion in the Port Area.

The section on Port Land Use (2.6) notes that the Hastings Port Land Use and Transport Strategy (2009) has identified a number of areas that may be considered surplus to future port development, and this is consistent with the view that Crib Point should be considered in terms of one the Peninsula's country/coastal settlements rather than an "industrial port town".

The areas identified in the PLUTS (as shown in plan 2.2) as potentially surplus to port development requirements have been subject to a number of proposed options, ranging from community based open space to marine service industry or residential expansion.

Given the level of State government control over these areas, both as a land owner and planning authority, it has not been possible to resolve these issues at this stage, particularly with ongoing changes in the arrangements for port land management and the recent establishment of a new Port of Hastings Development Authority.

In terms of potential for residential use of some of the land currently designated for port related development or public port purposes, it is reasonable to note that "green field" sites would provide a range of options that are not appropriate for infill development within the existing township areas, and innovative models and processes, such as design competitions and co-housing development/intentional communities could be considered, given the extra flexibility these sites would provide.

However, the environmental value of these areas also needs to be carefully investigated and "unobvious" factors such as a variety of significant indigenous flora including native orchid species, needs to be carefully assessed. At this stage two locations currently within the port and port related uses area are identified as "investigation areas", while recognising that primary decisions still need to be made at State government level.

3.5 Objectives:

- Protect the existing character of residential areas within the township
- Encourage new development to strike the appropriate balance between building footprint and landscape /permeable open space.
- Manage the extent and form of future medium density development so that it provides for some additional housing supply while also reflecting the preferred future character of the area.

3.6 Key initiatives:

- Introduce a new Design and Development Overlay and Vegetation Protection Overlay in accordance with the recommendations outlined in this report.
- Designate areas within the Special Use Zone 1 (Port Related Uses) and Public Port area (PUZ7) which may be investigated for future housing potential while noting that the environmental value of these areas also needs to be carefully considered.



Tree lined residential street, Crib Point - image Baracco Wright

4 Port Land Use and Industrial Areas

4.1 Port and Port Related Uses Land

Substantial areas in the eastern section of Crib Point are designated for port related uses via the Special Use Zone (SUZ) 1 – Port Related Uses and Public Use Zone (PUZ) 7, as shown in Figure 2 Issues and Opportunities. SUZ1 outlines a range of objectives for port related areas including provision for environmental protection. However, there is no specific guidance given in the Public Use Zone.

The Hastings Port Land Use and Transport Strategy 2009

Planning for the Port of Hastings, including the port areas adjacent to the Crib Point township has a long history. However, the most recent major study, the Hastings Port Land Use and Transport Strategy (PLUTS) 2009 highlights the significant constraints which apply to any future heavy industrial development in Crib Point. Figure 2 for example indicates a notional 500 metre separation distance from existing residential properties, which would limit the ability to establish new heavy industrial uses.

Accordingly, the future development of the land designated for port related uses is unlikely to support or be appropriate for intensive port/industrial related activities. This is to some degree reflected in the recent lapsing of an approval for a bitumen distribution facility on the Esplanade adjacent to the Crib Point Jetty.

There is also relatively poor access to Crib Point by road for heavy vehicles and existing railway infrastructure would need to be significantly upgraded, even though land has been previously set aside under the Public Acquisition overlay for a transport corridor.

The PLUTS proposes that the Crib Point precinct should continue to focus on servicing liquid bulk trades, recognising the strategic importance of the natural deepwater access to berths at the Crib Point Jetty, and the connections to bulk liquid storage facilities and the Western Port – Altona - Geelong pipeline.

The PLUTS concludes that the majority of port related development will be located to the north at Long Island. One of the key advantages of this approach is that it enables appropriate buffers to be secured and the separation of port industrial development and related transport activities from residential and other sensitive uses. Future developments at Crib Point should also aim to reinforce this approach.

Future Use of Public Land within Public Use Zone 7

There is also a major opportunity to protect and rehabilitate environment and conservation values on State owned land between Crib Point and Stony Point, and it is anticipated that the majority of the land currently

designated for public port purposes, including the foreshore land north of Stony Point will be retained as public land in the long term, but as a conservation area, providing vegetation offsets associated with port development at Long Island. This is indicated in Figure 3

It is intended that the land would be included in the Public Conservation and Resource Zone, consistent with the zoning to the north of the Crib Point jetty.

It is proposed that management and ownership arrangements for this land, currently owned by DSE and Department of Treasury and Finance, be reviewed. This should include an environmental audit of the area prior to establishing a local environment management plan. The land could be transferred to and managed by the Port Authority or, alternatively, managed through a Committee of Management with local community involvement.

Some land connecting the jetty facility and existing pipelines to the SUZ1 land on the west side of the Esplanade may need to be retained in PUZ7, but the jetty access area should be minimised to increase the potential for creation of a habitat corridor along the foreshore.

Future Use of Privately owned Land within Special Use Zone 1

Despite the constraints on any future industrial development some areas of privately owned land, particularly parts of the major site owned by Shell/Mobil (which was previously the BP Refinery) may need to be retained for liquid bulk storage in conjunction with the Crib Point Jetty and associated pipeline.

However there are significant opportunities for alternative uses which could complement the efficient and effective operation of the (limited) port activity at Crib Point and there is scope to review and investigate the use of land within the SUZ1 for conservation, recreation, rural, and public uses. Facilitating interim use on both Council owned and private land in the northern part of the township would also provide opportunities to realise environmental improvements and remediation of poorly presented land.

An exploration of alternative uses for the port zoned land should be based on a thorough analysis of future potential uses, including port related use, and undertaken in conjunction with the Mornington Peninsula Shire Council (MPSC), the Department of Innovation Industry & Regional Development (DIIRD), the Department of Sustainability and Environment (DSE), the Department of Planning and Community Development (DPCD) and the relevant land owners.

Whilst some parts of this land are already used informally for a range of recreational uses such as BMX trails and horse riding, there are a range of further low impact opportunities such as

- broad acre farming
- outdoor leisure and recreation
- habitat reserve
- eco- tourism
- native/indigenous plant nursery
- BMX and horse trails (limited locations to avoid negative environmental impacts)
- community gardens
- tourist information centre
- education centre
- community market
- research centre

Finally, the PLUTS indicates that areas to the north of Woolleys Road are considered to be surplus to port requirements and should be investigated for alternative zoning. The current use of this land is consistent with the Farming Zone, which applies to the land to the north, and the introduction of this zone over the area would also reinforce the policy of maintaining a separation between townships.

4.2 Local Industrial Land

In addition to the extensive areas set aside for port and port related development there are also two much smaller areas in Crib Point which are included in the Industrial 1 Zone and which are intended to provide for the development of local service industry.

One pocket of Industrial 1 Zoned (IN1Z) land is located on Creswell Street to the east of Denman Street. This area consists of 66 lots of which 52 remain vacant. The eastern end of Creswell Street is unsealed and provides poor access and limited exposure. The few existing businesses generally consist of peripheral uses such as building demolition storage. This land is privately owned and reflects a zoning pattern whereby the IN1Z is intended to provide a buffer between the SUZ1 (port related area) and land within the Residential 1 Zone (R1Z) to the south.

However, an industrial zone, even one that is focussed on service or "light" industry does not necessarily produce a very satisfactory buffer, and issues of incompatibility between residential and industrial areas have

arisen elsewhere. It is also apparent that this area has limited attraction for the development of service industry, due to the lack of exposure and limited access and infrastructure. In these circumstances, an alternative zoning of the land could be considered, although this is unlikely to progress except within the framework of a review of the SUZ1 area, as discussed in the previous section.

