Mornington Peninsula Shire

COUNCIL MEETING

ATTACHMENT BOOK

TUESDAY, 14 APRIL 2026

6:30 PM

MUNICIPAL OFFICES
BESGROVE STREET, ROSEBUD

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37 Bayview Rd, Balnarring Beach, Victoria

Site Plan - Lower Ground Floor (Proposed)

Job No.	Scale:	Rev:	Dwg. No.
0133	NTS@A3	A	TP 00.00



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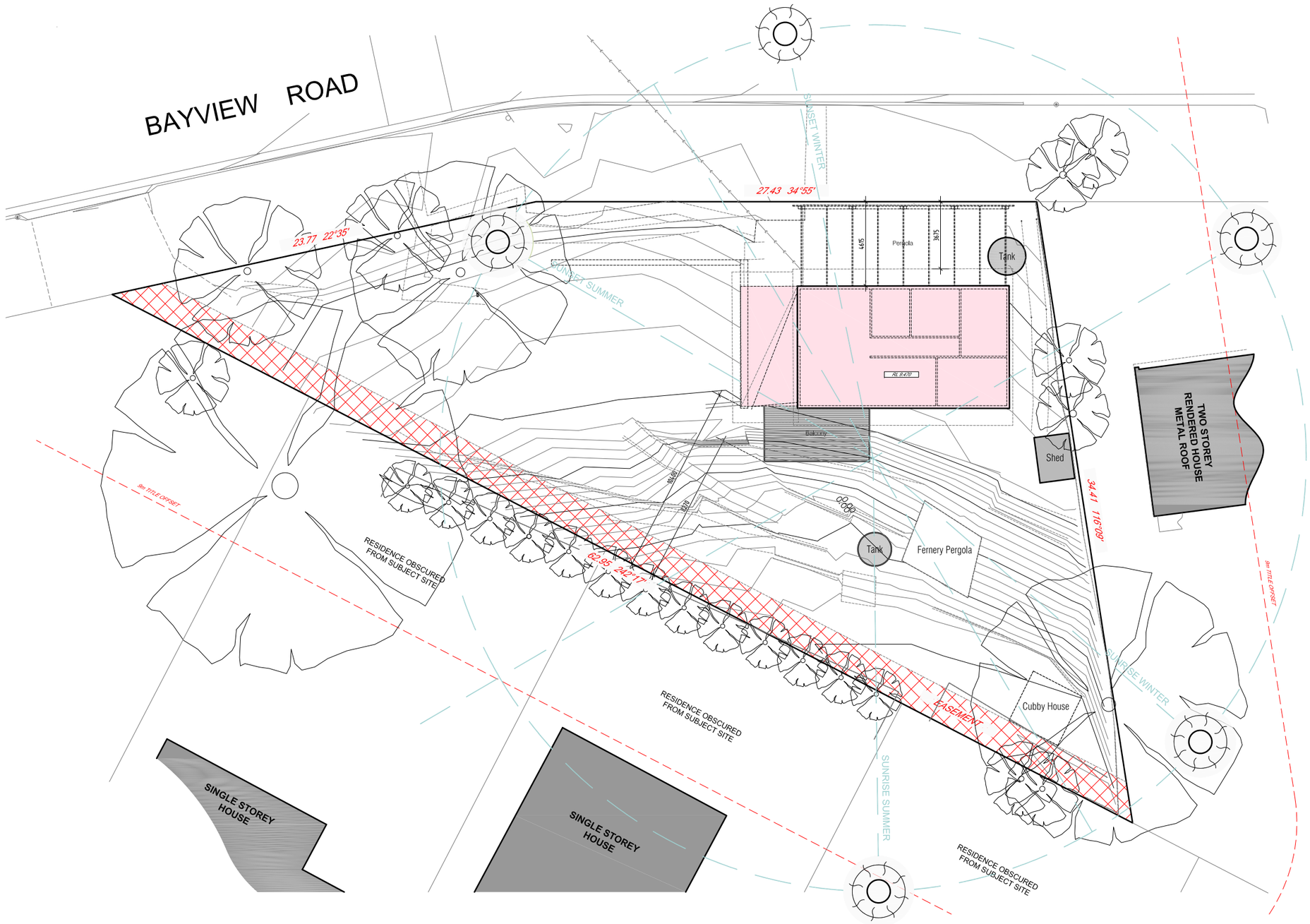
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Site Plan - Aerial Photo (Existing)

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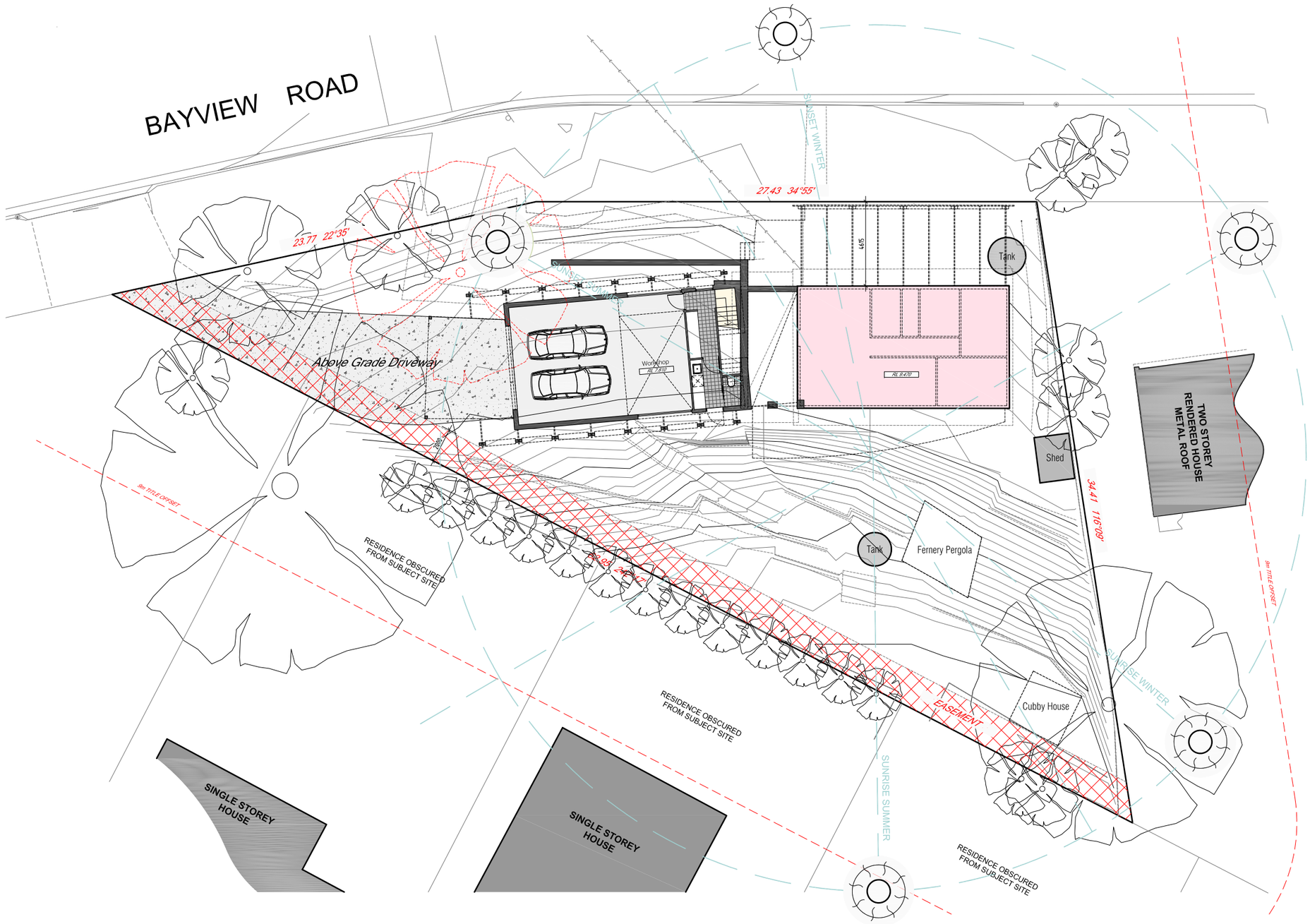
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Site Plan - Ground Floor (Existing)

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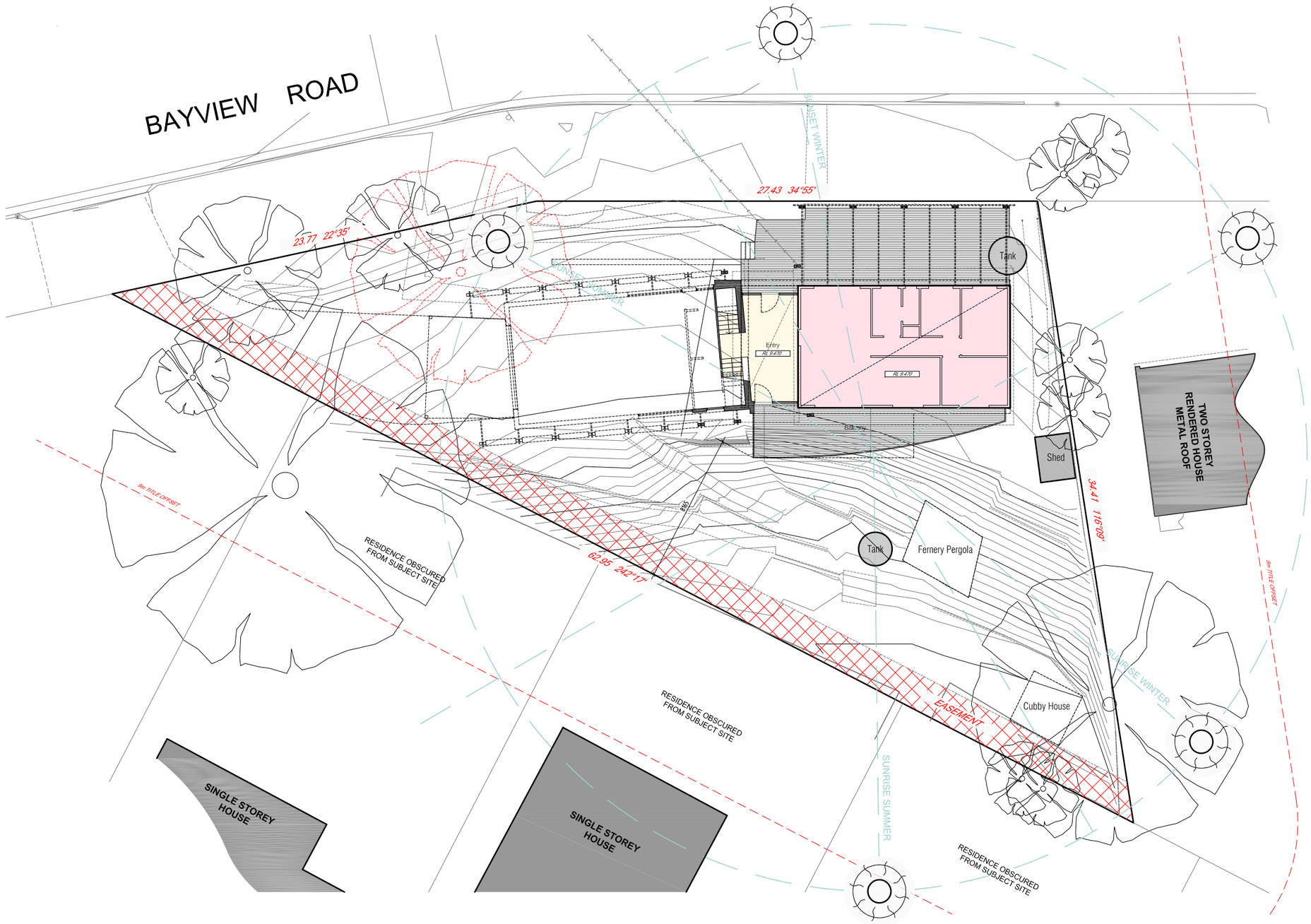
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Site Plan - Lower Ground Floor (Proposed)

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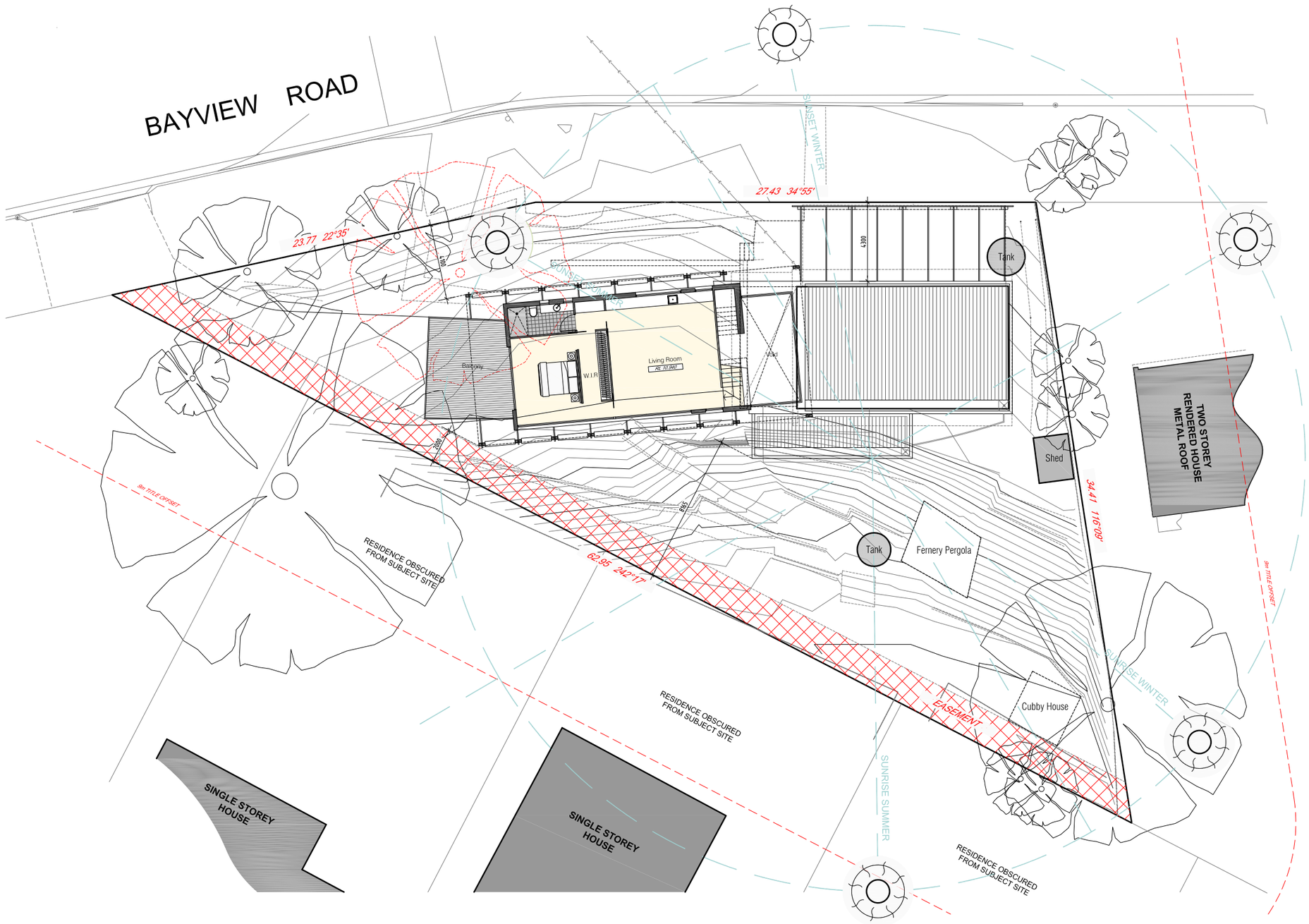
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Site Plan - Upper Ground Floor (Proposed)

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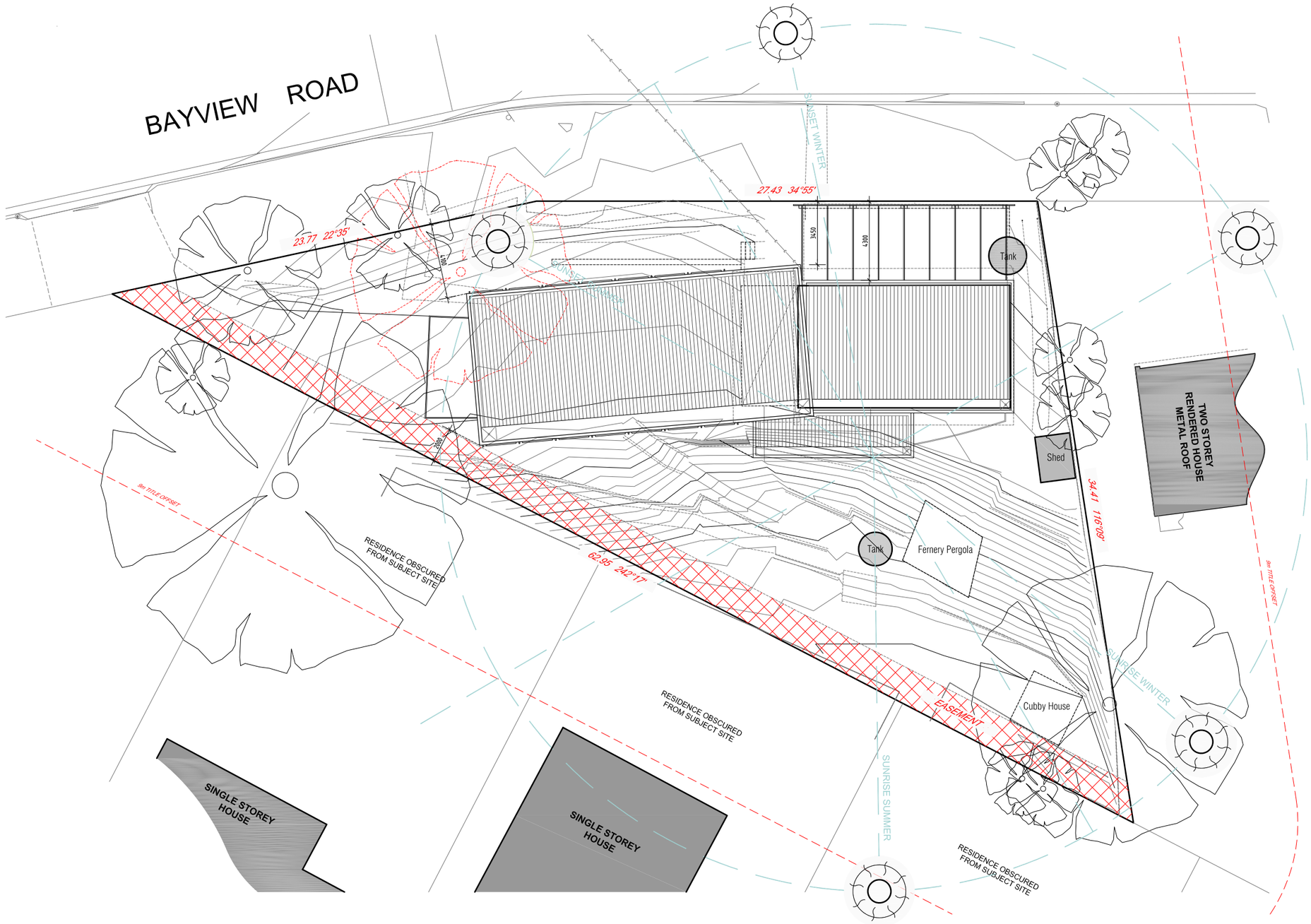
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Site Plan - First Floor (Proposed)

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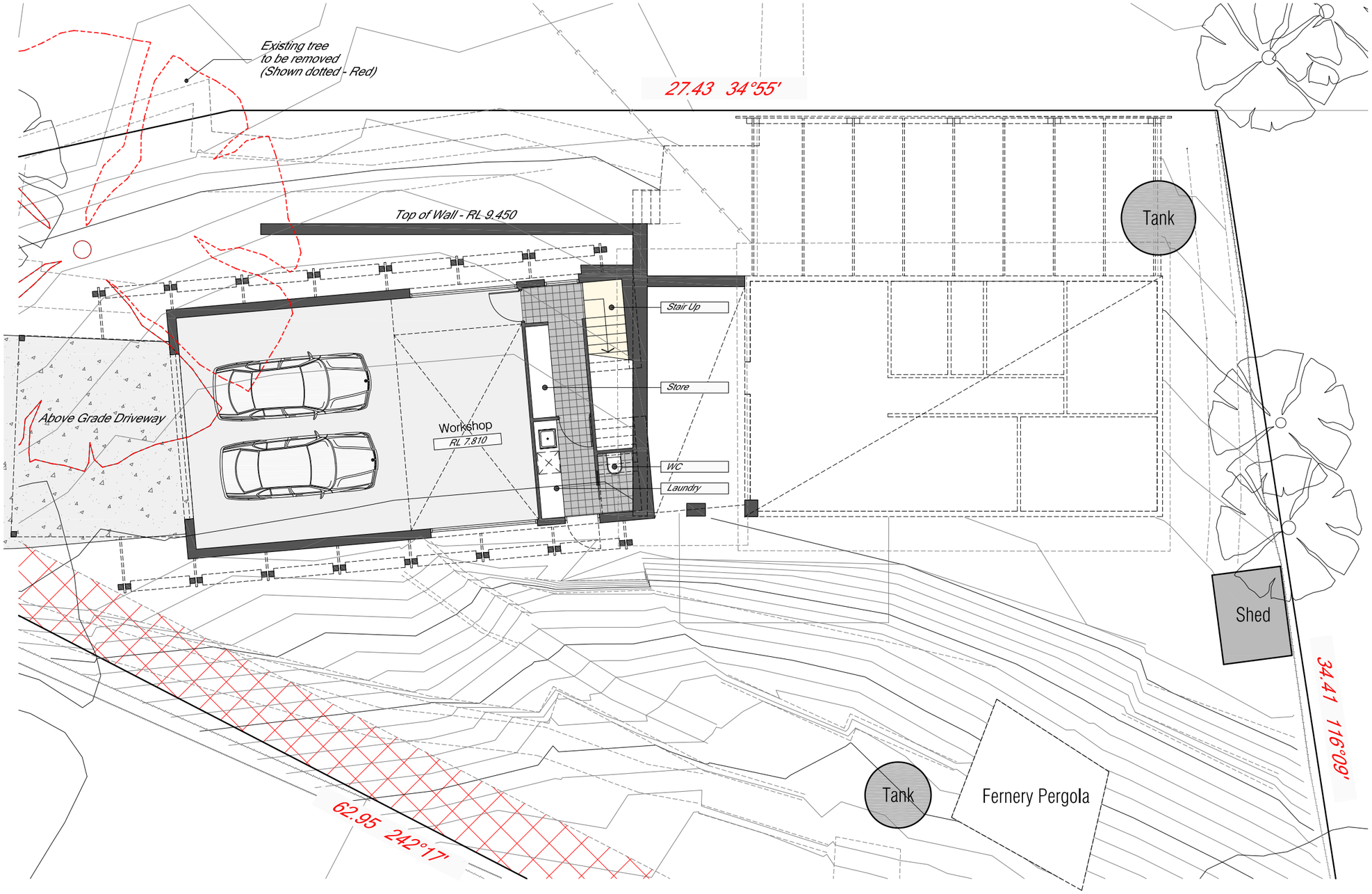
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Site Plan - Roof Plan (Proposed)

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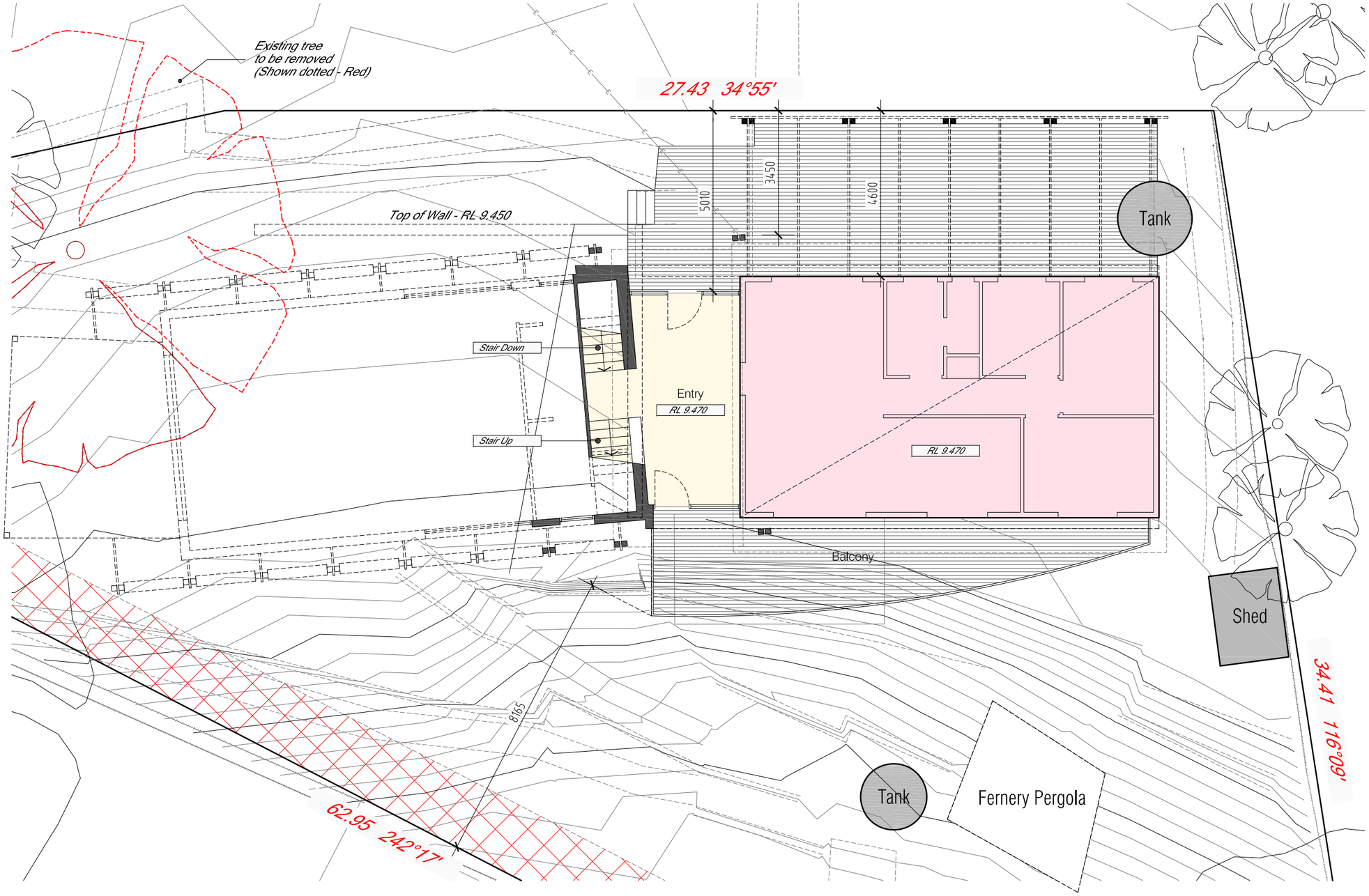
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Lower Ground Floor (Proposed)

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0012	1:100@A3		TP 00.07



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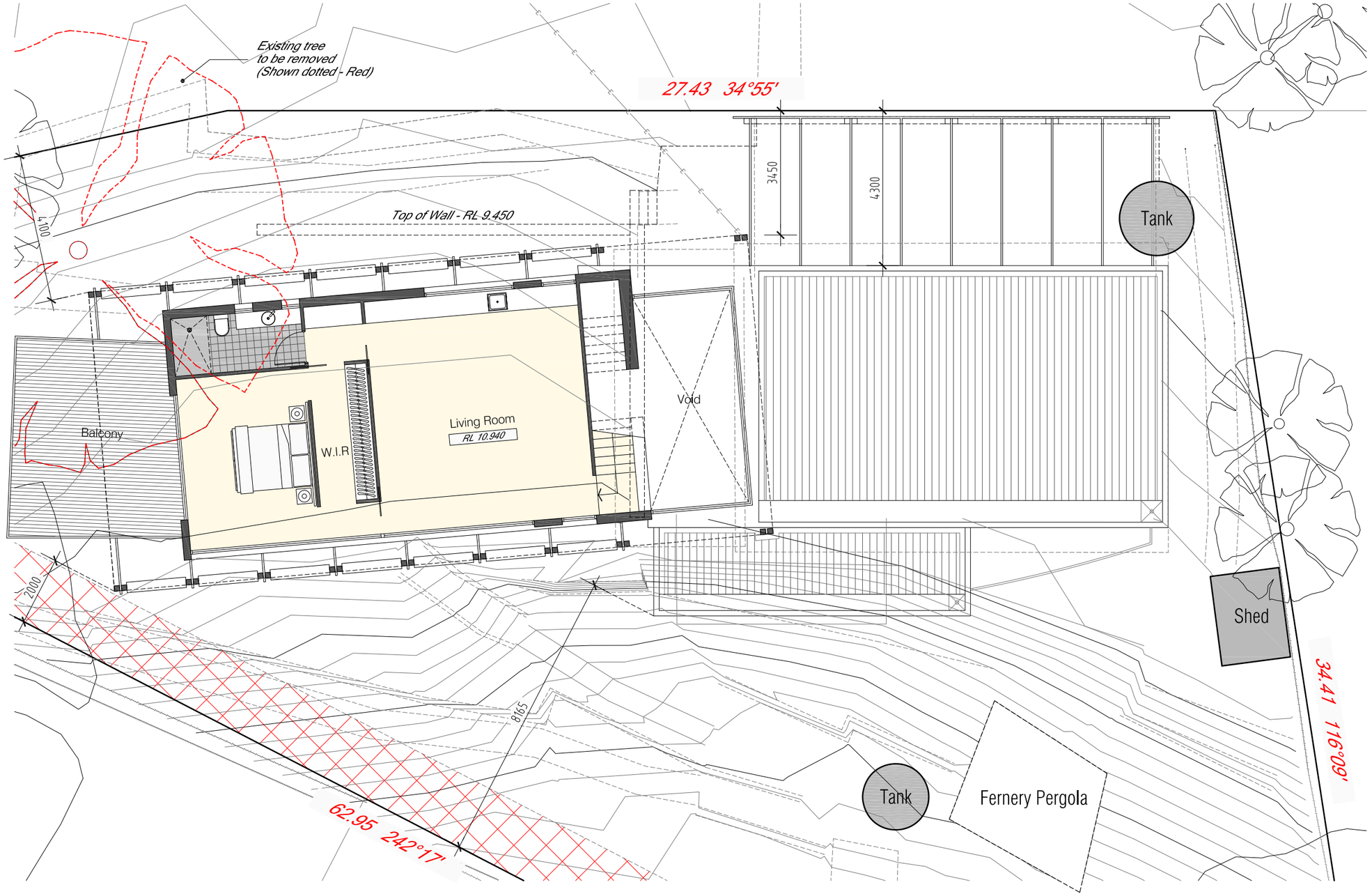
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Upper Ground Floor (Proposed)

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0012	1:100@A3		TP 00.08



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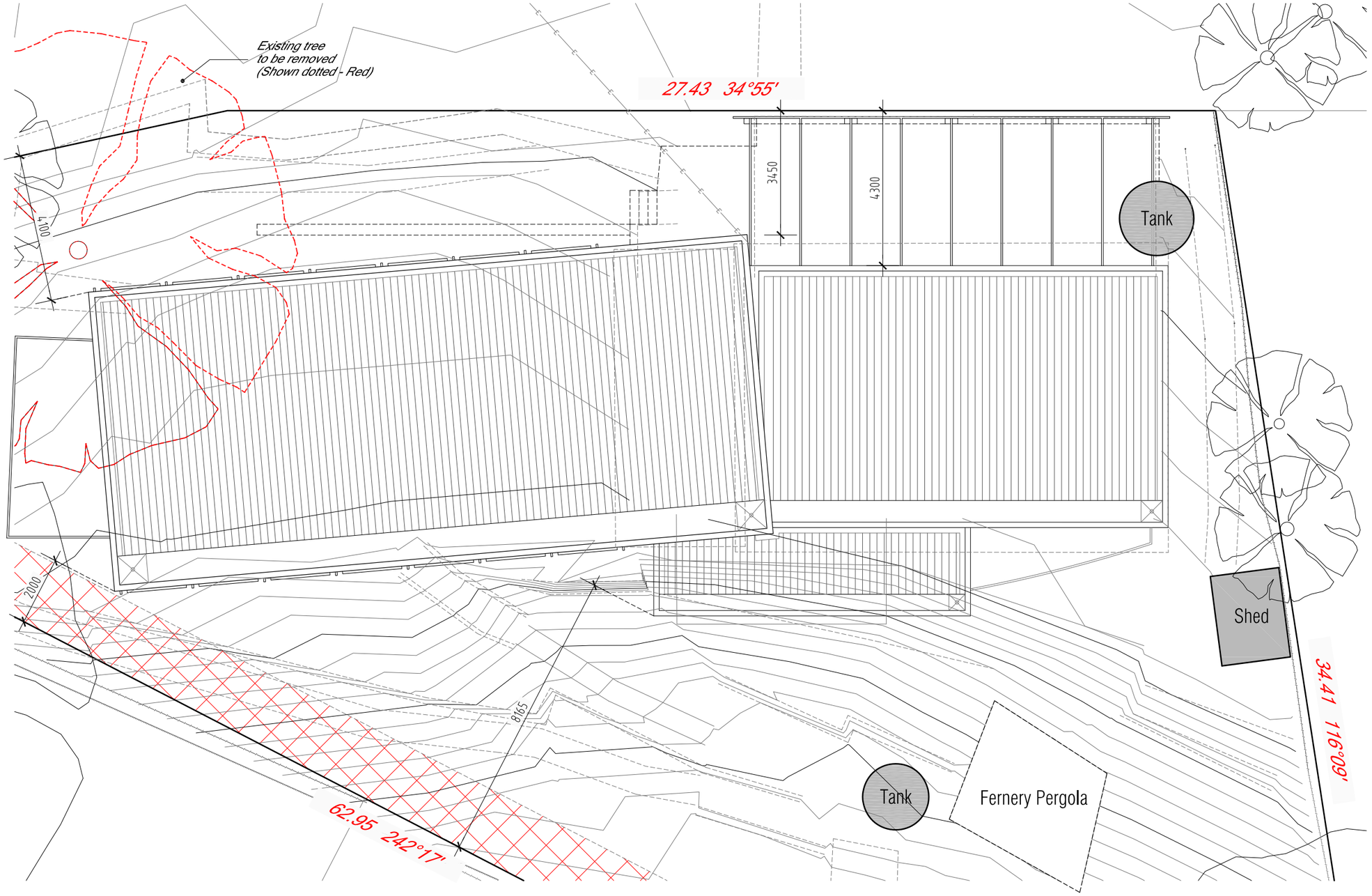
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First Floor (Proposed)

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0012	1:100@A3		TP 00.09



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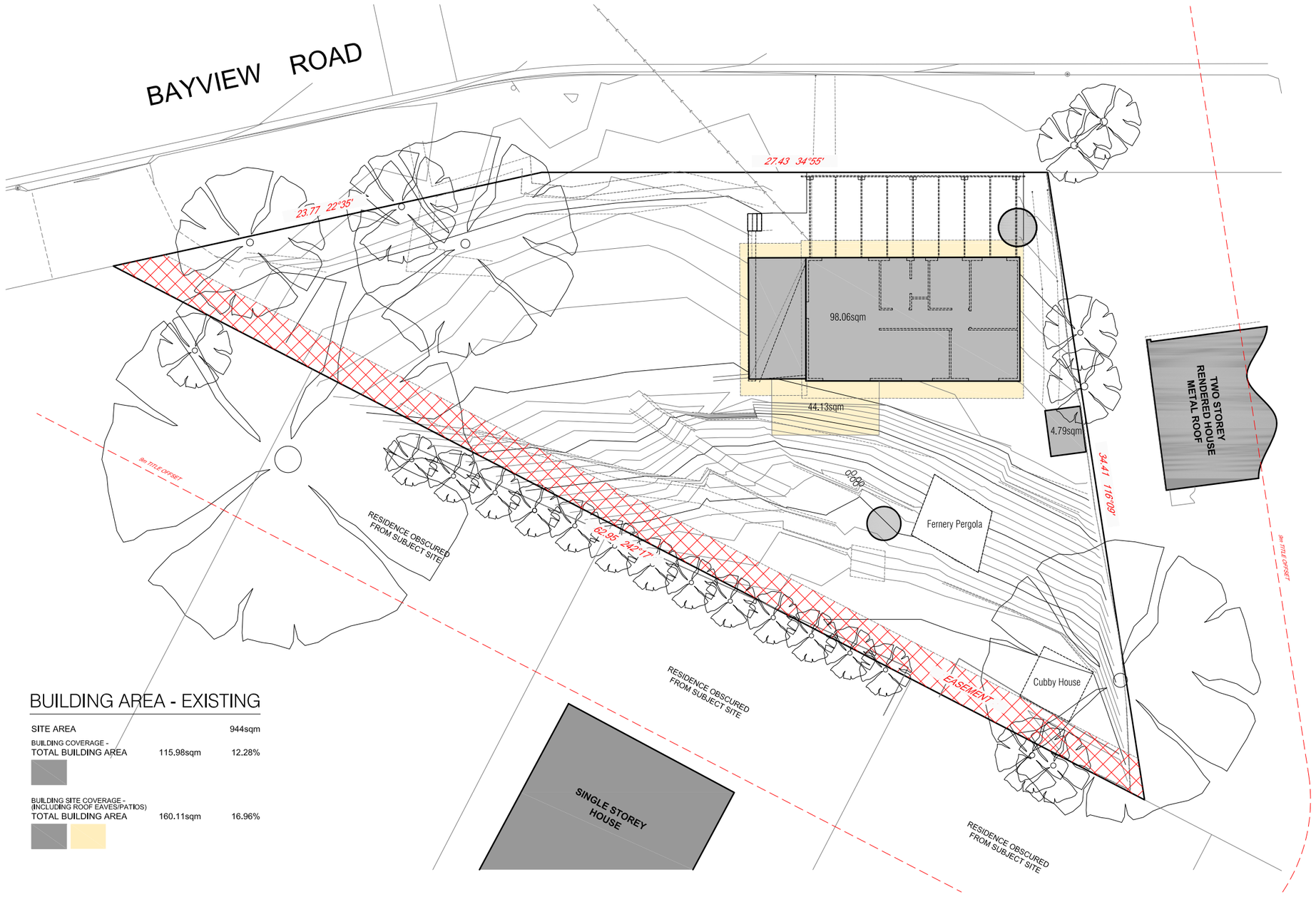
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37 Bayview Rd, Balnarring Beach, Victoria

Roof Plan (Proposed)

Job No.	Scale:	Rev:	Dwg. No.
0012	1:100@A3		TP 00.10



BUILDING AREA - EXISTING

SITE AREA		944sqm
BUILDING COVERAGE - TOTAL BUILDING AREA	115.98sqm	12.28%
BUILDING SITE COVERAGE - (INCLUDING ROOF EAVES/PATIOS) TOTAL BUILDING AREA	160.11sqm	16.96%

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Site Coverage (Exisiting)

Job No.	Scale:	Rev:	Dwg. No.
0133	1:200@A3		TP 00.11



GARDEN AREA - EXISTING

SITE AREA		944sqm
GARDEN - TOTAL GARDEN AREA	797.02sqm	84.43%

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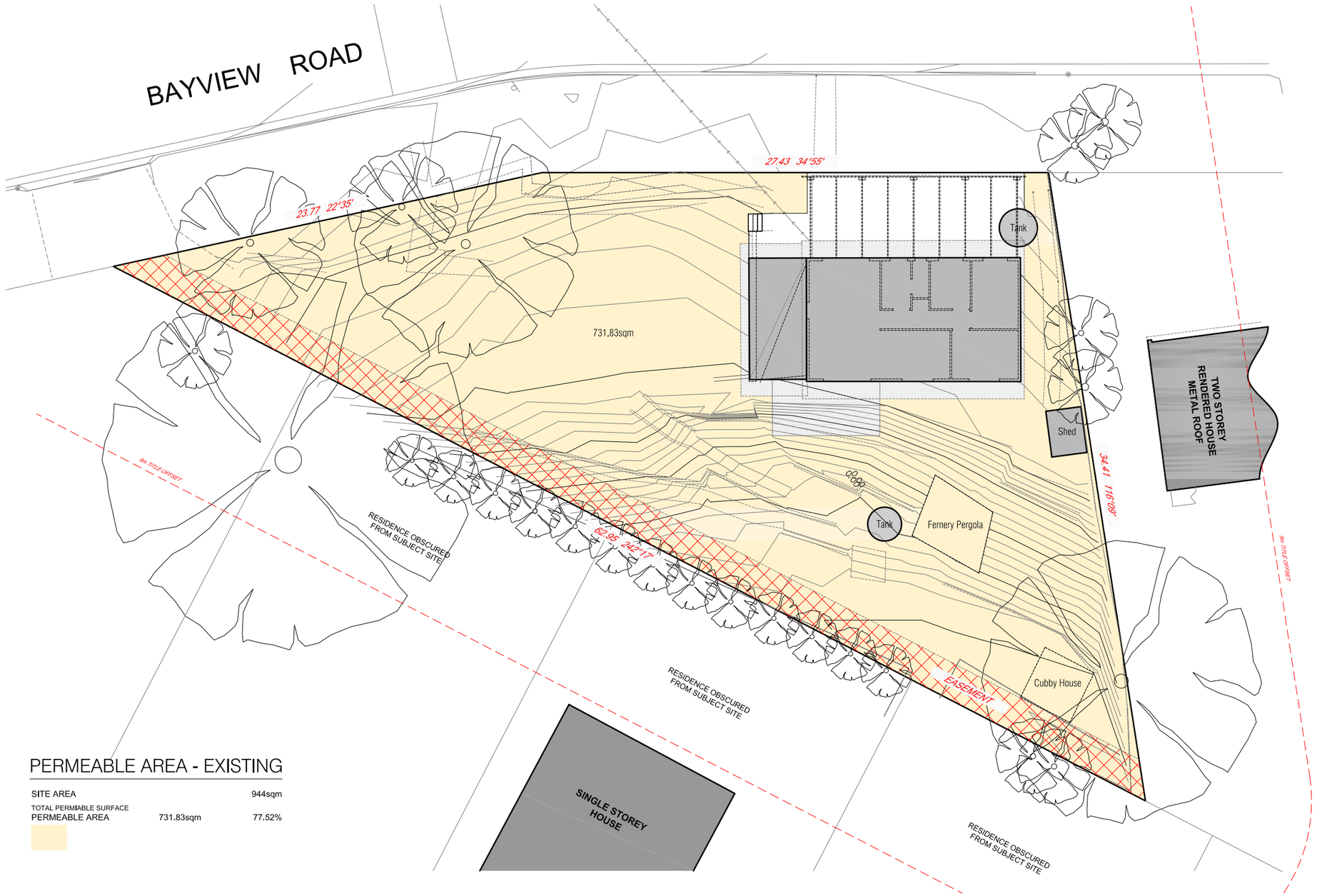
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Garden Area (Exisiting)

Job No.	Scale:	Rev:	Dwg. No.
0133	1:200@A3		TP 00.12



PERMEABLE AREA - EXISTING

SITE AREA		944sqm
TOTAL PERMIABLE SURFACE PERMEABLE AREA	731.83sqm	77.52%

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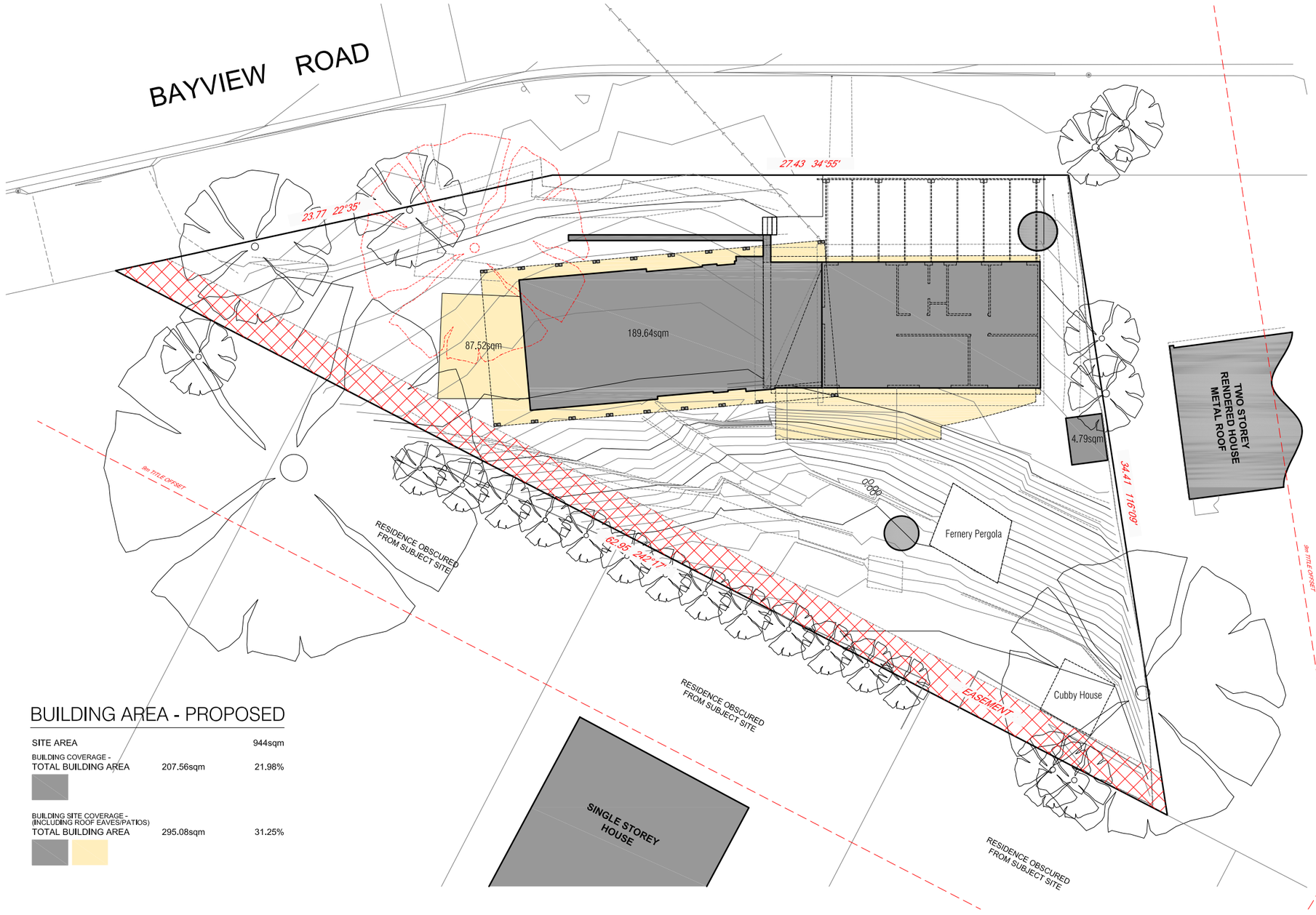
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Garden Area (Exisiting)

Job No.	Scale:	Rev:	Dwg. No.
0133	1:200@A3		TP 00.13



BUILDING AREA - PROPOSED

SITE AREA		944sqm
BUILDING COVERAGE -		
TOTAL BUILDING AREA	207.56sqm	21.98%
BUILDING SITE COVERAGE - (INCLUDING ROOF EAVES/PATIOS)		
TOTAL BUILDING AREA	295.08sqm	31.25%

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Site Coverage (Proposed)

Job No.	Scale:	Rev:	Dwg. No.
0133	1:200@A3		TP 00.14



GARDEN AREA - PROPOSED

SITE AREA		944sqm
GARDEN - TOTAL GARDEN AREA	599.80sqm	63.53%

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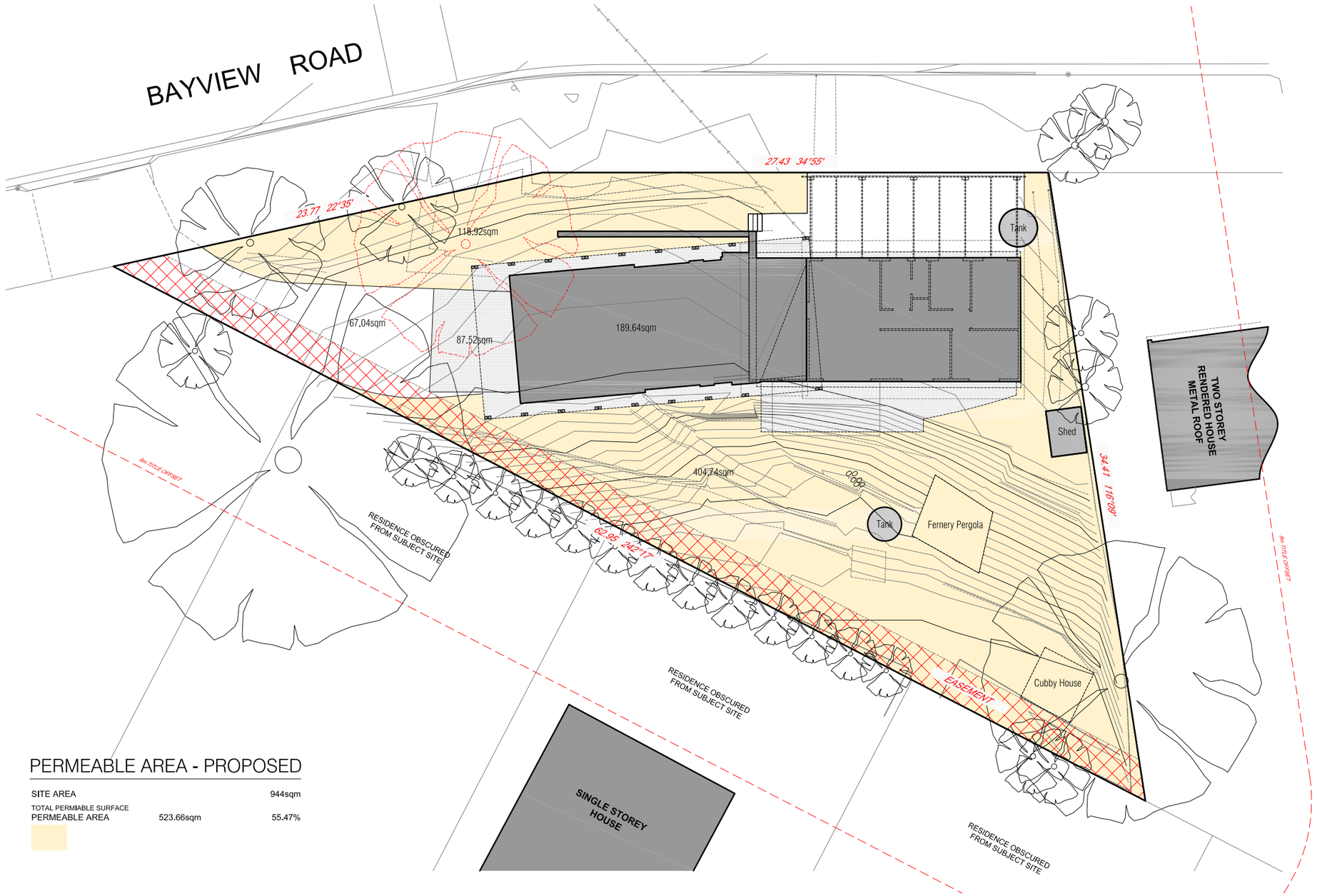
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Garden area (Proposed)

Job No.	Scale:	Rev:	Dwg. No.
0133	1:200@A3		TP 00.15



PERMEABLE AREA - PROPOSED

SITE AREA		944sqm
TOTAL PERMIABLE SURFACE PERMEABLE AREA	523.66sqm	55.47%

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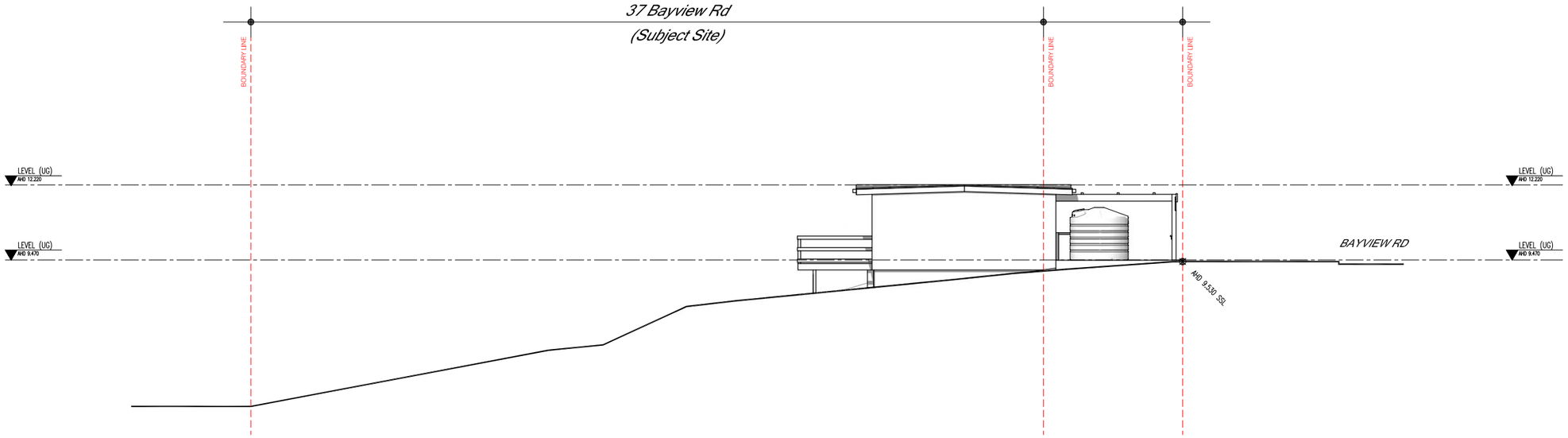
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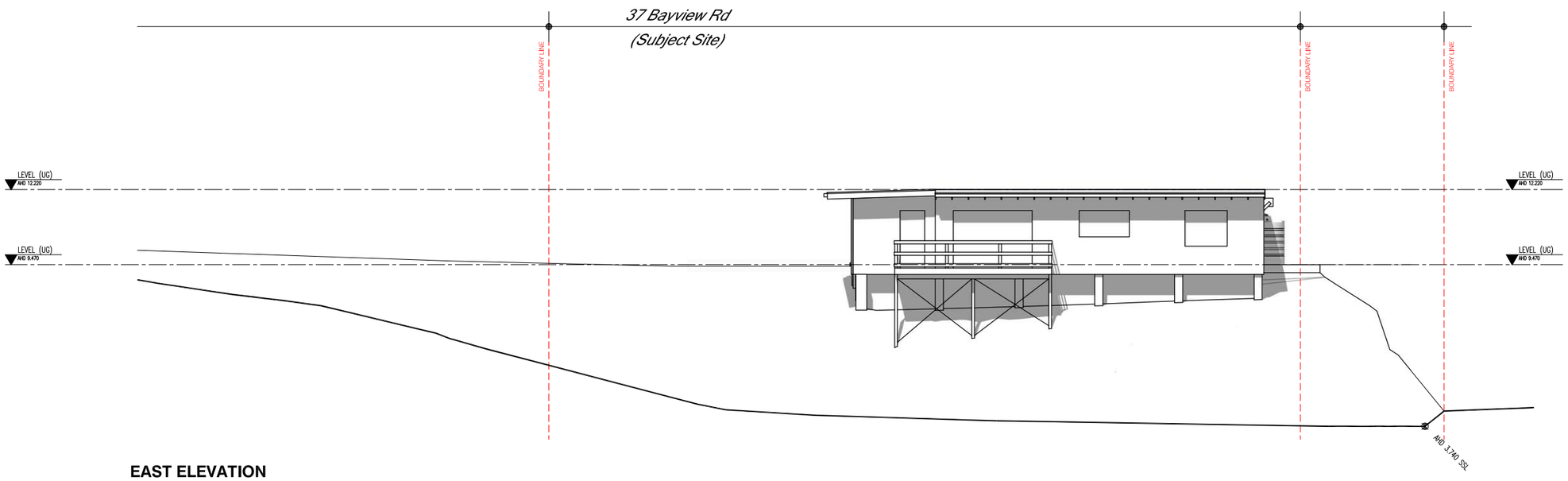
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Permeable Area (Proposed)

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NORTH ELEVATION



EAST ELEVATION

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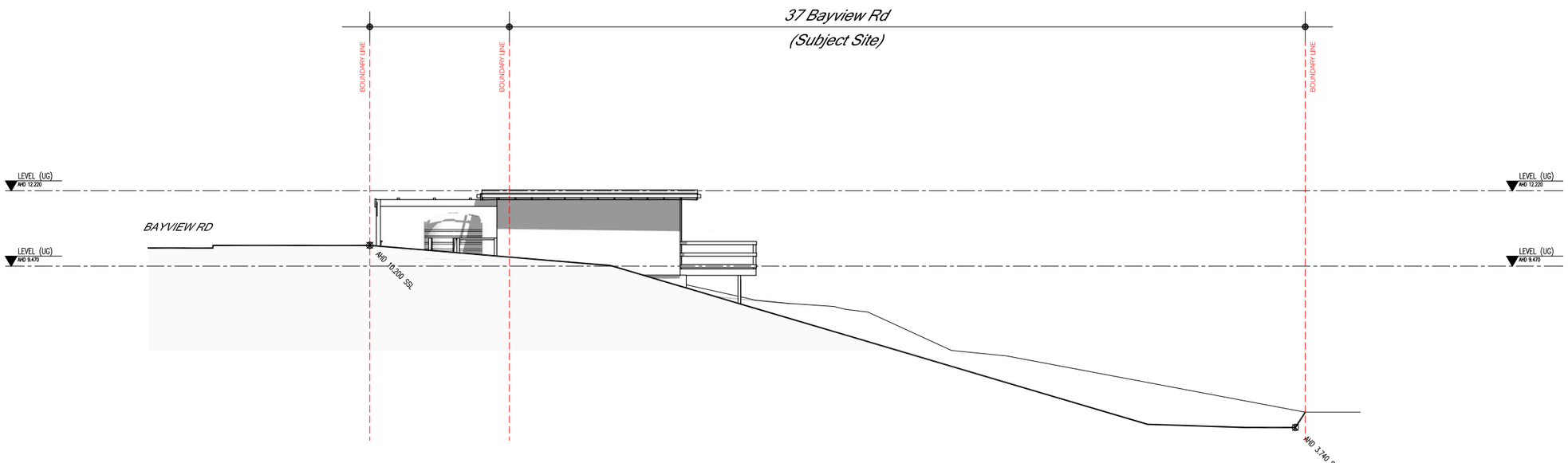
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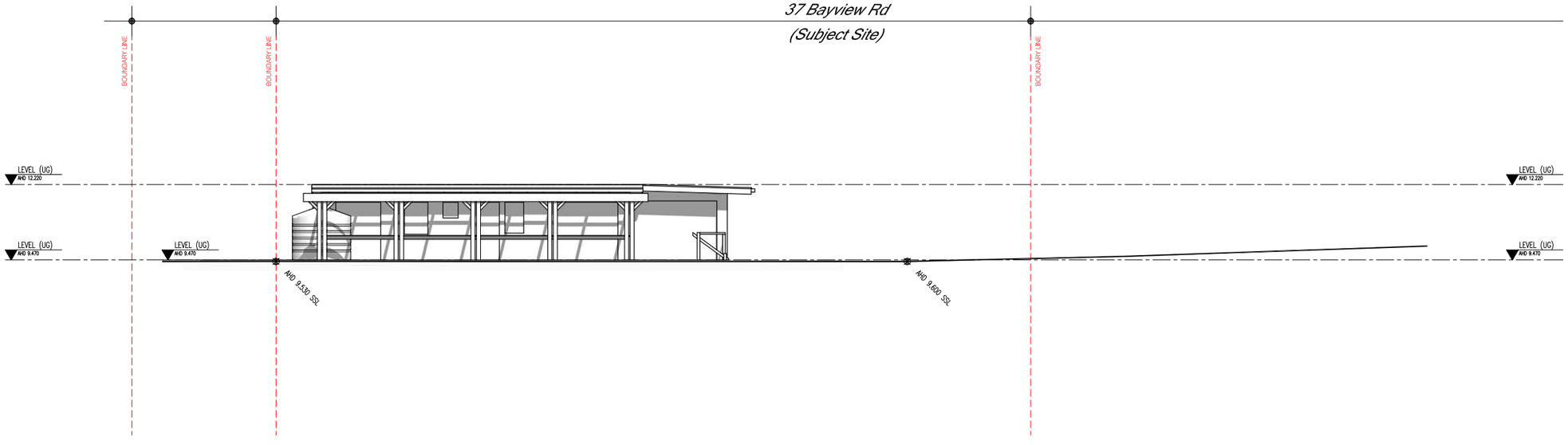
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North & East Elevations (Existing)

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SOUTH ELEVATION



WEST ELEVATION

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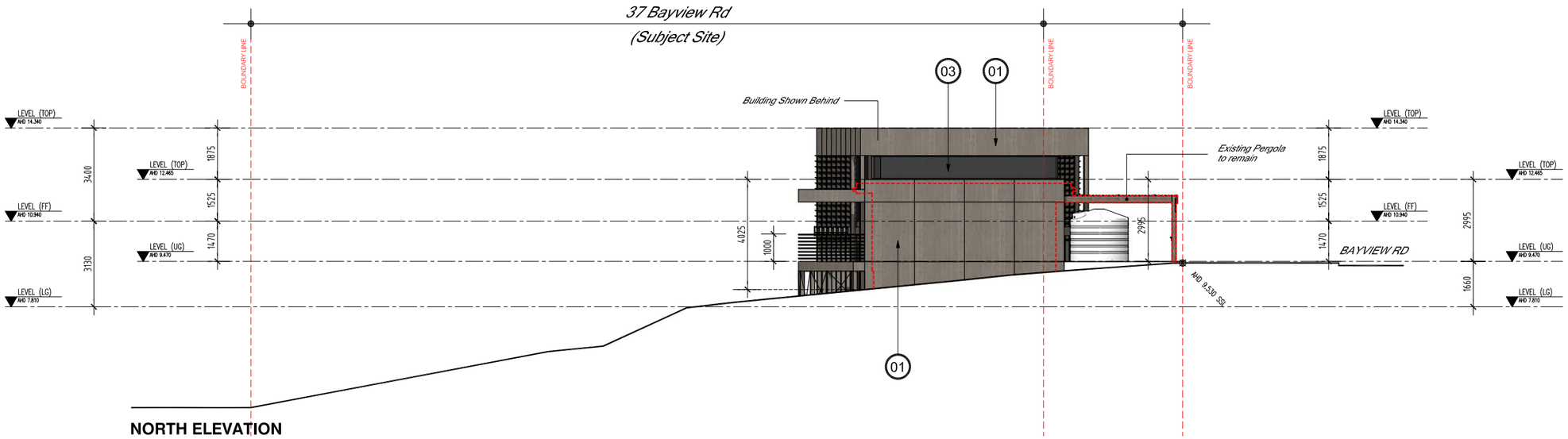
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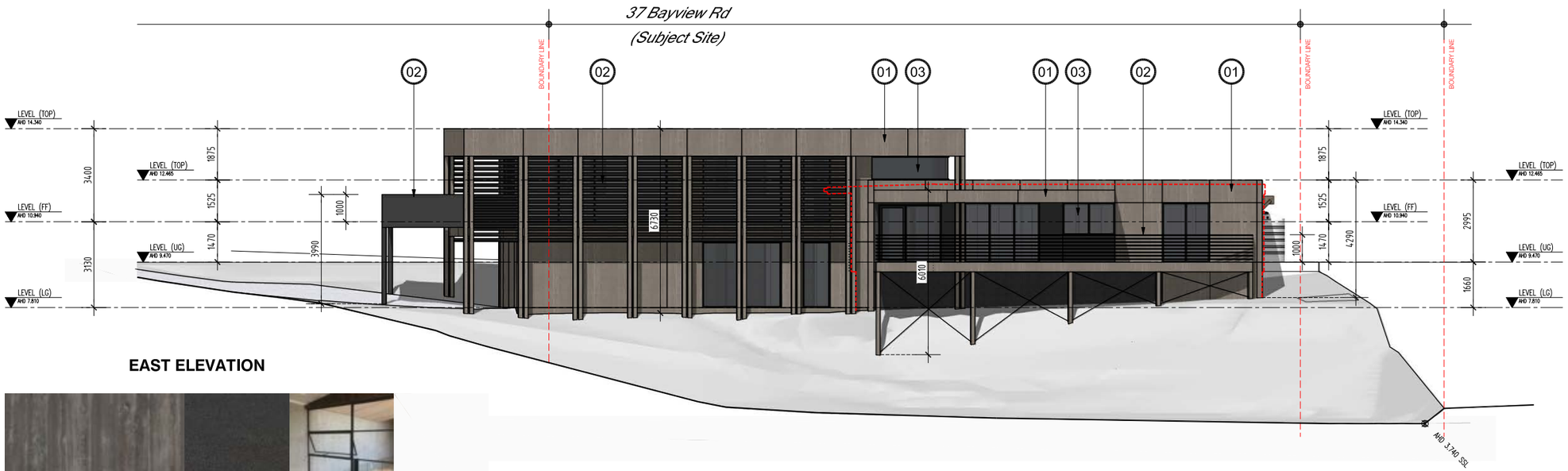
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South & West Elevations (Existing)

Job No.	Scale:	Rev:	Dwg. No.
0012	1:150@A3		TP 00.18



NORTH ELEVATION



EAST ELEVATION



01 *Hardwood Timber Cladding*
Colour: "Natural"

02 *Cladding & Screen*
Colour: Dulux "Domino"

03 *Aluminum Windows*
Colour: "Black Frames"

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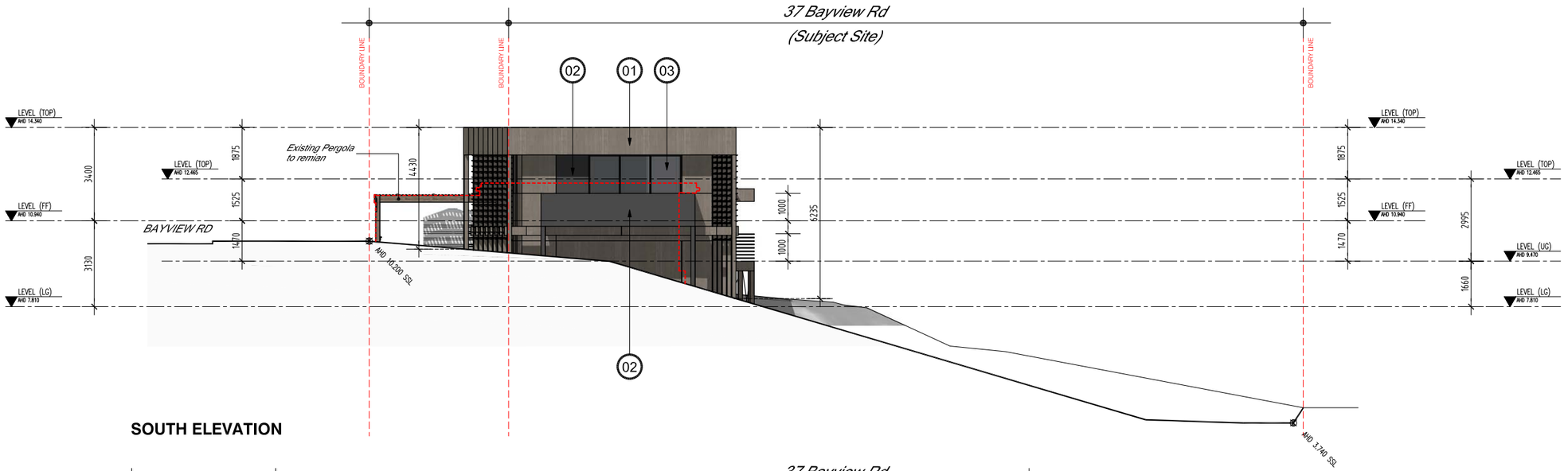
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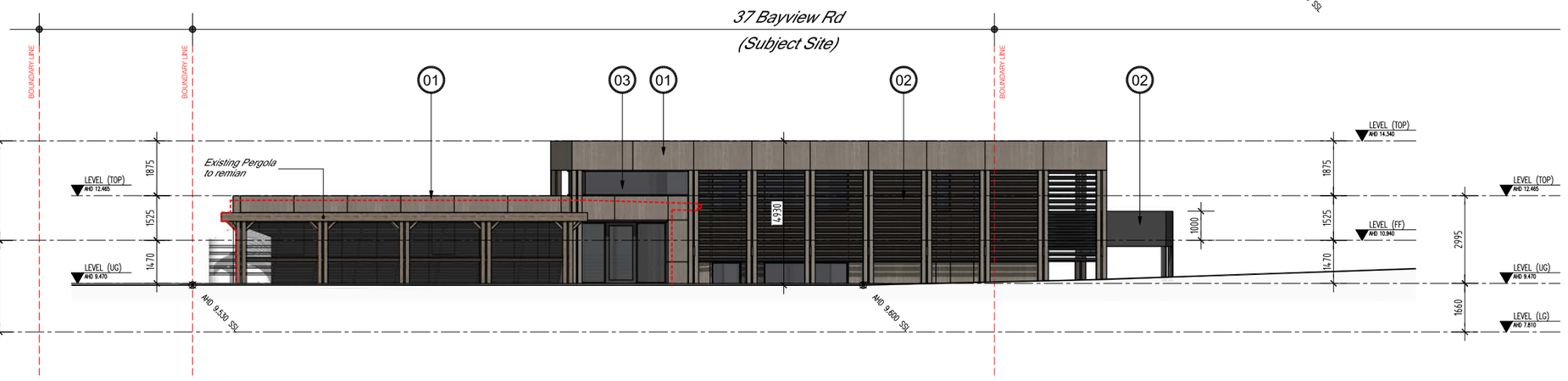
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North & East Elevations (Proposed)

Job No.	Scale:	Rev:	Dwg. No.
0012	1:150@A3		TP 00.19



SOUTH ELEVATION



WEST ELEVATION



01 *Hardwood Timber Cladding*
Colour: "Natural"

02 *Cladding & Screen*
Colour: Dulux "Domino"

03 *Aluminum Windows*
Colour: "Black Frames"

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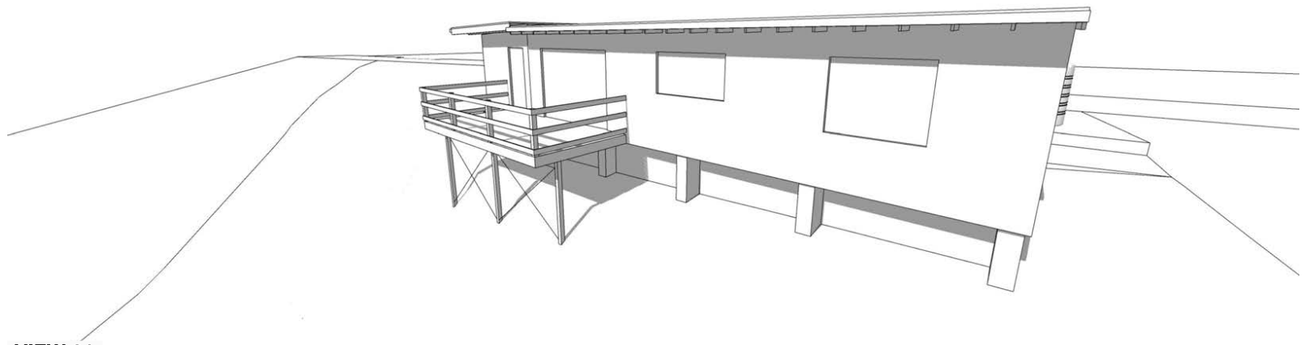
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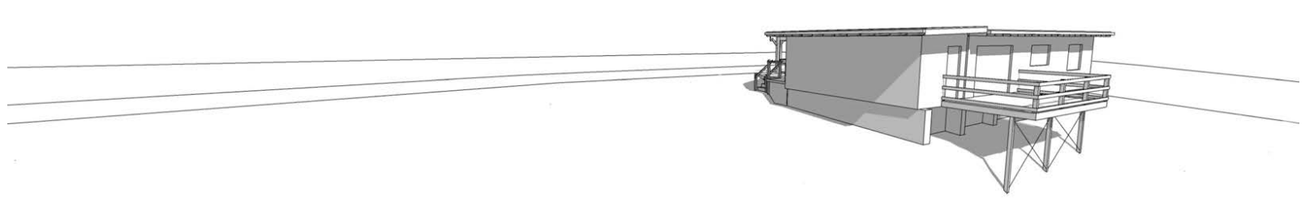
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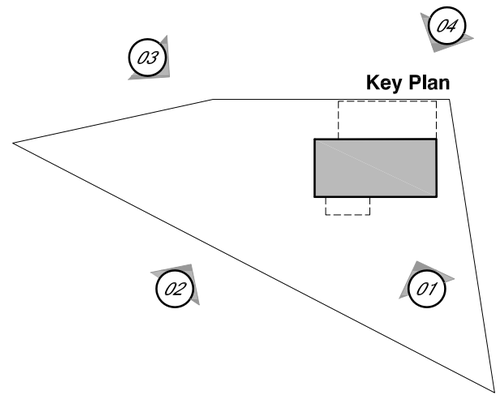
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VIEW 01



VIEW 02



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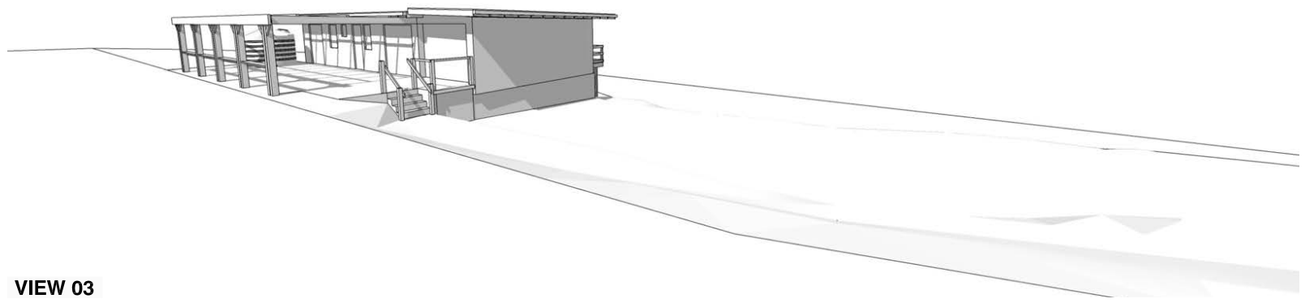
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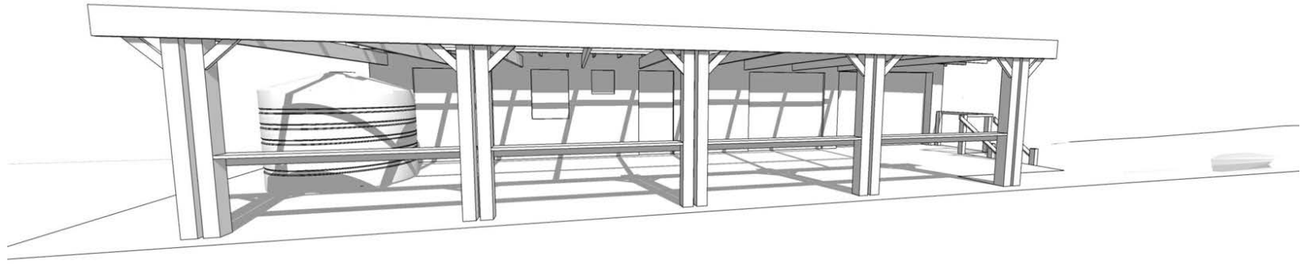
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3D Images - Sheet 01 (Existing)

