Visual Impact Assessment

Motorcycle Safety Levy Projects

Mornington Peninsula Shire

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Prepared by:

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0.1	3 September 2025	Natalie Chow	Durwin Dharmaraj	Durwin Dharmaraj
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Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Mornington Peninsula Shire (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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Executive Summary

This report presents the findings of a Visual Impact Assessment (VIA) for a series of road safety upgrades proposed across several sites in the Mornington Peninsula. These upgrades aim to improve road safety for all users, particularly motorcyclists, by installing new safety features such as roadside barriers, underrun protection, curve alignment signs (CAMs) and barrier end terminals. The works are proposed for curved or winding sections of roads where crash data has shown a history of serious incidents.

Thirteen locations along Baldrys Road, Bayview Road, Browns Road, Main Creek Road, Shands Road, and Tyabb Tooradin Road were selected as key viewpoints to assess the visual impact of the upgrades.

The assessment found the visual impact of the Project would be low from the viewpoints assessed. In majority of the locations, the changes involve a replacement or addition to existing infrastructure. In areas where more significant changes occur, such as new guardrails or installation of new CAM signs, the visibility of the upgrades is mitigated by the existing visual context given the presence of similar infrastructure.

Furthermore, road users tend to be familiar with common roadside infrastructure, and these are expected elements within the road corridor landscape setting. For this reason, the elements of the Project are consistent with the existing character of the road corridor and become visually absorbed within a typical road environment.

The assessment has found that the upgrades are appropriate for their setting and will retain Mornington Peninsula's valued rural and scenic character overall while delivering important safety benefits.

1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) was engaged by Mornington Peninsula Shire (MPS) to prepare a Visual Impact Assessment (VIA) of a proposed the Motorcycle Safety Levy Project in Mornington, Victoria (the Project).

The Project comprises safety upgrades at seven road sites across Mornington Peninsula, aimed at improving traffic safety for motorcyclists and other road users. These upgrades focus on sections of curved and winding rural roads, which have been identified as high-risk through road safety audits and recorded crash data.

The Project involves upgrading selected sections of these roads with safety infrastructure including curve alignment markers (CAMs), underrun protection, new road barriers and end terminals.

The VIA evaluates the visual impact of the proposed upgrades from a selection of 13 key public viewpoints, where the Project would be most visually prominent. The VIA has been supported by site observations, photography and artist impressions in accordance with the methodology outlined in Section 2.0.

2.0 Methodology

The methodology adopted for the VIA is described in the following sections.

2.1 VIA Framework and Level of Assessment

The VIA has been undertaken in alignment with:

- Transport for NSW Guideline for Landscape Character and Visual Impact Assessment v2.3 (8 June 2023), and
- Queensland Department of Transport and Main Roads Road Landscape Manual (June 2013).

These documents provide the framework for determining the purpose, scope, and method of landscape character and visual impact assessment, and outline decision-making processes for impact mitigation.

Based on the criteria in Appendix B of the TfNSW *Guideline for landscape character and visual impact assessment v2.3 '3 Level of Assessment'*, this Project qualifies as 'Minor Works', given its small-scale physical interventions, limited vegetation removal, and localised visual influence.

The VIA has been organised into the following key headings:

- *Project Description*. Identifies the main visually prominent project components to be assessed.
- *Existing Landscape and Visual Context*. The existing landscape was analysed in a general manner, in terms of topography, vegetation and other key characteristics to determine the capacity of the landscape to visually absorb the Project
- *Visual Impact Assessment*. An assessment was undertaken to forecast the visual impact of the Project from a range of publicly accessible locations.
- *Mitigation Measures*. A range of mitigation measures were nominated to assist in reducing visual impact
- *Conclusion*.

2.2 Site Visit

A site visit was undertaken on 4 August 2025 to observe and photograph the locations with proposed upgrades during daylight hours. Conditions were generally sunny with intermittent cloud cover, and visibility was clear. Observations included identifying the Project extents, surrounding landscape character and visual exposure.

The site visit provided a firsthand account of the existing visual conditions and photographic documentation from a representative selection of viewpoints. These viewpoints were chosen based on the principle of representing 'worst-case' visual scenarios, where the proposed works would be most visible.

Observations and images from the visit form the primary evidence base for this assessment, supplemented by desktop analysis and Geographic Information System (GIS) tools.

2.3 Photography

Photographs were captured using a Nikon D810 DSLR with a 50 mm lens, in line with standard VIA practice. A 70mm lens was used where distant objects or finer detail in the images was required. The camera was held at approximately 1.8 metres above ground to replicate eye level. GPS coordinates were recorded for each viewpoint.

