

Crib Point Township Plan refresh



Mornington Peninsula Shire Council

2021

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1. Introduction

Crib Point is a historic coastal township located on the eastern side of the Mornington Peninsula adjoining Western Port Bay. The township extends over the relatively flat land between Hanns Inlet and Golden Point. It is largely residential in character with small dispersed pockets of local commercial, educational, community and recreational facilities.

The edges of the study area are defined by the township's abuttal with Bittern to the west and north. A large portion of the subject area is taken up with HMAS Cerberus, a Royal Australian Navy (RAN) Naval establishment which is bound and controlled by the Commonwealth. Much of this area is prohibited to the public which influences the relationship Crib Point has with its neighbouring areas as well as accessibility in the locality.

Crib Point is characterised by its intimate size and small population of 3,183 (based on the 2016 Census), offset by the large population of navy personnel at the HMAS Cerberus training facility. Generally, the population is characterised by young families and an aging population of retirees. The townships low profile of development and low-key atmosphere have been identified as features which are highly valued by residents and are sought to be protected.

Crib Point includes the Woolleys Beach Reserve and Jacks Beach Reserve. The reserves contain a variety of indigenous flora and fauna and significant mangroves which provide a natural nursery for young fish.

As a small and relatively flat coastal township, land in Crib Point is predominantly divided between residential and port-related uses. The former BP refinery is located near a modest area of industrial land, the remainder of the township is zoned Special Use Zone – Schedule 1 which is reserved for port-related uses. Much of this land has been undeveloped since 1964 with some areas cleared of vegetation. Vegetation coverage is a constant theme in the residential areas both along the streetscapes and within allotments.

The township is predominantly located within the Urban Growth Boundary with the exception of the HMAS Cerberus training facility. As the training facility is Commonwealth land, it is not subject to Planning Scheme controls.

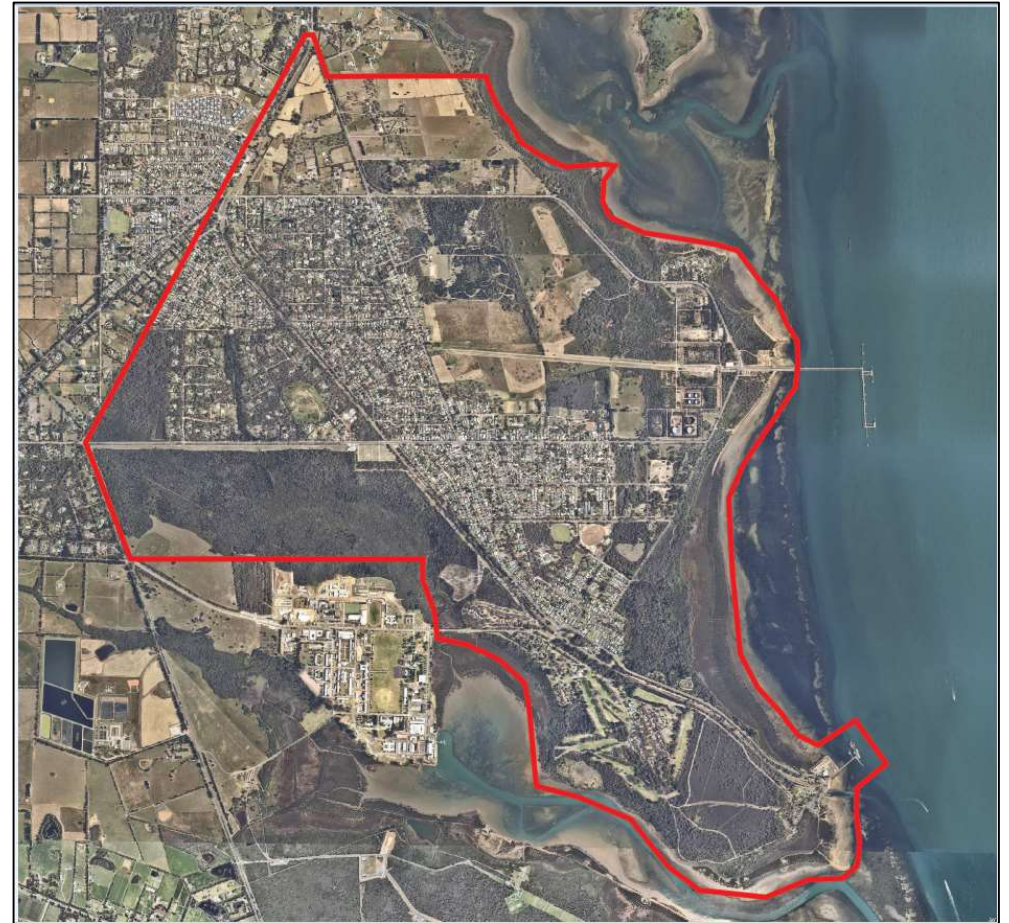


Figure 1: Aerial map of Township Plan refresh boundary

2. Community and stakeholder engagement

Consultation undertaken in 2009

The Crib Point Township Plan was prepared through an extensively consultative process. This included workshops with Council, key stakeholders and the community via the Crib Point Advisory Group (now called the Crib Point Action Group). The group is formed of members of the community and have met with Council officers on numerous occasions.

A community workshop was held in June 2009 which was attended by approximately 60 members of the community. Further consultation was undertaken as part of the public exhibition process for Mornington Peninsula Planning Scheme Amendment C163. The amendment proposed to introduce built form design controls which were informed by the Township Plan and associated Urban Design Analysis.

Key issues raised in previous consultation undertaken can be summarised as follows:

- Land prices are currently very low for the region so the area is facing large development pressures. New development is poorly designed for the landscape and there has been a dramatic increase in the level of multi-unit developments (particularly in the area south of Disney Street).
- The area is part of the Western Port Ramsar site and subject to the Ramsar Convention of internationally significant listed wetlands, as the area is some of the most important habitat for migratory species who forage on the mudflats and in the wetlands. The area has a diverse population of rare and threatened species including the Southern Brown Bandicoot listed as Endangered under the *Environment Protection and Biodiversity Conservation Act 1999*.
- Substantial areas have been set aside for port related land use but their purpose is unclear. The community is seeking to establish a clear direction for the town.

- Industrial land is under-utilised and does not contribute to a stable or substantial employment base.
- Physical connections between open spaces can be improved given the array of nature reserves, public parks and 'pocket' green spaces throughout the township.
- The Port of Hastings raised concerns relating to the Residential Investigation areas identified within the SUZ land.

Consultation undertaken in 2020

The Crib Point Township Plan was updated in 2020. The refresh document was publicly exhibited during for a period of eight weeks (commencing June 22 until 14 August 2020) and consisted of the following:

- Mail out to landowners and occupiers and relevant stakeholders and government agencies.
- Notice placed in local newspapers.
- Online advertising including on Council's website, an online survey form and social media posts.
- Online drop-in session held via zoom on 14 July 2020.

A total of 127 submissions were received during this process. The submissions raised the following issues:

- General maintenance of the township is required including the upgrading of roads and footpaths, clearing and general clean-up of vegetation, installation of new street lighting and the maintenance of vandalism and graffiti within the township.
- The expansion and further development of the commercial areas is welcomed. A new café, bookstore or small supermarket were suggested for the commercial areas which would ensure that residents could do their daily shopping within the township rather than traveling to nearby areas such as Hastings.
- There is a demand for increased community and public space facilities within the township including a skate park, playgrounds and walking trails.
- The role of the township as a tourist destination was raised. It was suggested that the town does have a limited role in tourism and that this should be explored.

- Issues regarding the traffic activity within the township were raised, including speed limits, safety and the quality of roads. Speed humps were suggested as a way to slow down vehicles in the area.
- Concerns were raised with the proposed Gas Import Jetty and Pipeline Project and the impact of this project on the township and Ramsar wetlands.

This feedback has been taken into account in updating the Crib Point Township Plan.

3. Crib Point Township's Regional Context

The Crib Point township is located in the eastern portion of the Mornington Peninsula around 69 kms from the Melbourne CBD. The township has a land area of 652 hectares and is located predominantly within the Urban Growth Boundary, with the exception of HMAS Cerberus which is bound and controlled by the Commonwealth.

Crib Point is significant for its inclusion as part of the Western Port Ramsar wetland area and Westernport Biosphere Reserve. As such, it is a wetland of international importance which includes rare and unique flora and fauna. The Crib Point foreshore is significant for its variety of indigenous flora and is an important bio link for the indigenous species of flora and the fauna living in and moving through the area. The foreshore and surrounding bushland are an important feature of Crib Point and is highly valued by residents.

Crib Point is also regionally significant for the recreational boat launching facilities as well as the ferry which services Western Port Bay with stops at Stony Point, French Island and Phillip Island. Connections with French Island have meant that the township is valued for its significant role in the protection, maintenance and marketing of this national park.

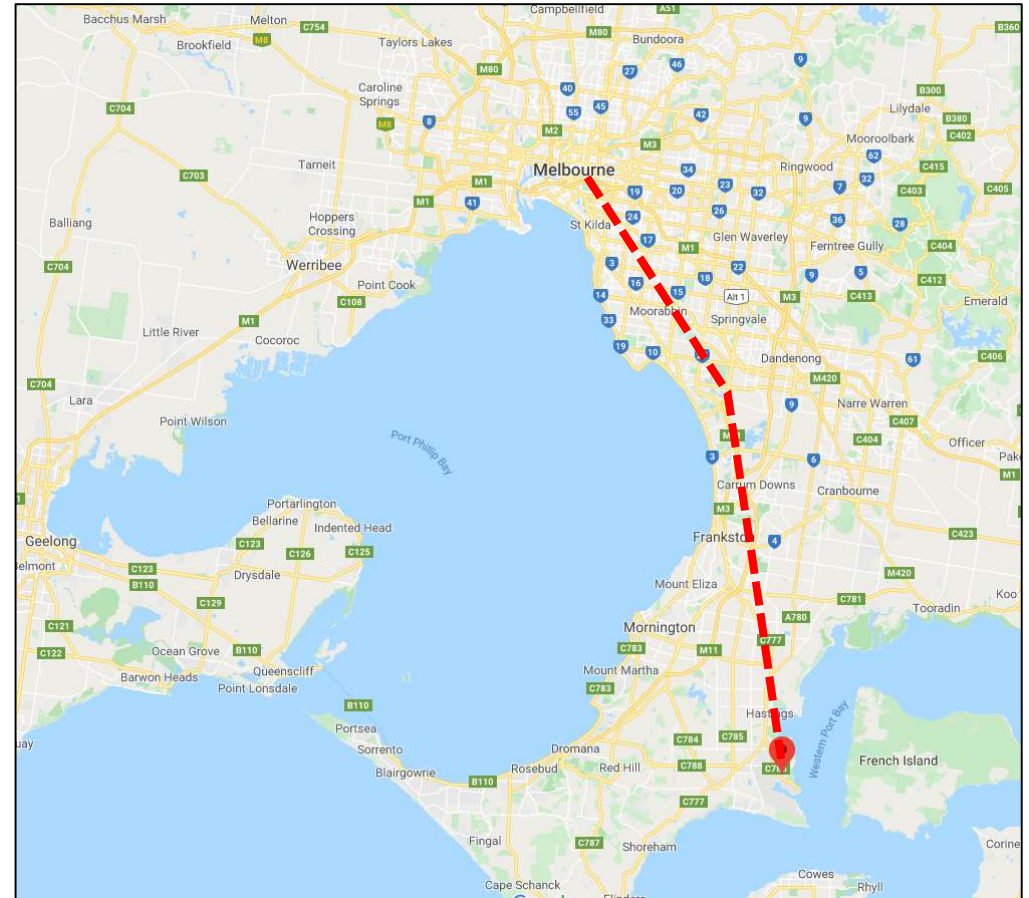


Figure 2: Distance to Melbourne CBD

4. Crib Point Township Overview and Key Issues

This section of the Township Plan refresh gives an overview of the township and identifies existing conditions, key issues and opportunities that will be explored further in the document.

4a. History

Originally referred to as ‘Morradoo’ by the Boon Wurrung people, the township was named after a fisherman’s hut called a ‘crib’ located near the shoreline in the mid 19th century – hence “Crib Point”. The area was part of the first pastoral run by Alfred Meyrick in 1840. By the 1860s, land was being cleared for grazing and orchards. In 1889, a railway station was established coinciding with the first subdivision of residential allotments. The 1960s and 1970s saw the establishment of a BP refinery and associated port facilities. However, the refinery ceased operations in 1985 as it became economically unsustainable.



Figure 3: Historic photos of Crib Point taken in 1914 and 1931

4b. Community Profile

Approximately 3,183 persons lived in the township of Crib Point according to the 2016 Census. The median age of people in Crib Point was 38 years old. Children aged 0-14 years made up 20.3% of the population and people aged 65 years and over made up 12.7% of the population. Of the families in Crib Point, 41.6% were couple families with children, 35.8% were couple families without children and 21% were one parent families.