In the event that a review of the SUZ1 is able to resolve the issue of ensuring appropriate separation between industrial and residential areas, a residential rezoning of the land within the Industrial 1 Zone along Creswell Street, or some parts of this area, could be considered. This could potentially occur in conjunction with the designation of an alternative area, with better exposure and services, for service industrial use. However, any such rezoning would need to resolve the future of the existing industrial activities/premises and to ensure that servicing issues are properly addressed. The area is identified for further investigation in the overall Township Plan but no commitment to change is possible or appropriate at this stage.

A second area of land within the Industrial 1 Zone is located on the north side of Disney Street, west of the rail line, and includes land adjoining Lens, Bullecourt and Bapaume Streets. Lens and Bapaume Streets are unsealed and industrial yards are the predominant form of land use

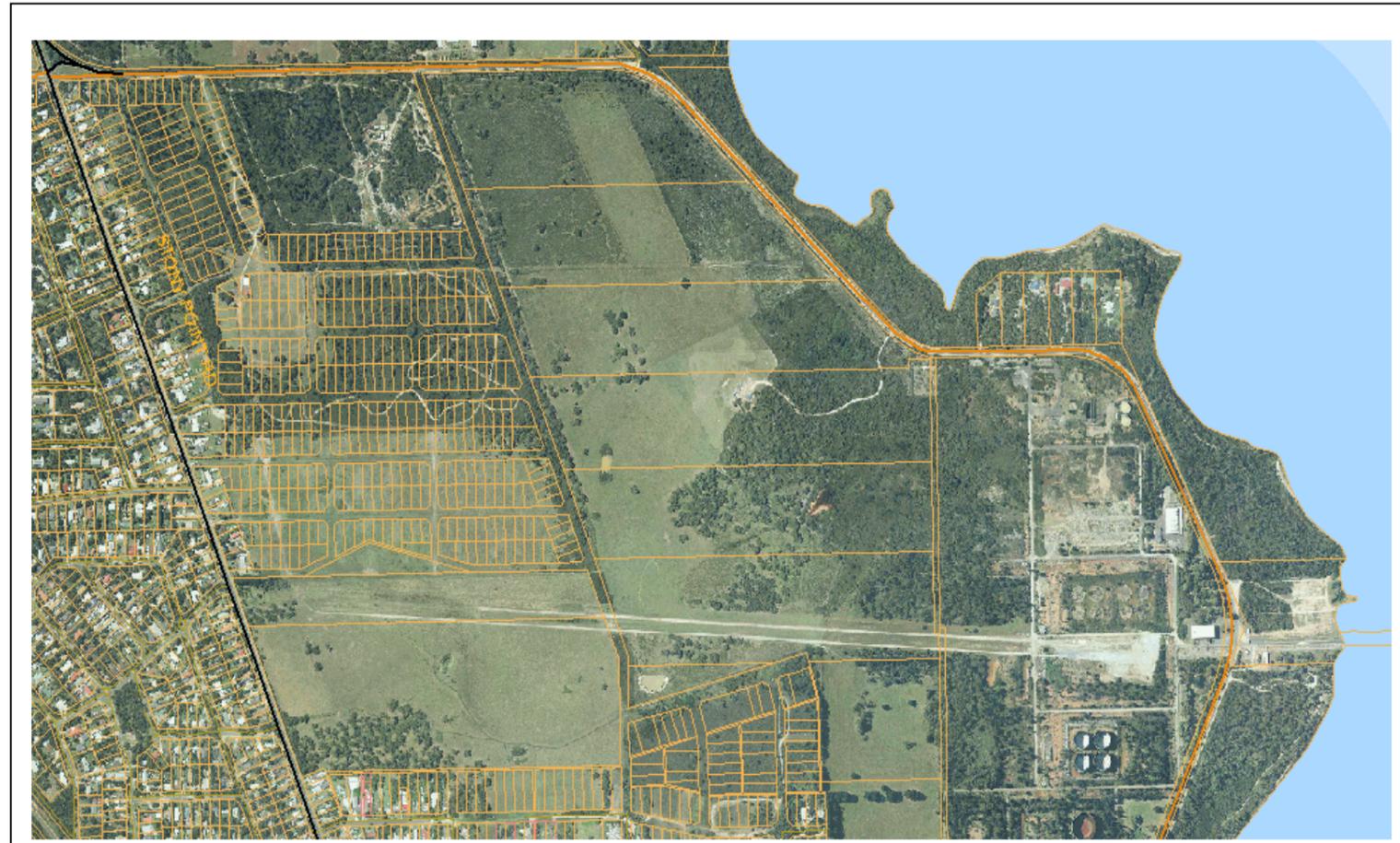
This area consists of 31 lots, of which 18 are vacant. Four of the vacant lots are Council owned and are designated as the Bapaume Avenue Bushland Reserve. The remaining vacant lots also appear to contain scattered remnant vegetation, which may act as a constraint on future development.

As with Creswell Street, in the event that the review of the SUZ1 land provides opportunities to rationalise the location of future industrial land in Crib Point there may be some ability to review the zoning of parts of this area, and the area is identified for future investigation on the overall Township Plan. Again, no commitment to change is possible or appropriate at this stage.

Refer to figures 3 and 5 for the industrial land use pattern.

4.3 Objectives:

- Ensure that the constraints on future port related industrial use in Crib Point are properly recognised, that port activities should be limited to those that do not involve significant road transport and that this is reflected in future land use decisions.
- Seek to establish appropriate interim use of under utilised public Port Purposes reserves and land zoned for Port Related Uses.
- Recognise the environmental value of land currently within public port purposes reserves and (some of the) land zoned for Port Related Uses and encourage a review of the planning scheme zones and overlays to reflect these values.



Aerial Photo of land within Special Use Zone 1 (Port Related Uses).

- Retain land within the Industrial 3 Zone (light industry) to provide for additional local employment and the development of service industries, with the proviso that a rationalisation of the location of industrial land may be considered as part of the future review of the Special Use 1 Zone.

4.4 Key initiatives:

- Support a review of the zoning and management of land currently reserved for public port purposes, including the foreshore land from north of the Crib Point jetty to Stony Point.

- Support a review of the potential interim use of land within the Special Use Zone 1 (Port Related Uses) in conjunction with the Department of Innovation Industry & Regional Development (DIIRD), the Department of Sustainability and Environment (DSE), the Department of Planning and Community Development (DPCD) and the relevant land owners.

- Investigate the zoning of land within the Special Use 1 Zone to the north of Woolleys Road with a view to inclusion of the land in the he Farming Zone,

5. Commercial Areas

5.1 Crib Point's Commercial Areas

Crib Point is classified as a *Local Activity Centre* in the hierarchy of activity centres as set out in the Mornington Peninsula Planning Scheme - clause 21.07-3 Activity Centres.

Local activity centres are generally the focus of a smaller settlement (with a population typically less than 5,000 people) and serve that community in a way that complements larger centres. They generally have a leasable floor area (LFA) in the order of 1,000 square metres to 3,000 square metres. The commercial land uses typically include a small supermarket (usually with a LFA less than 1,000 square metres), few office-based services and no restricted retail premises.

The Crib Point commercial area would fall into the low end of this classification and could even be considered in the smallest of the categories – a Convenience Centre. The shops mainly provide for local convenience services and include a General Store. Most higher order services and shopping, including supermarket shopping, are provided nearby at Hastings or Balnarring

There are two separate small commercial areas in Crib Point, both of which are included in the Business 1 Zone (B1Z): a small set of shops at the corner of Disney Street and Stony Point Road and a small strip of shops along Stony Point Road and on the corner of Point Road. This second area, which with the Crib Point railway station precinct, other community facilities, including the Community Hall and RSL club, and the main entry to the Cerberus Base, is designated as the Crib Point town centre.