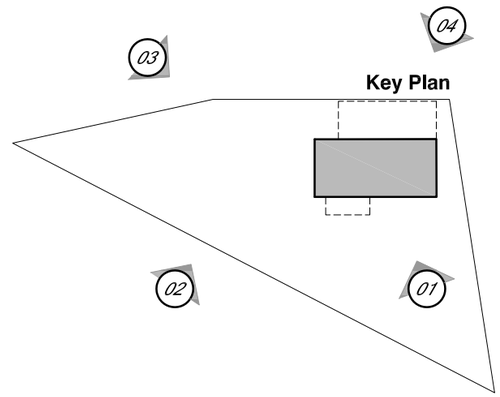
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0012	NTS@A3		TP 00.21



VIEW 03



VIEW 04



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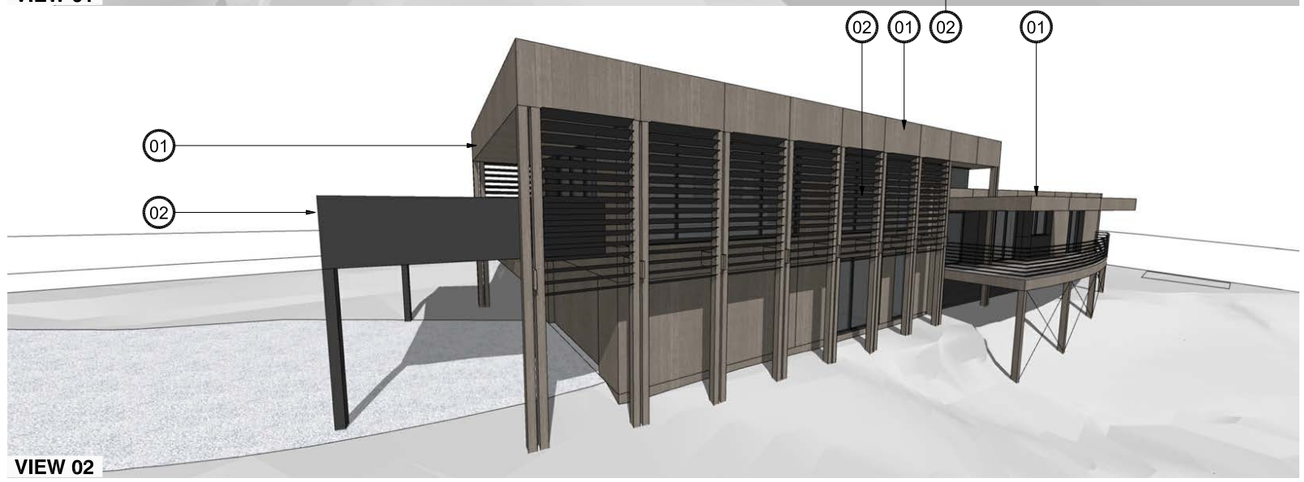
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3D Images - Sheet 02 (Existing)

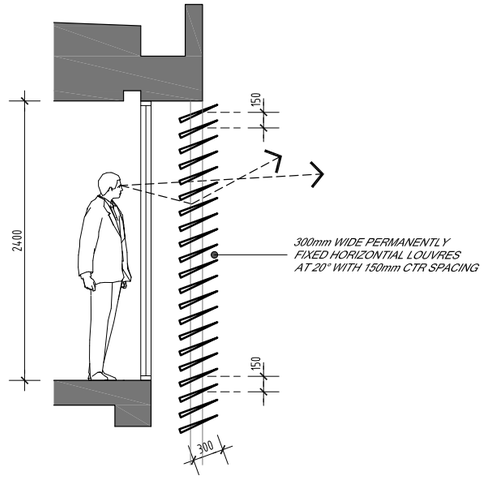
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0012	NTS@A3		TP 00.22



VIEW 01



VIEW 02



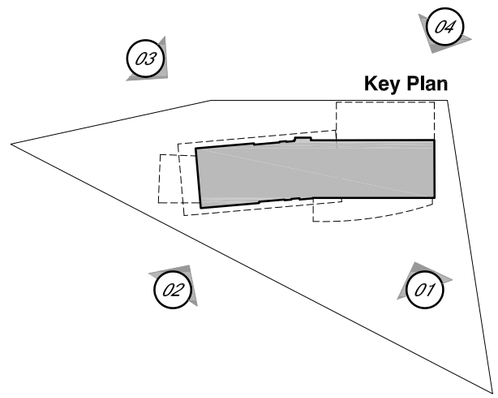
SECTION THRU HORIZONTAL SCREEN (TYPICAL)



01 *Hardwood Timber Cladding*
Colour: "Natural"

02 *Cladding & Screen*
Colour: Dulux "Domino"

03 *Aluminum Windows*
Colour: "Black Frames"



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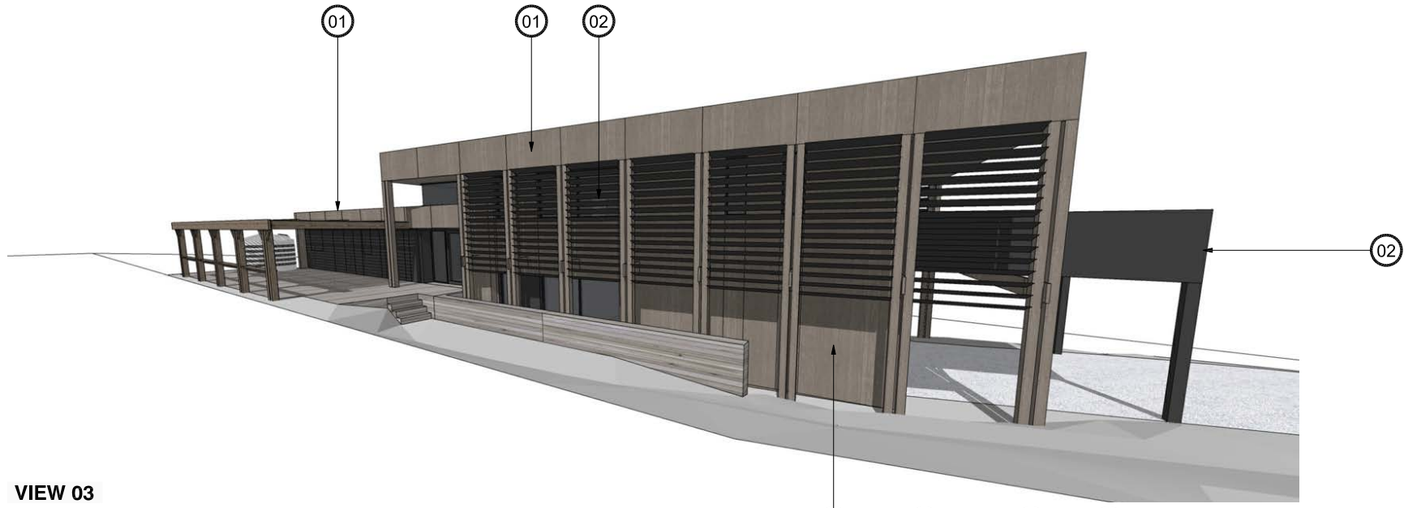
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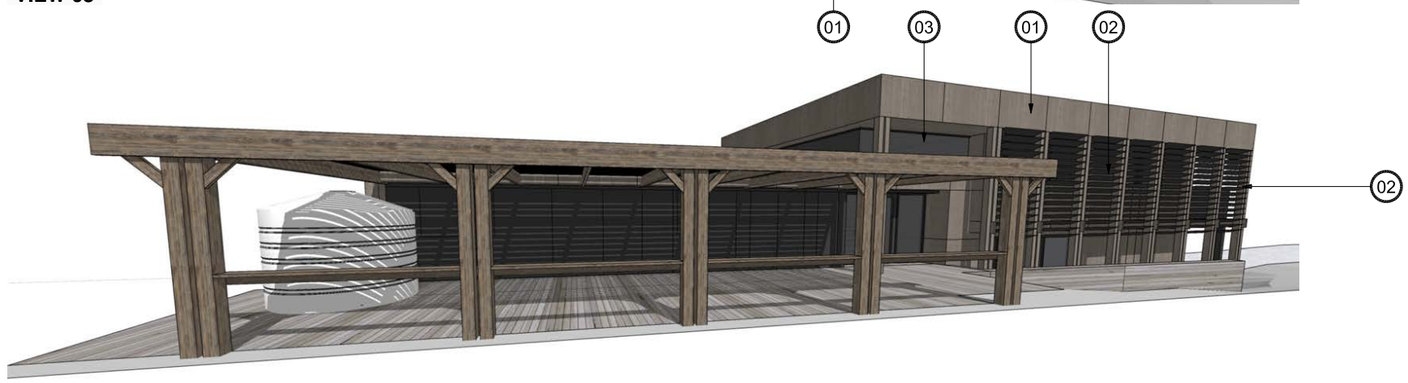
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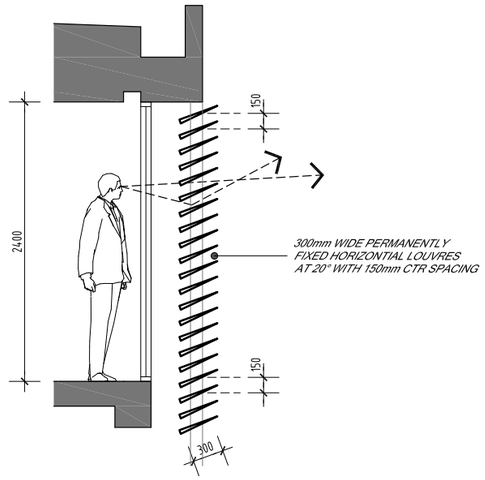
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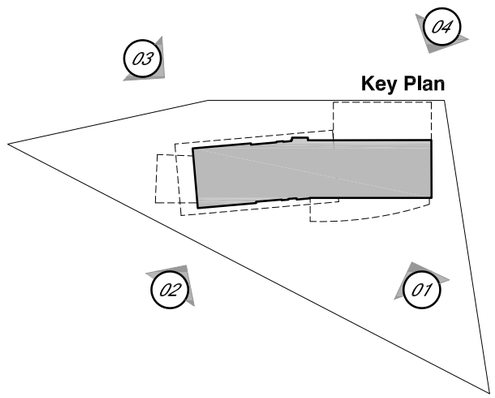
VIEW 03



VIEW 04



SECTION THRU HORIZONTAL SCREEN (TYPICAL)





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Colour: "Natural"

02 *Cladding & Screen*
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03 *Aluminum Windows*
Colour: "Black Frames"

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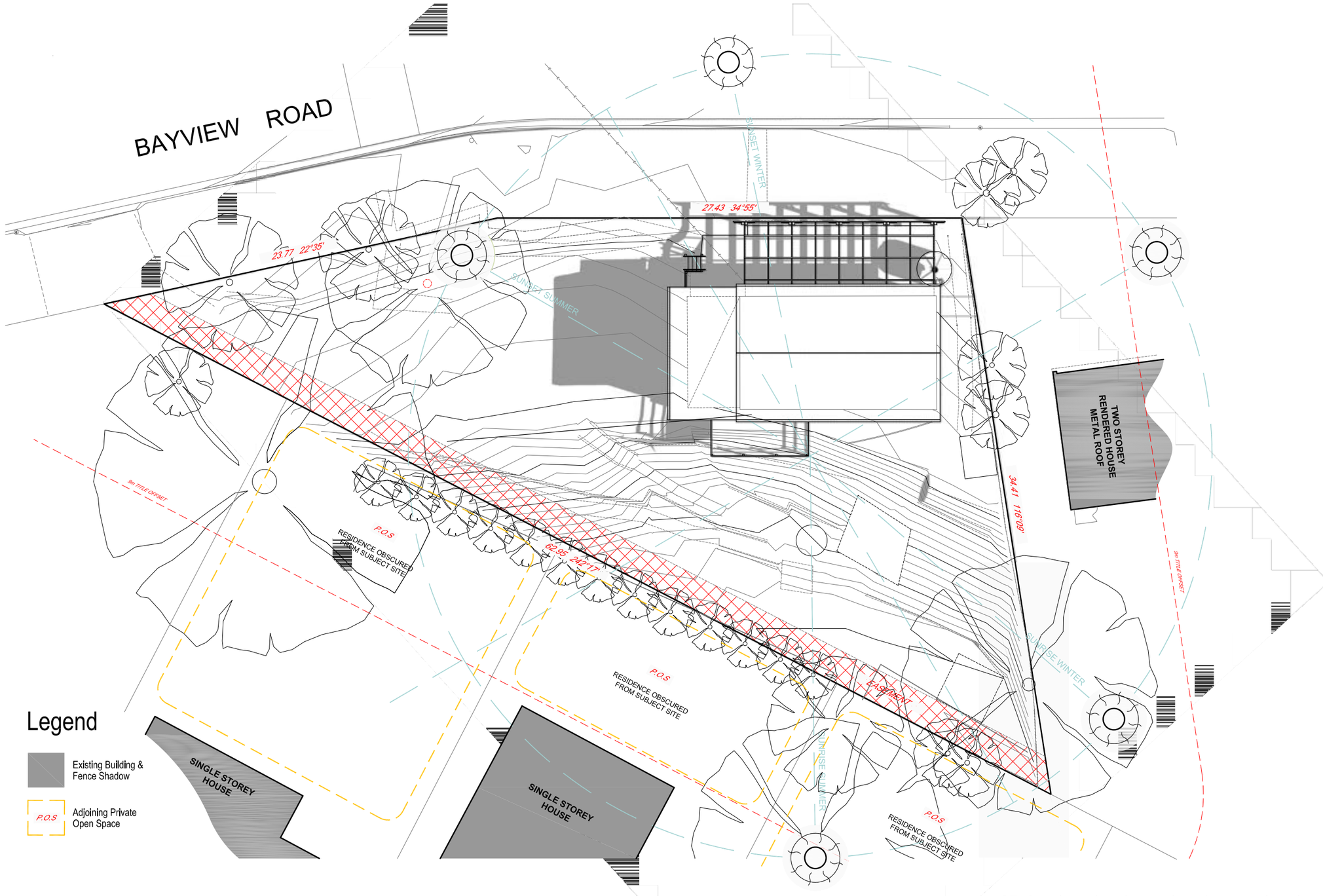
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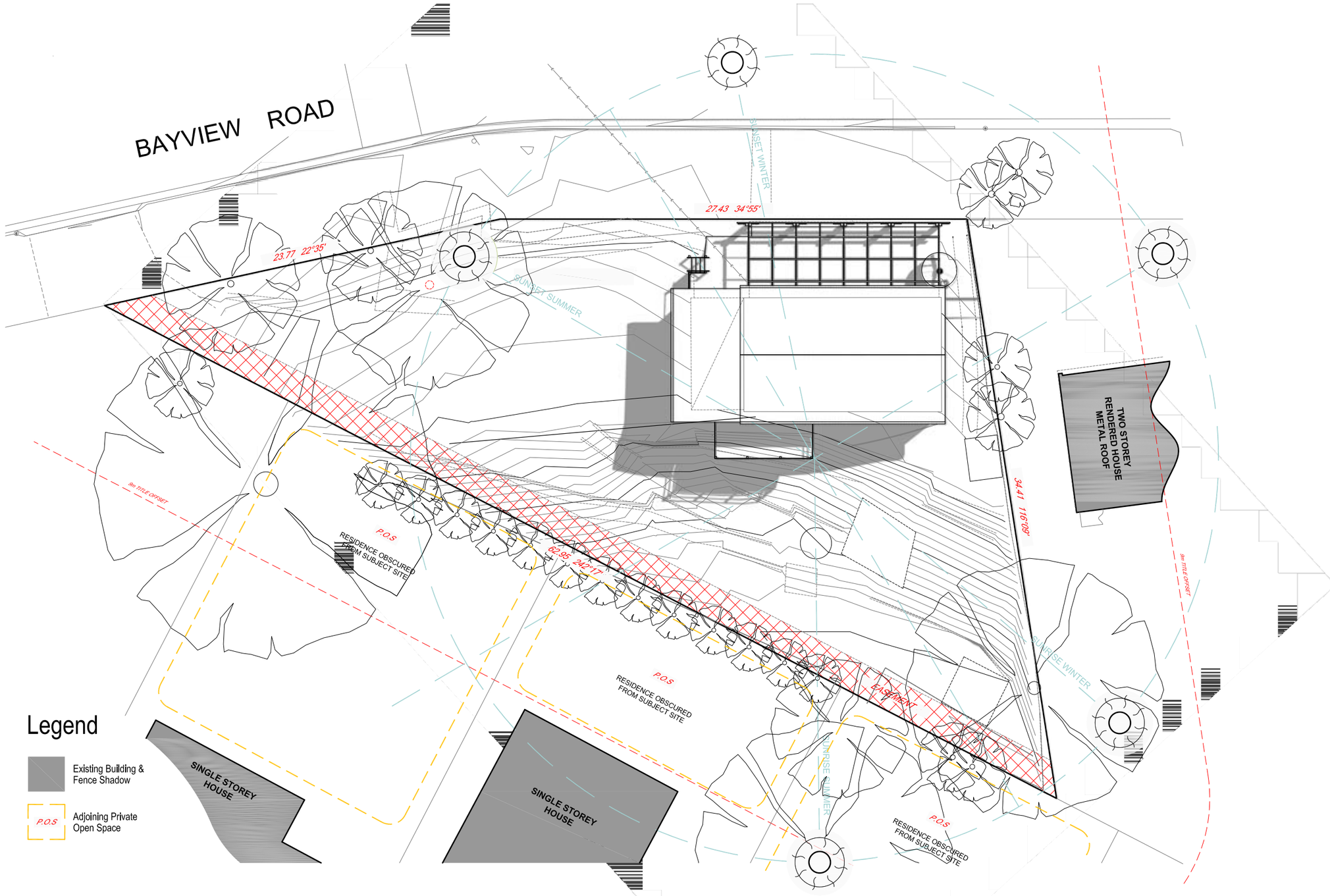
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Shadow Diagram - 22 Sep @ 9am (Existing)

Job No.	Scale:	Rev:	Dwg. No.
0133	1:200@A3		TP 00.25



Legend

- Existing Building & Fence Shadow
- P.O.S — Adjoining Private Open Space

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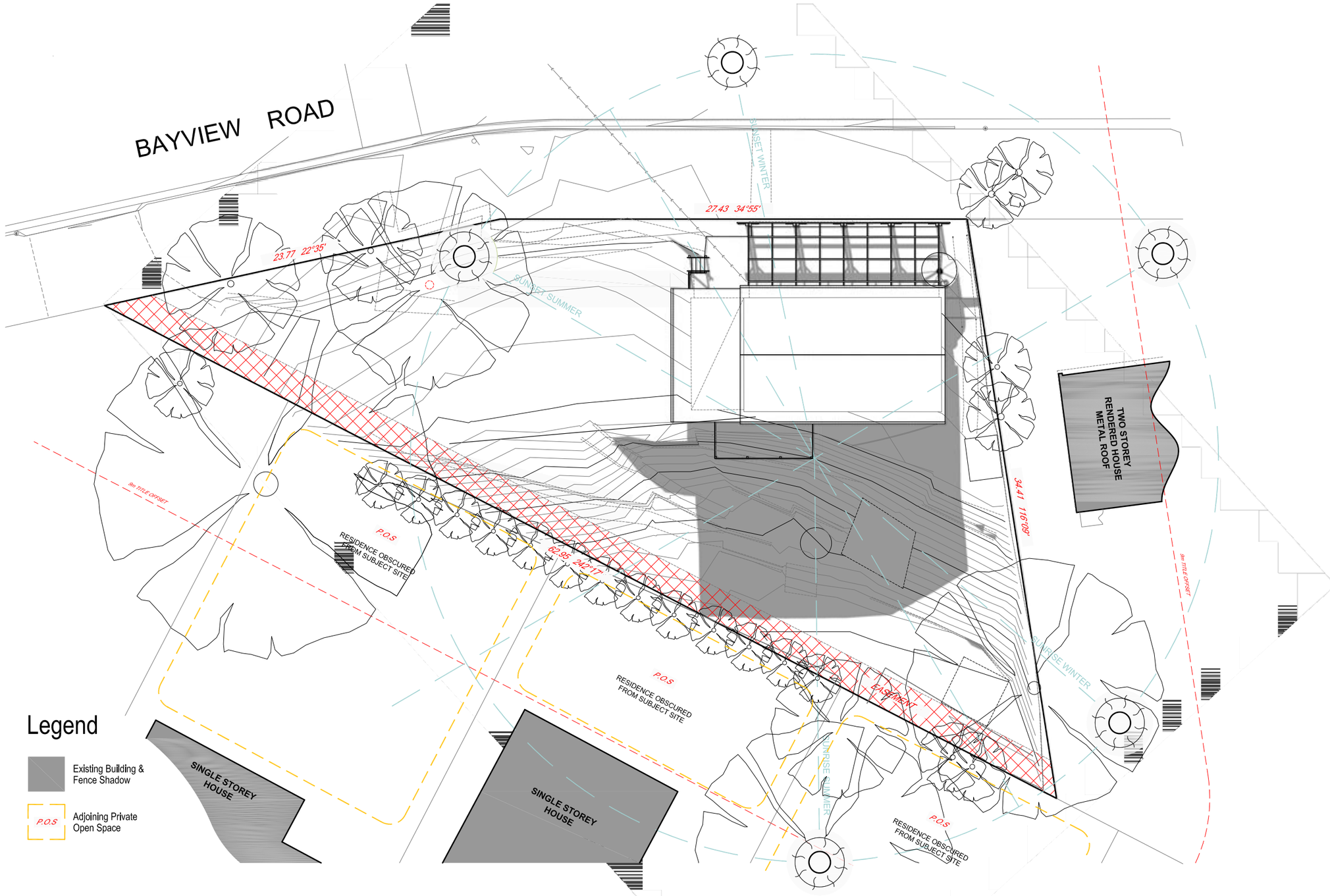
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Shadow Diagram - 22 Sep @ 12pm (Existing)

Job No.	Scale:	Rev:	Dwg. No.
0133	1:200@A3		TP 00.26



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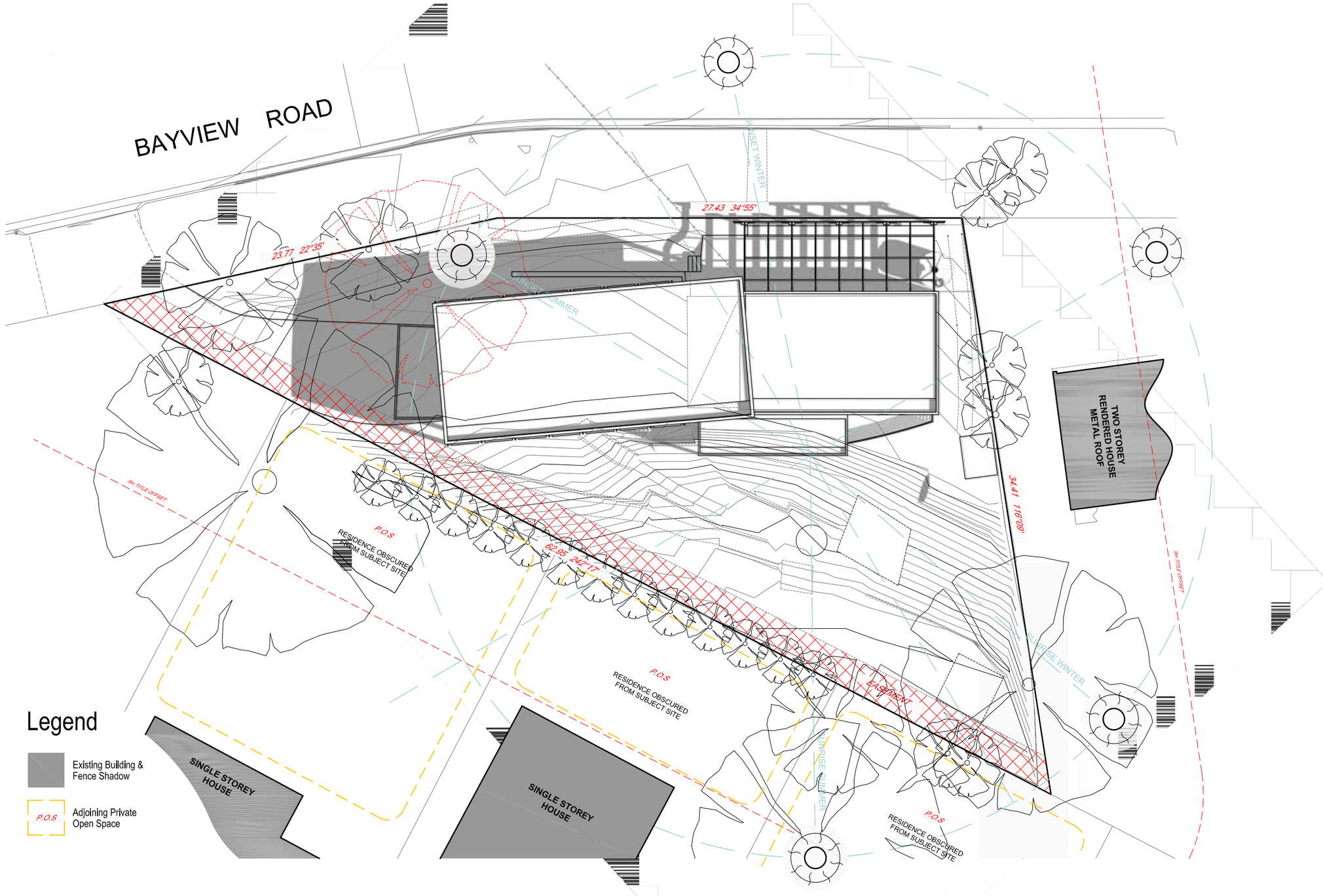
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Shadow Diagram - 22 Sep @ 3pm (Existing)

Job No.	Scale:	Rev:	Dwg. No.
0133	1:200@A3		TP 00.27



Legend

- Existing Building & Fence Shadow
- P.O.S — Adjoining Private Open Space

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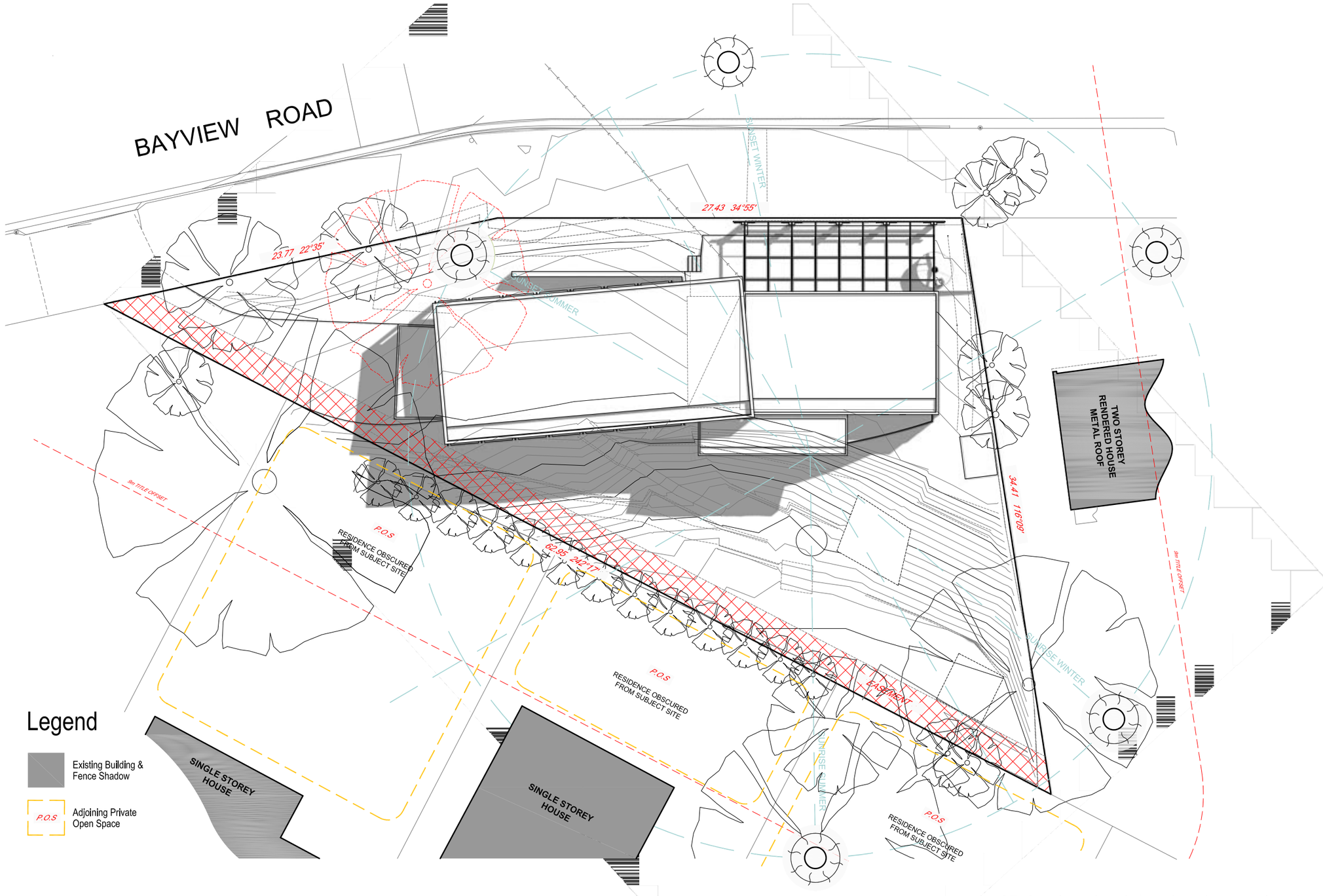
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Shadow Diagram - 22 Sep @ 9am (Proposed)

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0133	1:200@A3		TP 00.28



Legend

- Existing Building & Fence Shadow
- P.O.S — Adjoining Private Open Space

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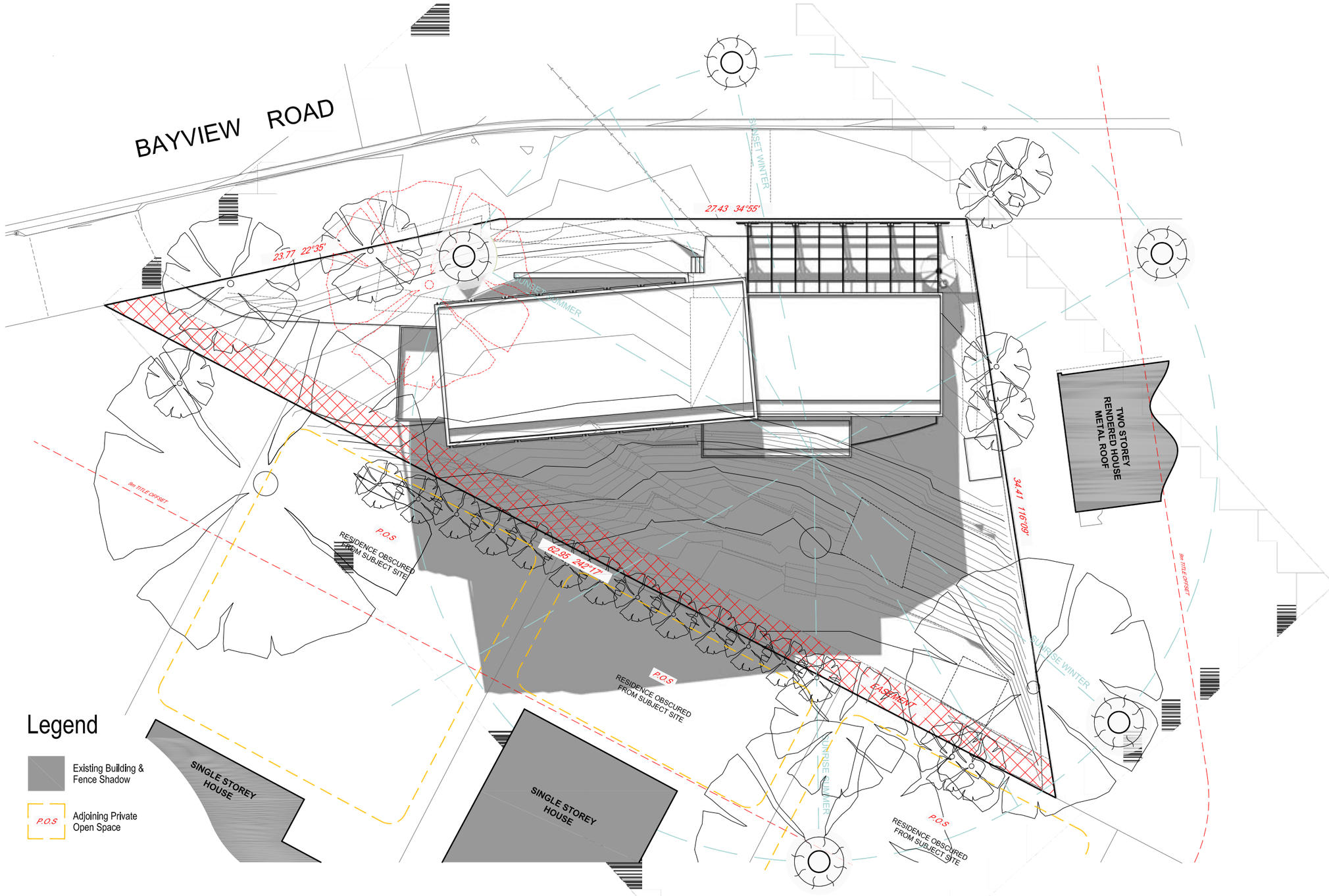
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Shadow Diagram - 22 Sep @ 12pm (Proposed)

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0133	1:200@A3		TP 00.29



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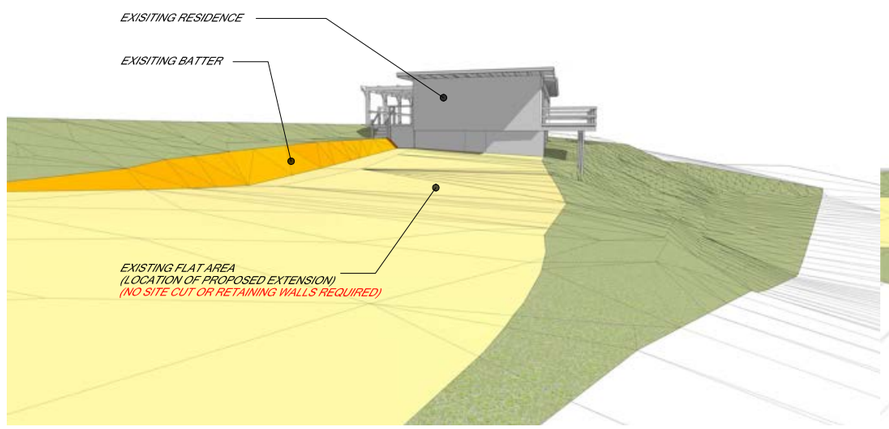
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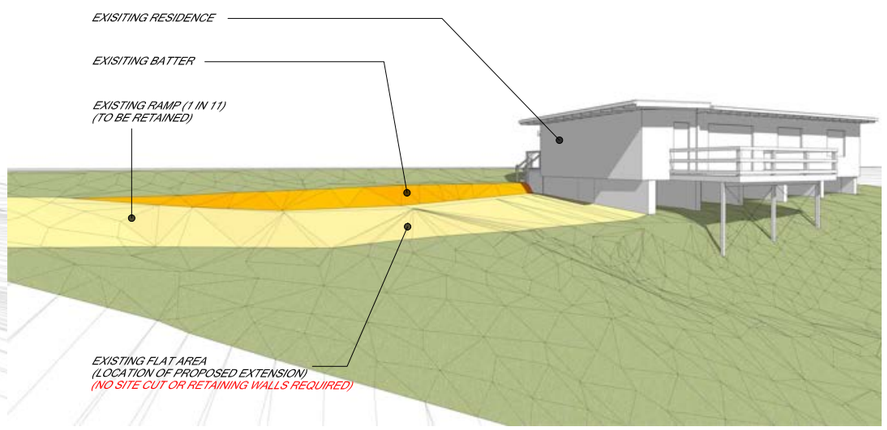
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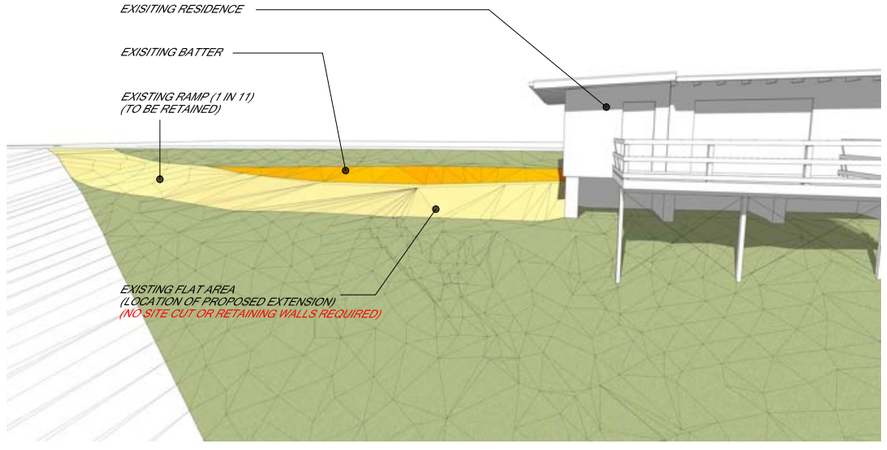
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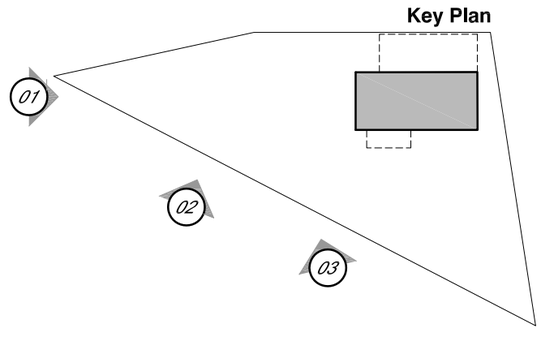
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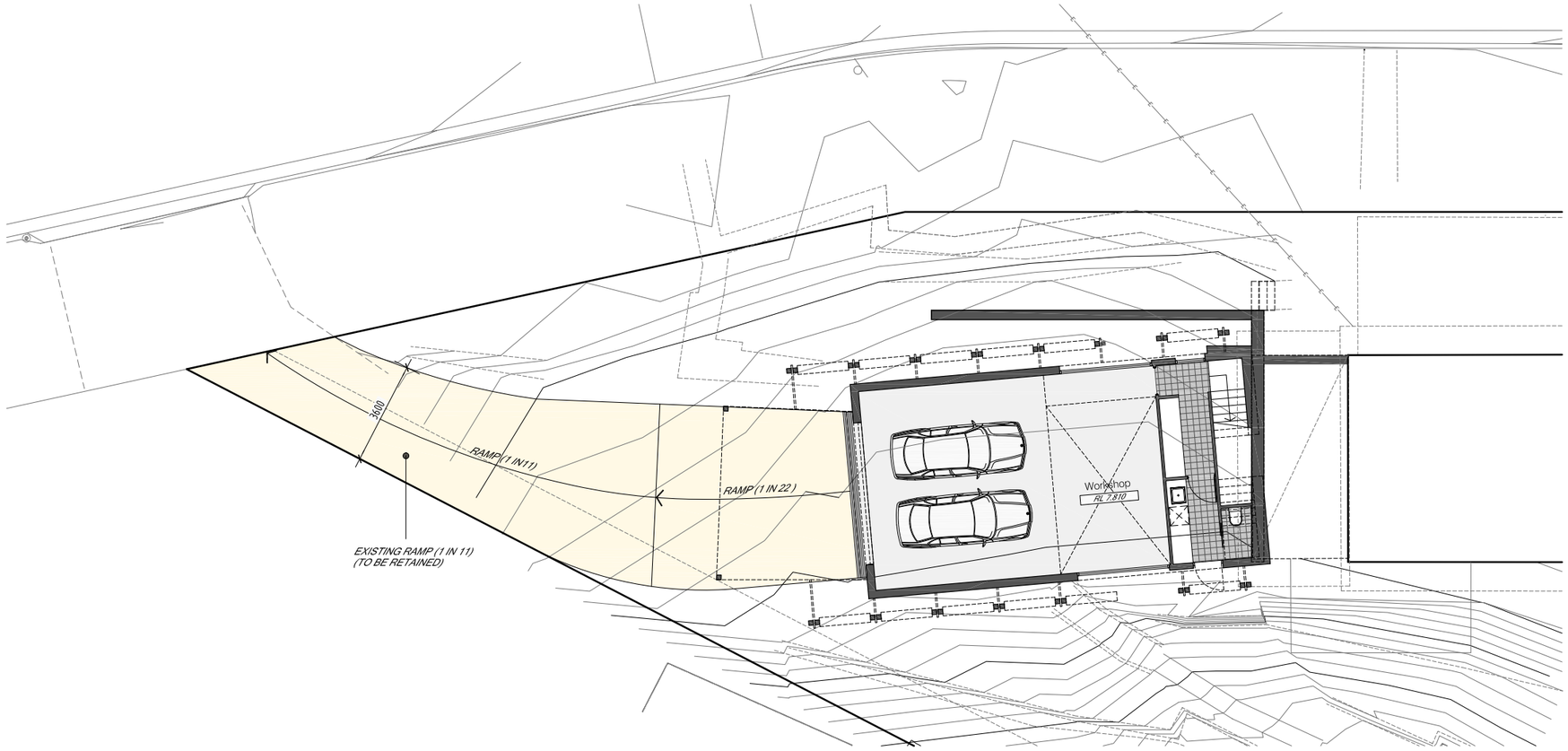
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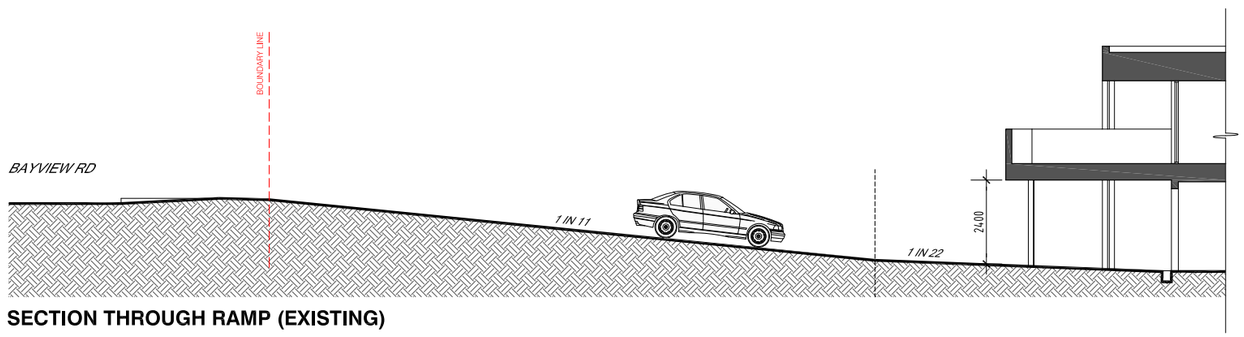
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3D Images - Existing Site Conditions

Job No.	Scale:	Rev:	Dwg. No.
0012	NTS@A3		TP 00.31





SECTION THROUGH RAMP (EXISTING)

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Existing Ramp Details / Section

Job No.	Scale:	Rev:	Dwg. No.
0012	NTS@A3		TP 00.32

11 November 2024

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TREE ASSESSMENT & DEVELOPMENT IMPACT REPORT

37 Bayview Road
Balnarring Beach, Vic

Version 1



Report Prepared By
Jarrad Miller (dip. arb.)

Report Commissioned By
David Bentley

Report Reference Number
24097 BAL

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Executive Summary

- Additions to the existing dwelling at 37 Bayview Road are proposed to be constructed.
- Three (3) trees were assessed within proximity to the proposed works.
- One (1) tree (tree 1) is proposed for removal to accommodate the design intent.
    - The removal of tree 1 will trigger schedule 21 of the environmental significance overlay (EMO 21) and schedule 1 of the vegetation protection overlay (VPO 1).
    - Accommodating the protection requirements of tree 1 would be prohibitive to extending the footprint of the building in any meaningful way.
- Two (2) off-site trees were assessed within proximity to the proposed works.
- Retained and off-site trees will require protection throughout the development phase. This can be achieved by calculating and establishing tree protection zones (TPZ).
- The TPZ of tree 2 will be encroached by less than 10% of area and outside of the SRZ. As per Australian Standards (AS 4970), this is considered a minor encroachment and no further investigation is required. If the remaining portion of the TPZ is isolated from construction activity and changes in existing soil levels, the long-term health and stability of this tree is not likely to be affected.
- The TPZ of three (3) trees will be encroached by more than 10% of area and/or inside the SRZ. As per Australian Standards (AS 4970), this is considered a major encroachment.
    - The main encroachments are from the proposed driveway. This area is already accessed regularly by vehicles and the construction of a formal driveway within the protection zones is not likely to significantly alter the existing growing environment.
    - To minimise the impact on the trees, it is recommended that the driveway is constructed at or slightly above the existing soil level.
    - Excavation inside a TPZ should not be deeper than 40mm unless it is carried out under the direct supervision of a suitably experienced and qualified arborist (minimum AQF level 5).

1. Introduction

1.1. Background

1.1.1. Additions to the existing dwelling at 37 Bayview Road are proposed to be constructed.

1.2. Report Objectives

1.2.1. Assess all trees within proximity to the proposed works, including peripheral trees on adjoining properties and the road reserve.

1.2.2. Provide information on species; origin; age; dimensions; condition; useful life expectancy; and arboricultural value for each assessed tree.

1.2.3. Identify trees that are proposed for removal and interpret how these trees are affected by relevant planning schemes.

1.2.4. Determine the tree protection zone (TPZ) and structural root zone (SRZ) for each tree and assess the impact on retained trees (including off-site trees) from the proposed development.

1.2.5. Recommend strategies to minimise the impact on retained trees from the proposed development.

1.3. Assessment Methodology

1.3.1. The trees were assessed by Jarrad Miller on 01/10/2024.

1.3.2. Each tree was assigned an identification number ranging from **1** – **5**.

1.3.3. DBH (trunk **D**iameter at **B**reast **H**eight) was determined by measuring the circumference of the tree stem(s) at 1.4m above ground level and dividing by Pi (π).

1.3.4. Tree height was measured with a rangefinder and rounded to the nearest metre. Tree height was estimated where a clear sight line could not be established.

1.3.5. The canopy spread was estimated and rounded to the nearest metre. An average was used for trees with an asymmetrical canopy.

1.3.6. The inspection was limited to a superficial, ground-based assessment. The trees were not climbed, and no soil was excavated for the purposes of inspecting roots.

1.3.7. The identification of tree species was limited to seasonal features available at the time of assessment.

1.3.8. Close access was not available to inspect trees **4** and **5**. A thorough, panoramic assessment was not conducted, and trunk diameters were estimated for these trees.

1.3.9. Tree protection zones (TPZ) and structural root zones (SRZ) were calculated as per Australian Standards – Protection of trees on development sites (AS 4970-2009).

1.3.10. It is assumed that plans provided to JMA Consultancy depict trees in their true location. JMA Consultancy does not take responsibility or accept liability for inconsistencies in the actual location of any assessed tree.

2. Statutory Controls

Address of the Land	37 Bayview Road, Balnarring Beach	
Municipality	Mornington Peninsula	
Zone	General Residential Zone (**GRZ**)	Schedule 1 (**GRZ1**)
Local Planning Overlays	Design & Development Overlay (**DDO**)	Schedule 3 (**DDO3**)
	Environmental Significance Overlay (**ESO**) *	Schedule 21 (**ESO21**) *
	Erosion Management Overlay (**EMO**) **	Schedule 1 (**EMO1**) **
	Vegetation Protection Overlay (**VPO**)	Schedule 1 (**VPO1**)
Bushfire Prone Area	Yes	
Permit Required to Remove Vegetation?	Yes. A planning permit is required to remove the assessed trees within the subject site pursuant to schedule 21 of the environmental significance overlay (EMO 21) and schedule 1 of the vegetation protection overlay (VPO 1).	

** Overlay only partially affects the land*

*** Overlay only partially affects the land (does **not** cover assessed trees within the subject site)*

Tree #	Location	Affected by Overlay ?		
		ESO 21	EMO 1	VPO 1
1	Subject Site	✓	✗	✓
2	Subject Site	✓	✗	✓
3	Subject Site	✓	✗	✓
4	38 Carisbrooke Street	✗	✓	✓
5	36 Carisbrooke Street	✗	✓	✓

***Note:** Planning advice provided is the consulting arborist's interpretation of the current planning scheme and is intended for use as a guide only. It is advisable to seek confirmation from the Mornington Peninsula Shire or a suitably experienced and qualified town planning consultant before acting on any planning advice provided in this report.*

3. Site Maps

3.1. Site Context



Figure 3.1. *Aerial imagery (Landchecker, 2024) with the subject site highlighted in yellow*

3.2. Aerial Photograph



Figure 3.2. *Aerial photograph with approximate title boundaries in yellow*

3.3. Site Plan with Tree Numbers

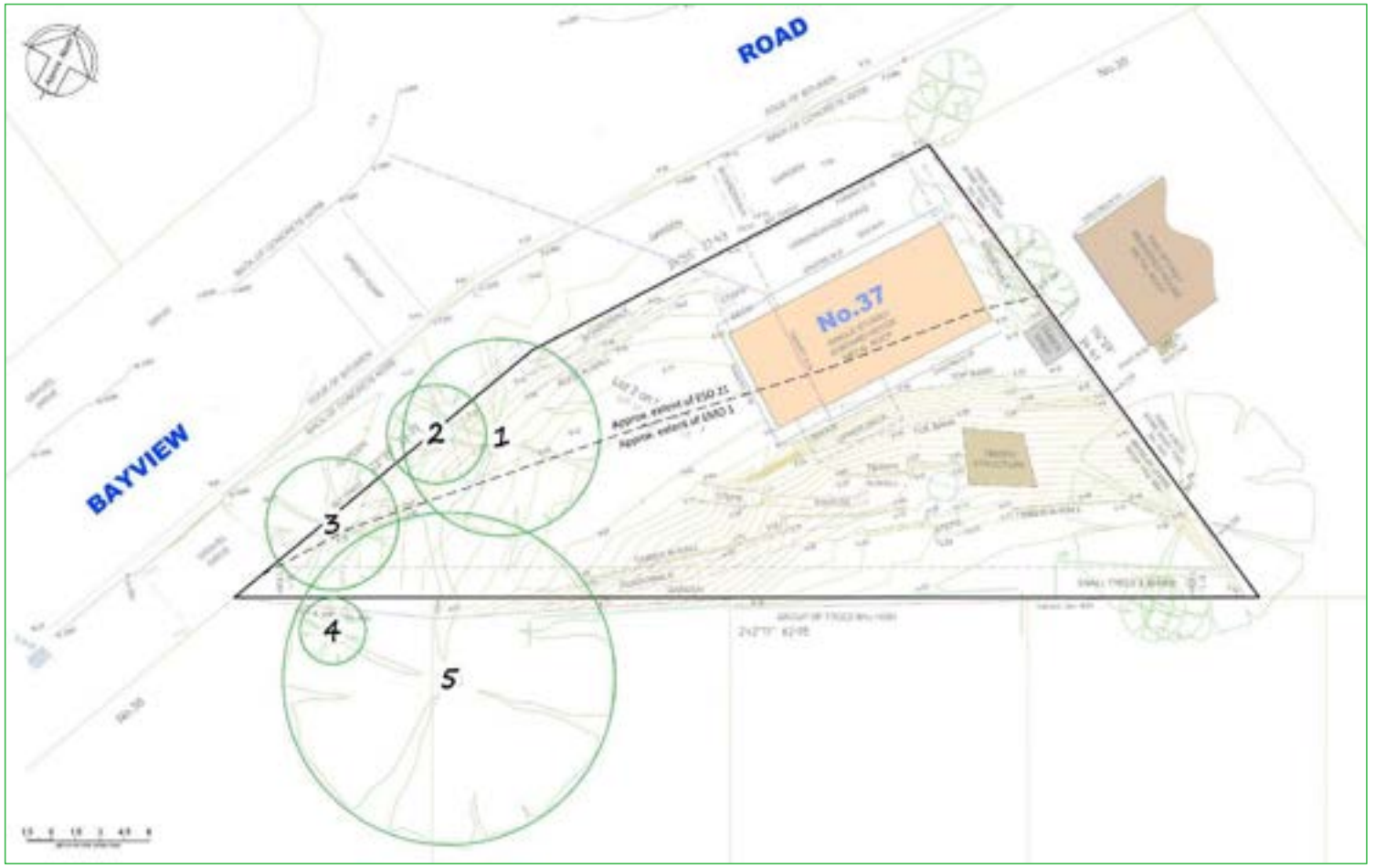


Figure 3.3. *Site plan (Steve Palmer Surveys, 2024) with tree numbers (J. Miller)*

4. Tree Assessments

4.1. Site Overview

4.1.1. The subject site is set on approximately 944m^2 with a single dwelling located in the north east corner of the site.

4.1.2. Five (5) trees were assessed in the south west corner of the site (including two off-site trees) where the proposed additions and driveway are to be constructed.

Tree #	Botanical Name	Common Name	Origin	DBH (cm)	Height (m)	Arb. Value
1	*Corymbia maculata*	Spotted Gum	Native (Vic)	73	23	High
2	*Eucalyptus nicholii*	Willow Peppermint	Native	43	8	Moderate
3	*Eucalyptus botryoides*	Southern Mahogany Gum	Native (Vic)	55	22	High

Table 4.1. *Trees assessed within the subject site*

Tree #	Botanical Name	Common Name	Origin	DBH (cm)	Height (m)	Arb. Value
4	*Eucalyptus nicholii*	Willow Peppermint	Native	25	8	Low
5	*Eucalyptus bicostata*	Victorian Blue Gum	Native (Vic)	60, 90, 90	24	High

Table 4.2. *Trees assessed on the adjoining property at 38 and 36 Carisbrooke Street*



Figure 4.3. *Looking south west over the study area*

4.2. Photographic Catalogue



Figure 4.4. *Tree 1 (Spotted Gum)*



Figure 4.5. *Tree 2 (Willow Peppermint)*



Figure 4.6. *Tree 3 (Southern Mahogany Gum)*



Figure 4.7. *Tree 4 (Willow Peppermint)*

4.2. Photographic Catalogue (continued)



Figure 4.8. *Tree 5 (Victorian Blue Gum)*

5. Tree Proposed for Removal

5.1. Tree Proposed for Removal

5.1.1. One (1) tree (tree 1) is proposed for removal to accommodate the design intent.

5.1.2. The removal of tree 1 will trigger schedule 21 of the environmental significance overlay (EMO 21) and schedule 1 of the vegetation protection overlay (VPO 1).

5.1.3. Tree 1 is considered to be of high arboricultural value, primarily due to its height of 23 metres. The species is native to Victoria, although it is not indigenous to the Mornington Peninsula.

5.1.4. The existing dwelling is modest in relation to the land size and value, and it is a logical progression that the building footprint is increased. The shape of the block and slope to the south east poses design challenges, and extending the dwelling to the south west (towards tree 1) is the only practical option.

5.1.5. As per Australian Standards – Protection of trees on development sites (AS 4970), the prescribed tree protection zone (TPZ) for tree 1 is 8.76m radius (see figure 5.1. on the next page). Accommodating the protection requirements of tree 1 would be prohibitive to extending the footprint of the building in any meaningful way.



Tree #	1
Botanical Name	*Corymbia maculata*
Common Name	Spotted Gum
Origin	Native (Vic)
DBH (cm)	73
Height (m)	23
Spread (m)	16
Condition	Fair
U.L.E.	20 – 30
Arb. Value	High

5.1. Trees Proposed for Removal (continued)

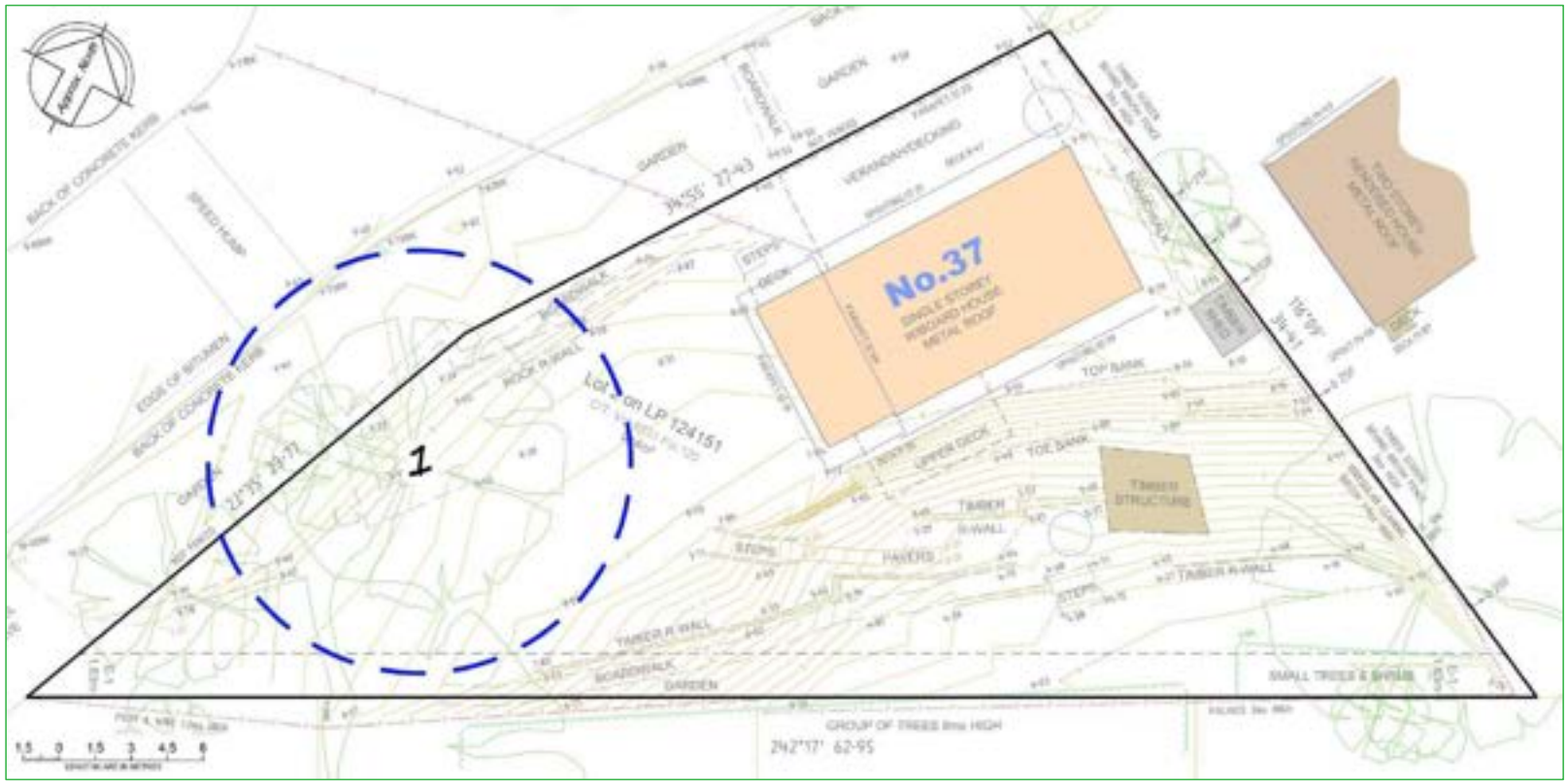


Figure 5.1. *Prescribed tree protection zone (TPZ) of tree 1 drawn to scale*

6. Tree Protection Zones

6.1. Preamble

6.1.1. Trees generally grow according to a genetic blueprint; however, each individual specimen adapts their roots and canopy to specific site conditions over many years. A sudden change in a trees environment or physical injury may lead to a decline in health, pre-mature death and/or structural failure in some cases.

6.1.2. To ensure the continued viability of retained and off-site trees; their trunks, branches and roots must be isolated from any potentially damaging works. This can be achieved by determining and establishing tree protection zones.

6.2. Definitions

6.2.1. **Tree Protection Zone (TPZ)**

A specified area above and below ground and at a given distance from the trunk set aside for the protection of a tree's roots and crown to provide for the viability and stability of a tree to be retained where it is potentially subject to damage by development (Australian Standards AS 4970 – Protection of trees on development sites).

6.2.2. **Structural Root Zone (SRZ)**

The area around the base of a tree required for the tree's stability in the ground. The woody root growth and soil cohesion in this area are necessary to hold the tree upright. This zone considers a tree's structural stability only, not the root zone required for a tree's vigour and long-term viability, which will usually be a much larger area (Australian Standards AS 4970 – Protection of trees on development sites).



Figure 6.1. *Tree protection fencing installed around a Norway Spruce*

6.3. TPZ / SRZ Dimensions

6.3.1. Unless specified otherwise, all TPZ and SRZ dimensions were calculated in accordance with Australian Standards AS 4970 – Protection of trees on development sites.

6.3.2. TPZs and SRZs are to be applied from the center of the trunk at ground level and are expressed as radius.

6.3.3. The TPZ and SRZ for each assessed tree is provided in Appendix A. Recorded Tree Data (page 20) and Appendix C. TPZ/SRZ Dimensions (page 24).

6.4. Management of the TPZ

6.4.1. Tree protection zones should be established for all retained and off-site trees prior to any works commencing within the site.

6.4.2. All portions of a TPZ that occupy the subject site should be fenced off and completely isolated from construction activity and alteration of existing soil levels (unless specified otherwise in this report).

6.4.3. Detailed specifications are outlined in Appendix D. Generic Tree Protection Plan (pages 25 - 28).

7. Development Impact Assessment

7.1. Tree Protection Zone Plan

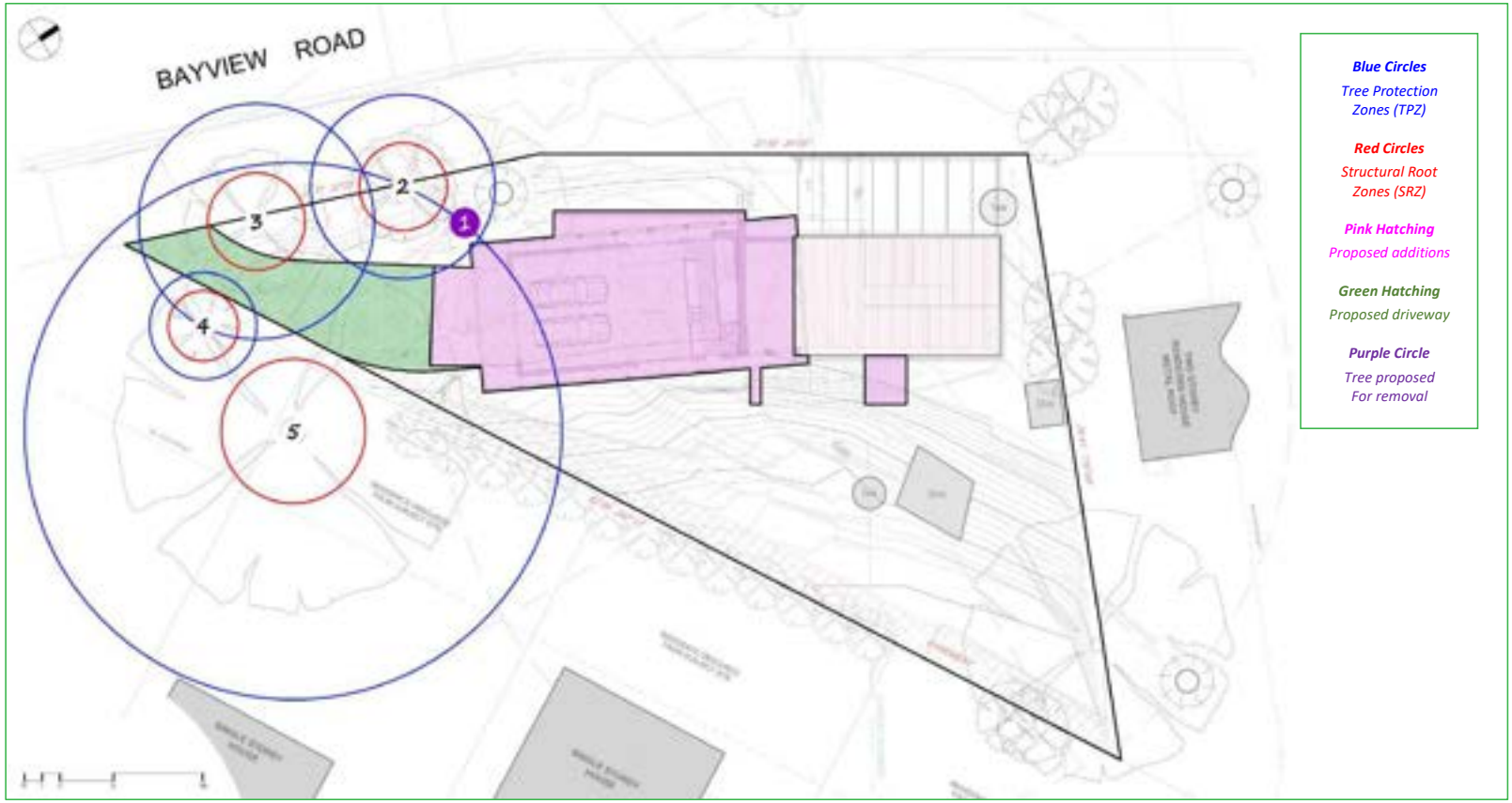


Figure 7.1. *Proposed site plan (Egg Architects, n.d.) with protection zones drawn to scale (J. Miller)*

7.2. Impact Summary

Description	Tree #'s	# of Trees
Trees assessed	1 – 5	5
Trees proposed for removal	1	1
Trees with no encroachment of the TPZ	n/a	0
Trees with a minor encroachment of the TPZ (<10% TPZ encroachment, outside SRZ)	2	1
Trees with a major encroachment of the TPZ (>10% TPZ encroachment and/or inside SRZ)	3 – 5	3

Table 7.2. *Impact summary*

7.3. Trees with a Minor Encroachment of the TPZ

7.3.1. The TPZ of tree 2 will be encroached by less than 10% of area and outside of the SRZ. As per Australian Standards (AS 4970), this is considered a minor encroachment and no further investigation is required. If the remaining portion of the TPZ is isolated from construction activity and changes in existing soil levels, the long-term health and stability of this tree is not likely to be affected *(refer Appendix D. Generic Tree Protection Plan, pages 25 – 28)*.

Tree #	Species	TPZ Radius (mm)	TPZ Encroachment (%)	SRZ Encroachment (%)
2	Willow Peppermint	5160	3.6	0.0

Table 7.3. *Minor TPZ encroachments*

7.4. Trees with a Major Encroachment of the TPZ

7.4.1. The TPZ of three (3) trees will be encroached by more than 10% of area and/or inside the SRZ. As per Australian Standards (AS 4970), this is considered a major encroachment.

Tree #	Species	TPZ Radius (mm)	TPZ Encroachment (%)		SRZ Encroachment (%)	
			Building	Driveway	Building	Driveway
3	Southern Mahogany Gum	6600	0.0	26.0	0.0	17.4
4	Willow Peppermint	3000	0.0	10.3	0.0	0.0
5	Victorian Blue Gum	15000	5.4	9.5	0.0	0.0

Table 7.4. *Major TPZ encroachments*

7.4.2. The only encroachment from the building is a 5.4% incursion into the TPZ of tree 5. In isolation, this is considered a minor encroachment (see 7.3. above) and is not expected to impact on the tree.

7.4.3. The remaining encroachments are from the proposed driveway. This area is already accessed regularly by vehicles (see figures 7.5. and 7.6. on the next page) and the construction of a formal driveway within the protection zones is not likely to significantly alter the existing growing environment.

7.4.4. To minimise the impact on the trees, it is recommended that the driveway is constructed at or slightly above the existing soil level.

7.4.5. Excavation inside a TPZ should not be deeper than 40mm unless it is carried out under the direct supervision of a suitably experienced and qualified arborist (minimum AQF level 5).

7.4. Trees with a Major Encroachment of the TPZ (continued)



Figure 7.5. *Informal driveway as viewed from Bayview Road*



Figure 7.6. *Informal driveway as viewed from the rear of the vehicle in the foreground of figure 7.5.*

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Appendix A. Recorded Tree Data

Tree #	Botanical Name	Common Name	Origin	Age	DBH (cm)	H x S (m)	Health	Structure	ULE (yrs)	Arb. Value	Comments	TPZ (mm)	SRZ (mm)
1	*Corymbia maculata*	Spotted Gum	Native (Vic)	Semi-Mature	73	23 x 16	Fair	Good	20 - 30	High	Reduced leaf size	8760	3075
2	*Eucalyptus nicholii*	Willow Peppermint	Native	Semi-Mature	43	8 x 8	Fair	Fair	10 - 20	Moderate	Suppressed	5160	2462
3	*Eucalyptus botryoides*	Southern Mahogany Gum	Native (Vic)	Semi-Mature	55	22 x 10	Fair	Fair	20 - 30	High	History of limb failures	6600	2730
4	*Eucalyptus nicholii*	Willow Peppermint	Native	Semi-Mature	25	8 x 4	Good	Fair	20 - 30	Low	-	3000	1961
5	*Eucalyptus bicostata*	Victorian Blue Gum	Native (Vic)	Semi-Mature	60, 90, 90 (141)	24 x 17	Good	Fair	10 - 20	High	Canopy dieback / Bracket fungi on stem	15000	4051

Table A.A. *Recorded tree data*

DBH = Trunk diameter @ breast height (1.4m) H x S = Height x Spread ULE = Useful Life Expectancy TPZ = Tree protection zone (radius) SRZ = Structural root zone (radius)

The combined DBH (as per AS 4970) for trees with multiple stems is provided in brackets

Appendix B. Tree Descriptors

B.A. Botanical Name

B.A.A. The botanical name or binominal name of a plant, consists of the *genus* name followed by the *species* name.

B.A.B. *Genus* is the classificational term used for grouping one or a number of closely related species, all of which share the generic name.

B.A.C. *Species* is the basic unit in the classification of plants. A species is the specific type of plant within the larger grouping of a genus.

B.A.D. If applicable (and if known), the *subspecies* or *cultivar* will also be included in the botanical name.

B.B. Common Name

B.B.A. The colloquial and informal name of a plant. Where a species has several accepted common names (as is often the case), the assessor will select the one most likely to apply in the locale the plant was assessed.

B.C. Origin

B.C.A. The naturally occurring origin of the plant.

Indigenous	The plant occurs naturally within the general area it was assessed.
Native (Vic)	The plant is native to the state of Victoria but does not occur naturally within the area it was assessed.
Native	The plant is native to Australia but does not occur naturally within the state of Victoria.
Exotic	The plant does not occur naturally within Australia.
n/a	The plant is dead and/or the species was not identified.

B.D. Age

B.D.A. The age class of the plant.

Juvenile	The plant is developing rapidly and is still establishing itself in the current location.
Semi-Mature	The plant has established itself in the current location and is still actively growing.
Mature	The plant has reached the expected size for the species and location, and growth has slowed.
Senescent	The plant is mature and in a state of decline.
Dead	The plant is dead.

B.E. Health

B.E.A. The overall health and vigour of the plant.

Good	Foliage of plant is entire, with good colour, very little sign of pathogens and of good density. Growth indicators are good i.e. Extension growth of twigs and wound wood development. Minimal or no canopy dieback (deadwood).
Fair	The plant is showing one or more of the following symptoms; < 25% dead wood, minor canopy dieback, foliage generally with good colour though some imperfections may be present. Minor pathogen damage present, with growth indicators such as leaf size, canopy density and twig extension growth typical for the species in this location.
Fair-Poor	Tree is showing one or more of the following symptoms of tree decline; > 25% deadwood, canopy die back is observable, discoloured or distorted leaves. Pathogens present, stress symptoms are observable as reduced leaf size, extension growth and canopy density.
Poor	Tree is in severe decline; > 50% deadwood, very little foliage, possibly epicormic shoots, minimal extension growth.
Dead	The plant is dead.

B.F. Structure

B.F.A. The overall form and structure of the plant.

Good	Trunk and scaffold branches show good taper and attachment with minor or no structural defects. Tree is a good example of the species with a well-developed form showing no obvious root problems or pests and diseases.
Fair	Tree shows some minor structural defects or minor damage to trunk e.g. bark missing, there could be cavities present. Minimal damage to structural roots. Tree could be seen as typical for this species.
Fair-Poor	The tree or a part thereof is identified as having an increased likelihood of failure. This may include but is not limited to: poor formation of a major union, brittle deadwood, stem decay or a history of limb failures.
Poor	There are major structural defects, damage to trunk or bark missing. Poor structure with likely points of failure. Girdling or damaged roots obvious.

B.G. Useful Life Expectancy (ULE)

B.G.A. The extent of time that the plant is expected to make a positive contribution to the landscape, based on the assumption that the tree and its immediate environment remain unaltered *(concept created by Jeremy Barrell, 2000)*.

0 Years	The plant no longer contributes to the landscape in a positive way or is a weed species.
< 5 Years	The plant is approaching the end of its ULE and will require removal within 5 years.
5 – 10 Years	The plant appears to be retainable for a further 5 – 10 years.
10 – 20 Years	The plant appears to be retainable for a further 10 – 20 years.
20 – 30 Years	The plant appears to be retainable for a further 20 – 30 years.
30 + Years	The plant appears to be retainable for more than 30 years.

B.H. Arboricultural Value

B.H.A. Arboricultural value encompasses the overall contribution a tree makes to the landscape it is growing in. It does not consider any future modifications to the site such as development.

B.H.B. The size of the tree is often the most influential factor in assessing arboricultural value, and as such the sum of the tree's height + average canopy spread will determine the value in cases where there are no significantly diminishing or augmenting factors to consider.

Height + Width (m)	**Typical Arboricultural Value Rating**
1 – 14	Low
15 – 24	Moderate
25 +	High

B.H.C. Size alone is not always a good indicator of the plant's value and the assessor will consider the following factors before determining a final value:

- *Tree condition (health and structural);*
- *Tree species (and weed status if applicable);*
- *Useful life expectancy;*
- *Risk posed by the tree;*
- *Appropriateness of tree in the given location;*
- *Context of tree in the given location;*
- *Ecological associations;*
- *Any special significance or protection provisions associated with the tree.*

B.H.D. Generally, trees assessed as having a low, moderate, or high arboricultural value will fit the descriptions below:

Arboricultural Value	**Description**
Low	Tree is insignificant in terms of its age or size, or has no long-term potential due to its condition or inappropriateness. Weed species will almost always be assigned a low value.
Moderate	Tree is established and presents in good condition. It is appropriate in the location, but isn't especially remarkable in any way. Trees that would otherwise be of high value may be demoted to moderate for any of the factors specified above (B.H.C.).
High	Usually, a large tree that is in fair – good condition and contributes positively to the landscape with medium to long-term prospects.

Appendix C. TPZ / SRZ Dimensions

Tree #	**TPZ** (mm)	**SRZ** (mm)
1	8760	3075
2	5160	2462
3	6600	2730
4	3000	1961
5	15000	4051

Table C.A. *TPZ / SRZ dimensions (to be applied as radius from the center of the trunk at ground level)*

Appendix D. Generic Tree Protection Plan

D.A. Awareness of the Tree Protection Program

D.A.A. All personnel involved in the development process must attend an induction that conveys the importance of the tree protection program and the recommendations of this report.