There were 1,548 people who reported being in the labour force in the week before Census night, 54% of these were employed full time, 33.1% were employed part time and 7.2% were unemployed. The most common occupations in Crib Point included Technicians and Trades Workers at 22.1%, Labourers at 14.7% and Community and Personal Service Workers at 13.8%.

4c. Land Availability

The township consists primarily of lots ranging in size from 100-800m² located in the centre of the township with larger lots from 1000m² on the outskirts. The *Neighbourhood Character Study and Guidelines, September 2019* (Neighbourhood Character Study and Guidelines) identifies 1587 lots within the township with sizes as indicated in the map below.

| Crib Point (1587 lots) | | | | | |
|----------------------------|-----|---------------------------|-----|---------------------------|---|
| LDRZ (5 lots) | | GRZ (1582 lots) | | MUZ | |
| 0-500m ² | - | 0-100m ² | - | 0-100m ² | - |
| 501-1,000m ² | - | 101-300m ² | 16% | 101-300m ² | - |
| 1,001-1,500m ² | - | 301-500m ² | 7% | 301-500m ² | - |
| 1,501-2,000m ² | - | 501-800m ² | 22% | 501-800m ² | - |
| 2,001-4,000m ² | - | 801-1,000m ² | 8% | 801-1,000m ² | - |
| 4,001-10,000m ² | 80% | 1,001-1,500m ² | 32% | 1,001-1,500m ² | - |
| 10,000m ² + | 20% | 1,500m ² + | 15% | 1,500m ² + | - |

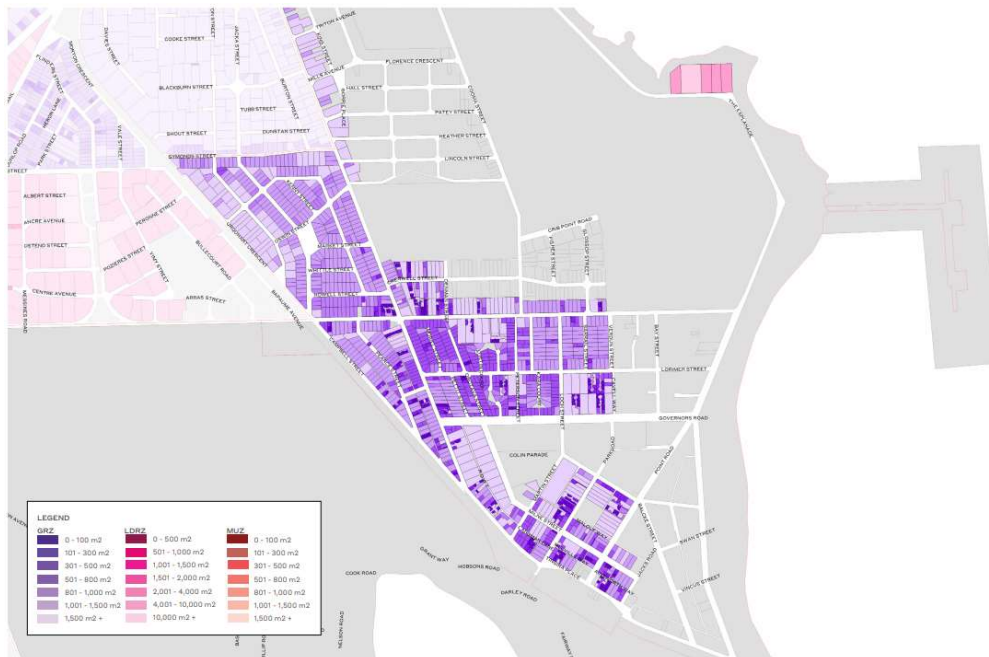


Figure 4: *Neighbourhood Character Study and Guidelines, September 2019*

4d. Housing

Housing in Crib Point is relatively affordable for the Mornington Peninsula, with a median house price of \$600,000 (January 2021).

Residential development of detached dwellings is typical of the urban areas of Crib Point. There is a clear progression of domestic development from the 1920-1940s surrounding Crib Point Station to more recent development to the west of the railway line.

The Crib Point Township Structure Plan was originally prepared in 2011 as a response to community concerns regarding the influx of multi-unit developments in residential areas at a scale and density that had the potential to diminish the character of the area. The influx of development was primarily due to low land prices and generally larger lot sizes. Where multi-unit developments have occurred, lots have been subdivided into at least three dwellings on a lot.

The Township Plan was prepared through a consultative process in conjunction with Amendment C163 to the Mornington Peninsula Planning Scheme. The amendment applied the Design and Development Overlay (DDO) to the town centre and residential areas (DDO19 – Bittern and Crib Point Township Residential Areas, DDO20 – Crib Point Town Centre Residential Area and DDO21 – Crib Point Town Centre). The DDO controls were informed by the Township Plan and provide guidance on crossovers, setbacks, heights, site coverage, materials, external finishes, fencing, landscaping and dwelling density to limit future multi-unit developments. The controls introduced via Amendment C163 provide greater planning guidance for the township.

The township of Crib Point is also identified in the *Western Port Coastal Villages and Surrounding Settlements Strategy, September 2019* (Western Port Coastal Villages Strategy). The strategy aims to address climate change impacts relating to sea level rise and managing development to retain and enhance township character in response to pressures for change.

The vision identified for Crib Point in this strategy indicates: *Crib Point will preserve its small 'country town on the coast' character, being predominantly lowscale with a mix of historic and newer buildings set against canopied streetscapes. Future development will have regard for the gridded street pattern and the town's heritage properties such as those located south of Disney Street. Its coastal location will be*

reinforced through improved pedestrian access to the foreshore and enhanced coastal vegetation.

This vision is consistent with the vision outlined in this Structure Plan.

4e. Urban Design and Built Form

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 1940s-70s) and new and old houses.

Built form is characterised by low scale forms which are generally set well into the landscape and do not dominate the natural, highly vegetated areas in which they are located. Residential dwellings are generally mixed in character. Older housing stock (generally pre and inter war) is located within the eastern portions of the township and characterised by single storey dwellings on a lot.

The township's residential areas consist of a mix of dwelling designs and sizes. The features that most clearly distinguish the residential areas from a more 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 country environment. This "green bushy" setting is a key shared amenity for the residents and a feature which reinforces the identity of the township.



Figure 5: Example of multi-unit development within the township



Figure 6: Example of single dwelling on a lot setback into the landscape

4f. Heritage

There are five sites within the township identified as having heritage significance and protected by a Heritage Overlay. The Heritage Overlay seeks to conserve and enhance heritage places of natural or cultural significance and elements which contribute to the significance of heritage places. It also aims to ensure that development does not adversely affect the significance of heritage places.

- **HO240 – Former BP Refinery/Administration Building (220-350 The Esplanade, Crib Point)**

This site is also listed on the Heritage Register (H1016). The 1965 building is recognised as it demonstrates creative accomplishment and outstanding craftsmanship through its innovative and functional design space. It is particularly noteworthy for its use of a repetitive rhythm of columns, its curved cantilevered first floor, its innovative alternative ventilation system for the first floor windows and the overall reliance on carefully considered proportions and detailing. It was awarded the 1966 RVIA Victorian Architectural Medal. The building currently accommodates a museum at ground level, with the first floor utilised.



Figure 7: Former BP Refinery/Administration Building

- **HO274 – Crib Point Public Cemetery (189 Disney Street, Crib Point)**

The Crib Point Cemetery is significant to the municipality as:

- it is an original part of the Flinders Naval Depot development plan, a place of great significance to the Shire and the region;
- it is a repository of local history;
- it contains examples of stone masonry skill not exhibited elsewhere in the district outside of cemeteries;
- it has social meaning to the residents of the Shire as a place of special historical worth and personal memories; and
- it is perhaps the only public cemetery in Australia adjoining a naval establishment.

- **HO318 – Crib Point Residential and Civic Precinct (261, 263, 265 and 269 Stony Point Road, Crib Point)**

These dwellings are recognised as a group of early residential development in the town which ensued after the Flinders Naval Depot was developed post WW1.

- **HO319 – Settlement Store, Shop and Residence (295 Stony Point Road, Crib Point)**
- **HO322 – Woolley’s Cool Room, Woolley’s Beach (Off The Esplanade, Crib Point)**

The cellar and land within nominally 5m of its perimeter, with emphasis on the fabric from or near the construction date c1903, plus any related fabric such as the jetty and tramline remnants.

The Shire has undertaken a series of heritage reviews to include buildings of identified heritage value in the Heritage Overlay in the Mornington Peninsula Planning Scheme. Stage 4 of the review (commenced mid 2020) includes the Western Port region, including Crib Point, and the hinterland areas of the Shire. A heritage consultant has been commissioned to undertake the historical research of a list of potential places and recommend which places would meet the criteria for protection under the Heritage Overlay.

Aboriginal Cultural Heritage Values

Parts of Crib Point (identified in the map below) are also identified as areas of Aboriginal Cultural Heritage Sensitivity as defined under the *Aboriginal Heritage Regulations 2018*. This refers to landforms and soil types where Aboriginal places are more likely to be located.

Under the Regulations, ‘areas of cultural heritage sensitivity’ are one part of a two part trigger which require a ‘cultural heritage management plan’ be prepared where a listed ‘high impact activity’ is proposed. If a significant land use change is proposed (for example, a subdivision into 3 or more lots), a cultural heritage management plan may be required. Under the *Aboriginal Heritage Act 2006*, where a cultural heritage management plan is required, planning permits, licences and work authorities cannot be issued unless the cultural heritage management plan has been approved for the activity.



Aboriginal Victoria
Map Report
Areas of Cultural Heritage Sensitivity

Figure 8: Aboriginal Cultural Heritage Register and Information System

4g. Topography, Natural and Landscape Features

The visual setting and structure of the township is strongly defined by the presence of vegetation and the wetland areas. Established trees and shrubbery along key routes such as Stony Point Road, Woolleys Road, Disney Street and The Esplanade

provide a sense of enclosure and seclusion to these routes. These vegetated corridors are also the main entry routes into the township.

Key views can be seen from the two notable topographical high points at Bullecourt Road and adjacent to the former BHP “oil” refinery land. Views of Western Port Bay are only possible at the foreshore edge and along Stony Point Road near Stony Point.

The area experiences significant wind effects given its frontage to the Western Port Bay. It is notable that along the interface with Western Port Bay vegetation is generally low lying shrubbery with copses of trees in the more sheltered locations.

Crib Point’s landscape is one of its key assets. The rocky outcrops at the Golden Point section of the foreshore date back to the Ordovician period – 440 million years ago. Only Cambrian and Precambrian period predate Ordovician and neither of those are present on the Mornington Peninsula.

Ramsar wetlands

Crib Point is significant for its inclusion as part of the internationally recognised Western Port Ramsar wetland area and Westernport Biosphere Reserve (protected under the *Environmental Protection and Biodiversity Conservation Act 1999*) and displays a wide range 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.

The significance of this land is identified in *Plan Melbourne 2017-2050* at Desired Planning Outcomes for Green Wedges and Peri-Urban Areas – Environmental and Biodiversity assets:

Protect and enhance environmental and biodiversity assets, such as coastal areas, wetlands, rivers and creeks, forests and grasslands. Key features of international and national significance include Ramsar-listed wetlands (Westernport, Edithvale–Seaford wetlands, Port Phillip Bay [Western Shoreline] and Bellarine Peninsula), the Western Grassland Reserve, the UNESCO Mornington Peninsula and Westernport Biosphere Reserve, and a range of national and state parks.