While photographs offer a valuable visual reference, site observations remain the primary basis for assessment.

2.4 Artist Impressions

Artist's impressions have been used to assist in the assessment by representing the bulk, scale, form, materials, colours and location of proposed upgrades over base photographs of the existing view.

The method of creating the artist's impressions involved:

- Computer-generating the proposed infrastructure (CAM signs, guardrails, terminals)
- Overlaying the computer-generated components onto the base photograph to produce a spatial representation of the Project

Each impression is presented with a before-and-after view for side-by-side comparison in Section 5.0 Visual Impact Assessment.

NOTE: The method for producing Artist Impressions differ from Photomontages. 3D modelling of topographical information and project parameters is used extensively in the production of Photomontages, resulting in a spatially accurate representation of the proposed works. Artist Impressions on the other hand, rely on professional judgment and skill to produce a similar result, however their accuracy cannot be guaranteed.

3.0 Project Description

The following sections describe the Project components and site context.

3.1 Project Sites

The Project comprises seven road upgrade sites in total, these include:

- Baldrys Road
- Bayview Road
- Browns Road

- Browns Road and Jetty Road
- Main Creek Road, Main Creek
- Shands Road
- Tyabb Tooradin Road, Tyabb

The 13 selected Viewpoints for the VIA comprises a representative sample of the scope of Project overall. These Viewpoints are distributed across each of the above road upgrade sites. Figure 3-1 shows the Project location, as indicated by the coloured road sections.

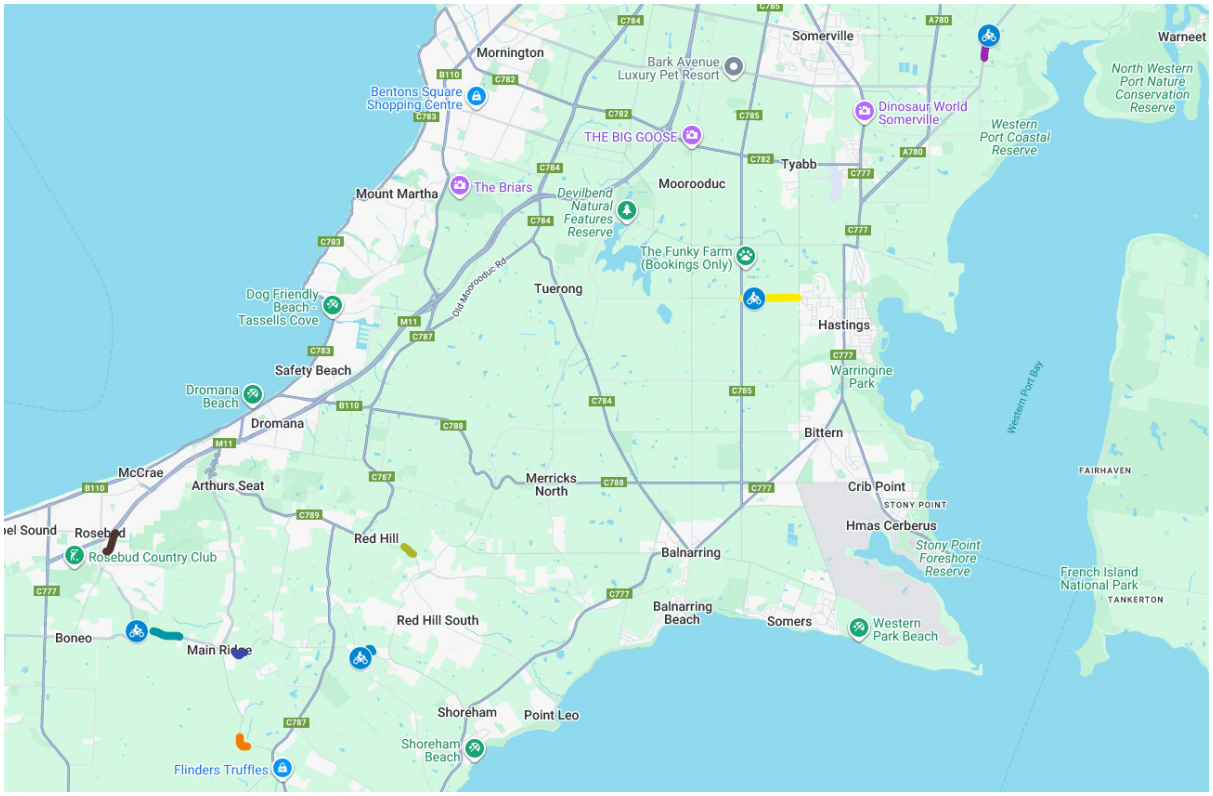


Figure 3-1 Project Location

3.2 Project Components

The key visually apparent elements proposed as part of this Project include:

- Curve Alignment Marker (CAM) signs
- Road safety barriers
- Underrun protection on barriers
- Barrier end terminals

Figure 3-2, Figure 3-3, Figure 3-4 and Figure 3-5 show examples of these Project components.