D.A.B. Each induction must be recorded and stored appropriately.

D.B. Tree Removals

D.B.A. A reputable and insured contractor should be engaged to undertake approved tree removals.

D.B.B. Trees should be clearly marked with paint (or similar) to ensure the contractor does not accidentally remove incorrect trees.

D.B.C. Tree removal methods must not impact on protected trees.

D.B.D. Stump removal methods must not impact on the existing roots of protected trees.

D.C. Tree Pruning

D.C.A. The pruning of any tree under protection should occur on a requisite basis only and must comply with any applicable planning controls.

D.C.B. All pruning must be carried out by a suitably qualified and experienced and qualified arborist (minimum AQF level 3) in accordance with Australian Standards – AS 4373 2007 *(Pruning of Amenity Trees)*.

D.C.C. Pruning of an off-site tree must be undertaken in consultation with the respective landowner(s) and/or comply with current right of abatement laws.

D.D. Installation of Tree Protection Fencing

D.D.A. Following the removal of vegetation from the site, tree protection fencing must be installed to the full extent of the prescribed TPZ(s) prior to any further works occurring within the site *(see E.E. below for permitted exceptions)*.

D.D.B. The tree protection fencing must be a minimum of 1.5 metres high and be constructed of prefabricated wire mesh or high visibility barricade mesh supported by a straining wire.

D.D.C. The tree protection fencing must be fixed so that it cannot be easily shifted by development personnel.

D.D.D. Once erected, tree protection fencing must be maintained in good condition.

D.E. Variations to Tree Protection Fencing

D.E.A. It is not practical or necessary to install tree protection fencing on adjoining properties. In most cases, only portions of a TPZ that occupy the subject site require protection.

D.E.B. Where an endorsed encroachment of a TPZ will occur, the tree protection fencing may be reduced by the minimum extent necessary to facilitate construction. Where it is practical to do so, tree protection fencing should be afforded to the full TPZ when works are not actively occurring in that area.

D.E. Variations to Tree Protection Fencing (continued)

D.E.C. Tree protection fencing may be reduced to the minimum extent necessary to install scaffolding if ground protection is utilised *(see D.G. below for specifications)*.

D.E.D. The extent and specifications of tree protection fencing on public land (such as a nature strip) should be discussed with the relevant authority prior to installation.

D.F. Tree Protection Fencing Signage

D.F.A. Explanatory signs must be displayed on tree protection fencing that clearly indicates that access is prohibited and provides contact details for the project arborist and/or site supervisor.

D.F.B. Signs must be displayed on each TPZ or at intervals not exceeding five metres.

D.F.C. Signs must remain legible and visible throughout the development phase.

D.G. Ground Protection

D.G.A. When it is not practical to install tree protection fencing, ground protection may be used in some cases.

D.G.B. Ground protection must comprise a 100mm layer of mulch placed below rumble boards to distribute weight and avoid compaction to the soil.

D.H. Restrictions within a TPZ

D.H.A. Development personnel, vehicles, or machinery must not access a TPZ at any time (unless done so in accordance with conditions set out by the project arborist and/or determining authority).

D.H.B. The base area of the TPZ must not be altered by cut, fill, or trenching (unless done so in accordance with conditions set out by the project arborist and/or determining authority).

D.H.C. Building materials and waste must not be stored within a TPZ.

D.I. Installation of Underground Services within a TPZ

D.I.A. If it is not practical to locate all services outside TPZs, they should be bored under the ground at a depth of at least 600mm within a TPZ. Bore pits are to be located outside TPZs (unless approved by the project arborist and/or determining authority).

D.I.B. If boring underground is not feasible or practical, manual excavation of trenches within TPZs may be undertaken in accordance with the conditions detailed in Appendix D.L. Root Pruning (page 27).

D.J. Construction of Boundary & Internal Fences within a TPZ

D.J.A. Construction of boundary and internal fences within a TPZ should be scheduled to occur when there are no other trades working within the site.

D.J.B. Tree protection fencing may be temporarily reduced to the minimum extent necessary to facilitate construction.

D.J.C. Vehicles or machinery must not access the TPZ at any time unless sufficient ground protection has been installed *(see Appendix D.G. Ground Protection, page 26)*.

D.J.D. The existing soil level within a TPZ must not be altered by cut, fill, or trenching (except as below – see over page).

D.J. Construction of Boundary & Internal Fences within a TPZ (continued)

D.J.E. Post holes within a TPZ must be carefully dug by hand tool implements and shifted as necessary to avoid the severance of or injury to roots exceeding 50mm in diameter.

D.J.F. No part of the fence may be attached to a tree's trunk or branches. Voids left in the fence to accommodate a tree must consider the future growth of that tree.

D.J.G. Any necessary pruning must be carried out in accordance with Appendix D.C. Tree Pruning *(page 25)*.

D.K. Construction of Driveways within a TPZ

D.K.A. Construction of a driveway within a TPZ should be scheduled to occur when there are no other trades working within the site.

D.K.B. Tree protection fencing may be temporarily reduced to the minimum extent necessary to facilitate construction.

D.K.C. Vehicles or machinery must not access the TPZ at any time unless sufficient ground protection has been installed *(see Appendix D.G. Ground Protection, page 26)*.

D.K.D. The existing soil level within a TPZ must not be altered by cut, fill, or trenching (except as below).

D.K.E. The existing soil level must not be cut or scraped by more than 20mm.

D.K.F. Base fill used to construct the driveway must not exceed a depth of more than 150mm.

D.L. Root Pruning

D.L.A. Any excavation within a TPZ must be directly supervised by the project arborist at all times.

D.L.B. Excavation within a TPZ must be undertaken using non-destructive techniques such as hand digging, air-spade excavation, or hydro excavation. A hydraulic excavator may be used in some cases if approved by the project arborist.

D.L.C. Each root encountered must be carefully dug around and assessed by the project arborist before it is pruned.

Root diameter (mm)	**Maximum number of roots to be cut within the TPZ**
1 – 49	No limit.
50 – 74	To be determined by the project arborist.
75 +	No root pruning permitted unless approved by the responsible authority.

D.L.D. Roots must be severed cleanly with a sharp, disinfected cutting implement. They must not be pulled, ripped, torn, or smashed.

D.L.E. Any root pruning is to be documented and photographed by the project arborist, and a summary provided to the responsible authority on request.

D.L.F. Works must cease immediately if directed by the project arborist, and alternative methods investigated.

D.L.G. Excavated soil must be backfilled once the relevant works are complete, and tree protection fencing re-instated to the original position if it is practical to do so.

D.M. Tree Roots Located outside of a TPZ

D.M.A. If tree roots are encountered outside of a TPZ, they should be protected where it is practical to do so.

D.M.B. If the removal of a tree root outside of a TPZ is required, it must be severed cleanly with a sharp, disinfected cutting implement.

D.M.C. Tree roots located outside of a TPZ must not be pulled, ripped, torn, or smashed.

D.N. Reporting

D.N.A. All personnel involved within the development must report any damage to a tree under protection or a noticeable change in its condition.

D.N.B. Damage to a tree includes any physical injury to its trunk, branches, or roots.

D.N.C. A noticeable change in condition may include: dieback, discolouration, defoliation or wilting of foliage; excessive exudation of fluids from the trunk; pest infestation; limb shed; root plate movement, or a sudden trunk lean.

D.N.D. Reports are to be made through a pre-established chain of command and both the responsible authority and project arborist are to be notified within 48 hours.

D.N.E. Any report by development personnel that relates to the trees should be documented appropriately, and if it is safe to do so, the relevant tree(s) are to be photographed before any further work occurs.

D.N.F. If substantial roots have been severed or there is a concern that a tree has become hazardous, the fall zone of the tree must be immediately cordoned off. At least one person must remain on-site until the hazard has been made safe or the tree has been assessed by a suitably experienced and qualified arborist (minimum AQF level 5) and determined to stable.

Appendix E. Assumptions & Limitations

E.A. Assumptions & Limitations

E.A.A. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant / appraiser can neither guarantee nor be responsible for the accuracy of the information provided by others.

E.A.B. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by other than the person to whom it is addressed, without the prior expressed written or verbal consent.

E.A.C. Loss or alteration of any part of this report invalidates the entire report.

E.A.D. The consultant / appraiser shall not be required to give testimony or attend court by reason of this report unless subsequent contractual agreements are made, including payment of a negotiated additional fee for such services.

E.A.E. Neither all nor any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media, without the prior expressed written or verbal consent.

E.A.F. Diagrams, sketches, graphs and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.

E.A.G. Unless expressed otherwise, the information contained in this report covers only those items that were inspected / examined and reflects the condition of those items at the time of inspection; and the inspection is limited to visual examination of accessible items without dissection, excavation, probing or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plants of property in question may not arise in the future.

E.A.H. This report and values expressed herein represent the opinion of the consultant / appraiser, and the consultant / appraiser's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of subsequent event, nor upon any finding to be reported.

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1. EXECUTIVE SUMMARY

SITE	
Address	37 Bayview Road, Balnarring Beach
Property Description	Lot 2 on PS124151
Title Restrictions	Covenant - 1471018
Land Area	944m^2
Responsible Authority	Mornington Peninsula Shire Council
Current Use	Dwelling
Land Owner	David & Beverley Bentley

PLANNING SCHEME	
Planning Scheme	Mornington Peninsula Planning Scheme
Zone	GRZ1
Overlays	ESO21 (Part), VPO1, DDO3, EMO1 (Part)
Abuttal(s)	Nil

APPLICATION	
Client	David and Beverley Bentley
Proposal	Development of a dwelling extension and alteration, vegetation removal and associated works in accordance with the submitted plans.
Our Reference	UA24-061
Application Type	New Application
Notification	Pursuant to Section 52 of the Planning and Environment Act 1987
Referral Authorities	Nil

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2. INTRODUCTION

UrbanArc Planning Pty Ltd have been engaged by David and Beverley Bentley to prepare this report in accordance with the relevant provisions of the Mornington Peninsula Shire Planning Scheme, including the applicable sections of the Municipal Planning Strategy, all relevant Planning Policies and the relevant zoning and overlays that apply to the land.

The report provides:

- A description of the site and its surrounds;
- A description of the proposed development;
- An outline of the applicable statutory planning framework; and
- An assessment of the proposal considering all relevant town planning considerations, including a Clause 54 (ResCode) Assessment.

The project team includes:

UrbanArc Planning Pty Ltd
- Town Planners

Egg Architects
- Project Drafting

JMA Consulting
- Arborist

This application is seeking approval for the development of a dwelling extension and alteration, vegetation removal and associated works on the land at 37 Bayview Road, Balnarring Beach.

The subject site is within an area that is regulated by the General Residential Zone (GRZ1) and is also regulated by the Design and Development Overlay Schedule 3 (DDO3) and Vegetation Protection Overlay Schedule 1 (VPO1) and partly affected by the Erosion Management Overlay Schedule 1 (EMO1) and Environmental Significance Overlay Schedule 21 (ESO21). Having identified the relevant planning controls it is recognised that a planning permit is required on the following basis:

- Environmental Significance Overlay, Schedule 21 (ESO21):
  - To construct a building or construct or carry out works.
  - To remove, destroy or lop any vegetation.
- Vegetation Protection Overlay, Schedule 1 (VPO1):
  - To remove, destroy or lop any vegetation.

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- Design and Development Overlay, Schedule 3 (DDO3):

  A planning permit is required to construct or carry out works because the development does not comply with all of the prescribed general requirements.

- Erosion Management Overlay, Schedule 1 (EMO1):

  - To construct a building or construct or carry out works.

Primarily, the planning scheme provisions that regulate the outcomes on the subject site seek to ensure development is respectful of the character, and environmental values of a site and area. To achieve these outcomes, the development retains the established garden on the site. It avoids extensive vegetation removal and avoids removal of indigenous vegetation. Further, the coastal design expression and use of light weight cladding and a modest building height ensure that the development will blend into the existing garden setting of the site and retained the coastal village character and streetscape and landscape values present. This is assisted by a fully complaint Clause 54 design response (other than the front setback variation. On this basis it is submitted that the development and vegetation removal proposed is entirely appropriate and reasonable to be granted a planning permit.

3. PROPOSAL

The application seeks approval for the:

"*Development of a dwelling extension and alteration, vegetation removal and associated works in accordance with the submitted plans".*

More specifically, the development includes the following key parameters:

- Extension of the existing single storey dwelling which includes a garage / workshop with a laundry and WC at ground floor and master bedroom (with ensuite), attached living room and balcony at first floor, and a replacement balcony to the eastern side of the existing dwelling at ground floor.
- The access to the dwelling remains the same, with alternative access also provided internally via the proposed garage.
- The application will require the removal of one (1) tree to facilitate the development.
- Vehicle and pedestrian links retained to Bayview Avenue.
- No fencing is proposed to the Bayview Avenue frontage, and fencing is to be retained along the side and rear boundaries.

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Site area	944m^2
Site coverage	295.08m^2 (31.25%)
Permeability	523.66m^2 (55.47%)
Garden area	599.8m^2 (54.82%)
SPOS	>40m^2

Setbacks

The minimum setbacks displayed from the site's front/side/rear property boundaries to the proposed works is outlined as follows:

Title Boundary	North-west (Bayview Ave)	South-west	South-east (rear)	North-east
Proposed dwelling extension	4.1 metres (min.)	2 metres	Not applicable	Not Applicable

Heights

The maximum height of the proposed dwelling is outlined as follows:

Measurement Type	Measurement
Wall height	6.73 metres
Building Height	6.73 metres

Materials

The application proposes to use the following finishes:

- Wall Colours/ Materials: Natural Hardwood Timber Cladding / Cladding & Screen in Dulux 'Domino'.

4. SUBJECT SITE & LOCALITY

Subject Site

The subject site, Lot 2 on PS124151, also known as No. 37 Bayview Road Balnarring Beach, is an irregular shaped lot located on the eastern side of Bayview Road. The site contains a drainage easement that is located adjacent to the south-east boundary with the lot size noted as being 944m^2.

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The land currently contains a single storey weatherboard dwelling with flat corrugated iron roofing, a small balcony to the rear and a pergola to the front of the dwelling.
The existing dwelling is set amongst an informal coastal garden setting with two small sheds and a water tank located to the rear of the site.

The dwelling sits within a level area that extends to the South of the dwelling before sloping down to the north and north east. There is a significant level difference between the subject site and the northern and east properties.

Low post and wire and paling fencing runs along the side and rear boundaries of the site.

The location and context of the subject site is illustrated in Figures 1, 2 & 3 below.

Figure 1: Aerial view of subject site taken from www.nearmap.com.au



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Figure 2: View of subject site (dwelling) from Bayview Road



Figure 3: View of subject site (access) from Bayview Road



Surrounding Environment

North-east: The land at No. 35 Bayview Road contains a double storey dwelling with associated outbuildings set amongst an informal coastal setting.

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South-east: The land that is adjacent to the south-east boundary comprises of five properties (no. 30 – 38 Carisbrooke Street) all containing single storey dwellings, some with associated outbuildings set amongst an informal coastal setting. These dwellings are set significantly lower than the subject site and don't readily appreciate the dwelling on the subject site. This is aided by a large substantive bamboo screen along the common boundary with the subject site.

West: Situated on the opposite side of Bayview Avenue is No. 52 - 56 Bayview Avenue, which comprises of four properties containing single and double storey dwellings, mostly screened by vegetation within the front setbacks and road reserves.

5. PLANNING PERMIT REQUIREMENTS

The following is a summary of the planning controls relevant to the subject site identifying how these planning controls relate to the proposal:

Clause 32.08 – General Residential Zone – Schedule 1 (GRZ1)

Pursuant to the requirements of the GRZ1, a planning permit is not required to extend one dwelling on a lot given the land is greater than 300m^2.

Notably, at Clause 32.08-4 a garden area of 35% of the site area is required to be provided, given the land is greater than 650m^2. A review of the plans will confirm a garden area of more than 35% is achieved (63.53% proposed).

The maximum building height requirements are outlined in Clause 32.08-11. Noting, the proposed dwelling extension is significantly less than the maximum 11m and three storey height requirements of the zone.

Consequently, the GRZ1, is otherwise irrelevant to the consideration of the Planning Application.

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Figure 4: Zone Map



Clause 42.01 – Environmental Significance Overlay – Schedule 21 (ESO21)

Pursuant to the requirements of ESO21, a planning permit is required to construct a building or construct or carry out works as the schedule to the overlay does not specifically exempt it. A planning permit is also required to remove vegetation.

Figure 5: ESO21 Map



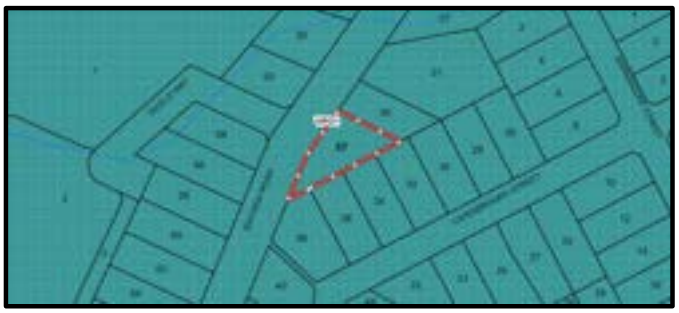
Clause 42.02 – Vegetation Protection Overlay – Schedule 1 (VPO1)

Pursuant to the requirements of VPO1, a Planning Permit is required to remove, destroy or lop any vegetation.

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Figure 6: VPO1 Map



Clause 43.02 – Design and Development Overlay – Schedule 3 (DDO3)

Pursuant to the requirements of DDO3, a planning permit is required to construct a building or construct or carry out works for a dwelling extension or alteration that varies the following general requirements:

- No building may exceed a wall height of 5.5 metres or a building height of 6 metres.
- Buildings must be setback a minimum of 7.5 metres from a road frontage.

Figure 7: DDO3 Map



Clause 44.01 – Erosion Management Overlay – Schedule 1 (EMO1)

Pursuant to the requirements of EMO1, a planning permit is required to construct a building or construct or carry out works.

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Figure 8: EMO1 Map



6. PLANNING CONSIDERATION

Planning Policy Framework

The following planning provisions are relevant to the application:

- *Clause 11.01-1S – Settlement*
- *Clause 11.01-1L-01 – Settlement – Mornington Peninsula*
- *Clause 11.03 – Planning for Places*
- *Clause 11.03-4S – Coastal Settlement*
- *Clause 11.03-5S – Distinctive Areas and Landscapes*
- *Clause 12 – Environmental and Landscape Values*
- *Clause 12.02-1L – Protection of Coastal Areas – Mornington Peninsula*
- *Clause 12.05-2S – Landscapes*
- *Clause 15.01-2S – Building Design*
- *Clause 15.01-5S – Neighbourhood Character*
- *Clause 16.01-1 – Housing Supply*

A broad response to these relevant Planning Policies is provided, as follows:

- Located within Balnarring Beach, the subject site sits within a coastal village residential setting, that contains a mix of dwellings with various styles and sizes on medium sized residential blocks. The proposal for a dwelling extension is an appropriate development on the subject site given it is within an established area, with convenient access to services, infrastructure and community facilities. This is in accordance with the broad strategies Clause 11.01.

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- The proposal is well placed with only a short drive to the Balnarring Village Shopping Centre and various community facilities. Further to this, the proposed coastal design ensures there are no negative impacts upon the coastal environment of Balnarring Beach, meeting the objective of Clause 11.03.

- Balnarring Village, being a coastal suburb on the Peninsula is typically characterized with dwellings set amongst a coastal garden setting. Vegetation is a key feature that largely includes native plantings and contributes to the environmental significance of the area. The dwelling addition has been positioned on a largely level area on the site to avoid significant earthworks and limit vegetation removal. Whilst the application seeks to remove one tree, the tree is within a garden setting that will continue to be the dominant visual and environmental element of the site. Further, the balance of the site will remain as an informal coastal garden setting. Consequently, the removal of one tree that cannot be avoided and retention of a coastal garden setting on site ensures the development is consistent with the objectives of Clause 12.01-1S - *Protection of Biodiversity*.

- The design responds to the objectives of Clause 15.01-2S – *Building Design* and Clause 15.01-5S – *Neighbourhood character* in that it includes a contemporary designed form that utilises materials and finishes which are consistent with the established design themes found within newer development in the area. It also includes a high degree of articulation and visual interest that is complimented by maintaining space in and around the dwelling, whilst also ensuring no new building is proposed along any boundary. The resulting dwelling being a site responsive design that not only assimilates with but positively contributes to the existing and preferred character values present.

- The development is fully serviced by reticulated infrastructure including water, gas, drainage, sewerage, and electricity.

- The proposed dwelling extension results in a design responsive dwelling that adopts a coastal design expression, includes an appropriate level of articulation and contributes to a diversity in housing whilst integrating into the neighbourhood character and meeting the community needs.

Subject to the discussion contained above, it is submitted the proposed development has a high degree of compliance with the Planning Policy Framework.

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Overlay Assessment

Clause 42.01 – Environmental Significance Overlay, Schedule 21 – Coastal Hinterland

Pursuant to the requirements of ESO21, a Planning Permit is required to construct a building or construct or carry out any works. Where a planning permit is required, the overlay requires a development be measured against the prescribed objectives and decision guidelines.

Whereby, the overlay provides the following Statement of environmental significance:

'*The stability of coastal areas is critical to coastal management and the maintenance of environmental values. Coastal hinterlands are exposed to wave, spray and wind erosion and may be destabilised by buildings and works, including the removal of vegetation.'*

The schedule also provides the following environmental objectives to be achieved:

- *To act as a buffer area to the more sensitive cliff and beach areas.*
- *To retain significant areas of coastal vegetation.*
- *To ensure a sustainable intensity of development in areas with potentially sensitive and unstable conditions.*
- *To maintain the high landscape and recreational values of the coastal environment.*

A review of the statement of significance the overlay primarily seeks to respect the landscape and character values of an area, as well as, to protect the site or areas environmental value. This is largely achieved with a development that responds to the design objectives. Consequently, the following response is provided to the environmental objectives of the overlay;

- The tree to be removed is located within close proximity to the subject and its removal is unavoidable given the shape of the lot, the fall of the land and the position and layout of the existing dwelling. More importantly, the tree to be removed is a spotted gum. It is not an indigenous tree and whilst large and visible its removal will not be a significant change to the street. The existing garden setting within the sites front setback area will be retained to provide immediate screening to the dwelling and the dwelling will sit low within the landscape. Further, indigenous vegetation surrounding the site will be retained and all other vegetation present will be retained to provide and maintain a lwo density coastal garden setting to the site. Although it is unfortunate the tree is required to be removed, its removal is reasonable and will not have any significant impact. . Rather, the garden setting will be retained between the dwelling and a natural canopy backdrop to the dwelling will be retained

- Although the tree proposed for removal is classed as having a high arboricultural value, the significant amount of vegetation to be retained will ensure that the environmental and neighbourhood character values are protected and remain an important feature of the area.

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- The resulting dwelling will remain set within an informal coastal setting and setback from all boundaries with vegetation in the foreground and a natural backdrop to the dwelling. By siting the development appropriately, maintain a similar front setback to the existing dwelling and taking advantage of the fall of the land and level pad, the development allows for the majority of the existing vegetation to be retained and ensures the dwelling positively integrates into the streetscape and remains considerate of the coastal landscape character.

- The dwelling has been located on the most appropriate area of the site; whereby minimal excavation is required. Furthermore, only a small section of the dwelling extension extends into the ESO21 area, minimising any potential impacts from sensitive or unstable conditions within the site.

- The development will maintain the high landscape values of the coastal environment, by siting the building in the centre of the site, having a relatively small building envelope and by minimising the amount of earthworks required and vegetation to be removed.

For these reasons, it is submitted that the proposal fully complies with the environmental objectives and decision guidelines within ESO21.

Clause 42.02 – Vegetation Protection Overlay, Schedule 1 – Township Vegetation

Within its objectives, the VPO clearly seeks to prevent the premature removal of vegetation and ensure that any vegetation to be removed is not significant and is warranted based upon its health, form and structure. This assessment is included within the Arborist report attached to the planning application, demonstrates that the challenges of the site, the location of the works and consequential removal of one tree is the most practical option to facilitate any further development. The tree proposed to be removed has been diagnosed as being in fair, rather than good condition, this coupled with the significant amount of vegetation that is to be retained on site establishes that the removal of the tree is the reasonable and a responsible design response to protect and conserve the environmental and landscape values of the area, with vegetation remaining a dominant visual and environmental feature on the site. Consequently, the vegetation removal proposed does not offend the objectives of the Vegetation Protection Overlay, Schedule 1.

The first test of VPO1 is whether the tree removal can be justified. Having turned to this above, it is still necessary to consider the broad outcomes sought by the VPO1. To confirm, VPO1 seeks to maintain an appropriate balance between vegetation and built form ensuring any development has proper regard to for the established landscape character.

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In this regard, the avoidance of walls on boundary, appropriate siting of the dwelling additions which ensures most of the vegetation will be retained, and a reasonable front setback combine to provide sufficient landscaping opportunities on the site to create an informal coastal setting, consistent with that found on the majority of lots proximate to the subject site. Consequently, the balance of built form and the natural environment will remain consistent with what is existing on the site and that found within the surrounding area. In fact, compared to the larger existing two storey dwellings and those emerging in the area, the proposed development is clearly an appropriate and relatively conservative development.

On this basis, the application does not seek to remove vegetation prematurely on the subject site and retains sufficient space and vegetation to maintain a coastal garden setting where development is secondary to the vegetation. This demonstrates that the outcomes to be achieved on site by the VPO1 are realised. The proposed development and vegetation removal are therefore submitted to be appropriate and consistent with the objectives and decision guidelines included within the Vegetation Protection Overlay Schedule 1.

Clause 43.02 - Design and Development Overlay, Schedule 3 – Coast and Landscape Design

Pursuant to the requirements of DDO3, a Planning Permit is required to construct a building or construct or carry out works for a dwelling extension or alteration that varies the following general requirements:

- No building may exceed a wall height of 5.5 metres or a building height of 6 metres.
- Buildings must be setback a minimum of 7.5 metres from a road frontage.

Where a variation to the general requirements of the Overlay is proposed, it must be demonstrated to the satisfaction of the responsible authority that compliance is either unreasonable or unnecessary, and that no significant loss of amenity will result.

Variation: The proposed dwelling extension has a maximum overall building and wall height of 6.73 metres.

The dwelling extension proposes a 6.73m building and wall height, which is above the 5.5 metre and 6 metre as of right requirement. The dwelling and resulting variation will not result in an obtrusive building. It is sited on the lower side of the road and screened by existing vegetation along the road reserve that is to be retained, thereby minimising any impact when viewed from the street and surrounding properties. Consequently, the streetscape and landscape values remain protected.

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With respect to the building height, double storey dwellings with a height similar or higher than the proposed dwelling extension were observed within the vicinity of the area, including but not limited to Nos. 47, 74, 76, 78 & 80 Bayview Road. These many examples within the vicinity of the site, demonstrates that the two storey design is reasonable and forms part of the desired local area character. The resulting dwelling will not appear prominent on the subject site or within the surrounding landscape, it will integrate positively with the existing development and settle into the surrounding built form context to the subject site. This is further assisted with the slope of the land and vegetation on the nature strip and within the site, allowing the dwelling to nestle into the landscape. The variation sought to the general height requirement is therefore appropriate and reasonable.

Variation: The proposed dwelling additions and alterations are setback a minimum of 4.1 metres from the road frontage.

On face value the variation to the front setback general requirement is quite significant and would not typically be supported. In this instance, the variation is unavoidable. In the first instance it matches the setback of the existing dwelling. And despite being a two storey extension, it has an increased setback to the covered alfresco and takes advantage of the slope of the land to appear as a low profile two storey dwelling. Furthermore, to the east of the dwelling and the proposed building footprint the land has a significant fall making the proposed extension the most logical and reasonable outcome.

Although it is believed the site constraints and conditions of the land demonstrate the front setback variation proposed is unavoidable and by extension reasonable and necessary, the design of the dwelling should also be considered.

The resulting dwelling is in line with the existing dwelling and setback further than the alfresco area. This coupled with the established garden within the sites front setback area that will be retained ensures an immediate garden setting is the primary focus of the site from the streetscape. This coupled with light weight and natural timber cladding, a modest extension, a modest building height, and the fall of the land ensure the dwelling will sit below the street level. Therefore, resulting in a built form that nestles into the landscape and the surrounding built form character.

Consequently, the resulting development and the front setback variation sought will not result in a disruption of the streetscape or offend the existing character values present. It is therefore reasonable and appropriate to vary the front setback general requirement.

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Having established the variation to the general requirements is reasonable and appropriate the development must also respond to the design objectives. The design objectives are therefore noted to include

- ✓ *To ensure that the design of subdivision and housing is responsive to the environment, landform, site conditions and character of coastal villages, hillsides and clifftop areas.*
- ✓ *To avoid higher densities of development in areas subject to instability, erosion or potential fire hazard and to minimise the extent of required earthworks.*
- ✓ *To ensure that development densities are compatible with the environmental and infrastructure capacities of the area, including the capacity of local streets, drainage systems and sewerage systems. Where reticulated sewerage is not available, particular consideration must be given to the ability to contain all waste water onsite and the impact of development on ground water conditions. Particular attention must be given to the impact of development on streamlines, water ways and wetlands and to avoiding the development of land susceptible to stream erosion or flooding.*
- ✓ *To recognise areas where substantial vegetation cover is a dominant visual and environmental feature of the local area by ensuring site areas are large enough to accommodate development while retaining natural or established vegetation cover and to provide substantial areas for new landscaping and open space.*
- ✓ *To ensure that new development has proper regard for the established streetscape and development pattern in terms of building height, scale and siting.*
- ✓ *To protect shared viewlines where reasonable and practical.*
- ✓ *To ensure that buildings are designed and sited to avoid being visually obtrusive, particularly in terms of creating a silhouette above a skyline or existing tree canopy line when viewed from surrounding streets and properties.*
- ✓ *To ensure that subdivision and development proposals have proper regard to heritage values and coastal landscapes, including those of areas such as the Portsea Clifftop area, the Sorrento Heritage Precinct and the Ranelagh Estate in Mount Eliza.*
- ✓ *To ensure that subdivision proposals will enable new buildings to be integrated with their site and the surrounding area in terms of the relationship to existing buildings, open space areas and the coastal landscape.*
- ✓ *To recognise areas where a lower intensity of residential activity and traffic movement contributes to the amenity of the area.*
- ✓ *To ensure that the design of development has adequate regard to fire risk and includes appropriate fire protection measures.*
- ✓ *To recognise areas, with limited access to infrastructure, services and facilities, including public transport, that are considered inappropriate for higher densities of occupation.*

The following response is provided to the design objectives of the overlay;

- ➢ The proposal is consistent with the Municipal Planning Strategy and the Planning Policy Framework, outlined above.

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- The design is articulated, will be substantially screened when viewed from the street, displays a high level of visual interest and articulation and maintains a sense of space in and around buildings on the site. These features result in a dwelling that is responsive to the environment, landform, site conditions and character of the area.
- The majority of the existing vegetation on the subject site is proposed to be retained, ensuring that vegetation remains a dominant visual and environmental feature of the local area.
- The minimum setback from the road frontage is consistent with that of the existing dwelling and is reasonable considering the conditions and constraints of the land and the responsible coastal design expression adopted.
- The development is consistent with the pattern and siting of development in the area and will provide a transition of development across the site and along the street. Thereby resulting in a development that has proper regard for the existing streetscape and development pattern.
- Appropriate setbacks to the side and rear boundaries are provided, which together with the screening that exists from the vegetation along all of the site's title boundaries, ensures that the proposed dwelling extension does not appear as visually obtrusive or an overdevelopment when viewed from the adjoining properties.
- The nature of the proposal does not increase the density of development on the site.
- The site is capable of servicing the development as proposed, with the site connected to all services.
- The design retains a sufficient open space area and maintains minimum setbacks to the site's boundaries for future landscaping opportunities. The dwelling will not therefore appear as a prominent element on the site or the street, thereby ensuring an appropriate response and an appropriate balance between built form and the natural environment is struck on the subject site. Further, the dwelling is comparable in scale and design to the surrounding built form, particularly newly developed dwellings. The development does not therefore introduce new elements on the site that would detract from or appear prominent upon the streetscape or the wider landscape setting.
- There are no shared viewlines that will be impacted upon from the proposed development. This is assured by the slope of the land and there being no distinct views present.
- The development will not increase traffic volumes in the area.

- The site is within a bushfire prone area and the buildings and works will ensure compliance with the bushfire construction requirements.

As can be seen from the extensive discussion (above), the development is site responsive and balances the competing interests in the Planning Scheme to ensure a responsive and appropriate development is proposed that is entirely consistent with the outcomes sought by DDO3. Furthermore, the proposal is compliant with all mandatory requirements of the DDO3. It is therefore submitted to be appropriate for a planning permit to be issued as proposed.

Clause 44.01 – Erosion Management Overlay – Schedule 1 (EMO1)

Schedule 1 within the EMO, is typically used to identify land that either has historic land movement and steeply sloping sites that have low risk of erosion. It recognises that development must have regard to the risk of land slippage and erosion.

In this instance, the land along the site's eastern property boundary slopes down to the north and east. It is believed to cover an area that was a historic watercourse that has been filled in and services installed. The installation of the services some time ago caused the land to destabilise and be at risk of erosion. This was some time ago. The land has since settled and there is no known land slippage to be known to have occurred in recently times. To respond to the EMO objectives, any land where vegetation removal is proposed must be re-vegetated and any works must be undertaken with appropriate design measures.

Although the vegetation to be removed is outside of the EMO area, the established garden will be retained thereby avoiding exposed surfaces. The dwelling will be constructed on the level area of the land and on the fringe of the EMO area. It will be constructed with appropriate footings and will be informed by an engineer following a soil test. The proposed works and tree to be removed will not therefore cause erosion or increase the risk of land slippage. Consequently, it is submitted that the proposal will not offend the outcomes required by the EMO1.

Particular Provision Assessment

Clause 54 (ResCode) Assessment

Pursuant to the requirements of Clause 54 a development proposal must meet all the objectives and should meet all the standards of this Clause.

An assessment of the development proposal against the provisions of Clause 54 (ResCode) of the Mornington Peninsula Planning Scheme is included below. This finds that the proposal demonstrates a high degree of compliance with the requirements of Clause 54.

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Town planning drawings attached to this application contain information,
in so far as it is relevant to the proposed development. to respond to the objectives within the Planning Scheme.

Clause 54.01 Neighbourhood and Site Description and Design Response

Clause 54.01-1 Neighbourhood and Site Description:

The subject site is within an established residential area that contains a mix of dwellings with various styles and sizes on medium sized residential blocks, most lots are heavily vegetated with informal gardens. The 944m^2 lot size offers reasonable opportunities to develop a site in keeping with the existing character of the area without causing detriment to adjoining properties or the streetscape. Notably, the architectural expression within the area is varied with a variety of dwelling styles and varying heights – refer to ESO21 & DDO3 assessment above for a more rigorous discussion on the character and the developments response to the character of the area.

Clause 54.01-2 Design Response:

The proposed dwelling additions and alterations provides for a built form that is consistent with the scale and form of other dwellings in the surrounding area, particularly newly developed sites, and will appropriately blend into the existing built form environment. The roof form and lightweight cladding, including natural materials that are consistent themes found within the area, providing for a coastal environmental feel. This combined with appropriate setbacks to the site's boundaries; and areas throughout the site set aside for the established garden to retained will ensure that the sense of space in and around the dwelling achieved is consistent with and will positively contribute to the character of the area – refer to ESO21 & DDO3 assessment above.

Clause 54.02 Neighbourhood Character

Clause 54.02-1 Neighbourhood character (Standard A1)

- *The design response must be appropriate to the neighbourhood and the site.*
- *The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site.*

Response

Complies.

The proposal is submitted to be entirely consistent with the existing and preferred character values of the area – refer to ESO21 & DDO3 assessment above.

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Clause 54.02-2 Integration with the street (Standard A2)

- *Dwellings should be oriented to front existing and proposed streets.*
- *High fencing in front of dwellings should be avoided if practicable.*
- *Dwellings should be designed to promote the observation of abutting streets and any abutting public open spaces.*

Response

Complies.

The dwelling extension is orientated to the street, with vehicle and pedestrian links retained to Bayview Road, ensuring local accessibility is retained on site. No new front fencing is proposed.

Clause 54.03 Site Layout and Building Massing

Clause 54.03-1 Street setback (Standard A3)

- *Walls of buildings should be set back from streets:*
    - *At least the distance specified in the schedule to the zone, or*
    - *If no distance is specified in the schedule to the zone setbacks should be as set out below.*
    - *Porches, pergolas and verandas less than 3.6m high and eaves may encroach not more than 2.5m into the setbacks of this standard.*

Variation Proposed:

For the reasons expressed within the DDO3 front setback assessment (above), the front setback variation proposed is submitted to be consistent with the objectives of Clause 54.03-1 - refer to discussion in DDO3 for a detailed assessment.

Clause 54.03-2 Building Height (Standard A4)

- *The maximum building height should not exceed that specified in the zone, schedule to the zone or any overlay that applies to the land.*

  Where no maximum height is specified, the max height should not exceed 9m, unless the slope of the natural ground level at any cross section wider than 8m of the site is 2.5 degrees or more, in which case the max height should not exceed 10m.

- *Changes of building height between new and existing buildings should be graduated.*

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Response

Complies.

The overall building height of 6.73 metres is less than the 11 metres permitted by the standard.

Clause 54.03-3 Site coverage (Standard A5)

- *The site area covered by buildings should not exceed:*
  - *The maximum site coverage specified in a schedule to the zone, or*
  - *If no maximum site coverage is specified in a schedule to the zone, 60 per cent.*

Response

Complies.

A low 21.98% site cover is achieved, thereby complying with the standard.

Clause 54.03-4 Permeability (Standard A6)

- *The site area covered by pervious surfaces should be at least:*
  - *The minimum area specified in a schedule to the zone; or*
  - *If no minimum area is specified in a schedule to the zone, 20 per cent of the site.*

Response

Complies.

More than 20% of the site is retained as permeable.

Clause 54.03-5 Energy efficiency protection (Standard A7)

- *Buildings should be:*
  - *Oriented to make appropriate use of solar energy.*
  - *Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.*
  - *Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged.*

- *Living areas and private open space should be located on the north side of the dwelling, if practicable.*

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- *Dwellings should be designed so that solar access to north-facing windows is maximized.*

Response

Complies.

The proposed dwelling extension orients primary habitable living areas to the north-west and incorporates north facing windows along the north-western elevation. Further, the proposed dwelling extension will not impact upon the energy efficient of any adjoining lots.

Clause 54.03-6 Significant trees (Standard A8)

- *Development should provide for the retention or planting of trees, where these are part of the neighbourhood character.*
- *Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.*

Response

Complies.

No significant vegetation has been removed from the site within the last 12 months and the proposal respects the landscape character of the neighbourhood. The removal of vegetation is required to facilitate the development of the site and is reasonable and appropriate. Refer to the VPO1 (above) and the arborist report attached to the planning application.

Clause 54.04 Amenity Impacts

Clause 54.04-1 Side and rear setbacks objective (Standard A10)

- *A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:*
  - *At least the distance specified in a schedule to the zone, or*
  - *If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.*
- *Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.*
- *Landings having an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard.*

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Response

Complies.

All new walls not on or within 200mm of the side or rear boundaries are setback in accordance with the requirements of this standard.

Clause 54.04-2 Walls on boundaries (Standard A11)

- *A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot should not abut the boundary:*
  - *For a length more than the distance specified in a schedule to the zone; or*
  - *If no distance is specified in a schedule to the zone, for a length of more than:*
  - *10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or*
  - *Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater.*

- *A new wall or carport may fully abut a side or rear boundary where the slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.*
- *A building on a boundary includes a building set back up to 200mm from a boundary.*
- *The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.*

Response

Complies

No new walls are proposed along the site's boundaries.

Clause 54.04-3 Daylight to existing windows (Standard A12)

- *Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.*
- *Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.*

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- *Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.*

Response

Complies.

There are no habitable room windows on an adjoining property that are proximate to the proposed development.

Clause 54.04-4 North-facing windows (Standard A13)

- *If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metre for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window.*

  A north-facing window is a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east.

Response

Complies.

There are no existing north facing habitable room windows within 3m of the subject site.

Clause 54.04-5 Overshadowing open space (Standard A14)

- *Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.*
- *If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

Response

Complies.

The proposed dwelling will not unreasonably overshadow the existing secluded private open space of the adjoining properties (refer to existing and proposed shadow diagrams).

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Clause 54.04-6 Overlooking (Standard A15)

- *A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space and habitable room windows of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.*

- *A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either:*

  - *Offset a minimum of 1.5 metres from the edge of one window to the edge of the other, or*
  - *Have sill heights of at least 1.7 metres above floor level, or*
  - *Have obscure glazing in any part of the window below 1.7 metres above floor level, or*
  - *Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.*

- *Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.*

- *Screens used to obscure a view should be:*

  - *Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels.*
  - *Permanent, fixed and durable.*
  - *Designed and coloured to blend in with the development.*

- *This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.*

Response

Complies.

South East:

Due to the slope of the land, the properties to the south east of the subject site are significantly lower than the subject site. Consequently, these properties do not have SPOS directly adjacent to or within 9m of the proposed works. Further, there is established screening (bamboo screen – over 7m high) along the site's north east boundary. Consequently, there are no SPOS areas or potential to overlooking to exist.

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North / north east:

To the north, the main additions are more than 9 metres from the adjoining dwelling and the adjoining dwelling does not have any habitable room windows facing the subject site. Further to this, the area beside the adjoining dwelling and the subject site is not a usable SPOS area. It is likened to a service walkway, thereby preventing any potential for overlooking to exist.

Therefore, the proposal complies with the standard.

Clause 54.05 On-Site Amenity and Facilities

Clause 54.05-1 Daylight to new windows (Standard A16)

- *A window in a habitable room should be located to face:*
  - *An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, or*
  - *A verandah provided it is open for at least one third of its perimeter, or*
  - *A carport provided it has two or more open sides and is open for at least one third of its perimeter.*

Response

Complies.

Each habitable room window is provided with a light court clear to sky in accordance with the requirements of this standard.

Clause 54.05-2 Private open space (Standard A17)

- *A dwelling should have private open space of an area and dimensions specified in a schedule to the zone.*
- *If no area or dimensions is specified in a schedule to the zone, a dwelling should have private open space consisting of an area of 80 square metres or 20 per cent of the area of the lot, whichever is the lesser, but not less than 40 square metres. At least one part of the private open space should consist of secluded private open space with a minimum area of 25 square metres and a minimum dimension of 3 metres at the side or rear of the dwelling with convenient access from a living room.*

Response

Complies.

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There is a covered deck area to the front and a balcony to the rear of the existing dwelling with more than 40 squares of secluded private open space provided across the site. Additionally, access from a living room is already supplied from the original dwelling.

Clause 54.05-3 Solar access to open space (Standard A18)

- *The private open space should be located on the north side of the dwelling, if practicable.*

  The southern boundary of secluded private open space should be set back from any wall on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall.

Response

Complies.

There are no encumbrances along the northern boundary of the SPOS area on the subject site.

Clause 54.06 Detailed Design

Clause 54.06-1 Design detail objective (Standard A19)

- *The design of buildings, including:*
  - *Facade articulation and detailing,*
  - *Window and door proportions,*
  - *Roof form, and*
  - *Verandahs, eaves and parapets,*

  should respect the existing or preferred neighbourhood character.

- *Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.*

Response

Complies.

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The proposed dwelling extension has been architecturally designed utilising varied building materials and colours, including natural materials that complement and raise the standard of design for the area. Furthermore, the design has included a high level of articulation and detail, with the inclusion of a flat roof that allows for an unobtrusive built form, and timber cladding, ensuring the dwelling respects both the existing and the preferred neighbourhood character values present along Bayview Road and the wider Balnarring Beach area - Refer to ESO21 & DDO3 assessment (above) for a more rigorous assessment.

Clause 54.06-2 Front fences (Standard A20)

- *The design of front fences should complement the design of the dwelling and any front fences on adjoining properties.*
- *A front fence within 3 metres of a street should not exceed:*
  - *The maximum height specified in a schedule to the zone, or*
  - *If no maximum height is specified in a schedule to the zone, the maximum height specified in Table A2.*

Response

Complies.

No front fence is proposed.

7. TITLE RESTRICTIONS

Covenant 1471018 applies to the site and states the following:

"… will not excavate carry away or remove or permit to be excavated carried away or removed any earth clay stone gravel or sand from the said land hereby transferred except for the purpose of excavating for the foundations of any building to be erected or placed thereon or use or permit or allow the said land to be used for the manufacture or kilning or winning of bricks tiles or pottery ware…"

Given no earthworks are for the proposed residential development, any earthworks do not offend the covenant.

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8. PUBLIC NOTIFICATION

Public notice of the application is governed and required by Section 52 of the Act if in the opinion of the Responsible Authority the application has the potential for material detriment to result.

9. Amendment C219

The land is proposed to zoned Neighbourhood Residential Zone Schedule 12 (NRZ12) and an amended Design and Development Overlay Schedule 3 is proposed as part of the Planning Scheme Amendment. The amended overlay requirements are a natural translation of the existing planning controls and do not seek to introduce any additional requirements. Consequently, C219 DDO3 is irrelevant and inconsequential to the outcome of the application. However, NRZ12 introduces some additional requirements. A response to these requirements is provided as follows:

- The front setback requirement is similar and no more restrictive than the front setback included within the current DDO3. The earlier front setback submissions made demonstrate the front setback variation is appropriate.
- A site cover less than 50% is proposed.
- Permeability greater than 30% is provided and retained on site.
- Complies a 2m plus side boundary setback and a minimum 5 metre rear boundary setback is retained. Although technically, it could be argued the proposal seeks variation to the 5m rear setback requirement in part. Despite this technical variation a green spine is retained along the sites rear boundary and space in and around buildings will be retained and provided, thereby ensuring appropriate character outcomes.

Any perceived and technical variations to the proposed NRZ12 requirements are submitted to be reasonable and appropriate and we rely on the extensive DDO and ESO submissions made throughout this submission to support this conclusion.

10. CONCLUSION

It is submitted that the development has been demonstrated throughout the discussion contained within this report to be appropriate and is suitable to be granted a permit on the following basis:

- The proposal is consistent with the relevant provisions of the Planning Policy Framework, as clearly demonstrated in the above assessment.

- The proposed dwelling additions and alterations have been thoughtfully sited and designed to protect the landscape and environmental qualities of the subject site and the surrounding area.

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- The proposed dwelling extension utilise an appropriate palate of colours, materials and finishes to ensure future built form blends into the existing development and its landscape and environmental setting.

- The proposed development is entirely consistent with the relevant objectives and outcomes contemplated by ESO21, VPO1, DDO3 and EMO1 of the Planning Scheme.

- The proposal will not present any unreasonable off-site impacts nor result in a significant or unreasonable loss of amenity to any person.

- The design allows for appropriate space around the dwelling and has considered the existing development pattern within the surrounding area.

- The proposed additions respect the local area character, will be non-obtrusive and will harmoniously blend in with the streetscape and surrounding area.

- The proposal complies with the standards and objectives of Clause 54, as detailed in this submission.

- The proposal is entirely consistent with the objectives and decision guidelines of Clause 65.

- The proposal will not impinge on the orderly planning of the area.

- The proposed development is entirely consistent with the outcomes sought by the Mornington Peninsula Planning Scheme.

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AT

37 BAYVIEW ROAD
BALNARRING BEACH

Report No: 1250229-1 Issue 2

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REPORT No : 1250229-1 Issue 2

CLIENT : Dave and Beverley Bentley
37 Bayview Road
BALNARRING BEACH VIC 3926

PROJECT LOCATION : 37 Bayview Road
BALNARRING BEACH VIC 3926

PROPOSAL : It is proposed to develop this site with a double storey extension to the existing single storey dwelling.

COMMISSION : To determine whether the proposed works will be detrimental to the slope stability of the site and surrounding areas.

1. INTRODUCTION:

The investigation for slope stability includes:

- A site inspection of the existing land and topography;
- Interpretation of the proposed development and magnitude of the proposed earthworks;
- Boreholes to determine the soil profile and to confirm the geology of the site;
- Standard Penetration Testing (SPT);
- Slope stability modelling;
- Assessment of the implications of the proposed development and recommendations with regard to slope stability.

2. INFORMATION PROVIDED

Document Name/Ref.	Content/Title	Dated	Prepared By
1324-22124-Po-Nxx	Residential Site Classification (Soil Test). 37 Bayview Rd, Balnarring Beach 3926	2 January 2024	The 4 Spheres
0133	37 Bayview Rd, Balnarring Beach, Victoria	-	Egg. Architects Pty Ltd

3. SITE HISTORY:

There was no readily available documentation on the history of slope instability at the subject site. The site walkover by Civiltest conducted during this investigation did not find any evidence of previous slope failure.

Part of the subject site (eastern part of the property) is located within the Mornington Peninsula Shire Council's (MPSC) Erosion Management Overlay EMO1.



Figure 1: Declared MPSC Erosion Management Overlay EMO1
From Vicplan (mapshare.vic.gov.au)

4. SITE GEOLOGY:

Geological maps of the area suggest that the site is in an area of Quaternary Alluvium and Colluvium bordering on Tertiary Aged Volcanics belonging to the Mornington Volcanic Group. The site investigation confirmed this. Figure 2 shows a geological map from the Department of Primary Industries (GeoVic) confirming the site geology.

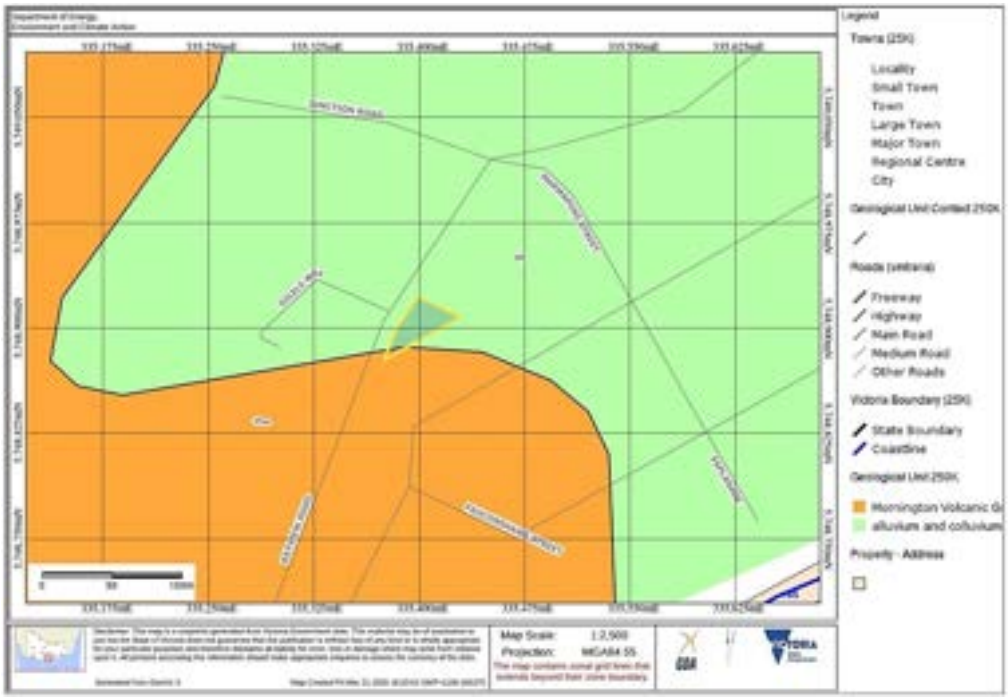


Figure 2: Geological map of the site from the Department of Primary Industries (GeoVic)

5. SITE TOPOGRAPHY:

The site is located on the southeast side of the street named Bayview Road. Measurements undertaken with a hand-held inclinometer indicate the ground surface slopes between 0° and 25° generally down towards the southeast.

The upper portion of the site consisted of the street frontage, an existing building and a driveway, and had a gentle slope. The middle portion of the site featured a steep slope easing to a moderate slope down towards the gentle slope which formed the eastern corner of the property. This gentle slope was also present on the adjacent downslope properties.

6. EXISTING SITE CONDITIONS AND PROPOSED WORKS:

At the time of the assessment, it was noted that the site contained an existing single storey dwelling. The steeper portions of the site were dominated by garden beds containing small trees and shrubs which were terraced using low and informal retaining walls. Large native trees were present towards the south end of the site. The site also contained:

- Small water tanks,
- A small shed along the northeast boundary,
- A fernery pergola over the terraced garden beds
  and
- A small cubby house towards the east corner of the lot.

The proposed development is to extend the existing dwelling with a double storey addition.

An aerial image of the site and photographs of the existing site conditions are shown below.



Figure 6.1: Nearmap Aerial View (image date 4 March 2025)



Photograph 1: Existing driveway, looking to the southwest (21 February 2025)



Photograph 2: Existing driveway and dwelling, looking to the northeast (21 February 2025)



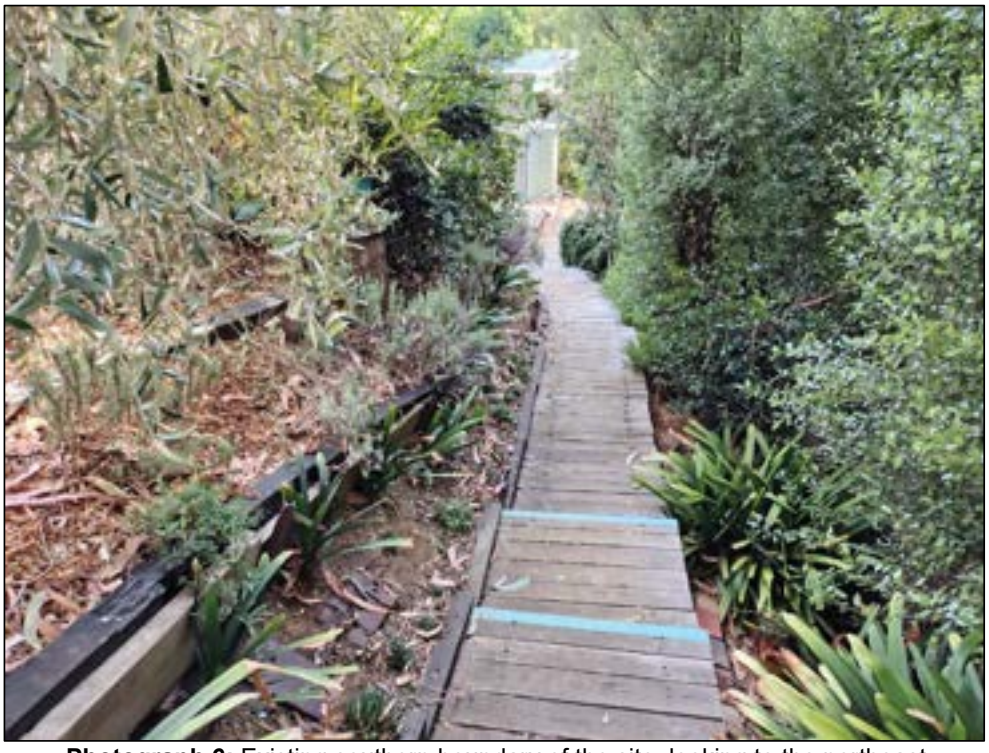
Photograph 3: Existing street frontage and dwelling, looking to the east
(21 February 2025)



Photograph 4: Existing downslope side of the dwelling, looking to the northeast
(21 February 2025)



Photograph 5: Existing southern boundary of the site, looking to the southwest (21 February 2025)



Photograph 6: Existing southern boundary of the site, looking to the northeast (21 February 2025)

7. SITE INVESTIGATION:

7.1 Soil Profile

Three boreholes (BH) were drilled by mechanical auger at the approximate locations shown on the attached plan. These boreholes revealed that the existing soil profile consisted of sandy SILT FILL overlying naturally occurring sandy SILT followed by silty CLAY.

The naturally occurring silty CLAY soils were moist with consistencies ranging from stiff to very stiff.

7.2 Laboratory Testing

7.2.1 Classification Testing

Classification testing (Atterberg limit and sieve analysis) was conducted on selected samples. The results indicate that the naturally occurring silty CLAY encountered on site is moderately to highly reactive. The test results are attached in Appendix D and a summary of the laboratory test results is as follows:

Bore-hole No.	Depth (m)	Material	Sieve Analysis % Passing Sieve		Liquid Limit %	Plastic Limit %	Plasticity Index %
			2.36mm	0.075mm			
2	1.0	Silty CLAY	95	79	45	16	29
	3.0	Silty CLAY	99	88	64	16	48

7.3 Groundwater

A groundwater table was not encountered in the boreholes.

The boreholes drilled on the site did not indicate any permanent groundwater to be present. It is expected however that perched water will be present at this site in winter months or when rainfall is high.

8. SLOPE STABILITY MODELLING

The following slope stability models utilise the software program SLIDE 5.0. A number of analyses have been used to calculate the factor of safety with respect to the slope at this site and include the following methods: Bishop simplified, Janbu simplified, GLE/Morgenstern Price, and Spencer. The resultant factors of safety with respect to each analysis are indicated in the models.

As a guide, a factor of safety (FOS) less than 1.0 would indicate that the slope should have failed. A factor of safety between 1.0 and 1.5 would be indicative of a slope at risk of failure. A factor of safety between 1.5 and 2.0 would be regarded as tolerable, however the slope may require some form of remediation to lower the risk. A factor of safety greater than 2.0 would be regarded as acceptable and safe.

Two methods have been incorporated into the analysis which assume either a circular type of failure or a non-circular type of failure. A circular failure assumes the slip surface occurs as an arc through the slope. A non-circular slip surfaces assumes the failure occurs as a linear feature where there is an upper and lower angle when the failure is initiated.

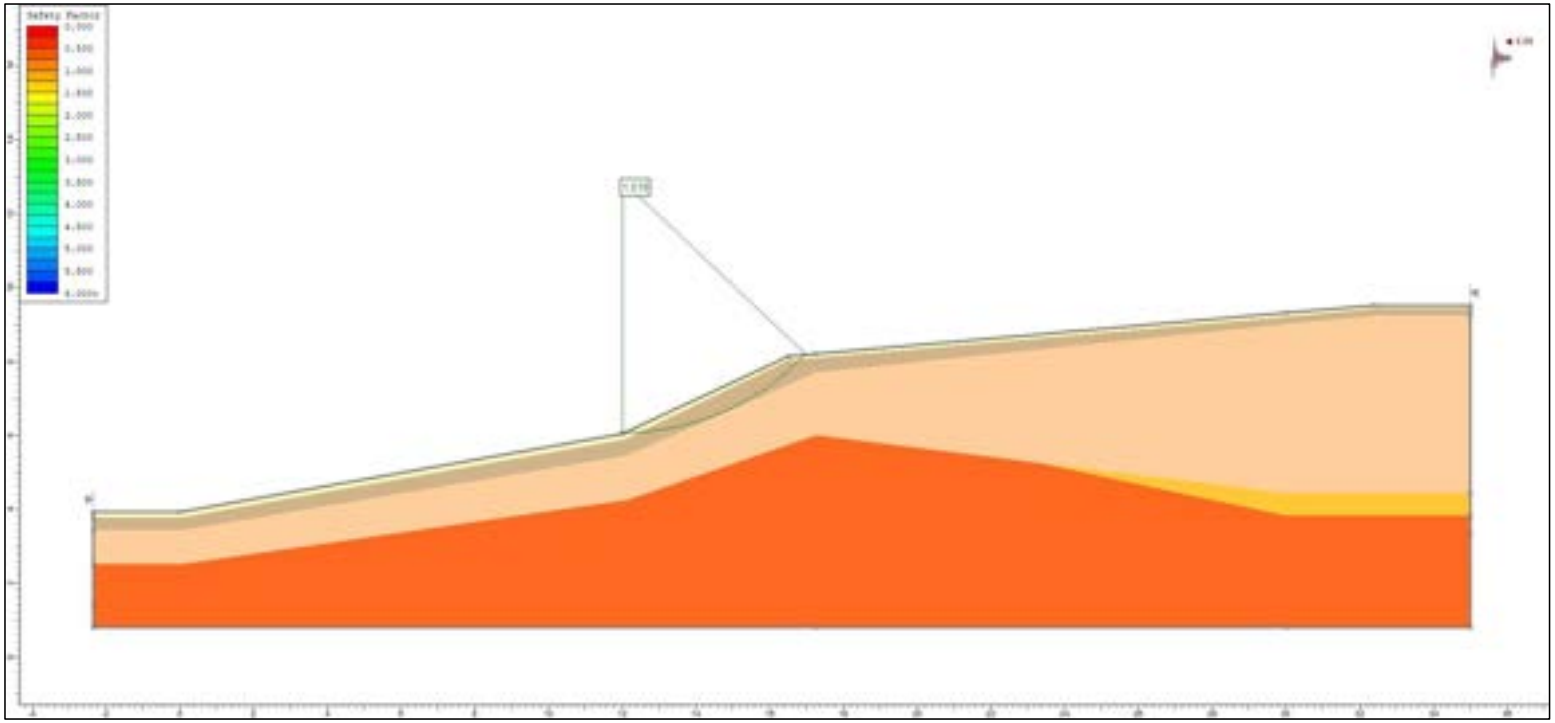
The cross sections drawn in all slope stability models is taken through section A – A and B – B as shown on the attached plan. Due to the number of models produced in this report the entire test results file for each model will not be reproduced. If further information is required about the models used in this report, these can be supplied upon request.

The following material parameters have been adopted for the units represented in the modelling. Some of the values have been assumed based on Civiltest's previous experience from our knowledge of similar sites.

Property	SILT FILL	Firm - Sandy SILT	Stiff - Silty CLAY	Stiff - Silty CLAY with gravel	Stiff to Very Stiff - Silty CLAY with gravel
Color					
Strength Type	Mohr-Coulomb	Mohr-Coulomb	Mohr-Coulomb	Mohr-Coulomb	Mohr-Coulomb
Unit Weight [kN/m3]	18	19	20	20	20
Cohesion [kPa]	1	2	8	8	10
Friction Angle [deg]	25	28	22	25	25
Water Surface	None	None	None	None	None
Ru Value	0	0	0	0	0

All the models represented herein consider the effects of earthquake acceleration on the slope in question.

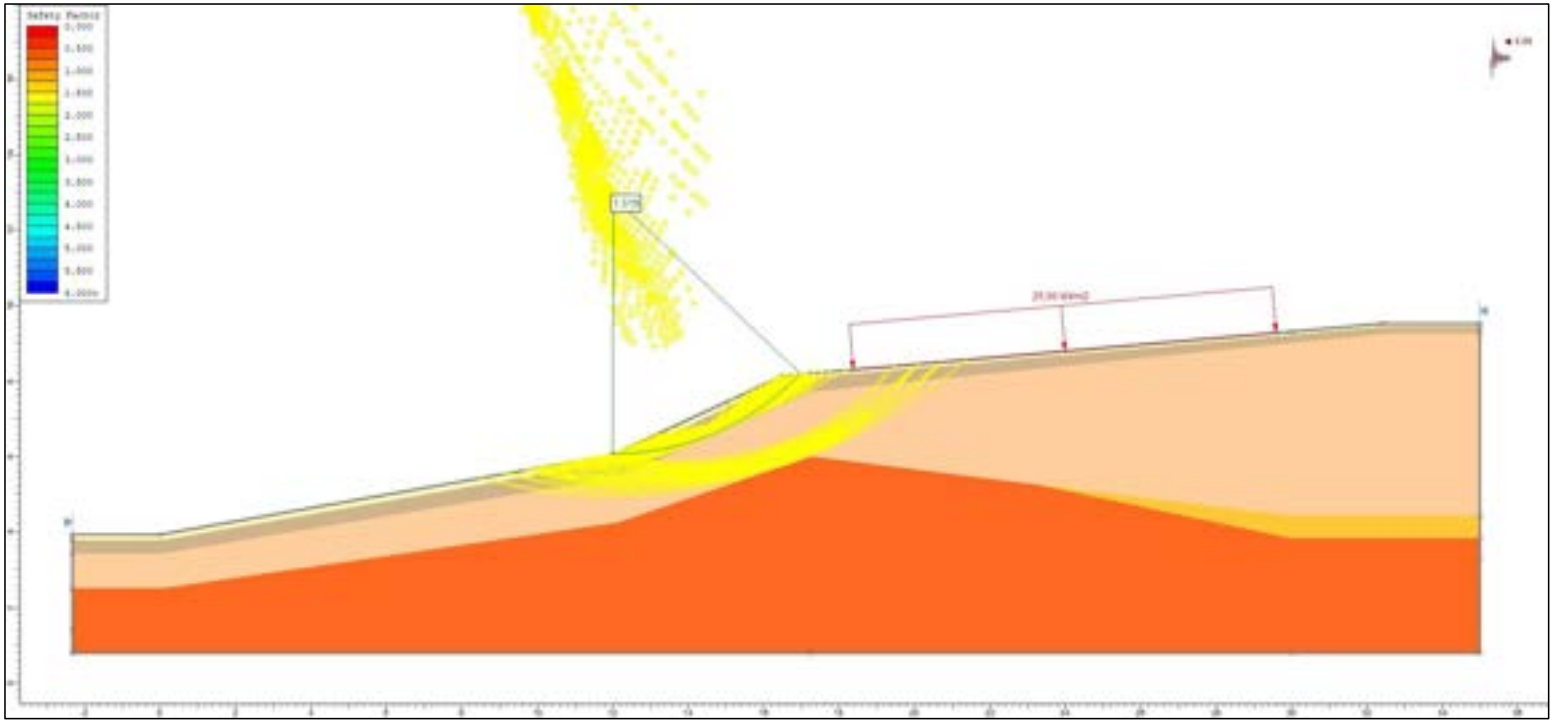
8.1 Model 8.1 Existing Site Conditions – Section A – A



This model shows the present soil stratigraphy based on the site investigation. This model *does not* consider the effects of groundwater.

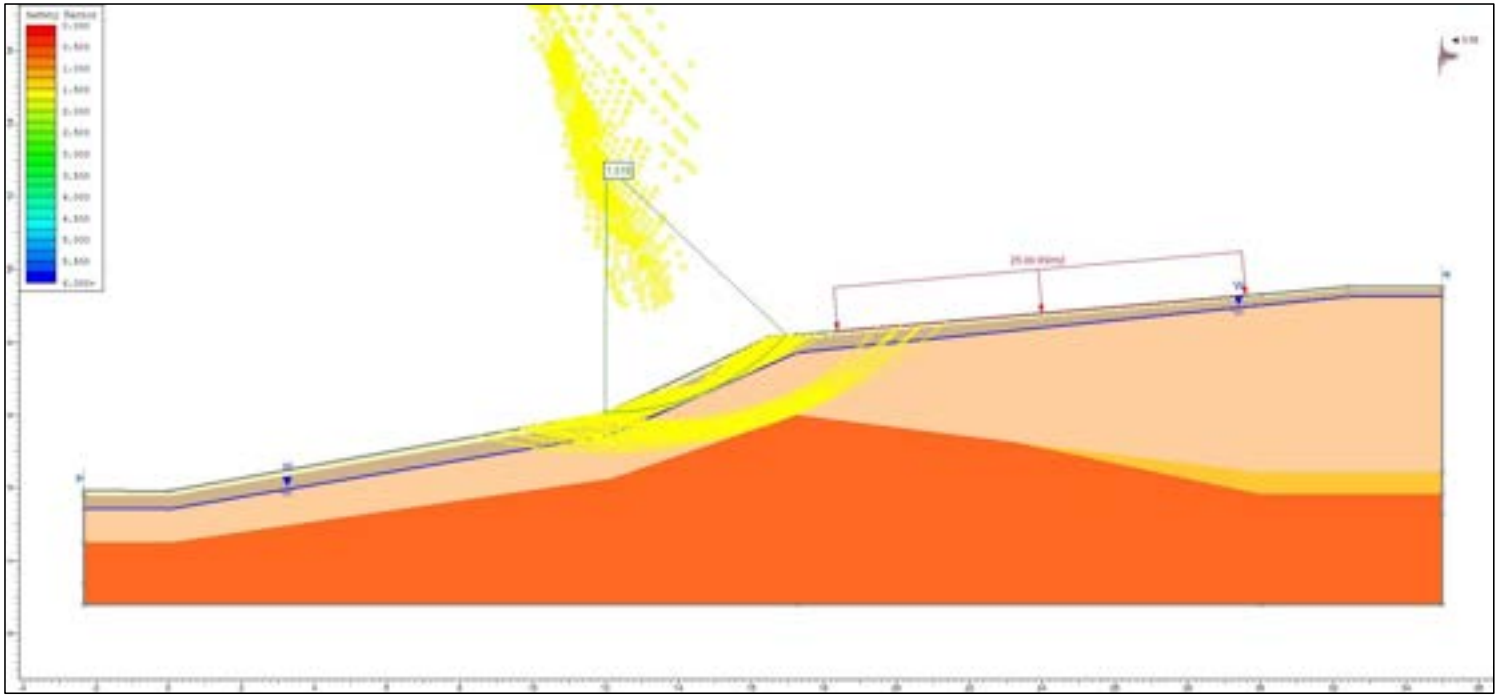
This model shows a minimum factor of safety equalling 1.519 for a shallow failure in the upper SILT FILL and naturally occurring sandy SILT.

8.2 Model 8.2 Proposed Site Conditions – Section A – A



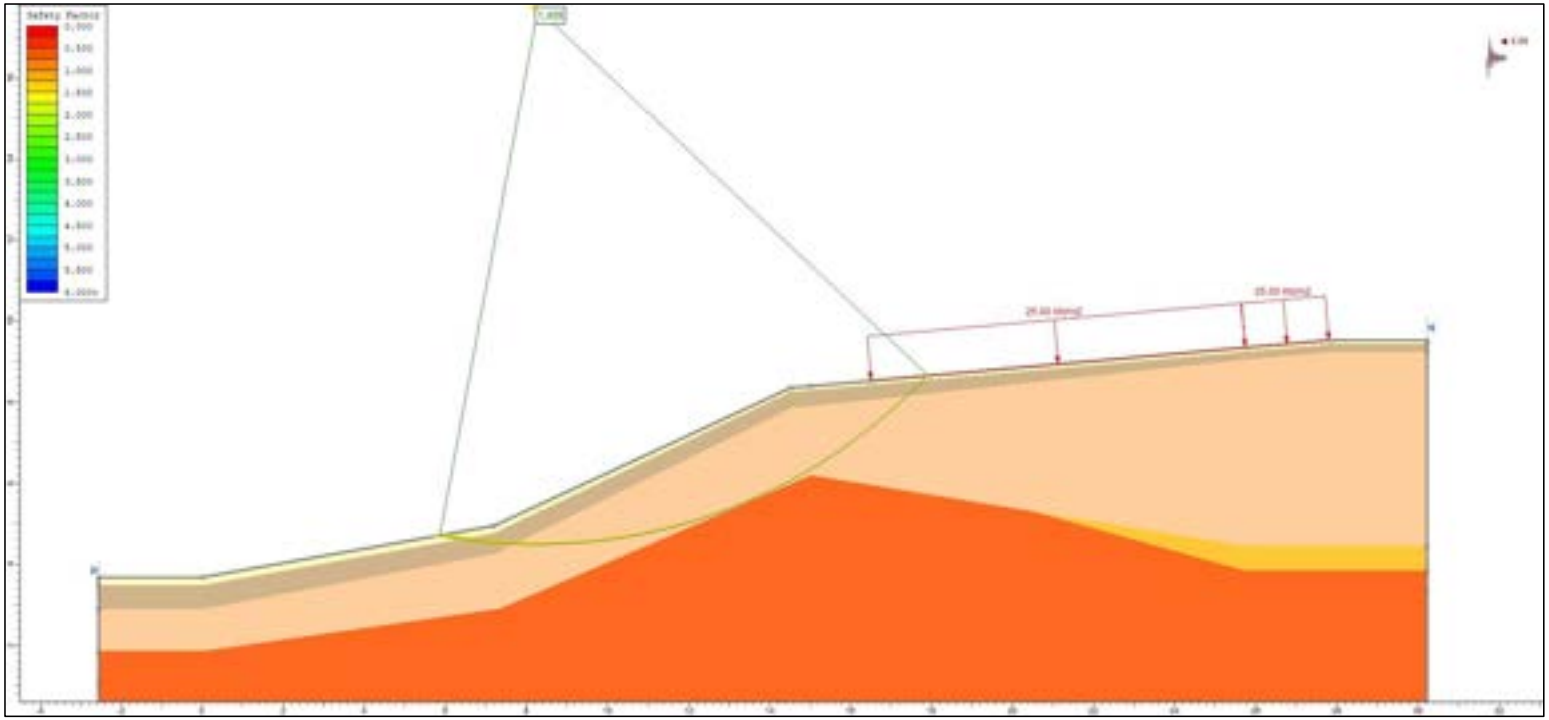
This model demonstrates the proposed site conditions through section A – A after completion of the proposed extension. The minimum factor of safety remains 1.519 (the same as shown in Model 8.1). A filter has been applied to this model to show all failure planes with a FOS less than 1.75.

8.3 Model 8.3 Proposed Site Conditions with Water Table – Section A – A



Model 8.3 shows the proposed site conditions through section A – A with the inclusion of a perched water table at the interface of the natural SILT and CLAY layers which may occur following periods of rainfall. The failures planes are still predominantly within the upper SILT layers and the minimum FOS remains 1.519 (the same as shown in Models 8.1 and 8.2).

8.4 Model 8.4 Existing Site Conditions – Section B – B



Model 8.4 presents the existing site conditions through section B – B. The minimum factor of safety is 1.499 for a deeper circular failure within the CLAY soils.

8.5 Discussion

The models above demonstrate that the minimum factor of safety for slope failure under the existing site conditions is generally in the range of 1.5 to 1.52, which would be considered tolerable. By modelling the slope at a high resolution (the number of surfaces computed and interpreted being 38000 and 190 respectively), it is demonstrated that the additional loads applied by the proposed extension did not increase or reduce the factor of safety. This is demonstrated in Model 8.1 and Model 8.2. In Model 8.3, a perched water table was included at the interface of the SILT and CLAY layers, however, this did not cause a reduction in the factor of safety.

Generally, the failure planes are occurring within the upper SILT soils which would coincide with surface erosion or creep failures. Model 8.4 did indicate a possible deeper circular failure through section B – B.

It should be noted that, the slope modelling software is unable to take into account the stabilising effect of trees and vegetation on the slope. Plant roots act as a mechanical reinforcement, providing additional shear resistance to the soil, and also help to remove moisture from the soils through transpiration.

9. RISK ANALYSIS/ASSESSMENT

9.1 Risk Management Terminology

Risk is defined as a measure of the probability and severity of an adverse effect to health, property or the environment. (Australian Geomechanics Society Landslide Taskforce. 2007).

Risk = the chance of an event times the consequences.

A comprehensive list of terms (AGS Appendices A and B, March 2007) are appended.

9.2 Landslip Terminology

The terms landslip and landslide will have the same meaning. There are five types of landslip: 1. FALL, 2. TOPPLE, 3. SLIDE, 4. SPREAD and 5. FLOW. Figure B1 of AGS Appendix B *Landslide Terminology*, March 2007 describes each type with a diagram.

At present there are two types of slope instability that could potentially occur at this site. These are: (A) shallow surface earth FLOW/SPREAD and (B) Potential slow earth SLIDE.

A. Shallow earth FLOW/SPREAD is thought to be possible due to the low cohesion that is likely between the SILT interface with the CLAY layers.