The *Western Port Ramsar Site Management Plan 2017* also establishes a framework for the maintenance of ecological character through conservation and wise use and identifies that the site supports a number of ecological, socio-economic and cultural values. The primary objective of the Plan is *to maintain, and where necessary*

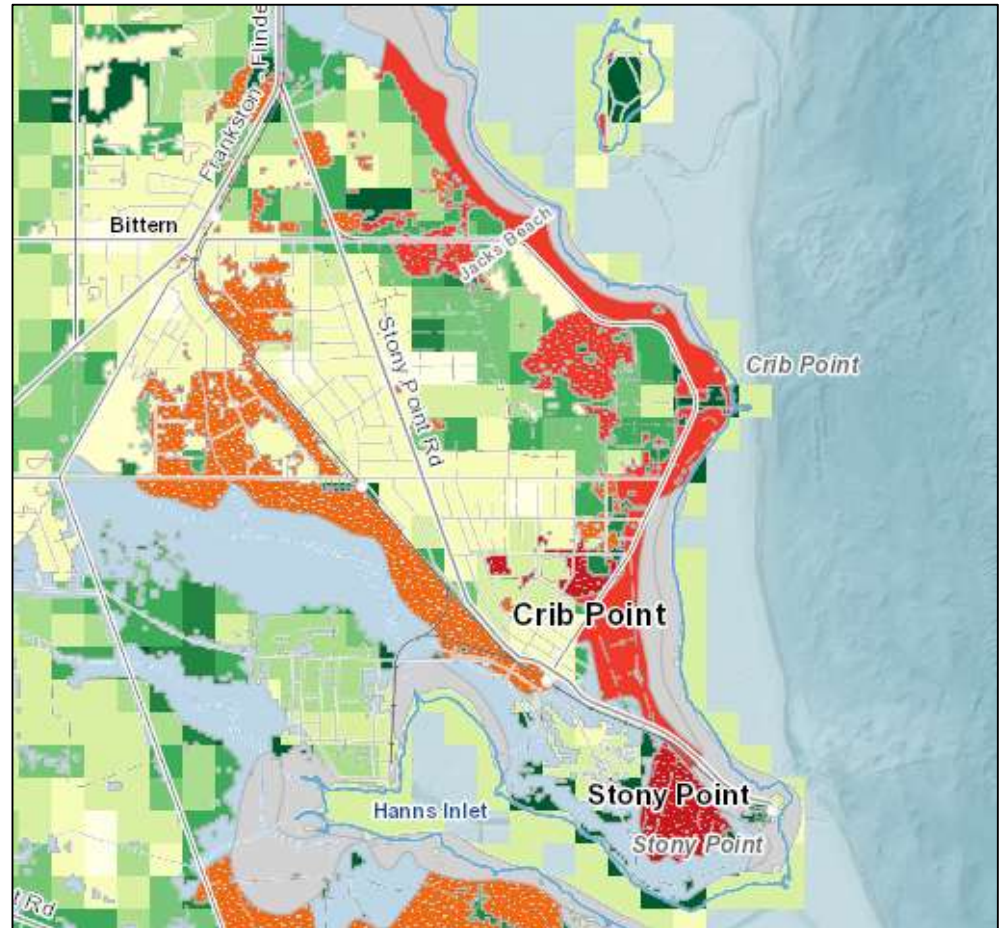
improve, the ecological character of the Western Port Ramsar Site and promote wise and sustainable use.

Township landscape

Within the township, some areas have been identified as having endangered or vulnerable bioregional conservation status. It includes a number of Ecological Vegetation Classes (Figure 10). The Grassy Woodland EVC has the highest conservation value in this region.



Figure 9: Example of the townships landscape



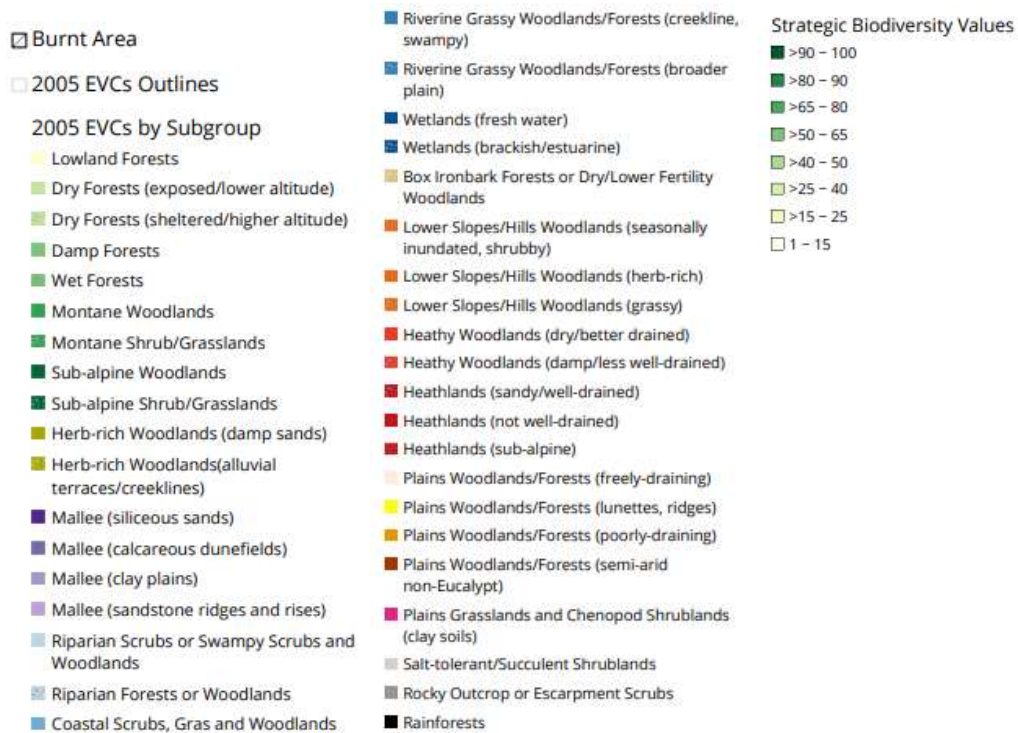


Figure 10: NatureKit Maps

4h. Commercial and Industrial use

Land use within the township is generally residential, with a small number of commercial and industrial properties located throughout. Commercial land use is confined to essential day-to-day services such as local shopping facilities, eateries and a post office. Car repairs and miscellaneous commercial/industrial are located within the outer edge of the township. Historic photographs reveal that the commercial area has not grown substantially from its beginnings and the catchment for this area is primarily local residents.

Commercial areas

Crib Point has a low level of commercial activity with several vacant shops and sites. Currently, there are two separate small commercial (Commercial 1 Zone) areas in

Crib Point: a larger precinct comprising a series of shops along Stony Point Road and on the corner of Point Road and a smaller set of shops at the corner of Disney Street and Stony Point Road.

The larger precinct located along Stony Point Road and on the corner of Point Road currently comprises a post office, takeaway food premises, newsagency and small supermarket. This precinct is classified as a *Local Activity Centre* in the *Mornington Peninsula Activity Centres Strategy, May 2018* (Activity Centres Strategy) and in the hierarchy of activity centres as set out in the Mornington Peninsula Planning Scheme - Clause 21.07-3 Activity Centres.

These 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.

This precinct also includes a large vacant site comprising five vacant lots occupying the prominent corner of Point Rd within the strip. The development of this site would potentially double the commercial floorspace currently available.

The smaller set of shops at the corner of Disney Street and Stony Point Road includes a milk bar, pharmacy and food and drink premises. This is classified as a Convenience Centre in the Activity Centres Strategy and in the hierarchy of activity centres as set out in the Mornington Peninsula Planning Scheme at Clause 21.07-3 - Activity Centres:

These generally serve neighbourhoods within settlements. They generally have a LFA that is less than 1,000 square metres. The commercial land uses typically include a convenience shop/general store, with some other retail premises and no office-based services or restricted retail premises.

The Activity Centres Strategy indicates that *some moderate re-investment will be needed in these centres over time, with Disney Street a particular focus for attention.*

The two commercial areas are identified in the Western Port Coastal Villages Strategy as *Commercial – Everyday Convenience* typology. The identified Preferred Character Statement for this typology is:

New developments complement the key characteristics of this broader Built Form Typology by reflecting the finishes and form of the surrounding built environment while enhancing existing historical buildings and features.

New development presents as low-scale built form, comprising flat or low pitched roofs, built to boundary and articulated through the use of active frontages and verandahs and awnings that provide shade and shelter complementing the pattern of existing development.

The local streetscape is retained through consistent street setbacks with a mix of informal plantings and remnant vegetation dispersed throughout.

Industrial areas

The township includes one small Industrial 3 Zone precinct located west of the railway line (Bullecourt Road and Lens Street) developed with a range of small scale businesses and storage yards. The precinct is separated from residential land by the rail reserve and the former municipal waste depot site, owned by Council. This precinct was identified in the *Mornington Peninsula Industrial Areas Strategy, April 2018* (Industrial Areas Strategy) to have some prospects for future development. Actions identified include:

Action 15: Retain the industrial land in Crib Point west of the rail corridor to meet the current and future needs of the local business and general community. Activity on this land is expected to intensify incrementally over the long- term. (Principles 1 and 3)

Action 16: When justified, upgrade infrastructure servicing the Crib Point industrial precinct to ensure that the area is a location for intensification of business activity and employment. (Principles 1 and 4)

Action 17: Engage with State Government in relation to the status of the Special Use Zone 1 land situated adjacent to existing Bittern-Crib Point industrial area. If possible, a future rezoning of part of this land to the Industrial 3 Zone should be explored. This would assist in ensuring the long-term supply of industrial land in Mornington Peninsula Shire is maintained. (Principles 3 and 4)

This land is also identified in the Western Port Coastal Villages Strategy as a *Large Format Industrial* typology. The identified Preferred Character Statement for this typology is:

New development allows the vegetation and surrounding landscape to dominate the streetscape. Siting development towards the rear of larger lots ensures vegetation is dominant and car parking, hard surfaces and storage is less visible from the street.

The use of brick and steel contribute to the dominant palette of materials while permeable front fencing continues to provide views through to the surrounding grassed pastures. Open style fencing assists in maintaining the openness of the streetscape.

In terms of economic regional significance, it is noted that the Port of Hastings also utilises the Crib Point jetty and surrounds for one of its major bulk liquid transporting services and storage facilities.

A gas import facility and pipeline was proposed to be established at Crib Point. The proposal was subject to an Environmental Effects Statement under the *Victorian Environment Effects Act 1987* to assess how the proposed Gas Import Jetty and Pipeline could effect the environment and how many potential negative impacts could be managed.

On 29 March 2021, the Minister for Planning completed his assessment and concluded that the environmental effects of the project on the marine environment of the Western Port Ramsar site are unacceptable due to the ongoing impact to the environment. *The adverse direct and indirect effects of that discharge on environmental values, fundamental to the Ramsar status of Western Port, are not compatible with the level of protection required to be afforded to a wetland of recognised international significance.* (Crib Point Gas Import Jetty and Crib Point-Pakenham Gas Pipeline Project, Ministers Assessment under Environmental Effects Act 1978 – March 2021)

4i. Community Facilities

The township has limited community services and facilities which are required for day to day needs. Those which could be considered by the community to be of greatest importance include a medical centre with these services only available at Hastings and Mornington which are a significant distance away.

To the north of Park Road/Stony Point Road, there is a concentration of community related facilities including the Community Hall, Community Garden, two schools,

Cyril Fox Reserve and Crib Point Recreation Reserve which includes football ovals, swimming pool and tennis courts. A new CFA facility is located on Disney Street abutting the Crib Point cemetery. A RSL is also located in Milne Street. The township also includes two primary schools, St Joseph's located at Martin Street and Crib Point Primary School at Milne Street.

The Crib Point Community Hall (pictured below) is also home to the Crib Point Community House and a Maternal and Child Health Centre.

The Western Port Model Aircraft Club (WPMAC) is located on Woolleys Road (adjacent to Cooma Street). The WPMAC holds an annual model aircraft display and numerous other events at the location.



Figure 11: Crib Point Community Hall

4j. Open Space

Crib Point has a network of open space consisting of a small number of parks, public sporting reserves including an outdoor aquatic centre and a Shire level equestrian facility. The network includes significant wetland habitats and beaches which provide for passive and active recreation as well as serving an important home for flora and fauna. The provision of boat launching facilities at Woolleys Beach and

Stony Point attract boating enthusiasts from across the region. The quality and diversity of open spaces within the township are considered a major asset with an opportunity for enhancement.

The following open space areas are identified in the *Mornington Peninsula Open Space Strategy, June 2003* (the Open Space Strategy).

- **Open Space – Minor Parks**

Currently there are four existing minor parks which service a local catchment. As identified in the Open Space Strategy, a minor park caters for a local neighbourhood. Visitors would generally walk to the park on a casual basis and stay for a short period of time.

Dartnell Drive Reserve is a good example of a minor Park due to its size, catchment, character and infrastructure provided. Similarly, Arthur W Peterson Reserve is an ideal park setting and has potential to be a district playground and township level Park. The landscape of this reserve is appealing and something that can be strengthened to create a high-quality space.

In contrast Osment Court Reserve is very small, with poor accessibility as it is surrounded by residential back fences, therefore its recreational value/experience is low. In relation to providing informal recreational opportunities the fourth site is Crib Point Recreation Reserve, which provides a suitable amount of recreation infrastructure, however the general amenity and appeal could be enhanced. It must be noted that Crib Point Recreation core function is to provide for sporting activities.

In addition to the 4 minor parks there are also two open spaces, which are lane way/cut through connections to Crib Point Reserve at Bond Close Reserve (0.14ha) and Kara Court Reserve (0.16ha). These small green spaces improve the level of access to larger open spaces and are an important part of an open space network within a township.

- **Open Space - Township Parks**

The Shire's Open Space Strategy describe these parks as being very significant to the township network of open space and that they usually offer a range of well integrated and good quality activity types/areas e.g. picnic areas, open playing area, playgrounds, trails, shelters etc. Currently Crib Point does not have a good quality township park, however as mentioned earlier there is the potential to provide such a space at Arthur W Peterson Reserve.