Figure 3-2 Curve Alignment Marker (CAM) Signs

Figure 3-3 Road Barrier

Figure 3-4 Road Barrier with Underrun Protection

Figure 3-5 End Terminal on Road Barrier

4.0 Existing Landscape and Visual Context

The road network within and around the Project traverses a landscape of semi-rural and peri-urban character, with stretches of open farmland, bushland corridors, and scattered rural dwellings. The visual environment within the study area generally exhibits a moderate to high scenic value. However, the road corridor within the immediate foreground is typically a highly modified environment with numerous elements similar to the Project. For this reason, the road corridor visual context generally has a low scenic value.

The broader landscape within the study area is characterised by established trees and vegetation along roadsides and property boundaries and in isolated groups. Built form is characterised by sparsely distributed rural residential properties with higher density development located near the coast and population centres. The topography is flat to gently undulating, interspersed with forested ridgelines and nature reserves.

The following Landscape Character Types are used to describe the existing landscape and visual context:

4.1 Agricultural Landscapes

This landscape is characterised by open fields, paddocks or vineyards with minimal built form and occasional tree lines. Views within these areas are usually wide and open. These areas have low to moderate visual sensitivity.

4.2 Forested Landscapes

These landscapes are characterised by densely vegetated road edges, framing narrow roads with minimal infrastructure. These areas have moderate to high visual sensitivity.

4.3 Rural Residential Landscapes

These peri-urban landscapes are characterised by scattered, low-density dwellings, occasional signage and semi-managed landscapes. These areas have moderate visual sensitivity.

4.4 Road Corridors

These landscapes are characterised by wider road reserves with existing guardrails and signage. These areas have low visual sensitivity.

5.0 Visual Impact Assessment

This VIA assesses the degree of visual change at each viewpoint using a combination of:

- Sensitivity of view
- Magnitude of visual change introduced by the proposed works

These factors are combined using the TfNSW visual impact matrix, producing a final visual impact rating from ‘negligible’ to ‘very high’. Table 1 shows how the viewpoints have been assessed.

Sensitivity \ Magnitude	High	Moderate	Low	Negligible
High	High	High-Moderate	Moderate	Negligible
Moderate	High-Moderate	Moderate	Moderate-low	Negligible
Low	Moderate	Moderate-low	Low	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

Figure 7 Landscape character and visual impact rating matrix.

Table 1 Landscape character and visual impact rating matrix (Source:TfNSW)

5.1 Viewpoint A - Baldrys Road #1

5.1.1 Description of Existing View

Viewpoint A is located on Baldrys Road within an area of agricultural landscape character. The view is dominated by a curved asphalt carriageway lined with multiple CAM signs. The view from the road is framed by dense clumps of native vegetation with tall eucalypts and formal, managed tree lines from private properties. Figure 5-1 shows the existing view from Baldrys Road #1.

Figure 5-1 Existing view from Baldrys Road

5.1.2 Proposed Works

The proposed works include the installation of new road safety barriers with underrun protection, as well as the replacement of existing CAM signs along the curved outer shoulder of the road verge. Figure 5-2 shows an Artist Impression from Viewpoint A.

Figure 5-2 Viewpoint A Artist's impression

5.1.3 Assessment

Although views across to the middle and far distance take in landscape characters of moderate sensitivity, the road corridor is of a low sensitivity. The road corridor has a high capacity to absorb visual changes from the Project given the existing signage and other road infrastructure are expected elements within this landscape character. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low** as the CAM signs are existing. The road and surrounding agricultural landscape have capacity to absorb new road infrastructure additions without significant disruption.

The proposed upgrades would have minimal effect on the viewer's experience, and the landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.2 Viewpoint B - Baldrys Road #2

5.2.1 Description of Existing View

Viewpoint B is located on a section of the local rural road surrounded by a forested landscape. The view is dominated by the asphalt carriageway with road markings and signage. The view from the road is framed by dense native vegetation including grasses and tall eucalypts on both sides. Figure 5-3 shows the existing view from Viewpoint B.

Figure 5-3 Existing view from Baldrys Road

5.2.2 Proposed Works

The proposed works include the replacement of the existing road barrier with a new barrier with underrun protection. Figure 5-4 shows an Artist Impression from Viewpoint B.