B. A potential slow earth SLIDE could potentially initiate within the steeper section of the slope in the CLAY soils.

9.3 Hazard Identification

The identified hazards associated with the site are summarised as follows:

A. The landslip event of earth FLOW has the potential to damage the structure, for example, silting up drains, cracking of plaster, and in a worst-case scenario structural damage to the building. Risk to life is not credible under this event.

B. A potential slow earth SLIDE. This type of landslip has the potential to severely damage the foundations on the subject property and potentially adjoining properties. This event could cause injury to, or loss of, life. In the event that the slide was fast to rapid, it is likely that there would be insufficient warning to the inhabitants of the potential impact.

9.4 Frequency Analysis

A qualitative assessment is used to determine specific frequencies of the hazards described above. The qualitative assessment uses the terminology as set out in the table *Qualitative Measures of Likelihood* in AGS Appendix C, March 2007. As the present slopes on the site have not been altered by development and the neighbouring sites have not impacted on the site or do not have landforms that would impact on the site, a likelihood of POSSIBLE is appropriate.

9.5 Consequences to Property

Using the table *Qualitative Measures of Consequences to Property* in AGS Appendix C, March 2007, and taking into account the proposed development, the consequences are assessed as follows

- Based on the potential hazards, moderate damage to some of the structure, and or significant part of the site requiring large stabilisation works is thought to be rare thus giving a descriptor of Major.
- This measure has an indicative value of 20% of the market value of the property which approximately equates to $100,000 for a $500,000 property.

9.6 Risk Assessment For Property

The *Qualitative Risk Analysis Matrix* in AGS Appendix C, March 2007 has been used to assess the level of risk to property and is represented in the following table.

Hazard		Likelihood	Consequence	Risk
A	Earth FLOW / SPREAD	Unlikely	Minor	Low
B	Earth SLIDE	Rare	Major	Low

Table 9.6.1 – Risk Assessment under the Existing Site Conditions

Hazard		Likelihood	Consequence	Risk
A	Earth FLOW / SPREAD	Unlikely	Minor	Low
B	Earth SLIDE	Rare	Major	Low

Table 9.6.2 – Risk Assessment under the Proposed Site Conditions

Table 9.6.1 shows the identified hazards under the existing site conditions to have a low risk level with respect to the proposed development and the practice note guidelines for landslide risk management.

Table 9.6.2 shows the identified hazards under the proposed site conditions to have a low risk level with respect to the proposed development and the practice note guidelines for landslide risk management. These hazards will require management and treatment to maintain the low risk level.

9.7 Risk Assessment for Life

The risk to life for **Hazard A** is considered not credible at this site. The hazard caused by erosion generally will not pose a risk to life.

Hazard B:

The risk to life in the event of an earth slide is considered as follows:

$$\mathbf{R_{(LOL)} = P_{(H)} \times P_{(S:H)} \times P_{(T:S)} \times V_{(D:T)}}$$

Where P(H) is the annual probability of the hazardous event (e.g. Landslide)

P(S:H) is the probability of spatial impact multiplied by the hazard (e.g. of the landslide impacting a location that people might occupy taking into account the travel distance of the landslip) given the event

P(T:S) is the temporal probability (e.g. the occupation of penny lane or surrounding dwellings at the time of the event) given the spatial impact

V (D:T) is the vulnerability of the individual (the probability of loss of life given the event)

For each conceivable event as described above, the risk to life is calculated using the formula stated above.

P(H) and P(S:H) have been calculated using Appendix C AGS 2007 using indicative probabilities.

P(T:S) for Hazard B is calculated from the assumption that person who occupies the house the most is present 16 hours a day, 7 days a week.

V (D:T) has been calculated from Appendix F, AGS (2007) (e.g. debris strikes building only).

Hazard	$P_{(H)}$	$P_{(S:H)}$	$P_{(T:S)}$	$V_{(D:T)}$	$R_{(DI)}$
B Earth SLIDE	1×10^{-5}	1	0.67	0.05	3.35×10^{-7}

The risk to life is considered tolerable for Hazard B, based on the above calculations. This assessment is based on the AGS Tolerable risk criteria under section 8.2 (Australian Geomechanics Society Landslide Taskforce. 2007).

10. RISK MANAGEMENT AND TREATMENT:

The risk assessment for damage to property revealed that a number of the identified hazards are considered tolerable. These hazards will require management and treatment to maintain the current risk level. With respect to the proposed development, a number of risk treatment measures are listed below.

i. Any exposed surfaces during building works, especially batter surfaces, should be paved or covered by vegetation immediately after the building works are completed. Revegetation over the slope is considered critical in minimising the impact of rainfall, i.e., surface erosion and scouring. Revegetation using deep rooted vegetation is also a suitable option over certain areas that are/were barren. The aim of this is to prevent the impact from rainfall by utilising the vegetation to take up excess moisture from the surface soils, rather than letting it enter the ground, therefore reducing the pore pressure in the soil. The root systems of plants also reinforces/binds the soil, which helps improve stability against shallow sliding.

ii. Control surface water and sub-surface groundwater (including at the back of retaining walls) and direct the water collected, in addition to roof and pavement runoff, into pipes directed to a legal point of discharge, if available. The pipes should be flexible to accommodate creep or ground movements and be designed to prevent blockage. Good drainage increases slope stability by reducing pore pressures within the soil, thereby increasing effective stress and shear strength.

iii. During the site walkover it was noted that some of the existing retaining walls were failing. It is recommended to improve and reconstruct these retaining walls, which will help to prevent any further surface erosion or creep failures.

The above treatment options will guard against the identified hazards impacting the proposed structure, and renewed drainage of the site will greatly improve the stability of the existing slope for the long term.

Note, that good hillside practices should be adopted at all times when building on sites that may become unstable. AGS Appendix G, March 2007 outlines good hillside practices and can be found attached to this document.

11. SITE CLASSIFICATION:

After considering the area geology, the soil profile encountered in the boreholes, the proposed superstructure, the climatic zone of the area, and the potential for slope instability, this site has been classified as CLASS P with respect to foundation construction (Australian Standard 2870-2011 Residential Slabs and Footings).

It is anticipated that the normal seasonal surface movement at this site, without the effects of abnormal moisture conditions, will not exceed 40mm.

12. RECOMMENDATIONS:

12.1 Site Clearing

All natural vegetation should be retained whenever and wherever possible.

12.2 Earthworks – Cuts & Fill

The natural contours should be retained wherever possible.

Cut batters (unretained) may be up to 1.0 metre in height on this site with batters not steeper than 1V:2H. This may be impossible to accommodate on-site given the existing slope. Retaining walls may be inevitable where cuts are required.

No fill has been allowed for on this site.

12.3 Drainage

All cuts must have a catch drain constructed at the top to prevent any run-off water flow from running down the batters. The water collected in these drains should ideally be discharged into street drainage and/or a council easement drain.

Owners of the property must take responsibility for the ongoing maintenance of the drainage to ensure the drains are never blocked and the repair of any damaged drains.

12.4 Retaining Walls

Where cut batters are required steeper than 1.0 vertical to 2.0 horizontal, these should be retained by engineer designed retaining walls. Retaining walls should be founded on footings founded at a minimum depth of 1000mm into the naturally occurring CLAY soils. The retaining walls should be constructed as soon as possible after the completed earthworks.

The retaining walls must have an agricultural type drain surrounded by a drainage sock placed behind them. Agricultural drains must be surrounded by granular material which extends to the top of the wall. Sufficient weep holes should be made to reduce the pore water pressure on the wall.

Design of permanent earth-retaining structures that will resist earth pressures can adopt the following parameters:

Material	Unit Weight (kN/m^3)	Frictional Angle (degrees)	K_a	K_o	c' (kPa)
SILT FILL	18.0	25	0.41	0.58	1
Sandy SILT - Firm	19.0	28	0.36	0.53	2
Silty CLAY - Stiff	20.0	22	0.45	0.63	8
Silty CLAY with gravel - Stiff	20.0	25	0.41	0.58	8
Silty CLAY with gravel – Stiff to Very Stiff	20.0	25	0.41	0.58	10

Where c'= effective cohesion
K_a = active earth pressure coefficient
K_o = at-rest earth pressure coefficient

The allowable bearing pressures provided in section 12.5 below may be used in the design of retaining wall footings.

12.5 Footings for the Proposed Extension

Footings for the extension should be founded not less than 1000mm into the natural CLAY soils as described in the logs of boring, which from the site investigation can be assumed to have an allowable bearing capacity of 180kPa at this depth. At a depth of 1500mm into the natural CLAY soils, a bearing capacity of 240kPa can be assumed.

It is further recommended that footings for the proposed extension and existing building should be founded not less than 3000mm in relationship to the existing surface, where this surface is assumed to be the finished surface level surrounding the structure.

A skin friction of 25kPa will exist between the piers and all CLAY soils, except for soils within 1500mm of the surface and FILL soils, where no skin friction will exist.

As a guide to the founding depths with regard to the above, along with information obtained from the bores, the founding depth at this site will be approximately 3000mm in relationship to the existing surface where this surface is assumed to be the finished surface level surrounding the structure.

It is recommended that the founding soils be confirmed by a geotechnical practitioner at the time of excavation to ensure that suitable founding materials have been encountered.

12.6 Footings for the Existing Building

Footings for the existing building should be founded not less than 1000mm into the natural CLAY soils as described in the logs of boring, which from the site investigation can be assumed to have an allowable bearing capacity of 180kPa at this depth. At a depth of 1500mm into the natural CLAY soils, a bearing capacity of 240kPa can be assumed.

It is further recommended that footings for the proposed extension and existing building should be founded not less than 3000mm in relationship to the existing surface, where this surface is assumed to be the finished surface level surrounding the structure.

A skin friction of 25kPa will exist between the piers and all CLAY soils, except for soils within 1500mm of the surface and FILL soils, where no skin friction will exist.

As a guide to the founding depths with regard to the above, along with information obtained from the bores, the founding depth at this site will be approximately 3000mm in relationship to the existing surface where this surface is assumed to be the finished surface level surrounding the structure.

It is understood that the existing footings may not meet this required founding depth. As an alternative to the founding depth requirement, the existing building may supported by a retaining wall located near to the downslope side of the existing building. The provided recommendations for retaining walls should be adopted for this retaining wall.

It is recommended that the founding soils be confirmed by a geotechnical practitioner at the time of excavation to ensure that suitable founding materials have been encountered.

13. CONCLUSION:

Providing the recommendations herein are followed, the site is considered suitable for the proposed development, and the risk to life and property can be maintained at **LOW** with proper design and maintenance.

14. CONDITIONS OF THE RECOMMENDATIONS:

a) The recommendations made in this report may need to be reviewed should any site works disturb any soil 300mm below the founding depth of the structure.

b) Since the soil horizons and layers can vary in depth and thickness over the site, the depths and bearing capacities given above are given as a guide only. If the footings are founded at the minimum depth, as stated, and are in the soil as described in the logs of boring for this site, then the requirements of this report have been met.

c) The recommendations in this report do not consider any effects that climate change may have on the subject property.

d) The descriptions of the soils found in the boreholes closely follow those outlined in AS 1726:2017 (Geotechnical Site Investigations). Colour descriptions can vary with soil moisture content. It should be noted therefore, colour and shade descriptions mentioned in this report are made when the soil is in a moist condition.

e) This report has been compiled and recommendations made based on the information supplied in the brief to Civiltest Pty Ltd and from the field investigations and observations made including the extent of if any site filling. Every care has been taken within the terms of the brief to ensure that the field investigation is representative of the site. Therefore, if it is found that for any reason information received by Civiltest Pty Ltd is incorrect or conditions on site vary considerably during construction to those described in this report then the comments and recommendations made in this report may need to be amended.

f) Finally, no responsibility will be taken for this report if it is altered in any way or not reproduced in full.

This report consists of twenty-three pages. Appendices A (AGS Appendices), B (Plan(s)), C (Engineering Logs) and D (Laboratory Test Results) are attached.

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7 November 2025

AMENDMENT: *This report was first issued on 10 April 2025. Sections of this report were amended on 7 November 2025 and consequently this revised report now takes precedence over any previously dated report.*

15. REFERENCES:

Australian Geomechanics Society Landslide Taskforce. (2007). "Practice Note Guidelines For Landslide Risk Management 2007." Journal and News of the Australian Geomechanics Society 42(1): 63-158.

Australian Geomechanics Society, S.C.o.L.R.M. (2002). "Landslide Risk Management Concepts and Guidelines." Australian Geomechanics 35(1): 51-90.

'Slope Movement Types and Processes' David J. Varnes 1978

APPENDIX A

LANDSLIDE RISK MANAGEMENT – AGS SUB-COMMITTEE APPENDICES MARCH 2007

Picarellei, L., Oboni, F., Evans, S.G., Mostyn, G. and Fell, R., (2005) *"Hazard characterization and quantification"* Proc Int Conf on Landslide Risk Management, Vancouver, 31 May-3 June 2005, AA Balkema Publ, O. Hungr, R. Fell, R. Couture and E. Eberhardt eds., pp681

Varnes, D.J. and The International Association of Engineering Geology Commission on Landslides and other Mass Movements (1984). Landslide Hazard Zonation: A review of principles and practice. Natural Hazards, Vol 3, Paris,France. UNESCO, 63p.

Standards Australia (1996) *"Residential Slabs and Footings"* Australian Standard AS2870

Standards Australia (2001) *"Concrete Structures"* Australian Standard AS3600

Standards Australia (2001) *"Steel Structures"* Australian Standard AS4100

Standards Australia (2002) *"Earth Retaining Structures"* Australian Standard AS4678.

APPENDIX A - DEFINITION OF TERMS AND LANDSLIDE RISK

RISK TERMINOLOGY

Acceptable Risk – A risk for which, for the purposes of life or work, we are prepared to accept as it is with no regard to its management. Society does not generally consider expenditure in further reducing such risks justifiable.

Annual Exceedance Probability (AEP) – The estimated probability that an event of specified magnitude will be exceeded in any year.

Consequence – The outcomes or potential outcomes arising from the occurrence of a landslide expressed qualitatively or quantitatively, in terms of loss, disadvantage or gain, damage, injury or loss of life.

Elements at Risk – The population, buildings and engineering works, economic activities, public services utilities, infrastructure and environmental features in the area potentially affected by landslides.

Frequency – A measure of likelihood expressed as the number of occurrences of an event in a given time. See also Likelihood and Probability.

Hazard – A condition with the potential for causing an undesirable consequence (the landslide). The description of landslide hazard should include the location, volume (or area), classification and velocity of the potential landslides and any resultant detached material, and the likelihood of their occurrence within a given period of time.

Individual Risk to Life – The risk of fatality or injury to any identifiable (named) individual who lives within the zone impacted by the landslide; or who follows a particular pattern of life that might subject him or her to the consequences of the landslide.

Landslide Activity – The stage of development of a landslide; pre failure when the slope is strained throughout but is essentially intact; failure characterised by the formation of a continuous surface of rupture; post failure which includes movement from just after failure to when it essentially stops; and reactivation when the slope slides along one or several pre-existing surfaces of rupture. Reactivation may be occasional (eg seasonal) or continuous (in which case the slide is "active").

Landslide Intensity – A set of spatially distributed parameters related to the destructive power of a landslide. The parameters may be described quantitatively or qualitatively and may include maximum movement velocity, total displacement, differential displacement, depth of the moving mass, peak discharge per unit width, kinetic energy per unit area.

Landslide Risk - The AGS Australian GeoGuide LR7 (AGS, 2007e) should be referred to for an explanation of Landslide Risk.

Landslide Susceptibility – The classification, and volume (or area) of landslides which exist or potentially may occur in an area or may travel or retrogress onto it. Susceptibility may also include a description of the velocity and intensity of the existing or potential landsliding.

Likelihood – Used as a qualitative description of probability or frequency.

Probability – A measure of the degree of certainty. This measure has a value between zero (impossibility) and 1.0 (certainty). It is an estimate of the likelihood of the magnitude of the uncertain quantity, or the likelihood of the occurrence of the uncertain future event.

There are two main interpretations:

(i) Statistical – frequency or fraction – The outcome of a repetitive experiment of some kind like flipping coins. It includes also the idea of population variability. Such a number is called an "objective" or relative frequentist probability because it exists in the real world and is in principle measurable by doing the experiment.

(ii) Subjective probability (degree of belief) – Quantified measure of belief, judgment, or confidence in the likelihood of an outcome, obtained by considering all available information honestly, fairly, and with a minimum of

bias. Subjective probability is affected by the state of understanding of a process, judgment regarding an evaluation, or the quality and quantity of information. It may change over time as the state of knowledge changes.

Qualitative Risk Analysis – An analysis which uses word form, descriptive or numeric rating scales to describe the magnitude of potential consequences and the likelihood that those consequences will occur.

Quantitative Risk Analysis – An analysis based on numerical values of the probability, vulnerability and consequences and resulting in a numerical value of the risk.

Risk – A measure of the probability and severity of an adverse effect to health, property or the environment. Risk is often estimated by the product of probability x consequences. However, a more general interpretation of risk involves a comparison of the probability and consequences in a non-product form.

Risk Analysis – The use of available information to estimate the risk to individual, population, property, or the environment, from hazards. Risk analyses generally contain the following steps: Scope definition, hazard identification and risk estimation.

Risk Assessment – The process of risk analysis and risk evaluation.

Risk Control or **Risk Treatment** – The process of decision making for managing risk and the implementation or enforcement of risk mitigation measures and the re-evaluation of its effectiveness from time to time, using the results of risk assessment as one input.

Risk Estimation – The process used to produce a measure of the level of health, property or environmental risks being analysed. Risk estimation contains the following steps: frequency analysis, consequence analysis and their integration.

Risk Evaluation – The stage at which values and judgments enter the decision process, explicitly or implicitly, by including consideration of the importance of the estimated risks and the associated social, environmental and economic consequences, in order to identify a range of alternatives for managing the risks.

Risk Management – The complete process of risk assessment and risk control (or risk treatment).

Societal Risk – The risk of multiple fatalities or injuries in society as a whole: one where society would have to carry the burden of a landslide causing a number of deaths, injuries, financial, environmental and other losses.

Susceptibility – see Landslide Susceptibility

Temporal Spatial Probability – The probability that the element at risk is in the area affected by the landsliding, at the time of the landslide.

Tolerable Risk – A risk within a range that society can live with so as to secure certain net benefits. It is a range of risk regarded as non-negligible and needing to be kept under review and reduced further if possible.

Vulnerability – The degree of loss to a given element or set of elements within the area affected by the landslide hazard. It is expressed on a scale of 0 (no loss) to 1 (total loss). For property, the loss will be the value of the damage relative to the value of the property; for persons, it will be the probability that a particular life (the element at risk) will be lost, given the person(s) is affected by the landslide.

ASSOCIATED TERMINOLOGY

Importance Level – of a building or structure is directly related to the societal requirements for its use, particularly during or following extreme events. The consequences with respect to life safety of the occupants of buildings are indirectly related to the Importance Level, being a result of the societal requirement for the structure rather than the reason *per se* of the Importance Level.

Authority or **Council** having statutory responsibility for community activities, community safety and development approval or management of development within its defined area/region.

The **Regulator** will be the responsible body/authority for setting Acceptable/Tolerable Risk Criteria to be adopted for the community/region/activity, which will be the basis for setting levels for Acceptable and Tolerable Risk in the application of the risk assessment guidelines.

PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

Importance Level of Structure	Explanation	Examples (Regulatory authorities may designate any structure to any classification type when local conditions make such desirable)
1	Buildings or structures generally presenting a low risk to life and property (including other property).	Farm buildings. Isolated minor storage facilities. Minor temporary facilities. Towers in rural situations.
2	Buildings and structures not covered by Importance Levels 1, 3 or 4.	Low-rise residential construction. Buildings and facilities below the limits set for Importance Level 3.
3	Buildings or structures that as a whole may contain people in crowds, or contents of high value to the community, or that pose hazards to people in crowds.	Buildings and facilities where more than 300 people can congregate in one area. Buildings and facilities with primary school, secondary school or day-care facilities with capacity greater than 250. Buildings and facilities for colleges or adult education facilities with a capacity greater than 500. Health care facilities with a capacity of 50 or more residents but no having surgery or emergency treatment facilities. Jails and detention facilities. Any occupancy with an occupant load greater than 5,000. Power generating facilities, water treatment and waste water treatment facilities, any other public utilities not included in Importance Level 4. Buildings and facilities not included in Importance Level 4 containing hazardous materials capable of causing hazardous conditions that do not extend beyond property boundaries.
4	Buildings or structures that are essential to post-disaster recovery, or with significant post-disaster functions, or that contain hazardous materials.	Buildings and facilities designated as essential facilities. Buildings and facilities with special post-disaster functions. Medical emergency or surgery facilities. Emergency service facilities: fire, rescue, police station and emergency vehicle garages. Utilities required as back-up for buildings and facilities of Importance Level 4. Designated emergency shelters. Designated emergency centres and ancillary facilities. Buildings and facilities containing hazardous (toxic or explosive) materials in sufficient quantities capable of causing hazardous conditions that extend beyond property boundaries.

(from BCA Guidelines)

Practitioner – A specialist Geotechnical Engineer or Engineering Geologist who is degree qualified, is a member of a professional institute and who has achieved chartered professional status – being either Chartered Professional Engineer (CPEng) within the Institution of Engineers Australia, Chartered Professional Geologist (CPGeo) within the Australasian Institute of Mining & Metallurgy, or Registered Professional Geoscientist (RPGeo) within the Australian Institute of Geoscientists – specifically with Landslide Risk Management as a core competency.

A Practitioner will include persons qualified under the Institution of Engineers Australia NPER – LRM register.

It would normally be required that the Practitioner can demonstrate an appropriate minimum period of experience in the practice of landslide risk assessment and management in the geographic region, or can demonstrate relevant experience in similar geological settings.

Regulator – The regulatory authority [Federal Government/ State Government/ Instrumentality/ Regional/Local.

PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

APPENDIX B - LANDSLIDE TERMINOLOGY

The following provides a summary of landslide terminology which should (for uniformity of practice) be adopted when classifying and describing a landslide. It has been based on Cruden & Varnes (1996) and the reader is recommended to refer to the original documents for a more detailed discussion, other terminology and further examples of landslide types and processes.

Landslide

The term ***landslide*** denotes "the movement of a mass of rock, debris or earth down a slope". The phenomena described as landslides are not limited to either the "land" or to "sliding", and usage of the word has implied a much more extensive meaning than its component parts suggest. Ground subsidence and collapse are excluded.

Classification of Landslides

Landslide classification is based on Varnes (1978) system which has two terms: the first term describes the material type and the second term describes the type of movement.

The material types are ***Rock***, ***Earth*** and ***Debris***, being classified as follows:-

The material is either rock or soil.

Rock: is "a hard or firm mass that was intact and in its natural place before the initiation of movement."

Soil: is "an aggregate of solid particles, generally of minerals and rocks, that either was transported or was formed by the weathering of rock in place. Gases or liquids filling the pores of the soil form part of the soil."

Earth: "describes material in which 80% or more of the particles are smaller than 2 mm, the upper limit of sand sized particles."

Debris: "contains a significant proportion of coarse material; 20% to 80% of the particles are larger than 2 mm and the remainder are less than 2 mm."

The terms used should describe the displaced material in the landslide before it was displaced.

The types of movement describe how the landslide movement is distributed through the displaced mass. The five kinematically distinct types of movement are described in the sequence ***fall***, ***topple***, ***slide***, ***spread*** and ***flow***.

The following table shows how the two terms are combined to give the landslide type:

Table B1: Major types of landslides. Abbreviated version of Varnes' classification of slope movements (Varnes, 1978).

TYPE OF MOVEMENT		TYPE OF MATERIAL		
		BEDROCK	ENGINEERING SOILS	
			Predominantly Coarse	Predominantly Fine
FALLS		Rock fall	Debris fall	Earth fall
TOPPLES		Rock topple	Debris topple	Earth topple
SLIDES	ROTATIONAL	Rock slide	Debris slide	Earth slide
	TRANSLATIONAL			
LATERAL SPREADS		Rock spread	Debris spread	Earth spread
FLOWS		Rock flow (Deep creep)	Debris flow (Soil creep)	Earth flow
COMPLEX	Combination of two or more principle types of movement			

Figure B1 gives schematics to illustrate the major types of landslide movement. Further information and photographs of landslides are available on the USGS website at http://landslides.usgs.gov.

PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

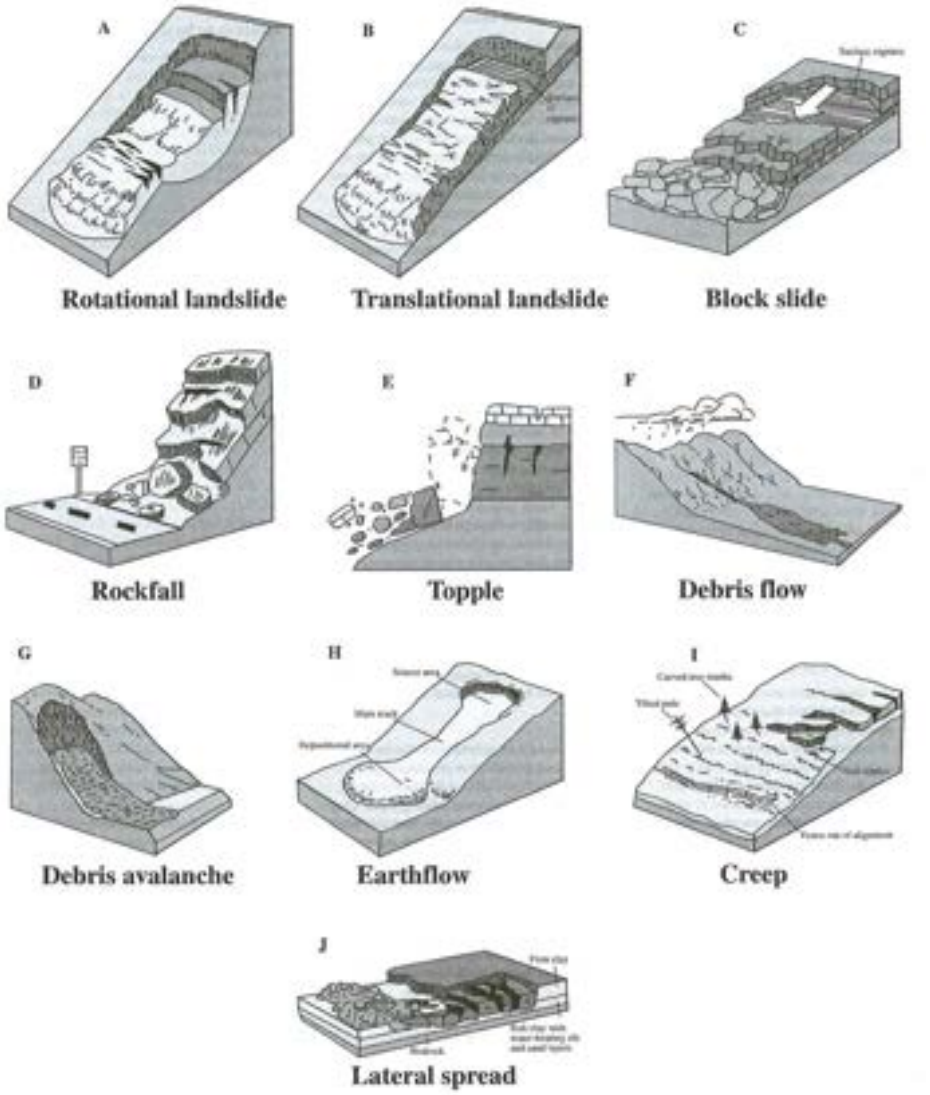


Figure B1: These schematics illustrate the major types of landslide movement.
(From US Geological Survey Fact Sheet 2004-3072, July 2004, with kind permission for reproduction.)

The nomenclature of a landslide can become more elaborate as more information about the movement becomes available. To build up the complete identification of the movement, descriptors are added in front of the two-term classification using a preferred sequence of terms. The suggested sequence provides a progressive narrowing of the focus of the descriptors, first by time and then by spatial location, beginning with a view of the whole landslide, continuing with parts of the movement and finally defining the materials involved. The recommended sequence, as shown in Table B2, describes activity (including state, distribution and style) followed by descriptions of all movements (including rate, water content, material and type). Definitions of the terms in Table B2 are given in Cruden & Varnes (1996).

Second or subsequent movements in complex or composite landslides can be described by repeating, as many times as necessary, the descriptors used in Table B2. Descriptors that are the same as those for the first movement may then be dropped from the name.

For example, the very large and rapid slope movement that occurred near the town of Frank, Alberta, Canada, in 1903 was a *complex, extremely rapid, dry rock fall – debris flow*. From the full name of this landslide at Frank, one would know that both the debris flow and the rock fall were extremely rapid and dry because no other descriptors are used for the debris flow.

The full name of the landslide need only be given once; subsequent references should then be to the initial material and type of movement; for the above example, "the rock fall" or "the Frank rock fall" for the landslide at Frank, Alberta.

Table B2: Glossary for forming names of landslides.

Activity

State	Distribution	Style
Active	Advancing	Complex
Reactivated	Retrogressive	Composite
Suspended	Widening	Multiple
Inactive	Enlarging	Successive
Dormant	Confined	Single
Abandoned	Diminishing	
Stabilised	Moving	
Relict		

Description of First Movement

Rate	Water Content	Material	Type
Extremely rapid	Dry	Rock	Fall
Very rapid	Moist	Earth	Topple
Rapid	Wet	Debris	Slide
Moderate	Very Wet		Spread
Slow			Flow
Very slow			
Extremely slow			

Note: Subsequent movements may be described by repeating the above descriptors as many times as necessary. These terms are described in more detail in Cruden & Varnes (1996) and examples are given.

Landslide Features

Varnes (1978, Figure 2.1t) provided an idealised diagram showing the features for a *complex earth slide – earth flow*, which has been reproduced here as Figure B2. Definitions of landslide dimensions are given in Cruden & Varnes (1996).

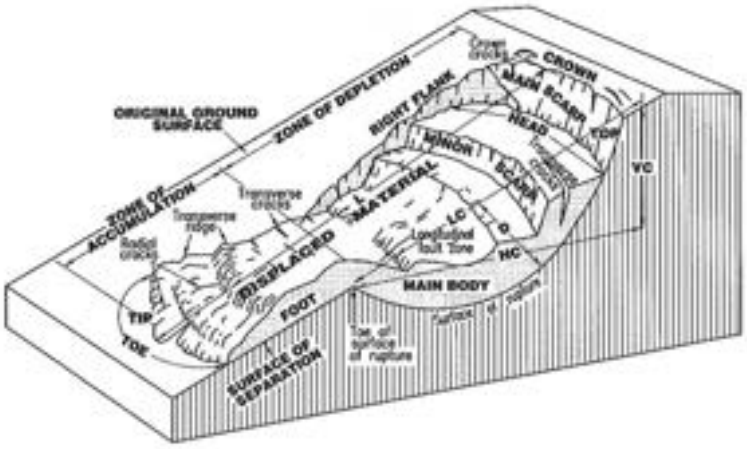


Figure B2: Block of Idealised Complex Earth Slide – Earth Flow
(*Varnes, D J (1978,)Slope Movement Types and Processes. In Special Report 176: Landslides: Analysis and Control(R L Schuster & R J Krizek, eds.), TRB, National Research Council, Washington, DC, pp.11-33).*

PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

Rate of Movement

Figure B3 shows the velocity scale proposed by Cruden & Varnes (1996) which rationalises previous scales. The term "creep" has been omitted due to the many definitions and interpretations in the literature.

Velocity Class	Description	Velocity (mm/sec)	Typical Velocity	Probable Destructive Significance
7	Extremely Rapid			Catastrophe of major violence; buildings destroyed by impact of displaced material; many deaths; escape unlikely
		5×10^{3}	5 m/sec	
6	Very Rapid			Some lives lost; velocity too great to permit all persons to escape
		5×10^{1}	3 m/min	
5	Rapid			Escape evaluation possible; structures; possessions, and equipment destroyed
		5×10^{-1}	1.8 m/hr	
4	Moderate			Some temporary and insensitive structures can be temporarily maintained
		5×10^{-3}	13 m/month	
3	Slow			Remedial construction can be undertaken during movement; insensitive structures can be maintained with frequent maintenance work if total movement is not large during a particular acceleration phase
		5×10^{-5}	1.6 m/year	
2	Very Slow			Some permanent structures undamaged by movement
		5×10^{-7}	15 mm/year	
	Extremely **SLOW**			Imperceptible without instruments; construction **POSSIBLE WITH PRECAUTIONS**

Figure B3: Proposed Landslide Velocity Scale and Probable Destructive Significance.

REFERENCES AND ACKNOWLEDGEMENT

Cruden, D.M., & Varnes, D.J. (1996), "Landslide Types and Processes", Ch.3 in "Landslides. Investigation and Mitigation", Eds Turner, A.K. and Schuster, R.L. Special Report 247, Transport Research Board, National Research Council, Washington D.C. Extracts reprinted above by kind permission of the authors and publishers. Copies of the publication can be obtained from "Transport Research Board, National Research Council, 2101 Constitution Avenue, N.W., Washington D.C. 20418, USA.

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PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

APPENDIX C: LANDSLIDE RISK ASSESSMENT

QUALITATIVE TERMINOLOGY FOR USE IN ASSESSING RISK TO PROPERTY

QUALITATIVE MEASURES OF LIKELIHOOD

Approximate Annual Probability		Implied Indicative Landslide Recurrence Interval		Description	Descriptor	Level
Indicative Value	Notional Boundary					
10^{-1}	$5x10^{-2}$	10 years	20 years	The event is expected to occur over the design life.	ALMOST CERTAIN	A
10^{-2}	$5x10^{-3}$	100 years	200 years	The event will probably occur under adverse conditions over the design life.	LIKELY	B
10^{-3}	$5x10^{-4}$	1000 years	2000 years	The event could occur under adverse conditions over the design life.	POSSIBLE	C
10^{-4}	$5x10^{-5}$	10,000 years	20,000 years	The event might occur under very adverse circumstances over the design life.	UNLIKELY	D
10^{-5}	$5x10^{-6}$	100,000 years	200,000 years	The event is conceivable but only under exceptional circumstances over the design life.	RARE	E
10^{-6}		1,000,000 years		The event is inconceivable or fanciful over the design life.	BARELY CREDIBLE	F

Note: (1) The table should be used from left to right; use Approximate Annual Probability or Description to assign Descriptor, not *vice versa*.

QUALITATIVE MEASURES OF CONSEQUENCES TO PROPERTY

Approximate Cost of Damage		Description	Descriptor	Level
Indicative Value	Notional Boundary			
200%	100%	Structure(s) completely destroyed and/or large scale damage requiring major engineering works for stabilisation. Could cause at least one adjacent property major consequence damage.	CATASTROPHIC	1
60%	40%	Extensive damage to most of structure, and/or extending beyond site boundaries requiring significant stabilisation works. Could cause at least one adjacent property medium consequence damage.	MAJOR	2
20%	10%	Moderate damage to some of structure, and/or significant part of site requiring large stabilisation works. Could cause at least one adjacent property minor consequence damage.	MEDIUM	3
5%	1%	Limited damage to part of structure, and/or part of site requiring some reinstatement stabilisation works.	MINOR	4
0.5%		Little damage. (Note for high probability event (Almost Certain), this category may be subdivided at a notional boundary of 0.1%. See Risk Matrix.)	INSIGNIFICANT	5

Notes: (2) The Approximate Cost of Damage is expressed as a percentage of market value, being the cost of the improved value of the unaffected property which includes the land plus the unaffected structures.

(3) The Approximate Cost is to be an estimate of the direct cost of the damage, such as the cost of reinstatement of the damaged portion of the property (land plus structures), stabilisation works required to render the site to tolerable risk level for the landslide which has occurred and professional design fees, and consequential costs such as legal fees, temporary accommodation. It does not include additional stabilisation works to address other landslides which may affect the property.

(4) The table should be used from left to right; use Approximate Cost of Damage or Description to assign Descriptor, not vice versa

PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

APPENDIX C: – QUALITATIVE TERMINOLOGY FOR USE IN ASSESSING RISK TO PROPERTY (CONTINUED)

QUALITATIVE RISK ANALYSIS MATRIX – LEVEL OF RISK TO PROPERTY

LIKELIHOOD		CONSEQUENCES TO PROPERTY (With Indicative Approximate Cost of Damage)				
	Indicative Value of Approximate Annual Probability	1: CATASTROPHIC 200%	2: MAJOR 60%	3: MEDIUM 20%	4: MINOR 5%	5: INSIGNIFICANT 0.5%
A – ALMOST CERTAIN	10^{-1}	VH	VH	VH	H	M or **L** (5)
B - LIKELY	10^{-2}	VH	VH	H	M	**L**
C - POSSIBLE	10^{-3}	VH	H	M	M	**VL**
D - UNLIKELY	10^{-4}	H	M	**L**	**L**	**VL**
E - RARE	10^{-5}	M	**L**	**L**	**VL**	**VL**
F - BARELY CREDIBLE	10^{-6}	**L**	**VL**	**VL**	**VL**	**VL**

Notes: (5) For Cell A5, may be subdivided such that a consequence of less than 0.1% is Low Risk.
(6) When considering a risk assessment it must be clearly stated whether it is for existing conditions or with risk control measures which may not be implemented at the current time.

RISK LEVEL IMPLICATIONS

Risk Level		Example Implications (7)
VH	VERY HIGH RISK	Unacceptable without treatment. Extensive detailed investigation and research, planning and implementation of treatment options essential to reduce risk to Low; may be too expensive and not practical. Work likely to cost more than value of the property.
H	HIGH RISK	Unacceptable without treatment. Detailed investigation, planning and implementation of treatment options required to reduce risk to Low. Work would cost a substantial sum in relation to the value of the property.
M	MODERATE RISK	May be tolerated in certain circumstances (subject to regulator's approval) but requires investigation, planning and implementation of treatment options to reduce the risk to Low. Treatment options to reduce to Low risk should be implemented as soon as practicable.
L	LOW RISK	Usually acceptable to regulators. Where treatment has been required to reduce the risk to this level, ongoing maintenance is required.
VL	VERY LOW RISK	Acceptable. Manage by normal slope maintenance procedures.

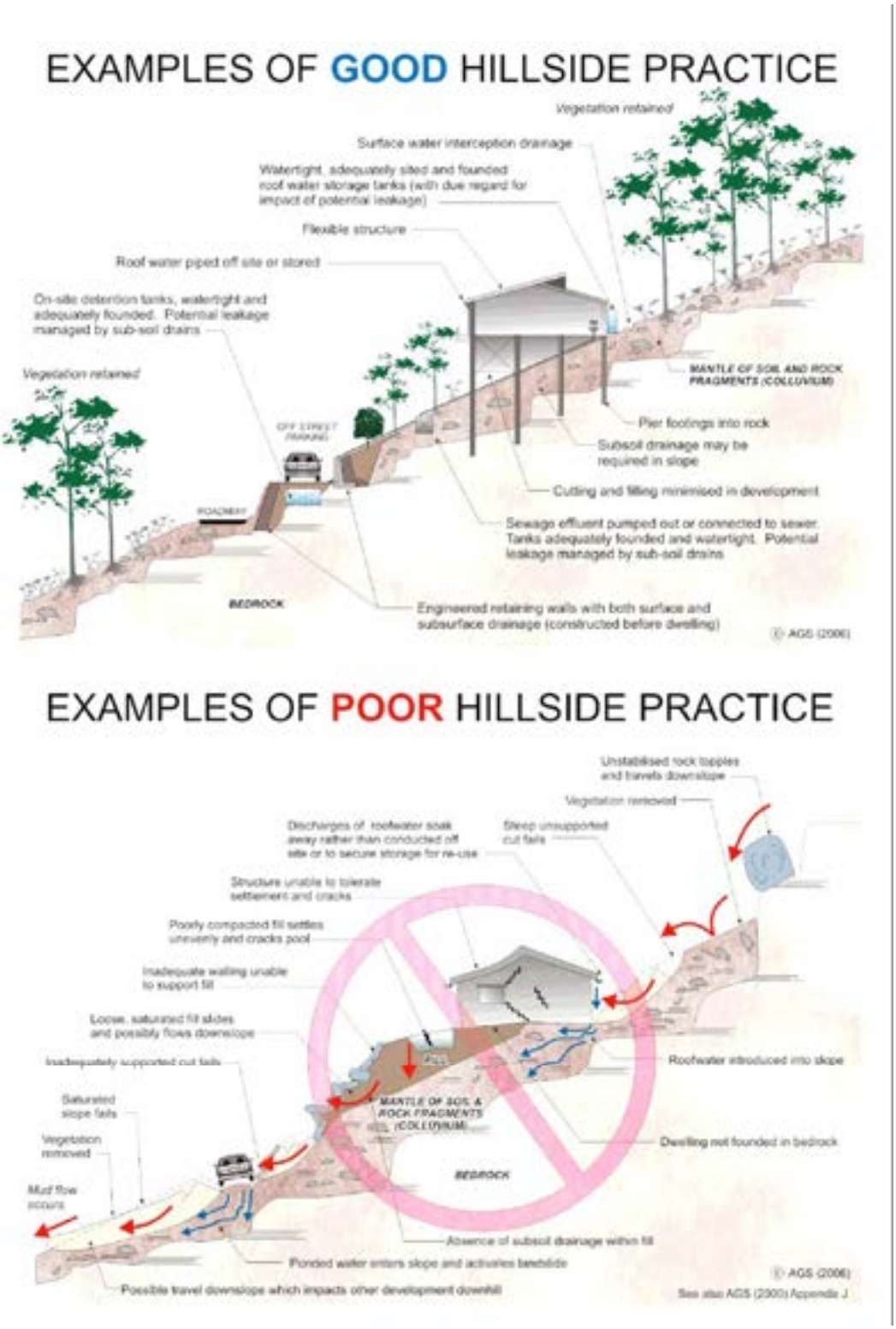
Note: (7) The implications for a particular situation are to be determined by all parties to the risk assessment and may depend on the nature of the property at risk; these are only given as a general guide.

PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

APPENDIX G - SOME GUIDELINES FOR HILLSIDE CONSTRUCTION

	GOOD ENGINEERING PRACTICE	*POOR ENGINEERING PRACTICE*
ADVICE		
GEOTECHNICAL ASSESSMENT	Obtain advice from a qualified, experienced geotechnical practitioner at early stage of planning and before site works.	Prepare detailed plan and start site works before geotechnical advice.
PLANNING		
SITE PLANNING	Having obtained geotechnical advice, plan the development with the risk arising from the identified hazards and consequences in mind.	Plan development without regard for the Risk.
DESIGN AND CONSTRUCTION		
HOUSE DESIGN	Use flexible structures which incorporate properly designed brickwork, timber or steel frames, timber or panel cladding. Consider use of split levels. Use decks for recreational areas where appropriate.	Floor plans which require extensive cutting and filling. Movement intolerant structures.
SITE CLEARING	Retain natural vegetation wherever practicable.	Indiscriminately clear the site.
ACCESS & DRIVEWAYS	Satisfy requirements below for cuts, fills, retaining walls and drainage. Council specifications for grades may need to be modified. Driveways and parking areas may need to be fully supported on piers.	Excavate and fill for site access before geotechnical advice.
EARTHWORKS	Retain natural contours wherever possible.	Indiscriminatory bulk earthworks.
CUTS	Minimise depth. Support with engineered retaining walls or batter to appropriate slope. Provide drainage measures and erosion control.	Large scale cuts and benching. Unsupported cuts. Ignore drainage requirements
FILLS	Minimise height. Strip vegetation and topsoil and key into natural slopes prior to filling. Use clean fill materials and compact to engineering standards. Batter to appropriate slope or support with engineered retaining wall. Provide surface drainage and appropriate subsurface drainage.	Loose or poorly compacted fill, which if it fails, may flow a considerable distance including onto property below. Block natural drainage lines. Fill over existing vegetation and topsoil. Include stumps, trees, vegetation, topsoil, boulders, building rubble etc in fill.
ROCK OUTCROPS & BOULDERS	Remove or stabilise boulders which may have unacceptable risk. Support rock faces where necessary.	Disturb or undercut detached blocks or boulders.
RETAINING WALLS	Engineer design to resist applied soil and water forces. Found on rock where practicable. Provide subsurface drainage within wall backfill and surface drainage on slope above. Construct wall as soon as possible after cut/fill operation.	Construct a structurally inadequate wall such as sandstone flagging, brick or unreinforced blockwork. Lack of subsurface drains and weepholes.
FOOTINGS	Found within rock where practicable. Use rows of piers or strip footings oriented up and down slope. Design for lateral creep pressures if necessary. Backfill footing excavations to exclude ingress of surface water.	Found on topsoil, loose fill, detached boulders or undercut cliffs.
SWIMMING POOLS	Engineer designed. Support on piers to rock where practicable. Provide with under-drainage and gravity drain outlet where practicable. Design for high soil pressures which may develop on uphill side whilst there may be little or no lateral support on downhill side.	
DRAINAGE		
SURFACE	Provide at tops of cut and fill slopes. Discharge to street drainage or natural water courses. Provide general falls to prevent blockage by siltation and incorporate silt traps. Line to minimise infiltration and make flexible where possible. Special structures to dissipate energy at changes of slope and/or direction.	Discharge at top of fills and cuts. Allow water to pond on bench areas.
SUBSURFACE	Provide filter around subsurface drain. Provide drain behind retaining walls. Use flexible pipelines with access for maintenance. Prevent inflow of surface water.	Discharge roof runoff into absorption trenches.
SEPTIC & SULLAGE	Usually requires pump-out or mains sewer systems; absorption trenches may be possible in some areas if risk is acceptable. Storage tanks should be water-tight and adequately founded.	Discharge sullage directly onto and into slopes. Use absorption trenches without consideration of landslide risk.
EROSION CONTROL & LANDSCAPING	Control erosion as this may lead to instability. Revegetate cleared area.	Failure to observe earthworks and drainage recommendations when landscaping.
DRAWINGS AND SITE VISITS DURING CONSTRUCTION		
DRAWINGS	Building Application drawings should be viewed by geotechnical consultant	
SITE VISITS	Site Visits by consultant may be appropriate during construction/	
INSPECTION AND MAINTENANCE BY OWNER		
OWNER'S RESPONSIBILITY	Clean drainage systems; repair broken joints in drains and leaks in supply pipes. Where structural distress is evident see advice. If seepage observed, determine causes or seek advice on consequences.	

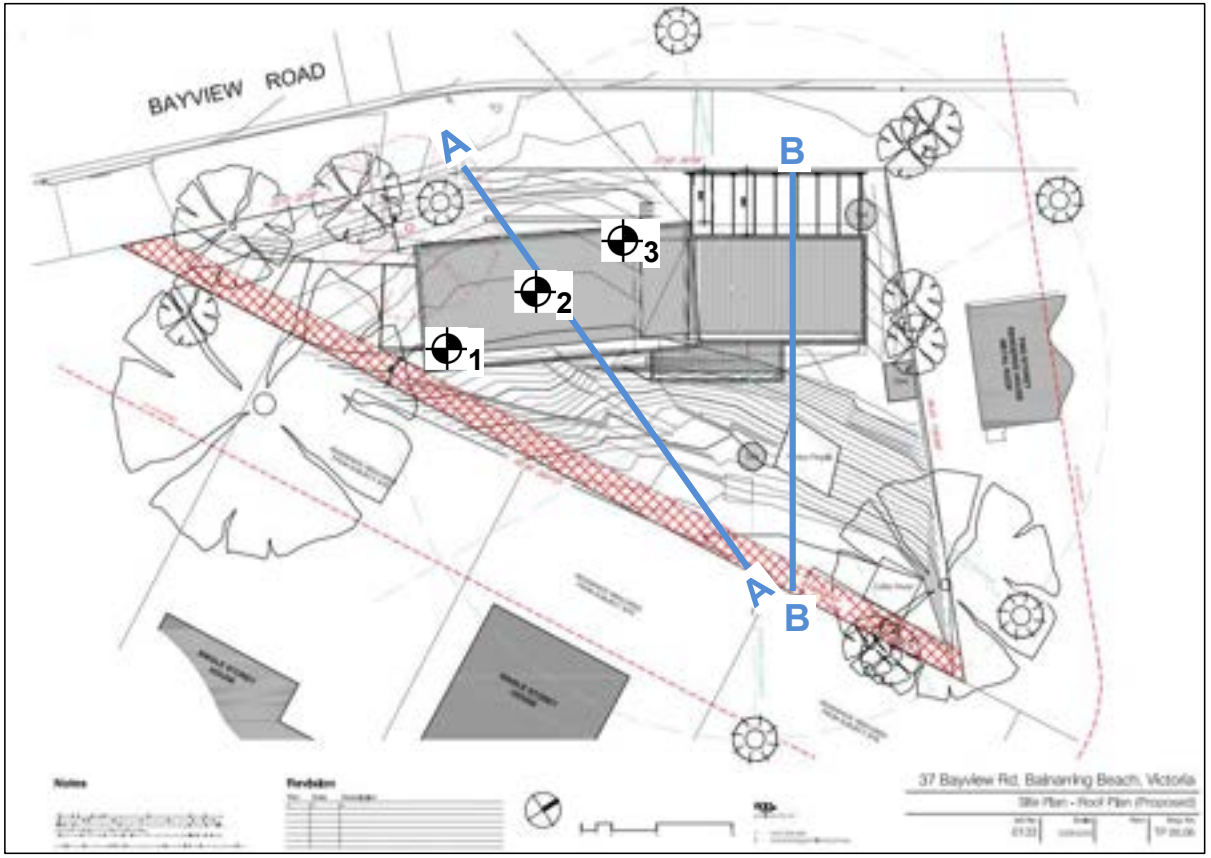
PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007



APPENDIX B

PLAN - TEST LOCATIONS & SECTIONS A – A & B – B

PLAN - TEST LOCATIONS & SECTIONS A – A & B – B: 37 BAYVIEW ROAD, BALNARRING



Denotes Borehole

THIS PLAN IS NOT INTENDED TO PROVIDE AN ACCURATE DEPICTION OF THE NUMBER, SIZE OR LOCATION OF TREES AND/OR SHRUBS

NOT TO SCALE

Civiltest Pty Ltd - Report No: 1250229-1 Issue 2

APPENDIX C

ENGINEERING LOGS

CIVIL TEST PTY LTD

ENGINEERING LOG-BOREHOLE

REPORT NO : 1250229-1
BOREHOLE NO : 1
CHAINAGE : N/A
PAGE : 1/1

PROJECT LOCATION : 37 Bayview Road BALNARRING BEACH
FIELD TECHNICIAN : MU
LOGGED BY : MU
REVIEWED BY : MS
DRILLING PLANT : Track Rig
COORDINATES : N/A
INCLINATION : 90 °
DATE STARTED : 21/02/2025
SURFACE R.L.(m) : N/A
HEIGHT/GRID DATUM : N/A
DATE COMPLETED : 21/02/2025

DRILLING INFORMATION | STRATA DESCRIPTION

DRILLING METHOD	GROUND WATER	SAMPLES/ TESTS RESULTS	R.L. (m)	DEPTH (m)	MATERIAL DESCRIPTION	GRAPHIC LOG	MOISTURE CONDITION	DEGREE OF WEATHERING/ CONSISTENCY/ RELATIVE DENSITY	DCP Test Blows/100mm (3, 6, 9, 12, 15+)	FIELD DESCRIPTIONS AND OTHER COMMENTS
SFA				0.100	**FILL**, SILT, sandy, trace gravel; Brown grey		D	F		
SFA				0.300	MH SILT, sandy; Brown Sand is rounded, fine grained		D	F		
SFA		SPT 1.5m (3, 5, 6)		1 2	CH CLAY, silty, trace sand and gravel; Brown mottled orange mottled grey Sand is rounded, fine grained; Gravel is sub-angular, fine grained		M	St		
SFA		SPT 3m (3, 3, 4) SPT 4.5m (2, 4, 6)		2.200 3 4	CH CLAY, silty, trace gravel; Grey mottled brown Gravel is sub-angular to angular, medium to fine grained		M	St		
SFA				4.900 5	CH CLAY, silty, with gravel; Grey mottled red Gravel is angular to sub-angular, medium to fine grained		M	St		
SFA		SPT 6m (4, 5, 10)		5.500 6 7 8 9	CH CLAY, silty, with gravel; Brown orange mottled grey Gravel is angular to sub-angular, medium to fine grained END OF BORE (21-FEB-2025)		M	St to VSt		

Method	
Log Symbol	Term
HA	Hand Auger
SFA	Screw Flight Auger
SNC	Sonic Drilling
DC	Diamond Coring

Moisture Condition	
Log Symbol	Term
D	Dry
M	Moist
W	Wet

Ground Water	
Log Symbol	Term
▼	Static Water Level
►	Water Inflow

Relative Density	
Log Symbol	Term
VL	Very Loose
L	Loose
MD	Medium Dense
D	Dense
VD	Very Dense

Consistency	
Log Symbol	Term
Vs	Very Soft
S	Soft
F	Firm
St	Stiff
VSt	Very Stiff
H	Hard
Fr	Friable

Defect Description	
Log Symbol	Term
J, Js	Joint, Joints
SS	Sheared surface
SZ	Seared zone
Ss	Sheared seam
Cs	Crushed seam
Is	Infilled seam (soil)
Xs	Extremely Weathered seam
BP	Bedding parting
LP	Lamination parting
FP	Foliation parting

Defect spacing	
Log Symbol	Term
EC	Extremely Close
VC	Very Close
C	Close
M	Medium
W	Wide
VW	Very Wide

Defect Infill	
Log Symbol	Term
Cn	Clean
Std	Stained
Vr	Veneer
Ct	Coating

Degree of Weathering	
Log Symbol	Term
RS	Residual Soil
XW	Extremely Weathered
DW	Distinctly Weathered
HW	Highly Weathered
MW	Moderately Weathered
SW	Slightly Weathered
FR	Fresh Rock

Samples & Tests	
Log Symbol	Term
D	Disturbed Sample
B	Bulk Sample
U(63)	Undisturbed Sample (63mm tube)
hb	hammer bouncing

Rock Strength	
Log Symbol	Term
VLS	Very Low
LS	Low
MS	Medium
HS	High
VH	Very High
EH	Extremely High

Surface Roughness	
Log Symbol	Term
Vro	Very rough
Ro	Rough
Sm	Smooth
Po	Polished
Sl	Slickensided

Others	
Log Symbol	Term
Cly	Clay
Fe	Iron
Co	Coal
Carb	Carbonaceous
RQD	Rock Quality Designation
TCR	Total Core Recovery

Surface Shape	
Log Symbol	Term
Pln	Planar
Cvd	Curved
Und	Undulating
Stp	Stepped
Irr	Irregular

CIVIL TEST PTY LTD

ENGINEERING LOG-BOREHOLE

REPORT NO : 1250229-1
BOREHOLE NO : 2
CHAINAGE : N/A
PAGE : 1/1

PROJECT LOCATION : 37 Bayview Road BALNARRING BEACH
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SFA				0.100	**FILL**, SILT, sandy, trace gravel; Brown grey		D	F		
SFA					MH SILT, sandy; Brown Sand is rounded, fine grained		D	F		
SFA				0.500	CH CLAY, silty, trace sand and gravel; Brown mottled orange mottled grey Sand is rounded, fine grained; Gravel is sub-angular, fine grained		M	St		
SFA				2.200	CH CLAY, silty, trace gravel; Grey mottled brown Gravel is sub-angular to angular, medium to fine grained		M	St		
SFA				5.500	CH CLAY, silty, with gravel; Brown orange mottled grey Gravel is angular to sub-angular, medium to fine grained		M	St to VSt		
					END OF BORE (21-FEB-2025)					

Method	
Log Symbol	Term
HA	Hand Auger
SFA	Screw Flight Auger
SNC	Sonic Drilling
DC	Diamond Coring

Moisture Condition	
Log Symbol	Term
D	Dry
M	Moist
W	Wet

Ground Water	
Log Symbol	Term
▼	Static Water Level
►	Water Inflow

Relative Density	
Log Symbol	Term
VL	Very Loose
L	Loose
MD	Medium Dense
D	Dense
VD	Very Dense

Consistency	
Log Symbol	Term
Vs	Very Soft
S	Soft
F	Firm
St	Stiff
VSt	Very Stiff
H	Hard
Fr	Friable

Defect Description	
Log Symbol	Term
J, Js	Joint, Joints
SS	Sheared surface
SZ	Seared zone
Ss	Sheared seam
Cs	Crushed seam
Is	Infilled seam (soil)
Xs	Extremely Weathered seam
BP	Bedding parting
LP	Lamination parting
FP	Foliation parting

Defect spacing	
Log Symbol	Term
EC	Extremely Close
VC	Very Close
C	Close
M	Medium
W	Wide
VW	Very Wide

Defect Infill	
Log Symbol	Term
Cn	Clean
Std	Stained
Vr	Veneer
Ct	Coating

Degree of Weathering	
Log Symbol	Term
RS	Residual Soil
XW	Extremely Weathered
DW	Distinctly Weathered
HW	Highly Weathered
MW	Moderately Weathered
SW	Slightly Weathered
FR	Fresh Rock

Samples & Tests	
Log Symbol	Term
D	Disturbed Sample
B	Bulk Sample
U(63)	Undisturbed Sample (63mm tube)
hb	hammer bouncing

Rock Strength	
Log Symbol	Term
VLS	Very Low
LS	Low
MS	Medium
HS	High
VH	Very High
EH	Extremely High

Surface Roughness	
Log Symbol	Term
Vro	Very rough
Ro	Rough
Sm	Smooth
Po	Polished
Sl	Slickensided

Others	
Log Symbol	Term
Cly	Clay
Fe	Iron
Co	Coal
Carb	Carbonaceous
RQD	Rock Quality Designation
TCR	Total Core Recovery

Surface Shape	
Log Symbol	Term
Pln	Planar
Cvd	Curved
Und	Undulating
Stp	Stepped
Irr	Irregular

CIVIL TEST PTY LTD

ENGINEERING LOG-BOREHOLE

REPORT NO : 1250229-1
BOREHOLE NO : 3
CHAINAGE : N/A
PAGE : 1/1

PROJECT LOCATION : 37 Bayview Road BALNARRING BEACH
FIELD TECHNICIAN : MU
LOGGED BY : MU
REVIEWED BY : MS
DRILLING PLANT : Track Rig
COORDINATES : N/A
INCLINATION : 90 °
DATE STARTED : 21/02/2025
SURFACE R.L.(m) : N/A
HEIGHT/GRID DATUM : N/A
DATE COMPLETED : 21/02/2025

DRILLING INFORMATION | STRATA DESCRIPTION

DRILLING METHOD	GROUND WATER	SAMPLES/ TESTS RESULTS	R.L. (m)	DEPTH (m)	MATERIAL DESCRIPTION	GRAPHIC LOG	MOISTURE CONDITION	DEGREE OF WEATHERING/ CONSISTENCY/ RELATIVE DENSITY	DCP Test Blows/100mm (3, 6, 9, 12, 15+)	FIELD DESCRIPTIONS AND OTHER COMMENTS
SFA				0.100	**FILL**, SILT, sandy, trace gravel; Brown grey		D	F		
SFA					MH SILT, sandy; Brown Sand is rounded, fine grained		D	F		
SFA				0.500	CH CLAY, silty, trace sand and gravel; Brown mottled orange mottled grey Sand is rounded, fine grained; Gravel is sub-angular, fine grained		M	St		
SFA				2.200	CH CLAY, silty, with gravel; Red mottled grey Gravel is sub-angular to angular, medium to fine grained		M	St to VSt		
SFA				5.500	CH CLAY, silty, with gravel; Brown orange mottled grey Gravel is angular to sub-angular, medium to fine grained		M	St to VSt		
					END OF BORE (21-FEB-2025)					

Method	
Log Symbol	Term
HA	Hand Auger
SFA	Screw Flight Auger
SNC	Sonic Drilling
DC	Diamond Coring

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D	Dry
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W	Wet

Ground Water	
Log Symbol	Term
▼	Static Water Level
►	Water Inflow

Relative Density	
Log Symbol	Term
VL	Very Loose
L	Loose
MD	Medium Dense
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Log Symbol	Term
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Log Symbol	Term
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Sm	Smooth
Po	Polished
Sl	Slickensided

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Log Symbol	Term
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Fe	Iron
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Carb	Carbonaceous
RQD	Rock Quality Designation
TCR	Total Core Recovery

Surface Shape	
Log Symbol	Term
Pln	Planar
Cvd	Curved
Und	Undulating
Stp	Stepped
Irr	Irregular

APPENDIX D

LABORATORY TEST RESULTS

Material Test Report

Civiltest Pty Ltd
Mornington Laboratory
10 Latham Street Mornington Vic 3931
Phone: (03) 5975 6644
Fax: (03) 5975 9589
Email: ed.nutley@civiltest.com.au

Accredited for compliance with ISO/IEC 17025 - Testing

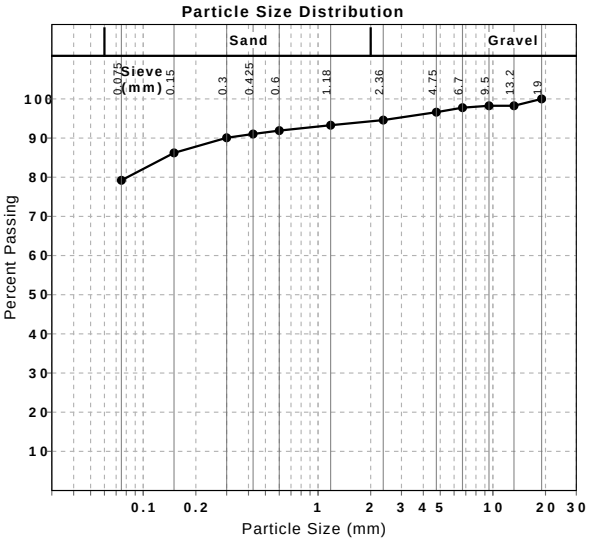
Approved Signatory: Ed Nutley
NATA Accredited Laboratory Number: 1407

Report Number: **1250229-2**
Issue Number: 1
Date Issued: 11/03/2025
Client: Dave & Beverley Bentley
37 Bayview Road, BALNARRING BEACH VIC 3926
Project Number: 1250229
Project Name: 37 Bayview Road BALNARRING BEACH
Project Location: 37 Bayview Road BALNARRING BEACH
Work Request: 21470
Sample Number: 251-21470A
Date Sampled: 21/02/2025
Dates Tested: 21/02/2025 - 03/03/2025
Sampling Method: AS 1289.1.2.1 6.5.3 - Power auger drilling
Sample Location: **BH 2 (1.0m)**
Material: CLAY silty with sand with trace gravel - CI

Particle Size Distribution (AS1289 3.6.1)						
Sieve	Passed %	Passing Limits		Retained %	Retained Limits	
19 mm	**100**			0		
13.2 mm	**98**			2		
9.5 mm	**98**			0		
6.7 mm	**98**			0		
4.75 mm	**97**			1		
2.36 mm	**95**			2		
1.18 mm	**93**			1		
0.6 mm	**92**			1		
0.425 mm	**91**			1		
0.3 mm	**90**			1		
0.15 mm	**86**			4		
0.075 mm	**79**			7		

Atterberg Limit (AS1289 3.1.2 & 3.2.1 & 3.3.1)		Min	Max
Sample History	Oven Dried		
Preparation Method	Dry Sieve		
Liquid Limit (%)	45		
Plastic Limit (%)	16		
Plasticity Index (%)	**29**		

Linear Shrinkage (AS1289 3.4.1)		Min	Max
Moisture Condition Determined By	AS 1289.3.1.2		
Linear Shrinkage (%)	**12.0**		
Cracking Crumbling Curling	Cracking & Curling		



Material Test Report

Report Number: **1250229-2**
Issue Number: 1
Date Issued: 11/03/2025
Client: Dave & Beverley Bentley
37 Bayview Road, BALNARRING BEACH VIC 3926
Project Number: 1250229
Project Name: 37 Bayview Road BALNARRING BEACH
Project Location: 37 Bayview Road BALNARRING BEACH
Work Request: 21470
Sample Number: 251-21470B
Date Sampled: 21/02/2025
Dates Tested: 21/02/2025 - 03/03/2025
Sampling Method: AS 1289.1.2.1 6.5.3 - Power auger drilling
Sample Location: **BH 2 (3.0m)**
Material: CLAY silty with trace sand and gravel - CH

Civiltest Pty Ltd
Mornington Laboratory
10 Latham Street Mornington Vic 3931
Phone: (03) 5975 6644
Fax: (03) 5975 9589
Email: ed.nutley@civiltest.com.au

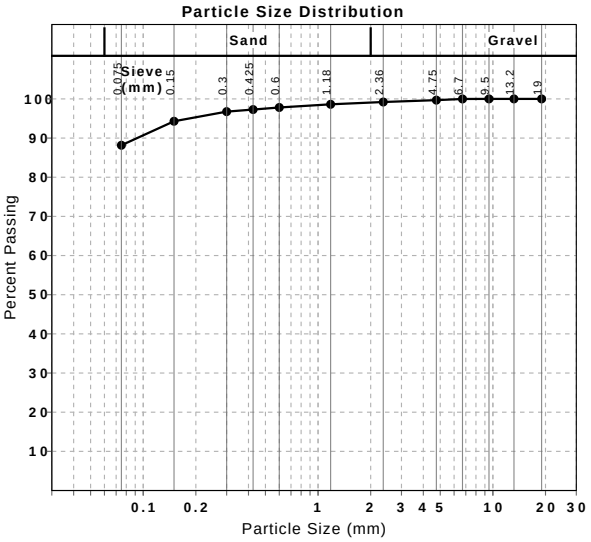
Accredited for compliance with ISO/IEC 17025 - Testing

Approved Signatory: Ed Nutley
NATA Accredited Laboratory Number: 1407

Particle Size Distribution (AS1289 3.6.1)						
Sieve	Passed %	Passing Limits		Retained %	Retained Limits	
19 mm	**100**			0		
13.2 mm	**100**			0		
9.5 mm	**100**			0		
6.7 mm	**100**			0		
4.75 mm	**100**			0		
2.36 mm	**99**			0		
1.18 mm	**99**			1		
0.6 mm	**98**			1		
0.425 mm	**97**			1		
0.3 mm	**97**			1		
0.15 mm	**94**			2		
0.075 mm	**88**			6		

Atterberg Limit (AS1289 3.1.2 & 3.2.1 & 3.3.1)		Min	Max
Sample History	Oven Dried		
Preparation Method	Dry Sieve		
Liquid Limit (%)	64		
Plastic Limit (%)	16		
Plasticity Index (%)	**48**		

Linear Shrinkage (AS1289 3.4.1)		Min	Max
Moisture Condition Determined By	AS 1289.3.1.2		
Linear Shrinkage (%)	**15.5**		
Cracking Crumbling Curling	Curling		



Officer Report - P24/1892

APPLICATION SUMMARY

Planner	Corey Trigger
Date	10/03/2026
Application Number	P24/1892
Address	37 Bayview Road BALNARRING BEACH VIC 3926
Applicant	C/- Urban Arc Planning
Planning Scheme	Mornington Peninsula Planning Scheme
Zone & Overlays	Zone: GRZ1 Overlays: ESO21, VPO1, DDO3, EMO1 & EMO7
Public Notice	Yes
Objections	Yes 34 objections
Decision	Issue a Notice of Decision to grant a permit

PROPOSAL

Proposal	The proposal involves a double storey dwelling addition to the existing dwelling located at 37 Bayview Road. The proposal also involves the removal of a *Corymbia maculata* (Spotted Gum) on the subject site.
Decision Documents	The documents assessed were those on Public Notice with the application, including: • Development Plans prepared by egg. architects Pty Ltd submitted 13 February 2025. • Tree Assessment & Development Impact Report prepared by Jarrad Miller, Version 1 & dated 11 November 2024. • Peer Review prepared by Geotesta – Ref: GE17183-25 dated 2 September 2025 • Land Stability Assessment prepared by Civil Test - Report No. 1250229-1 Issue 2

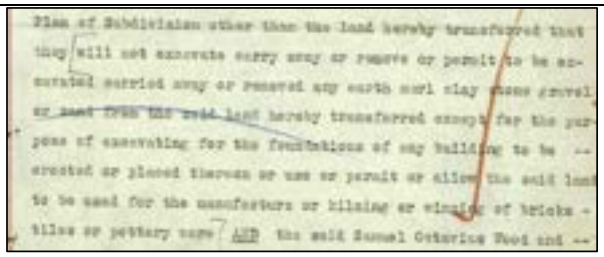
PERMIT TRIGGERS

	Clause	Trigger?	Rationale
Zone			
General Residential Zone, Schedule 1 (GRZ1)	Clause 32.08-2	No	***Use:*** The proposal is associated with the Section 1 Use – Dwelling.
	Clause 32.08-5	No	***Buildings and/or works:*** No permit is required for buildings and works as the subject site has an area greater than 300 sqm (approx. 944sqm).
	Clause 32.08-3	No	***Subdivision:*** No subdivision proposed.
Overlays			
Environmental Significance Overlay, Schedule 21 (ESO21)	Clause 42.01-2	Yes	A planning permit is required to construct a building or construct or carry out works. A planning permit is required to remove, destroy or lop any vegetation, including dead native vegetation.
Vegetation Protection Overlay, Schedule 1 (VPO1)	Clause 42.02-2	Yes	A planning permit is required to remove, destroy or lop any vegetation.
Design and Development Overlay, Schedule 3 (DDO3)	Clause 43.02-2	Yes	A planning permit is required to construct a building or construct or carry out works.
Erosion Management Overlay, Schedule 1 (EMO1)	Clause 44.01-2	Yes	A planning permit is required to construct a building or construct or carry out works.
Erosion Management Overlay, Schedule 7 (EMO7)	Clause 44.01-2	Yes	A planning permit is required to construct a building or construct or carry out works. A planning permit is required to remove, destroy or lop any vegetation.

SUBJECT SITE

Site Conditions	
Lot:	The subject site is an irregular shaped lot with an area of approx. 944 sqm.
Existing conditions:	The is an existing dwelling on the subject site with a shed within the rear yard.
Topography:	The subject site slopes heavily to the south from the front street setback – approx. 9.5 metres AHD to approx. 4 metres AHD.
Vegetation:	There is existing vegetation located on the subject site. These tree are primarily located to the west of the existing dwelling.
Vehicle access:	There is existing vehicle access to Bayview Road from the subject site.
Street trees:	There are several street trees located along the road reserve of Bayview Road directly in front of the subject site.
Impacts on adjoining land vegetation:	The proposal has no significant impact on adjoining land vegetation.
Surrounding Land	
Abutting zone(s) / overlays(s)	Although not directly abutting the subject site, the ESO19 is located within close proximity. This does not impact the decision.
North and West:	Bayview Road
South:	32 Carisbrooke Street • Single storey dwelling. • Shed within the rear yard. • Front setback measured to be approx. 7.5 metres from Carisbrooke Street. • Vegetation located on site primarily along the boundaries of the site. 34 Carisbrooke Street • Single storey dwelling. • Shed within the rear yard. • Pool and decking within the rear setback of the existing dwelling. • Carport located on the front boundary.

	• Light vegetation on the site, primarily located within the front setback. It is noted that a large hedge is located along the rear northern fencing. 36 Carisbrooke Street • Single storey dwelling. • Vegetation located within the front and rear setbacks of the existing dwelling. • Carport located on the front boundary. • Rear yard is heavily sloping and largely made up of retaining walls. 38 Carisbrooke Street • Double storey appearing dwelling. • A front setback to Carisbrooke Street measured to be approx. 11 metres. • Vegetation scattered throughout the site.
East:	35 Bayview Road • Double storey dwelling. • Approx. 7 metres setback from the Bayview Road. • Outbuilding/shed within the rear yard of the site. • Vegetation located within the front and rear setbacks of the existing dwelling.
Site Context	
Cultural Heritage Management Plan (CHMP)	A CHMP is not required as the subject site is not located within an area of cultural heritage sensitivity under the Aboriginal Heritage Regulations 2018.
Bushfire Prone Area:	Yes
Flood Prone Areas:	Yes
Restrictions and/or easements on title:	The certificate of title for the subject site includes the following restriction and/or easements: COVENANT as to part 1471018 Relevant restrictive element of the covenant:

	 The proposal does not contradict the above covenant. There is a drainage easement that runs through the rear southern boundary of the subject site. The proposed development is not located over this easement.
Permit/Site history	
	The following previous decisions are relevant to the subject site:
P08/0085	This decision involved the development of a replacement dwelling. This was approved on the 5 September 2008.

Aerial Photo showing subject site and objector sites - GIS 2025



Subject Land: N

PUBLIC NOTIFICATION

Public Notice was undertaken by sending direct notice to adjoining properties and erecting a sign on site for 14 days.

34 ob ections have been received to date. A summary of the ob ections and Council's response is detailed below.

REFERRALS

Referral	Type	Response	Officer Response
Development Engineering	Internal	No objections, subject to conditions.	Adopted in full
Vegetation	Internal	Concerns raised. Tree retained recommended through conditions of approval.	Adopted in full

ASSESSMENT

The relevant provisions of the Mornington Peninsula Planning Scheme listed in Appendix 1.

Overlays

Environmental Significance Overlay, Schedule 21 (ESO21)

Under the ESO21, a planning permit is required to construct a building or construct or carry out works. Also, a planning permit is required to remove, destroy or lop any vegetation, including dead vegetation.

The proposal can be conditioned to meet the environmental objectives and decision guidelines of the ESO21, as highlighted by the following assessment:

The vegetation proposed to be removed is limited to Tree 1 which is a *Corymbia maculata* (Spotted Gum). Tree 1 was assessed to have a high Arboricultural value within the submitted Arboricultural report. The Tree is visibly large and a predominant feature within the surrounding landscape.

The proposal and Arboricultural report were referred to Council's Senior Vegetation Officer for comment. The retention of Tree 1 was recommended along with relevant Tree Protective conditions to ensure the development will not impact the Tree would need to be removed. Given the above, the removal of Tree 1 is not considered to meet the objectives or decision guidelines of the ESO21. Tree 1 can be retained with appropriate conditions, and as such, conditions of approval will be placed on the permit to ensure the retention and protection of Tree 1.

The dwelling extension itself will present as single storey form from the front northern elevation and double storey from the rear southern elevation. The dwelling will not appear above the existing large vegetation on the subject site and incorporates a muted natural timber tone which further integrates the development into the surrounding natural environment. It is noted that the dwelling is not unreasonably large in height or scale given the physical constraints of the subject site, with its notable heavy slope.

Vegetation Protection Overlay, Schedule 1 (VPO1)

Under the VPO1, a planning permit is required to remove, destroy or lop any vegetation.

The proposal does not meet the vegetation protection objectives and decision guidelines of the VPO1, as highlighted by the following assessment:

Tree 1 is considered to have a significant impact on the landscape and environmental values of the area. Further, Tree 1 was assessed to be in good condition and evaluated to be of high Arboricultural value. Also although the Spotted Gum isn't a primary source of food for oala's in the area, the removal of the tree would have an impact on fauna species (including Koalas) due to it representing a loss in habitat.

As explained in the above ESO21 assessment, Tree 1 can be retained with appropriate tree protection conditions. Planning permission will not be given under the VPO1 as this outcome results in the VPO1 not being a planning permit trigger.

It is also noted that while the subject land is located within a designated bushfire prone area, the Bushfire Management Overlay is not applicable. Exemptions relevant to vegetation removal for the establishment of defendable space are provided in Clause 52.12. These allow for, amongst other things, the removal of vegetation within 10 metres of a building located within a bushfire prone area and used for accommodation prior to 10 September 2009 to be exempt from the need for a planning permit. While the existing dwelling on site pre-dates 10 September 2009, only a very minor extent of Tree 1's canopy e ists within 10 metres of this existing building, see Figure 2.