- **Open Space – Sport**

Crib Point offers two district/township level open space for sport:

1. Crib Point Recreation Reserve / Cyril Fox Recreation Reserve

The township is fortunate to have a sporting precinct which offers a range of activities, such as AFL/Cricket (senior and junior), netball, tennis and swimming. The precinct consists of 2 separate sites Crib Point Recreation Reserve (4.4Ha) and Cyril Fox Reserve (4.3Ha) which are separated by a road. Two hectares of Cyril Fox Reserve is bushland, leaving 50% available for for sporting activities.

The Shire’s Sport Capacity Plan Volume 1 confirmed the need to retain both ovals for AFL/Cricket and recommended the following works be completed:

- Reconstruct the oval, including new drainage and new centre cricket wicket. (to be completed early 2020)
- Replace the player benches (to be completed for Crib Point Rec Reserve early 2020)
- Remove former cricket practice nets.

Additionally, the Crib Point Reserve Pavilion is under redevelopment to consolidate home, away and umpires changerooms to the main pavilion, as well as public toilet facilities. The works are due for completion in April 2021.

2. Woolleys Road Equestrian Facility

Woolleys Road Bushland and Equestrian facility is approximately 30 hectares of open space, which is utilised by 6 equestrian clubs. It is one of three equestrian facilities provided by the Shire with this site being significantly larger than the other two, therefore able to provide a good variety of equestrian activities. In 2012, a Master Plan was adopted for the reserve which states;

“Equestrian users generally rate the reserve highly for its size and the capacity to offer a mix of equestrian opportunities. However, the condition of the riding areas, drainage and the state of amenities (when compared with other peninsula venues) are rated as average. In terms of passive recreation, local walkers and dog owners use the Reserve, albeit infrequently.”

The Master Plans outlines the following Vision for the Reserve:

Within the context of maintaining a high-quality bushland reserve and protecting a diverse ecosystem, develop a multi-purpose recreation venue with a strong equestrian focus for the benefit of the Crib Point, Bittern, district, Shire and wider regional communities.

- **Open Space - Undeveloped land (utilities / easements)**

These are areas that have a primary ‘service’ or utility function, but which provide opportunities for preserving and enhancing environmental values, off road trail connections and informal recreational activities. Crib Point currently has a large undeveloped site known as Len’s Reserve. The reserve is a large space with little appeal or amenity and access to the site is difficult due to the topography. The reserve is zoned Public Park and Recreation Zone, however it would not be a priority for further development as Park due to its topography and access constraints.

4j. Movement and Transport

The township is well connected by rail, road and water transport. It has links to Hastings and the wider peninsula via the extensive road network. Crib Point is served by three railway stations – Morradoo, Crib Point and Stony Point (which is the terminus of the greater-metropolitan Stony Point line). The line extends from the Frankston line and is part of the suburban passenger railway network but is not electrified. Fixed rail for passenger trains ensure that Crib Point is accessible for the public, however the frequency of service is limited to every 1-2 hours. There are 10 trains from Crib Point to Frankston and 8 trains from Frankston to Crib Point each day.

The area is also serviced by the 782 bus route from Frankston to Flinders which operates hourly during peak hours and every two hours during non-peak. Bus services are limited with services beyond 9.30pm each night and no bus stop or service at Stony Point railway station. However, movement to surrounding areas is largely car based. Most people need to own a car to gain access to medical facilities and their ‘weekly shop’.

There are two main entry points into the township: Disney Street/South Beach Road and Stony Point Road/Frankston Flinders Road. The township is located 'at the end of the line' and is a destination with little passing traffic. Whilst the ferry and boat launching facilities provide good access by water, the road network has limited capacity to accommodate traffic associated with significant industrial or commercial activities'.

Access to the township is largely car dependent although there are good pedestrian and cycling connections. The Mornington Peninsula *Pedestrian Access Strategy 2019* (Pedestrian Access Strategy) aims to guide the construction of pathways and associated pedestrian infrastructure through the creation of integrated Principle Pedestrian Networks that are inclusive to a range of users whilst also encouraging pedestrian movement to key destinations. The Primary Network is identified in the Principle Pedestrian Network Plan.

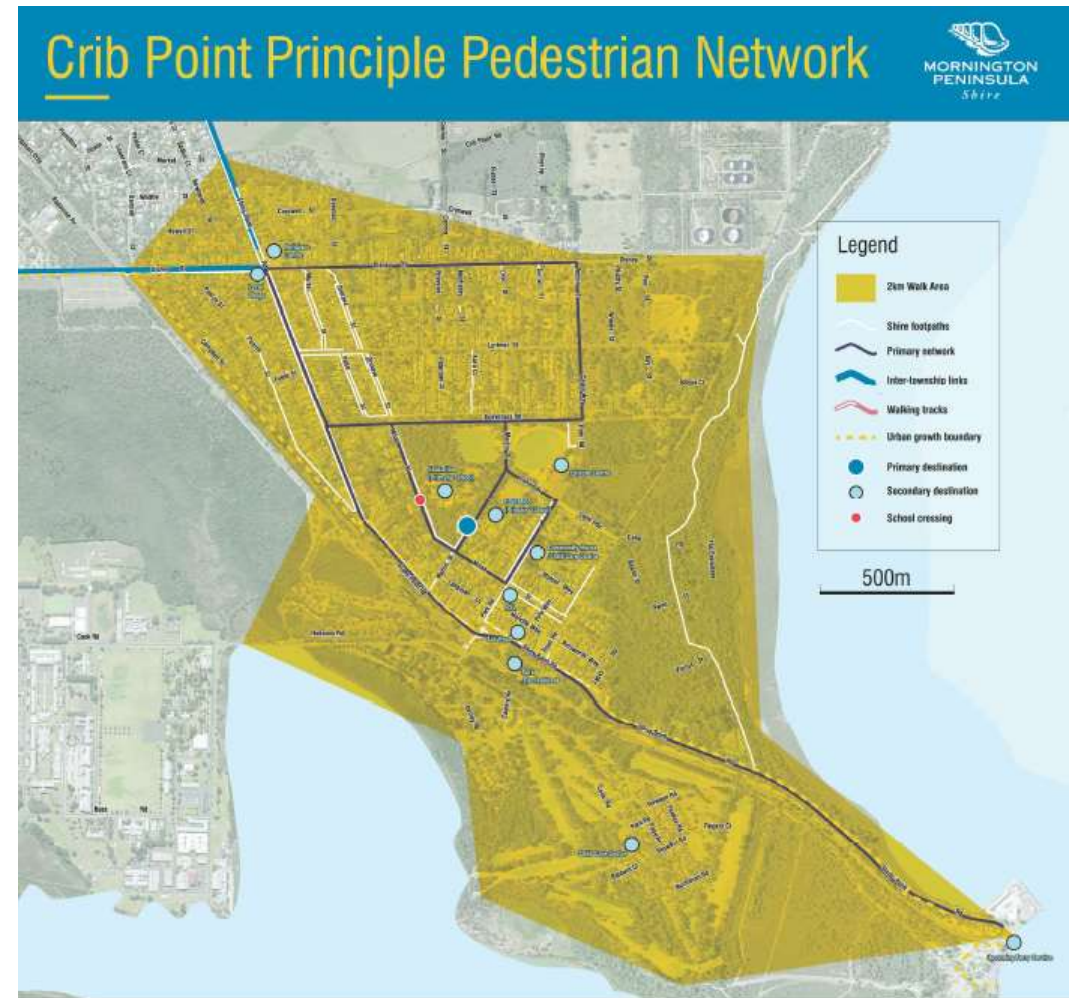


Figure 12: *Pedestrian Access Strategy 2019* – Principle Pedestrian Network

4k. Port of Hastings

Substantial areas in the eastern section of the township are designated for port related uses. Planning for the Port of Hastings, including the port areas adjacent to the Crib Point township has a long history. The Port has a main focus on bulk commodities, particularly liquid bulk commodities with the value of trade of approximately \$1.4 billion and Crib Point Jetty provides a key role in this trade. The area contains an existing port facility, a former oil refinery site and jetty, foreshore reserves and rural open space including an Equestrian Facility. The jetty includes two liquid product berths.

The Crib Point Jetty liquid berth facilities and the surrounding land including the BP refinery site are considered by the Port of Hastings to be strategically important assets for the State of Victoria due to the natural advantage of deep-water access. Crib Point is able to cater for large vessels that are not able to call at other ports without the need for dredging.

This land is identified in the State Governments' *Melbourne Industrial and Commercial Land Use Plan* and indicates that there is a *significant supply of Special Use Zone land set aside for port related uses. Like the Hastings State Significant Industrial Precinct, these areas are not available for general industrial use and development, and are set aside to support port operations, including storage and export of gas and oil.*

This land is identified in the Plan as Regionally Significant Industrial Land – Existing (see Figure 13) and defined as *key industrial areas that contribute significantly to local and regional economies. Some of these areas are well established and support a range of industrial uses while others are transitioning and supporting new uses. These areas need to be planned for and retained either as key industrial areas or locations that can transition to a broader range of employment opportunities in accordance with the Port of Hastings Port Development Strategy 2018 (PDS) which was prepared by the Port of Hastings Development Authority (PoHDA) and approved by the Minister for Ports and Freight.*

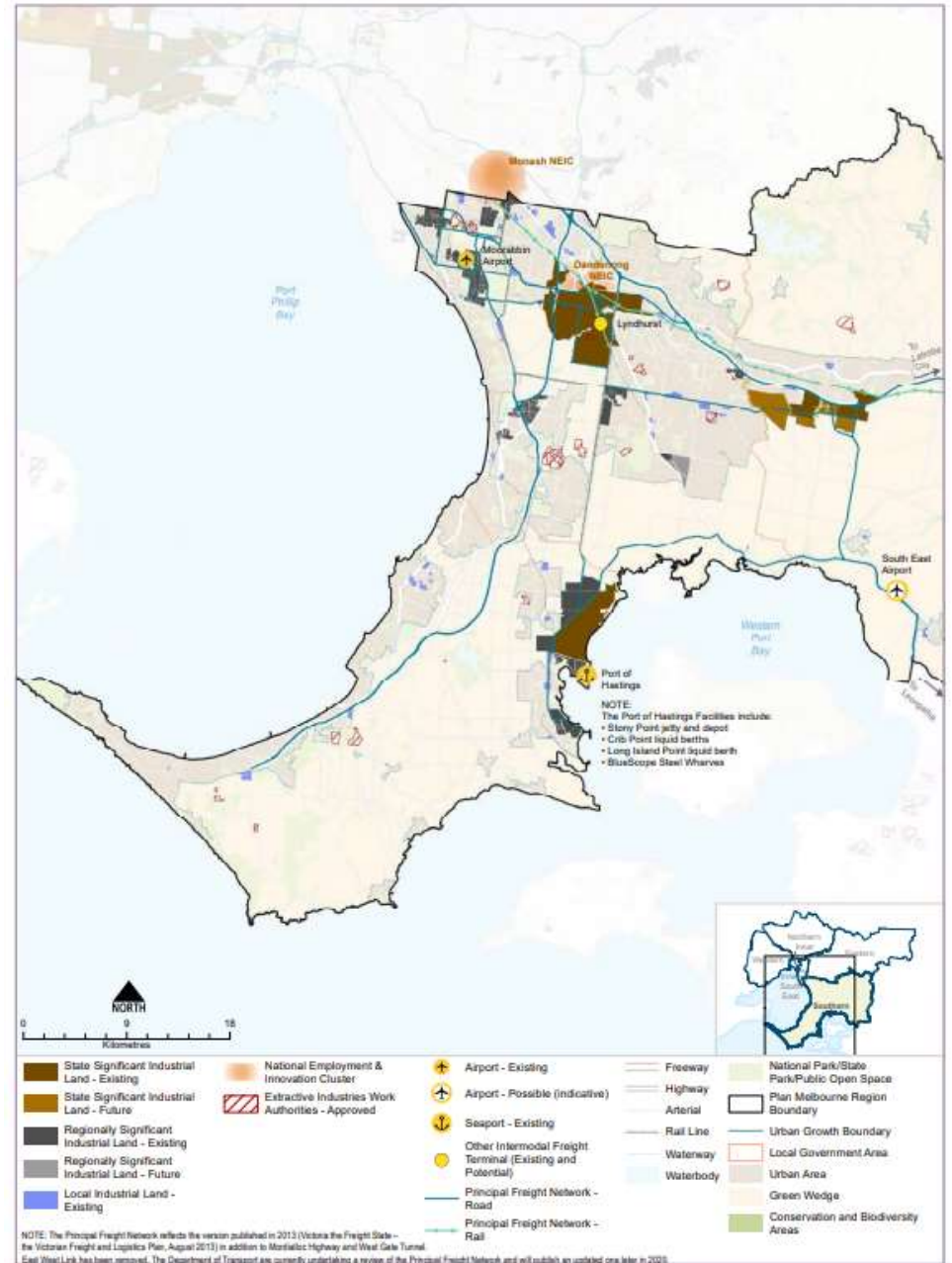


Figure 13: Melbourne Industrial and Commercial Land Use Plan

The PDS outlines planning direction for the port and port related land. The vision of the PDS is *to be a vibrant and growing port facilitating continued growth and development of existing and new bulk trades in a sustainable manner.*

The strategy identifies the following for the Crib Point area:

The Crib Point area has generally been used for the import and export of fuels, oils and gases although it provides a broad area of development opportunity. The focus of development in this area will remain with bulk liquids and gases with pipeline connections to major storage and distribution outlets. Some potential for broader multi-user activities at this location remain within the significant area of development zone, however current demand forecasts do not indicate a need within the short term. This location is strategically important based on its exceptional deep water that can cater for large vessels, accessibility, recognising it is an old refinery site and the need for continual maintenance of buffer zones to the Crib Point community which is important in planning for the precinct.