Historic photographs reveal that the town centre commercial area has not grown substantially from its beginnings. The catchment for this area is primarily local residents, some recreational fishing tourists passing through to Stony Point and limited patronage from the Cerberus base, which is relatively independent.

An economic analysis conducted as part of the background work for the Township Plan suggests that Crib Point is unlikely to support higher order commercial facilities. Crib Point has a low level of commercial activity and several vacant shops and vacant sites suggest there is currently little demand. There is a large vacant area comprising five vacant lots occupying the prominent corner of Point Road. The development of this site would potentially double the commercial floor space available.

Community feedback indicates that while residents value the small scale and "feel" of the commercial area, they would benefit from some convenience based services such as a local bank. Development of the

Stony Point to Cowes ferry may increase commercial opportunity but is unlikely to be developed in the near future.

The use of existing vacant shopfronts for community based uses and programs would go some way to invigorating the strip (for example: use of window shopfront for public notice/ environmental significance/art and school related display; the use of a shopfront for local Ranger administration office and the large backyard space for plant propagation). This approach would strengthen the unique small town feel.

Given the low level of demand and preferred character of a small and informal town centre, the current extent of the Business 1. The sharing and multi-use of facilities may provide a more sustainable approach to the provision of facilities and services where there is likely to be low levels of development. That said, the potential for the assembly of a commercial site adjacent to but outside of the existing strip, may be considered if there is apparent demand in the future.

In "re envisioning" Crib Point as a country/coastal town the community has suggested that more emphasis should be given to recreation and particularly to encouraging the development of the environmental tourism, local farm produce and creative arts sectors.

Opportunities for increasing the range of tourism uses and facilities will also bolster this aspect of Crib Point's future economic role. Tourism focal points are identified as key locations for information and facilities. Through Council's tourism strategy and potentially through the involvement of a Place Manager, further opportunities for both public and private investment in tourism in Crib Point should be facilitated. Tourism which builds on and integrates with the special environmental qualities of the area is highly desirable

5.2 Built Form within the Commercial Areas

There are currently no design controls which apply to the commercial areas of Crib Point, other than those which are contained in the general State and Local Policy Framework Provisions or which form part of the requirements of the Business 1 Zone.

The Disney Street shops, consisting of five premises, occupy virtually all of the available site area and it is likely that improvements to the presentation of this area will depend primarily on improvements to the public realm, e.g. through the development and implementation of a further streetscape plan for this key intersection.

Accordingly, the main focus for consideration of design guidelines has been on the larger commercial area to the south adjoining Stony Point Road, (182-210 Stony Point Road and 2 Point Road).

Although outside the Business Zone, the remainder of Stony Point Road and Tingira Place between the zone boundary and Park Road, is considered integral to many qualities identified. For example two historic shopfronts sit outside the zone and link visually to those within the Business Zone. Together they make up a sense of a loose 'strip' between Point and Park Road. The strip is made up small single storey shops with large backyard spaces interspersed with houses and vacant sites, several historic shopfronts and verandahs, residential front gardens and varied street setbacks to create a loose centre with an informal character in a vegetated setting.

When considering the character of this centre, there are two components of character that are taken into account: the character of the actual strip itself, and, the relationship to the wider surroundings including the lane ways, side streets and links through to Milne Street, the A.W. Petersen Reserve and the Crib Point Railway Station precinct.

The character of the strip itself is quite unique for commercial areas found throughout Melbourne. Firstly, it only occurs on one side of the road, and faces a large park (A.W. Petersen Reserve) and the War Memorial set on a grassed island.

This relationship is common throughout Crib Point where vegetation and open space are the key element of the development pattern.

The Crib Point community highly value the small informal small town feeling. Its particular preferred characteristics should be valued as unique elements that set it apart from other towns and contribute to the overall character and vision of Crib Point.

The elements that make up the character are detailed through four themes:

- A Small Village;
- A Sense of History
- Informal Landscape Setting; and
- A "Domestic" Scale.

Recommendations are made below as to how to retain, achieve and strengthen the preferred character through planning and design guidelines.

5.2.1 A Small Village

Crib Point is a small centre which contains seven built shop fronts, two sites with shed like buildings set back on the site and six vacant shop sites, with two other shop fronts outside of the Business Zone.

The area has an open scattered feel, interspersed with houses, gaps between buildings, gardens and vacant sites. Buildings are small and domestic in scale, they appear individual even though a few are joined.

Each shop is different with varied setbacks, window and verandah styles. These aspects break down the scale and commercial feel that a more continuous shop front façade creates.

The shops are located on one side of the road facing the treed A.W. Peterson Reserve which creates a non-urban and rural small town feel. They back onto the unsealed Melville Way and are surrounded on both sides and to the rear by small residences. The shops and surrounding residences are all single storey.

The subdivision pattern is generally narrow (around 6m) and unusually deep (around 60m). The small buildings and low site coverage (less than 50%) and corresponding large backyard spaces contribute to the generous open space within the centre. Crib Point railway station is set amongst the trees of the A.W. Peterson reserve. The loose and informal connection to the shops reinforces the small village character.

There is no commercial centre type infrastructure, such as a large bitumen carpark or landmark gateways. Car parking is adequately catered for through a combination of street parking and a carpark within the reserve and this helps to keep the small non urban and informal feel of the centre consistent with the wider Crib Point area. It sits distinctly amongst the neighbouring larger town centres of Hastings and Balnarring and contributes to the unique mix of small, medium and large townships across the Peninsula as a whole.

Elements contributing to the sense of a small village:

- Small convenience based Business 1 Zone surrounded by residences
- Shops occur on one side of the road
- Single lane road
- 'Fine grain' narrow subdivision pattern
- Small and narrow, simple rectangular plan, single storey buildings with backyards
- Single or pairs of buildings
- Individually designed buildings rather than a continuous shopfront
- Single width verandahs
- Shopfronts separated by houses
- Varied setbacks break down scale of combined area

- No on site or large car parks
- Strong relationship to A.W. Peterson Reserve
- Informal relationship to Crib Point Railway Station

Recommendations

In order to retain and strengthen the small village feel :

1. Retain current subdivision pattern, avoid title amalgamation.
2. Buildings to be single width (of title) or maximum of a pair (sharing party wall) i.e. retain the fine grain building pattern. Big box development should not be supported.
3. Buildings to be designed as individual buildings with separate footprints, materials, varied set backs, window and entry design.
4. Encourage single storey; a maximum of two storey.
5. Two storey volumes should be set back on their site, single width (of original title) and softened by vegetation.
6. Encourage varied setbacks: do not align neighbouring buildings but create setback gardens and niches.
7. Maximum site coverage 50%.
8. Retain backyard spatial pattern and interface with lane: rear setback to be a minimum 6 metres and contain a canopy tree.
9. Use street car parking and shared A.W. Peterson Reserve parking in lieu of on-site car parking.
10. Avoid commercial style materials and forms such as box shape concrete tilt up slab and blind concrete walls, tinted glass, aluminium box section window frames and bitumen sealed ground (including to laneways).
11. Avoid concentration of medium density housing around commercial area that creates a sense of an overtly urban centre

3.2.2 A Sense of History

Buildings from different times contribute to a rich urban fabric that reflects the settlement of an area. They provide a unique character that cannot be replicated.

The Crib Point commercial area, combines a series of single storey historic shops, newer shops (circa 1940's - 70's) and new and old houses.