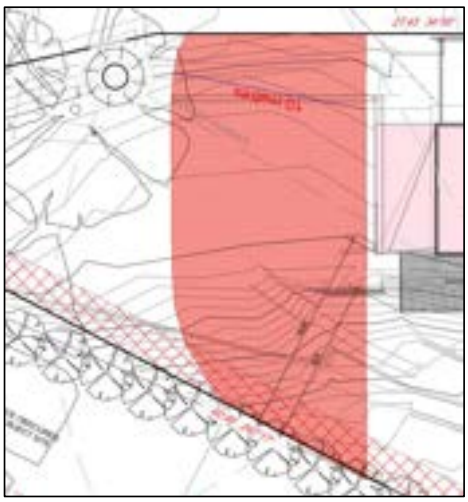


Figure 2: Site plan with solid red area demonstrating the 10 metre vegetation removal exemption from the existing dwelling.

Conditions requiring the development to maintain and protect Tree 1, outside of the extent within 10 metres as shown above, are therefore lawful and will ensure that this tree cannot be removed. Further conditions requiring that any changes to the dwelling addition necessitated to retain and protect Tree 1 not result in a reduction in setback between the assessed

development and any common boundary will also ensure that the development can proceed in an altered capacity without encroaching on the streetscape or adjoining allotments.

Design and Development Overlay, Schedule 3 (DDO3)

Under the DDO3, a planning permit is required to construct a building or construct or carry out works as the following general requirements are not met:

- *All buildings and works must be located on land with a slope of less than 20 percent.*
- *No building may exceed a wall height of 5.5 metres or a building height of 6 metres.*
- *Buildings must be setback at least 7.5 metres from a road frontage and 3 metres from any side road boundary. Where a dwelling on an adjoining lot that fronts the same road is set back less than 7.5 metres, the minimum setback is the same as that of the adjoining dwelling.*

The proposal meets all other general requirements. The proposal also meets all relevant mandatory requirements, as assessed below:

The proposed development is considered an addition to the existing dwelling and not a separate dwelling. This is due to the dwelling being meaningfully attached to the existing dwelling. Notably, the dwelling addition does not include kitchen or food preparation facilities and is connected to the existing dwelling through its accessway.

At no point does the dwelling exceed 8 metres or have more than 2 stories above natural ground level.

The proposal meets the design objectives and decision guidelines of the DDO3, as highlighted by the following:

The proposal is a double storey dwelling addition that will primarily appear double storey from the rear southern elevation. The minimum front setback to the streetscape is 4.1 metres from the external screening and a minimum of approx. 5 metres from the front wall of the additions. The maximum proposed height of the dwelling addition is 6.73 metres. In terms of rear minimum setback to the southern lots, the dwelling addition screening is located a minimum of 2 metres with the dwelling wall located a minimum of approx. 3.5 metres.

Streetscape elevation amenity

The proposal does vary the 7.5 minimum general requirement within the DDO3. The submitted plans show the dwelling addition to have a maximum height of 4.93 metres above NGL from the front elevation. Given this, the dwelling will appear largely single storey in form from the streetscape. Also, there is large and dense vegetation located along the northern and western areas of the subject site, including the road reserve, which would significantly obscure the dwelling from the Bayview Road viewpoint. Further, the proposed muted natural finish of the addition ensures that the development is responsive to the natural characteristics of the immediate area.

36 Carisbrooke Street amenity

The dwelling has a maximum height of 6.73 metres facing the southern boundary. It is noted that at the minimum 2 metre setback to the southern boundary, the maximum height of the dwelling is 6.235 metres. The proposed dwelling addition would be visible from the rear secluded private open space of 36 Carisbrooke Street. The development has a maximum variation of 0.73 metres to the general height requirement of DDO3, with the most visually prominent portion from the viewpoint of the southern properties being a 0.235 metres variation. The difference between a fully compliant building height and the proposed height would appear relatively similar in appearance when viewed from the 36 Carisbrooke Street. It is further noted that a compliant development and the proposed design would be both be visible from the rear SPOS of 36 Carisbrooke Street.

The DDO3 states to ensure development not creating a silhouette above an existing tree canopy line. The development is above the smaller trees on the boundary shared between the subject site and Carisbrooke Street but will not be above the large canopy trees located on the subject site. This is shown in the images below:



As explained above, the development would be visible above this smaller tree line even if it had a compliant height due to the topography of the subject site. Also, the soft natural timber finish will allow the dwelling to not look significantly out of place is relation to the natural characteristics of the immediate area and the general area of Balnarring Beach. It is noted that the side and rear setbacks are compliant with the relevant Standards under Clause 54. Given the above, the visual impact associated with the dwelling additions from 36 Carisbrooke Street is considered acceptable under the DDO3.

Other southern Carisbrooke Street properties amenity

The remainder of the sites along Carisbrooke Street are further setback from the proposal and will have a limited view of the dwelling additions. Both 34 and 32 Carisbrooke Street have large vegetation along the boundary that will limit any visual impact of the dwelling additions. Where the dwelling will be visible, the canopy trees on the subject site will sit behind the development. The natural muted tones of the development ensure that development is well integrated into the natural environment and won't be visually obtrusive from the rear yards. Is also noted that a staggered built form to comply with the height requirements would result in a similar built form from a visual bulk perspective. Given the above, the amenity impact to the remainder of the southern properties along Carisbrooke Street is considered acceptable.

Neighbourhood character considerations

There are severala examples of double-storey dwellings that are visible from the rear adjoining road/lot. Of these lots, the most relevant is the direct abutting site, being 35 Bayview Road, which also appears double storey from neighbouring southern sites. The development appears double storey from both rear and front elevation meaning that the total maximum height would likely exceed the height of the proposed dwelling addition. The dwelling on 35 Bayview Road is further setback from the rear southern boundary, but it is noted that the development is primarily on a higher elevation. The following are also examples along Bayview that appear double storey from the southern elevation:

49 Bayview Road and 51 Bayview Road



47 Bayview Road



The proposed 4.1 minimum front setback of the dwelling additions to Bayview Road is also relatively in line with the character of the area, which includes several developments being around or within the proposed front setback. These are demonstrated below:

- 43 Bayview Road – measured to be approx. 4.5 metres.
- 41 Bayview Road – measured to be approx. 3 metres.
- 34 & 36 Carisbrooke Street - measured to be approx. on the front boundary.

Slope

The subject site is on a slope of over 20 per cent, which given the site constraints, is difficult to avoid. Given the maximum building height above NGL is a maximum of 6.73 metres, with keeping a 4.1 minimum front setback, the development is considered to appropriately respond to the sloping site constraints.

A condition will be placed on the permit to ensure that proposal's impact on vegetation will be an acceptable outcome with all trees being retained. The proposal does not involve a significant extent of earthworks and has provided the relevant geotechnical information, which is further expanded upon in the below EMO1 & EMO7 section.

The proposal achieves a high level of compliance with the Standards and objectives of Clause 54, as assessed in Appendix 2.

Erosion Management Overlay, Schedule 1 & Schedule 7 (EMO1 & EMO7)

Under the EMO1 and EMO7, a planning permit is required to construct a building or construct or carry out works.

The proposal is considered to meet the erosion management objectives and decision guidelines of the EMO7, as highlighted by the following assessment:

The applicant has submitted relevant geotechnical information which was referred to Council's internal Development Engineering Department. Conditions of approval, including additional information in regard to peer-review confirmation is required as a condition of approval. These conditions will ensure that the development will achieve tolerable landslide risk to human life and property.

RESPONSE TO SUBMISSIONS

To date, 34 objections have been received. A summary of the issues and Council's response is detailed in the following table:

Issue	Response
Removal of Tree 1 (Spotted Gum)	The spotted gum will be retained and appropriately protected via conditions of approval. The approval will not involve permissions to remove the Tree.
Amenity impact on Southern neighbours	The built form impact on the amenity of the southern properties is considered acceptable. The dwelling at the minimum 2 metre setback is a minor variation to the general requirement height set out in the DDO3. Meaning a slightly more staggered dwelling with compliant heights would have a similar visual impact from the proposed development. For further details please see above DDO3 assessment.
Development not reflective with Neighbourhood Character	There are several examples of double storey dwellings along the southern side of Bayview Road in which the rear heavily slopes to the adjacent property/road. For further details please see above DDO3 assessment.
Compliance with Overlooking	Both upper-floor balconies do not vary the Overlook Standard into the relevant southern properties SPOS or habitable windows. There are no other new windows or balconies that would pose any variation to the Overlooking Standard. For further details please see below Overlooking assessment in Appendix 2.

	Standard A15 (overlooking) is a codified standard which means that were the standard is met the objectives and decision guidelines are deemed to be met. Council cannot require something that goes beyond the requirements of the planning scheme.
Compliance with Overshadowing	The overshadowing created by the proposed development is predominately contained to the subject site and any overshadowing impacts to the neighbouring properties is well within the requirements of Standard A14 (overshadowing). Standard A14 (overshadowing) is a codified standard which means that were the standard is met the objectives and decision guidelines are deemed to be met. Council cannot require something that goes beyond the requirements of the planning scheme. For further details please see below Overshadowing assessment in Appendix 2.

DECISION

That Council having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* recommends the issue of a Notice of Decision to grant a permit under the provisions of the Mornington Peninsula Planning Scheme in respect of the land known and described as 37 Bayview Road BALNARRING BEACH VIC 3926 in accordance with the submitted plans, subject to the following grounds:

WHAT THE PERMIT ALLOWS

PLANNING SCHEME CLAUSE	**MATTER FOR WHICH THE PERMIT HAS BEEN GRANTED**
Clause 42.01-2 (ESO21)	Construct a building or construct or carry out works.
Clause 43.02-2 (DDO3)	Construct a building or construct or carry out works.

Clause 44.01-2 (EMO1)	Construct a building or construct or carry out works.
Clause 44.01-2 (EMO7)	Construct a building or construct or carry out works.

CONDITIONS

Amended plans

1. Before the developments starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans submitted with the application but modified to show:

    a. The retention of the *Corymbia maculata* (Spotted Gum) identified as Tree 1 within Tree Assessment Development Impact Report' Version 1, Report Reference 24097 BAL, Prepared by Jarrad Miller, dated: 11 November 2024.

    b. A Tree Management and Protection Plan (TMPP) prepared by a Level V (AQF) Arborist in accordance with Australian Standard AS 4970-2025 Protection of trees on development sites. The TMPP must include all retained trees on the subject site or adjoining land whose Notional Root Zones (NRZ) fall within the proposed development footprint (including any associated buildings, works or excavation), and demonstrate that the trees will remain viable during all stages of development. The report must include:

        i. The appointment of a Level 5 Project Arborist;

        ii. A design review; including recommendations as to any design modifications; required setbacks; special construction methods; or special construction materials; required to ensure the trees will be protected and remain viable;

        iii. A requirement for the footings of the architectural cladding within the NRZ of Tree 1 (Spotted Gum); to be engineered so that they use minimally intrusive screw piles (or similar) designed by an engineer; with holes to be dug by hand under the supervision of the project

arborist and the position of the support poles and holes to be relocated to avoid structural or significant roots as required;

iv. A requirement for all excavation within the NRZ of Tree 1 to be undertaken under the direct supervision of the Project Arborist, using a method which is minimally-destructive to tree roots;

v. Tree Protection Specifications (TPS) including:

1. A description of all tree protection fencing, special construction methods, special construction materials, and tree protection measures; which must be implemented and certified;

2. A Supervision Timetable to ensure Arboricultural oversight during critical stages of the development;

3. a Certification Document using a logical and sequential process; and,

vi. A Tree Protection Plan (TPP) drawn to scale.

c. A notation to be included on all site plans and ground floor plans stating that The footings for the architectural cladding within the TP of Tree 1 must be engineered using screw piles or similar, with all excavation to be dug by hand under the supervision of the project Arborist in accordance with the Tree Management and Protection Plan .

d. Amended development plans which show any design modifications; amended setbacks; special construction methods; or special construction materials; required to comply with the recommendations resulting from conditions 1(b) without a reduction in the setback between the dwelling building and any common boundary.

e. The geotechnical report must be amended, if requested, to the written satisfaction of the peer reviewer, and a copy of the amended geotechnical report and written confirmation from the peer reviewer lodged with the Responsible Authority.

f. Written confirmation from the peer reviewer of the geotechnical report regarding their satisfaction that the amended Land Stability Assessment Report No: 1250229-1, Issue 2 has incorporated their comments.

Approved development not altered

2. The approved development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority (unless otherwise specified by a condition of this permit, consent is not required for any buildings or works which do not require a planning permit under the Mornington Peninsula Planning Scheme).

Colours/Materials

3. The materials and colours of the exterior finish of the building must be in accordance with the endorsed plans unless with the further permission of the Responsible Authority.

Finishes

4. Prior to the initial occupation of the dwelling external finishes must be completed to a professional standard to the satisfaction of the Responsible Authority.

Disturbed Surfaces

5. All disturbed surfaces on the land resulting from the development must be revegetated and stabilised to the satisfaction of the Responsible Authority

Driveway/Crossover

6. A driveway must be provided to the land and surfaced to the satisfaction of the Responsible Authority. It must be completed prior to the initial occupation of the dwelling.

Environmental Health

7. All sewerage and sullage wastewater must be discharged into a reticulated sewerage system to the satisfaction of the Responsible Authority prior to occupation of the dwelling

Tree protection

8. Prior to the commencement of any demolition, excavation or works; and during all stages of development, the Tree Protection Zones (TPZ); tree protection fencing; recommendations; design modifications; required setbacks; special construction methods; special construction materials; and tree protection measures; identified in the approved Tree Management and Protection Plan (TMPP); must be implemented, complied with, and certified; to the satisfaction of the Responsible Authority. A final certified copy of the Tree Protection Plan, demonstrating that compliance with the plan has been implemented and achieved must be prepared and made available at the reasonable request of a statutory authority.

9. The owner and occupier of the site must ensure that, prior to the commencement of buildings and works, all contractors and tradespersons operating on the site are advised of the status of trees to be retained and are advised of any obligations in relation to the protection of those trees.

10. No trenching or soil excavation is to occur within the Notional Root Zones (NRZ) of retained trees during development unless shown on the endorsed plans, without the prior written consent of the Responsible Authority.

Engineering

11. Before any works associated with the development starts, detailed construction plans of the dwelling must be completed in accordance with planning permit conditions, endorsed plans and the recommendations of the peer reviewed geotechnical report.

12. Any proposed changes to the building footprint or modifications after the date of the report must include a written response from the geotechnical consultant and be submitted to the Responsible Authority to be endorsed.

13. The dwelling and retaining walls must be designed and constructed in accordance with the planning permit conditions, endorsed plans, and recommendations of the peer reviewed geotechnical report.

14. All retaining walls must be designed by a qualified structural engineer in accordance with the recommendations of the geotechnical report.

15. All site cut and fill batter slopes must be in accordance with the recommendations of the geotechnical report.

16. No watering systems are permitted in the potentially unstable areas.

17. A drainage surcharge route within the development to avoid inundation of the dwelling.

18. All stormwater and subsoil drainage must be directed to a legal point of discharge.

19. Prior to the commencement of any works for the development, a Form A Geotechnical Declaration and Verification Development Application' in accordance with the AGS Practice Note Guidelines for andslide Risk Management 00 ' must be completed by a Specialist Geotechnical Engineer or a Specialist Engineering Geologist as defined in the AGS Practice Note Guidelines for andslide Risk Management 00 ' and a copy lodged with the Responsible Authority.

20. Prior to the commencement of any works for the development, a Form B Structural/Civil/Geotechnical Engineering Declaration' in accordance with the AGS Practice Note Guidelines for andslide Risk Management 00 ' must be completed by a Structural Engineer Registered as a Civil or Structural Endorsed Building Engineer with the Victorian Business Licencing Authority and also a Specialist Geotechnical Engineer or a Specialist Engineering Geologist as defined in the AGS Practice Note Guidelines for andslide Risk Management 00 ' and a copy lodged with the Responsible Authority.

21. Prior to the occupation of the development a Form F Geotechnical Declaration Final Structural / Civil Certificate' along with as constructed' documents in accordance with the AGS Practice Note Guidelines for andslide Risk Management 00 ' must be completed by a Structural Engineer Registered as a Civil or Structural Endorsed Building Engineer with the Victorian Business Licencing Authority, and a copy lodged with the Responsible Authority.

22. Prior to the occupation of the building a Form G Final Geotechnical Certificate' in accordance with the AGS Practice Note Guidelines for andslide Risk Management 00 ' must be completed by a Specialist Geotechnical Engineer or Specialist Engineering Geologist as defined in the AGS Practice Note Guidelines for andslide Risk Management 00 ' and a copy lodged with the Responsible Authority.

Expiry

23. This permit will expire if one of the following circumstances applies:

    a. The development is not started within 3 years of the issued date of this permit.

    b. The development is not completed within 5 years of the issued date of this permit.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

CONFLICT OF INTEREST DECLARATION

I have considered my professional duties and personal interests and declare that to the best of my knowledge no actual, potential or perceived conflict risk of exists in the assessment of this application.

Appendix 1 – Planning Scheme Provisions

Municipal Planning Strategy
Clause 02.03-2 Environmental and landscape values
Clause 02.03-3 Environmental risks and amenity
Clause 02.03-5 Built environment and heritage
Clause 02.03-7 Transport
Clause 02.03-8 Infrastructure
Planning Policy Framework (PPF)
Clause 11.03-5S Distinctive areas and landscapes *Mornington Peninsula Localised Planning Statement (Victorian Government, 2014)*
Clause 12.05-1S Environmentally sensitive areas
Clause 13.02-1S Bushfire planning
Clause 13.03-1S Floodplain management
Clause 15.01-5S Neighbourhood Character
Clause 16.01-1S Housing supply
Clause 16.01-2S Housing affordability
Clause 19.03-3S Integrated water management
Clause 19.03-3S integrated water management – Mornington Peninsula
Clause 19.03-5S Waste and resource recovery
Zone
General Residential Zone 1 (GRZ1)
Overlay/s
Design and Development Overlay, Schedule 3 (DDO3)
Environmental Significance Overlay, Schedule 21 (ESO21)
Vegetation Protection Overlay, Schedule 1 (VPO1)
Erosion Management Overlay, Schedule 1 (EMO1)
Erosion Management Overlay, Schedule 7 (EMO7)
Particular Provisions
Clause 52.06 Car Parking
Clause 54 One dwelling on a lot/ Clause 55 Two or more dwellings on a lot
General Provisions

Clause 65 Decision Guidelines
Clause 66 Referral and Notice Provisions
Operational Provisions
Clause 71.02 Operation of the Planning Policy Framework

Appendix 2 – Clause 54

Clause	Requirement		Assessment
54.02-1 Neighbourhood character objective	To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.		
	To ensure that the design responds to the features of the site and the surrounding area.		
Standard A1	The design response must be appropriate to the neighbourhood and the site.		Complies, see above DDO3 assessment for further comments.
	The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site.		See above.
54.02-2 Integration with the street objective	To integrate the layout of development with the street.		
Standard A2	Dwellings should be oriented to front existing and proposed streets.		Complies.
	High fencing in front of dwellings should be avoided if practicable.		Complies.
	Dwellings should be designed to promote the observation of abutting streets and any abutting public open spaces.		Complies.
54.03-1 Street setback objective	To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.		
Standard A3 ***Meeting the standard is deemed to meet the objective.*** ***Standard does not apply in DDO1, 2, 3, 4 or 5. Only the objective.*** ***Subject to general requirement of DDO18.***	Walls of buildings should be set back from streets: • At least the distance specified in a schedule to the zone, or • If no distance is specified in a schedule to the zone, the distance specified in Table A1.		Complies with objective. The 4.1 metre front setback varies the compliant 9 metre Standard. That said, the objective of Clause 43.03-1 is met, highlighted by the following: • The site constraints restrict the dwelling additions being located further from the streetscape.
	Development context	**Min. front setback**	

	Porches, pergolas and verandahs that are less than 3.6 metres high and eaves may encroach not more than 2.5 metres into the setbacks of this standard.	• The visual impact from the streetscape is considered acceptable. See DDO3 assessment for further comments. • The setback is reflective of several dwellings in the immediate area.
54.03-2 Building height objective	To ensure that the height of buildings respects the existing or preferred neighbourhood character	
Standard A4 ***Meeting the standard is deemed to meet the objective.*** ***Standard does not apply in DDO1, 2, 3, 4 or 5. Only the objective.*** ***Subject to general requirement of DDO18.***	The maximum building height should not exceed the maximum height specified in the zone, schedule to the zone or an overlay that applies to the land. If no maximum height is specified in the zone, schedule to the zone or an overlay, the maximum building height should not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the maximum building height should not exceed 10 metres.	Complies. The maximum height does not exceed 8 metres.
54.03-3 Site coverage objective	To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.	
Standard A5 ***Meeting the standard is deemed to meet the objective.*** ***Subject to general requirement of DDO18.***	The site area covered by buildings should not exceed: • The maximum site coverage specified in a schedule to the zone, or • If no maximum site coverage is specified in a schedule to the zone, 60 per cent.	Complies. Maximum site coverage of 31.25%.
54.03-4 Permeability objectives	To reduce the impact of increased stormwater run-off on the drainage system.	
	To facilitate on-site stormwater infiltration.	

Standard A6 ***Meeting the standard is deemed to meet the objective.*** ***Subject to general requirement of DDO18.***	The site area covered by pervious surfaces should be at least: • The minimum area specified in a schedule to the zone; or • If no minimum area is specified in a schedule to the zone, 20 per cent of the site.	Complies. The permeable surfacing on the subject site is 63.53%.
54.03-5 Energy efficiency protection objectives	To achieve and protect energy efficient dwellings and small second dwellings.	
	To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.	
Standard A7	Buildings should be: • Oriented to make appropriate use of solar energy. • Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. • Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings or small second dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged.	Complies. There is no overshadowing to existing rooftop solar systems. The SPOS being located to the north of the dwelling is impractical given the layout and location of the subject site in relation to the front street (Bayview Road).
	Living areas and private open space should be located on the north side of the dwelling or small second dwelling, if practicable.	See above.
	A dwelling or small second dwelling should be designed so that solar access to north-facing windows is maximised.	Complies.
54.03-6 Significant trees objectives	To encourage development that respects the landscape character of the neighbourhood.	
	To encourage the retention of significant trees on the site.	
Standard A8	Development should provide for the retention or planting of trees, where these are part of the neighbourhood character.	Conditional compliance. Tree 1 will be conditioned to be retained.
	Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.	Complies. Aerial imagery suggests no vegetation removal in the past 12 months.
54.03-7 Building setback	To ensure that small second dwellings are sited to respect the existing or preferred neighbourhood character.	

<table>
<tr><td>Standard A9

Only applicable to small second dwellings.

Meeting the standard is deemed to meet the objective.</td><td>Walls of a small second dwelling should be set back behind the front wall of the existing dwelling on the lot, facing the frontage.
Porches, pergolas, verandahs, and eaves should not encroach into the setback of this standard.</td><td>N/a</td></tr>
<tr><td>54.03-8
Safety and accessibility</td><td colspan="2">To ensure access to a small second dwelling is safe, convenient and meets the needs of residents.</td></tr>
<tr><td>Standard A9.1

Only applicable to small second dwellings.

Meeting the standard is deemed to meet the objective.</td><td>A small second dwelling should be provided with a clear and unobstructed path from the frontage that:
• Has a minimum width of at least 1 metre, with no encroachments. If the path is longer than 30 metres, the path should have a minimum width of at least 1.8 metres.
• Has a minimum clear height of at least 2 metres, with no encroachments.
• Has a gradient no steeper than 1 in 14.
• Has a cross fall no steeper than 1 in 40.
• Is sealed or has an all-weather access.</td><td>N/a</td></tr>
<tr><td>54.04-1
Side and rear setbacks objective</td><td colspan="2">To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings or small second dwellings.</td></tr>
<tr><td>Standard A10
Meeting the standard is deemed to meet the objective.

Standard does not apply in DDO1, 2, 3, 4 or 5. Only the objective.

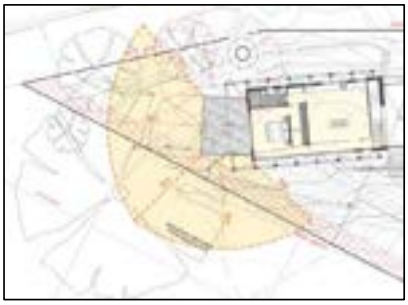
Subject to general requirement of DDO18.</td><td>A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:
• At least the distance specified in a schedule to the zone, or
• If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.
Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.</td><td>
<table>
<tr><th>Wall Height</th><th>Required Setback</th><th>Proposed Setback</th></tr>
<tr><td colspan="3"><u>E (side):</u></td></tr>
<tr><td>Greatest wall height extent - 4.29 metres (existing dwelling)</td><td>1.207 metres.</td><td>Measured to be approx. 3 metres.</td></tr>
<tr><td>Approx. 2.3 metres where the setback is at a minimum.</td><td>1 metre.</td><td>Measured to be approx. 2 metres.</td></tr>
<tr><td colspan="3"><u>Rear:</u></td></tr>
</table>
</td></tr>
</table>

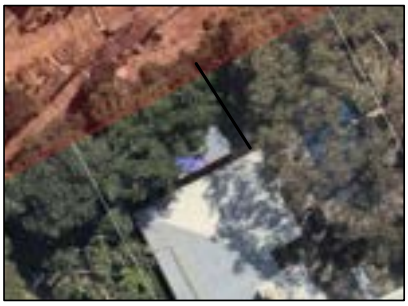
	Landings having an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard.	6.235 metres at minimum setback.	1.7905 metres	2 metres.
		6.73 metres maximum height.	1.939 metres.	Minimum 2 metres – although the 6.73 wall height would be further setback from this.
		Complies with Standard.		
54.04-2 Walls on boundaries objective	To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings or small second dwellings.			
Standard A11 ***Meeting the standard is deemed to meet the objective.***	A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot should not abut the boundary: • For a length more than the distance specified in a schedule to the zone; or • If no distance is specified in a schedule to the zone, for a length of more than: ○ 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or ○ Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater. A new wall or carport may fully abut a side or rear boundary where the slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.	N/a		

	The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.	
54.04-3 Daylight to existing windows objective	To allow adequate daylight into existing habitable room windows.	
Standard A12 ***Meeting the standard is deemed to meet the objective.***	Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.	Complies.
	Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window. Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.	Complies.
54.04-4 North-facing windows objective	To allow adequate solar access to existing north-facing habitable room windows.	
Standard A13 ***Meeting the standard is deemed to meet the objective.***	If a north-facing habitable room window of an existing dwelling or small second dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metre for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window. A north-facing window is a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east.	Complies. No north facing windows within 3 metres of the common boundary.
54.04-5 Overshadowing open space objective	To ensure buildings do not unreasonably overshadow existing secluded private open space of dwellings or small second dwellings.	

Standard A14 ***Meeting the standard is deemed to meet the objective.***	Where sunlight to the secluded private open space of an existing dwelling or small second dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling or small second dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.	Complies. The 3pm shadow diagrams, where the Overshadowing will be at its greatest, does not vary the Overshadowing Standard. <u>34 Carisbrooke Street</u> The north-west rear corner of the lot is Overshadowed by the proposed dwelling additions. This is an outdoor bath area which is not considered to be the lots SPOS. The decking directly outside the living room is considered to be the SPOS of 34 Carisbrooke Street. Further, the north-western corner of the lot is gated off from the area considered SPOS.   <u>36 Carisbrooke Street</u>

		There continues to be at least 40sqm to the rear SPOS of 36 Carisbrooke Street.
54.04-6 Overlooking objective	To limit views into existing secluded private open space and habitable room windows.	
Standard A15 ***Meeting the standard is deemed to meet the objective.***	A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space and habitable room windows of an existing dwelling or small second dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.	Complies. <u>36 Carisbrooke Street</u> The 9 metre Overlooking arc from the Balcony adjacent the Bedroom in the dwelling extension and the Balcony adjacent the existing dwelling facing the southern elevation does not directly Overlook into the SPOS of 36 Carisbrooke Street.

	A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of an existing dwelling or small second dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either: • Offset a minimum of 1.5 metres from the edge of one window to the edge of the other, or • Have sill heights of at least 1.7 metres above floor level, or • Have obscure glazing in any part of the window below 1.7 metres above floor level, or • Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent. Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard. Screens used to obscure a view should be: • Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels. • Permanent, fixed and durable. • Designed and coloured to blend in with the development.	The below diagram shows the Overlooking arc from the Bedroom Balcony:  Aerial imagery and photos taken on site confirm that the extent of overlooking within the 9 metre arc area is not considered to be SPOS. See relevant images below: Rear yard:

	This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.	 Furthest point of SPOS decking to easement on the subject site (dwelling does not cross the easement):  <u>34 Carisbrooke Street</u> Both southern facing balconies are not within 9 metres of the SPOS on 34 Carisbrooke Street. The images below demonstrate this: It is noted that the fence separating the decking adjacent the pool and the north-western runs approx. along the below line: 

		  There are no other new windows that vary the Overlooking into any other adjoining property.
54.05-1 Daylight to new windows objective	To allow adequate daylight into new habitable room windows.	
Standard A16 ***Meeting the standard is deemed to meet the objective.***	A window in a habitable room should be located to face: • An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, or • A verandah provided it is open for at least one third of its perimeter, or • A carport provided it has two or more open sides and is open for at least one third of its perimeter.	Complies with objective. The upper storey habitable rooms face a large screen. The screen is not completely enclosed and there will be a sufficient amount of daylight into these windows.
54.05-2 Private open space objective	To provide adequate private open space for the reasonable recreation and service needs of residents.	

Standard A17 ***Meeting the standard is deemed to meet the objective.***	A dwelling should have private open space of an area and dimensions specified in a schedule to the zone. If no area or dimensions is specified in a schedule to the zone, a dwelling should have private open space consisting of an area of 80 square metres or 20 per cent of the area of the lot, whichever is the lesser, but not less than 40 square metres. At least one part of the private open space should consist of secluded private open space with a minimum area of 25 square metres and a minimum dimension of 3 metres at the side or rear of the dwelling with convenient access from a living room.	Complies.
	A dwelling with a small second dwelling on the same lot should have private open space of an area and dimensions specified in a schedule to the zone. If no area or dimensions is specified in a schedule to the zone, a dwelling with a small second dwelling on the same lot should have secluded private open space consisting of an area of 25 square metres and a minimum dimension of 3 metres at the side or rear of the dwelling with convenient access from a living room. A small second dwelling should have a secluded private open space consisting of an area of 8 square metres with a minimum dimension of 1.6 metres and convenient access from a living room.	Not applicable
54.05-3 **Solar access to open space objective**	To allow solar access into the secluded private open space of a new dwelling.	
Standard A18	The private open space should be located on the north side of the dwelling, if practicable.	Complies. There is POS to the north of the dwelling.
	The southern boundary of secluded private open space should be set back from any wall on the north of the space at least (0. h) metres where h' is the height of the wall.	Complies. There is a large setback between the southern boundary SPOS and the dwelling.
54.06-1 **Design detail objective**	To encourage design detail that respects the existing or preferred neighbourhood character.	

<table>
<tr><td rowspan="2">Standard A19</td><td>The design of buildings, including:
• Facade articulation and detailing,
• Window and door proportions,
• Roof form, and
• Verandahs, eaves and parapets,
should respect the existing or preferred neighbourhood character.</td><td>Complies.

See DDO3 assessment for further comments.</td></tr>
<tr><td>Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.</td><td>Complies.</td></tr>
<tr><td>54.06-2
Front fences objective</td><td colspan="2">To encourage front fence design that respects the existing or preferred neighbourhood character.</td></tr>
<tr><td rowspan="4">Standard A20

Meeting the standard is deemed to meet the objective.

Standard <u>and</u> objective are not applicable in DDO1, 2, 3, 4 and 5.

Subject to general requirement of DDO18</td><td colspan="2">A front fence within 3 metres of a street should not exceed:
• The maximum height specified in a schedule to the zone, or
• If no maximum height is specified in a schedule to the zone, the maximum height specified in Table A2.</td><td rowspan="4">N/a</td></tr>
<tr><td>Street context</td><td>Maximum front fence height</td></tr>
<tr><td>Streets in a Transport Zone 2</td><td>2 metres</td></tr>
<tr><td>Other streets</td><td>1.5 metres</td></tr>
</table>

Attachment 1
Safe System Approach
Motorcycle Safety Levy Program

Mornington Peninsula Shire

The Shire has made a long-standing commitment to reducing road trauma. It became Victoria's first *Towards Zero* municipality in 2016 and adopted the Mornington Peninsula *Towards Zero 2020–2025 Road Safety Strategy*. While road deaths have increased across Victoria in recent years, the Mornington Peninsula has experienced a general downward trend, indicating progress, though further targeted action is required to achieve the Towards Zero objective.

The Shire faces a range of road safety challenges, including a large and diverse road network, rural roads of varying standard, busy activity centres, legacy infrastructure, high visitor volumes, and limited public and active transport options in some areas. These factors contribute to elevated risk for vulnerable road users, including motorcyclists.

The Shire's road safety program, including projects funded through the Motorcycle Levy Program, is guided by the internationally recognised Safe System approach. This approach acknowledges that human error is inevitable and seeks to ensure that no road user is killed or seriously injured by strengthening outcomes across the four pillars of safer roads, safer speeds, safer road users, and safer vehicles as depicted in Figure 1.

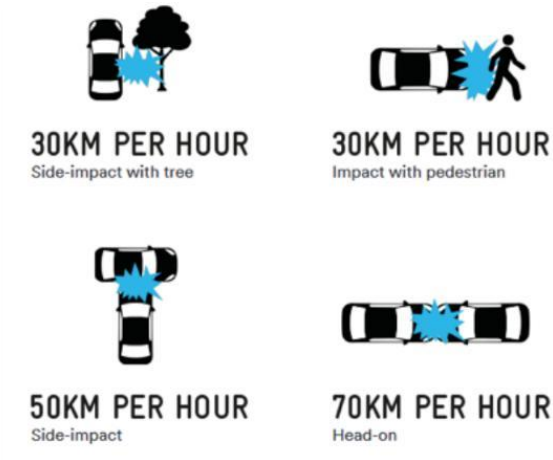


Figure 1: Safe System approach to road safety

To eliminate road deaths and serious injuries, the road network needs to be designed so that vehicle speeds are appropriate for the type of road and how it is used. Lower, safer speeds reduce the chance of crashes occurring and, when crashes do happen, help ensure people are not killed or seriously injured.

This means keeping impact speeds at levels the human body can survive. When speeds exceed these limits, the risk of death rises very quickly. Designing roads and managing speeds with this in mind is critical to improving road safety outcomes.

Achieving zero road deaths and serious injuries will require transformation of the road network by matching vehicle speeds with road characteristics and road use to reduce the likelihood of crashes and protect people when crashes do inevitably occur so that death and serious injuries are not the result. This is achieved by limiting collision speeds to be within human survivability thresholds (generally considered the 90% survivability threshold impact speed) for different crash types (refer to thresholds of 10% probability of death for different crash types in Figure 2. The risk of death increases sharply above these speeds.



01

Figure 2: The speed at which the probability of survival is 90% for different collision types (source: Transport Accident Commission)

Road safety practitioners have traditionally focused on identifying problematic locations based purely on past crash history. Locations with a significant number of injury crashes are commonly referred to as 'Black Spots'. While identifying and investigating crash patterns remains important, proactively identifying crash risks and implementing treatments to avoid crashes occurring in the future is current best practice to reduce road trauma over the long term. Council's road safety strategy marked an important milestone for the Shire in moving to addressing systemic crash risk, rather than waiting for crashes to occur.

Visual Impact Assessment

Motorcycle Safety Levy Projects

Mornington Peninsula Shire

90 Besgrove Street, Rosebud 3939

Prepared by:

SLR Consulting Australia Pty Ltd

SLR Project No.: 640.032018.00001

15 September 2025

Revision: 0.2

Making Sustainability Happen

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
0.1	3 September 2025	Natalie Chow	Durwin Dharmaraj	Durwin Dharmaraj
0.2	15 September 2025	Natalie Chow	Durwin Dharmaraj	Durwin Dharmaraj

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.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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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.

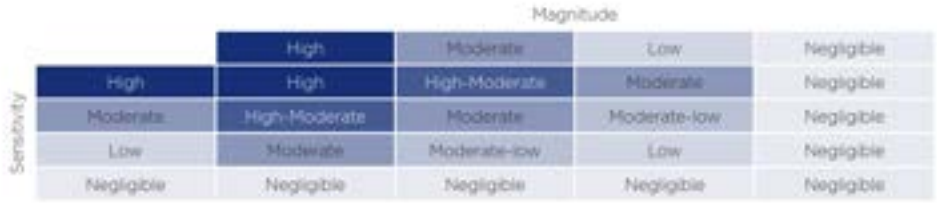


Figure 7 Landscape character and visual impact rating matrix.

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.

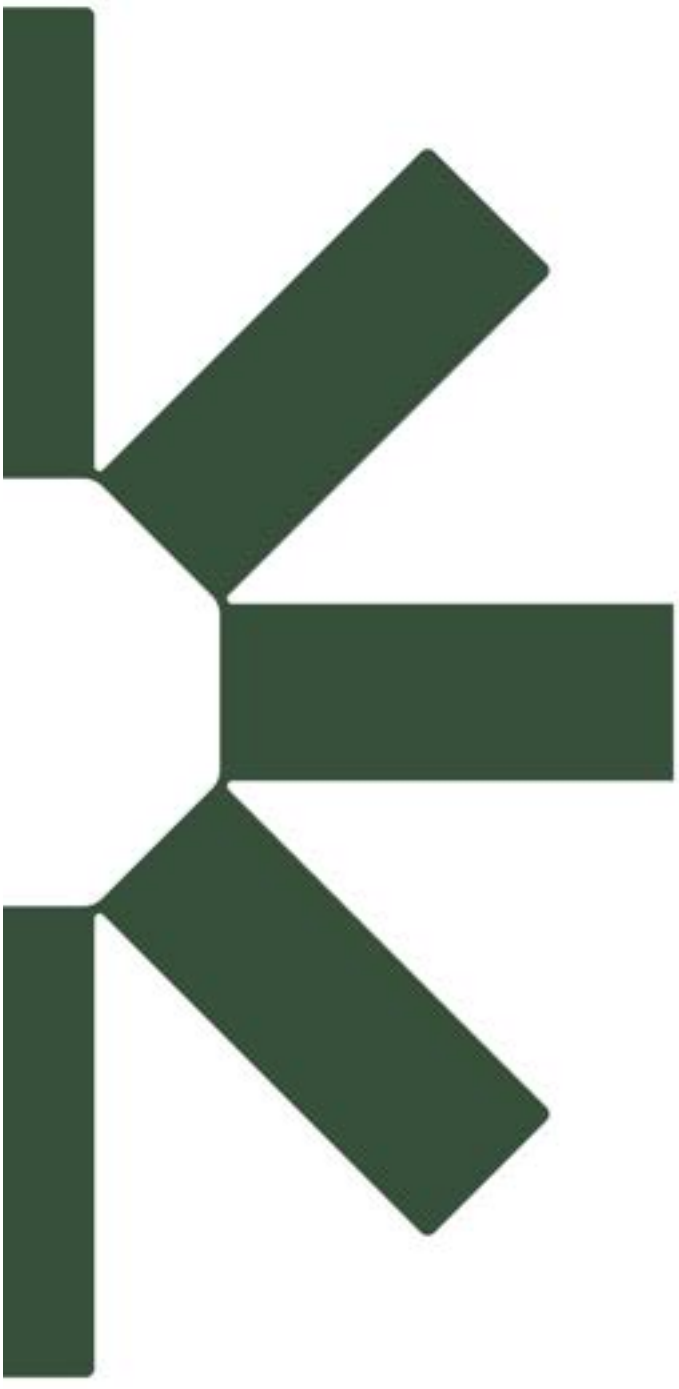
7.0 Conclusion

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.



Making Sustainability Happen

OPTION 4 - EXTENDED SCOPE

INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04

INSTALL MASH TL-3 FLEXIBLE GUARD FENCE WITH UNDER-RUN PROTECTION

BALDRYS ROAD

INSTALL BELLMOUTH SEAL

REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 12 NEW CAMs AT 30m SPACING (D4-6

INSTALL MASH TL-3 FLEXIBLE GUARD FENCE WITH UNDER-RUN PROTECTION

INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04

BALDRYS ROAD

N

LEGEND

- AUDIO TACTILE CENTER LINE MARKING
- PROPOSED BARRIER SYSTEM WITH UNDER-RUN PROTECTION
- EXISTING BARRIER
- PROPOSED UNDERRUN PROTECTION
- PROPOSED BELLMOUTH SEAL
- PROPOSED SHOULDER SEAL

ISSUE	APP'D	DATE	AMENDMENT
E			
D	JT	20/08	PER COUNCIL COMMENTS 115/081
C	MB	15/07	PER COUNCIL COMMENTS (30/06)
B	IM	16/04	PER COUNCIL COMMENTS (11/04)
A	IM	24/03	PER COUNCIL COMMENTS (20/03)

GENERAL NOTES
1 LOCAL ROAD - BALDRYS ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 3 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED

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4/35 Hope Street
Brunswick VIC 3056
Phone (03) 9381 2220
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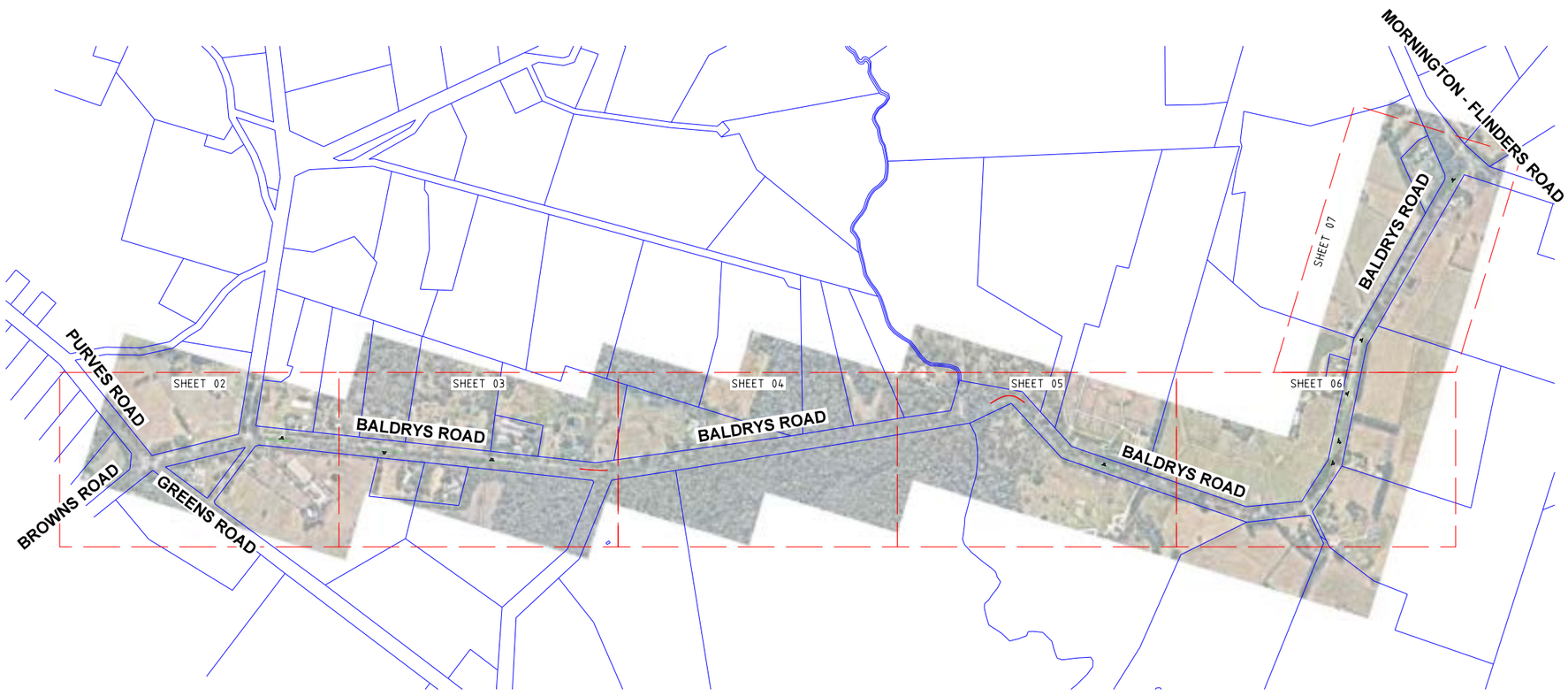
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
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PRELIMINARY PLAN
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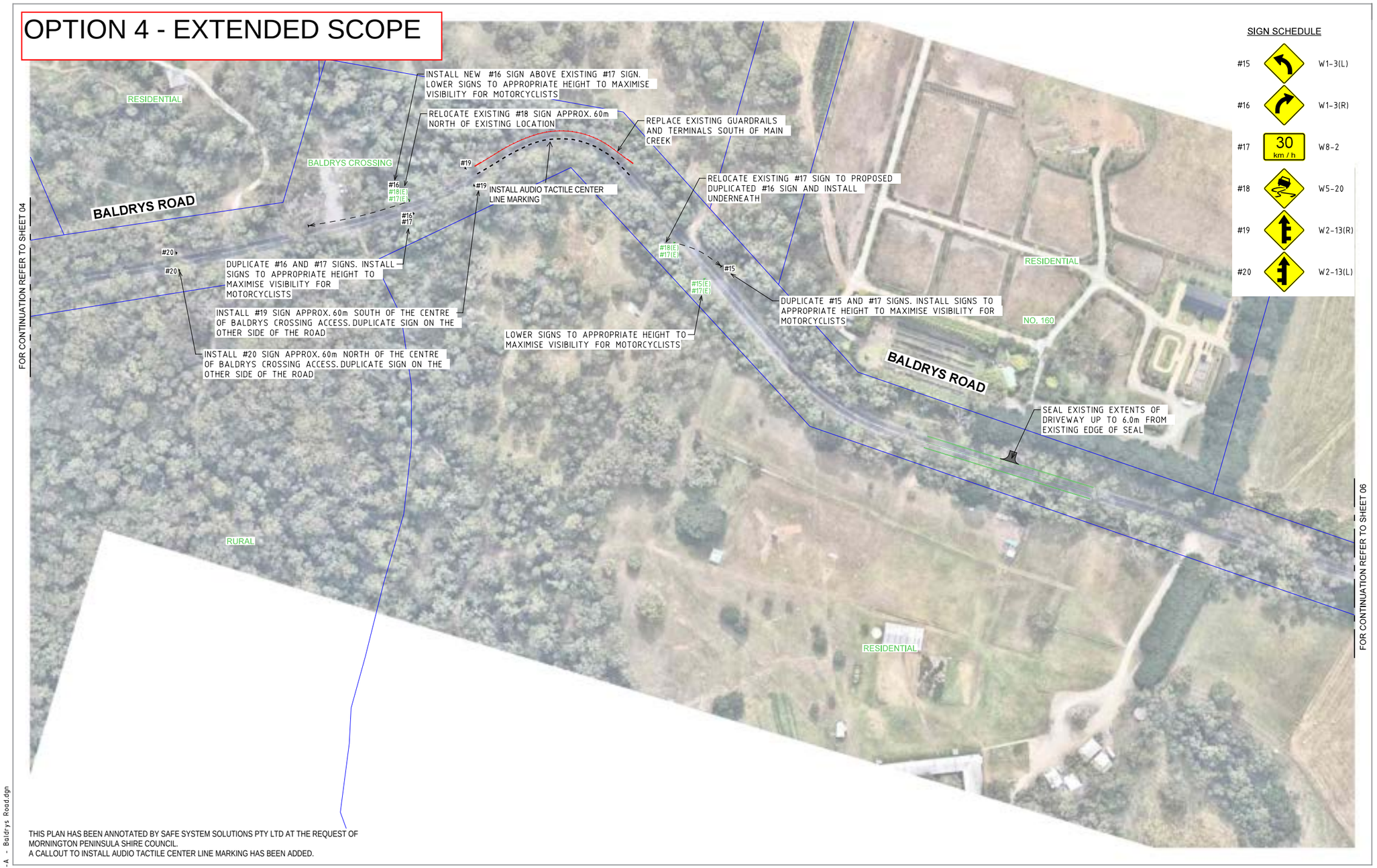
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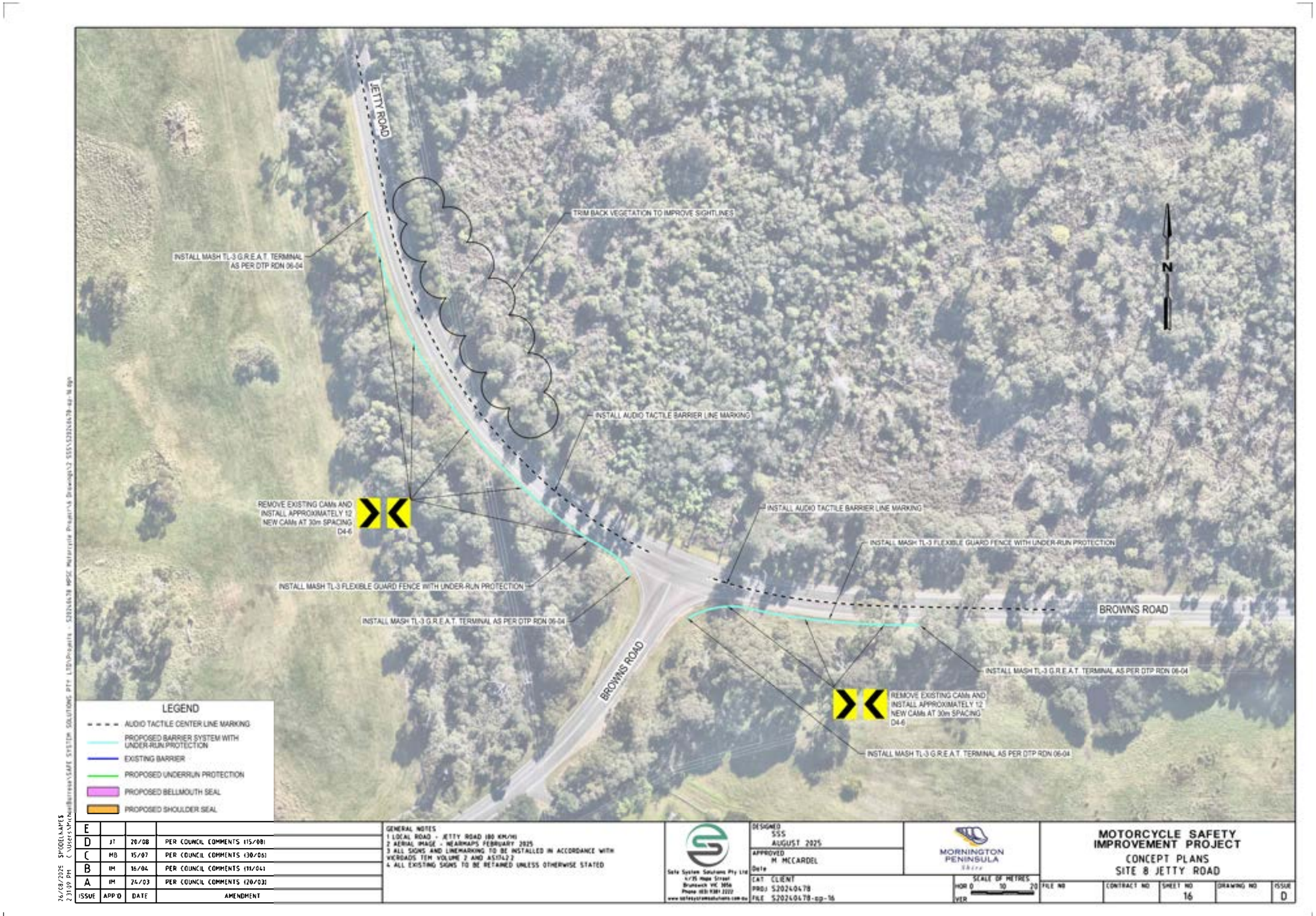
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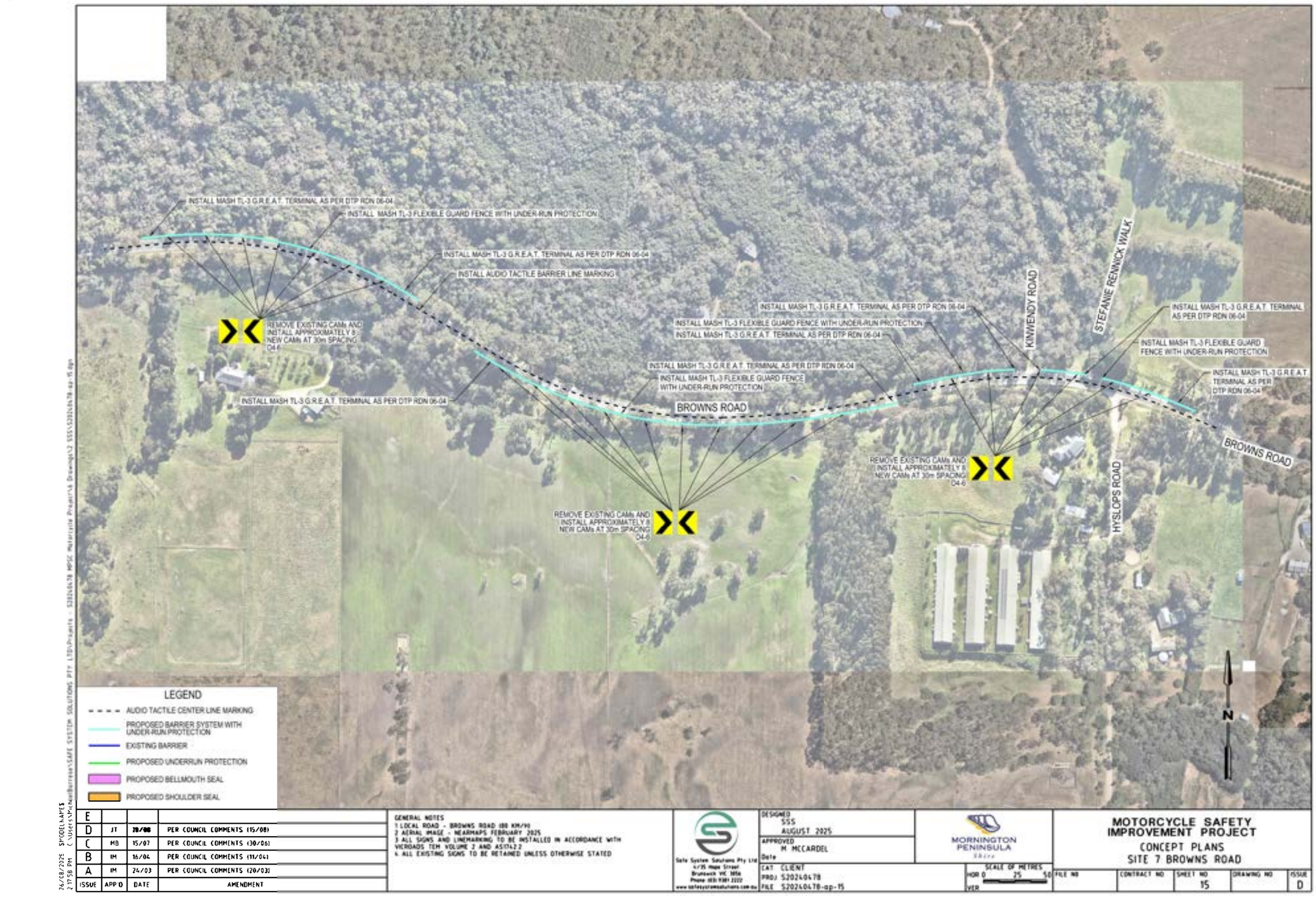
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JETTY ROAD
TRIM BACK VEGETATION TO IMPROVE SIGHTLINES
INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04
INSTALL AUDIO TACTILE BARRIER LINE MARKING
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 12 NEW CAMs AT 30m SPACING D4-6
INSTALL AUDIO TACTILE BARRIER LINE MARKING
INSTALL MASH TL-3 FLEXIBLE GUARD FENCE WITH UNDER-RUN PROTECTION
BROWNS ROAD
INSTALL MASH TL-3 FLEXIBLE GUARD FENCE WITH UNDER-RUN PROTECTION
INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04
BROWNS ROAD
INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 12 NEW CAMs AT 30m SPACING D4-6
INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04
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EXISTING BARRIER
PROPOSED UNDERRUN PROTECTION
PROPOSED BELLMOUTH SEAL
PROPOSED SHOULDER SEAL
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C MB 15/07 PER COUNCIL COMMENTS (30/06)
B IM 16/04 PER COUNCIL COMMENTS (11/04)
A IM 24/03 PER COUNCIL COMMENTS (20/03)
ISSUE APP'D DATE AMENDMENT
GENERAL NOTES
1 LOCAL ROAD - JETTY ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED
Safe System Solutions Pty Ltd
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APPROVED M MCCARDEL
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CAT CLIENT
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FILE S20240478-sp-16
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ISSUE	APP'D	DATE	AMENDMENT
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D	JT	28/08	PER COUNCIL COMMENTS (15/08)
C	MB	15/07	PER COUNCIL COMMENTS (30/06)
B	IM	16/04	PER COUNCIL COMMENTS (11/04)
A	IM	24/03	PER COUNCIL COMMENTS (20/03)

GENERAL NOTES
1 LOCAL ROAD - BROWNS ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS ITEM VOLUME 2 AND AS1742.2
4. ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED

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Brunswick VIC 3056
Phone (03) 9381 2222
www.safesystemsolutions.com.au

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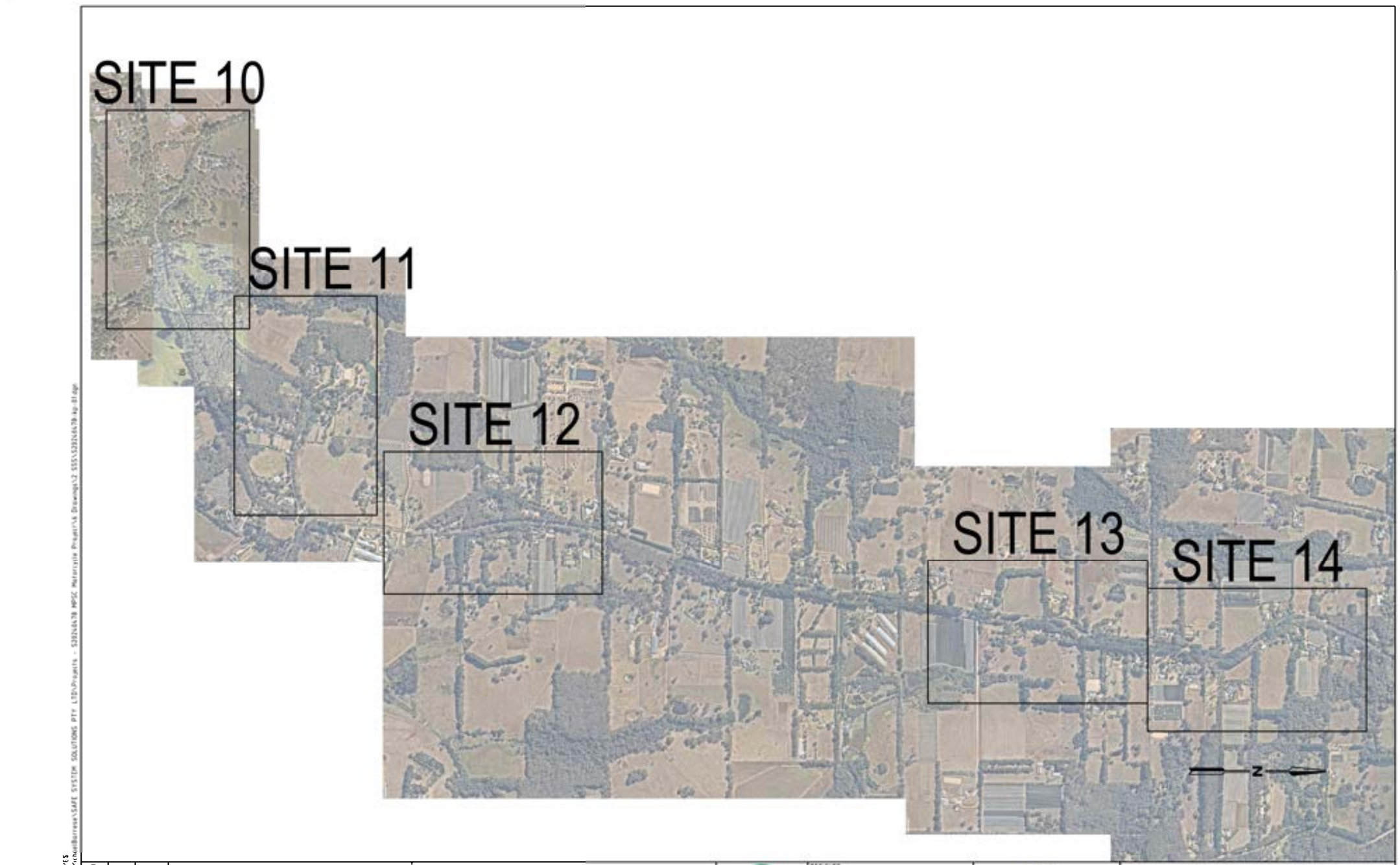
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ISSUE	APP'D	DATE	AMENDMENT
E			
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C	MB	15/07	PER COUNCIL COMMENTS (30/06)
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A	IM	24/03	PER COUNCIL COMMENTS (20/03)

GENERAL NOTES
1 MAIN CREEK ROAD - LOCAL ROAD
2 AERIAL IMAGE - NEARMAPS JULY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED

Safe System Solutions Pty Ltd
4/35 Hope Street
Brunswick VIC 3056
Phone (03) 9381 2222
www.safesystemsolutions.com.au

DESIGNED SSS AUGUST 2025
APPROVED M MCCARDEL
Date
CAT CLIENT
PROJ S20240478
FILE

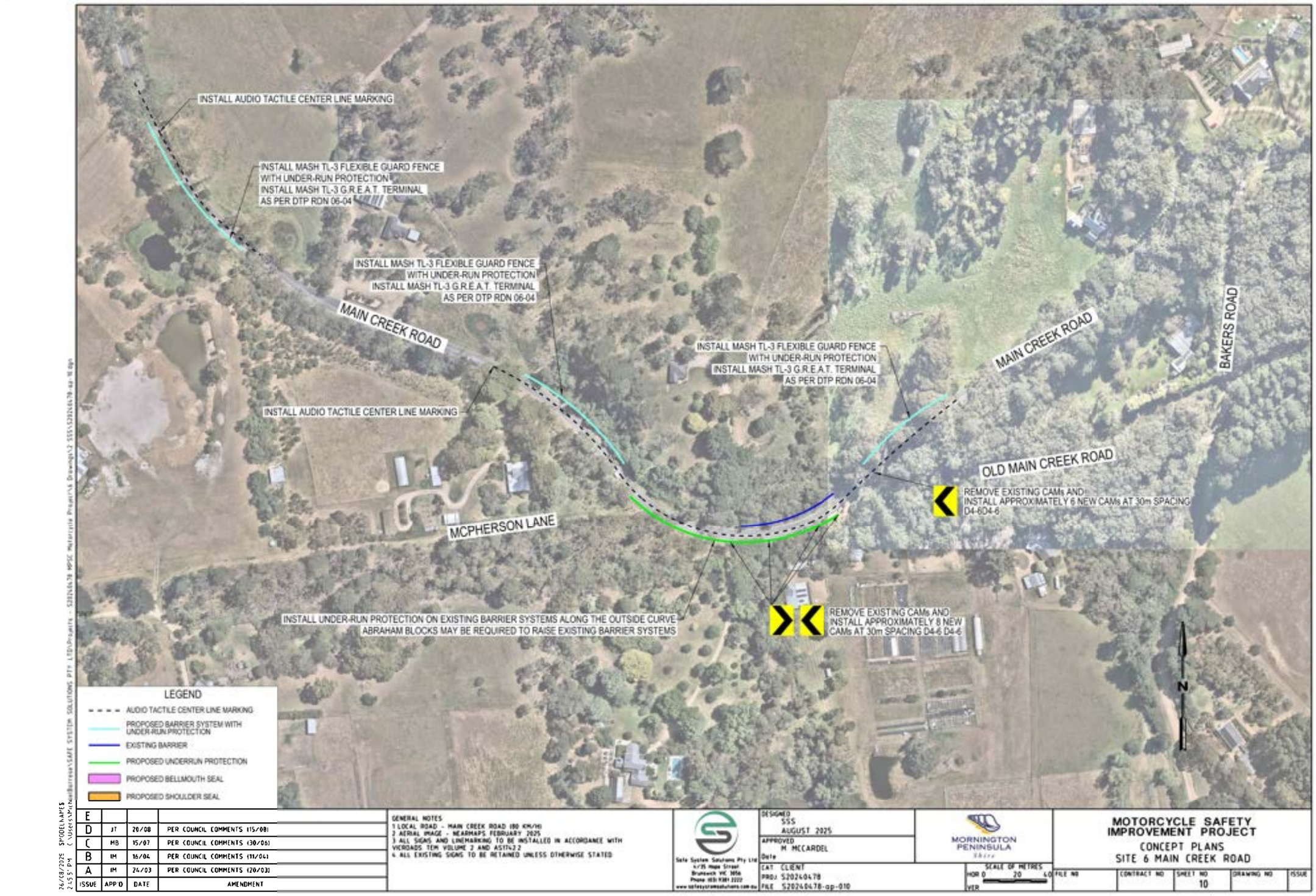
MORNINGTON PENINSULA Shire

SCALE OF METRES
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 6 MAIN CREEK ROAD

FILE NO	CONTRACT NO	SHEET NO	DRAWING NO	ISSUE

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INSTALL AUDIO TACTILE CENTER LINE MARKING
INSTALL MASH TL-3 FLEXIBLE GUARD FENCE WITH UNDER-RUN PROTECTION
INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04
INSTALL MASH TL-3 FLEXIBLE GUARD FENCE WITH UNDER-RUN PROTECTION
INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04
MAIN CREEK ROAD
INSTALL AUDIO TACTILE CENTER LINE MARKING
INSTALL MASH TL-3 FLEXIBLE GUARD FENCE WITH UNDER-RUN PROTECTION
INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04
MAIN CREEK ROAD
BAKERS ROAD
OLD MAIN CREEK ROAD
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 6 NEW CAMs AT 30m SPACING D4-604-6
MCPHERSON LANE
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEMS ALONG THE OUTSIDE CURVE. ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEMS.
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 8 NEW CAMs AT 30m SPACING D4-6 D4-6
N
LEGEND
AUDIO TACTILE CENTER LINE MARKING
PROPOSED BARRIER SYSTEM WITH UNDER-RUN PROTECTION
EXISTING BARRIER
PROPOSED UNDERRUN PROTECTION
PROPOSED BELLMOUTH SEAL
PROPOSED SHOULDER SEAL
E
D JT 20/08 PER COUNCIL COMMENTS (15/08)
C MB 15/07 PER COUNCIL COMMENTS (30/06)
B IM 16/04 PER COUNCIL COMMENTS (19/04)
A IM 24/03 PER COUNCIL COMMENTS (20/03)
ISSUE APP'D DATE AMENDMENT
GENERAL NOTES
1 LOCAL ROAD - MAIN CREEK ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED
Safe System Solutions Pty Ltd
DESIGNED SSS AUGUST 2025
APPROVED M MCCARDEL
Date
CAT CLIENT
PROJ S20240478
FILE S20240478-gp-010
MORNINGTON PENINSULA
SCALE OF METRES
HOR 0 20 40
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 6 MAIN CREEK ROAD
FILE NO
CONTRACT NO
SHEET NO 10
DRAWING NO
ISSUE
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ISSUE	APP'D	DATE	AMENDMENT
E			
D	JT	20/08	PER COUNCIL COMMENTS (15/08)
C	MB	15/07	PER COUNCIL COMMENTS (30/06)
B	IM	16/04	PER COUNCIL COMMENTS (11/04)
A	IM	24/03	PER COUNCIL COMMENTS (20/03)

GENERAL NOTES
1 LOCAL ROAD - SHANDS ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED

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CAT CLIENT
PROJ S20240478
FILE S20240478-sg-11

MORNINGTON PENINSULA Shire

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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 6 MAIN CREEK ROAD

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ISSUE	APP'D	DATE	AMENDMENT
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D	JT	20/08	PER COUNCIL COMMENTS 115/081
C	MB	15/07	PER COUNCIL COMMENTS (30/06)
B	IM	16/04	PER COUNCIL COMMENTS (11/04)
A	IM	24/03	PER COUNCIL COMMENTS (20/03)

GENERAL NOTES
1 LOCAL ROAD - MAIN CREEK ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS ITM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED

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Date
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PROJ S20240478
FILE S20240478-00-12

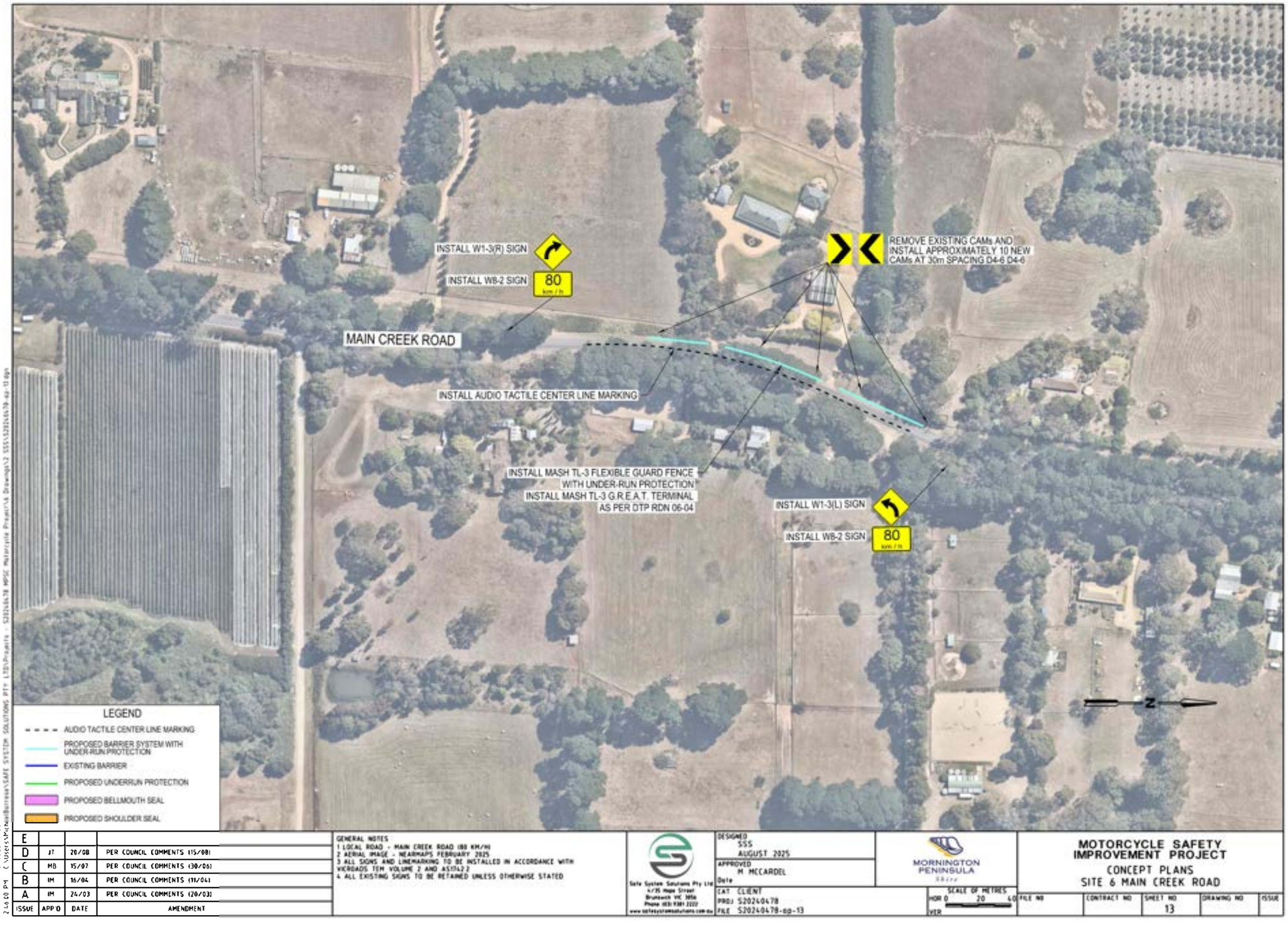
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 6 MAIN CREEK ROAD

FILE NO	CONTRACT NO	SHEET NO	DRAWING NO	ISSUE
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ISSUE	APP'D	DATE	AMENDMENT
E			
D	JT	20/08	PER COUNCIL COMMENTS (15/08)
C	MB	15/07	PER COUNCIL COMMENTS (30/06)
B	IM	16/04	PER COUNCIL COMMENTS (11/04)
A	IM	24/03	PER COUNCIL COMMENTS (20/03)

GENERAL NOTES
1 LOCAL ROAD - MAIN CREEK ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
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Date
CAT CLIENT
PROJ S20240478
FILE S20240478-dg-13