The PDS indicates that in terms of land needs, all scenarios can be accommodated within the available zoned land located to the west of the jetty.

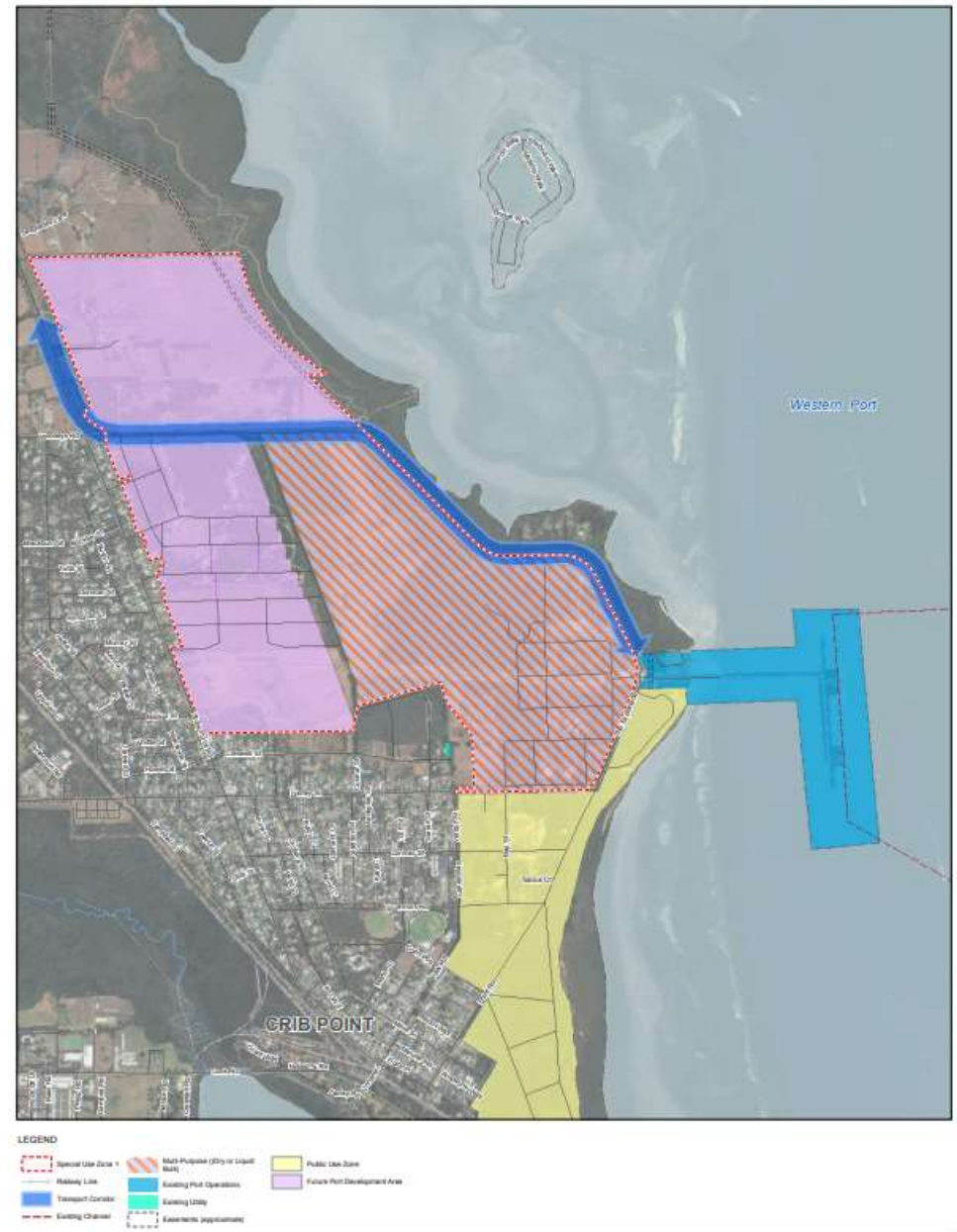


Figure 20 Future land use framework for the Crib Point precinct

Figure 14: Port of Hastings Port Development Strategy 2018

The *Mornington Peninsula Localised Planning Statement July 2014* also identifies planning for the port area with the objective to ensure the appropriate use and development of the Hastings port area and adjacent hinterland.

The Statement also identifies strategies for the area including:

- *Planning will ensure the appropriate development of the Hastings port area and adjacent hinterland, having particular regard to the need to maintain the value of this area for selected port and port related industrial purposes which depend upon or gain significant economic advantage from proximity to natural deep water channels, and including the exclusion of further land subdivision within the port area pending determination of proper future use.*
- *Planning will provide for the protection of the important values and resources of Western Port and its land catchment having regard to the importance of recreation, nature conservation and tourism. These will be major considerations in the planning and management of the area for port and port related industrial purposes.*
- *Port and port related industrial development, including major transport routes will be physically and visually separated from township residential areas by the establishment of substantial landscaped rural buffers. Land at Crib Point will not be used for port purposes or port related uses which are likely to generate significant volumes of heavy vehicle movement on local roads or through towns and villages.*
- *Residential development in the port planning area will be strictly limited and contained to selected existing township areas within the existing Urban Growth Boundary.*
- *Port and port related industrial development will be carefully designed to limit environmental and visual impacts. Development controls will ensure a high standard of design and substantial onsite landscaped buffer areas for port related industrial facilities.*
- *Major port and port related development will occur within the framework provided by an approved Port Area Strategic Plan and Port Development Plan.*



Figure 15: Mornington Peninsula Localised Planning Statement Policy Area

5. The Township Plan

The Crib Point Township Plan refresh establishes 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.

The vision for the township 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.

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.

Vision

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, deeply 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. Remediation and improvement of identified environmentally sensitive areas will ensure the ongoing protection of local habitat and biodiversity.

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.

The town will be recognised as forming part of Westernport Bay which is the sacred ancestral home of the Bunurong People of the South-Eastern Kulin Nation, the Traditional Owners of these lands and waters.

Future development will generally follow the existing low density and low profile built form and will be set within the landscape. Limited 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.

Opportunities for future commercial 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.

The protection of the recreation, nature conservation and tourism values of Western Port and its land catchment will be major considerations in the planning and management of the area for port and port related industries. Any port and port related industrial development will be carefully designed to avoid environmental and visual impacts.

Land at Crib Point will not be used for port purposes or port related uses that are likely to generate significant volumes of heavy vehicle movement on local roads or through towns and villages. Any port and port related industrial development will be physically and visually separated from township residential areas by the establishment of substantial landscaped rural buffers.

Clarity will continue to be sought from the State Government on the future role of the Special Use Zone to provide the certainty needed to deliver good future planning, development and investment decisions.

Interim uses allowed under the applicable existing Special Use Zone provisions will be assessed on a case by case basis in consultation with the Port of Hastings.

Crib Point is one of the Peninsula's many coastal country towns and is not intended to function as a major activity centre nor to be the focus of major residential growth. Housing change will occur albeit 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 significant 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. A sense of balance between the extent of new development, and the capacity of the town to provide services and employment needs to be retained.

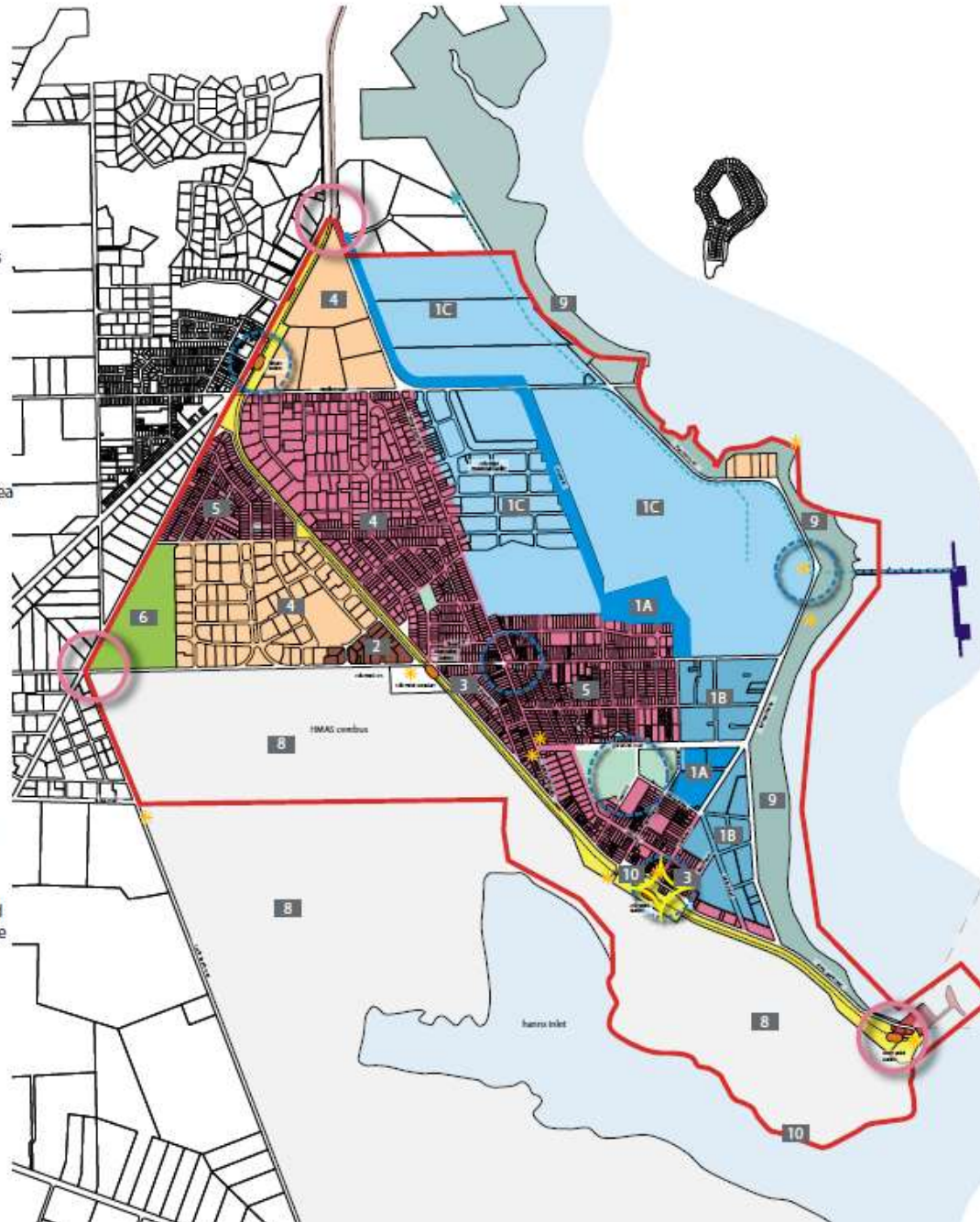
In addition, Crib Point is not an urban area and is not intended to become one. The Township has limited access to shops, services and public transport. The coastal country township character of Crib Point depends on the sense of space and level of vegetation which exists on public and private land in the residential areas and throughout the township more broadly. Buildings are also 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 provide a local convenience role and be protected to allow for re-investment in these centres in the long term, with Disney Street a priority for re-investment. Further commercial opportunities are encouraged in the Commercial 1 Zone to service the local area. The Ramsar recognised wetland area of Western Port Bay establishes Crib Point as a unique and 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, in conjunction with its current commercial shipping 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.