The diverse built form is tied together visually by a series of historic timber verandahs which overhang the footpath (no. 250, 212, 210 and 182). Although 250 and 212 are outside the Business 1 Zone, together the historic brick and weatherboard shops and their verandahs form the backbone of the character and provide a clear 'start' and 'stop' (bookends) to the strip, particularly as both no. 250 and no. 182 are on corners. They

create a sense of place, while absorbing a loose collection of domestic and commercial buildings to occur in between.

These buildings create a sense of history and rich layered urban fabric. They introduce a high quality through their detailed timber fascias, decorative tiled shop fronts, fine brass glazing frames, and articulated set in entry doorways. Otherwise, these buildings use a simple material palette of weatherboard, bricks, painted render and galvanised corrugated metal roofing. They are often a single colour and have simple rectangular plan shapes, pitch roof forms and parapet or barge shopfront. These buildings are also individual 'in the round' buildings whose sides are revealed in the setbacks of neighbouring buildings or their corner locations.

The historic shops sit forward, while the newer shops sit back, no. 198-204 are the result of a set back title boundary. This is an important aspect in creating the dynamic setbacks (coming right to the kerb). Spaces between verandahs provide a different experience to that of the continuous canopy characteristic of many high streets.

Several older weatherboard houses at no. 212, 220 and 226 also add to the sense of history. Together these buildings connect the strip to the wider Crib Point area.

Elements contributing to a sense of history:

- The historic shops and houses along Stony Point Road and Tingira Place create a unique commercial strip appropriate to the 'small village' feel of Crib Point
- Historic shops and their verandahs visually tie together a diverse mix of built form
- The historic shops and houses provide a rich and layered urban fabric
- The historic shops contribute a high level of quality through their natural materials and detailed shopfronts.
- The historic buildings are individually designed buildings rather than a continuous shopfront
- The verandahs of the historic shops create a dynamic street experience of covered and open space and varied setbacks.
- The historic shops and houses create a link with other similar buildings throughout Crib Point.
- The historic buildings use a restrained material and colour palette and simple plan forms, pitch roof and parapet forms.

Recommendations

In order to retain and protect the sense of history:

1. Consider the integrity of 'strip', book-ended by historic shops when considering development applications inside and outside zone.
2. Retain and protect historic shops and verandahs

3. Encourage retaining of historic houses within 'strip' (212, 220, 226).
4. New development should be assessed to respond to the character of the 'strip' between Point and Park Road.
5. Setbacks should be varied and respond to the character of the strip and neighbouring properties to create the overall dynamic building line through verandahs on the footpath and setback buildings with front gardens. For example: new development within the B1Z may include an additional single width verandah over the street that repeats the current pattern.
6. New development should respect the strong character set up by the historic shops and should not dominate through scale, colour or materials.
7. Encourage contemporary interpretation of simple plan and volume forms, roof shapes and restrained material palettes with high quality detail elements such as window frames and articulated entries. Avoid application of multiple cladding materials and complicated volumetric and roof forms.

5.2.3 Informal Landscape Setting

The surrounding and interspersed vegetation throughout the town are a central quality in the identity of Crib Point. The feeling of living in the bush is highly valued by the residents. Tourism and increased commercial activity related to the natural assets of the town has been identified as an appropriate direction at the heart of a Vision for future development. The way that the Business 1 Zone develops should reflect this quality.

The Business 1 Zone itself is softened by the adjacent parkland of the A.W. Peterson Reserve (rather than forming a double sided enclosed main street), a series of front gardens, large backyards created through deep sites, soft ground surfaces (unsealed lane) and a generally low site coverage and vegetated open space.

Several shops are set back from the footpath, while the older shop's single width timber verandahs cover the footpath. The dynamic of forward and back shopfronts and single verandahs are unusual. It feels informal, low key and creates small intimate niches when compared to a more continuous strip of shops.

The setback niches are landscaped. A series of informally placed (do not line up with road) Coastal Banksia trees and benches are set within paved areas. Several setbacks are grassed garden spaces and link with the grassed nature strip and gardens in the front yard of 198, 212, and 220 Stony Point Rd. Two decorative trees in the nature strip of 212 create a strong sense of place between verandahs. Overall they create an informal vegetated setting.

The varied setbacks also ensure solar penetration, often critical to successful cafes, to some of the deeper niches in these south facing shopfronts suitable for outdoor dining.

The domestic scale and detailing, roof forms and gardens of the residences that intersperse the 'strip' strongly characterise an informal landscaped setting.

Threats to this character should be assessed considering the whole strip. They include: high site coverage, narrowly proportioned open space without adequate space for trees, hard landscaping, solid and high front fencing, loss of backyard space, and lack of gaps between buildings.

Elements contributing to the informal landscape setting:

- Strong relationship to A.W.Peterson Reserve.
- Connection through grassed areas and tree canopies to surrounding area.
- Singular or paired shopfronts rather than continuous aligned shopfront.
- Varied setbacks.
- Front gardens where vegetation screens built form.
- Individual quality of the shops and their individual adjacent landscaped street front.
- Mix of houses and shopfronts.
- Low site coverage with large "backyard" spaces.
- Multiple orientations and different entries.
- No or low front fences along the 'strip'.
- 'Soft' ground cover i.e. grass, unsealed, gardens
- Informal pedestrian network of unsealed laneways (Melville way), grassed nature strips and across vacant sites
- Informally placed and mixed species of street trees

Recommendations

In order to retain and strengthen informal landscape setting:

1. Ensure a maximum 50% site coverage.
2. At least 20% of the site area should be set aside for landscaping including the use of medium and high canopy native species.
3. Encourage varied setbacks: do not align neighbouring buildings but create setback gardens and niches. Street setback to be assessed according to individual site response: to be varied from neighbouring property and to be landscaped to join into public spaces.
4. Encourage individual footprint buildings (single building on a lot) with gaps between adjacent buildings.
5. Do not seal lanes - retain as informal pedestrian network. Retain the spatial pattern of backyards and interfaces with laneways: provide a rear setback of at least 6 metres with provision of at least one canopy tree. Encourage use of backyards (north facing) for dining or display (e.g.: nursery).
6. Require Landscape plan for sites within the Business 1 Zone including the use of permeable ground materials, minimum 20% of

soft landscaping, connection of soft ground surfaces to surrounding area.

7. No front fence, or low (1.2m) and see through, between Point Road and Park Road.
8. Use street carparking and shared A.W. Peterson Reserve parking in lieu of on-site carparking.
9. Develop complementary Landscape plan to nature strip and other public space.
10. Encourage temporary installations on vacant sites within Zone to improve appearance..
11. Avoid concentration of medium density housing around Business 1 Zone but retain mix of detached single houses and shops to retain landscape setting.

5.2.4 A "Domestic" Scale

The strip between Point Road and Park Road contains three old houses at 212, 220 and 226 and recently developed single storey multi-unit housing at 234 and 240 Stony Point Road.

The mix of houses and shops play a role in all the characteristics of the centre. The domestic scale of the dwellings, simple forms, front gardens and backyards and informal non-commercial quality are an integral part of the mixed strip.

As such, changes to the houses in the Residential Zone adjacent the Business 1 Zone should be considered when discussing how to retain, achieve and strengthen the preferred quality of the centre.

For example, consolidation of sites surrounding the Business 1 Zone could threaten: the sense of a small village by creating the appearance of a dense "urban" centre; could undermine the landscaped informal setting through high site coverage and lack of canopy trees; and reduce the sense of history through the demolition of older buildings.

The more recently developed single storey multi-unit sites at 234 and 240 Stony Point Road have weakened the preferred character. They have high solid front fencing, high site coverage with little backyard space, no space for canopy trees and hard ground surfaces. They also present a group of identical buildings rather than separately designed dwellings. There are similar developments to the north and east of the Business 1 Zone that are less apparent but, cumulatively weaken the preferred character of the Crib Point centre..