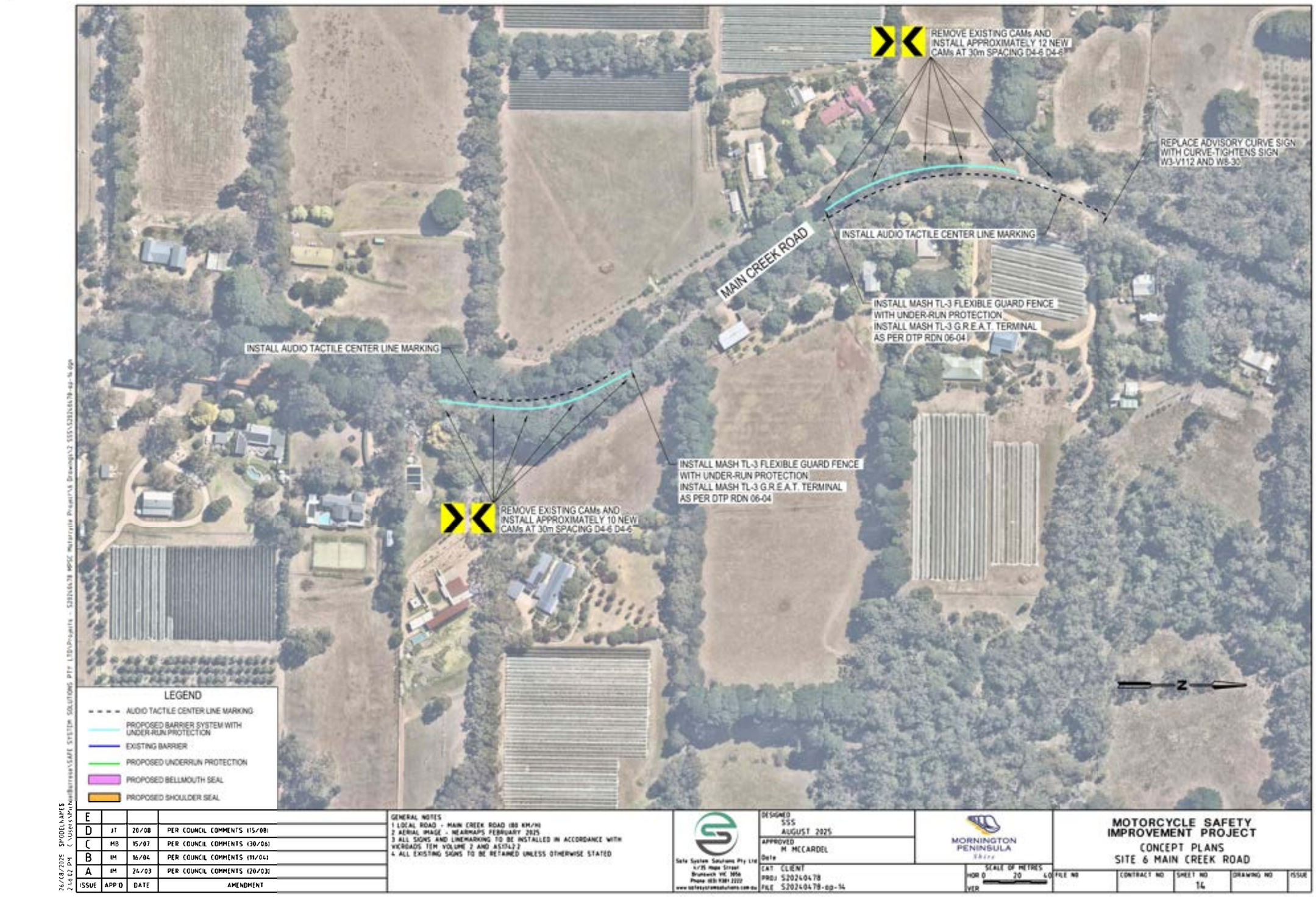
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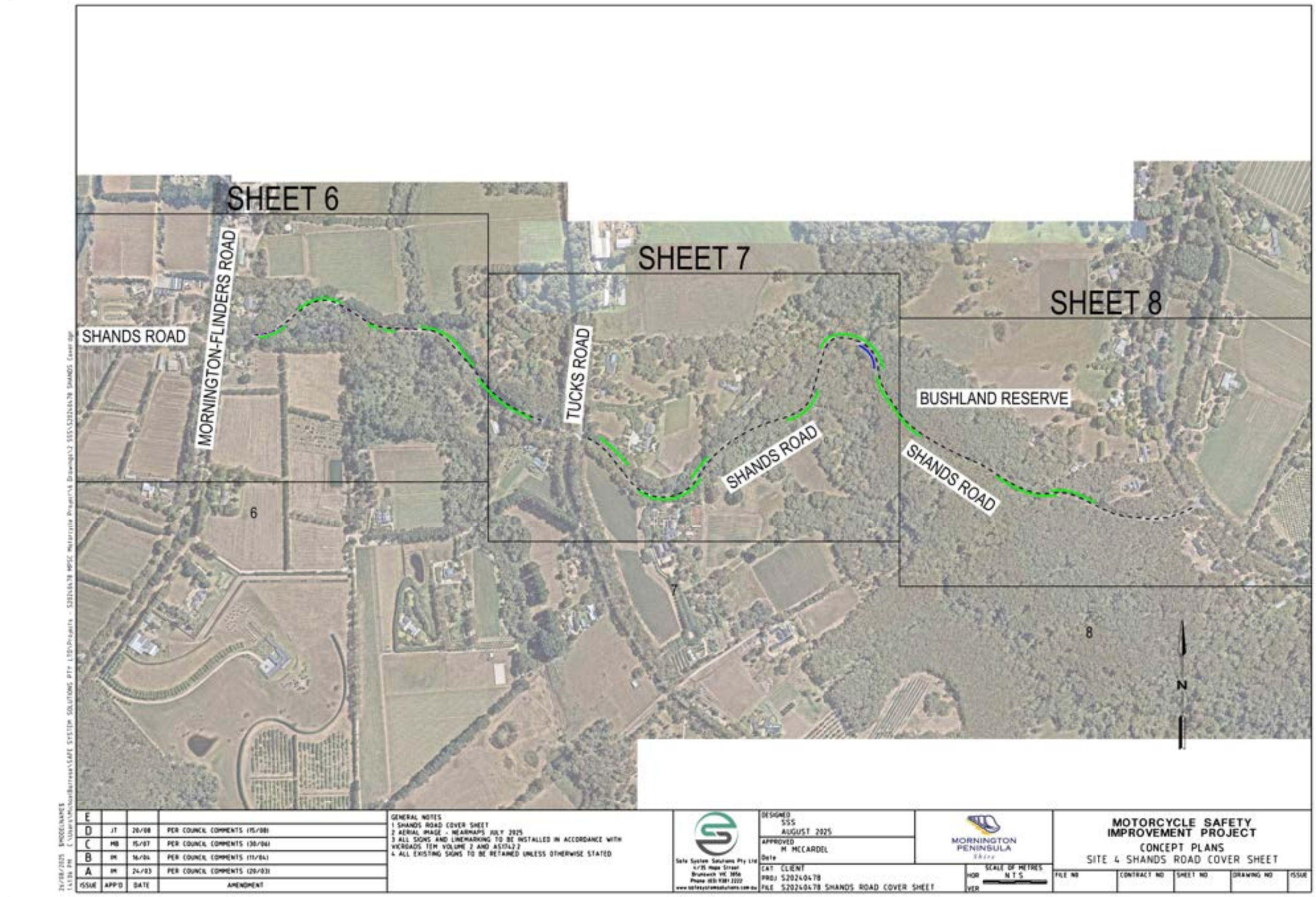
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 6 MAIN CREEK ROAD

FILE NO	CONTRACT NO	SHEET NO	DRAWING NO	ISSUE
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REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 12 NEW CAMs AT 30m SPACING D4-6 D4-6
REPLACE ADVISORY CURVE SIGN WITH CURVE-TIGHTENS SIGN W3-V112 AND W8-30
INSTALL AUDIO TACTILE CENTER LINE MARKING
MAIN CREEK ROAD
INSTALL MASH TL-3 FLEXIBLE GUARD FENCE WITH UNDER-RUN PROTECTION
INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04
INSTALL AUDIO TACTILE CENTER LINE MARKING
INSTALL MASH TL-3 FLEXIBLE GUARD FENCE WITH UNDER-RUN PROTECTION
INSTALL MASH TL-3 G.R.E.A.T. TERMINAL AS PER DTP RDN 06-04
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 10 NEW CAMs AT 30m SPACING D4-6 D4-6
N
LEGEND
AUDIO TACTILE CENTER LINE MARKING
PROPOSED BARRIER SYSTEM WITH UNDER-RUN PROTECTION
EXISTING BARRIER
PROPOSED UNDERRUN PROTECTION
PROPOSED BELLMOUTH SEAL
PROPOSED SHOULDER SEAL
E
D JT 20/08 PER COUNCIL COMMENTS (15/08)
C MB 15/07 PER COUNCIL COMMENTS (30/06)
B IM 16/04 PER COUNCIL COMMENTS (11/04)
A IM 24/03 PER COUNCIL COMMENTS (20/03)
ISSUE APP'D DATE AMENDMENT
GENERAL NOTES
1 LOCAL ROAD - MAIN CREEK ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 3 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED
Safe System Solutions Pty Ltd
DESIGNED SSS AUGUST 2025
APPROVED M MCCARDEL
Date
CAT CLIENT
PROJ S2024047B
FILE S2024047B-00-14
MORNINGTON PENINSULA Shire
SCALE OF METRES
HOR 0 20 40
VER
MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 6 MAIN CREEK ROAD
FILE NO
CONTRACT NO
SHEET NO 14
DRAWING NO
ISSUE
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ISSUE	APP'D	DATE	AMENDMENT
E			
D	JT	26/08	PER COUNCIL COMMENTS (15/08)
C	MB	15/07	PER COUNCIL COMMENTS (30/06)
B	IM	16/04	PER COUNCIL COMMENTS (11/04)
A	IM	24/03	PER COUNCIL COMMENTS (20/03)

GENERAL NOTES
1 SHANDS ROAD COVER SHEET
2 AERIAL IMAGE - NEARMAPS JULY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 3 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED

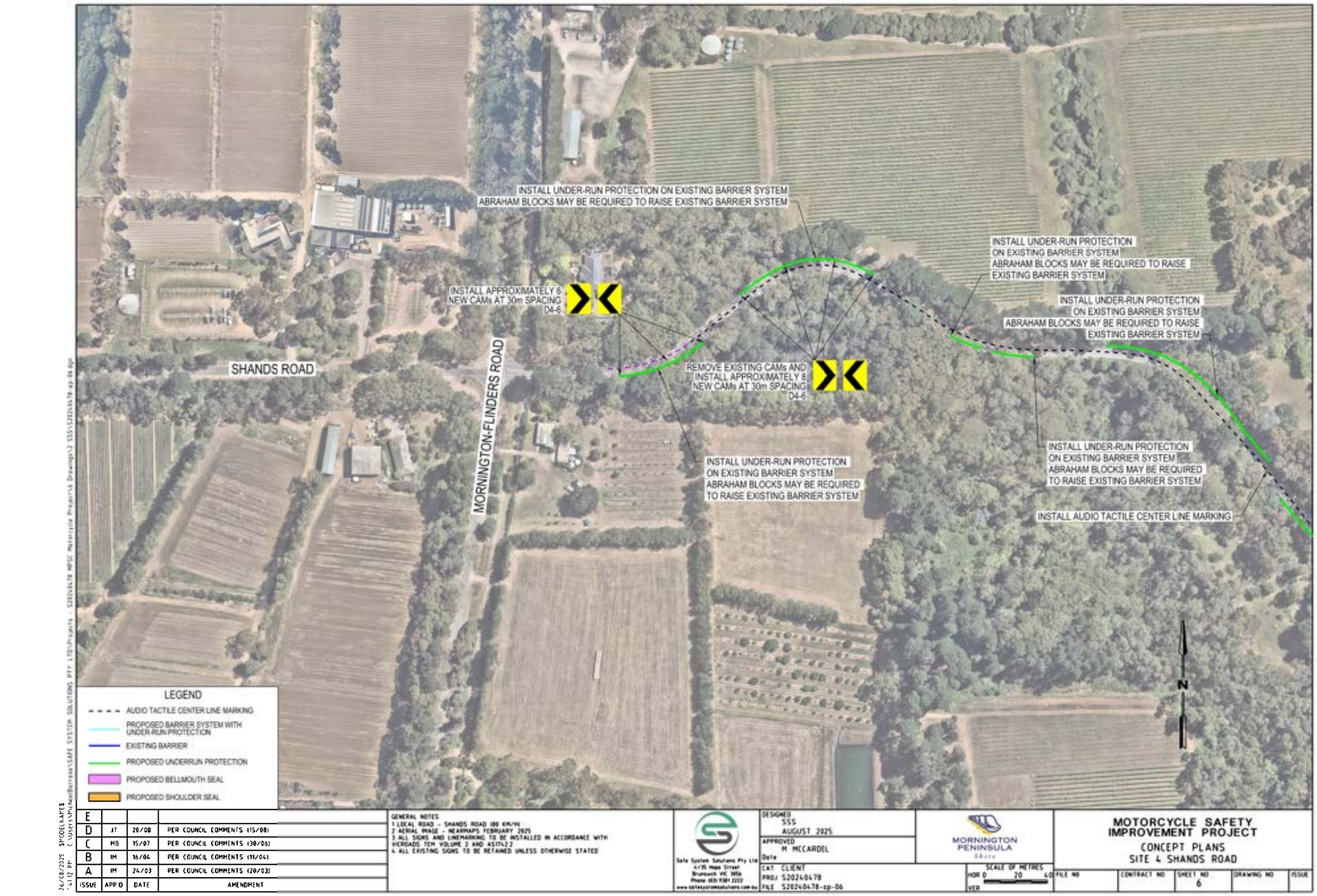
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Brunswick VIC 3056
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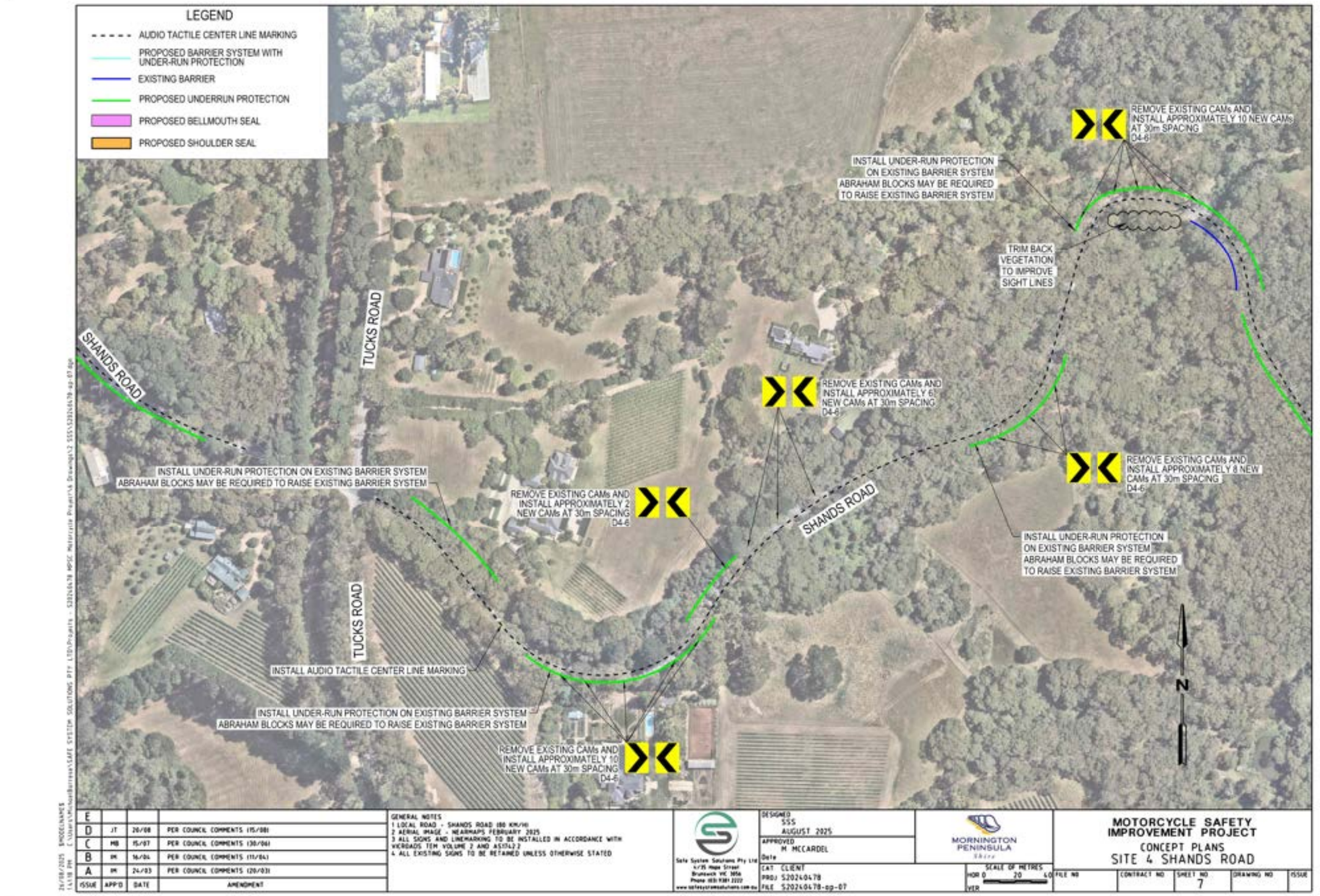
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APPROVED M MCCARDEL
Date
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FILE S20260478 SHANDS ROAD COVER SHEET
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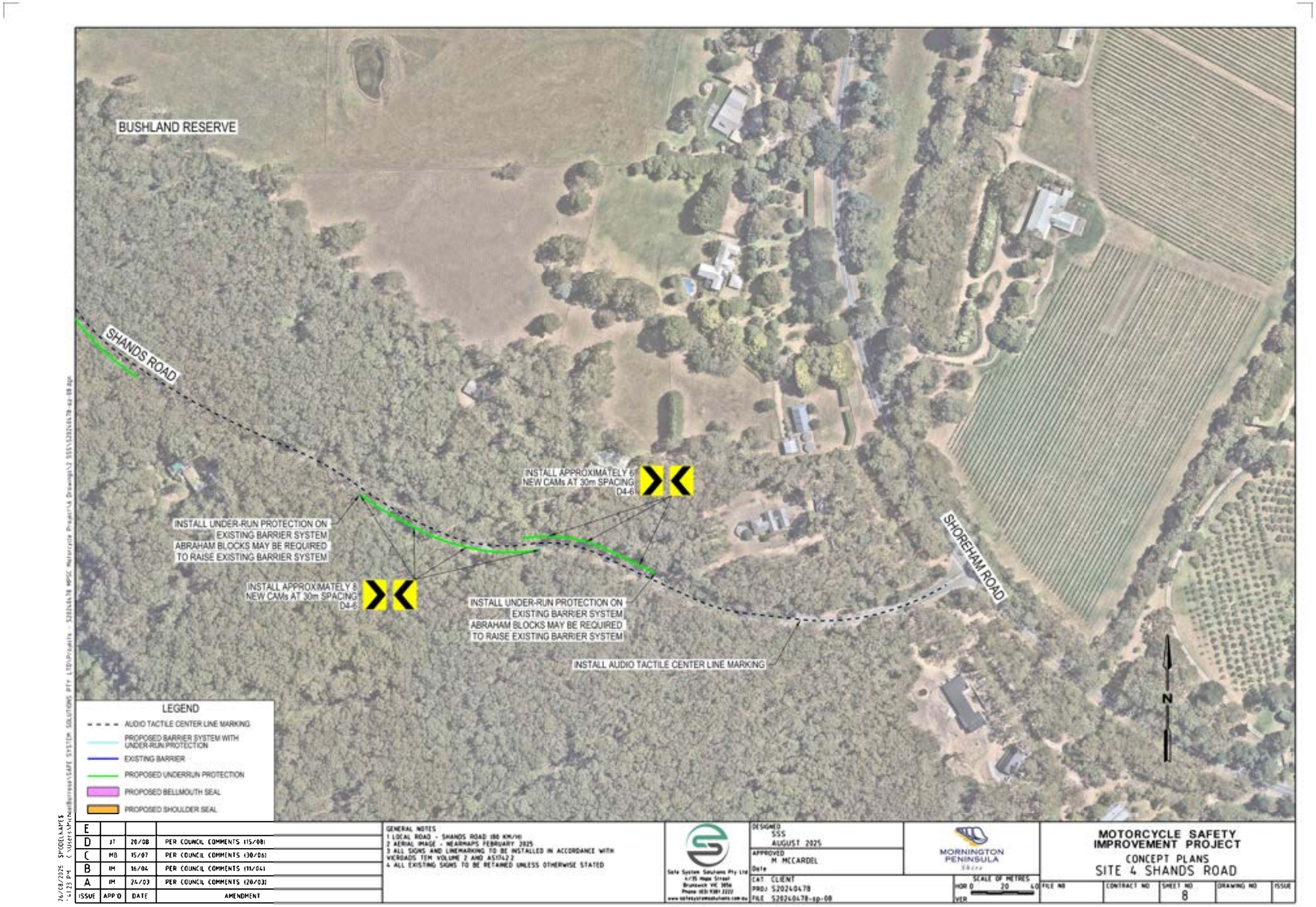
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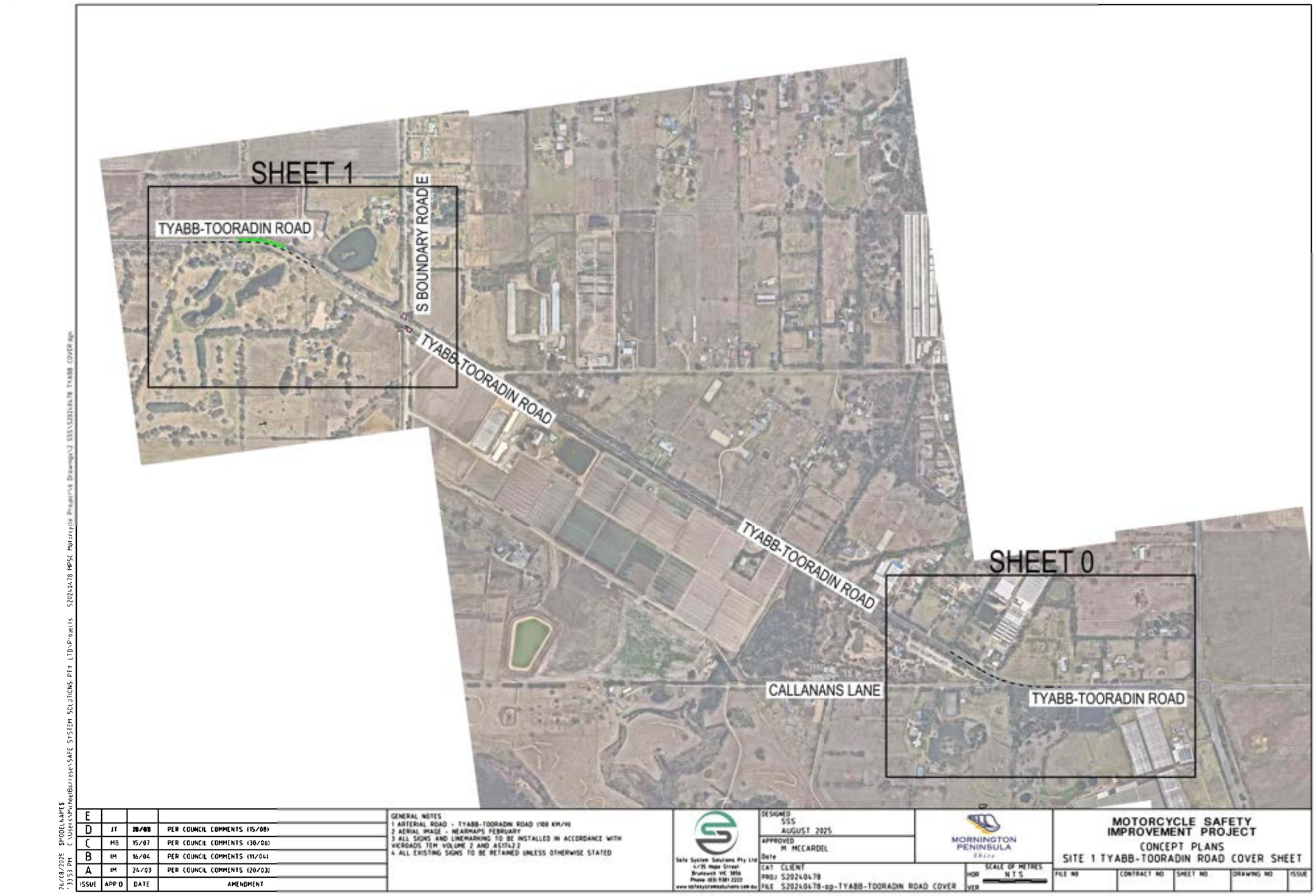
MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 4 SHANDS ROAD COVER SHEET

FILE NO	CONTRACT NO	SHEET NO	DRAWING NO	ISSUE


INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM
ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
INSTALL APPROXIMATELY 6 NEW CAMs AT 30m SPACING D4-6
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
SHANDS ROAD
MORNINGTON-FLINDERS ROAD
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 8 NEW CAMs AT 30m SPACING D4-6
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
INSTALL AUDIO TACTILE CENTER LINE MARKING
N
LEGEND
AUDIO TACTILE CENTER LINE MARKING
PROPOSED BARRIER SYSTEM WITH UNDER-RUN PROTECTION
EXISTING BARRIER
PROPOSED UNDERRUN PROTECTION
PROPOSED BELLMOUTH SEAL
PROPOSED SHOULDER SEAL
E
D JT 20/08 PER COUNCIL COMMENTS 115/081
C MB 15/07 PER COUNCIL COMMENTS (30/06)
B IM 16/04 PER COUNCIL COMMENTS (11/04)
A IM 24/03 PER COUNCIL COMMENTS (20/03)
ISSUE APP'D DATE AMENDMENT
GENERAL NOTES
1 LOCAL ROAD - SHANDS ROAD 100 KM/H
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED
Safe System Solutions Pty Ltd
DESIGNED SSS AUGUST 2025
APPROVED M MCCARDEL
Date
CAT CLIENT
PROJ S20240478
FILE S20240478-sp-06
MORNINGTON PENINSULA Shire
SCALE OF METRES
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 4 SHANDS ROAD
FILE NO
CONTRACT NO
SHEET NO 6
DRAWING NO
ISSUE


LEGEND
AUDIO TACTILE CENTER LINE MARKING
PROPOSED BARRIER SYSTEM WITH UNDER-RUN PROTECTION
EXISTING BARRIER
PROPOSED UNDERRUN PROTECTION
PROPOSED BELLMOUTH SEAL
PROPOSED SHOULDER SEAL
SHANDS ROAD
TUCKS ROAD
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 10 NEW CAMs AT 30m SPACING D4-6
TRIM BACK VEGETATION TO IMPROVE SIGHT LINES
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 6 NEW CAMs AT 30m SPACING D4-6
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 8 NEW CAMs AT 30m SPACING D4-6
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 2 NEW CAMs AT 30m SPACING D4-6
INSTALL AUDIO TACTILE CENTER LINE MARKING
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 10 NEW CAMs AT 30m SPACING D4-6
N
E
D JT 20/08 PER COUNCIL COMMENTS (15/08)
C MB 15/07 PER COUNCIL COMMENTS (30/06)
B IM 16/06 PER COUNCIL COMMENTS (11/06)
A IM 24/03 PER COUNCIL COMMENTS (20/03)
ISSUE APP'D DATE AMENDMENT
GENERAL NOTES
1 LOCAL ROAD - SHANDS ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED
Safe System Solutions Pty Ltd
DESIGNED SSS AUGUST 2025
APPROVED M MCCARDEL
Date
CAT CLIENT
PROJ S20240478
FILE S20240478-sp-07
MORNINGTON PENINSULA Shire
SCALE OF METRES
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 4 SHANDS ROAD
FILE NO
CONTRACT NO
SHEET NO 7
DRAWING NO
ISSUE


BUSHLAND RESERVE
SHANDS ROAD
INSTALL APPROXIMATELY 6 NEW CAMs AT 30m SPACING D4-6
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
INSTALL APPROXIMATELY 8 NEW CAMs AT 30m SPACING D4-6
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
SHOREHAM ROAD
INSTALL AUDIO TACTILE CENTER LINE MARKING
N
LEGEND
AUDIO TACTILE CENTER LINE MARKING
PROPOSED BARRIER SYSTEM WITH UNDER-RUN PROTECTION
EXISTING BARRIER
PROPOSED UNDERRUN PROTECTION
PROPOSED BELLMOUTH SEAL
PROPOSED SHOULDER SEAL
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D JT 20/08 PER COUNCIL COMMENTS 115/081
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Safe System Solutions Pty Ltd
4/35 Hope Street
Brunswick VIC 3056
DESIGNED SSS AUGUST 2025
APPROVED M MCCARDEL Date
CAT CLIENT
PROJ S20240478
FILE S20240478-sp-08
MORNINGTON PENINSULA Shire
SCALE OF METRES
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 4 SHANDS ROAD
FILE NO
CONTRACT NO
SHEET NO 8
DRAWING NO
ISSUE
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C	MB	15/07	PER COUNCIL COMMENTS (30/06)
B	IM	16/04	PER COUNCIL COMMENTS (11/04)
A	IM	24/03	PER COUNCIL COMMENTS (20/03)
ISSUE	APP'D	DATE	AMENDMENT

GENERAL NOTES
1 ARTERIAL ROAD - TYABB-TOORADIN ROAD (100 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED

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APPROVED M MCCARDEL
Date
CAT CLIENT
PROJ S20240478
FILE S20240478-sg-TYABB-TOORADIN ROAD COVER
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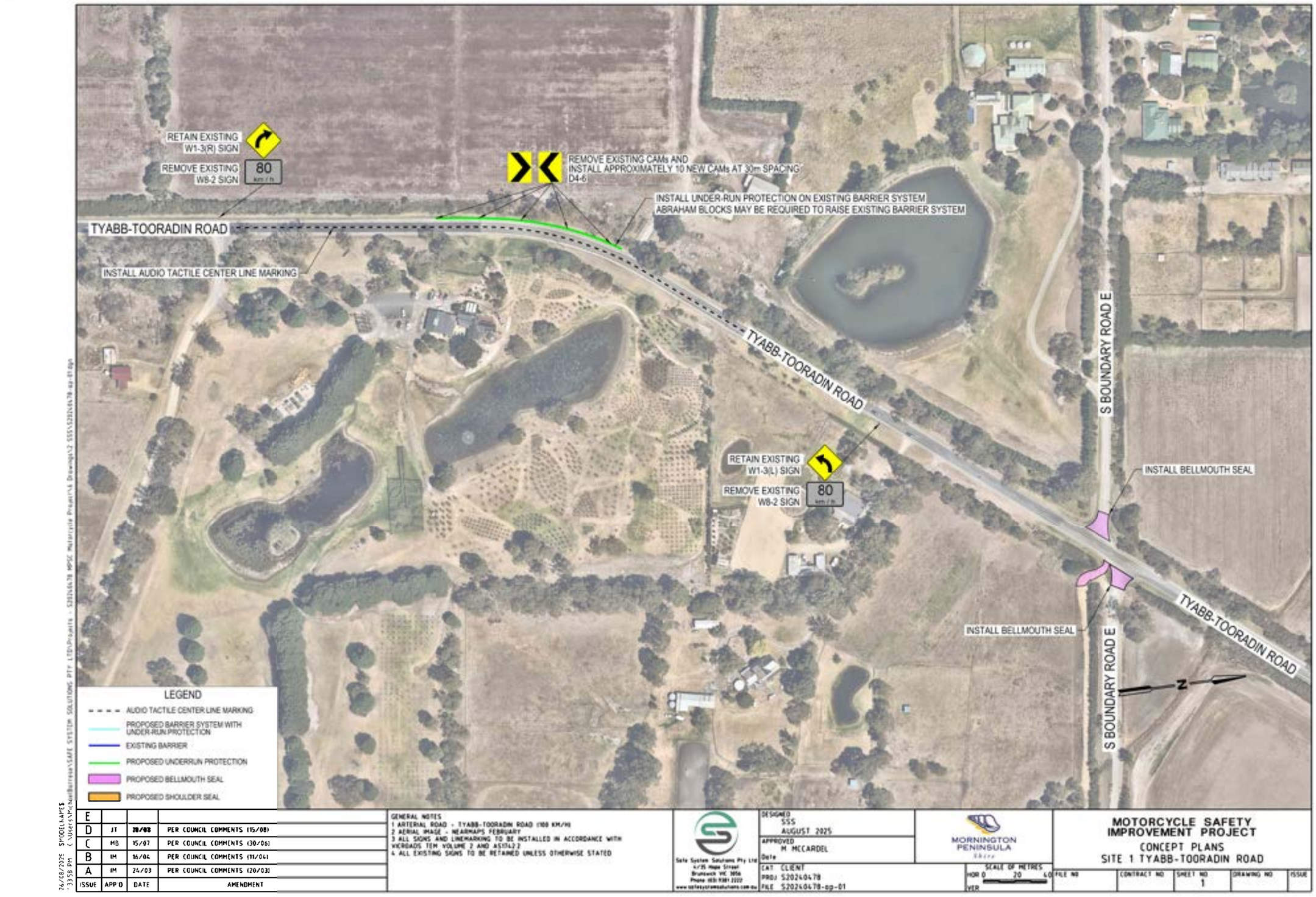
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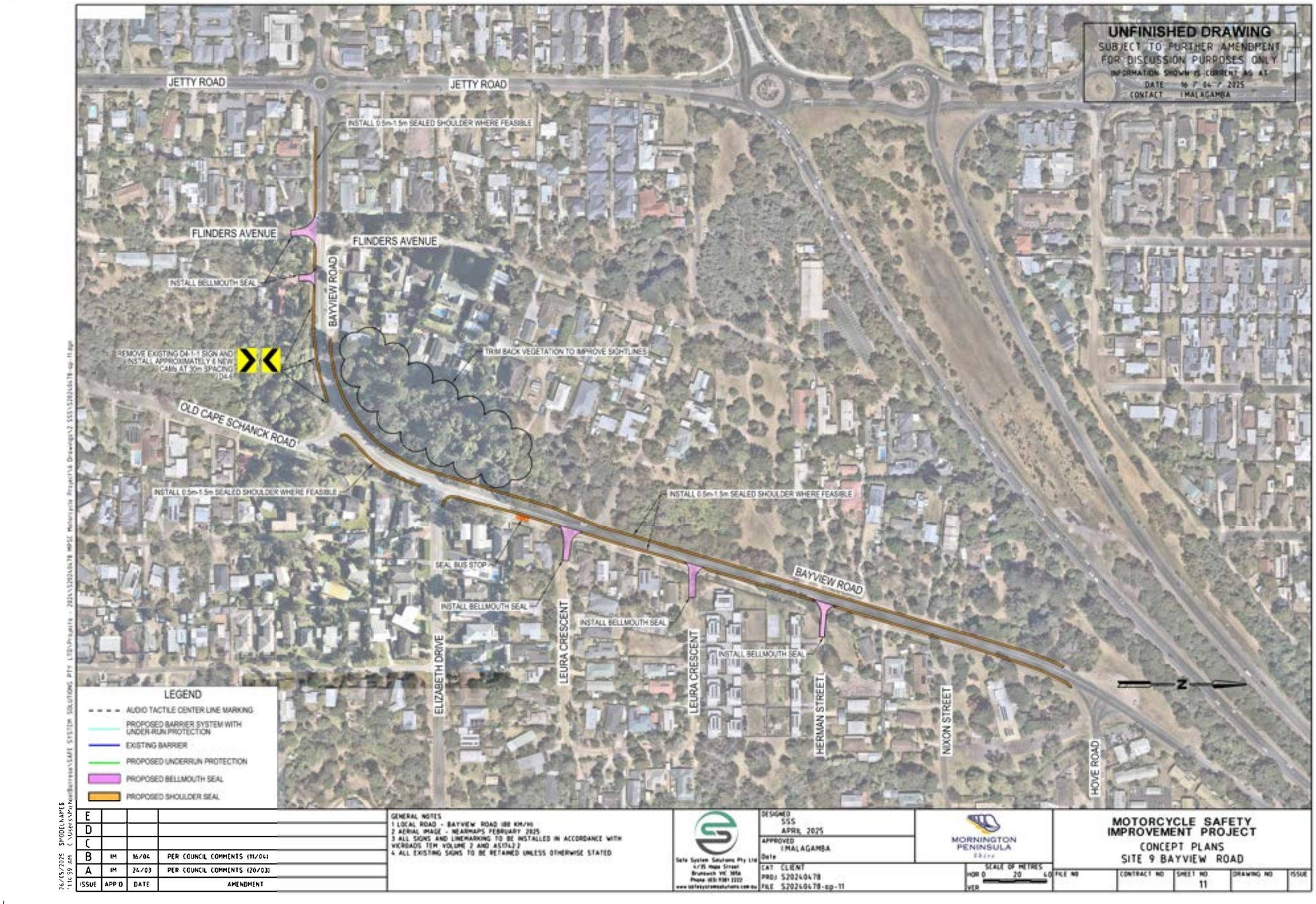
MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 1 TYABB-TOORADIN ROAD COVER SHEET

FILE NO	CONTRACT NO	SHEET NO	DRAWING NO	ISSUE

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TYABB-TOORADIN ROAD
INSTALL AUDIO TACTILE CENTER LINE MARKING
CALLANANS LANE
TYABB-TOORADIN ROAD
INSTALL CENTRAL AUDITORY TACTILE LINE MARKING
INSTALL APPROXIMATELY 12 NEW CAMs AT 30m SPACING
D4-6
LEGEND
AUDIO TACTILE CENTER LINE MARKING
PROPOSED BARRIER SYSTEM WITH UNDER-RUN PROTECTION
EXISTING BARRIER
PROPOSED UNDERRUN PROTECTION
PROPOSED BELLMOUTH SEAL
PROPOSED SHOULDER SEAL
E
D JT 28/08 PER COUNCIL COMMENTS (15/08)
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4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED
Safe System Solutions Pty Ltd
6/35 Hope Street
Brunswick VIC 3056
DESIGNED SSS AUGUST 2025
APPROVED M MCCARDEL
Date
CAT CLIENT
PROJ S20240478
FILE S20240478-sp-00
MORNINGTON PENINSULA Shire
SCALE OF METRES
HOR 0 20 L0
VER
MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 1 TYABB-TOORADIN ROAD NORTH
FILE NO
CONTRACT NO
SHEET NO 0
DRAWING NO
ISSUE
26/08/2025 3:55 PM
SPOOLNAME
C:\Users\MichaelBarrese\SAFE SYSTEM SOLUTIONS PTY LTD\Projects - S20240478 MPSC Motorcycle Project\4 Drawings\2 SSS\S20240478-sp-00.dgn


RETAIN EXISTING W1-3(R) SIGN
REMOVE EXISTING W8-2 SIGN
80
REMOVE EXISTING CAMs AND INSTALL APPROXIMATELY 10 NEW CAMs AT 30m SPACING D4-6
INSTALL UNDER-RUN PROTECTION ON EXISTING BARRIER SYSTEM
ABRAHAM BLOCKS MAY BE REQUIRED TO RAISE EXISTING BARRIER SYSTEM
TYABB-TOORADIN ROAD
INSTALL AUDIO TACTILE CENTER LINE MARKING
TYABB-TOORADIN ROAD
S BOUNDARY ROAD E
RETAIN EXISTING W1-3(L) SIGN
REMOVE EXISTING W8-2 SIGN
80
INSTALL BELLMOUTH SEAL
INSTALL BELLMOUTH SEAL
TYABB-TOORADIN ROAD
S BOUNDARY ROAD E
N
LEGEND
AUDIO TACTILE CENTER LINE MARKING
PROPOSED BARRIER SYSTEM WITH UNDER-RUN PROTECTION
EXISTING BARRIER
PROPOSED UNDERRUN PROTECTION
PROPOSED BELLMOUTH SEAL
PROPOSED SHOULDER SEAL
E
D JT 28/08 PER COUNCIL COMMENTS (15/08)
C MB 15/07 PER COUNCIL COMMENTS (30/06)
B IM 16/06 PER COUNCIL COMMENTS (11/06)
A IM 24/03 PER COUNCIL COMMENTS (20/03)
ISSUE APP'D DATE AMENDMENT
GENERAL NOTES
1 ARTERIAL ROAD - TYABB-TOORADIN ROAD (100 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED
Safe System Solutions Pty Ltd
4/35 Hope Street
Brunswick VIC 3056
Phone (03) 9381 2222
www.safesystemsolutions.com.au
DESIGNED SSS AUGUST 2025
APPROVED M MCCARDEL
Date
CAT CLIENT
PROJ S2024047B
FILE S2024047B-sp-01
MORNINGTON PENINSULA Shire
SCALE OF METRES
HOR 0 20 40
VER
MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 1 TYABB-TOORADIN ROAD
FILE NO
CONTRACT NO
SHEET NO 1
DRAWING NO
ISSUE
26/08/2025 3:38 PM
SPOOLNAPES
C:\Users\MinerBarrow\SAFE SYSTEM SOLUTIONS PTY LTD\Projects - S2024047B MPSC Motorcycle Projects\4 Drawings\2 S2024047B-sp-01.dgn


UNFINISHED DRAWING
SUBJECT TO FURTHER AMENDMENT
FOR DISCUSSION PURPOSES ONLY
INFORMATION SHOWN IS CORRECT AS AT
DATE 16 / 04 / 2025
CONTACT I MALAGAMBA
JETTY ROAD
JETTY ROAD
INSTALL 0.5m-1.5m SEALED SHOULDER WHERE FEASIBLE
FLINDERS AVENUE
FLINDERS AVENUE
INSTALL BELLMOUTH SEAL
BAYVIEW ROAD
REMOVE EXISTING D4-1-1 SIGN AND INSTALL APPROXIMATELY 6 NEW CAMs AT 30m SPACING D4-6
TRIM BACK VEGETATION TO IMPROVE SIGHTLINES
OLD CAPE SCHANCK ROAD
INSTALL 0.5m-1.5m SEALED SHOULDER WHERE FEASIBLE
INSTALL 0.5m-1.5m SEALED SHOULDER WHERE FEASIBLE
SEAL BUS STOP
BAYVIEW ROAD
INSTALL BELLMOUTH SEAL
INSTALL BELLMOUTH SEAL
INSTALL BELLMOUTH SEAL
ELIZABETH DRIVE
LEURA CRESCENT
LEURA CRESCENT
HERMAN STREET
NIXON STREET
HOVE ROAD
LEGEND
AUDIO TACTILE CENTER LINE MARKING
PROPOSED BARRIER SYSTEM WITH UNDER-RUN PROTECTION
EXISTING BARRIER
PROPOSED UNDERRUN PROTECTION
PROPOSED BELLMOUTH SEAL
PROPOSED SHOULDER SEAL
E
D
C
B IM 16/04 PER COUNCIL COMMENTS (11/04)
A IM 24/03 PER COUNCIL COMMENTS (20/03)
ISSUE APP'D DATE AMENDMENT
GENERAL NOTES
1 LOCAL ROAD - BAYVIEW ROAD (80 KM/H)
2 AERIAL IMAGE - NEARMAPS FEBRUARY 2025
3 ALL SIGNS AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND AS1742.2
4 ALL EXISTING SIGNS TO BE RETAINED UNLESS OTHERWISE STATED
Safe System Solutions Pty Ltd
DESIGNED SSS APRIL 2025
APPROVED I MALAGAMBA
Date
CAT CLIENT
PROJ S2024078
FILE S2024078-sp-11
MORNINGTON PENINSULA Shire
SCALE OF METRES
HOR 0 20 40
VER
MOTORCYCLE SAFETY IMPROVEMENT PROJECT
CONCEPT PLANS
SITE 9 BAYVIEW ROAD
FILE NO
CONTRACT NO
SHEET NO 11
DRAWING NO
ISSUE
24/05/2025 11:16:59 AM
SPOOLNAMES
C:\Users\IM\OneDrive\Barrows\SAFE SYSTEM SOLUTIONS PTY LTD\Projects - 2024\S2024078 MPSC Motorcycle Project\8 Drawings\2 SSS\S2024078 sp-11.dgn

ATTACHMENT 4
VERBATIM COMMUNITY SUBMISSIONS AND PETITIONS

---

ro
Sent hursday 2 ove ber 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect ro ns road oneo arriers

e o

e are the o ners of in front of hich it is proposed road barriers be insta ed. e are tota y and utter y opposed to this p an and see no need for the barriers.

e re u ar y have cars par ed ne t to our drive ay by a ers ho do the Stephanie e ic a . e have created a o ed area for these peop e to par . hey i no have to drive into our drive ay and a e their ay around the proposed barriers. his i create a ha ard.

he barriers if i e those up on rthur s Seat road i be a dis ustin visua eyesore. he rthur s seat barriers shou d be re oved.

e have ived here for over 2 years and have no reco ection of any si nificant otor bi e accidents. hese barriers are tryin to so ve a prob e hich does not e ist. he bi est issue on ro ns road are the pot ho es and the an aroos the barriers i do nothin to so ve these issues and ay actua y a e the an aroo issue orse. he ot o es are a a or a or otor bi e and car ha ard spend oney on the instead.

ust to reiterate e are tota y opposed to the p an and are in the process of activatin our oca co unity a ainst the .

ou d hope you respect the ishes of the peop e ho ive in the area

[redacted]

et Out oo for iOS

ro
Sent hursday 11 ece ber 2 2 11
o raffic e uests trafficre uests ornpen.vic. ov.au c
Sub ect otorcyc e oad Safety arriers

ana er
raffic and ransport a or ro ects
ornin ton eninsu a Shire
es rove Street
osebud

ear ana er

e have heard that ornin ton eninsu a Shire ounci proposes to insta otorcyc e road safety barriers in addition to those hich have a ready been insta ed at the south end of ain ree oad ain id e near c herson ane.
. have si ned a petition but ou d i e this etter to rep ace or add to y si nature of that petition.

ob ect to the proposa for the fo o in reasons

1. u ber of otorcyc e ccidents
e understand there has been one otorcyc e fata ity on ain ree oad in the ast years. t occurred outside 1 2 ain ree oad in 2 1 . t is a strai ht section of road about north of here the road barriers you propose ou d be erected. t that ti e the speed i it as 1 hr. t is no hr. n our vie there is no connection bet een that accident and the roposa for road safety barriers a ay.

2. urrent road traffic safety infrastructure
ain ree oad has a speed i it of hr.
he indin section of road here the otorcyc e barriers are proposed has a ready been the sub ect of road safety treat ent easures. here are e istin road safety barriers here ain ree oad crosses Sp itters ree . here are advisory speed i it si ns of hr. at each end of the indin road section. here are ye o and b ac arro arnin si ns.
hose easures are reasonab e. Since there have been no accidents on that section of road e thin those easures or . hey are sufficient.

. s there a ris
f there has been on y one recorded otorcyc e accident in the years since record eepin as introduced in 1 one accident on a strai ht road section fro here the e tra road

safety barriers are proposed does not indicate a ris hich ustifies bui din the proposed e tra barriers.
he ocation has not been desi nated a ac spot area and that is further proof that there is no need for e tra barriers.

. dentification and verification of is
ei hbours have reported that ounci officers have said S has deve oped a proactive po icy for this atter that the rationa e is that ounci officers identify a ris and then ta e action to iti ate the ris so that da a e in this case accidents is avoided. So in this case ounci has identified a potentia ris of otorcyc e accidents and so ants to et a rant of up to to bui d e tra road barriers to nu ify that ris . ounci has not produced evidence to identify a ris or a ris hich is any reater than the ris on any other road in ictoria

he idea of a proactive po icy is of itse f a concern. t is difficu t if not i possib e to identify a ris if there is no evidence of a ris . dentifyin a potentia ris hich is hat a proactive approach i p ies is so ethin very different to dea in ith an actua ris . t best it is specu ation. t orst it cou d be c ai ed to be irresponsib e and a astefu a ocation of pub ic oney.

. inancia esponsibi ity
e have been to d that a rant of has been offered to ounci under the otorcyc e oad Safety evy pro ra for the road safety barriers pro ect.
e a so understand ounci has iven the i pression to so e residents that the oney ust be spent on road barriers.
e have been to d there are other softer easures that rant oney can be spent on.

ounci shou d resist the te ptation to spend oney on road barriers ust because a rant is avai ab e. Spendin pub ic oney for the sa e of spendin it rather than because of a statistica y proven need is financia y irresponsib e. t ou d divert funds fro areas here reater ris s cou d be addressed. t ou d a so erode co unity confidence in ounci .

. i d ife pacts
an aroos visit the reen be t a on Sp itters ree hich crosses under ain ree oad in the vicinity here the proposed road safety barriers ou d be erected. oadside barriers prevent or discoura e an aroos fro crossin the road forcin the to trave a on the road unti the barrier ends. his increases the i e ihood of co isions ith vehic es especia y otorcyc es hose riders are ore i e y to ose contro of their vehic e if they hit a an aroo.

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ach ane of the road is . etres ide. standard truc is 2. etres ide. his eaves on y one etre of roo bet een a truc and the road ed e. oad safety barriers cou d bo in bicyc es and i d ife and create ne ris s hich ounci has not considered.

b icyc e enthusiasts fre uent y ride a on ain ree oad. he road here barriers have been erected at Sp itters ree is not ide enou h for cars to pass bicyc es safe y. he cars ust cross the idd e hite ine on the road to pass bicyc es. ruc s are even ore dan erous.

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. Other is iti ation Options
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he speed i it on ain ree oad is h. here are advisory si ns at the ocation ye o and b ac statin hris advised. or severa of the fo o in options cou d be cheaper ess visua y intrusive and ou d not create unforeseen additiona ris s chan e the current road safety barriers at Sp itters ree to inc ude a protection rai at round eve .
chan e the advisory hr speed i it si ns on either side of Sp itters ree to andatory spped i it si ns or reduce the speed i it to hr. chan e the road bitu en to a ess s ippery surface or iden the road so that the chances of a otorcyc e s ippin or osin rip on a corner are reduced.

. Options avai ab e under the otorcyc e oad Safety evy S
ei hbours ho have research the rants avai ab e under the otorcyc e oad Safety evy S have to d us the funds are not tied to and do not have to be spent on road barriers.

he S as desi ned to support a broad ran e of safety easures not ust barriers. i ib e spendin inc udes
oad en ineerin treat ents idenin shou ders resurfacin i provin curves and re ovin roadside ha ards.
oadside safety barriers insta ation or odification but on y here crash history or ris assess ent ustifies the .

Si na e and speed ana e ent better arnin si ns advisory speed i its and visibi ity i prove ents.
esearch and eva uation studies into otorcyc e crash causes and effective counter easures.
ducation and a areness pro ra s ca pai ns to i prove rider s i s and driver a areness.

1 . Other Softer Options

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1. ep ace the intersection at the top south end of hite i oad here it eets rthurs Seat oad ith a ar e roundabout.

2. i potho es on rthurs Seat oad. e be ieve a rant cou d be app ied for under the otorcyc e oad Safety evy pro ra to fi those potho es.

S shou d consider these options and consider the as viab e a ternatives to the proposed road safety barriers.

e as ounci to abandon the roposa or odify it to create a rea istic ba ance bet een ounci 's desire to i prove road safety and the desire of residents to aintain the rura andscape and a enity hich a users of our country roads en oy.

ours faithfu y

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Sent hursday 11 ece ber 2 2 11
o raffic e uests trafficre uests ornpen.vic. ov.au c
Sub ect otorcyc e oad Safety arriers

ana er
raffic and ransport a or ro ects
ornin ton eninsu a Shire
es rove Street
osebud

ear ana er

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1. ep ace the intersection at the top south end of hite i oad here it eets rthurs Seat oad ith a ar e roundabout.

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e as ounci to abandon the roposa or odify it to create a rea istic ba ance bet een ounci 's desire to i prove road safety and the desire of residents to aintain the rura andscape and a enity hich a users of our country roads en oy.

ours faithfu y

Ori ina essa e ro
Sent Saturday 1 ece ber 2 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect Ob ection to barriers

o ho it ay concern
ish to provide y ob ection to the barriers proposed on ain cree road.
do not be ieve that
1 they are re uired
2 they i fu fi the ob ective
i i pede safety of otorists and horse riders

ind re ards

ro
Sent Saturday 1 ove ber 2 2 11 1
o raffic e uests trafficre uests ornpen.vic. ov.au
c
Sub ect otorcyc e safety evy pro ra ain ree oad pro ect

ear ea

y na e is have read the proposa for the insta ation of various traffic infrastructure easures a on ain ree oad and have stron concerns and ob ections. he proposa stated ounci undertoo co unity consu tation ear ier this year and at a eetin on une ounci endorsed the co unity feedbac . as not contacted for feedbac re evant to barrier insta ation in y o n road and further don't no anyone on our co unity hats pp ho as contacted. ease provide the data to de onstrate co unity en a e ent as underta en ith residents of ain ree oad in re ation to the easures proposed on ain ree oad.

have other concerns and ob ections hich are out ined in the attached etter.

oo for ard to eetin ith you to better understand the proposa the data supportin the easures and discuss a ternative options.

ind re ards

Ori ina essa e ro
Sent Sunday 1 ece ber 2 2 12 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect Ob ection to ain ree oad arriers

Sent fro y i hone
e are residents of e are ob ectin to arriers

1

proposed for ain ree d. e thin they are obtrusive aesthetica y u y in the environ ent a barrier is a dan er for a otor cyc ist to hit or run into it. Speed reduction si na e is a ready in p ace at these so ca ed dan erous sites. he pot ho es in our road are ore dan erous for otor cyc ists e ards

1

ro
Sent Sunday 1 ece ber 2 2 11 1
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect Ob ection to roposed arriers on ain ree oad ain id e

ear ornin ton eninsu a Shire ounci

e are ritin to for a y ob ect to the proposed insta ation of barriers on ain ree oad ain id e.

hi e understand the intent of i provin road safety a concerned that the proposed barriers ay create additiona ris s and have unintended ne ative i pacts on both road users and oca i d ife.

irst y there are ess intrusive a ternatives that cou d be considered to i prove safety ithout per anent y a terin the character and functiona ity of the road. easures such as i proved si na e speed ana e ent road ar in s or tar eted traffic ca in ou d achieve safety outco es ithout introducin ne ha ards.

Second y the insta ation of barriers is i e y to trap i d ife on the road ay. ain ree oad is an area ith fre uent ani a ove ent and barriers ay prevent ani a s fro escapin the road safe y increasin the i e ihood of vehic e to i d ife co isions and causin distress and in ury to ani a s. his cou d u ti ate y ead to ore accidents rather than fe er.

dditiona y barriers i re ove the i ited but essentia space for vehic es to safe y pu off the road in e er encies brea do ns or to a o faster vehic es to pass. ain ree oad is narro and the absence of pu over space poses a si nificant safety concern for residents visitors cyc ists and e er ency vehic es.

a a so concerned about the i pact on e er ency access road aintenance and the overa rura character of the area hich is va ued by the oca co unity.

or these reasons respectfu y re uest that ounci reconsider the proposed barriers and en a e further ith the co unity to e p ore safer ess intrusive a ternatives that better suit the oca environ ent and conditions.

han you for considerin our ob ection.

1

ro
Sent onday 1 ece ber 2 2 1 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect Ob ection to roposed oadside arriers on ain ree oad

ear ornin ton eninsu a Shire ounci

s a resident of ' ritin to for a y ob ect to the proposed insta ation of roadside barriers inc udin under run barriers a on ain ree oad.

he proposa ac s evidence based ustification. esidents have not been provided ith historica crash data to support the need for barriers and ounci representatives have indicated the proposa is not based on crash history. ithout de onstrated safety issues the insta ation is un arranted.

he isua ssess ent re ies on inappropriate interstate standards and i ited vie points isc assifies the road's visua sensitivity and understates the i pact on a rura environ enta y si nificant andscape. ddin further infrastructure ou d urbanise an a ready i pacted rura road and di inish its visua and environ enta va ues.

he barriers ou d increase ris for pedestrians in the absence of footpaths and ne ative y i pact i d ife ove ent in a desi nated i d ife area inc udin no n oa a habitat.

esidents are a so concerned that eanin fu co unity consu tation has not occurred despite ounci co it ents to see feedbac prior to decision a in .

esidents support evidence based road safety and propose a ternatives inc udin re ease of crash data an independent safety revie o i pact safety easures reduced speed i its pedestrian safety i prove ents protection of i d ife corridors and direct en a e ent ith residents. esidents a so stron y oppose the insta ation of under run barriers to e istin barriers.

e respectfu y re uest ounci reconsider this proposa and en a e ith residents before proceedin .

est re ards

Ori ina essa e ro

1

Sent Saturday 1 ece ber 2 2

o raffic e uests trafficre uests ornpen.vic. ov.au Sub ect Ob ection to road barriers

e ob ect to road barriers a on ain ree oad.

he road ou d be ore dan erous because the barriers ou d prevent cars fro er in off the road safe y to avoid an e er ency. he road is too narro to hinder f e ibi ity. t ou d a so prevent the driver fro pu in over if their car had a prob e or if the passen er needed to et out. dan erous situation cou d deve op.

he barriers ou d detract fro the natura beauty of the area . e stron y ob ect to the barriers.

Sent fro y i hone

Manager
Traffic and Transport, Major Projects
Mornington Peninsula Shire
90 Besgrove Street
Rosebud VIC 3939
email: trafficrequests@mornpen.vic.gov.au

Dear Manager

Re: MPSC - Motorcycle Safety Barriers Proposal for Main Creek Road, Main Ridge

It is my understanding that Mornington Peninsula Shire Council proposes to erect motorcycle road barriers at the south end of Main Creek Road, Main Ridge, near McPherson Lane.; in addition to the road barriers already there.

I am a motorcycle rider and believe the construction of these barriers really isn't the best idea and better safety outcomes can be achieved utilising less money. The state of the bitumen around the area is terrible - there are potholes everywhere and uneven surfaces. As a rider these holes and poor surfaces pose one of the largest dangers to road users.
I strongly object to the proposal for the following reasons:

Frequency of Motorcycle Accidents
I am fairly sure there has been only been one motorcycle fatality on Main Creek Road in the last 39 years. It occurred outside 192 Main Creek Road) in 2018. It happened on a straight section of road, about 3km north of where the road barriers you propose would be erected. The motor cyclist hit a large pine tree very close to the road side. At that time the speed limit was 100 km/hr. It is now 80 km/hr. I believe there is no connection between that accident and a proposal for road safety barriers on a winding road section 3 km away.

Current road traffic safety infrastructure
Main Creek Road has a speed limit of 80 km/hr. It was reduced a few years ago from 100 km/hr.
The winding section of road where the motorcycle barriers are proposed, has already been treated with road safety measures. There are existing road barriers where Main Creek Road crosses Splitters Creek. There are advisory speed limit signs of 60 km/hr. at each end of the winding road section. There are yellow and black arrow warning signs. I might add these highly reflective signs are more dangerous as they blind you when your high beams are on.
Those measures are enough. Since there have been no accidents on that section of road, it is fair to say those measures work.

There is no risk?
If there has been only one recorded motorcycle accident in the 38 years since record keeping was introduced in 1987, one fatality on a straight road section 3km from where the extra road safety barriers are proposed, does not indicate a risk which justifies building the proposed extra barriers.
The location has not been designated a "Blackspot" area and that is further proof that there is no need for extra barriers. If it was designated "Black Spot" there would be a risk worth considering.

Identification of Risk
Neighbours have reported that Council officers have said MPSC has developed a "proactive" policy for this matter, that Council officers identify a risk and then take action to mitigate the risk, so that damage, in this case accidents, is avoided.
In this case, Council has not identified a risk, it has identified a potential risk of motorcycle accidents. It wants to get a grant of up to $600,000 to build extra road barriers to nullify that potential risk.
Council has not produced evidence to identify a real risk, or a risk which is any greater than the risk anywhere else.

The idea of a "proactive" policy concerns me. It is difficult if not impossible to identify a risk if there is no evidence of a risk. Identifying a potential risk, which is what a proactive approach implies, is something very different to dealing with an actual risk. At best it is speculation. At worst it could be claimed to be irresponsible, and a wasteful allocation of public money.

Financial Responsibility
We have been told that a grant of $500,000–$600,000 has been offered to Council under the Motorcycle Road Safety Levy program for the road safety barriers project.

- he on y otorcyc e accident on ain ree oad as at the drive ay of 1 2 ain ree oad. t is a strai ht section of road no here near here the proposed barriers ou d be erected. here has been no other data provided by counci to support the barriers
- ain ree oad is on y . ide. ith each side bein on y . ide. arriers on a narro road ou d create an added dan er for cyc ists bein hit by cars if they passed on a section of road here barriers are erected

- he visua i pact report hich have read is f a ed ta in i a es fro a foot traffic rather than driver perspective at an an e and distance that ini ises the visua i pact erroneous y

a a are there is a ocated rant oney than needs to be spent but iven the horrific state of our roads ith very dan erous potho es it is incredib y frustratin to see e pensive interventions ith no evidence of potentia benefit and si nificant visua and potentia safety issues bein pushed throu h counci

any than s

Ori ina essa e
ro
Sent Sunday 1 ece ber 2 2 11
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect Ob ection to Street arriers in ain ree d ain id e

o ho it ay concern

a a resident in ain id e. a ritin to ob ect to the proposed street barriers a on ain ree d. f it is a safety issue ou d happi y a ree to a speed i it reduction in the area as an a ternative to unsi ht y nastier incon ruous road barriers.

ind re ards

ro
Sent riday ove ber 2 2 12 11
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect roposed nsta ations ain ree oad ain id e

[redacted]
oordinator raffic and ransport.
ornin ton eninsu a Shire

ear Sir
e read ith concern your recent etter re ardin a oad safety fundin sub ission ain ree oad ain id e.

evie in the infor ation and the aps detai of the proposa e and our nei hbors advise e are stron y opposed to this p an for a nu ber of reasons and certain y since e ou d not ant any ore of these unsi ht y unnecessary fi tures inin the roads in the district.

he proposa for road safety barriers ith underrun pane s on these outside curves is a ross aste of funds in this area hich has e perienced no such accidents or in uries that such fittin s are desi ned to address.

Since the area has had the S for so e ti e the e istin arnin they provide have proven ade uate as a arnin hich otor cyc ists have ta en note of and ta en care avoidin incidents.

he addition of udio acti e entre ine ar in bein proposed i not affect the visua character of the area as i the barriers bein proposed.

ease do not proceed ith these barrier insta ations they are not needed and i have a si nificant detri enta affect on the visua character of the ho e area as they have in other oca insta ations.
1 ove ber 2 2

[redacted]
oordinator
ra ic and ransport a or ro ects
ornin ton eninsu a Shire
es rove Street
osebud ic. e ai tra icre uests ornpen.vic. ov.au

ear eter

e roposed otorcyc e Safety arriers for ain ree oad ain id e

han s for your ti e on the te ephone yesterday. intend to ob ect to the proposed Safety arriers but ish to c arify so e data before a e y sub ission.
our assistance ou d be appreciated.

1

1. ou confir ed that there has been one reported otorcyc e accident on ain ree oad ain id e. hat as in 2 1 . here have been no other reported otorcyc e accidents on ain ree oad since authorities started recordin accidents in 1 .

2. ou a so entioned a tra ic report hich you said indicated otorcy es trave a on ain ree oad every year. said as sceptica of that nu ber. t see s far too hi h.

have ta ed to a nu ber of residents in the ast 2 hours ho share y opinion. So e of the have said their ho es are very c ose to the road they notice every vehic e particu ar y otorcyc es hich a e a di erent noise to cars as they pass. otorcyc es are said to be a rare event on ain ree oad. hey are fre uent on rthurs Seat oad but that is no here near here the otorcyc e barriers are proposed.

e are concerned that the accuracy of such a report shou d be verified before it is re ied on by ounci to support the ro ect est it is incorrect and its veracity beco es a contentious issue.

ou d you p ease send e a copy of the eport and a state ent as to here e act y the tapes or device used to record tra ic nu bers as positioned. ease a so advise the date or dates the tra ic as counted as tra ic nu bers are disproportionate to the avera e durin su er hoi idays.

. n environ enta i pact assess ent has not been entioned. he oca an aroo popu ation is in dec ine but an aroos tend to fre uent Sp itters ree here ain ree oad crosses over it here the road safety barriers are proposed because of the reen rass a on the cree . a concerned that an aroos on the road ou d be unab e or ess inc ined to u p the barriers and so ou d be ore i e y to be hit by vehic es.

ease advise if an environ enta i pact report has been co issioned and if not cou d this p ease be i p e ented before a decision is ade on the pro ect.

oo for ard to receivin your response as soon as possib e so that the infor ation provided can be assessed hen e rite and before e sub it our ob ections.

ind re ards

1

2

han you for your e ai etter on 2 11 2 2 .

our e ai ca e pro pt y after ca ed you and as ed for substantiation of a state ent [redacted] [redacted] ade to e by te ephone on 1 11 2 2 that S has a traffic report hich indicates annua otorcyc e ove ents on ain ree oad.

hi st in your e ai to e on 2 11 2 2 you said that you have re uested [redacted] to contact e have not yet heard fro hi .

or the record have re uested and ou d sti i e to see the traffic report uoted to e c ai in there are otorcyc e ove ents on ain ree oad in a year. do not ind ho provides that report. ou d i e to see it.

oo for ard to ettin the report fro so eone in ounci or a in to the ebsite on hich it can be vie ed. as that it be provided by 1 12 2 2 2 hours before have a eetin ith [redacted] [redacted] and other officers of S to discuss ounci 's proposa to erect ore otorcyc e road safety barriers on ain ree oad ain id e near c hersons ane. he report i be on the a enda for that eetin .

ease share this etter ith [redacted]

ind re ards

---

ro
Sent uesday 2 ove ber 2 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect oad Safety undin Sub ission ain ree oad ain id e

ear [redacted]

han you for your etter dated 2 October 2 2 .

y co ents are as fo o s

o data has been provided by Shire about the i pact that underrun protection on barriers have on s a i d ife. hese roads are pro ific i d ife corridors particu ar y for oa as and echidnas ho i have no eans of escape if trapped on the road. a very uch opposed to the barriers for this reason. f there is any data that can be provided to refute this 'd be happy to chan e y vie s.

ou stated an esti ated nu ber of otorbi es per day trave in on ain ree oad but ere not ab e to advise ho or hen this data as co ected. necdota y dispute these fi ures since receivin your etter ate ast onth 've on y observed one otorbi e on ain ree oad persona y trave on ain ree oad severa ti es a day. ou d e be provided ith otorcyc e accident statistics on the indicated roads can t reca any in the ast 12 years of ivin here.

he oca co unity as very unhappy ith the recent barrier insta ations to rthurs Seat oad around the area of the nited petro station and drid e state hich spoi ed so e beautifu vie s e don't ant any ore of our beautifu area to be ruined in that ay a ain.

Sure y potho es are enou h of a dan er to otorbi es that the focus shou d be on repairin potho es on roads e have spent the past fe onths dod in potho es and to itness vehic es s ervin up and do n rthurs Seat oad has been fri htenin especia y hen supervisin y dau hter ho is a earner driver. note that there have fina y been so e repairs ade ast ee .

have not on y been invo ved in an accident but have itnessed severa accidents on the intersection of rthurs Seat oad and hitehi oad over the years yet nothin is done to re edy this dan erous intersection. observe hundreds of cyc ists every onth on our s a indin roads yet nothin is done to i prove faci ities to a e their ride safer and to a e it safer for otor vehic es to pass. e have no footpaths on ain ree oad for pedestrians.

t is ust so frustratin to see va uab e counci resources bein a ocated to pro ects hich don't have any re evance to our oca co unity because the state overn ent is offerin free oney for the and the rea issues for our co unity are i nored.

ind re ards

---

ro
Sent onday 1 ece ber 2 2 1
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect roposed otorcyc e Safety p rades ain ree d. ain id e

Sir

s a resident of for over 2 years ish to stron y voice y ob ection to the proposed p an to insta the described safety barriers a on this road.

y understandin is that these barriers are in fact not safe but uite the opposite.
y fa i y no ed e ith years of responsib e otorcyc e ridin aintain this vie .

ob ect in part due to concerns over roadside aintenance hich is difficu t at the best of ti es. Observation of roads in the area confir s y fears. t is i possib e in any situations to carry out necessary basic aintenance here these barriers have been insta ed.

o ever for e the reasons isted above are of ess concern hen co pared ith the potentia ne ative i pact on our i d ife a ready stru in a id irresponsib e hu an intervention and ac of driver rider socia a areness.
ou d i e to see ain ree oad reco ni ed throu h or underta en by this Shire to protect our i d ife rather than protectin anti socia road users.

hope co on sense and responsib e overnance i prevai and the oney a ocated for this uestionab e pro ect i be used for far ore pressin pro ects.

he state of our roads ur ent y needs to be addressed action ore than unsatisfactory band aid repairs.
onder ho any co unities have a pot ho e co petition appearin in their oca paper. Si na e a ertin road users of our i d ife crossin s another basic need on overdue. t the o ent e re y on residents to provide a eshift si ns. Sha e.

1

ast but by no eans east o erin the speed i it on ain ree oad to ph. he su er rand pri circuit up and on the i i soon et under ay ith otor bi e racers and sport car enthusiasts once a ain en oyin our roads and endan erin everyone and everythin .

e ards

ro
Sent Sunday 2 ove ber 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect oad safety fundin sub ission ain ree d ain id e

ttention [redacted]
o ordinator raffic and ransport

ood fternoon

a ritin ith re ard to the fundin sub ission for otorcyc e safety up rades consistin of road safety barriers on ain ree d in the vicinity of c herson ane.

ou d i e to no hy this sub ission as on y circu ated to a specific nu ber of properties on ain ree d

Sure y this proposition ou d affect a the peop e ho ive in this area and trave this road at east once dai y

a not a are of any instances in the past t enty years here this area has been the site of an accident et a one one hich ou d be stopped by the construction of these proposed road safety barriers.

ou d be interested to no if you are ab e to te e of the ost recent accidents hich cou d have been avoided by the insta ation of these barriers.

he counci has seen fit to erect road safety barriers on rthurs Seat recent y ith no co unity consu tation and no verifiab e reason uch to the fury and dis ay of the ho e ed i ain id e popu ation.

o can you possib y ustify the erection of ore safety barriers in an area here there has been no record of accidents.

he residents ive in this area because of the trees and out oo . e do not ant the roadsides to be obstructed by unnecessary eta uards. here ay e be other ethods of oo in at protectin peop e fro accidents if this is dee ed to be a rea prob e hich e don t thin it is.

a inc udin a petition hich has been si ned by a nu ber of residents ho are very concerned about this proposa .

e ou d i e the opportunity and courtesy of a bein advised of this sub ission so the ho e co unity can have a proper say in the counci s de iberations.

ease find attached a petition si ned by peop e ho have ust found out about this proposa and ho ive in this area.

ind re ards

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2

ro
Sent onday 1 ove ber 2 2 11 1
o [redacted]
Sub ect oad Safety update otor cyc e evy pro ra e

i [redacted]
reca these su ested sites for barriers as put for ard at a eetin ast year at ed i under the b ac spot fundin .
e raised concerns then of the effect on i d ife as e as the visua i pact on road users. here are not any otorcyc e users that arrant this attention and cost. rthurs Seat oad ou d be ore popu ar.
o hat de ree i our responses be ta en into account
Sad y these proposed safety si ns and barriers i urbanise the eninsu a even ore and ar our specia roadsides.
ou d you confir this pro ra e sits under b ac spot fundin

han s

Ori ina essa e ro
Sent ednesday 1 ece ber 2 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect oad side barriers

e o a a are that there are any e ai s co in your ay protestin road barriers on ain ree oad. anted to ention that e are not a a ainst the . avin or ed in the oad trau a unit at the fred y husband and are not a ainst anythin that assists safety. e are uch ore concerned about a the dead trees that i fa in our road in a fire and this i prevent escape.

as this e ai re ains anony ous because the co unity roup have been very persuasive and not supportin the barrier protest i be e tre e y unpopu ar and prob e atic for us

Sent fro y i hone

---

ro
Sent Saturday 1 ece ber 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect oadside arriers ain ree oad.

e stron y oppose the insta ation of eta roadside barriers barricades.
he speed i it of is entire y appropriate for hat is a country road.
he o d hite posts ith ref ectors are ore than ade uate if drivers stic to the speed i it. he prob e ith the hite posts is that they ere substituted ith cheap p astic hich observed on any occasions the ounci roadside o in contractor. o in the do n a on ith the roadside rass.
nd it sti oes on today.
attach photos ta en a fe days a o.
ours Sincere y



2

1



Sent fro y i hone

Ori ina essa e ro
Sent hursday ove ber 2 2 1 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect e pdate oad safety fundin sub ission ain ree oad ain id e

e etter fro [redacted] dd 2 October 2 2

refer to the aboe etter re ardin the insta ation of otorcyc e safety up rades on ain ree oad. he etter refers to in the icinty of c herson ane .

an you p ease provide ore detai of the ocation as can t see any intersection of c herson ane ith ain ree oad. he aps that have researched sho that c herson ane itersects ith a drys oad.

our pro pt response by e ai ou d be appreciated as have been unab e to a e contact via phone on ho d for 1 inutes .

any than s

Ori ina essa e ro
Sent Sunday 1 ece ber 2 2 1
o raffic e uests trafficre uests ornpen.vic. ov.au Sub ect raffic barriers in ed i and ain id e

o ho his ay oncern

ease do not insta these unsi ht y and unnecessary traffic barriers a on oneo a drys ain ree and ro ns oad.

n y opinion and fro y observations these i i pact the natura ove ent of the an aroos that ive in these areas.

e have been at our current address for 1 years and have never seen a vehic e accident at the proposed sites.

ours sincere y

Sent fro y i hone

o p i ent o p aint or eedbac

e uest Su ary

eference d [redacted]

rac in u ber [redacted]

eceived 1 ov 2 2 11 1 1 riority

Status ctive

Sta e e e uest

Source

ddress

etai ebsite feedbac received on 12 ov 2 2 11
a e ain id e ain ree oad otorcyc e Safety evy
as this pa e he pfu aybe
Su ested i prove ents he pa e S oes not have provision for ob ections he proposa
is bad for touris u y and unnecessary
o you ish to be contacted es
ai address

ate orisation

e uest ype usto er Service Operations

e uest ate ory o p i ent o p aint or eedbac

Sta e pdates

ate o p eted Sta e

1 ov 2 2 e e uest

a er etai s

a er [redacted]

irst a e
Surna e
ai ddress
hone u ber
o e hone
ddress

otification y ai
otify On od e ent o p etion

Ori ina essa e
ro
Sent onday 1 ece ber 2 2 1
o raffic e uests trafficre uests ornpen.vic. ov.au c
Sub ect arriers in ain ree oad

ou d i e to re ister y concern re ardin barriers bein insta ed on roads such as ain ree road and surroundin areas

y e perience is that they can cause ore issues than they so ve

ease discuss this atter further ith the any concerned residents

say no to barriers

han you for the opportunity to contribute

Sent fro y i hone

ob ect to ounci ’s proposa to erect otorcyc e safety barriers on ain ree oad ain id e. y reasons are

1. otorcyc e ccidents. here has been on y one otorcyc e accident on ain ree oad in recent history. re e ber it. n 2 1 . One accident is not a sufficient reason to ustify bui din road safety barriers. so that accident as on a strai ht stretch of road near [redacted] ain ree oad about 2 i o etres north of here the road barriers ou d be bui t. hat indicates there is no connection bet een that accident and the proposa to bui d the barriers.

2. roactive o icy oncerns. have been to d by a nei hbour that a ounci officer has stated S is actin proactive y to neutra ise ris s before accidents occur. sin e accident does not estab ish a ris . or does it estab ish a need for the proposed barriers. ui din road barriers ithout sufficient evidence ou d be irresponsib e and a aste of pub ic oney.

. a ed is ode . ased on the fact that the on y otorcyc e accident to have happened on ain ree oad occurred on a strai ht stretch of road for ounci ’s proactive po icy to or proper y ounci ou d have to put road safety barriers up a on every inea etre of ain ree oad hat is ust not feasib e.

. reation of e icyc e is s. ain ree oad is on y etres ide. ach ane is . etres. t is not ide enou h for a car to pass a bicyc e ithout the car ovin across the centre ine into the path of onco in traffic. he ris is even reater here truc s are invo ved. oad Safety barriers ou d reduce the options for bicyc e riders to et off the road if a car or truc as passin too c ose to the . t ou d increase the ris they ou d be hit. ain ree oad is a popu ar road for bicyc e riders. here are any ore bicyc e riders than there are otorcyc ists. So the barriers ou d create a ne and reater ris .

. inancia esponsibi ity. be ieve a rant of is avai ab e for the barriers. ounci shou d not spend oney si p y because it is avai ab e. Spendin oney for the sa e of spendin it rather than for a enuine need is irresponsib e.

. i d ife. an aroos trave and feed on the reen be t a on Sp itters ree hich crosses under ain ree oad near here the barriers are proposed. oadside barriers i pede an aroos crossin the road forcin the to trave a on the road unti barriers end they spend ore ti e on the road and this increases the ris of the bein hit.

. he natura beauty and enity. oadside barriers are visua y unattractive and ou d da a er the natura beauty of ain ree oad. he road is va ued for its country scenery. esidents and visitors a i e appreciate and va ue the rura character of this area. arriers ou d serious y da a e the a enity of our roadside.

2

Su ary. he ro ect is unsupported by evidence. t is unnecessary. t is un i e y to reduce the ris of otorcyc e accidents. t ou d create ne ris s. t ou d be environ enta y har fu . ease abandon the proposa .

ours faithfu y

ro
Sent Saturday 2 ove ber 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect ain ree d otorcyc e raffic arriers

ear ounci Officers

rite to for a y ob ect to the proposed insta ation of otorcyc e safety barriers a on ain ree oad as resident at

o o in ounci 's recent etter to a i ited nu ber of residents a co unity eetin as he d at the ain id e on 2 ov attended by 2 residents ith ounci or avid i present. Of those 2 residents on y five received ounci 's initia notification. his si nificant ac of consu tation has deep y concerned the co unity.