Figure 5-4 Viewpoint B Artist's impression

5.2.3 Assessment

The **sensitivity** of the view is **low** as road users are transient and expect road infrastructure as part of their visual experience. In addition, the landscape character contains existing road infrastructure and signage.

The **magnitude** of change is **low** as the Project replaces the existing CAM signs, and the new road safety barrier replaces an existing road safety barrier. The Project involves minor additions and is aligned with the existing road infrastructure.

The proposed upgrades would have minimal effect on the viewer's experience, and the landscape character would remain visually consistent with the existing character. Hence, the overall visual impact rating for this site is **low**.

5.3 Viewpoint C - Bayview Road #1

5.3.1 Description of Existing View

Viewpoint C shows a local road corridor in a residential landscape. The view is dominated by a curved asphalt carriageway with road markings, chevron boards and directional signage guiding traffic through the bend. Native vegetation creates a dense natural backdrop and vegetated screening. Figure 5-5 shows the existing view from Viewpoint C.

Figure 5-5 Existing view from Bayview Road

5.3.2 Proposed Works

The proposed works include the installation of CAM signs to replace the existing chevron signs. Figure 5-6 shows an Artist Impression from Viewpoint C.

Figure 5-6 Viewpoint C Artist's impression

5.3.3 Assessment

The road corridor in the foreground has a high capacity to absorb visual changes that would be brought about by the Project given the existing signage and other road infrastructure are expected elements within this landscape type. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption due to the existing signage and infrastructure elements.

Although the proposed CAM signs would be a more visually prominent, the proposed upgrades overall would have minimal effect on the viewer's experience. The landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.4 Viewpoint D - Browns Road #1

5.4.1 Description of Existing View

Viewpoint D shows a narrow sealed road curving through a forested landscape. The view is characterised by the asphalt carriageway with road markings and some signage. Native vegetation flanks both sides of the road and screens distant views across the landscape. Figure 5-7 shows the existing view from Viewpoint D.

Figure 5-7 Existing view from Browns Road

5.4.2 Proposed Works

The proposed works include the installation of CAM signs and a new road safety barrier with underrun protection. Figure 5-8 shows an Artist Impression from Viewpoint D.

Figure 5-8 Viewpoint D Artist's impression

5.4.3 Assessment

The road corridor has the capacity to absorb visual changes that would be brought about by the Project given the existing signage and road infrastructure. In addition, road users are transient and expect road infrastructure as part of their visual experience. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption due to the existing signage and infrastructure elements

Although the proposed CAM signs would be a more visually prominent, the proposed upgrades would have minimal effect on the viewer's experience. The proposed landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.5 Viewpoint E – Browns Road & Jetty Road #1

5.5.1 Description of Existing View

Viewpoint E shows a sealed two-lane road curving through a semi-rural landscape setting. The view is characterised by the asphalt carriageway with road markings and directional signage. Native vegetation flanks both sides of the road and screens distant views across the landscape. Overhead powerlines run perpendicular to the road, adding a linear infrastructure element. Figure 5-9 shows the existing view from Viewpoint E.

Figure 5-9 Existing view near Browns Road and Jetty Road intersection

5.5.2 Proposed Works

The proposed works include the installation of CAM signs and a new road safety barrier with underrun protection. Figure 5-10 shows an Artist Impression from Viewpoint E.

Figure 5-10 Viewpoint E Artist's impression

5.5.3 Assessment

The road corridor has the capacity to absorb visual changes that would be brought about by the Project given the existing signage and road infrastructure. In addition, road users are transient and expect road infrastructure as part of their visual experience. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption due to the existing signage and infrastructure elements

The proposed upgrades would have minimal effect on the viewer's experience, and the landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.6 Viewpoint F - Main Creek Road #1

5.6.1 Description of Existing View

Viewpoint F shows sealed two-lane road curving through a rural residential landscape setting. The view is dominated by the asphalt carriageway with road markings and existing road safety barriers and directional signage. Residential bins, fences and driveways can be seen adjacent to the road. Native vegetation flanks both sides of the road and screens distant views. Figure 5-11 shows the existing view from Viewpoint F.

Figure 5-11 Existing view from Main Creek Road

5.6.2 Proposed Works

The proposed works include the replacement of CAM signs and adding underrun protection to an existing road safety barrier on the outer curve of the road. Figure 5-12.