Some residential use within the Business 1 Zone is appropriate to the scale and character of the town. However, it is likely that it would be introduced as shop-top housing that, depending on the scale, often requires consolidated sites and on site carparking that would weaken the preferred character.

A more appropriate approach would involve the design of a single storey shop building with a shopfront and a house at the rear, or a domestic form that may be used for commercial purposes over time. This could be combined with provision for additional visitor accommodation. However, given the limited area of commercially zoned land that remains available it is important that the remaining commercial sites are not simply “consumed” by further residential development as this would, over time, reduce the commercial opportunities available in the town.

Elements contributing to the domestic scale:

- Mix of houses and shops creates a domestic and non-commercial feel
- Many of the houses are detached on a single lot
- Most of the houses have a low site coverage
- Many of the houses are old buildings
- Many houses have large backyards accommodating canopy trees and ‘soft’ ground surfaces
- The front gardens of houses create visual breaks in building form and an informal landscape setting

Recommendations

In order to retain, achieve and strengthen the domestic scale:

1. Recognise the integral role of the surrounding Residential Zone in the preferred character of the Business 1 Zone.
2. Avoid concentration of medium density housing around commercial area, retain mix of detached single house on a lot.
3. Review planning regulations for more than one house on a lot to strengthen preferred character (refer Part 2 Report).
4. Reinforce Crib Point as part of a series of small towns across the Mornington Peninsula as set out in Clause 21.07 - 3 Activity Centres: discourage development that creates a dense urban centre.
5. Retain open and informal setting in and around Business 1 Zone.
6. Encourage high level of visual and pedestrian permeability through area and sites.
7. Encourage less commercial forms of residential development in Business 1 Zone such as rear-of-shop housing and domestic form buildings for mixed residential and commercial use.
8. New development should contribute to the domestic scale and forms of the Business 1 Zone and surrounding Residential Zone.

5.3 Objectives

- Ensure that future commercial development in Crib Point reflects the elements that make up the special character of the area, as outlined in this report under the headings of :
 - A Small Village;
 - A Sense of History
 - Informal Landscape Setting; and
 - A “Domestic” Scale
- Encourage specialised businesses that both contribute to and benefit from a stronger township identity. Recreation, and particularly uses relating to environmental tourism, the sale of local farm produce and creative arts sectors may provide additional economic development opportunities within the town.
- The areas zoned for commercial use should be retained for future development of the centre.

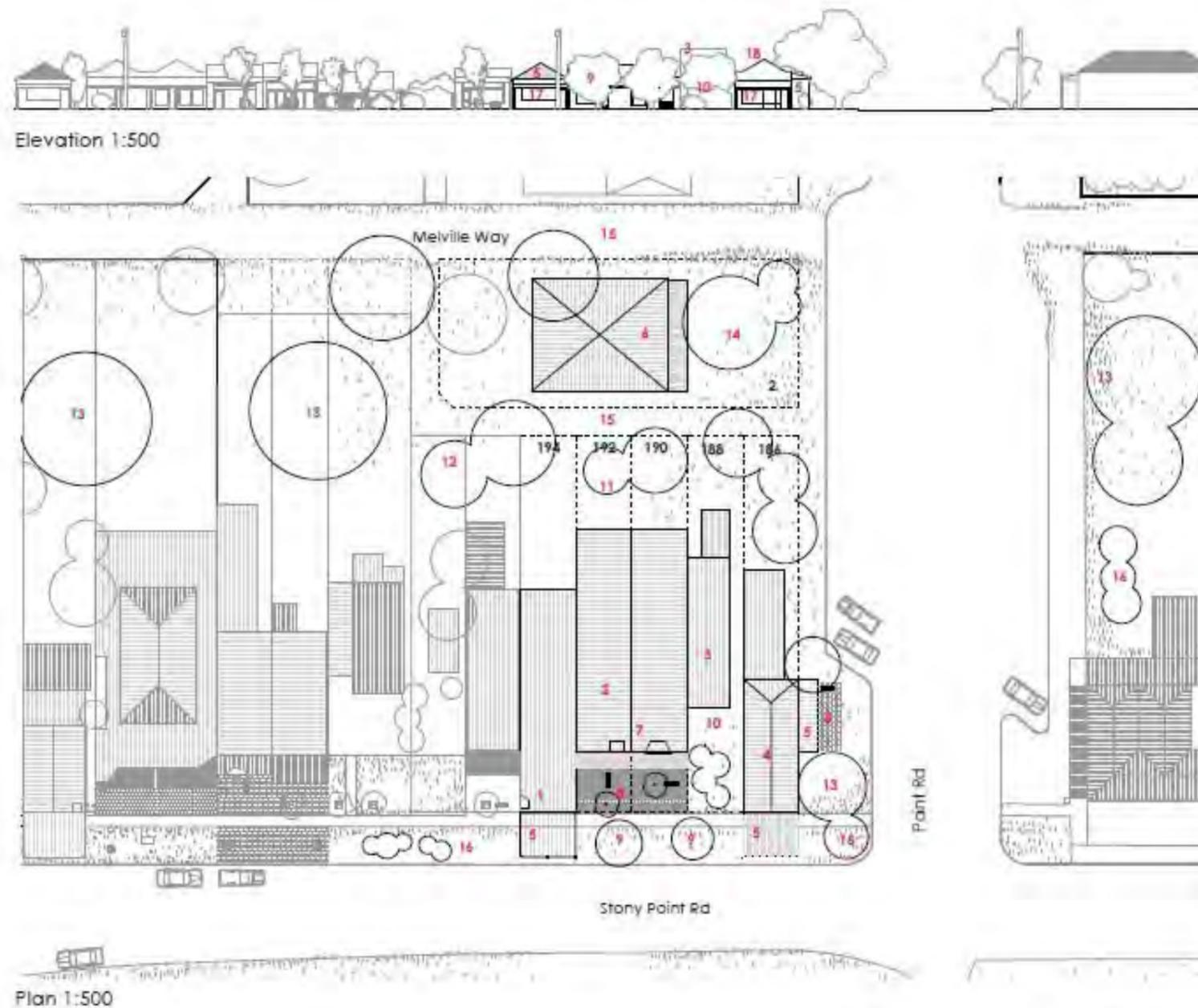
5.4 Key initiatives

- Introduce a new Design and Development Overlay and Vegetation Protection Overlay over commercial areas in accordance with the requirements and provisions outlined in this report.
- Prepare a streetscape and landscape master plan for the town centre precinct incorporating the A.W.Peterson Reserve.



Crib Point Cellars, Crib Point circa 1930 and small scale shop building with verandah and adjoining dwelling – images: Baracco Wright

Figure 4 – Commercial Centres Design Approach



Recommendations: Design Approach

5.0 Recommendation: Design Approach

Possible interpretations of the recommendations are explored in a hypothetical development of the vacant sites 186-94 and 2 Point Rd. They demonstrate application of the Design Guidelines.