1. ac of vidence and ncorrect y pp ied is ssess ent

ounci has not provided any data de onstratin a crash prob e on ain ree oad that ou d ustify insta in otorcyc e safety barriers.

esidents are a are of on y one recorded otorcyc e accident on this road in recent e ory. nsta in heavy roadside barriers for a road ith virtua y no otorcyc e crash history is inconsistent ith the purposes of the otorcyc e Safety evy and contradicts evidence based safety princip es.

urther no infor ation has been provided to su est that ain ree oad is a hi h ris corridor for otorcyc ists nor has any ris assess ent been disc osed.

2. arriers ay ncrease an er specia y to yc ists and ivestoc O ners

he proposa fai s to consider that barriers can create ne ha ards inc udin

- yc ist ris ain ree oad is fre uent y used by cyc ists yse f inc uded. i ed eta barriers c ose to the road ed e si nificant y increase in ury severity in a fa or co ision. or cyc ists these barriers can convert a survivab e incident into a catastrophic one.
- ivestoc considerations any properties a on ain ree oad inc udin ours have ivestoc . arriers reduce escape routes for both ani a s and vehic es encounterin the on the road. hey ay a so trap i d ife or ivestoc bet een the fence ine and the barrier.
- ehic e safety arriers positioned too c ose to a narro rura road can reduce shou der roo si ht ines and safe evasive space for a road users.

ntroducin infrastructure that increases the ris to other road users cyc ists drivers pedestrians i d ife and ivestoc cannot be considered a net safety i prove ent.

. isuse of otorcyc e Safety evy undin

esidents are concerned that this pro ect ay be driven by the avai abi ity of in otorcyc e Safety evy fundin rather than actua safety needs.

he evy e p icit y supports a ide ran e of safer ess intrusive interventions inc udin

- Shou der sea in
- Surface up rades proved si na e
- e etation ana e ent

hese are far ore appropriate hen a road has a ost no otorcyc e incident history.

. nviron enta enity and reen ed e pacts

ain ree oad is one of the ornin ton eninsu a's ost intact reen ed e corridors. arriers ou d

- isrupt the natura character and rura a enity
- ntroduce e tensive visua and physica c utter
- educe the reen ed e's open andscape va ues
- nterfere ith far operations and ivestoc ana e ent
- reate obstac es for i d ife ove ent

hese i pacts have not been assessed or addressed in any ounci co unication.

. onsu tation eficiencies

he fact that on y of 2 residents received ounci 's etter de onstrates that the consu tation process has been ho y inade uate. his under ines confidence in the p annin process and does not eet co unity en a e ent standards e pected of S .

. onstructive e t Steps

esidents have for ed a si e ber o ittee to coordinate feedbac and en a e ent ith ounci

e re uest an on site ith the responsib e ounci officers as reco ended by ounci or i to discuss the proposa open y and constructive y.

e uest

e respectfu y as that ounci

1. ause further pro ress on the barrier proposa .
2. rovide the crash data and ris assess ent ustifyin the need for barriers.
. onsider ess intrusive ore appropriate uses of otorcyc e Safety evy funds.

. eet residents on site to revie the proposa conte tua y.

esidents are co itted to constructive en a e ent. e support enuine road safety i prove ents hen they are bac ed by evidence and do not create ne ris s.

e oo for ard to your response.

ro
Sent uesday 1 ove ber 2 2 12 1
o raffic e uests trafficre uests ornpen.vic. ov.au
c ounci or avid i david. i ornpen.vic. ov.au
Sub ect ain ree d oad Safety roposa

ear ounci or i and r
[redacted]

ish to voice y stron ob ection to the proposed road safety barrier insta ations on ain ree oad.

fter seein the barriers insta ed on rthurs Seat d near drid e state be ieve these barriers are unsi ht y and do not ta e into account the vi a e character of our area.

e bers of our househo d trave a on ain ree oad nu erous ti es a day. t is not co on to see a otorcyc ist. ore co on is a bicyc e rider and thin the proposed barriers i a e it ore difficu t to pass a cyc ist. be ieve the proposed barriers i not he p in reducin the speed of a otorcyc ist. here are any other options that ou d he p increase the safety and reduce speed of a road users in this area and a e use of a rant that the counci obvious y doesn t ant to oose.
ea y sho ain ree oad to be a hi h accident one a an active e ber of the and have not seen or attended an accident on this road in the past 2 years y ti e at .

ith stron co unity ob ection shou dn t there be ore consu tation ith residents of this area hope to hear that a eetin has been arran ed before any p ans are ade per anent and ore viab e options are set in p ace.

ind re ards
. ornpen.vic. ov.au our roperty ubbish ecyc in Snap Send So ve

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ro
Sent riday 21 ove ber 2 2
o ounci or avid i david. i ornpen.vic. ov.au
Sub ect ain ree d road or s inc udin rash arriers roposa s

i avid

s a resident of ant to add y voice to the opposition to the crash barriers that are proposed for ain ree oad bet een Shands oad and urves oad. ease ta e y concerns for ard.

y opposition is based on the fo o in issues

1. e radation of enity and andscape.
   a. oad safety barriers have a ready been erected on rthurs Seat oad hich are u y out of character for the area and visua y intrusive.
   b. ased on the e a p es in rthurs Seat oad the proposed roadside barriers in ain ree oad ou d be e ua y unattractive. esidents and visitors a i e cherish the rura character of the area. hese barriers ou d di inish that a enity.
   c. he isua pact ssess ent provided does nothin to address these fears. t does not refer to any appropriate standards for crash barriers on rura roads and does to atte pt to easure the visua i pact a ainst so e a reed standard. portant y it does not consider the visua i pact fro the driver s seat of a car hich is ho ost peop e i e perience the vie of these barriers.

2. educed Safety for Other oad sers and i d ife.

   a. he safety barriers i i pede the abi ity for drivers to see inco in traffic fro property entrances and to see s o ovin traffic such as bicyc es around the curve. his is y e perience of the barriers on rthurs Seat oad and e pect the proposed barriers in ain ree oad to be no different.
   b. f the safety barriers are erected c ose to the road as they have been in rthurs Seat oad the abi ity for bicyc ists to escape the road in an e er ency i be uch di inished. nstead they cou d be a ed up a ainst the barrier by a vehic e.
   c. he area in uestion is a ey i d ife corridor and ani a s often cross the road here the safety barriers are proposed. hese barriers ou d prevent i d ife fro bein ab e to escape fro the road eadin to any in uries and deaths.

. ac of onsideration for Other ssues.

   a. he decision to dep oy safety barriers for otorcyc e safety see s to have been ithout due consideration for other issues invo vin this section of road.
   b. hat are counci s p ans to address bicyc e safety on this road as there are any ore cyc ists than otorcyc ists
   c. hat are counci s p ans to rea i n resurface or iden this section of road to i prove the safety for a road users
   d. hat are counci s p ans to a e this section of road safer for i d ife
   e. understand that the fundin bein ade avai ab e is to address otorcyc e safety and on y for specific types of or . o ever a so thin it is i portant for counci to a e decisions that ead to the best outco es for a sta eho ders.

. ac of arity of roposa .

   a. t as not c ear to e hat as bein proposed. he etter received and the docu entation provided discussed or s around ac herson ane but a so inc uded infor ation about or s on the section of ain ree oad bet een rthurs Seat oad and Shands oad. t as on y throu h interactions ith counci that the co unity has co e to understand the i it of these or s.
   b. he on y docu entation of the proposed barriers provided is in a docu ent ith a sate ite i a e of ain ree oad ith ines dra n on the road to indicate the e istin barriers that i be odified ith underrun protection and the ne barriers. here is no ritten docu entation statin here these barriers i start and stop or ho on they are.
   c. here is no docu entation that indicates ho hi h these barriers i be or ho far off the road they i be p aced.

2

d. or e ou d oppose any proposition do not understand so ou d i e to see the detai s of the e act or s no ore no ess for ain ree oad in a ritten for . here have been so e infor a co unications bet een counci and y nei hbours hich has c eared up so e confusion ou d i e this infor ation to be for a y docu ented.

. ac of ustification.

a. he docu entation provided did not provide any ustification hy these or s ere bein proposed for ain ree oad other than a eneric otor yc e Safety purpose.
b. here has been so e infor a co unication to the effect of otorcyc e trips per day in that part of the road based on so e count perfor ed by counci in the past. s that a ot or a itt e o does it co pare to other roads in the shire
c. o does the nu ber of otorcyc e trips in this road co pare to the nu ber of bicyc es ordinary cars and truc s and s o ovin vehic es i e tractors ithout this infor ation can t ud e for yse f hether this is a orth hi e proposa .
d. here has been so e infor a co unication to the effect that counci is bein proactive. f so here is the infor ation about the e pected traffic in 1 2 years
e. understand that the or s i be funded fro raffic ictoria s otorcyc e Safety evy and that counci is app yin the for the rant hi st the funds are avai ab e. hi st it is sensib e to re uest fundin rants in this ay it is the ay fundin f o s do n fro federa and state overn ents the i ited avai abi ity of fundin shou d not be a reason to underta e these or s here there is not a enuine ustifiab e need.
f. or e the ustification is not about a financia proposition. he a enity of the area is bein de raded and ou d i e to no hat va ue e et fro that de radation. ou d oppose any proposition unti see this ustification.

. ac of ransparency of undin .

a. understand that the fundin re uest is bein ade to ransport ictoria s otorcyc e Safety evy.
b. his fundin i be constrained to underta in certain types of or s specifica y to address otorcyc e safety. thin it is i portant that these constraints are docu ented a on ith the proposed or s and co unicated c ear y to the co unity at ar e.
c. an the funds be used to underta e other types of or that ay be ore appropriate for the area such as road idenin and resurfacin hese or s ou d i prove otorcyc e safety in the area as e as otor vehic e safety in enera and ou d not have as reat an i pact on the a enity of the area.
d. t is a so i portant to understand if other or s are to be underta en in this section of ain ree oad at the sa e ti e and ho these other or s i be funded.

n short oppose the erection of otorcyc e safety crash barriers in ain ree oad as proposed on the basis that they are visua y unappea in they reduce safety for other road users and i d ife and they are i conceived and i considered in the broader conte t of the entire needs of the co unity. a so fee that have not been provided ith a co p ete and concise description of the or s proposed the ustification for the or s or the fundin ode .

any than s for your consideration in this atter and for ta in these issues for ard to counci .

ind re ards

Ori ina essa e ro
Sent onday 1 ece ber 2 2 1 1
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect ain cree rd

a a resident

don’t ant the proposed barriers hen understand there are other ess intrusive and possib y better a ternatives.

1

ro
Sent Sunday 1 ece ber 2 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect ain ree oad rash arriers roposa

1

o ho it ay oncern

s a resident of ant to add y voice to the opposition to the crash barriers that are proposed for ain ree oad bet een Shands oad and urves oad. ease ta e y concerns for ard.

y opposition is based on the fo o in issues

1. e radation of enity and andscape.
   a. oad safety barriers have a ready been erected on rthurs Seat oad hich are u y out of character for the area and visua y intrusive.
   b. ased on the e a p es in rthurs Seat oad the proposed roadside barriers in ain ree oad ou d be e ua y unattractive. esidents and visitors a i e cherish the rura character of the area. hese barriers ou d di inish that a enity.

2. educed Safety for Other oad sers and i d ife.

   a. he safety barriers i i pede the abi ity for drivers to see inco in traffic fro property entrances and to see s o ovin traffic such as bicyc es around the curve. his is y e perience of the barriers on rthurs Seat oad and e pect the proposed barriers in ain ree oad to be no different.
   b. f the safety barriers are erected c ose to the road as they have been in rthurs Seat oad the abi ity for bicyc ists to escape the road in an e er ency i be uch di inished. nstead they cou d be a ed up a ainst the barrier by a vehic e.
   c. he area in uestion is a ey i d ife corridor and ani a s often cross the road here the safety barriers are proposed. hese barriers ou d prevent i d ife fro bein ab e to escape fro the road eadin to any in uries and deaths.

. ac of onsideration for Other ssues.
   a. do not understand ho the decision to dep oy safety barriers for otorcyc e safety fits into the p ans for other issues invo vin this section of road.
   b. hat are counci s p ans to address bicyc e safety on this road as there are any ore cyc ists than otorcyc ists
   c. hat are counci s p ans to rea i n resurface or iden this section of road to i prove the safety for a road users
   d. hat are counci s p ans to a e this section of road safer for i d ife
   e. understand that the fundin bein ade avai ab e is to address otorcyc e safety and on y for specific types of or . o ever a so thin it is i portant for counci to a e decisions as part of a broader conte t for a sta eho ders.

n short oppose the erection of otorcyc e safety crash barriers in ain ree oad as proposed on the basis that they are visua y unappea in they reduce safety for other road users and i d ife and cannot understand ho they have been considered in the broader conte t of the entire needs of the co unity.

any than s for your consideration in this atter and for ta in these issues into consideration.

ind re ards

2

ro
Sent Sunday 1 ove ber 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect ain ree oad otorcyc e Safety evy Ob ection

[redacted]

oordinator raffic ransport

1

ornin ton eninsu a Shire
rivate a l es rove St.
osebud ictoria

ear Sir

e are ritin to e press our stron ob ection to the proposed otorcyc e Safety or s in ain ree oad in particu ar the safety barriers. e have seen the barriers in rthurs Seat oad and they are an eyesore. ain ree oad is one of the ost scenic roads in a of the ornin ton eninsu a. t is very popu ar ith visitors due to the visua beauty. o insta the barriers i have an incredib y adverse i pact on the a enity of the road.

ear y otorcyc ists shou d ride in contro hen they are on the road and that ou d be best achieved by o erin the speed i it in the t o sections for the proposed barriers to h. n fact e ou d be very happy for the entire road to have a speed i it of h. his ou d be the best ay to enhance safety for otorcyc ists and for cyc ists ith respect to interaction ith cars. t ou d a so be the best ay for visitors to en oy the a enity of the road.

e be ieve that ain ree oad shou d re ain an unspoi t scenic country road. he counci shou d strive to aintain the character of the re ion and to insta barriers is co p ete y antithetica to this. uch si p er and entire y ore appropriate response is to o er the speed i it.

ro
Sent ednesday 1 ove ber 2 2 1
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect ain ree oad otorcyc e Safety evy Ob ection

[redacted]
oordinator raffic ransport
ornin ton eninsu a Shire
rivate a 1 es rove St.
osebud ictoria

ear Sir

e are ritin to e press our stron ob ection to the proposed otorcyc e Safety or s in ain ree oad in particu ar the safety barriers. e have seen the barriers in rthurs Seat oad and they are an eyesore. ain ree oad is one of the ost scenic roads in a of the ornin ton eninsu a. t is very popu ar ith visitors due to the visua beauty. o insta the barriers i have an incredib y adverse i pact on the a enity of the road.

ear y otorcyc ists shou d ride in contro hen they are on the road and that ou d be best achieved by o erin the speed i it in the t o sections for the proposed barriers to h. n fact e ou d be very happy for the entire road to have a speed i it of h. e often see cars trave in a on ain ree oad at e over the current h speed i it. his ou d be the best ay to enhance safety for otorcyc ists and for cyc ists ith respect to interaction ith cars. t ou d a so be the best ay for visitors to en oy the a enity of the road.

e be ieve that ain ree oad shou d re ain an unspoi t scenic country road. he counci shou d strive to aintain the character of the re ion and to insta barriers is co p ete y antithetica to this. uch si p er and entire y ore appropriate response is to o er the speed i it.

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Ori ina essa e ro
Sent uesday ove ber 2 2 11 22
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect otorbi e evy pro ects feedbac

e ish to re ister our stron ob ections to the proposed or s across the peninsu a as both unnecessary and destructive to our visua and physica environ ent.

he proposed chevron si ns on bends in the road are ar e u y and unnecessary to anyone drivin at a sensib e speed ith their eyes open and focused on the road.

he proposed barriers ay e offer so e protection to drivers ho eave the road but drivin to stay on the road is by far a better option.

he e istin advisory speed si ns for bends provide a ost usefu uide to the driver. si n readin bend ti htens is use ess.

Our roads ou d be perfect y safe to conscientious drivers if on y they ere in ood condition. Our roads have never been in such poor condition rou h cru b in surfaces ith potho es every here. e and any of our ac uaintances have suffered a tyre b o out or rec ed ri fro hittin a deep potho e. urther the second rate patch or repairs are uc y to survive the ne t rain. he potho es in rthur's Seat road haven't been repaired in onths a thou h so e have been fi ed three ti es this year. he potho es in orneo oad are e endary.

he otorcyc e evy ou d be better spent on the riders the se ves to i prove their s i s and a areness so that they ay better navi ate the roads and better understand their o n vehic e. dvanced courses ith e perienced respected instructors can provide inva uab e trainin in a protected environ ent.

ease don't further po ute our beautifu countryside ith ore u y eta road furniture.

ease fi our roads.

ours sincere y

Ori ina essa e
ro
Sent uesday 11 ove ber 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect ain ree oad proposed safety barriers and si na e

ish to e press y concern over the proposed safety barriers and si ns for ain ree oad ain id e hi st ’ not direct y affected by the chan es have to co ent after the abso ute y horrib e barriers ere erected in ed i oad recent y and a the pub ic dis ust at the visua i pact they

caused. the thou ht of

ore eyesore barriers for no de onstrated ain ith hu e e penditure of ta payers oney in a cost of ivin crisis.

ords a ost fai e.

as any bri ht spar thou ht of fi in the potho es ith that odd thousand do ars so otorcyc ists on’t be bounced off the road in the first p ace.

ou can a ays te a oca e no here to dod e and eave to avoid the potho es.

often onder if the u ti ate oa is to put a barrier on every road and chevrons to ar every curve. t is an insu t to our inte i ence by our ac of abi ity to fo o the dotted hite ine in the centre of the road.

S if you have to spend that obscene a ount of oney to eep so e s ush fund ust aintain the roads e have and preserve the ove y visua a enity of ed i hich is hy peop e ant to co e here in the first p ace.

e i dered resident

Sent fro y i hone

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ro
Sent uesday ove ber 2 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au Sub ect
ain id e ain ree oad otorcyc e Safety evy ...

e ish to e press our concerns about the proposa to i prove otorcyc e safety a on ain ree oad as e understand it.

irst y p ease avoid repeatin the ounci s previous ista e hich turned the scenic h ed i tourist route into an eyesore usin over en ineered and un ustified so ca ed b ac spot safety barriers. Obiter dictu o a an ith a ha er everythin oo s i e a nai .

Second y rather than e bo denin the otorcyc e racer subcu ture ith race trac i e crash barriers and chevrons a safer a ternative ou d be to insta proper re u atory si ns that disp ay a andatory a i u speed i it a on ith speed ca era arnin si ns that indicate Speed ca eras used in this area for road safety.

1

ina y the 1 bud et of the proposed pro ect is a baff in e penditure of the ounci s i ited resources. ith that oney i a ine the essentia aintenance that ou d be possib e for addressin the ha ardous condition of our roads.

ours sincere y.

---

ro
Sent Saturday 1 ece ber 2 2 11
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect eta arrier nonsense

ear ounci a appa ed that further eta barriers are bein conte p ated and proposed across our beautifu peninsu a. a una are of an e cessive nu ber of otor cyc ists co in to rief on our pictures ue ent e roads. he speed i its on the roads are ade uate to enab e otorists to en oy the rura surroundin s and ana e the roads safe y. he proposed barriers and i a ine hat is bein conte p ated is a rerun of the over the top insta ation on rthurs Seat oad are a aste of oneys hich cou d be spent on aintainin the road surfaces. he barriers are u y unnecessary and for a visua barrier bet een road users and the p easant rura surroundin s.

ease do not continue to insta unnecessary infrastructure hen there is so uch ore pressin needs on the peninsu a oo instead of assistin the ho e ess and the hun ry.
he an er and upset caused by the insta ation in rthurs Seat oad shou d have been enou h to a ert counci to ho the residents and users of the eninsu a i e it the ay it is and do not need to be rapped in eta barriers.

1

ro
Sent hursday 11 ece ber 2 2 1
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect otor cyc e barriers ob ection

ana er
raffic and ransport a or ro ects
ornin ton eninsu a Shire
es rove Street
osebud

ear ana er

e have heard that ornin ton eninsu a Shire ounci proposes to insta otorcyc e road safety barriers in addition to those hich have a ready been insta ed at the south end of ain ree oad ain id e near c herson ane.
have si ned a petition but ou d i e this etter to rep ace or add to y si nature of that petition.

ob ect to the proposa for the fo o in reasons

1. u ber of otorcyc e ccidents
e understand there has been one otorcyc e fata ity on ain ree oad in the ast years. t occurred outside 1 2 ain ree oad in 2 1 . t is a strai ht section of road about north of here the road barriers you propose ou d be erected. t that ti e the speed i it as 1 hr. t is no hr. n our vie there is no connection bet een that accident and the roposa for road safety barriers a ay.

2. urrent road traffic safety infrastructure
ain ree oad has a speed i it of hr.
he indin section of road here the otorcyc e barriers are proposed has a ready been the sub ect of road safety treat ent easures. here are e istin road safety barriers here ain ree oad crosses Sp itters ree . here are advisory speed i it si ns of

1

hr. at each end of the indin road section. here are ye o and b ac arro arnin si ns.
hose easures are reasonab e. Since there have been no accidents on that section of road e thin those easures or . hey are sufficient.

. s there a ris
f there has been on y one recorded otorcyc e accident in the years since record eepin as introduced in 1 one accident on a strai ht road section fro here the e tra road safety barriers are proposed does not indicate a ris hich ustifies bui din the proposed e tra barriers.
he ocation has not been desi nated a ac spot area and that is further proof that there is no need for e tra barriers.

. dentification and verification of is
ei hbours have reported that ounci officers have said S has deve oped a proactive po icy for this atter that the rationa e is that ounci officers identify a ris and then ta e action to iti ate the ris so that da a e in this case accidents is avoided.
So in this case ounci has identified a potentia ris of otorcyc e accidents and so ants to et a rant of up to to bui d e tra road barriers to nu ify that ris . ounci has not produced evidence to identify a ris or a ris hich is any reater than the ris on any other road in ictoria

he idea of a proactive po icy is of itse f a concern. t is difficu t if not i possib e to identify a ris if there is no evidence of a ris . dentifyin a potentia ris hich is hat a proactive approach i p ies is so ethin very different to dea in ith an actua ris . t best it is specu ation. t orst it cou d be c ai ed to be irresponsib e and a astefu a ocation of pub ic oney.

. inancia esponsibi ity
e have been to d that a rant of has been offered to ounci under the otorcyc e oad Safety evy pro ra for the road safety barriers pro ect.
e a so understand ounci has iven the i pression to so e residents that the oney ust be spent on road barriers.
e have been to d there are other softer easures that rant oney can be spent on.

ounci shou d resist the te ptation to spend oney on road barriers ust because a rant is avai ab e. Spendin pub ic oney for the sa e of spendin it rather than because of a statistica y proven need is financia y irresponsib e. t ou d divert funds fro areas here reater ris s cou d be addressed. t ou d a so erode co unity confidence in ounci .

. i d ife pacts
an aroos visit the reen be t a on Sp itters ree hich crosses under ain ree oad in the vicinity here the proposed road safety barriers ou d be erected. oadside

2

barriers prevent or discoura e an aroos fro crossin the road forcin the to trave a on the road unti the barrier ends. his increases the i e ihood of co isions ith vehic es especia y otorcyc es hose riders are ore i e y to ose contro of their vehic e if they hit a an aroo.

. reation of e is s
a ain ree oad is a narro road. t is . ide. t is uch narro er than its northern distributor hich is rthurs Seat oad. rees ro very c ose to the roadside on ain ree oad. his ou d re uire road safety barriers to be erected on or uch c oser to the road ed e.

ach ane of the road is . etres ide. standard truc is 2. etres ide. his eaves on y one etre of roo bet een a truc and the road ed e. oad safety barriers cou d bo in bicyc es and i d ife and create ne ris s hich ounci has not considered.

b icyc e enthusiasts fre uent y ride a on ain ree oad. he road here barriers have been erected at Sp itters ree is not ide enou h for cars to pass bicyc es safe y. he cars ust cross the idd e hite ine on the road to pass bicyc es. ruc s are even ore dan erous.

dditiona otorcyc e road safety barriers are i e y to create a reater ris vehic es forcin bicyc es off the road into road safety barriers vehic es hittin bicyc es and an aroos or vehic eshavin head on co isions.

b orses. any ain ree road residents ride horses a on ain ree oad. he proposed barriers ou d a e ridin dan erous because they prevent riders crossin the road and they ay force peop e to ride a on the road to et past the barriers. his ris a ready e ists here there are a ready barriers here ain ree oasd crosses Sp itters ree . he proposed barriers ou d increase the ris .

. Other is iti ation Options
esidents have su ested and ounci shou d ta e on board other softer options hich ou d reduce the ris of accidents of any ind at the ocation and not create ne ris s as foreshado ed above.

he speed i it on ain ree oad is h. here are advisory si ns at the ocation ye o and b ac statin hris advised. or severa of the fo o in options cou d be cheaper ess visua y intrusive and ou d not create unforeseen additiona ris s chan e the current road safety barriers at Sp itters ree to inc ude a protection rai at round eve .
chan e the advisory hr speed i it si ns on either side of Sp itters ree to andatory spped i it si ns or reduce the speed i it to hr. chan e the road bitu en to a ess s ippery surface or iden the road so that the chances of a otorcyc e s ippin or osin rip on a corner are reduced.

. Options avai ab e under the otorcyc e oad Safety evy S
ei hbours ho have research the rants avai ab e under the otorcyc e oad Safety evy S have to d us the funds are not tied to and do not have to be spent on road barriers.

he S as desi ned to support a broad ran e of safety easures not ust barriers.
i ib e spendin inc udes
oad en ineerin treat ents idenin shou ders resurfacin i provin curves and re ovin roadside ha ards.
oadside safety barriers insta ation or odification but on y here crash history or ris assess ent ustifies the .
Si na e and speed ana e ent better arnin si ns advisory speed i its and visibi ity i prove ents.
esearch and eva uation studies into otorcyc e crash causes and effective counter easures.
ducation and a areness pro ra s ca pai ns to i prove rider s i s and driver a areness.

1 . Other Softer Options
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1. ep ace the intersection at the top south end of hite i oad here it eets rthurs Seat oad ith a ar e roundabout.

2. i potho es on rthurs Seat oad. e be ieve a rant cou d be app ied for under the otorcyc e oad Safety evy pro ra to fi those potho es.

S shou d consider these options and consider the as viab e a ternatives to the proposed road safety barriers.

e as ounci to abandon the roposa or odify it to create a rea istic ba ance bet een ounci ’s desire to i prove road safety and the desire of residents to aintain the rura andscape and a enity hich a users of our country roads en oy.

ours faithfu y

ro

Sent onday 1 ece ber 2 2 12 2
o [redacted]

Sub ect otorcyc e evy pro ra e

e o [redacted]
he have responded to the otorcyc e pro ra e and iven the concerns the proposed pro ra e has raised in the co unity e ou d i e ounci to ca a co unity eetin . his ou d provide an opportunity for residents to put for ard their concerns in an open foru . iven on y a fe peop e ne of the eetin he d at ed i ast year it as not sufficient therefore a second eetin is necessary.
t has beco e apparent that the co unity is not fu y a are of this proposed infrastructure and to its e tent across so any roads.
oth ed i and ain id e co unities are a so see in a eetin ith you and the raffic tea .

s it nears as and the ho iday brea can a eetin be or anised ear y in the co in year. t is i portant this pro ra e is addressed fu y as it ou d have an i pact on our rura andscape and our i d ife. t is a so i portant that the co unity has input before a fina decision is ade. e as the ounci to pub icise the pro ra e in the oca ne spaper and socia edia.

any than s

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Ori ina essa e ro
Sent hursday 1 anuary 2 2 2
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect oadside barriers for otorcyc es in ain cree road

ear Sirs

e are residents of ain cree road and e have been for any years en oyin the beautifu uiet country road radua y bein spoi t no . ain cree road has ade uate speed si ns at various interva s for safety . hy do e need barriers for those peop e ho choose to i nor speed si ns . hey i actua y encoura e speed ay drivin .

ordes of otor bi es speed up and do n the road ain y on ee ends . o e have to encoura e the f peop e can t stic to the speed i its ay be they are in dan er . So they shou d reduce their speed i e the rest of us for everyone s sa e .

opin you can re thin this .

ours sincere y

Sent fro y i hone

1

ro
Sent hursday 11 ece ber 2 2 1
o raffic e uests trafficre uests ornpen.vic. ov.au c
Sub ect raffic arriers on ain ree oad ain id e

ana er
raffic and ransport a or ro ects
ornin ton eninsu a Shire
es rove Street
osebud

ear ana er

e have heard that ornin ton eninsu a Shire ounci proposes to insta otorcyc e road safety barriers in addition to those hich have a ready been insta ed at the south end of ain ree oad ain id e near c herson ane.
. have si ned a petition but ou d i e this etter to rep ace or add to y si nature of that petition.

ob ect to the proposa for the fo o in reasons

1. u ber of otorcyc e ccidents
e understand there has been one otorcyc e fata ity on ain ree oad in the ast years. t occurred outside 1 2 ain ree oad in 2 1 . t is a strai ht section of road about north of here the road barriers you propose ou d be erected. t that ti e the speed i it as 1 hr. t is no hr. n our vie there is no connection bet een that accident and the roposa for road safety barriers a ay.

2. urrent road traffic safety infrastructure
ain ree oad has a speed i it of hr.
he indin section of road here the otorcyc e barriers are proposed has a ready been the sub ect of road safety treat ent easures. here are e istin road safety barriers here ain ree oad crosses Sp itters ree . here are advisory speed i it si ns of hr. at each end of the indin road section. here are ye o and b ac arro arnin si ns.
hose easures are reasonab e. Since there have been no accidents on that section of road e thin those easures or . hey are sufficient.

. s there a ris

1

f there has been on y one recorded otorcyc e accident in the years since record eepin as introduced in 1 one accident on a strai ht road section fro here the e tra road safety barriers are proposed does not indicate a ris hich ustifies bui din the proposed e tra barriers.
he ocation has not been desi nated a ac spot area and that is further proof that there is no need for e tra barriers.

. dentification and verification of is
ei hbours have reported that ounci officers have said S has deve oped a proactive po icy for this atter that the rationa e is that ounci officers identify a ris and then ta e action to iti ate the ris so that da a e in this case accidents is avoided.
So in this case ounci has identified a potentia ris of otorcyc e accidents and so ants to et a rant of up to to bui d e tra road barriers to nu ify that ris . ounci has not produced evidence to identify a ris or a ris hich is any reater than the ris on any other road in ictoria

he idea of a proactive po icy is of itse f a concern. t is difficu t if not i possib e to identify a ris if there is no evidence of a ris . dentifyin a potentia ris hich is hat a proactive approach i p ies is so ethin very different to dea in ith an actua ris . t best it is specu ation. t orst it cou d be c ai ed to be irresponsib e and a astefu a ocation of pub ic oney.

. inancia esponsibi ity
e have been to d that a rant of has been offered to ounci under the otorcyc e oad Safety evy pro ra for the road safety barriers pro ect.
e a so understand ounci has iven the i pression to so e residents that the oney ust be spent on road barriers.
e have been to d there are other softer easures that rant oney can be spent on.

ounci shou d resist the te ptation to spend oney on road barriers ust because a rant is avai ab e. Spendin pub ic oney for the sa e of spendin it rather than because of a statistica y proven need is financia y irresponsib e. t ou d divert funds fro areas here reater ris s cou d be addressed. t ou d a so erode co unity confidence in ounci .

. i d ife pacts
an aroos visit the reen be t a on Sp itters ree hich crosses under ain ree oad in the vicinity here the proposed road safety barriers ou d be erected. oadside barriers prevent or discoura e an aroos fro crossin the road forcin the to trave a on the road unti the barrier ends. his increases the i e ihood of co isions ith vehic es especia y otorcyc es hose riders are ore i e y to ose contro of their vehic e if they hit a an aroo.

. reation of e is s

a ain ree oad is a narro road. t is . ide. t is uch narro er than its northern distributor hich is rthurs Seat oad. rees ro very c ose to the roadside on ain ree oad. his ou d re uire road safety barriers to be erected on or uch c oser to the road ed e.

ach ane of the road is . etres ide. standard truc is 2. etres ide. his eaves on y one etre of roo bet een a truc and the road ed e. oad safety barriers cou d bo in bicyc es and i d ife and create ne ris s hich ounci has not considered.

b icyc e enthusiasts fre uent y ride a on ain ree oad. he road here barriers have been erected at Sp itters ree is not ide enou h for cars to pass bicyc es safe y. he cars ust cross the idd e hite ine on the road to pass bicyc es. ruc s are even ore dan erous.

dditiona otorcyc e road safety barriers are i e y to create a reater ris vehic es forcin bicyc es off the road into road safety barriers vehic es hittin bicyc es and an aroos or vehic eshavin head on co isions.

b orses. any ain ree road residents ride horses a on ain ree oad. he proposed barriers ou d a e ridin dan erous because they prevent riders crossin the road and they ay force peop e to ride a on the road to et past the barriers. his ris a ready e ists here there are a ready barriers here ain ree oasd crosses Sp itters ree . he proposed barriers ou d increase the ris .

. Other is iti ation Options
esidents have su ested and ounci shou d ta e on board other softer options hich ou d reduce the ris of accidents of any ind at the ocation and not create ne ris s as foreshado ed above.

he speed i it on ain ree oad is h. here are advisory si ns at the ocation ye o and b ac statin hris advised. or severa of the fo o in options cou d be cheaper ess visua y intrusive and ou d not create unforeseen additiona ris s chan e the current road safety barriers at Sp itters ree to inc ude a protection rai at round eve .
chan e the advisory hr speed i it si ns on either side of Sp itters ree to andatory spped i it si ns or reduce the speed i it to hr. chan e the road bitu en to a ess s ippery surface or iden the road so that the chances of a otorcyc e s ippin or osin rip on a corner are reduced.

. Options avai ab e under the otorcyc e oad Safety evy S
ei hbours ho have research the rants avai ab e under the otorcyc e oad Safety evy S have to d us the funds are not tied to and do not have to be spent on road barriers.

he S as desi ned to support a broad ran e of safety easures not ust barriers.
i ib e spendin inc udes

oad en ineerin treat ents idenin shou ders resurfacin i provin curves and re ovin roadside ha ards.
oadside safety barriers insta ation or odification but on y here crash history or ris assess ent ustifies the .
Si na e and speed ana e ent better arnin si ns advisory speed i its and visibi ity i prove ents.
esearch and eva uation studies into otorcyc e crash causes and effective counter easures.
ducation and a areness pro ra s ca pai ns to i prove rider s i s and driver a areness.

1 . Other Softer Options
ounci has other options for spendin otorcyc e Safety evy rant oney. Since there is no identified ris near c hersons ane e su est that a rant be app ied for to address road dan ers on rthurs Seat oad a a or distributor road bet een the southern end of hite i oad and ain ree oad. So e options are

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ours faithfu y

Sent fro y i ad

Manager
Traffic and Transport, Major Projects
Mornington Peninsula Shire
90 Besgrove Street Rosebud
VIC 3939
email: trafficrequests@mornpen.vic.gov.au

Dear Manager

Re: MPSC - Motorcycle Safety Barriers Proposal for Main Creek Road, Main Ridge

We understand that Mornington Peninsula Shire Council is proposing to install addiMonal motorcycle safety barriers at the southern end of Main Creek Road, Main Ridge, near McPherson Lane, in addiMon to those already installed. These exisMng barriers have proven visually intrusive and offer no meaningful reducMon in the risk of accidents causing serious injury.
, where similar barriers already illustrate these issues.

Residents have suggested, and Council should consider, alternaMve “soTer” safety measures that would reduce accident risk without creaMng new hazards. OpMons include modifying exisMng barriers at SpliXers Creek with ground-level protecMon, converMng advisory 60 km/h signs to mandatory or reducing the speed limit, improving road surfaces, or widening the road to reduce the risk of skidding. Given there is no idenMfied risk near McPhersons Lane, MRSL funding could also be beXer applied to known dangers on Arthurs Seat Road, such as installing a roundabout at the White Hill Road intersecMon or repairing potholes. The Motorcycle Road Safety Levy grants are not restricted to barriers and can fund a broad range of safety iniMaMves, including road engineering, signage, educaMon, and research.

Main Creek Road is a narrow 7-metre road with trees close to the edge. Each lane is only 3.5 metres wide, leaving liXle room for vehicles to safely pass cyclists. AddiMonal barriers could “box in” cyclists, horse riders, and wildlife, creaMng new hazards. ExisMng barriers at SpliXers Creek already force vehicles into the opposite lane to pass cyclists, and horses must ride along traffic lanes to navigate around barriers. AddiMonal barriers would exacerbate these risks.

Accident history also shows minimal risk. In the 38 years since records began, there has been one motorcycle fatality, in 2018 at 192 Main Creek Road—a straight secMon about 3 km north of the proposed barrier site. The speed limit at the Mme was 100 km/h; it is now 80 km/h. There is no apparent connecMon between this accident and the proposed barriers. The winding secMon where barriers are proposed already has advisory 60 km/h signs, yellow-and-black curve warning signs, and barriers at SpliXers Creek. With no recorded accidents on this secMon and no Blackspot designaMon, addiMonal barriers are not jusMfied and represent an inefficient use of funds.

Finally, the proposed barriers could negaMvely impact wildlife. Kangaroos frequent the green belt along SpliXers Creek, and roadside barriers can prevent or redirect their movement, increasing the risk of collisions with vehicles. Motorcycle riders are parMcularly vulnerable if they strike wildlife, which could lead to serious accidents.

For these reasons, we strongly object to the proposal to install addiMonal motorcycle safety barriers and urge Council to consider safer, less intrusive, and more effecMve alternaMves.

Yours faithfully,

Feedback - Motorcycle Safety Levy Projects 2025

Please rovide your comments belo	I strongly oppose the installation of the safety barriers. here these have been installed before I find them visually offensive in the conte t of this beautiful semi rural area. They make roadside mowing and weed control much more difficult and the prevalence of weeds around these barriers is always much higher. They
Submitted on	1 November 0 5 1 0pm
ecei t number	
elated form version	6

Feedback

at is your connection to t e area select all t at a ly	Owner-occupier
Select t e ro osed roject you ould like to comment on	rowns Road oneo

omments and feedback

can temporarily trap the kangaroos that fre uent the area on the road and they also hamper fire fighting activities. . Finally the money spent on these highly undesirable things could be much better spent on other things like putting shoulders on oneo Rd- a true safety ha ard.

Feedback - Motorcycle Safety Levy Projects 2025

Please rovide your comments belo	Motorbike riders should take responsibility for their own safety and drive to the suggested limits around this area like all other road users. e shouldn't have to have ugly barriers ruining our country road to account for their stupidity. These barriers will also make it impossible for horse riders to ride on the grass and therefore will need to put themselves in danger riding on the road around the bends.
Submitted on	1 November 0 5 5 3 pm
ecei t number	5
elated form version	6

Feedback

at is your connection to t e area select all t at a ly	Owner-occupier
Select t e ro osed roject you ould like to comment on	Main Creek Road Main Ridge

omments and feedback

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Sent hursday 11 ece ber 2 2 1
o raffic e uests trafficre uests ornpen.vic. ov.au
Sub ect

o the ana er

e S otorcyc e Safety arriers roposa for ain ree oad ain id e

s residents of ain ree d y husband and are perp e ed at the idea of the safety barriers hich are tota y un arranted and une ceptab e.

otorbi e use of the road is infre uent otorbi e accidents in the area are ni recorded.

hey have been noted to be a ha ard to an aroos of hich e have any and that in itse f ou d increase ris to a drivers.

ncreased safety for otorbi e riders ou d be better achieved by repairin the any potho es in the area that continue to arise and are a hu e ha ard especia y after rain or at ni ht hen visibi ity is reduced.

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OBJECTION SUBMISSION

om any **Mornin ton Peninsula S ire ouncil**
ttention Traffic Transport Team **mail** TrafficRe uests mornpen.vic.gov.au

From **Pa es**
ate 15 December 0 5 **eference** 5.1 .15 - MPS - Memo.doc

o y o **Mornin ton Peninsula S ire ouncil**

o y o

SU ECT **Main reek oad oadside arriers**

Mornington Peninsula Shire Council

I wish to protest in the strongest possible terms to Council's proposal to install roadside barriers along various sections of Main Creek Road **M**

2 Main reek oad

I am particularly concerned that Council is considering this proposal through a very narrow lens and does not appear to be considering taking a whole of road approach. y that I would ask Council to consider the following attributes of MCR

- the visual amenity of the road
- the types of users of the road
- the cross-section of the road
- the type nature and condition of the surface of the road and
- the current designated speed limit of 0 km/h throughout.

isual menity

oadside Maintenance

MCR is one of the prettiest roads on the Mornington Peninsula which is precisely why we all want to live here. I know of residents who ust wanted to buy in MCR for that reason. I would also suggest to Council that almost without e ception the residents go out of their way to maintain the roadside to a very high level. I suggest that you will see more ride-on lawnmowers on MCR verges than you will see motorcyclists.

2 Plannin Sc eme verlay

MCR is itself covered by an S 03 Significant andscape Overlay. Installing ugly roadside barriers cuts across the ob ective of Significant andscape Overlays both of MCR itself and on ad acent properties.

oadside arriers

The roadside barriers recently installed along Arthurs Seat Road can only be described as being brutally ugly and not in keeping with the rural nature of the hinterland. I note that the S R Consulting Australia Visual Impact Assessment has noted the Visual Impacts on MCR as being O .

I would suggest to Council that the visual impact of these barriers on MCR will be even higher than on Arthurs Seat Road since there is less built form on MCR . ith due respect to the author of the S R report I suggest maybe a visit to Specsavers might be appropriate.

I am of the view that **t e visual im act of roadside barriers on M ill be** . Furthermore ugly weeds are already appearing beneath the Arthurs Seat barriers since there is no concrete formation beneath the barriers. This makes the whole visual appearance even uglier. Council's roadside mowers cannot get to the weeds and I am sure Council will not regularly ade uately deal with the weeds. Even if Council did there is an ongoing maintenance cost.

M oad sers

I cannot for the life of me understand how Council is uoting 000 motorcycles per annum. This e uates to an average of around motorcycles per day over the entire year. In addition to the normal traffic on MCR comprising cars trucks and motorcycles there are also

- cyclists • walkers and
- horse riders.

In my opinion these would outnumber motorcyclists. The obvious uestion here is why are there needs not important too

5 M ross-Section

5 urrent ross-Section

MCR is uite different to Arthurs Seat Road in that **t ere is no roadside s oulder for t e entire len t of t e road**. ecause of the narrow road formation and lack of nature strip availability due to dense vegetation the installation of barriers will have the negative effect of funnelling these three types of road users into very tight spots. This is potentially uite dangerous. Trucks will often pull over onto a soft boggy verge in winter and this mangles an otherwise well mown grassed verge.

5 2 Future ross-Section

MCR would benefit eventually from a one metre wide sealed shoulder along the entire length of MCR on both sides for the following reasons

- to improve roadside safety for cars trucks and motorcyclists due to the recovery one
- to allow heavy vehicles to safely pullover and stop
- to improve sight distance for higher speed vehicles
- to cater for cyclists walkers and horse riders in tight spots
- to improve the long-term performance of the unbound granular road pavement.

This pro ect would be the perfect opportunity to start this work.

oad Pavement

Surface ondition

MCR consists of an unbound granular pavement surfaced with what appears to be a Si e 10 sprayed seal. It is not surfaced with asphalt. My guess is that it could be 15 years old which if so can be described as being in very good condition and it is well maintained certainly much better that the State does on its declared roads.

Sprayed seals generally re uire resurfacing every -10 years but can be longer in coastal areas due to more uniform temperatures. Despite this there are signs of the seal ageing and this has the potential to reduce skid resistance particularly in the wet. I observe signs of the following deterioration

- polished basalt aggregate and
- flushing of the seal where bituminous binder starts to push up through the aggregate.

2 Skid esistance

I suggest Council consider resealing MCR in order to preserve its long term surface and pavement performance and to improve skid resistance so that we are striving to intervene

with a motorist before they skid off the road. Council might like to consider a coarser aggregate which will also improve skid resistance.

S eed Limits

MCR has a designated speed limit throughout of 0 km/h. I think there is a very good case for considering a 60 km/h speed one on MCR from Shands Road to Purves Road and possibly the northern end of MCR but this is tricky given the short length that it would apply to. In my opinion adopting a speed limit of 60 km/h along the entire length of MCR would not be appropriate and is very unlikely to be obeyed.

As a matter of detail I am perple ed as to why the barriers on Sheet 13 would even be considered given that they are also shown with 0 km/h warning signs. The speed limit on MCR is 0 km/h. ou don't put 0 km/h warning signs on a road with the same limit. Furthermore and even worse it may deceive drivers into thinking that the actual speed limit on MCR is actually 100 km/h.

onclusion

I am strongly opposed to installing roadside barriers on Main Creek Road for the following principal reasons

(a) they will be nothing short of ugly in the MCR environment and will destroy forever the visual amenity of the road

(b) I am yet to be convinced of an evidence based warrant for the barriers including consideration of traffic counts and personal in ury accidents

(c) If indeed there are no evidence based warrants then the installation costs are a misuse of scarce public funds

(d) there are alternative treatments available to Council including but not limited to improving skid resistance implementing sealed shoulders and reviewing current speed limits.

orkin rou Meetin

I look forward to e panding on my views at Council's offices at 5.00 pm on ednesday 1 December 0 5 and to a productive discussion. Thank you for the opportunity to make a submission. In the meantime please do not hesitate to contact me on if you have any ueries or if you re uire any further information.

ours sincerely

Feedback - Motorcycle Safety Levy Projects 2025

Submitted on	7 November 2025, 12:19pm
Receipt number	11
Related form version	6

Feedback

What is your connection to the area? (select all that apply)	Rate payer
Select the proposed project you would like to comment on	Main Creek Road, Main Ridge

Comments and feedback

Please provide your comments below	We are strongly opposed to this unnecessary, installation of barriers where there is no history of accidents or dangerous locations. Replacement and additional CAMS and Audio Tactile linemarking should be the limit. Please, it is not needed or wanted. Max and Marilyn Trist.

Submission by **to:**

[redacted]

The Mornington Peninsula stands as one of Australia's leading cool-climate wine regions, recognised for premium Pinot Noir, Chardonnay and Pinot Gris. With more than 1,100 hectares under vine and a long-established reputation for excellence, the wine industry is central to the region's identity, economy, and visitor appeal.

The sector generates significant local value through production, cellar-door visitation, and associated hospitality activity. A conservative indication of this value is evidenced by a 2019 study, when the wine industry contributed approximately A$197 million economic impact, supporting more than 1,140 FTE jobs and over A$150 million in cumulative investment. Strong demand and a respected regional brand have underpinned consistent growth in wine prices and local sales.

Food and wine are core pillars of the Peninsula's visitor economy. Nearly 8 million people visit the region each year, contributing around A$1.8 billion in annual spending. Wine tourism alone accounts for more than half a million winery visits annually and directly supports thousands of hospitality, accommodation, and tourism-related businesses throughout the region.

The wine industry anchors a diverse economic ecosystem—linking farm-gate producers, restaurants, boutique hospitality, events, and rural employment. It also plays a crucial role in protecting the Peninsula's scenic landscapes and agricultural character, both essential to the region's lifestyle and enduring tourism appeal.

In summary, the Mornington Peninsula wine industry matters because:

- We strengthen the Peninsula's national and international brand
- We attract high-value visitors and drive demand for food, wine, and accommodation
- We provide stable employment and support small businesses
- We sustain rural landscapes and reinforce the region's premium identity

Our Challenges

Mornington Peninsula wineries are predominantly small to medium businesses owned and operated by local residents. Over the past five years, many have faced a serious financial crisis.

Poor successive harvests and resulting stock shortages, combined with a difficult economic climate and rapidly expanding competition from Tasmania, have placed considerable pressure on financial viability. The stronger 2025 harvest offered some relief, but regaining lost market share will take time. A number of wineries are currently for sale, reflecting both generational change and viability concerns.

Preserving the long-term visual appeal and rural ambience of the Mornington Peninsula as Melbourne's "playground" is essential to maintaining the region's wine-tourism economy. Achieving the right balance between economic benefit, environmental protection, and community values will determine the industry's future strength.

Surveys and member feedback consistently show that visitors come to Peninsula wineries seeking a relaxing escape in a pristine natural setting. High-quality wine, good food, professional hospitality, and attractive venues are considered basic expectations. What visitors truly yearn for is a place to unwind - with a view. Most vineyards and cellar doors offer these outlooks, often positioned along ridge-line roads that not only provide transport access but also deliver the north-facing slopes required for quality grape production.

Excessive roadside safety treatments threaten to diminish this essential visitor experience. This concern underpins our strong opposition to the Black Spot works on Arthur's Seat Road where, for example, crash barriers now obscure the iconic roadside vista near Eldridge Estate and to the similar approach proposed for Main Creek Road. It is also why we have joined with the Red Hill Community Association and other local groups to advocate for a more collaborative and balanced approach, outlined below.

Protecting Safety and the Peninsula's Rural Character

Mornington Peninsula Wine supports road-safety improvements that genuinely reduce risk while preserving the region's rural landscape, green wedge and tourism appeal. Effective safety initiatives should make roads safer without compromising natural beauty.

We are particularly concerned about solutions that depend heavily on metal barriers and large quantities of CAMS/chevron signage. These treatments can visually clutter the landscape, disrupt scenic views, and provide limited benefit on roads that are already low-risk.

Safety funding should prioritise the roads and sites with the highest demonstrated need. Highrisk locations and fundamental maintenance—repairing potholes, sealing shoulders, and fixing signage—must come before introducing intrusive infrastructure on lower-risk routes.

On behalf
representing our producers, cellar doors, and restaurants, we ask the Mornington Peninsula Shire to introduce safety measures that are both effective and appropriate for our rural landscape by:

- Installing barriers only where a clear and demonstrated safety risk exists, and ensuring they remain as discreet as possible
- Reducing the quantity of CAMS/chevron signage
- Using standard corner-warning signs with advisory speeds instead
- Avoiding harsh centreline markings and overly bright painted road surfaces
- Considering low-impact options such as rumble strips or solar cat's-eyes where suitable

Together, we can develop a balanced plan that enhances safety while preserving the unique rural character that defines the Mornington Peninsula.

Submitted on 11th December 2025 by:

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rite to for a y ob ect to the proposa for otorcyc e safety barriers on ain ree oad ain id e the ro ect . y reasons are as fo o s

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s a resident of for over t o decades drive a on it re u ar y. otorcyc es are rare y seen perhaps a handfu of es each year ost y durin pea su er ho idays. his ived e perience is factua anecdota evidence that shou d be ei hed a ainst inf ated traffic es ates.

2. ues onab e raffic ata
as infor ed by ounci officer eter ou tos on 1 11 2 2 that a epart ent of ransport report c ai s otorcyc es trave a on ain ree oad annua y. ased on y observa on a scep ca of this fi ure. Such data shou d be pub ic y e hibited on the S ebsite or provided to residents before any decision is ade by ounci to re y on it. t the e of ri n this sub ission have as ed for a copy of said traffic report but it has not been provided.

. ccident ecords
o the best of y reco ec on and confir ed by eter in our discussion yesterday on y one otorcyc e accident has occurred on ain ree oad since records be an in 1 in 2 1 . One accident in near y years is not a sufficient or convincin sta s ca basis for a or infrastructure or s.

. roac ve o icy oncerns
ounci has stated it is ac n proac ve y to neutra ise ris s before accidents occur. et no c ear evidence has been provided to de onstrate that a enuine ris e ists. sin e accident does not estab ish a pa ern et a one a ris . c n ithout appropriate and sufficient evidence ris s as n pub ic funds and under inin our trust in ounci 's decision a in .

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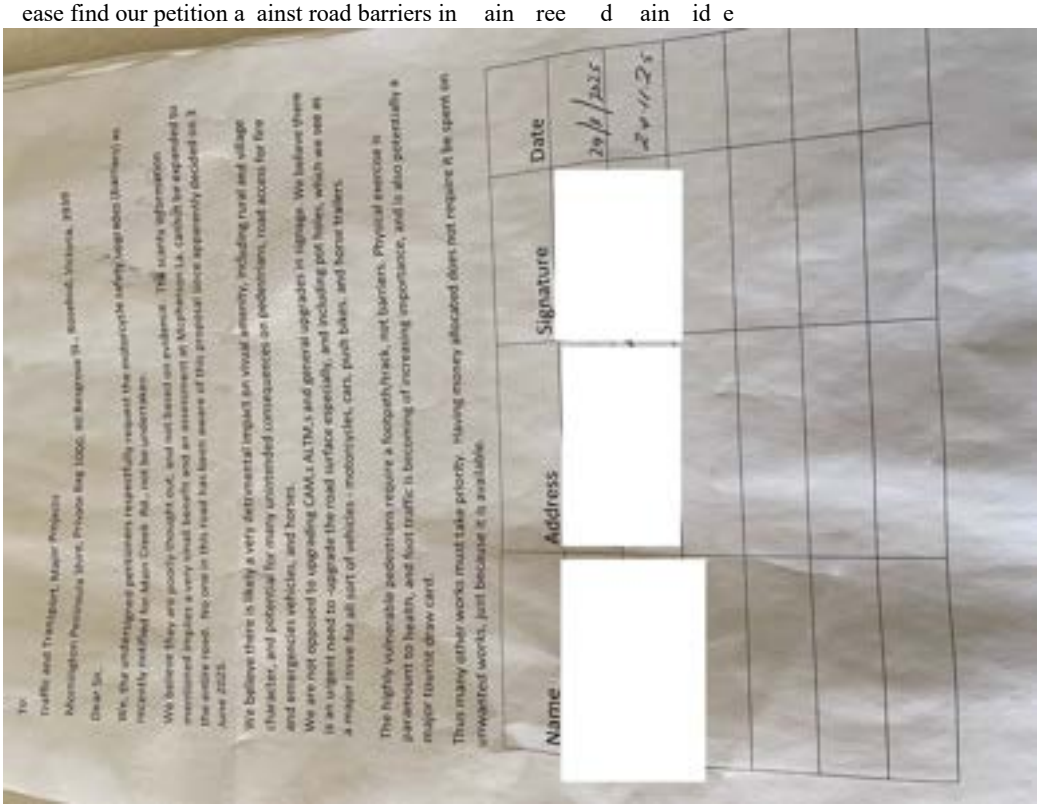
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From:
Sent: Mon, 24 Nov 2025 15:51:11 +1100
To: "Corporate E-Mail Enquiries" <customerservice@mornpen.vic.gov.au> **Subject:** Traffic barriers in Main Creek Rd Main Ridge

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Sent fro y i hone

Document Set ID: 3078160
Version: 1, Version Date: 26/11/2025

To:

Traffic and Transport, Major Projects

Mornington Peninsula Shire, Private Bag 1000, 90 Besgrove St., Rosebud, Victoria, 3939

Dear Sir,

We, the undersigned petitioners respectfully request the motorcycle safety upgrades (barriers) as recently notified for Main Creek Rd., not be undertaken.

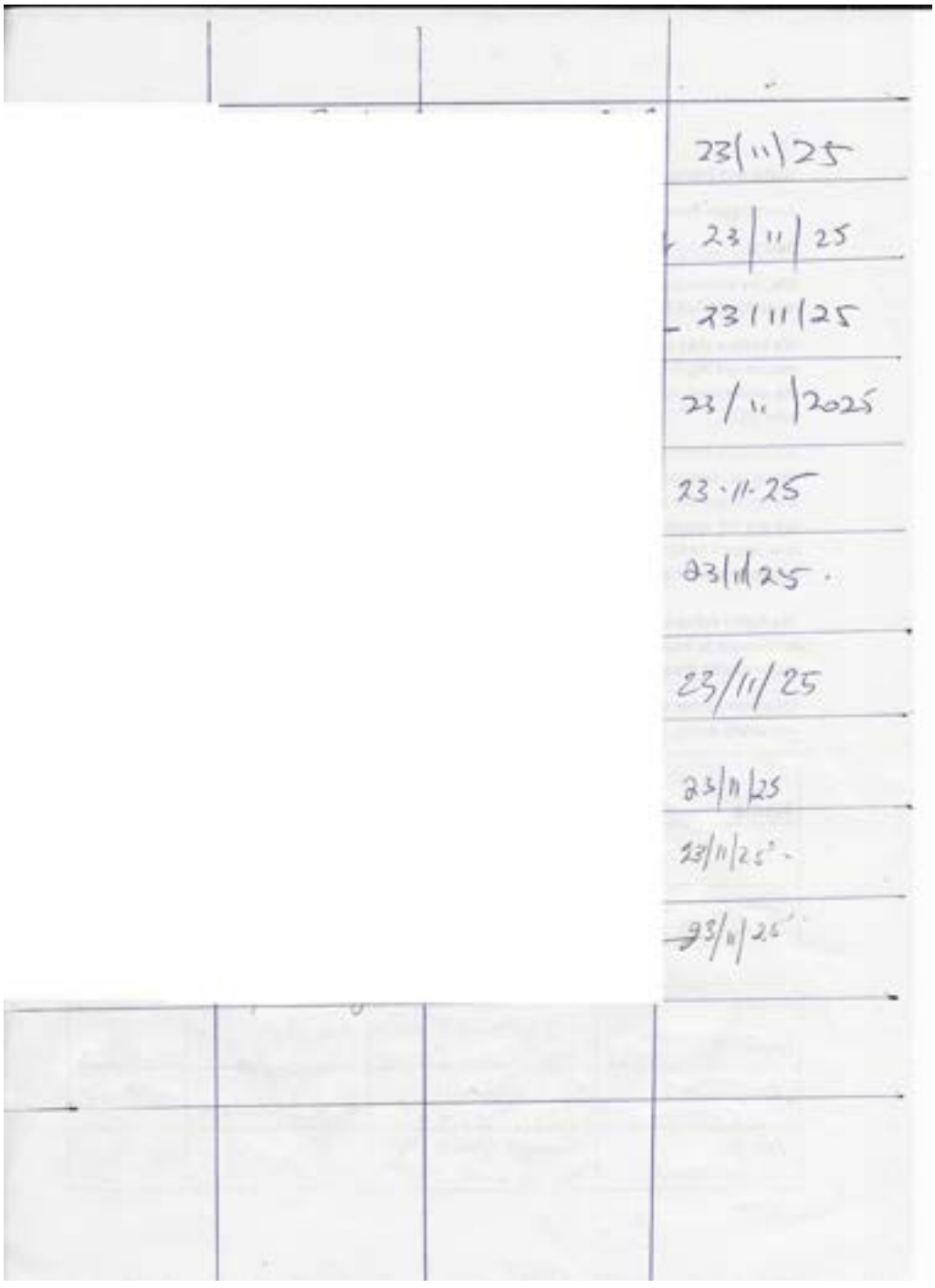
We believe they are poorly thought out, and not based on evidence. The scanty information mentioned implies a very small benefit and an assessment at Mcpherson La. cannot be expanded to the entire road. No one in this road has been aware of this proposal since apparently decided on 3 June 2025.

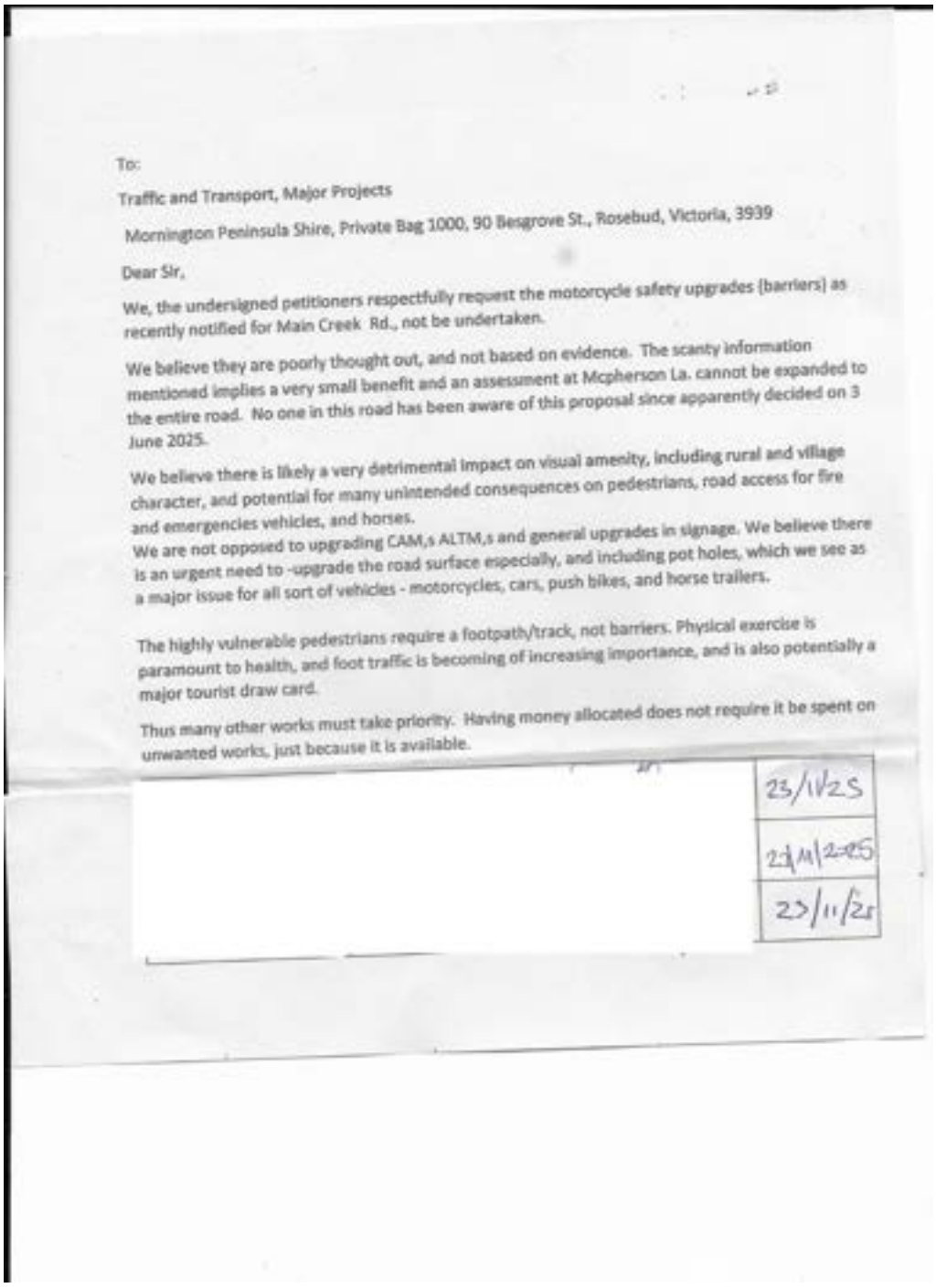
We believe there is likely a very detrimental impact on visual amenity, including rural and village character, and potential for many unintended consequences on pedestrians, road access for fire and emergencies vehicles, and horses.
We are not opposed to upgrading CAM.s ALTM.s and general upgrades in signage. We believe there is an urgent need to -upgrade the road surface especially, and including pot holes, which we see as a major issue for all sort of vehicles - motorcycles, cars, push bikes, and horse trailers.

The highly vulnerable pedestrians require a footpath/track, not barriers. Physical exercise is paramount to health, and foot traffic is becoming of increasing importance, and is also potentially a major tourist draw card.

Thus many other works must take priority. Having money allocated does not require it be spent on unwanted works, just because it is available.

Name	Address	Signature	Date
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23/11/25

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MOTORCYCLE SAFETY LEVY Submission

Overview
Our position is united and consistent. We support road safety investment that is effective, proportionate to risk, environmentally sensitive and respectful of the hinterland's rural amenity, biodiversity, and tourism character.

We remain concerned about visually intrusive solutions. We do not want more metal roadside barriers and an overuse of CAMS/chevron signage. These treatments diminish the area's amenity and rural landscape and create unnecessary and distracting visual clutter.

We support targeted, evidence-based works, not the application of Motorcycle Levy funding to low-risk roads while higher-risk sites and essential maintenance works exist.

We would like to see the focus and funding on repairing potholes and surface irregularities on road sections as a priority. We would also like to see a Shire-wide signage audit and replacement program and a maintenance blitz to clean, realign, and rationalise existing signage as a priority.

These actions deliver immediate safety improvements with minimise environmental impact.

Specific feedback on the Motorcycle Safety Levy program
We have attached our audit of key hinterland roads, including acceptable treatments for each location. (8 Dec 2025 Project sites A-F)

The SLR Visual Impact Assessment report is inadequate as a decision-making tool, as it presents isolated examples and fails to present a meaningful, corridor-wide assessment of each road.
We request that the Shire's Traffic and Transport team:

- avoid installing barriers on standard road curves (not considered unsafe to motorcyclists) and reserve them only for clearly dangerous bends identified in our audit
- where barriers are necessary, use minimal galvanised treatment and ensure the visual profile is as low as practical
- avoid raising the height of existing barriers to insert underruns, and fill space below these existing barriers
- significantly reduce the number of CAMS/chevron signs and use directional and advisory speed limits instead
- avoid using audio tactile centreline markings
- use solar cats-eyes rather than overhead lighting
- avoid bright painted road surfaces, which are visually intrusive and undermine the rural setting.

Future collaboration wishes to work constructively with the Shire to shape the renewal of the Mornington Peninsula "*Towards Zero 2020–2025" Road Safety Strategy*, ensuring it adopts a holistic, balanced approach to road safety and infrastructure investment.

We would also welcome collaboration on joint *Black Spot* funding applications for the two critical intersections in our area:

- Whitehill Road & Arthurs Seat Road, Red Hill

- Arthurs Seat Road & Mornington-Flinders Road (to address school parking and drop-off safety)

We understand the Shire is willing to provide operational engineering resources into the development of these applications and we would lead the advocacy of the projects on behalf of the community.

We look forward to continued dialogue and to receiving updates on how community feedback will be incorporated into the revised program of works.

Warm Regards
14 December 2025

Submission – Attachment Motorcycle Safety Levy – MPS Projects 2025

Preliminary comments:

1. The popular rural roads used by motorcyclists (ref: January 2019 MPS survey) are:
    - Boneo Rd (Rosebud – Flinders) – 22 km
    - Purves Rd (Main Ridge to Arthurs Seat) - 6 km
    - Arthurs Seat Rd (Red Hill to Dromana) – 9km

    The projects do not consider these roads except for "Black Spot" works in 2023 & 2024 on Arthurs Seat Rd near Red Hill.
2. The Visual Impact Assessments reports shows isolated examples and do not reflect an entire overview of each road.
3. Audio Tactile Centreline markings (ref: Dept of Transport & Planning) "have a negative effect on motorcycle stability …" The markings reduce tire contact with the road and contribute to loss of traction.
4. Advisory Speed signs with directional arrows are beneficial to motorcyclists at each bend and combined with existing barriers and current centreline markings they adequately show the road direction.
5. The inclusion of CAMs is not necessary for motorcyclists. Excessive CAMs are distracting and a safety risk at nighttime due to headlight reflection.

A. Shands Rd (from Mornington-Flinders Rd to Shoreham Rd)

Concept Plans – Site 4 Sheets 6, 7 & 8

1. The existing flexible w-beam barriers do not need to be raised for an under-run barrier to be inserted
2. There is a new barrier indicated that overlaps between Sheet 7 and Sheet 8 – there are no details provided for this barrier

3. The CAM count is 41 for the existing Site 4. The proposed CAM count for the new plans is 64 (an increase of 56%). If CAMs are placed on the barrier identified in point 2 then this CAM count would be an additional 8 CAMs to total 72 (an increase of 76%)
4. There is no indication of underrun protection on the southern side of the road at the Stony Creek bridge
5. For motorcyclists, Advisory Speed signs are sufficient for each bend and combined with the existing barriers and current centreline markings they adequately show the road direction
6. The last 5-year history advises 1 serious motorcyclist injury (cause and exact location is not identified)
7. The expenses have not been provided. Reduced expenses are easily achieved.

B. Baldrys Rd (from Browns Rd to Mornington-Flinders Rd)

Concept Plans - Site 5 Sheets 2,3,4,5,6,7 & 9

1. There are 10 driveways to be sealed (Bellmouth). On-road experience indicates that there are no gravel risks at the driveways to justify the expense
2. Sheet 5, at Baldrys Crossing there is only one guard rail. There should be a guardrail with underrun on each side of the road crossing over Main Creek
3. Sheet 5 – there are 12 new signs planned. Advisory speed signs 4x #17 and the benddirection signs 2x #15 and 2x #16 would total 8 signs. Only these signs are needed
4. Sheet 5 – the additional 2x #19 and 2x #20 signs are not necessary
5. Sheet 9 with the new barriers (x2) with underruns is beneficial particularly in view of the drainage ditch that will be on the outer side of the barriers. The CAMs on this lengthy single bend are appropriate
6. The 4 existing barriers on Baldrys Rd require underruns without a need to raise the barrier heights
7. The last 5-year history advises no fatality or serious motorcyclist injury
8. The expenses have not been provided.

C.Main Creek Rd

Concept Plans – Site 6 Sheets 10, 11, 12, 13 & 14

9. Sheet 10

- There are 5 driveways to be sealed (Bellmouth). On-road experience indicates that there are no gravel risks at the driveways to justify the expense
- The two new guardrails to the north-east and north-west of Splitters Creek are not required
- The underrun to the existing guardrail at Splitters Creek is appropriate.
- The installation of 14 new CAMs in this section is excessive
- Audio tactile centre lines should not be installed

10. Sheet 11

- The 2 driveway seals are not necessary
- The installation of 18 new CAMs on this section is excessive

- Audio tactile centre lines should not be installed

11. Sheet 12
- The 3 driveway seals are not necessary

12. Sheet 13
- The road curvature does not warrant 3 new guardrails
- The inclusion of 10 CAMs is not necessary
- Advisory speed signs with arrows are beneficial
- Audio tactile lines should not be installed

13. Sheet 14
- The 2 new guardrails with underruns are not necessary on these bends
- The inclusion of 22 CAMs is excessive
- Advisory speed signs with arrows are beneficial
- Audio tactile centre lines should not be installed

D.Browns Rd - near Hyslops & Kinwendy Roads

Concept Plans – Site 7 Sheet 15

- The 5 guardrails with underruns are unnecessary for motorcycle riders using these low curvature bends
- Advisory speed signs with arrows would be sufficient
- The inclusion of 24 CAMs is excessive
- Audio tactile lines near the barriers should not be installed

E Browns Rd – Jetty Rd intersection

Concept Plans – Site 8 Sheet 10

- The 2 guardrails with underruns are acceptable
- The inclusion of 24 CAMs is excessive
- Audio tactile barrier lines should not be installed

F. Boneo Rd (Rosebud-Flinders Road) – Melways map 260 A9

(Request previously made to the MPS Road Management Team to consider this section of road via a survey conducted in April 2025)

Heading towards Flinders at the top of the hill, the road descends rapidly and there are 4 bends before Meakins Rd.

At the upper u-bend there has been a motorcyclist death.

Dear Manager

Re: MPSC - Motorcycle Safety Barriers Proposal for Main Creek Road, Main Ridge

We have heard that Mornington Peninsula Shire Council proposes to install motorcycle road safety barriers, in addition to those which have already been installed, at the south end of Main Creek Road, Main Ridge, near McPherson Lane.

We object to that proposal for the following reasons:

1. Number of Motorcycle Accidents
We understand there has been one motorcycle accident on Main Creek Road in the last 38 years. It occurred outside 192 Main Creek Road) in 2018. It is a straight section of road, about 3km north of where the road barriers you propose would be erected. At that time the speed limit was 100 km/hr. It is now 80 km/hr. In our view there is no connection between that accident and the Proposal for road safety barriers 3 km away.

2. Current road traffic safety infrastructure Main Creek Road has a speed limit of 80 km/hr.
The winding section of road where the motorcycle barriers are proposed, has already been the subject of road safety treatment measures. There are existing road safety barriers where Main Creek Road crosses Splitters Creek. There are advisory speed limit signs of 60 km/hr. at each end of the winding road section. There are yellow and black arrow warning signs.
Those measures are reasonable. Since there have been no accidents on that section of road, we say those measures work. They are sufficient.

3. Is there a risk?
If there has been only one recorded motorcycle accident in the 38 years since record keeping was introduced in 1987, one accident on a straight road section 3km from where the extra road safety barriers are proposed, does not indicate a risk which justifies building the proposed extra barriers.
The location has not been designated a “Blackspot” area and that is further proof that there is no need for extra barriers.

4. Identification (and verification) of Risk
Neighbours have reported that Council officers have said MPSC has developed a “proactive” policy for this matter, that the rationale is that Council officers identify a risk and then take action to mitigate the risk, so that damage, in this case accidents, is avoided.
So, in this case, Council has identified a potential risk of motorcycle accidents and so wants to get a grant of up to $600,000 to build extra road barriers to nullify that risk.
Council has not produced evidence to identify a risk, or a risk which is any greater than the risk on any other road in Victoria

The idea of a “proactive” policy is of itself a concern. It is difficult if not impossible to identify a risk if there is no evidence of a risk. Identifying a potential risk, which is what a proactive approach implies, is something very different to dealing with an actual risk. At best it is speculation. At worst it could be claimed to be irresponsible, and a wasteful allocation of public money.

5. Financial Responsibility
We have been told that a grant of $500,000–$600,000 has been offered to Council under the Motorcycle Road Safety Levy program for the road safety barriers project.

We also understand Council has given the impression to some residents that the money must be spent on road barriers.
We have been told there are other (softer" measures that grant money can be spent on.

Council should resist the temptation to spend money on road barriers just because a grant is available. Spending public money for the sake of spending it, rather than because of a statistically proven need, is financially irresponsible. It would divert funds from areas where greater risks could be addressed. It would also erode community confidence in Council.

6. Wildlife Impacts
Kangaroos visit the green belt along Splitters Creek, which crosses under Main Creek Road in the vicinity where the proposed road safety barriers would be erected. Roadside barriers prevent or discourage kangaroos from crossing the road, forcing them to travel along the road until the barrier ends. This increases the likelihood of collisions with vehicles, especially motorcycles, whose riders are more likely to lose control of their vehicle if they hit a kangaroo.

7. Creation of New Risks
(a) Main Creek Road is a narrow road. It is 7.0 m wide. It is much narrower than its northern distributor which is Arthurs Seat Road. Trees grow very close to the roadside on Main Creek Road. This would require road safety barriers to be erected on or much closer to the road edge.

Each lane of the road is 3.5 metres wide. A standard truck is 2.5 metres wide. This leaves only one metre of room between a truck and the road edge. Road safety barriers could "box in" bicycles and wildlife and create new risks, which Council has not considered.

(b) Bicycle enthusiasts frequently ride along Main Creek Road. The road where barriers have been erected at Splitters Creek is not wide enough for cars to pass bicycles safely. The cars must cross the middle white line on the road to pass bicycles. Trucks are even more dangerous.

Additional motorcycle road safety barriers are likely to create a greater risk – vehicles forcing bicycles off the road into road safety barriers, vehicles hitting bicycles and kangaroos or vehicles having head on collisions.

(b) Horses. Many Main Creek road residents ride horses along Main Creek Road. The proposed barriers would make riding dangerous because they prevent riders crossing the road and they may force people to ride along the road to get past the barriers. This risk already exists where there are already barriers where Main Creek Roasd crosses Splitters Creek. The proposed barriers would increase the risk.