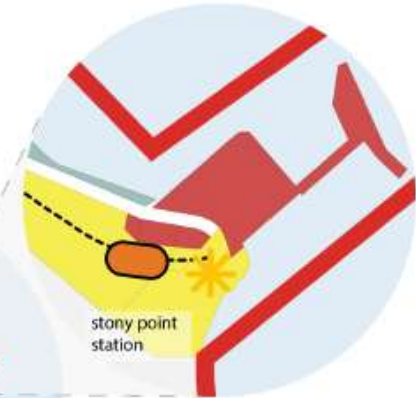
key issues and drivers for change

- 1A** designated port service and access corridor (PAO)
- 1B** public port reserve
- 1C** areas designated for port related uses
- 2** large format industrial land
- 3** commercial areas with commercial consolidated opportunities close to public transport
- 4** established low density residential area with significant vegetation cover
- 5** residential areas
- 6** Loma's Triangle bushland reserve
- 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



legend

- study area
- entry point
- township focal points
- port facilities hub
- public open space
- port maintenance facility and recreational boating
- existing pipeline alignment →
- rail line and stations ●



Principles

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 as a coastal country town.
- Ensure that the residential areas retain their coastal country town character, particularly in terms of retaining existing canopy trees and providing space for the establishment of new landscaping.
- Encourage parks and recreational spaces to become a key element of social spaces and environmental assets for the community.
- Protect and improve the environmental assets of Crib Point and Western Port Bay, with a focus on strengthening the habitat network.
- Protect and improve the landscape quality of the public and private realms.
- Strengthen the sense of place and identity of Crib Point as a coastal country town that has deep connections to the local environment and the ancestral lands and waters of the Bunurong People
- Preserve, protect and celebrate Indigenous cultural values of the Bunurong People in partnership with the Bunurong Land Council Aboriginal Corporation, including their places, artefacts, traditional cultural practices and stories.
- Ensure the protection of the port and port related land and uses, ensuring adequate buffer areas. Only uses compatible with adjacent port activities will be considered in the port related buffer areas.
- Encourage the tourism role of the township in strengthening the township as a destination in its own right, including the proposed boat ramp expansion and Stony Point – Phillip Island vehicle ferry service.
- Encourage a diversity and re-investment of commercial opportunities which fit with the character and role of Crib Point, serving the existing community.
- Encourage Stony Point Road as a major element of public space as well as a transport corridor.

- Encourage integrated movement networks that provide for all modes of transport with priority for pedestrians and cyclists.

6. Planning for Crib Point

- Residential areas
- Port land use and industrial areas
- Commercial areas
- Public open space, environment & character
- Access and movement

Residential areas

The residential areas of Crib Point are the key areas of concern to the local community therefore protecting the character and amenity of these areas, while providing low or incremental growth, is a primary aim of this Plan.

Consultation undertaken as part of the Neighbourhood Character Study and Guidelines identified concerns in relation to climate change, design and character in the township. The top concerns mentioned included:

- Potential loss of rural village character.
- Would like to move away from industrial character of the past.
- Increased unit development creating threat of overdevelopment and change in character.
- Loss of vegetation due to new development with large building footprints.

Crib Point is not designated as a major activity centre, nor is it intended to accommodate major residential growth. The focus is on maintaining the existing look, feel and function of the coastal country township of Crib Point with provision for low or incremental growth that maintains current character and protecting its vegetation values. Any new development will aim to provide housing choice and diversity to meet the existing and future needs of the community and forecast incremental growth identified for the township. This will include family housing and entry level homes.

The features that most clearly distinguish the residential areas of the township from a suburban setting is the separation between dwellings and the extent of garden areas or remnant vegetation which combines the vegetation on the adjacent road reserve to produce a semi-country environment. The green bushy setting is a key characteristic of the township for the residents and a feature which reinforces the identity of the township.

The vision for the township is that of a coastal country town with a stronger identity as being one of the Peninsula's coastal settlements rather than part of the Port Area. There is a need and opportunity to accommodate some future housing demand within Crib Point but it is not the role of the township to accommodate substantial residential growth through infill and multi-unit development, given the lack of infrastructure capacity, limited access to employment and education precincts and

health facilities. In 2016, 1,384 dwellings occupied the township. An increase of 116 dwellings (1,268) since 2011. This included a significant increase in multi-unit developments. This was due to larger lot sizes, relative affordability of development sites and the lack of development controls. The key concern relating to multi-unit developments was the form, density and appearance being predominantly urban in character, which is not the existing and preferred character of Crib Point, a coastal country town, with relatively high level of vegetation.

The application of Schedules 19, 20 and 21 to the Design and Development Overlay (Amendment C163 to the Mornington Peninsula Planning Scheme) to the residential areas of the township provided guidance for new development to promote the existing amenity and character of the area. The controls have been successful in limiting multi-unit development through the introduction of controls relating to crossovers, setbacks, heights, site coverage, materials, external finishes, fencing, landscaping and dwelling density.

The Neighbourhood Character Study and Guidelines indicate that the township is forecast to have proportional growth within the Peninsula. Between 2016 - 2031, the housing stock in Crib Point is forecast to increase by 234 dwellings to 1,618, with a 1.1% average annual increase. A limited number of residential developments have been approved, largely confined to the western and southern ends of the township. Subdivision permits have been more prominent, with examples of this seen across most of the township. A significant number of industrial approvals have also been granted closer to the geographical centre of the township.

The Neighbourhood Character Study and Guidelines identify the following Precinct Profiles and associated Preferred Character Statement as identified in the Residential Plan below:

1. Rural Settlement 2

The streetscapes in this precinct are characterised by large native trees and supporting undergrowth. Dwellings do not penetrate the existing native tree canopy and are often obscured from view. Significant front and side setbacks are provided to allow for the retention of remnant vegetation and continued planting of native trees and gardens. Dwellings utilise natural materials and muted colours to sit within the vegetated landscape. Low and permeable front fences allow for views through to dwellings and front garden areas.

2. Bush Settlement 1

Informal bush gardens surround low scale dwellings on spacious sites. New development provides large front and side setbacks to allow for the retention

and continued planting of native vegetation. New development reflects the existing low scale dwellings, using simple building forms. Dwellings do not penetrate the existing native tree canopy and are often obscured by vegetation. Dwellings utilise natural materials with muted tones and colours to fit within the vegetated landscape setting. Front fencing is low and unobtrusive, blending with gardens and street vegetation.

3. Garden Court 3

New development reflects the predominantly low scale dwellings, using contemporary facade articulation and a consistent materials palette of brick or render. Building spacing is compact with small side and front setbacks. New development allows space for increased vegetation planting within the front setback adding to the character of the neighbourhood. A lack of front fencing creates an openness to the streetscape.

4. Garden Residential 2

The bushy garden setting is retained by siting the low scale dwellings with spaces for dense planting including canopy trees, bushes, shrubs and garden beds. New development is consistent with the predominantly small scale dwellings of 1-2 storeys, using simple building and pitched roof forms with eaves. Existing, informal native vegetation within nature strips is retained, enhancing the bush garden character of the precinct. Absent, or low and transparent front fencing adds to the spaciousness of the streetscapes.

5. Garden Residential 1

New development is consistent with the predominantly small scale dwellings of 1-2 storeys, using simple building and pitched roof forms with eaves. Consistent front and side setbacks create a sense of openness, and space around dwellings. Formal garden settings are enhanced by canopy trees, bushes, shrubs and garden beds. Absent, or low and permeable front fences allow for views through to dwellings and front garden areas with little separation between public and private realm, creating an open streetscape.

Low Density Residential lots

The Low Density Residential Zoned lots were initially created in the mid 1930's in expectation of development in the vicinity to the Cerberus Naval Base. However, the area remained un-serviced 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 low density lots to meet ongoing demand for this type of property and maintains a level of vegetation cover that is of regional significance.

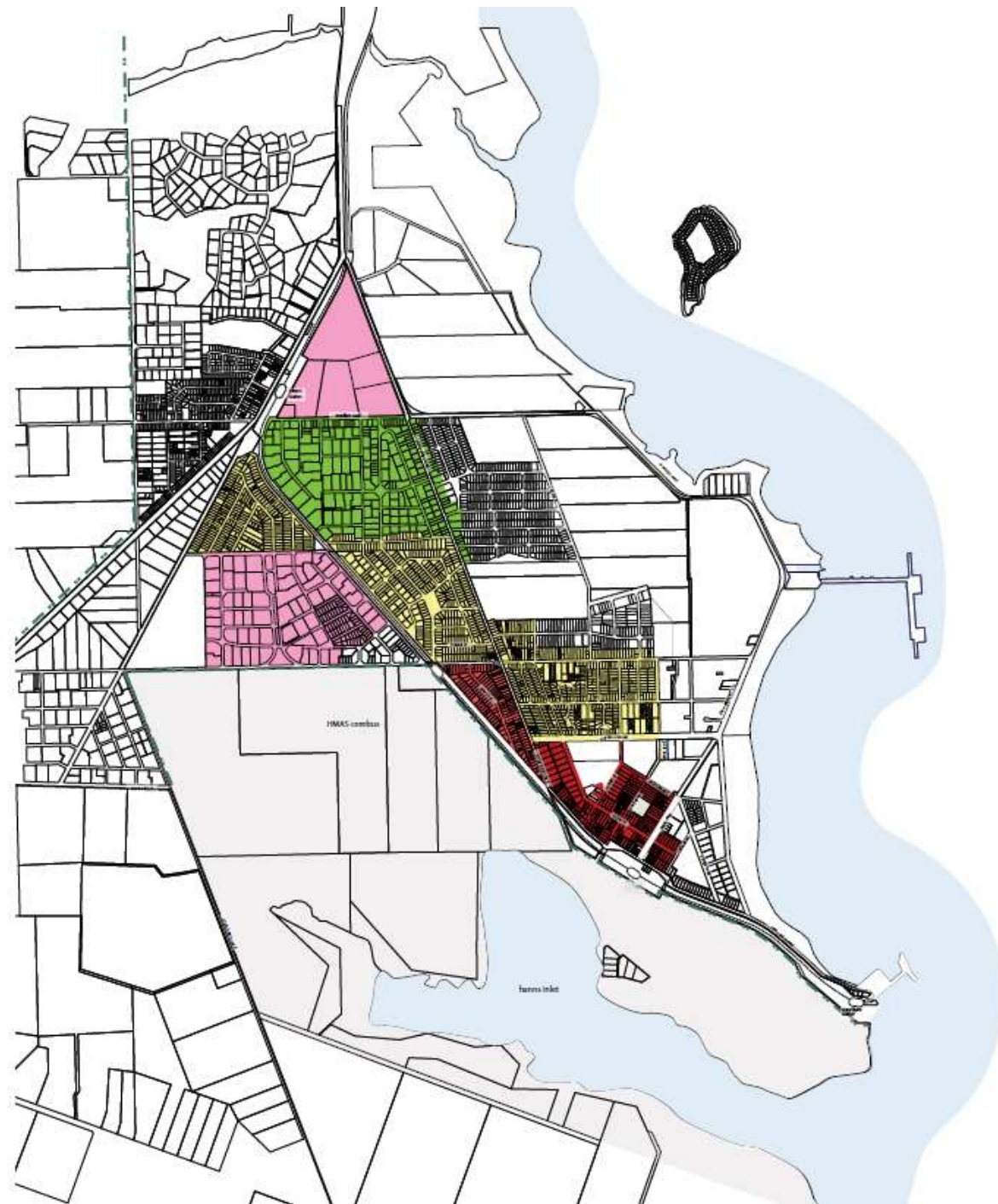
These elements are consistent with the vision and direction for the Crib Point township and therefore even though the level of infrastructure provision throughout this area has increased over time there is no proposal to vary the existing planning scheme provisions to allow a higher level of infill subdivision and development.

Objectives:

- **Protect the existing character of residential areas within the township to protect the coastal country town feel of 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 additional housing supply while also reflecting the preferred future character of the area.**
- **Ensure that new development provides adequate landscaping responsive to the existing environment.**

legend

-  Low Density Residential
-  Rural Settlement 2
-  Bush Residential 1
-  Garden Court 3
-  Garden Residential 2
-  Garden Residential 1
-  Urban Growth Boundary



Port Land Use and Industrial areas

The eastern portion of Crib Point is designated for port related uses via the Special Use Zone – Schedule 1 (Port Related Uses) and Public Use Zone 7 (Other public use).

Currently the SUZ1 provides for the broad allocation of land for port related activity and 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 Port Zone covers approximately 4 hectares. The PDS does not identify any surplus port land that might be rezoned for other uses. Overall, the PDS indicates that the Port of Hastings has a main focus on bulk commodities, particularly liquid bulk commodities with the value of trade approximately \$1.4 billion and that Crib Point jetty provides a key role in this trade. *This location is considered strategically important by the Port of Hastings because of its deep water that can cater for large vessels, accessibility and its previous history as an old refinery site. and the need for continual maintenance of buffer zones to the Crib Point community which is important in planning for the precinct.*

Special Use Zone – Schedule 1 land

Land within the Special Use Zone – Schedule 1 provides a buffer for the Crib Point community from the existing Port Zone. The 2018 Port Development Strategy assessed land use needs for this land and did not identify any surplus land at Crib Point. The strategy is reviewed periodically, and should the freight needs of the State change in the future, this would be the time for investigating alternative uses on the land.

A range of interim uses are identified in the Special Use Zone as being suitable for this area. Use of this land for interim uses will be assessed on a case by case basis and in consultation with the Port of Hastings. Many uses identified are unlikely to be well located adjacent to port areas or on previous refinery land.

The future role of this land lacks clarity and certainty which is needed for the community to facilitate future planning, development and investment decisions. Should this vast amount of land set aside for the Port of Hastings future expansion no longer be required, this land should be released for alternative uses to support Hastings and Crib Point. For example, some of the land currently set aside for port

related uses is productive agricultural land and may be appropriate to be rezoned to the Farming Zone or Green Wedge Zone.