Figure 5-12 Viewpoint F Artist's impression

5.6.3 Assessment

The road corridor has the capacity to absorb visual changes that would be brought about by the Project given the existing signage and road infrastructure. In addition, road users are

transient and expect road infrastructure as part of their visual experience. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption due to the existing signage and infrastructure elements

The proposed upgrades would have minimal effect on the viewer's experience, and the landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.7 Viewpoint G - Main Creek Road #2

5.7.1 Description of Existing View

Viewpoint G shows sealed two-lane road curving through a forested landscape setting. While, the view is dominated by the asphalt carriageway, the dense vegetation that flanks both sides of the road inhibits views across the landscape. Figure 5-13 shows the existing view from Viewpoint G.

Figure 5-13 Existing view from Main Creek Road

5.7.2 Proposed Works

The proposed works include the replacement of CAM signs and a new road safety barrier with underrun protection along the outer curve of the road. Figure 5-14 shows an Artist Impression from Viewpoint G.

Figure 5-14 Viewpoint G Artist's impression

5.7.3 Assessment

The road corridor and surrounding forested landscape has the capacity to absorb visual changes that would be brought about by the Project given the existing signage and surrounding dense vegetation. In addition, road users are transient and expect road infrastructure as part of their visual experience. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption due to the existing signage and infrastructure elements

The proposed upgrades would have minimal effect on the viewer's experience, and the landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.8 Viewpoint H - Main Creek Road #3

5.8.1 Description of Existing View

Viewpoint H shows sealed two-lane road curving through a rural residential landscape setting. Several driveways, post boxes and bins can be seen along the road. Vegetation that on both sides of the road mitigate the view with a natural backdrop and screening. Overhead powerlines and pole run parallel to the road, adding a linear infrastructure element. See Figure 5-15 shows the existing view from Viewpoint H.

Figure 5-15 Existing view from Main Creek Road

5.8.2 Proposed Works

The proposed works include the installation of CAM signs and a new road safety barrier with underrun protection along the outer curve of the road. Figure 5-16 shows an Artist Impression from Viewpoint H.

Figure 5-16 Viewpoint H Artist's impression

5.8.3 Assessment

The road corridor and rural residential landscape has the capacity to absorb visual changes that would be brought about by the Project given the existing infrastructure and surrounding

dense vegetation. In addition, road users are transient and expect road infrastructure as part of their visual experience. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption due to the existing signage and infrastructure elements

The proposed upgrades would have minimal effect on the viewer's experience, and the landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.9 Viewpoint I - Shands Road #1

5.9.1 Description of Existing View

Viewpoint I shows sealed two-lane road curving through a forested landscape setting. While, the view is dominated by the asphalt carriageway, the dense vegetation that flanks both sides of the road partially mitigate the presence of road infrastructure with overshadowing. Figure 5-17 shows the existing view from Viewpoint I.

Figure 5-17 Existing view from Shands Road

5.9.2 Proposed Works

The proposed works include the replacement of existing CAM signs and the addition of underrun protection along the existing road safety barrier that is on the outer curve of the road. Figure 5-18 shows an Artist Impression from Viewpoint I.

Figure 5-18 Viewpoint I Artist's Impression

5.9.3 Assessment

The road corridor and forested landscape has the capacity to absorb visual changes that would be brought about by the Project given the existing infrastructure and surrounding dense vegetation. In addition, road users are transient and expect road infrastructure as part of their visual experience. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption due the existing signage and infrastructure elements.

The proposed upgrades would have minimal effect on the viewer's experience, and the landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.10 Viewpoint J - Shands Road #2

5.10.1 Description of Existing View

Viewpoint J shows sealed two-lane road curving through a rural residential landscape setting. The view from the road is framed by native vegetation with shrubs and eucalypts and formal, managed screening vegetation from private properties. Figure 5-19 shows the existing view from Viewpoint J.

Figure 5-19 Existing view from Shands Road

5.10.2 Proposed Works

The proposed works include the replacement of existing CAM signs and the addition of underrun protection along the existing road safety barrier. Figure 5-20 shows an Artist Impression from Viewpoint J.

Figure 5-20 Viewpoint J Artist's impression

5.10.3 Assessment

The road corridor and rural residential landscape has the capacity to absorb visual changes that would be brought about by the Project given the existing infrastructure and surrounding dense vegetation. In addition, road users are transient and expect road infrastructure as part of their visual experience. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption due to the existing signage and infrastructure elements.

The proposed upgrades would have minimal effect on the viewer's experience and the landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.11 Viewpoint K - Shands Road #3

5.11.1 Description of Existing View

Viewpoint K shows sealed two-lane road curving through a forested landscape setting. While, the view is dominated by the asphalt carriageway, the dense vegetation that flanks both sides of the road mitigate the view with a natural backdrop and overshadowing. Figure 5-21 shows the existing view from Viewpoint K.