Read in conjunction with Plan overpage:

1. New individual footprint, narrow and simple shape building with single width verandah over the footpath and no setback in response to the setback niche to the west. The side entry activates the niche and allows for a picture window shopfront.
2. New pair of buildings with eaves only, set back to create a niche.
3. Two storey building with an individual footprint, narrow and simple shape plan set back deeply to offset the dominance of the second storey in the single storey strip.
4. New individual building on the corner site with a single width verandah over the footpath and no setback to create the niche to the west. A second verandah is located facing Point Rd to relate to the General Store and activate the side street with a small quality 'moment'. The entry from Point Rd allows for the Stony Point Rd facade to be a picture window shopfront.
5. New verandahs over the footpath continue the strong 'spine' set up by existing verandahs and continue the forward backward setback pattern.
6. New domestic scale, form and sited building for shared commercial use for example: health based use, office, or restaurant.
7. Individually designed entries.
8. Brick paved areas with seating and Coastal Banksia trees.
9. Street trees.
10. Landscaped front garden space screens and softens two-storey form and provides visual break in built form and 'strip'.
11. Rear setbacks continue backyard pattern.
12. New trees link across properties.
13. New large canopy trees.
14. Landscaped front garden links to residential interface.
15. Unsealed laneways provide informal pedestrian network, protect non-commercial informal feel, and retain permeable surfaces.
16. Planting to nature strip and open areas (to screen bins at General Store for example).
17. Picture windows - i.e.: single large glazed panes rather than floor to ceiling glazing or multi-framed commercial style window frames.
18. Simple parapet forms.

6 Public Space, Environment and Character

6.1 Living in the Bush

The vision for Crib Point emphasizes the importance of vegetation within and around different parts of the town and reinforcing the connection to the wider natural environment. The feeling of living in the bush is highly valued by the residents.

The bush setting of Crib Point is in part created by the linking of vegetation throughout the town with the large tracts of environmentally significant bushland surrounding the town. Trees link across the top of buildings and understorey planting screens built form. Residential areas also provide important fauna links through a mix of understorey and canopy vegetation.

Public and community buildings are decentralised and scattered around the town, in vegetated settings. There is a sense that buildings sit within the larger landscape. The older parts of the township near Crib Point station incorporate a greater presence of exotic vegetation. The wider streets in this area have a more open profile and formal presentation. Encouraging the re-establishment of canopy landscape within these areas will bolster the overall character of the township.

The character and built form of the township, in particular they key destinations such as the community precinct, railway stations, commercial areas and key nodes such as entries to the town, entry to HMAS Cerberus and the Crib Point and Stony Point jetties, should provide key orientation points that form part of the collective identity of the township. Thus developing these areas to promote high quality design which reflects the local image and identity is encouraged

6.2 The Local Environment

Crib Point adjoins the internationally recognised Ramsar site of Western Port Bay. In addition the town contains a wide array of landscape qualities incorporating types such as grassy woodland, heathy woodland, mangrove scrubland, coastal salt marsh, and coastal dune grassland. These are strongly influenced by the coastal location, the sandy soil structure and relatively flat topography.

As such there are a range of ecological vegetation classes (EVC). Within Crib Point there are parts where the bioregional conservation status is recognised as endangered or vulnerable. Within the study area these correlate with the grassy woodland and damp heathy woodland/lowland forest EVCs. The swampy riparian woodland areas are noted as being rare within the bioregion.

Opportunities to strengthen the habitat linkages within the township and therefore enhance the diverse qualities of the local environment will reinforce the role of Crib Point within the Western Port Bay environment. Importantly the Ramsar wetland and areas of remnant vegetation should be protected as a priority, particularly from development which results in

loss of biodiversity or increases adverse impacts such as stormwater runoff

The strengths of Crib Point's environmental assets need to be harnessed and should inform how all development and change is managed in the township. Increased education, specialised tourism and commercial activity related to the natural assets of the town have been identified as an appropriate direction for future development. A particular focus may be provided at Stony Point, which has been identified in the Hastings Port Land Use Strategy and the State Boating Coastal Action Plan as a recreational and boating node.

6.3 Open Spaces

The quality and diversity of open spaces within Crib Point are a major asset. Providing safe, legible and convenient linkages between existing open spaces will strengthen the recreation opportunities within the township and encourage a healthy community. Promoting these as part of the regional network of linked foreshore open space areas along the Western Port Bay interface will create benefits beyond just Crib Point.

Throughout the township there are a small number of vacant sites which retain significant vegetation cover and which are currently in private ownership. There potential for acquisition of these properties, or the exchange for alternative sites may be considered, particularly through the review of the SUZ1 - Port Related Uses Zone.

6.4 The Stony Point Road Corridor

In terms of visual impact, the treatment of the Stony Point Road corridor, leading from Frankston Flinders Road through to Stony Point jetty, will provide a strong visual identity that lifts the image of Crib Point township for locals and visitors alike. It will functionally provide for a range of transport modes, including better bicycle and walking paths, whilst also establishing a transitional character and 'journey' along the length of the route between Frankston-Flinders Road and Stony Point Jetty.

Landscaping should give effect to the different sections of the road, i.e. the informal vegetated qualities of the 'rural' section, the structured landscape of the 'township' areas abutting the residential development, and the mix of hard and softscaping of the 'town centre' section abutting the commercial area near Crib Point station. Similarly the focal points at key intersections should provide a built form and landscape character response that addresses corners, and provides visual interest to break up the monotony of the current Stony Point Road conditions.

6.5 Heritage Sites

In recent times a number of older dwellings have been demolished. Older dwellings are an integral part of the town's history and identity and the complete removal of these buildings over time should be avoided. Thus, identifying buildings of heritage importance or buildings that play a contributory role to the history and evolution of the township should be

identified through the appropriate mechanisms, i.e. the Heritage Overlay. Design guidelines should also encourage the retention of older building stock and integration of new development around these buildings wherever possible.

As part of protecting and promoting the town's heritage assets, a heritage trail of should also be established with wayfinding signage, maps available through local tourism services and streetscape treatments, such as pavement markers, connecting the key heritage sites.

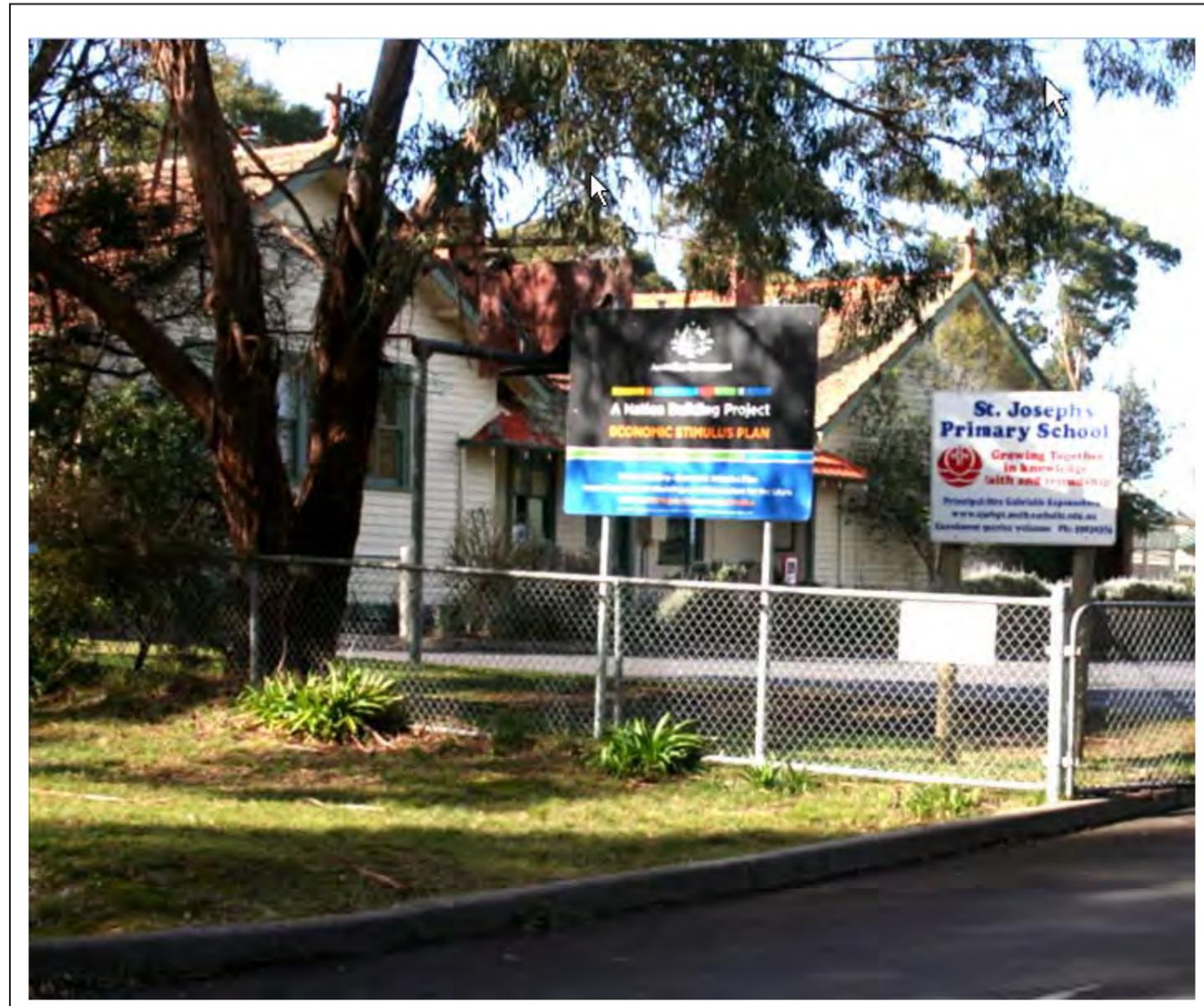
6.6 Objectives:

- Protect and improve landscape features such as the tree canopy and coastal habitat.
- Ensure all development is sensitive to and makes a positive contribution to local environmental values.
- Improve the quality of the public realm landscape and develop thematic landscape treatments that build upon the identity of the township.
- Encourage appropriate recreation opportunities on under utilised land – i.e. council owned port zoned land.
- Establish a series of linked, high quality public open spaces and recreation trails.

6.7 Key initiatives

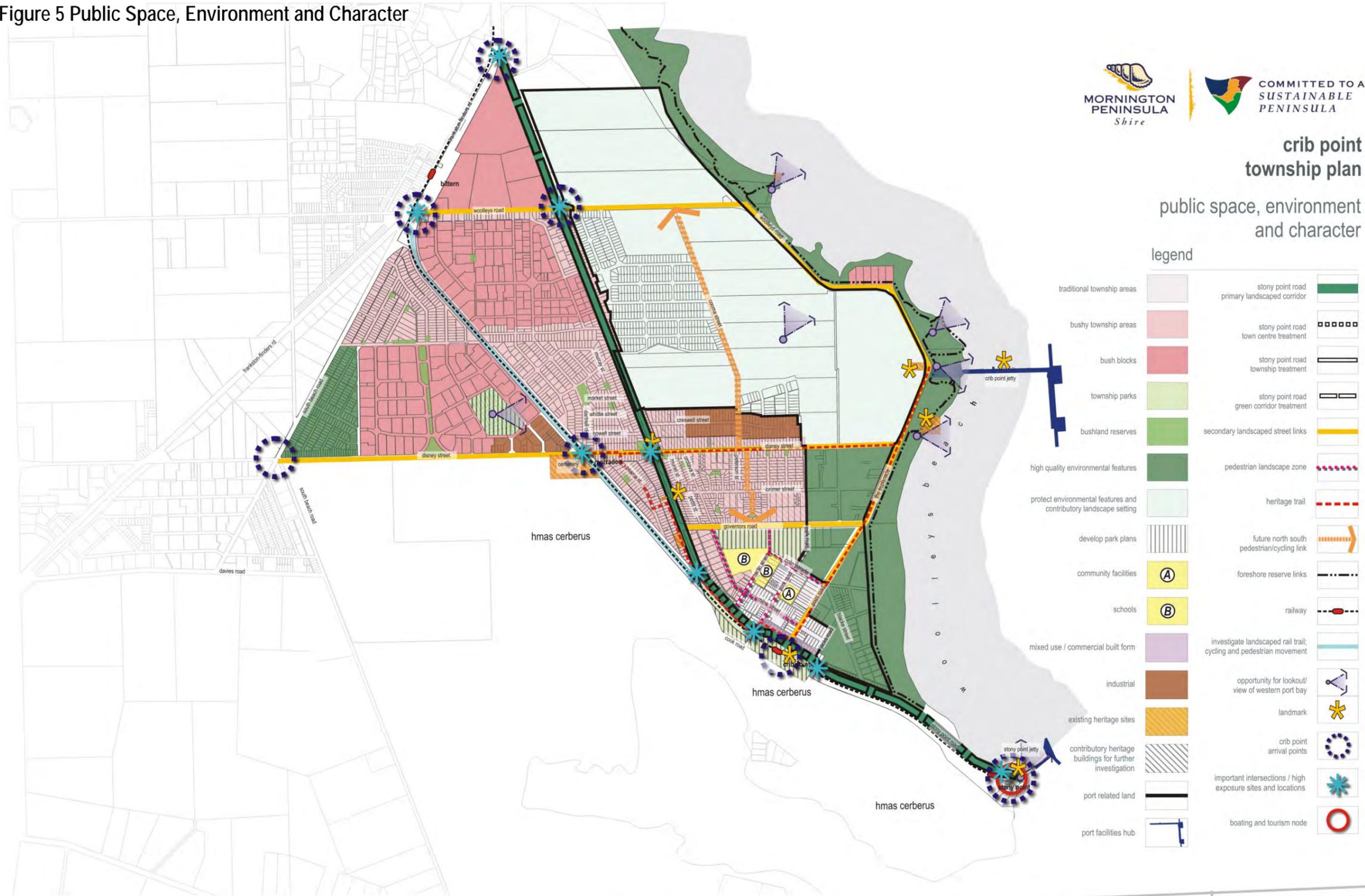
- Ensure new development provides appropriate spacing for provision of canopy trees and the regeneration of the landscape setting throughout the township.
- Introduce planning scheme controls in the older town areas to reduce the loss of existing trees and vegetation and encourage the re-instatement of private landscaping
- Encourage new industrial development to retain existing vegetation and site buildings, storage and car parking within the landscape setting.
- Create focal points at key intersections through responsive built form, particularly along Stony Point Road.
- Encourage development at important intersections and highly exposed sites to provide high quality built form and landscape outcomes which demarcate they key orientation point in the context of the township.
- Encourage the redevelopment of land around and near the Stony Point jetty to establish a high quality of design befitting of the site's location as a gateway.
- Prepare a masterplan to physically link key public open spaces via safe, convenient and legible walking and cycling paths.
- Undertake urban design and landscape improvements along Stony Point Road which reinforce the character and improve the image of the township, including:

- street tree planting that creates a 'journey' through thematic settings of 'rural', 'township' and 'town centre' character precincts
 - using landscape and urban design features to demarcate key intersections and changes in road alignment and orientation along the length of the corridor
 - investigate the replacement of powerlines along Stony Point Road with underground services
 - incorporating dedicated bicycle lanes within the road reserve
 - incorporating wide and attractive pedestrian paths within the road reserve
 - incorporating water sensitive urban design and resilient landscapes principles.
- Prepare masterplans for key parks
 - Undertake a program to encourage private properties to 'plant a tree' to re-establish habitat corridors within the township.
 - Establish a street tree planting program for different precincts which incorporate indigenous and productive tree species.
 - Support habitat regeneration – public realm, private realm – tree planting programs.
 - Investigate the purchase of undeveloped sites adjacent to parks to expand habitat opportunities within urbanised areas.
 - Connect the fragments of foreshore paths to each other and the Hastings trail.
 - Fence off areas of recognised sensitive environmental qualities.
 - Formalise coastal viewing lookouts with wayfinding signage and access paths and associated infrastructure.
 - Undertake a review of heritage sites and precincts within Crib Point, in particular the residential area south of Market Street / Creswell Street, to ascertain if contributory heritage buildings can be protected by the Heritage Overlay.
 - Encourage new development to retain existing older dwellings, particularly in the area south of Disney Street.
 - Establish a heritage trail that promotes local historic buildings for locals and tourists
 - In conjunction with the relevant state agencies and community committee of management, prepare a masterplan for redevelopment of the Stony Point Jetty, Stony Point car park, Stony Point Railway Station, caravan park and the foreshore reserve.