Public Use Zone 7 land

The land is currently owned by the Department of Treasury and Finance. The land is seen as 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. 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 and the management and ownership arrangements of the land is reviewed to establish a local environment management plan.

It is recommended that the management and ownership arrangements for this land be reviewed and include an environmental audit of the area to establish a local environment management plan.

Industrial 3 Zoned land

In addition to the extensive areas set aside for port and port related development, the industrial precinct located north of Disney Street (intersecting the railway line) is intended to provide for the development of local service industry. This precinct should be retained to provide for additional local employment and the development of service industries.

This land is identified in the Western Port Coastal Villages Strategy as Large Format/Industrial and the following preferred character statement is identified:

New development allows the vegetation and surrounding landscape to dominate the streetscape. Siting development towards the rear of larger lots ensures vegetation is dominant and car parking, hard surfaces and storage is less visible from the street.

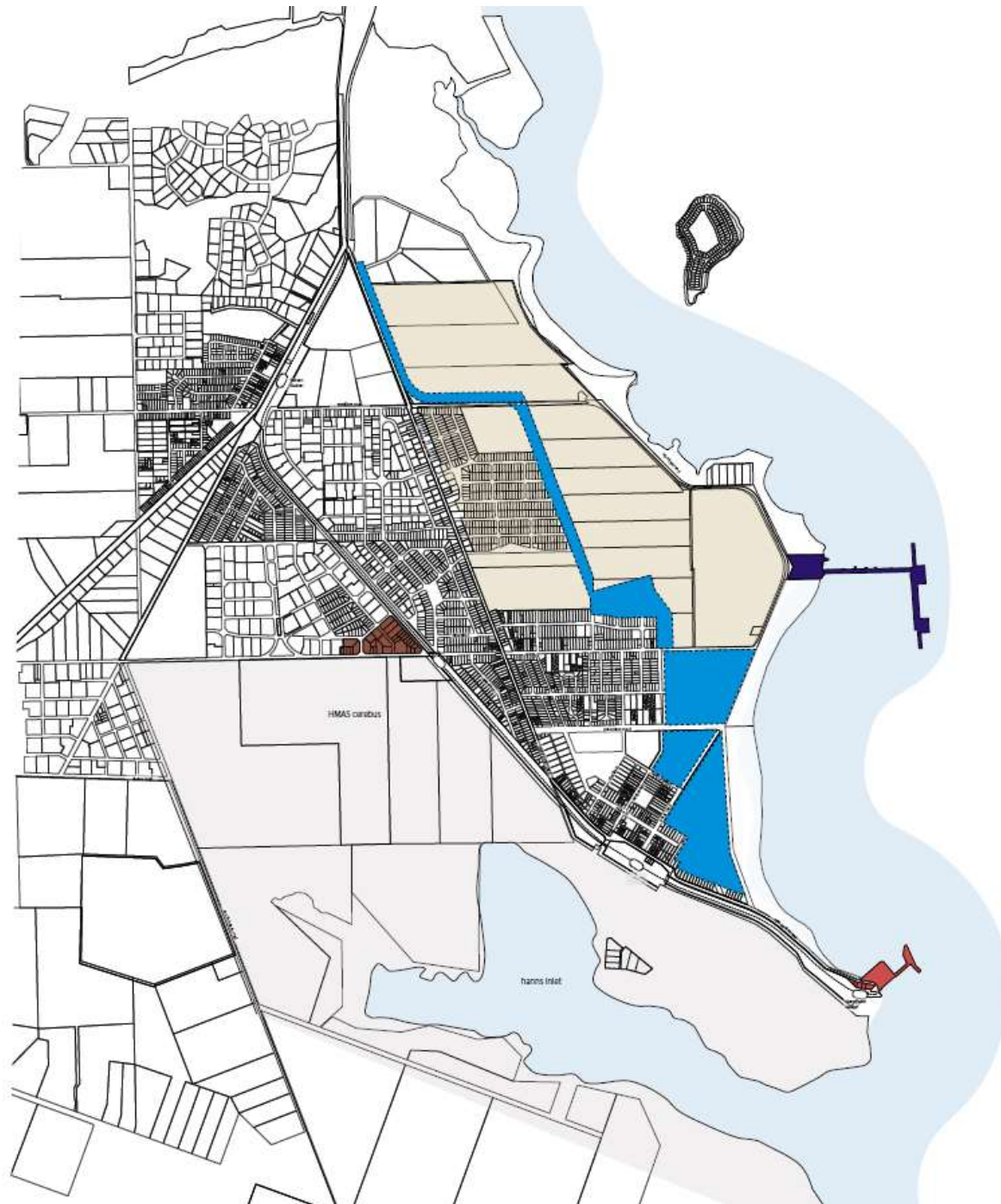
The use of brick and steel contribute to the dominant palette of materials while permeable front fencing continues to provide views through to the surrounding grassed pastures. Open style fencing assists in maintaining the openness of the streetscape.

Objectives:

- **Ensure that new development does not have a detrimental impact on port related uses or limit road transport connections for port related uses.**
- **Facilitate the establishment of appropriate interim uses of under-utilised public Port Purpose reserves and land zoned for Port Related Uses.**
- **Ensure that port and port related industrial development will be carefully designed to limit environmental and visual impacts.**

legend

- Designated Port Service/Access Corridor (Public Use Zone 7)
- Port Related Uses (Special Use Zone 1)
- Large Format Industrial Land (Industrial 3 Zone)
- Port facilities hub
- Port maintenance facility and recreational boating



Commercial areas

Currently, the township has a low level of commercial activity and several vacant shops and sites. The large vacant lot located at the prominent corner of Point Road is currently on the market. The development of this site could potentially double the floor space available in Crib Point.

The two commercial areas are identified in the Western Port Coastal Villages Strategy as Commercial – Everyday Convenience typology. The identified Preferred Character Statement for this typology is:

New developments complement the key characteristics of this broader Built Form Typology by reflecting the finishes and form of the surrounding built environment while enhancing existing historical buildings and features.

New development presents as low-scale built form, comprising flat or low pitched roofs, built to boundary and articulated through the use of active frontages and verandahs and awnings that provide shade and shelter complementing the pattern of existing development.

The local streetscape is retained through consistent street setbacks with a mix of informal plantings and remnant vegetation dispersed throughout.

Community feedback indicates that while residents value the small scale feel of the commercial area, they would benefit from and would welcome the re-investment of commercial opportunities including convenience based services such as a bank or medical centre and retail development such as a café, bookstore or small scale supermarket.

The use of existing vacant shopfronts for community based uses and programs or uses such as a community garden would go some way to invigorating the strip. This approach would strengthen the unique small town feel.




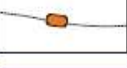

In re-envisioning Crib Point as a coastal country town, the community has suggested that more emphasis should be given to recreation and particularly to encouraging the development of an environmental tourism sector. Opportunities for increasing the range of tourism uses and facilities will also strengthen this aspect

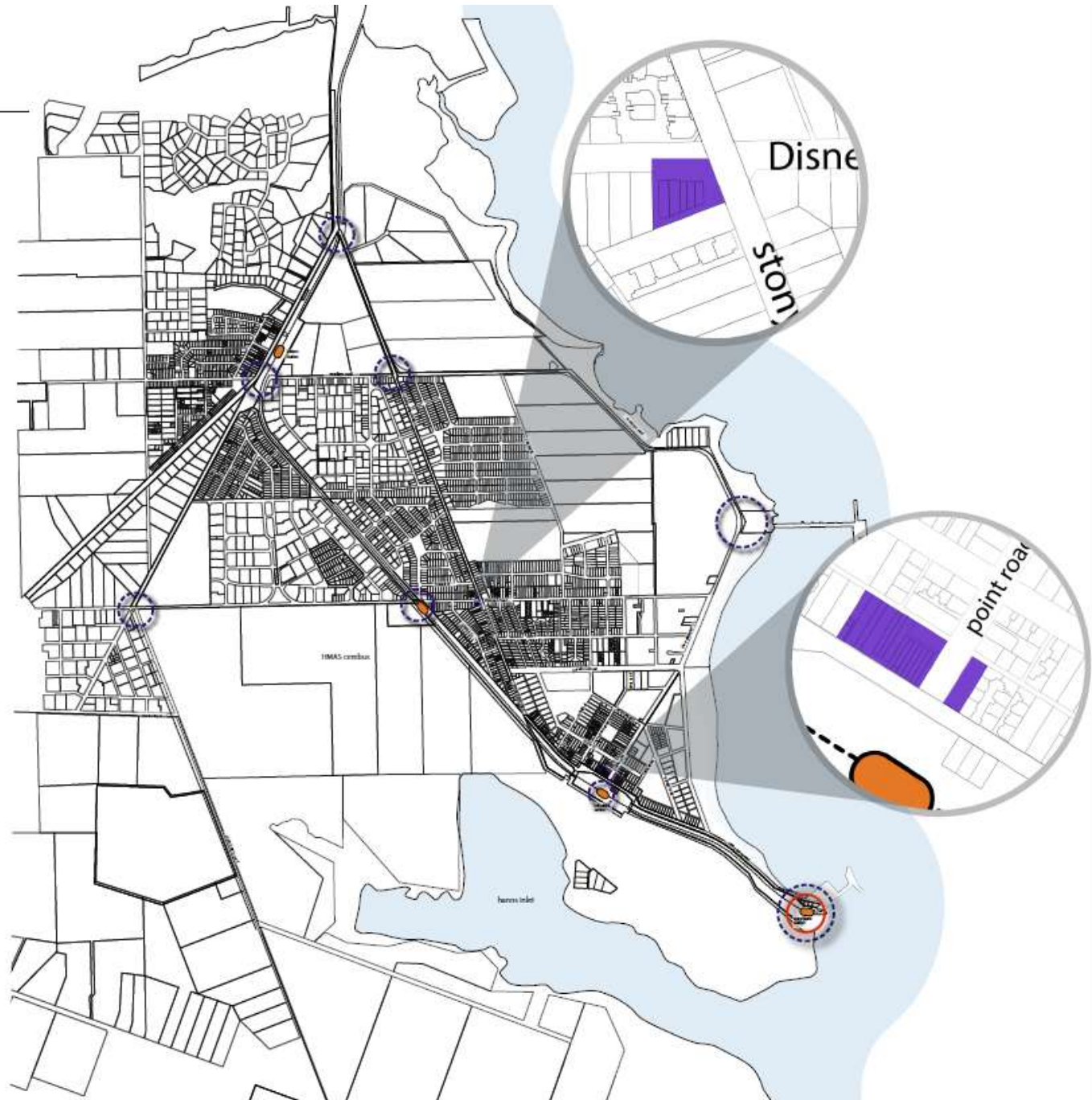
of Crib Point's future economic role. Tourism focal points are identified as key locations for information and facilities. Tourism which builds on and integrates with the special environmental qualities of the area is highly desirable.

Objectives:

- **Avoid concentration of development surrounding commercial areas that creates a sense of a dense urban centre.**
- **Ensure that future commercial development reflects the elements that make up the existing character of the area and meets the needs of the community.**
- **Encourage specialised businesses that both contribute to and benefit from a stronger township identity including recreation and uses relating to environmental tourism including the Stony Point – Phillip Island vehicle ferry service which may provide additional economic opportunities within the town.**
- **Encourage the re-investment of the commercial areas with a particular focus on the Disney Street area.**
- **Ensure applicable controls (specifically Schedule 21 to the Design and Development Overlay – Crib Point Town Centre) are consistent with the vision of this document and the *Western Port Coastal Villages and Surrounding Settlements Strategy, September 2019*.**

legend

-  Crib Point arrival points
-  Important intersections/high exposure sites and locations
-  Boating and tourism node
-  Railway
-  Commercial 1 Zone



Public open space, environment and character

Environment

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 bush setting of Crib Point is 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.

The Western Port Coastal Villages Strategy identifies that due to the geomorphology of Crib Point and the small significant wave height, the township is located far enough above sea level that there is no significant inundation hazard. There is, however, potential for coastal erosion which will result in the migration landward of the coastal wetland, reducing the width of the bushland reserves which buffer Crib Point from the effects of sea level rise. Erosion may also start impacting on the integrity of Stony Point Road, limiting access to the ferry terminal.

Public and community buildings are geographically decentralised and scattered around the area 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 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.

Crib Point adjoins the internationally recognised Ramsar site of Western Port Bay. It displays a wide array of landscape qualities incorporating types such as grassy woodland, heathy woodland, mangrove scrubland, coastal salt marsh, and coastal dune grassland. 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. Education, specialised tourism and increased commercial activity related to the natural assets of the town has been identified as an appropriate direction for future development.

A particular focus may be provided at Stony Point as a potential recreational and boating node, a tourist bike trail from Hastings to Stony Point jetty with ferry access to French Island and Phillip Island and further improvements to the Stony Point Pier and Woolleys Beach foreshore area.