Figure 5-21 Existing view from Shands Road

5.11.2 Proposed Works

The proposed works include the replacement of existing CAM signs and the addition of underrun protection along the existing road safety barrier that is on the outer curve of the road. Figure 5-22 shows an Artist Impression from Viewpoint K.

Figure 5-22 Viewpoint K Artist's impression

5.11.3 Assessment

The road corridor and forested landscape has the capacity to absorb visual changes that would be brought about by the Project given the existing infrastructure and surrounding

dense vegetation. In addition, road users are transient and expect road infrastructure as part of their visual experience. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption due to the existing signage and infrastructure elements

The proposed upgrades would have minimal effect on the viewer's experience and the landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.12 Viewpoint L – Tyabb-Tooradin Road #1

5.12.1 Description of Existing View

Viewpoint L shows a local road corridor in an agricultural and peri-urban landscape setting. The view is dominated by a curved asphalt carriageway with road markings and road signage. Native vegetation creates a dense natural backdrop and screens distant views. Overhead powerlines and pole run parallel to the road, adding a linear infrastructure element. Figure 5-23 shows the existing view from Viewpoint L.

Figure 5-23 Existing view from Tyabb-Tooradin Road

5.12.2 Proposed Works

The proposed works include the addition of CAM signs along the outer curve of the road. Figure 5-24 shows an Artist Impression from Viewpoint L.

Figure 5-24 Viewpoint L Artist's impression

5.12.3 Assessment

The road corridor has a high capacity to absorb visual changes that would be brought about by the Project given the existing signage and other road infrastructure are expected elements within this landscape type. Hence, the **sensitivity** of the view is **low**. The **magnitude** of change is **low**.

Although the proposed CAM signs would be more visually prominent, the proposed upgrades overall would have minimal effect on the viewer's experience. The landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.13 Viewpoint M – Tyabb-Tooradin Road #2

5.13.1 Description of Existing View

Viewpoint M shows a local road corridor in an agricultural and peri-urban landscape setting. The view is dominated by a wide asphalt carriageway with a road safety barrier. The verges to the side of the road have clumps of native vegetation that provides a natural backdrop and screens distant views. Overhead powerlines and a transmission pole run parallel to the road, adding a linear infrastructure element. Figure 5-25 shows the existing view from Viewpoint M.

Figure 5-25 Existing view from Tyabb-Tooradin Road

5.13.2 Proposed Works

The proposed works include the installation of CAM signs and installation of underrun protection to the existing road safety barrier. Figure 5-26 shows an Artist Impression from Viewpoint M.

Figure 5-26 Viewpoint M Artist's impression

5.13.3 Assessment

The road corridor in the foreground has a high capacity to absorb visual changes that would be brought about by the Project given the existing signage and other road infrastructure are expected elements within this landscape type. Hence, the **sensitivity** of the view is **low**.

The **magnitude** of change is **low**. The road corridor has capacity to absorb new road infrastructure additions without significant disruption.

The proposed upgrades would have minimal effect on the viewer's experience and the landscape character would remain visually consistent with the existing character. Therefore, the overall visual impact rating for this site is **low**.

5.14 Summary of Visual Impact

Table provides a summary of visual impact of the Project on the 13 viewpoints assessed.

VIEWPOINT	VISUAL IMPACT
Viewpoint A - Baldrys Road #1	Low
Viewpoint B - Baldrys Road #2	Low
Viewpoint C - Bayview Road #1	Low
Viewpoint D - Browns Road #1	Low
Viewpoint E – Browns Road & Jetty Road #1	Low
Viewpoint F - Main Creek Road #1	Low
Viewpoint G - Main Creek Road #2	Low
Viewpoint H - Main Creek Road #3	Low
Viewpoint I - Shands Road #1	Low
Viewpoint J - Shands Road #2	Low
Viewpoint K - Shands Road #3	Low
Viewpoint L – Tyabb-Tooradin Road #1	Low
Viewpoint M – Tyabb-Tooradin Road #2	Low

All viewpoints have been assessed as having low visual impact. Views in open road corridors, such as Bayview Road and Tyabb-Tooradin Road, demonstrate a low visual

impact as the proposed works are consistent with existing infrastructure and absorbed into the road corridor visual context. Views in agricultural, rural residential and forested landscape character areas, such as Shands Road and Main Creek Road, also show low visual impact as the existing vegetation visually integrates the Project to a degree, reducing its visual impact as compared to when it is viewed against the skyline.

No viewpoints were rated as having high or very high visual impact, and no locations were deemed to have an unacceptable change in visual quality.