Local schools contribute substantially to the public realm of Crib Point

Figure 5 Public Space, Environment and Character

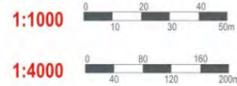


crib point township plan

public space, environment and character

legend

traditional township areas	stony point road primary landscaped corridor
bushy township areas	stony point road town centre treatment
bush blocks	stony point road township treatment
township parks	stony point road green corridor treatment
bushland reserves	secondary landscaped street links
high quality environmental features	pedestrian landscape zone
protect environmental features and contributory landscape setting	heritage trail
develop park plans	future north south pedestrian/cycling link
community facilities (A)	foreshore reserve links
schools (B)	railway
mixed use / commercial built form	investigate landscaped rail trail; cycling and pedestrian movement
industrial	opportunity for lookout/ view of western port bay
existing heritage sites	landmark
contributory heritage buildings for further investigation	crib point arrival points
port related land	important intersections / high exposure sites and locations
port facilities hub	boating and tourism node



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drawing prepared by
hansen partnership
in collaboration with
mornington peninsula
shire council

7 Access and movement

7.1 Roads

Crib Point has an effective network of primary and secondary roads traversing the township east-west and north-south.

It is envisaged that all vehicular movement associated with use of port facilities will be limited to movement along Woolleys Road and The Esplanade, although as noted in a previous section, it is intended that Crib Point will be primarily used as a bulk liquid terminal, transporting products by pipeline, and that uses dependent on truck movements will not be sited in Crib Point.

These factors will enable the Stony Point Road corridor treatment discussed in the previous section to be established with a high quality pedestrian and cycle friendly treatment.

7.2 Pedestrian and Cycle Paths

Safe bicycle and pedestrian paths throughout Crib Point should focus on providing both on-road and off-road facilities for recreational and commuting purposes. At present there are fragmented sections of off-road paths along the coastal foreshore reserve. A continuous link connecting Stony Point with Hastings along the foreshore should be investigated as part of a regional recreational trail.

The Stony Point Road corridor will be enhanced by incorporating bicycle lanes and wide footpaths. The potential provision for a shared path is already identified in the Shire's Ride Safe Bicycle Strategy 2009 – 2013. A hierarchy of secondary bicycle movement along Disney Street and Woolleys Road will link the coastal path and Stony Point Road with South Beach Road and Frankston Flinders Road, and hence with adjoining townships.

A dedicated pathway along the length of the railway corridor, would further connect Stony Point with the Bittern Station and the Frankston Flinders

Road off-road path adjoining this station. Although there are often safety issues with public facilities within rail reserves this link should be investigated. The bicycle network should provide for both recreational and commuting purposes. Providing public amenities such as toilets and drinking fountains combined with good wayfinding signage and bicycle parking should be key elements of developing this network.

As part of prioritising sustainable transport options, the integration of railway stations with surrounding areas will be important to encouraging greater patronage of public transport. Railway and bus connections should have improved physical access with waiting areas designed to allow public surveillance and provide weather protection.

.Within the grid streets north-east of Crib Point Station, there is an opportunity to provide for pedestrian priority that links public transport, commercial and community / education facilities. The series of primary streets should have formal paths whilst the informal laneways dissecting this area will provide alternative informal pedestrian routes. Interfacing development to provide passive surveillance of these areas will enhance safety.

As there is scope to develop the port related land in future, an accessible north-south link for pedestrians and cyclists could connect Woolleys Road with Governors Road, providing an alternative local link between the foreshore and Stony Point Road.

7.3 Objectives

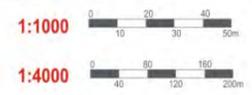
- Encourage safe and convenient walking and cycling to and within Crib Point.
- Facilitate access to Crib Point via a range of transport modes.
- Integrate different modes of transport.
- Improve public transport access, services and integration.
- Manage periodic peak traffic demands to protect the amenity of the township.
- Ensure infill development of residential neighbourhoods provides walking and cycling links.

7.4 Key Initiatives

- Redevelop the Stony Point Road corridor with the inclusion of bicycle lanes and wide pedestrian footpaths.
- Limit truck movements to Woolleys Road and the Esplanade.
- Investigate opportunities to reduce speed limit on Woolleys Road and The Esplanade
- Investigate a Western Port "bay trail" along the foreshore area which fills in the 'missing links' and connects Stony Point with Hastings.
- Provide high quality pedestrian and cycling connections between railway stations, key cycling / pedestrian routes and Stony Point jetty.
- Provide facilities in the township for mobile services such as the municipal mobile library service.
- Integrate rail and bus connections with clear walking links.
- Link the Crib Point Station with the bus stop and provide a mobile services waiting area which combines with the local bus route stop.
- .Investigate pedestrian access to Crib Point Jetty.
- Undertake a masterplan for redevelopment of the Stony Point Jetty, Stony Point car park, Stony Point Railway Station, caravan park and the foreshore reserve to facilitate safe, functional and attractive pedestrian, cycling and vehicle movement. The masterplan should seek to accommodate for future needs based on the potential for a greater ferry service
- Protect the existing laneways in the area north-east of Crib Point Station.
- Establish a pedestrian priority area around the recreation reserves, schools, neighbourhood house, shops and Crib Point Station area.
- Promote the upgrading Crib Point and Stony Point railway stations with seating, weather protection, lighting and improved visibility/passive surveillance.



Figure 6 Access and Movement



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drawing prepared by
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shire council

3 Implementation and Monitoring

Successful implementation of the township plan is critical to realising the intended objectives

The key principles of the Crib Point Township Plan implementation process are:

- To ensure that the vision for the township is shared across a wide range of stakeholders.
- To put in place an appropriate policy and planning scheme framework to guide future development in accordance with the township plan.
- To link the township plan to Council's Strategic Plan and budget review processes.
- To define, as appropriate, the actions, timeframes, costs, priorities, key stakeholders, potential funding sources community engagement strategies and parties responsible for implementing each proposed action.
- To facilitate and coordinate public and private investment in the township consistent with the township plan.

Table 1 Township Plan Implementation provides a summary of the key actions/initiatives identified within this Township Plan and the relevant factors supporting implementation.

Monitoring

The Mornington Peninsula Shire Council will provide a progress report on the implementation of the Crib Point Township Plan on an annual basis.

This process will enable Council to measure progress, to ensure an appropriate application of resources, and to ensure the delivery of key priority projects. The Council will use the annual progress report to adjust the implementation program to ensure that the Township Plan is achieving the vision.

The formal Township Plan review cycle is every four years to ensure that it remains relevant and consistent with Council's strategic policy framework, the Municipal Strategic Statement and the Council Strategic Plan & Community Plan. However, there is an ongoing review process to identify any changes required to respond to new trends, policies or changing circumstances.



The feeling of living in the bush is highly valued by the residents of Crib Point

Table 1 Township Plan Implementation

Initiatives	Responsibility	Priority
To be completed after Community Exhibition		