These improvements were identified in the previous Crib Point Township Structure Plan and throughout the consultation process. The township would benefit from these improvements and would strengthen both the identity of the township in its own right and its tourism role.

Public Open Space

Unlike sporting reserves, parks cater for less structured recreation activities and include such amenities as playgrounds, picnic areas/facilities, seating, shade structures or treed shade areas, pathways/trails etc. The following residential areas of Crib Point do not have walkable access to parks, they are the areas bounded by:

- Woolleys Road to the north, the railway line to the west, Stony Point Road to the east and Symonds Street to the South. The Woolleys Road Bushland Reserve Long Term Master Plan recommends the development of park infrastructure which would provide a park in this northern section of Crib Point, however access is not ideal due to the distance and requiring to cross a main road.
- South Point Road to the north and west, the railway line to the east and Trafalgar Street to the South.

Opportunities to secure land to provide a minor park (as defined in the Open Space Strategy) in these locations should be investigated.

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.

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.

Landscape












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 soft-scaping 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.

Objectives:

- **Protect the Ramsar wetlands and areas of remnant vegetation as a priority, particularly from development which results in loss of biodiversity or increases adverse impacts such as stormwater runoff.**
- **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, providing for appropriate spacing of canopy trees and regeneration of the landscape setting.**
- **Improve the quality of the public realm landscape and develop thematic landscape treatments that build upon the identity of the township.**

- **Encourage the redevelopment of land around and near the Stony Point jetty to establish a high quality of design benefitting of the sites location as a gateway.**
- **Allow for further investigations into the development of a new tourist bike trail from Hastings to Stony Point with ferry access to French Island and Phillip Island.**
- **Improve the accessibility, diversity and quality of open space recreational opportunities.**
- **Allow for further investigations for a network of off-road paths that link to key township open spaces.**
- **Ensure the protection of the Equestrian Facility in accordance with the identified Master Plan.**
- **Advocate for Stony Point Pier and Woolleys Beach foreshore area pedestrian and recreation infrastructure improvements.**

legend





-  Community facilities/schools
-  Stony Point Road primary landscaped corridor
-  Stony Point Road 'town centre' treatment
-  Stony Point Road 'township' treatment
-  Stony Point Road 'green corridor' treatment
-  Secondary landscaped street links
-  Pedestrian landscape zone
-  Foreshore reserve trail
-  Railway
-  Future north/south cycling link
-  Opportunity for lookout/view of western port bay



Open Space Categories

- Bushland 
- Foreshore 
- Parks 
- Sport 
- Underdeveloped land 

Open Space Classifications

- Minor 
- Township 
- Shire 
- Regional 

Access and movement

As indicated in the Mornington Peninsula Localised Planning Statement the *land at Crib Point will not be used for port purposes or port related uses which are likely to generate significant volumes of heavy vehicle movement on local roads or through towns and villages.*

Safe bicycle and pedestrian paths throughout Crib Point should focus on providing both on-road and off-road facilities for recreational and commuting purposes. Providing public amenities such as toilets and drinking fountains combined with good wayfinding signage and car and bicycle parking should be key elements of developing this network. The review of the informal parking area located on the north side of Stony Point Road is identified as a long-term action given its high use and demand. This will ensure adequate car parking is provided in the area to allow for recreational and commuting purposes.

As part of prioritising sustainable transport options, the increase in public transport services and integration of the railway station 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, provide weather protection and increased frequency.

Within the grid streets north-east of Crib Point Station, there is an opportunity to provide formalised pedestrian access that links public transport, commercial and community/education facilities in accordance with the Principle Pedestrian Network. This includes the footpath to be constructed at Colin and Martin Street (St Joseph's Primary School) to ensure a safe and accessible path connection for residents and school children. The series of primary streets will 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.




















The existing speed limits within the township, particularly on Disney Street, were raised during the consultation of this document. A review of the speed limits is proposed as a long-term action.

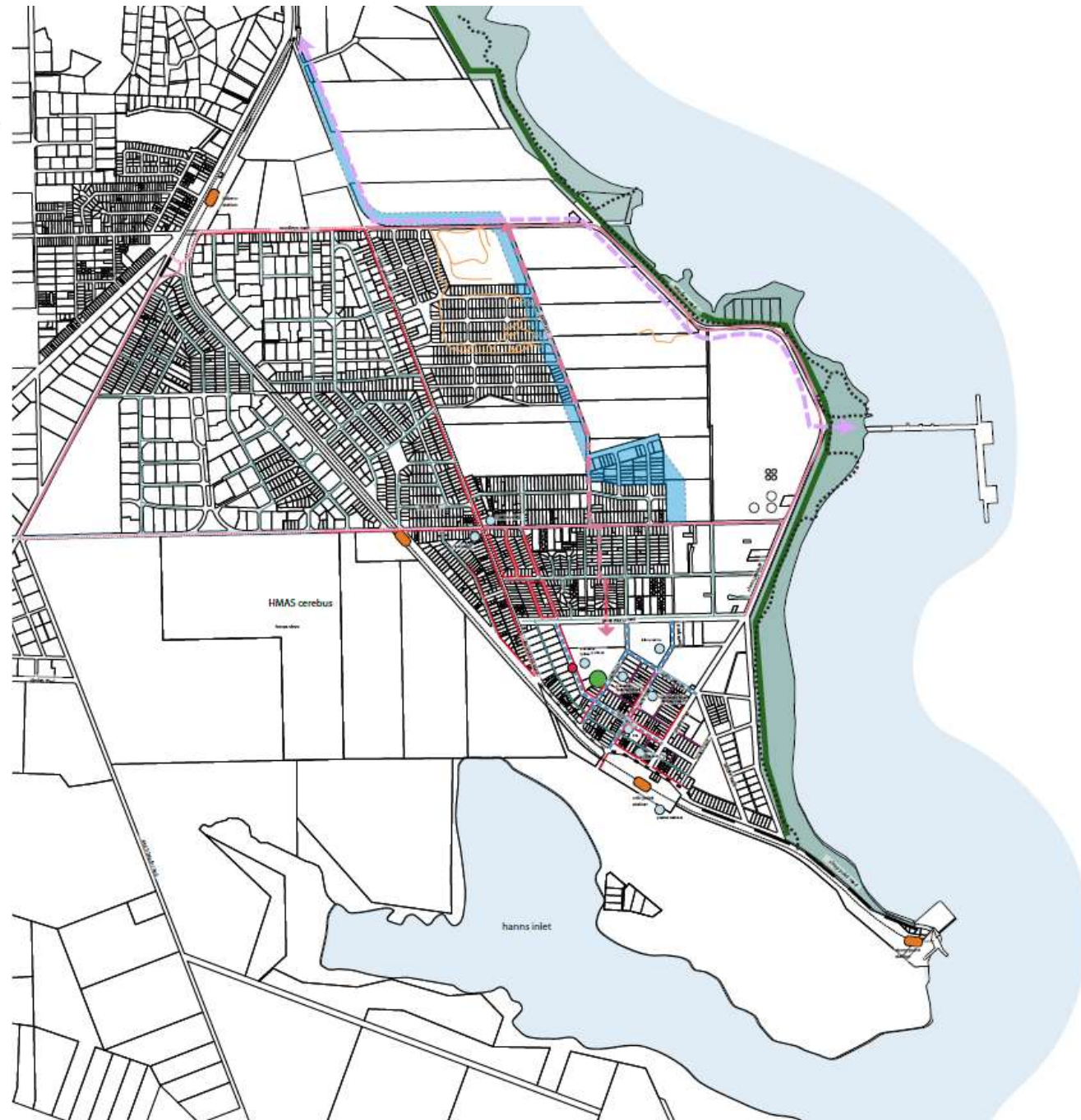
A number of unmade roads within the township have been identified in the *Mornington Peninsula Pedestrian Access Strategy, 2019* as *C – Low priority for construction*. This is considered a long-term action for the township.

Objectives:

- **Encourage safe and convenient walking and cycling to and within Crib Point in accordance with the Crib Point Principal Pedestrian Network.**
- **Facilitate access to Crib Point via a range of transport modes.**
- **Advocate for improved public transport access, services and integration to ensure residents have choice about modes of transport to access local facilities and the surrounding region.**
- **Manage periodic peak traffic demands to protect the amenity of the township.**
- **Ensure infill development of residential neighbourhoods provides appropriate walking and cycling links.**
- **Provide for the protection of the Port Service corridor identified by the Port of Hastings, ensuring this corridor does not jeopardise connection to the Crib Point jetty whilst maintaining an appropriate balance with the local traffic through the township.**
- **Land at Crib Point will not be used for port purposes or port related uses which are likely to generate significant volumes of heavy vehicle movement on local roads or through towns and villages.**
- **Avoid uses which generate significant volumes of heavy vehicle movement through the township.**

legend

-  foreshore reserve
-  Stony Point to Hastings coastal walking and cycling trail
-  coastalk walking trail
-  future north/south cycling link
-  access to port facilities
-  Port service corridor
-  shire footpaths
-  primary destination
-  secondary destination
-  school crossing
-  inter-township links
-  pedestrian priority area
-  main roads
-  secondary roads
-  local roads
-  laneways
-  local paths
-  railway
-  bus route



7. Implementation

Implementing the Crib Point Township Structure Plan refresh will require a range of statutory and non-statutory implementation measures to ensure the vision is realised.

7.1 Statutory Implementation

It is proposed to give greater certainty to the Structure Plan through the implementation of the planning elements of this document into the Planning Scheme.

| Action | | Timeframe |
|---------------|---|--|
| A1 | Council to adopt the Crib Point Township Plan refresh once finalised. | March 2021 |
| A2 | Council to review existing planning provisions (specifically Schedule 21 to the Design and Development Overlay – Crib Point Town Centre) that apply to the township ensuring clearer clarity and guidance and consistency with the current vision of this Plan. | Mid 2021 |
| A3 | Following review of applicable planning provisions, Council to prepare a Planning Scheme Amendment implementing the vision of this Plan into the Planning Scheme. | Late 2021 |
| A4 | Retain the Low Density Residential Zone land to the west of Stony Point Road to meet the demand for lifestyle properties. | Ongoing action |
| A5 | Land currently General Residential Zone to be rezoned to Neighbourhood Residential Zone to ensure consistency with the vision for the township. | Underway through proposed amendment C219 |
| A6 | Areas zoned for commercial use (Commercial 1 Zone) should be retained and encouraged for future development and re-investment of the centre. | Ongoing action |

7.2 Non Statutory Implementation

The Structure Plan identifies a wide range of non-statutory implementation actions, necessary to deliver the vision for the township.

| <u>Action</u> | | <u>Timeframe</u> |
|---|--|-------------------------|
| Residential Areas | | |
| A7 | Ensure new residential development is consistent with the existing character of the township and provides adequate landscaping responsive to the existing environment. | Ongoing action |
| Port Land Use and Industrial Areas | | |
| A7 | Advocate to the Department of Treasury and Finance to rezone the Public Use Zone 7 land to Public Conservation and Resource Zone and review management and ownership arrangements of this land to establish a local environmental management plan. | Long-term action |
| A8 | Facilitate interim uses on both Council owned and private land in the northern part of the township to realise environmental improvements and remediation of poorly presented land. Any interim uses should be assessed on a case by case basis in consultation with the Port of Hastings to ensure the use does not impact on port development and use. | Ongoing action |
| A9 | Retain land within the Industrial 3 Zone to provide for additional local employment and the development of service industries to meet the needs of current and future needs of the local businesses and general community. | Ongoing action |
| Commercial Areas | | |
| A10 | Facilitate opportunities for a range of tourism uses and facilities to build on Crib Point's future economic role, including the proposed boat ramp jetty and ferry service. | Ongoing action |
| Public open space, environment and character | | |
| A11 | Encourage the development of a tourist bike trail from Hastings to Stony Point jetty with ferry access to French Island and Phillip Island. | Long-term action |

| | | |
|----------------------------|--|---|
| A12 | Ensure the retention and protection of regionally significant vegetation. | Ongoing action |
| A13 | Advocate for the improvements and construction of parking and visitor amenities such as BBQ facilities and park benches at the Woolleys Beach foreshore area and Stony Point Pier. | Long-term action |
| Access and Movement | | |
| A14 | Encourage greater pedestrian links in accordance with the Principle Pedestrian Network. | Ongoing action |
| A15 | Footpath to be constructed at Colin and Martin Streets (St Joseph's Primary School) to ensure a safe and accessible path connection for residents and school children. | Currently being undertaken 2020/2021. Identified in Council's 2019/20 Capital Works Program. |
| A16 | Encourage and facilitate the construction of unmade roads within the township. | Long-term action |
| A17 | Review the existing speed limit at Disney Street. | Long-term action |
| A18 | Review the informal parking area on the north side of Stony Point Road just before the pier given its high use and demand. | Long-term action |

8. Monitoring and Review

Mornington Peninsula Shire will prepare a progress report on the implementation actions listed above, every two years commencing from when the Township Plan refresh is adopted.

The progress report will ensure Council can measure its progress and the delivery of key implementation actions.