6.0 Mitigation Measures

The objective of mitigation measures is to reduce the visual impact of new road infrastructure while ensuring that safety-critical elements, such as signage and barriers, remain fully functional, legible, and compliant with design standards.

6.1 Existing Visual Context Factors

The existing visual context of the project area contributes significantly to mitigating visual impact. Majority of the sites have roadside vegetation, including trees, shrubs, and understorey plants and existing infrastructure such as existing guard rails and signage that assist to visually integrate the new infrastructure into its surrounding context. These elements reduce visual contrast of the proposed infrastructure, particularly for guardrails and signage. Where possible, and not compromising road safety, existing vegetation should be retained.

6.2 Siting, Alignment and Consistency

Considering siting, alignment and consistency of the road infrastructure elements contribute to mitigating visual impact. Crooked, inconsistent and damaged road infrastructure often stands out visually.

Curve Alignment Markers (CAM signs) must remain highly visible by design, particularly for motorcyclist safety on winding road segments. These signs are intentionally high-contrast and placed at consistent intervals to signal road curvature. While their visibility must be preserved, visual impact can be minimised through:

- Avoiding over-concentration in short segments where possible, provided all other road safety considerations have been met.
- Ensuring regular, evenly spaced intervals to maintain cohesion.

6.3 Colour and Finish

A comparative assessment was undertaken at Viewpoint F - Main Creek Road #1 and Viewpoint G - Main Creek Road #2 to evaluate the visual prominence of galvanised steel guardrails against green-painted finishes. Figure 6-1, Figure 6-2, Figure 6-3 and Figure 6-4 show a comparison between galvanised steel and green painted finishes.

Figure 6-1 Viewpoint F artist's impression with green painted finish underrun protection

Figure 6-2 Viewpoint F artist's impression with galvanised zinc finish underrun protection

Figure 6-3 Viewpoint G artist's impression with green painted finish road safety barrier

Figure 6-4 Viewpoint G artist's impression with galvanised zinc finish road safety barrier

While green may seem like a natural choice in vegetated settings, painted finishes often appear more artificial due to their flat, opaque, and uniform colour.

In real-world applications, green-painted infrastructure appears artificial in contrast to the natural settings. Foliage presents a constantly shifting spectrum of green affected by sunlight, shadow, translucency, and movement. Leaves filter and reflect light dynamically, producing depth and tonal variation that paint cannot replicate. As a result, green-painted barriers often stand out, especially when nearby vegetation changes colour or density, or when paint begins to fade, chip, or weather unevenly.

Viewpoint M – Tyabb-Tooradin Road #2 captures a view that illustrates the difference between a green painted and galvanised zinc finish road safety barrier in-situ. Figure 6-5 shows a view of a road safety barrier along Tyabb-Tooradin Road.

Figure 6-5 Road safety barrier along Tyabb-Tooradin Road

By comparison, galvanised steel initially appears reflective but weathers naturally over time to a matte grey patina. This neutral tone blends better with landscape elements like bark, soil, existing road surfaces and shadow. It also avoids clashing with seasonal vegetation changes and maintains a consistent, low-maintenance finish. Unlike green paint, it does not introduce unnatural contrast or require periodic recoating.

The following properties of galvanised steel finish contribute to mitigating the visual impact of the road safety barriers:

- Natural Weathering: Over 6–18 months, galvanised steel develops a matte grey patina (zinc carbonate layer) that significantly reduces reflectivity and developed a textural finish influenced by the local environment.
- Colour Matching and Texture: The dulled finish blends with landscape tones found in bark, gravel, and foliage shadows.
- Reduced Glare: Unlike painted or glossy finishes, weathered steel has low visual shine, particularly effective in sequential or panoramic views.

6.4 Road User Experience

In addition to mitigation measures, road user psychology plays a role in how infrastructure is perceived over time.

Most motorists are accustomed to seeing standard road infrastructure such as signage and road safety barriers. These elements are part of the expected road environment. Over time, this familiarity gives rise to perceptual habituation, also known as perceptual blindness, wherein users effectively “tune out” repetitive, familiar features.

As a result, new infrastructure that may be initially noticeable but tends to fade from conscious perception, particularly when installed uniformly and aligned with road geometry. This perceptual adaptation—combined with material weathering and vegetation screening—further reduces the long-term visual impact of the works.

6.5 Summary of Mitigation Measures

Mitigation of visual impacts could be achieved through a combination of:

- Considered and consistent siting and alignment of infrastructure
- Material selection, particularly galvanised steel
- Retention of existing vegetation

Together, these measures ensure that the Project will deliver its safety objectives while remaining visually compatible with the visual character of the area.

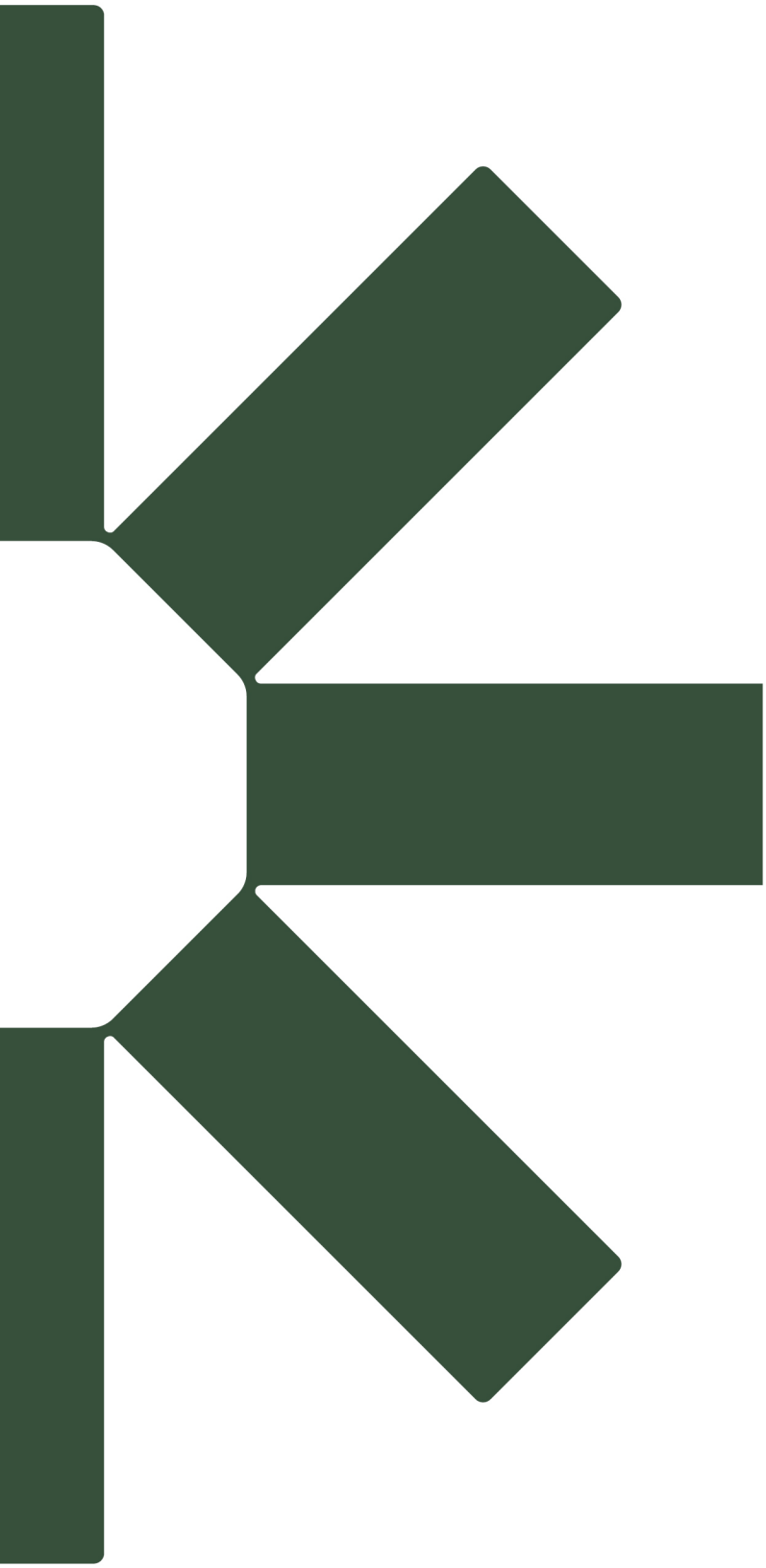
7.0 Conclusion

This Visual Impact Assessment has considered the potential visual effects of proposed safety upgrades across several road corridors within the Mornington Peninsula. Through on-site observations, photographic documentation and artist's impressions, the assessment has examined the Project's visual impact from 13 public viewpoints.

While the proposed works introduce new infrastructure—including guardrails, underrun protection, barrier end terminals, and CAM signage—the visual impacts have been assessed as low in all cases.

These impacts can be effectively mitigated through appropriate material selection, strategic placement and vegetation retention. Over time, the visual presence of new infrastructure is expected to diminish further due to viewer habituation and the natural weathering of materials.

Given the above, the Project achieves a balance between enhancing road safety and preserving the landscape and visual amenity of the sites and surrounding area.



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