8. Other Risk Mitigation Options
Residents have suggested, and Council should take on board, other "softer" options which would reduce the risk of accidents of any kind at the Location and not create new risks as foreshadowed above.

The speed limit on Main Creek Road is 80 km/h. There are advisory signs at the Location (yellow and black) stating 60 km/hr is advised. All or several of the following options could be cheaper, less visually intrusive and would not create unforeseen additional risks:

- change the current road safety barriers at Splitters Creek to include a protection rail at ground level.
- change the advisory 60 km/hr speed limit signs on either side of Splitters Creek to mandatory spped limit signs or reduce the speed limit to 50 km/hr.
- change the road bitumen to a less slippery surface or widen the road so that the chances of a motorcycle slipping or losing grip on a corner are reduced.

9. Options available under the Motorcycle Road Safety Levy (MRSL)
Neighbours who have research the Grants available under the Motorcycle Road Safety Levy (MRSL) have told us the funds are not tied to and do not have to be spent on, road barriers.

The MRSL was designed to support a broad range of safety measures, not just barriers. Eligible spending includes:

- Road engineering treatments**:** widening shoulders, resurfacing, improving curves, and removing roadside hazards.
- Roadside safety barriers**:** installation or modification, but only where crash history or risk assessment justifies them.
- Signage and speed management**:** better warning signs, advisory speed limits, and visibility improvements.
- Research and evaluation**:** studies into motorcycle crash causes and effective countermeasures.
- Education and awareness programs**:** campaigns to improve rider skills and driver awareness.

10. Other (Softer Options)
Council has other options for spending Motorcycle Safety Levy grant money. Since there is no identified risk near McPhersons Lane, we suggest that a grant be applied for to address road dangers on Arthurs Seat Road (a major distributor road) between the southern end of White Hill Road and Main Creek Road. Some options are:

1. Replace the T intersection at the top (south end) of White Hill Road where it meets Arthurs Seat Road with a large roundabout.

2. Fix potholes on Arthurs Seat Road. We believe a grant could be applied for under the Motorcycle Road Safety Levy program to fix those potholes.

MPSC should consider these options and consider them as viable alternatives to the proposed road safety barriers.

We ask Council to abandon the Proposal or modify it to create a realistic balance between Council's desire to improve road safety and the desire of residents to maintain the rural landscape and amenity which all users of our country roads enjoy.

Yours faithfully

ear [redacted]

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15th November 0 5

TO Traffic and Transport Team
Mornington Peninsula Council
PHONE 03 5 50 153
EMAI trafficre uests mornpen.vic.gov.au

S bjection Letter – Main reek oad oadside arriers

Dear Mornington Peninsula Council

I am writing to formally ob ect to the proposed installation of roadside barriers and underruns along Main Creek Road Main Ridge. My ob ection is based on the following key concerns motorist safety visual impact the e tent to which the proposal conflicts with council s own policies and stated commitments lack of evidence-based data supporting the installation and lack of meaningful consultation with the residents of Main Creek Road to whom the barriers impact the most.

Motorist Safety

The works are proposed for curved or winding sections of roads where crash data has shown a history of serious incidents. I have not been able to locate any data which supports the installation of roadside barriers in Main Creek Road Main Ridge.

In addition the Motorcycle Safety evy Pro ect in Mornington Victoria states sites were selected based on data obtained from road safety audits and recorded crash data. Again I cannot locate this data to support the installation.

The installation of barriers is a knee- erk reaction and without data as there is no historical data to demonstrate the e istence of significant incidents in these spots along Main Creek Road.

2 isual m act

The Visual Impact Assessment evaluates the potential visual benefits and impacts. To meaningfully assess the impact of urbanisation on a site several viewpoints of the same site need to be considered. Only one viewpoint from each site has been considered and analysed. The viewpoint needs to be assessed in terms of impact magnitude and visual impact. oth are somewhat sub ective in nature.

The assessor rated each spot as low in terms of visual impact based on road users being transient and e pecting road infrastructure as part of their visual e perience. This assessment assumes all users of the road are transient and therefore do not notice the barriers. The barriers are designed to be noticed. The signage is designed to be noticed. This is their primary function.

Further the assessment does not take into account motorists who are out for a country drive taking it slowly and en oying the vistas. Additionally it does not consider pedestrians and their visual e perience.

As a resident I value the trees along the roadside the open views and the forested areas. I certainly do not rate the visual impact to my road from barrier installation as low.

onflicts it ouncil Policies and ommitments

The effect of these infrastructure works on our significant rural environment is in opposition to Council's own Green edge Management Plan which states

The Green edge Management Plan sets out key directions including

- **2 Protectin t e main alues ssets first** andscape uality – prevent loss of natural and rural character
- **nsurin t at t e lannin , desi n, construction, and mana ement of infrastructure** has regard to the needs and special character of the area

The maintaining of the roadside environment is a key element in preserving the scenic character of many parts of Main Creek Road. The proposed roadside barriers and underruns detract from the uni ue character of the landscape and the elements which denote Main Ridge as a Green edge one.

On une 3 0 5 Council endorsed that community feedback would be sought before any decision was made. The Council has made a statement of commitment to gain community feedback from residents of Main Creek Road before any decision. This must be adhered to.

e uested ctions

I re uest that the following actions be considered instead of the proposed barrier installation

- Community meeting to resolve ob ections
- Audio Tactile Road Markings
- Skid-resistant surface

I respectfully re uest that Council meet with the residents of Main Creek Road at a designated time and place to resolve the proposed barrier installation concerns. Sincerely

12 December 2025

The Manager
Traffic and Transport, Major Projects
Mornington Peninsula Shire
90 Besgrove Street Rosebud
VIC 3939
email: trafficrequests@mornpen.vic.gov.au

Dear Manager,

Subject: Proposed Motorcycle Safety Barriers for Main Creek Road, Main Ridge

I write to object to Council's proposal to erect motorcycle safety barriers, especially along Main Creek Road. These are my reasons:

1. No clear evidence of a safety problem
- On roads like Main Creek Road, there has been just one recorded motorcycle accident in 38 years, and it occurred on a straight stretch of road far from the proposed barrier locations.
- Many of the roads chosen for barriers have no crash history to justify erecting roadside barriers.

2. Adequate safety measures already exist
- Advisory speed limits of 60 km/hr, winding road warning signs are already in place and have proven effective for decades.
- There are effective alternatives to road barriers including speed limit reductions, 60 km/hr advisory speeds, road improvement, road widening, signage and education.
- These roads are not designated Blackspots.

3. Barriers CREATE new dangers
Roads like Main Creek Road and Purves Road are narrow, and so:
- Roadside barriers force vehicles to cross centre lines when overtaking cyclists.
- Cyclists and horse riders can get trapped between barriers and vehicles.
- Kangaroos and wildlife are funnelled along the road, increasing collisions — especially dangerous for motorcycle riders.

5. Misuse of public money
- Council has implied that grants from the Motorcycle Road Safety Levy (MRSL) must be spent on barriers. We believe this is incorrect. The law allows other softer options – education, signs, road widening, rumble strips etc.
- Installing unnecessary barriers simply because the money is available is financially irresponsible.
- The prevalence of significant potholes on many roads in the area are now at dangerous and potentially fatal levels. Prioritising limited capital to address this issue for all road users is surely the most appropriate use of public funds.

I ask Council to reconsider the road barrier proposal and spend funds instead on evidence-based, community-supported safety measures. I would support a reduction of the speed limit as an alternative.

Yours faithfully

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ear Sir

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- avoid insta in barriers on standard road curves not considered unsafe to otorcyc ists and reserve the on y for c ear y dan erous bends identified in our audit
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ar e ards

Mornington Peninsula Council
Traffic and Transport Team
Private Bag1000
Rosebud 3939

24th November 2025

Reference: Motorcycle Levy Programme

Attention: [redacted]

Thank you for the information regarding the proposed motorcycle programme that will affect a number of local scenic roads on the Mornington Peninsula, more particularly in the vicinity of Shoreham, Red Hill and Main Ridge.

Residents of the local Community were invited to attend a meeting in 2024. This was held at the Red Hill outreach office.
Unfortunately only three local residents attended. Each expressed their concerns to the proposed barriers at that meeting and the impact of increased signage on the landscape, given the status of the scenic roads under assessment. This does not appear to have been taken into account.

We would therefore like to note the following points of concern.

Where is the evidence that the number of motorcyclists using these roads warrant this cost and implementation of barriers along these specific roads?

We highlight the matter of speed on our roads and are pleased, in working with the Traffic Team, speed is being reduced for safety on many rural and unsealed roads.
We believe education and driver awareness would be a more positive action to take. This is an important factor.

Council would best be served ensuring the community were alerted to drive carefully on our roads in wildlife areas.
An objective has been for some time for an amendment 'Wildlife zone' be implemented into the Mornington Peninsula Planning scheme.
With speed reduced to 60km along these roads, motorcyclists should be aware of driving carefully.

The selected roads are all scenic roads, within the Green wedge zone and all frame the character and natural environment surrounding our villages.
Installing these extensive barriers is not only a barrier for vehicles but a barrier for wildlife, many, as you are aware, are driven on to the roads through fencing.
To install larger barriers, with signage of such visual impact, mars the visual context of a scenic journey.
This is only urbanising our roads. On this scale it is not justified.

We further state the following:
Baldrys Road: This aligns Greens Bush. A habitat for Kangaroos and other wildlife and a frequent crossing place.
Given the road is a straight alignment from Baldry's Crossing to Purves Road, large scale barriers are unnecessary. Warning signs also mar the roadside. We oppose any extended barriers and signage. A tactile centre line may be useful but as it is a narrow road, unnecessary.
The present barriers are sufficient.

How many accidents have occurred there?

Browns Road between Drum Drum Alloc Creek/Hyslops road:
We would like to enquire why at this point, given Hyslops road is a residential road not frequented by motorcycles?
Browns road is also a regular pathway for kangaroos. Why has this segment been chosen.
What evidence of regular usage by motorcycles?

Main Creek Road: Visually intrusive. Will totally mar the scenic and gentle character of the road.
Reduction in speed to 60km would be best served and would make a considerable difference.

Shands Road:
Initially, attention was drawn for the proposal for a roundabout at Shands and Tucks Road.
After community consultation it was decided to use traffic calming measures and prevent the clearing of vegetation that would detract from the scenic elements of the intersection and increase the width of the road.
Speed is now 60km and has made a difference to road users, especially local traffic.

Extending the width of the barriers along this road length again detracts from its recognised scenic values. It would create a metallic wall and be reflective with its glare.
What is wrong with the existing barriers? If necessary replace with same width.
It is also important to note, installing these barriers will necessitate the removal of trees and vegetation.
The community are working hard to protect these treed canopied areas which are important for koala and sugar glider movement.

All roads listed are scenic roads, and do not justify this excessive application that has not taken wildlife into account.

This is disheartening, after meetings and discussions about preventing road kill.

There has been a suggestion of wire and rope safety barriers. These are endorsed by VicRoads and Austroads as suitable for the hinterland.

We cannot stop stupidity on our roads but we can at least educate and ask for respect when travelling on Mornington Peninsula roads.

We welcome the opportunity to discuss and look at other options besides excessive barrier treatment along our roads.

May we suggest Arthurs Seat Road be identified as a hotspot. Motorcyclists use that road as a racing track and is dangerous to motorists.
Both koalas and kangaroos have been killed frequently.

In reference to the above mentioned points, we request a community meeting be held to ensure open consultation before any final decision is reached.

Thank you

Feedback - Motorcycle Safety Levy Projects 2025

Submitted on	1 November 0 5 11 5 am
ecei t number	
elated form version	6

Feedback

at is your connection to t e area select all t at a ly	Owner-occupier
Select t e ro osed roject you ould like to comment on	Main Creek Road Main Ridge

omments and feedback

Please rovide your comments belo	I think a speed reduction to 60 km/h the length of Main Creek Rd would be far more effective safer for all and less costly.

Feedback - Motorcycle Safety Levy Projects 2025

Submitted on	1 November 0 5 1 03pm
ecei t number	3
elated form version	6

Feedback

at is your connection to t e area select all t at a ly	Owner-occupier
Select t e ro osed roject you ould like to comment on	Main Creek Road Main Ridge

omments and feedback

Please rovide your comments belo	e live at . e agree generally with you proposal but would also like vegetation reduced on the nature strip both sides of driveway which is right on the curve. Concealed driveway signs would also help.

Feedback - Motorcycle Safety Levy Projects 2025

Submitted on	November 0 5 1 pm
ecei t number	1
elated form version	6

Feedback

at is your connection to t e area select all t at a ly	Owner-occupier
Select t e ro osed roject you ould like to comment on	Main Creek Road Main Ridge

omments and feedback

Please rovide your comments belo	I absolutely oppose the installation of these barriers on Main Creek Road. This pro ect is completely overkill and not in keeping with the country feel of our street. This is not peninsula link!! How

Feedback - Motorcycle Safety Levy Projects 2025

Submitted on

about the motorcyclists take responsibility for the safety and speed they ride along the road. ie. follow the road rules!

Proposed Statement for Meeting.

We, the committee, representing the residents of Main Creek Rd., are requesting the imposition of “motor cycle safety barriers” not go ahead.

We are backed by an overwhelming response from our Main Creek Road and Red Hill Residents social groups, including more than 44 petition signatures, all organised in the last few weeks.

This is an area of irreplaceable scenic beauty which we value ourselves, and also is a major asset in its current state to the whole of the Peninsula and Melbourne. We believe these barriers to be unsightly, restrict the scenic views, and worsen with age. There is also the possibility of many other unintended consequences, not properly explored.

We residents have not been consulted, there is no communication, and no transparency about the plans, though in progress since March, until just now.

This original proposal of which very few (maybe 5) have been aware has been expanded and generalised to the whole road without justification.

A justification that this is a pre-emptive measure, preventing a problem before there is one, is rejected by us. To undertake these more or less irreversible actions without any properly argued case, just because some funding has fortuitously become available is wrong.

We reject the unscientific “visual assessment” obviously made by some unnamed but supposedly authoritative author who has never been to these locations, with a predetermined “low impact” outcome at every point.

We reject the supposed figure of 8,000 motorcycle trips offered without evidence, without methodology, timing or verification. All vulnerable road users, including the much more common push bike and pedestrians, need even more priority.

We are not against: improvements in signage, central textured line

markers potholes and road surface improvement. widening the road, as

long as not at any cost to native or other vegetation.

Provision of foot tracks to assist vulnerable pedestrians.

At the very least, the project should be postponed until a proper study of the entire road area, involving input from residents and all road users, is undertaken.

Feedback - Motorcycle Safety Levy Projects 2025

Submitted on	5 November 2025, 5:43pm
Receipt number	6
Related form version	6

Feedback

What is your connection to the area? (select all that apply)	
Select the proposed project you would like to comment on	Main Creek Road, Main Ridge

Comments and feedback

Please provide your comments below	Can you please send me a copy of the report considering the rural nature of the area, and the report showing crash data supporting such works particularly relating to motorcycle accidents which this grant is seeking funding for?

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Sent Saturday 1 ece ber 2 2 1
o raffic e uests trafficre uests ornpen.vic. ov.au
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Att: [redacted]
Coordinator - Traffic & Transport
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HAND DELIVERED MAIL
Mornington Peninsula Shire
21 NOV 2025
Received

To:

Traffic and Transport, Major Projects

Mornington Peninsula Shire, Private Bag 1000, 90 Besgrove St., Rosebud, Victoria, 3939

Dear Sir,

We, the undersigned petitioners respectfully request the motorcycle safety upgrades (barriers) as recently notified for Main Creek Rd., not be undertaken.

We believe they are poorly thought out, and not based on evidence. The scanty information mentioned implies a very small benefit and an assessment at Mcpherson La. cannot be expanded to the entire road. No one in this road has been aware of this proposal since apparently decided on 3 June 2025.

We believe there is likely a very detrimental impact on visual amenity, including rural and village character, and potential for many unintended consequences on pedestrians, road access for fire and emergencies vehicles, and horses.
We are not opposed to upgrading CAM,s ALTM,s and general upgrades in signage. We believe there is an urgent need to -upgrade the road surface especially, and including pot holes, which we see as a major issue for all sort of vehicles - motorcycles, cars, push bikes, and horse trailers.

The highly vulnerable pedestrians require a footpath/track, not barriers. Physical exercise is paramount to health, and foot traffic is becoming of increasing importance, and is also potentially a major tourist draw card.

Thus many other works must take priority. Having money allocated does not require it be spent on unwanted works, just because it is available.

Name	Address	Signature	Date
	[redacted]		17/11/2025
			20/11/2025.



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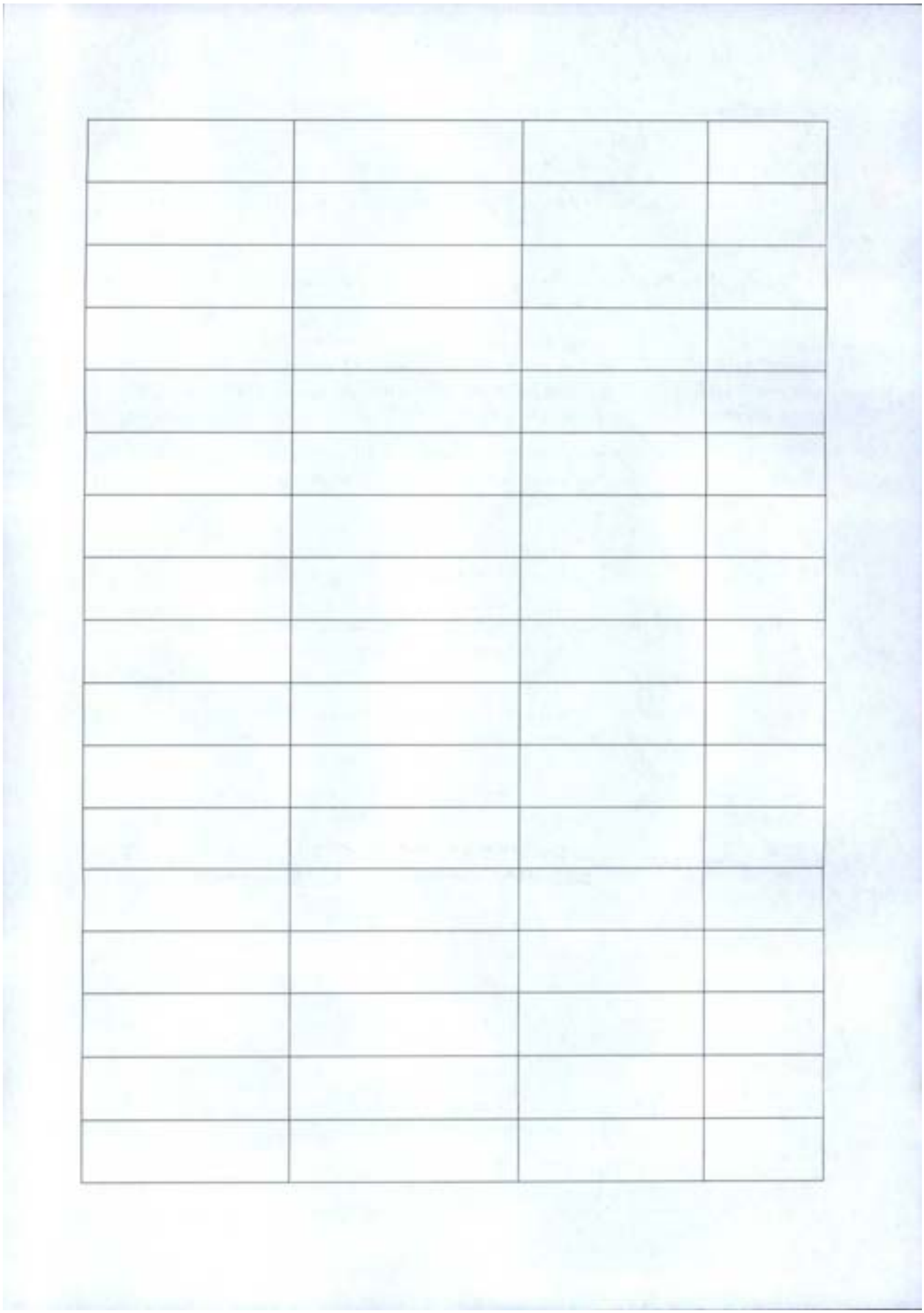
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Name	Address	Signature	Date
	[redacted]		19/11/25



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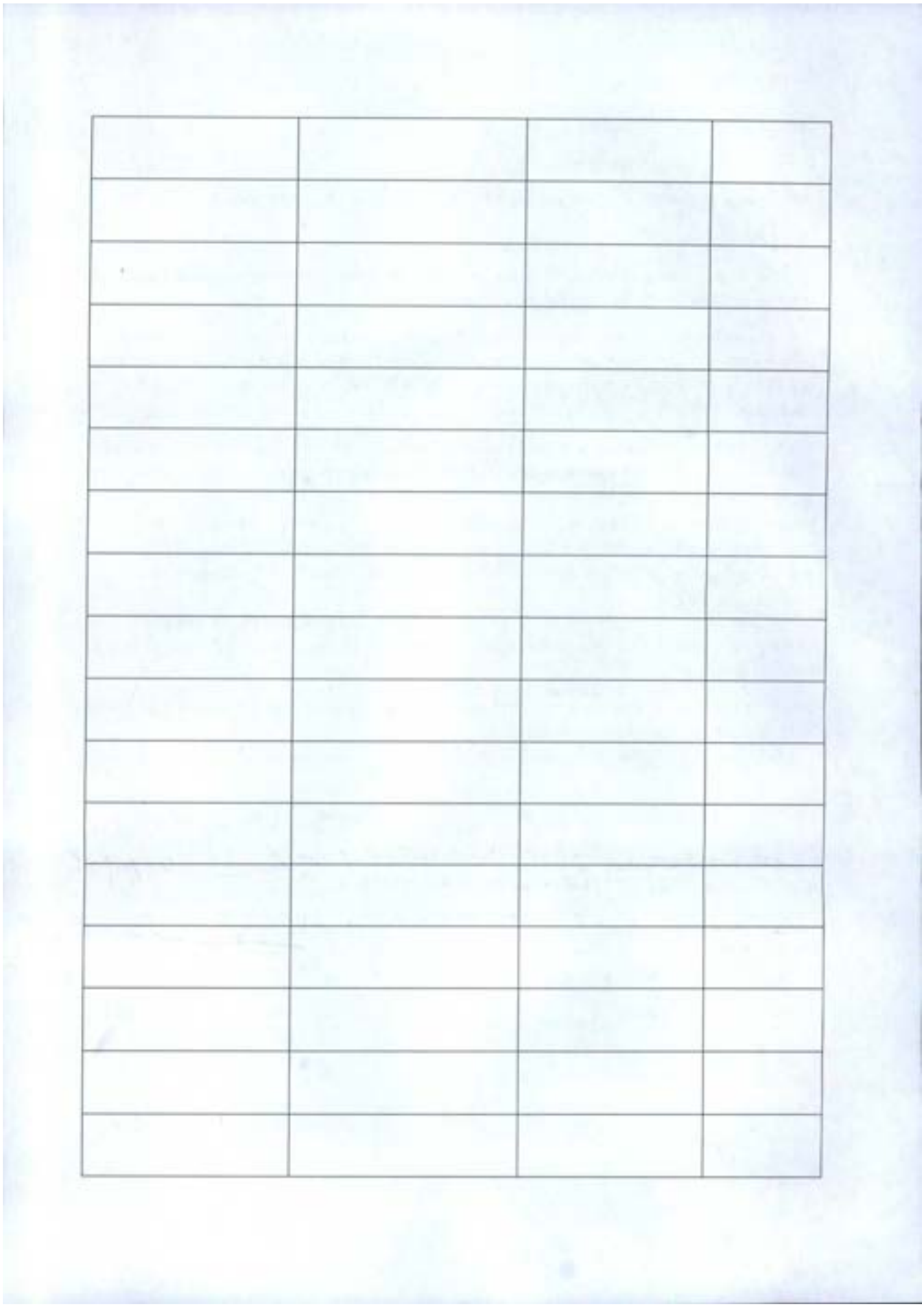
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Name	Address	Signature	Date
	[redacted]		20/11/25
			20-NOV-25



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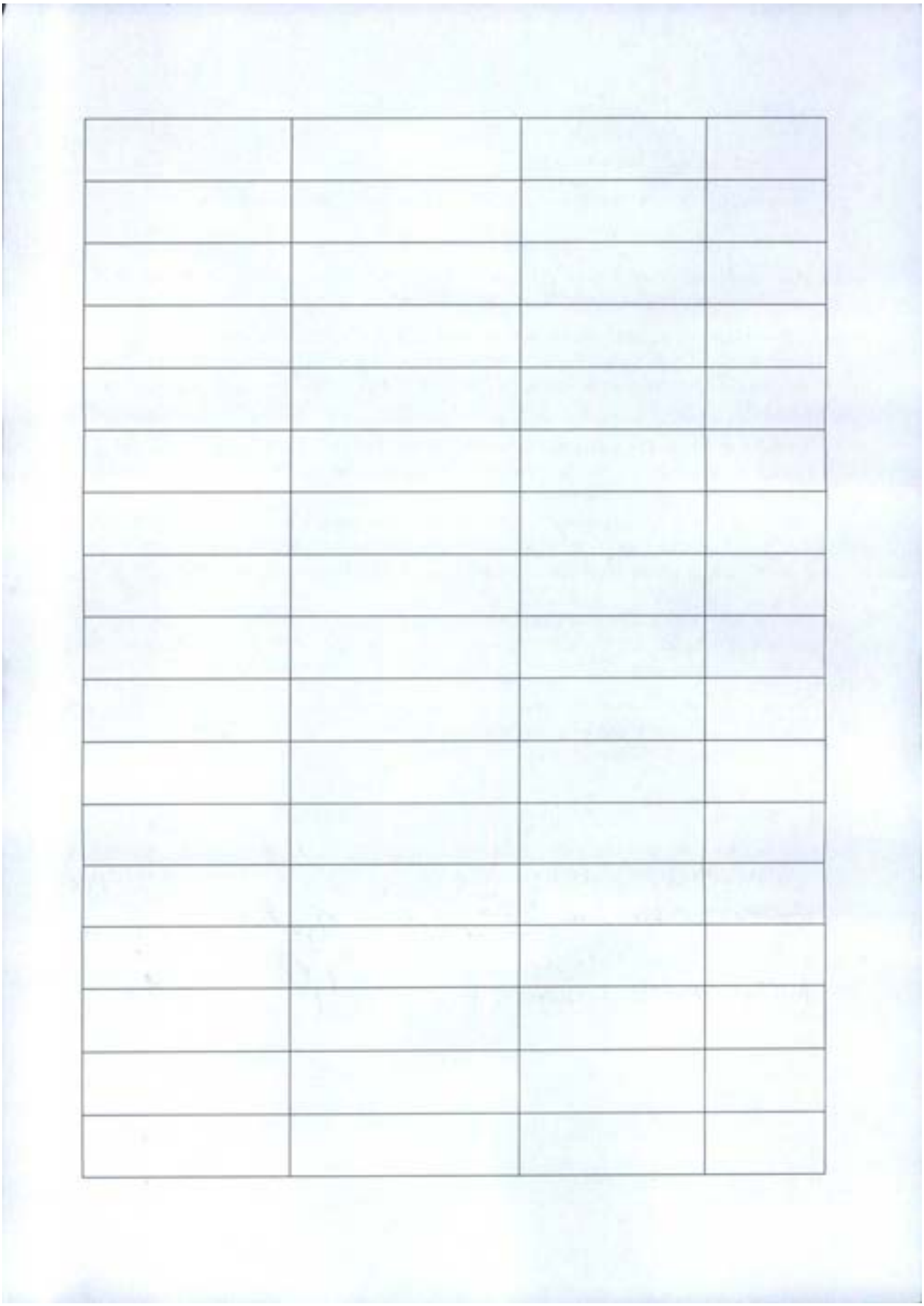
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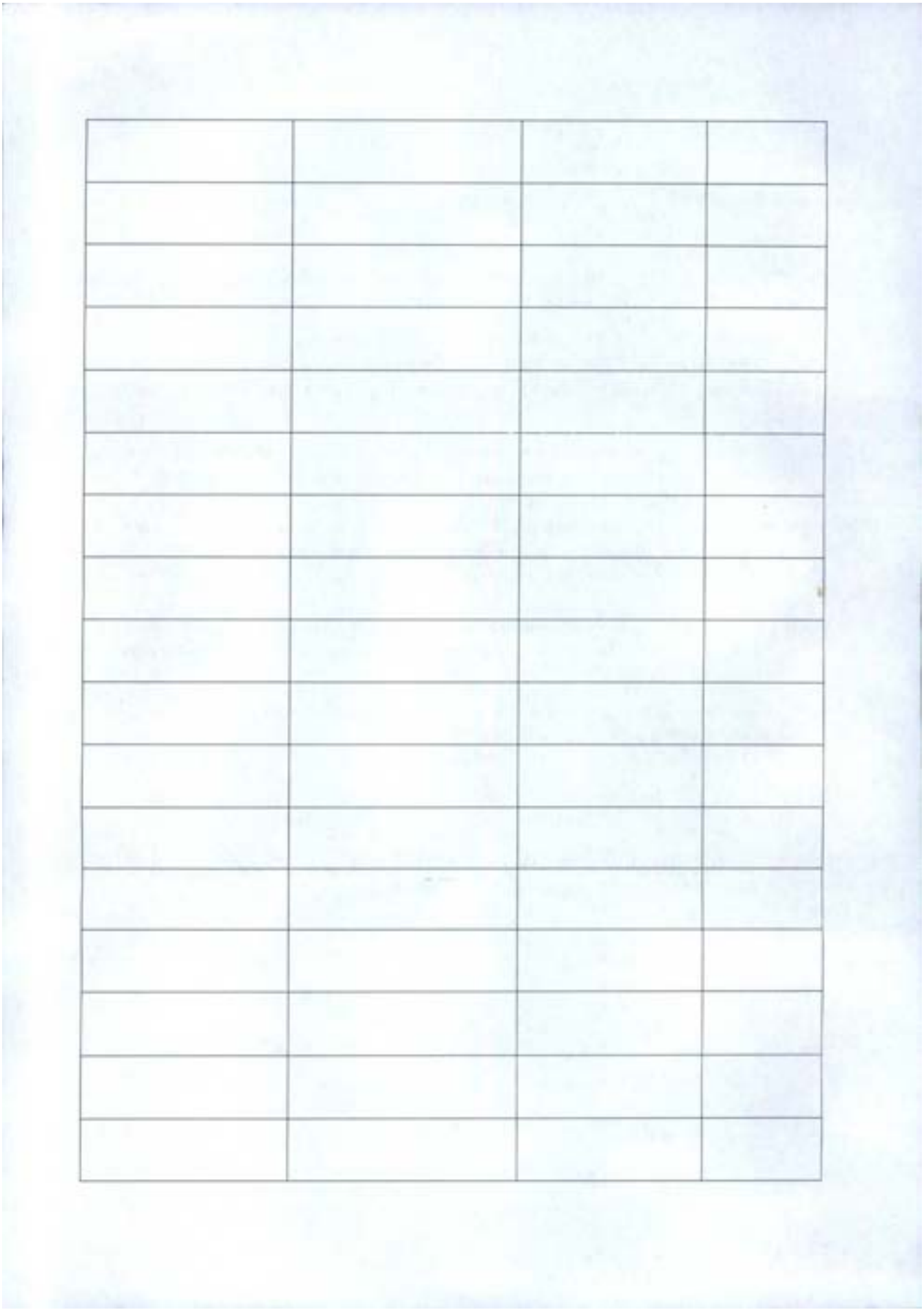
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Name	Address	Signature	Date
	[redacted]		17/11/25



To:

Traffic and Transport, Major Projects

Mornington Peninsula Shire, Private Bag 1000, 90 Besgrove St., Rosebud, Victoria, 3939

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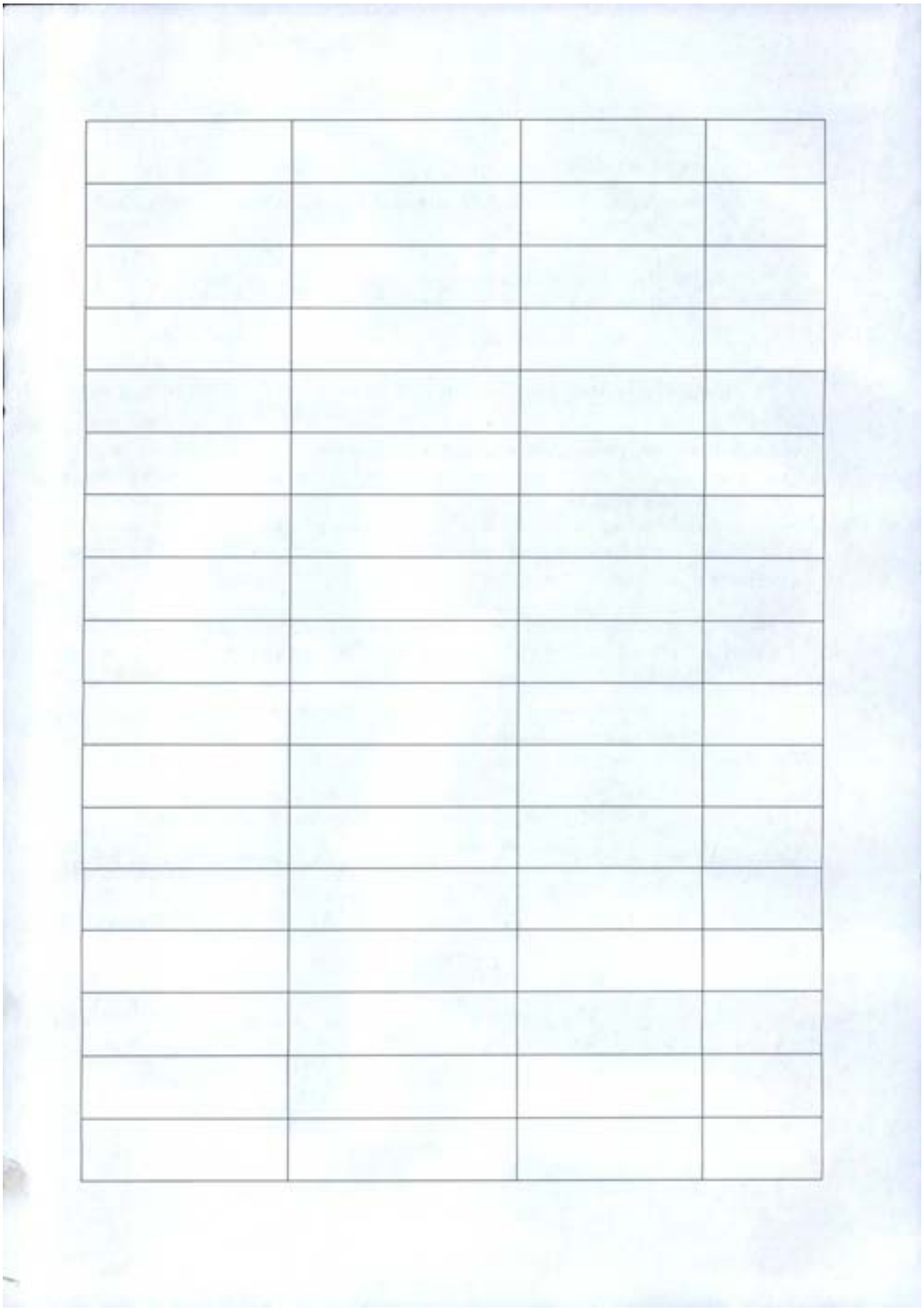
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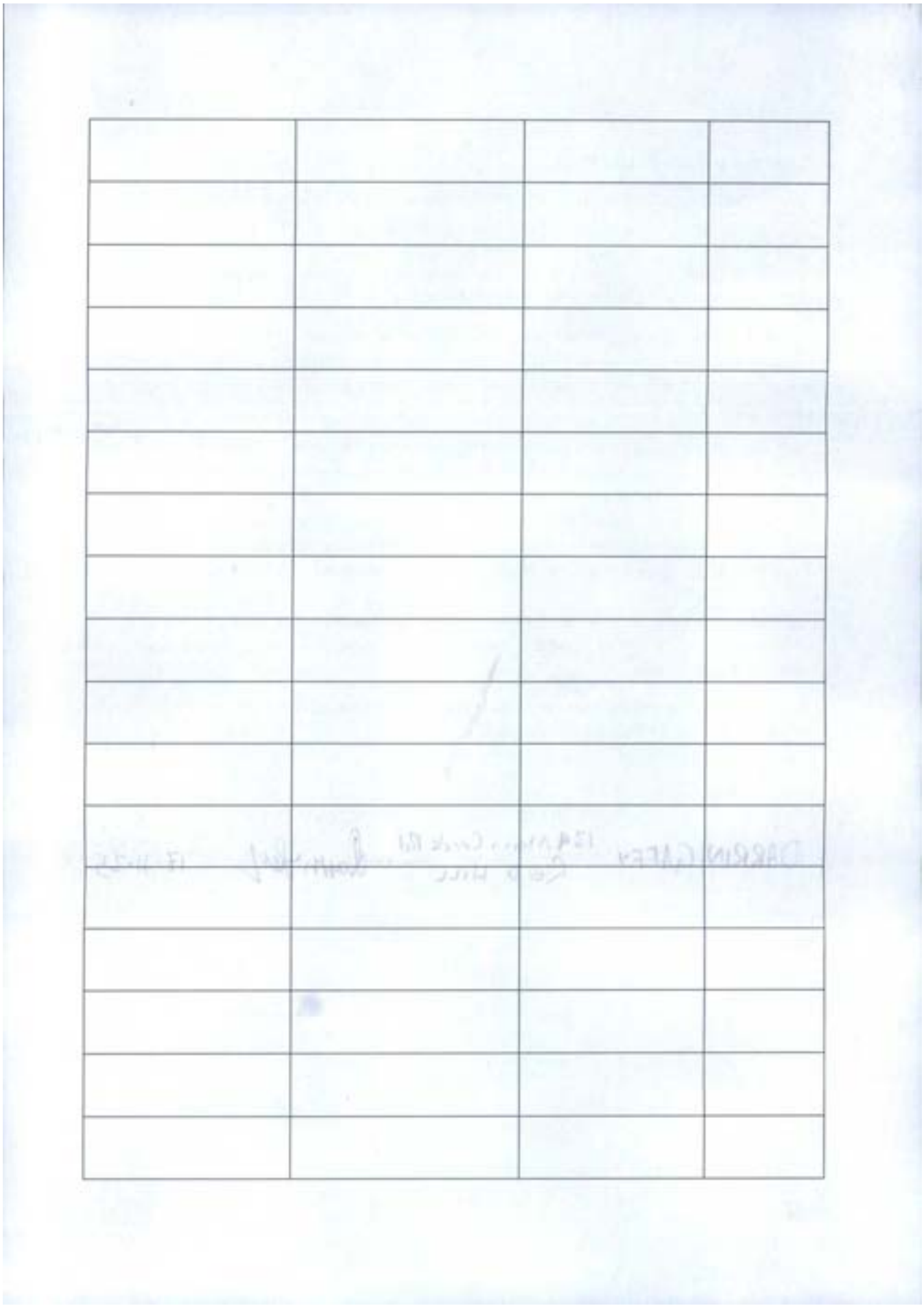
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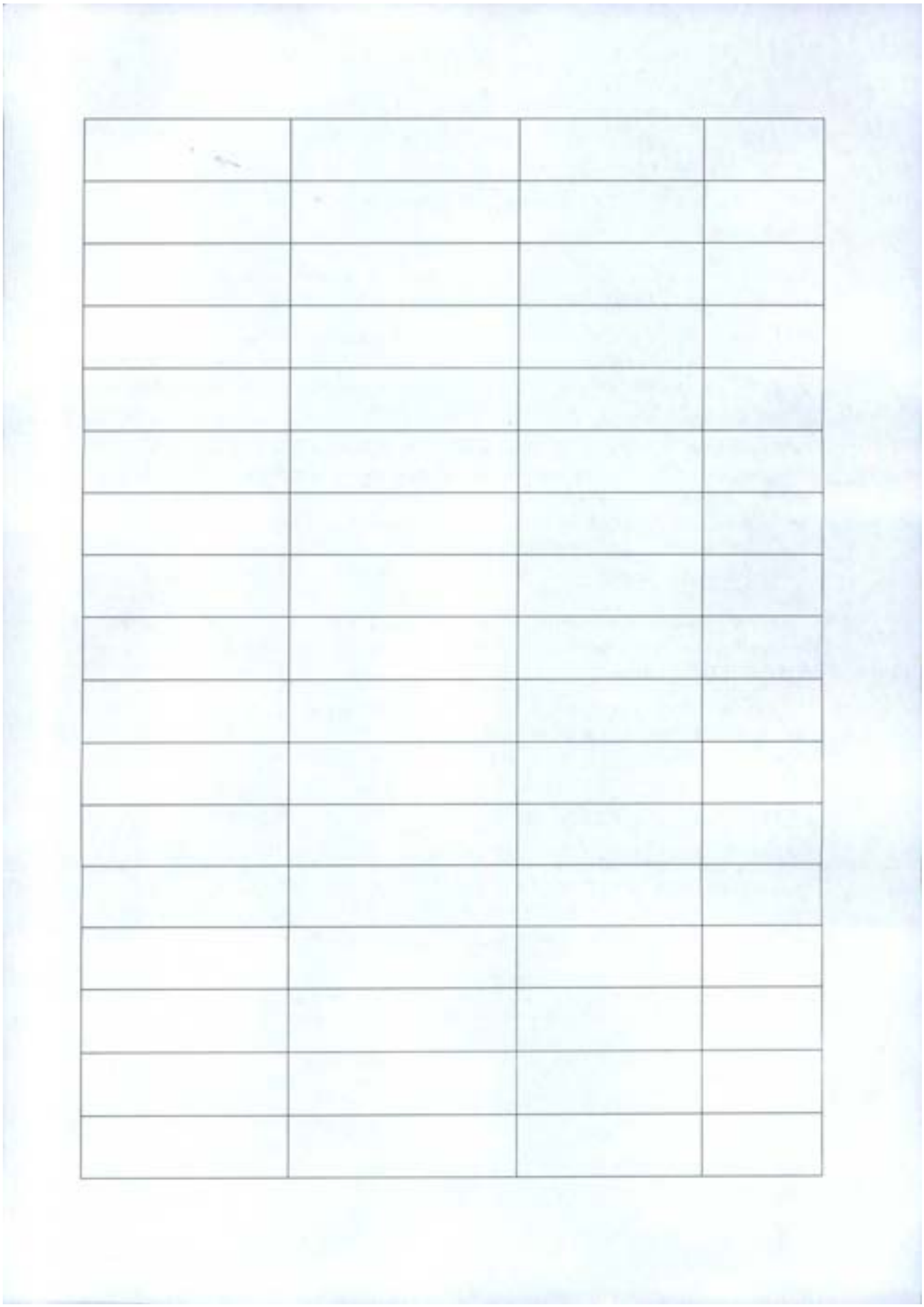
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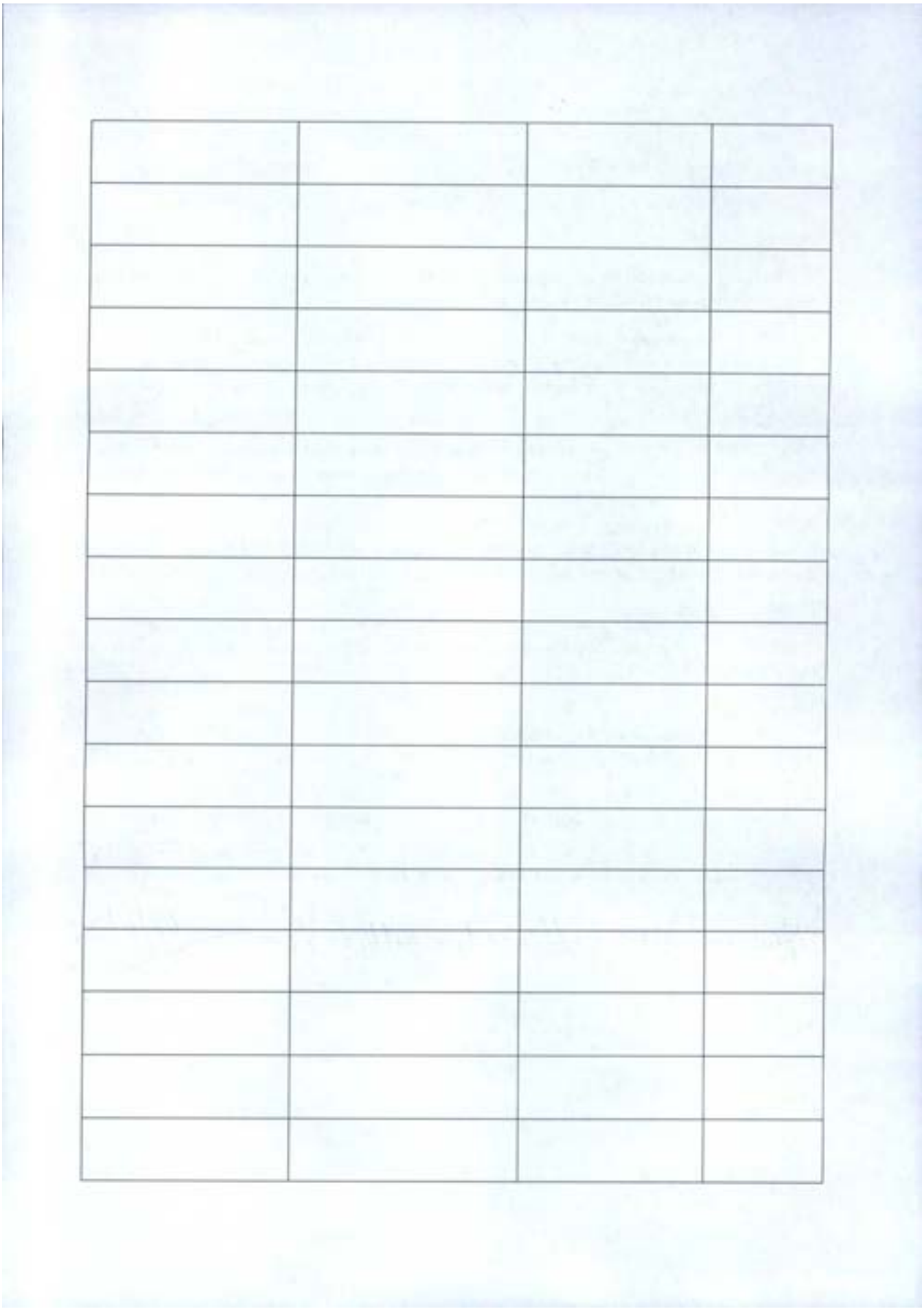
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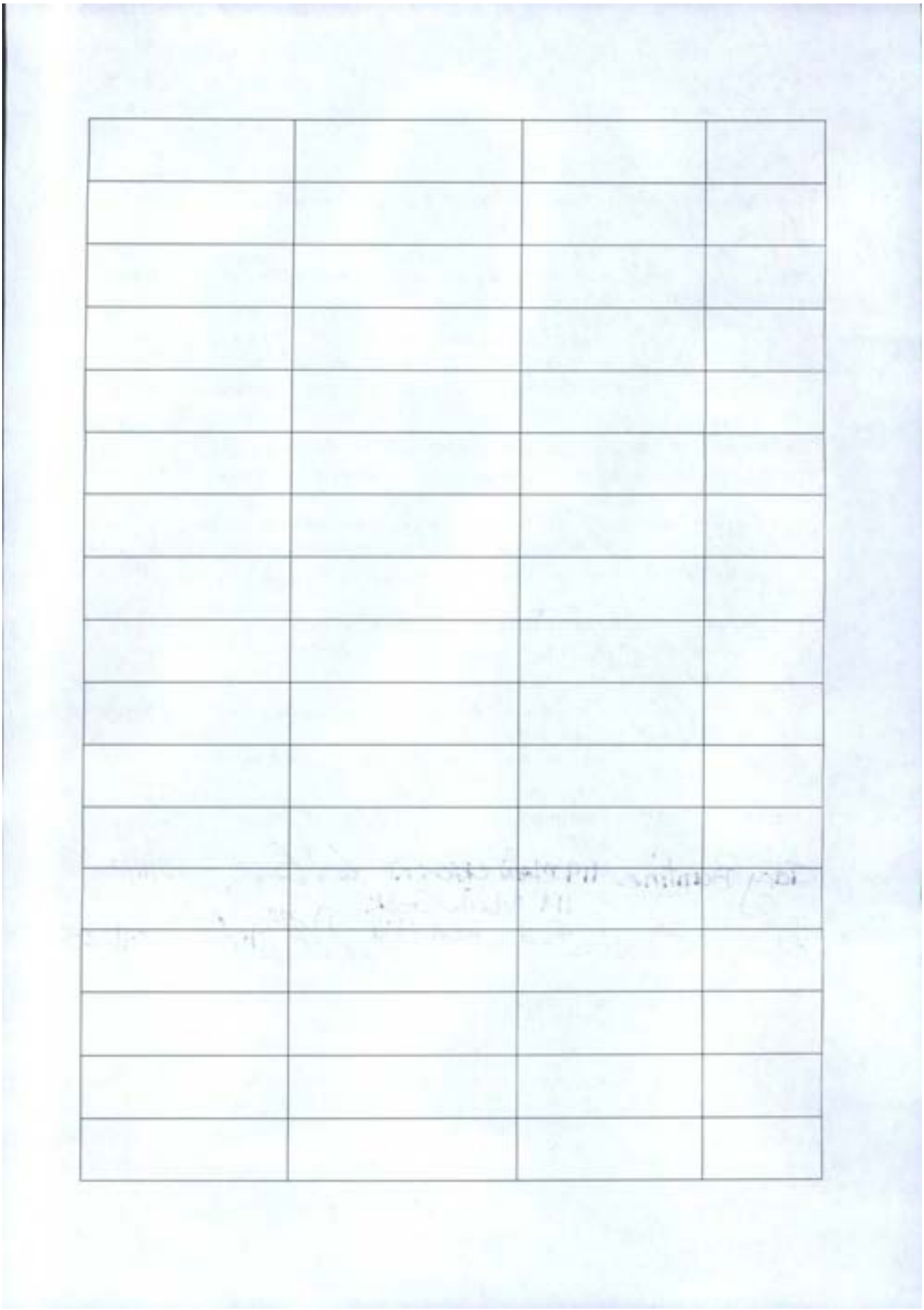
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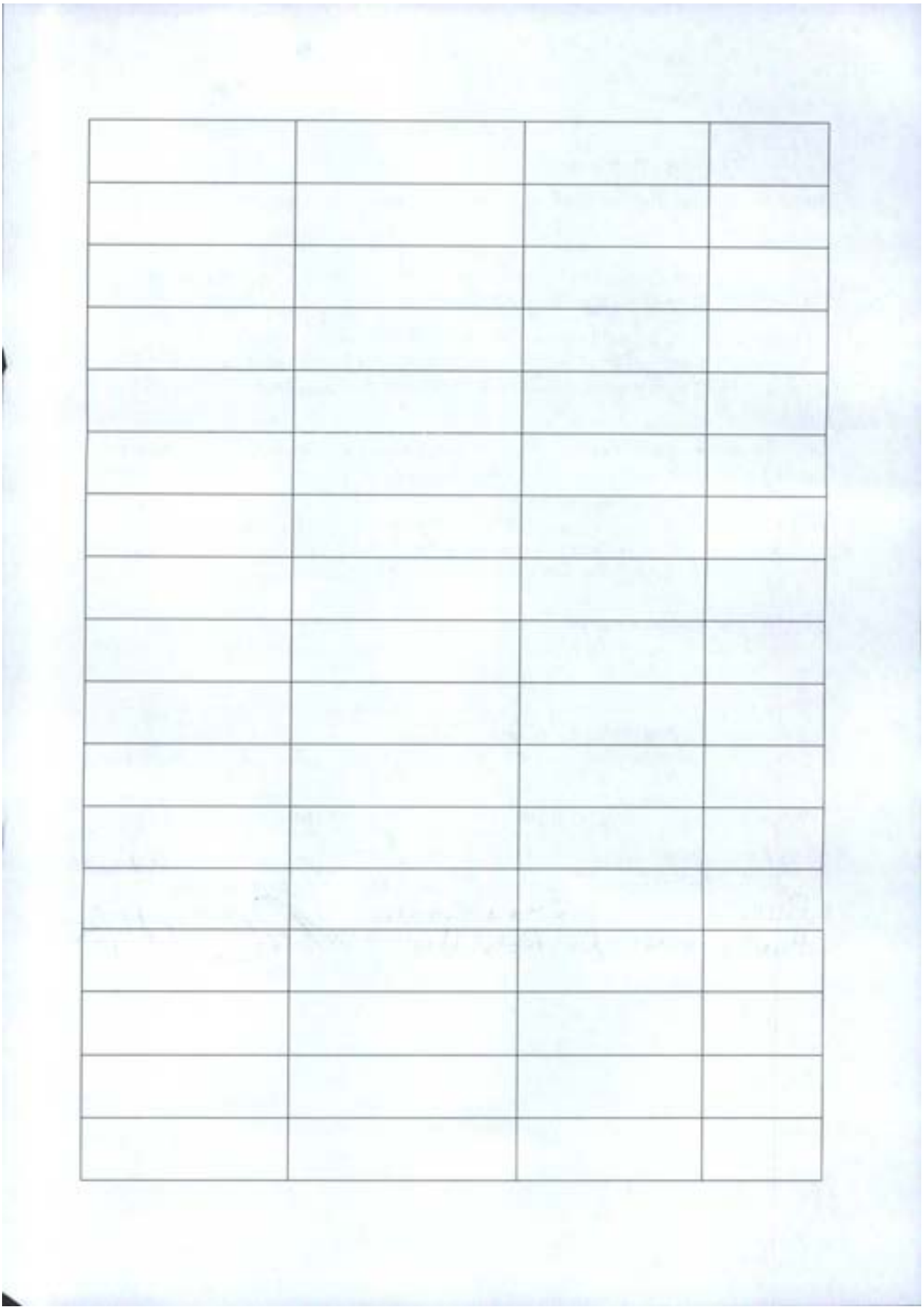
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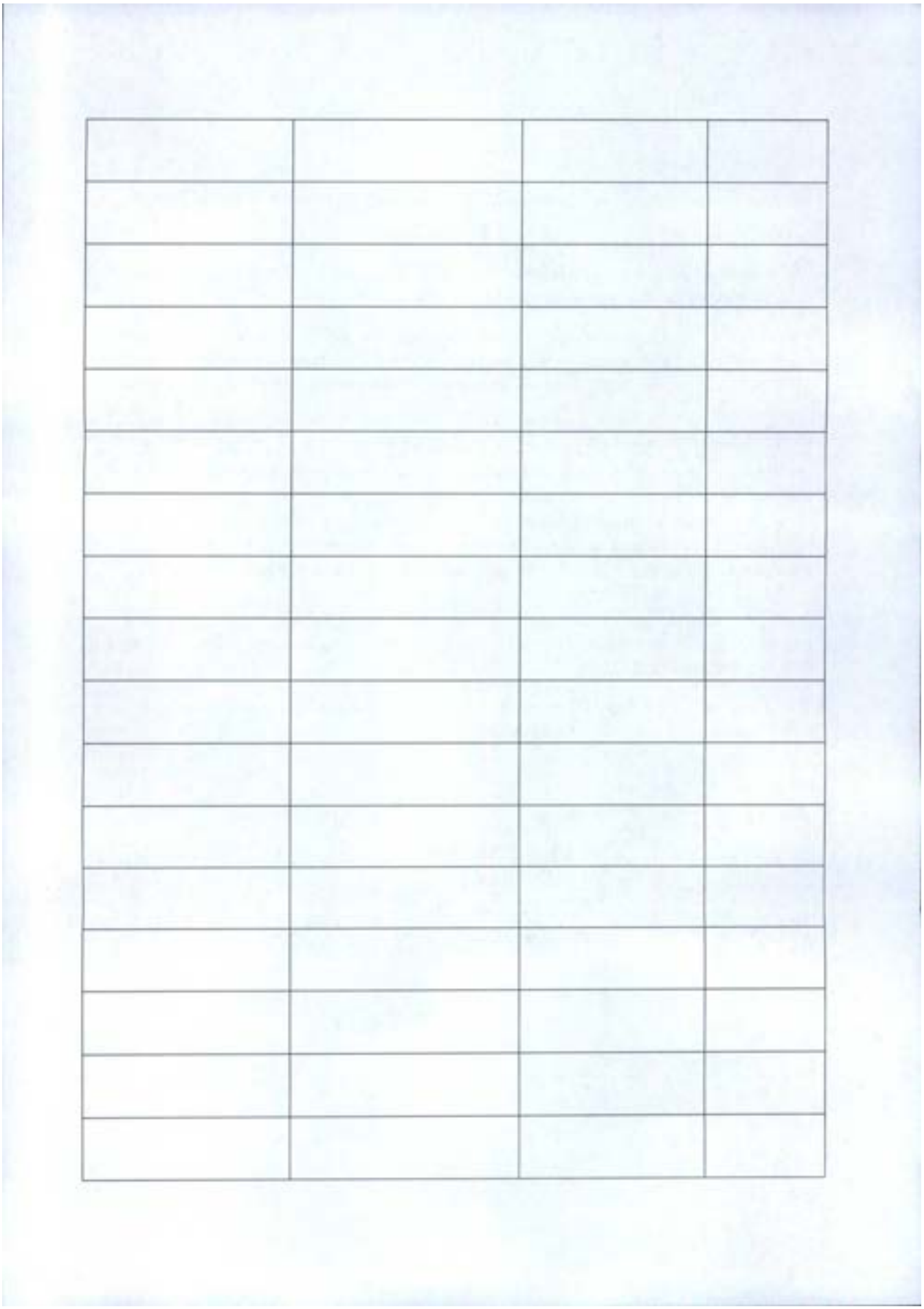
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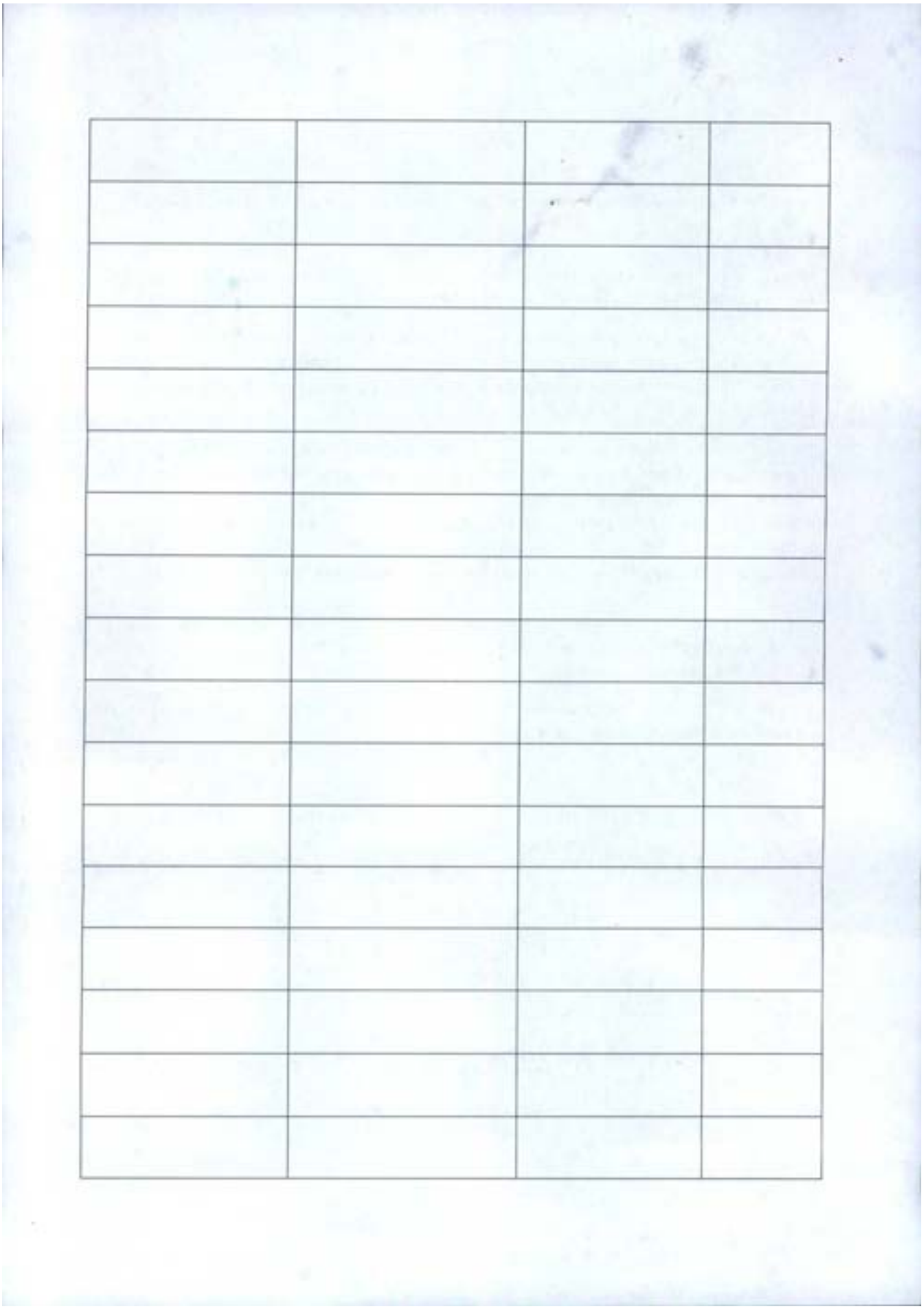
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145 Main Creek Road, Red Hill Vic. 3937

20 November 2025

Manager
Traffic and Transport, Major Projects
Mornington Peninsula Shire
90 Besgrove Street
Rosebud VIC 3939
email: trafficrequests@mornpen.vic.gov.au

Dear Sir,

Re: Motorcycle Safety Barriers Proposal for Main Creek Road, Main Ridge

I am writing this letter to formally object to Council's proposal to erect motorcycle safety barriers on Main Creek Road, Main Ridge.

I give the following reasons:

1. Creation of a New Risks
(a) Bicycles. Main Creek Road is a narrow road. It is 7.0 m wide. It is much narrower than Arthurs Seat Road. Trees grow very close to the roadside on Main Creek Road. This would require road safety barriers to be erected on or much closer to the road edge.

Bicycles frequently ride along Main Creek Road. The road as is, without barriers, is not wide enough for cars to pass bicycles safely. The cars must cross the middle white line on the road to pass.

Therefore, motorcycle road safety barriers are likely to create a new risk – cars forcing bicycles off the road into road safety barriers or cars hitting bicycles.

If Council approves and erects motorcycle road barriers without thoroughly identifying and assessing all risks, if an accident/fatality of the type I foresee occurs, a claim could be made against MPSC for negligence.

(b) Horses. My daughter and I, and many other Main Creek road residents, ride horses along Main Creek Road. The proposed barriers would make riding dangerous because they prevent riders crossing the road where the barriers are and they could force us to ride on the road to get past the barriers. You can see this risk where there are already barriers where Main Creek Road crosses Splitters Creek.

2. Accident Records
I believe only one motorcycle accident has occurred on Main Creek Road and that was in 2018. It was on a straight stretch of road at the driveway of 192 Main Creek Road. Nowhere near where the proposed barriers

would be erected. Such an accident is not a convincing statistical basis for road barriers to be erected, let alone on a different part of the road.

3. Motorcycle Numbers
I live on Main Creek Road and drive along it regularly. Motorcycles are not a common sight. They seem to be more frequent during peak summer holidays.

4.Policy Concerns
No evidence has been provided by Council to demonstrate that a genuine risk exists. A single accident does not establish a pattern, let alone a risk. Acting without appropriate and sufficient evidence risks wasting public funds and undermining community trust in Council's decision-making.

5. Financial Responsibility
I believe that a grant of $500,000–$600,000 has been offered by State Government (or a State Government authority) for this Project. Council should resist the temptation to spend money simply because it is available. Spending for the sake of appearances, rather than genuine need, is fiscally irresponsible and would undermines community confidence in Council.

6. Wildlife Impacts
Kangaroos frequent the green belt along Splitters Creek, which crosses under Main Creek Road in the vicinity where the proposed road safety barriers would be erected. Roadside barriers prevent or discourage kangaroos from crossing the road, forcing them to travel along the road until the barrier ends. This increases the likelihood of collisions with vehicles.

7. Amenity and Landscape
Roadside barriers are visually intrusive and would scar the natural beauty of Main Creek Road, which is valued for its country scenery.
Road safety barriers have already been erected on Arthurs Seat Road. They are ugly and out of character. Residents and visitors alike cherish the rural character of this area. Barriers would diminish that amenity.

8. Road Safety Priorities
Money would be much more effectively spent and it would cost less, to reduce risks of motorcycle accidents through other measures such as
(a) reduce the official speed limit to 60 km/h where the road safety barriers are proposed to be erected
(b) change the road surface to a less slippery surface, to reduce the risk of sliding in wet weather

Conclusion
The Project is unnecessary. It is unsupported by evidence, is environmentally harmful, and likely to create more risks of a higher frequency. I ask Council to abandon the proposal.

Yours faithfully

[redacted]

cc Councillor David Gill e: david.gill@mornpen.vic.gov.au

To:

Traffic and Transport, Major Projects

Mornington Peninsula Shire, Private Bag 1000, 90 Besgrove St., Rosebud, Victoria, 3939

Dear Sir,

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Name Address Signature Date

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19/11/25.

133 Main Creek Road
Red Hill Vic. 3937

EMAIL CONFIRMATION

19 November 2025

Manager
Traffic and Transport, Major Projects
Mornington Peninsula Shire
90 Besgrove Street
Rosebud VIC 3939
Email: trafficrequests@mornpen.vic.gov.au

Dear Sir,

Re: Proposed Motorcycle Safety Barriers for Main Creek Road, Main Ridge

I write to formally object to the proposal for motorcycle safety barriers on Main Creek Road, Main Ridge ("the Project"). My reasons are as follows:

1. Low Motorcycle Usage
As a resident of Main Creek Road for over two decades, I drive along it regularly. Motorcycles are rarely seen — perhaps a handful of times each year, mostly during peak summer holidays. This lived experience is factual anecdotal evidence that should be weighed against inflated traffic estimates.

2. Questionable Traffic Data
I was informed by Council officer Peter Boultos on 17/11/2025 that a Department of Transport report claims 8,000 motorcycles travel along Main Creek Road annually. Based on my observation, I am sceptical of this figure. Such data should be publicly exhibited on the MPSC website or provided to residents before any decision is made by Council to rely on it. At the time of writing this submission, I have asked for a copy of said traffic report but it has not been provided.

3. Accident Records
To the best of my recollection, and confirmed by Peter in our discussion yesterday, only one motorcycle accident has occurred on Main Creek Road since records began in 1987 — in 2018. One accident in nearly 40 years is not a sufficient or convincing statistical basis for major infrastructure works.

4.Proactive Policy Concerns
Council has stated it is acting "proactively" to neutralise risks before accidents occur. Yet no clear evidence has been provided to demonstrate that a genuine risk exists. A single accident does not establish a pattern, let alone a risk. Acting without appropriate and sufficient evidence risks wasting public funds and undermining our trust in Council's decision-making.

5. Flawed Analogy of Risk
A "proactive" policy of this type is, by analogy, akin to installing crash barriers along every suburban street because one car once mounted a curb decades ago. The possibility exists, but it is not a statistically significant risk. Public policy must be based on measurable evidence, not hypothetical scenarios.

6. Financial Responsibility
I understand a grant of $500,000–$600,000 has been offered by State Government (or a State Government authority) for this Project. Council must resist the temptation to spend money simply because it is available. Spending for the sake of appearances, rather than genuine need, is fiscally irresponsible and would undermines community confidence in Council.

7. Wildlife Impacts
Kangaroos inhabit the green belt along Splitters Creek, which crosses under Main Creek Road. Roadside barriers prevent kangaroos from crossing naturally, forcing them to travel along the road until barriers end — increasing the likelihood of collisions with vehicles. Over 26 years I have observed a handful of kangaroo fatalities near existing barriers in the vicinity where the Project is proposed. The Project would exacerbate the problem.

8. Amenity and Landscape
Roadside barriers are visually intrusive and would scar the natural beauty of Main Creek Road, which is valued for its country scenery. Residents and visitors alike cherish the rural character of this area. Barriers would diminish that amenity.

9. Community Opposition
Social media discussions among residents who live along Main Creek Road reveal widespread anger and disbelief at this proposal. The lack of consultation and transparency has fuelled opposition. Council risks alienating the very community it serves.

10.Practical Alternatives
Rather than barriers, Council should consider more proportionate measures:

- Install "Motorcycle Blackspot" warning signs at each end of Main Creek Road or/and at each end of the subject road section.
- Improve speed limit enforcement of the 60km/hr speed signs on either side of Splitters Creek or reduce the speed limit to 50 km/hr.
- Direct funds to genuine accident blackspots, such as the dangerous T-intersection of White Hill Road and Arthurs Seat Road, where a roundabout would save lives and enjoy overwhelming community support. There are many accidents at that intersection every year

Conclusion
The Project is unnecessary, unsupported by evidence, environmentally harmful, and strongly opposed by residents. I urge Council to abandon the proposal and redirect funds to projects that deliver genuine safety improvements and community benefit.

Yours faithfully

cc Councillor David Gill e: david.gill@mornpen.vic.gov.au

133 Main Creek Road
Red Hill Vic. 3937

20 November 2025

Manager
Traffic and Transport, Major Projects
Mornington Peninsula Shire
90 Besgrove Street
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email: trafficrequests@mornpen.vic.gov.au

Dear Sir,

Re: Motorcycle Safety Barriers Proposal for Main Creek Road, Main Ridge

I am writing this letter to formally object to Council's proposal to erect motorcycle safety barriers on Main Creek Road, Main Ridge. My reasons are:

1. Creation of a New Risks
(a) Bicycles. Main Creek Road is a narrow road. It is much narrower than Arthurs Seat Road. Trees grow very close to the roadside on Main Creek Road. This would require road safety barriers to be erected on or much closer to the road edge.

Bicycles frequently ride along Main Creek Road. It is not wide enough for cars to pass bicycles safely. The cars must cross the middle white line on the road to pass.

Therefore, motorcycle road safety barriers are likely to create a new risk – cars forcing bicycles off the road into road safety barriers or cars hitting bicycles.

I have worked as a medical doctor at the Monash Accident Research Centre. I see this is as a real risk which I do not think Council has considered. I ask that this risk be assessed, in case the project is implemented, an accident/fatality of the type I foresee occurs, and a claim is made against MPSC for negligence.

(b) Horses. I and my family, and many other Main Creek road residents, ride our horses along Main Creek Road. The proposed barriers would make riding dangerous because they prevent riders crossing the road and they may force us to ride on the road to get past the barriers. You can see this risk where there are already barriers where Main Creek Roasd crosses Splitters Creek.

2. Low Motorcycle Usage
I live on Main Creek Road and drive along it regularly. Motorcycles are not a common sight, mostly during peak summer holidays. I believe Council has mentioned a traffic report which states there are 8,000 motorcycles recorded in one year. I find that hard to believe.

3. Accident Records
I have been told only one motorcycle accident has occurred on Main Creek Road and that was in 2018. One accident is not a convincing statistical basis for major infrastructure works.

4.Proactive Policy Concerns
No evidence has been provided to demonstrate that a genuine risk exists. A single accident does not establish a pattern, let alone a risk. Acting without appropriate and sufficient evidence risks wasting public funds and undermining community trust in Council's decision-making.

5. Financial Responsibility
I believe that a grant of $500,000–$600,000 has been offered by State Government (or a State Government authority) for this Project. Council should resist the temptation to spend money simply because it is available. Spending for the sake of appearances, rather than genuine need, is fiscally irresponsible and would undermines community confidence in Council.

6. Wildlife Impacts
Kangaroos frequent the green belt along Splitters Creek, which crosses under Main Creek Road in the vicinity where the proposed road safety barriers would be erected. Roadside barriers prevent or discourage kangaroos from crossing the road, forcing them to travel along the road until the barrier ends. This increases the likelihood of collisions with vehicles.

7. Amenity and Landscape
Roadside barriers are visually intrusive and would scar the natural beauty of Main Creek Road, which is valued for its country scenery.
Road safety barriers have already been erected on Arthurs Seat Road. They are ugly and out of character. Residents and visitors alike cherish the rural character of this area. Barriers would diminish that amenity.

Conclusion
The Project is unnecessary, unsupported by evidence, environmentally harmful, and strongly opposed by residents. I urge Council to abandon the proposal and redirect funds to projects that deliver genuine safety improvements and community benefit.

Yours faithfully

cc Councillor David Gill e: david.gill@mornpen.vic.gov.au

1st February 2026

Mornington Peninsula Shire Motorcycle Safety Levy Projects- Revised Proposals

Submission addressing the proposed changes to the MP Shire Motorcycle Safety Levy Projects- Revised Proposals; as presented at meeting with public 29th January 2026.

object to

- The proposed installation of Guard Fences and installation of under-run protection to existing barriers on Browns, Baldrys, Main Creek and Shands Roads.
- The proposed installation of CAM signs **support**
- Audio Tactile Centre Line Marking

Browns, Baldrys, Main Creek & Shands Roads:
These roads are not high-incident roads for motorbike collisions. However, these particular roads are extremely dangerous, having some of the highest incident rates for Wildlife Roadstrike on the Mornington Peninsula. My records alone show a vehicle/macropod collision occurs on these roads almost fortnightly.

Over the last twelve months; Jan 2025 to Jan 2026 I have personally attended 22 vehicle/macropod roadstrikes on the above four roads (see below Table 1). This table only includes Wildlife Victoria (WV) Eastern Grey Kangaroo & Swamp Wallaby reported cases responded to by one rescuer over a 12 month period. This does not include all WV incidents & all other species of wildlife, incidents reported to other groups; Snap Send Solve, other rescue organisations, Victoria Police or unreported incidents.

In 2020 Wildlife Victoria shared data with to guide our research into the highest incident rates for Wildlife Roadstrike on the Mornington Peninsula area (see below Table 2 & Table 3). The map and table identifies incidents in the Main Ridge area; clearly showing Baldrys & Browns Roads as extreme 'hot spots' for wildlife/vehicle collisions. MPS own data via Snap Send Solve of reported dead animals hit by vehicles on roadsides support these statistics, see Mornington Peninsula Road Trauma 20102021 (Table 4). These numbers were collated by MPS from Snap Send Solve reporting's and shared with .

acknowledge the Tables supplied are difficult to read due to their size. The data shared by WV & MPS were in a format I was unable to alter. We are happy to share these tables in a separate email for clearer reading.

Guard Fences and installation of under-run protection to existing barriers object to the use of this fencing within Wildlife Roadstrike hot-spots. Rigid barriers can act as barriers to the movement of wildlife, channelling them onto roads and trapping panicked animals on the roads. The under-run protection will prevent most wildlife, such as echidna's, koalas, turtles to escape to the safety of the roadside vegetation. The barriers will prevent injured wildlife struck down by a vehicle from being able to get off

the road. This creates an extreme hazard for wildlife rescuers attending incidents and other drivers on the road.

The areas MPS has selected for this project lie within the highest biodiversity areas on the Mornington Peninsula. The abundance of wildlife in this area require safe passage across the landscape, unfortunately our roads pose a huge threat to their safety. Installation of the proposed barriers within this landscape will increase the hazard to our wildlife and vehicle drivers.

CAM Signs
Create yet another impediment for the movement of wildlife. The glare from these signs when lit up by headlights stun & confuse animals caught on the road. They will often avoid moving towards areas with lit up CAM's, limiting their options for safe passage off the road.

We urge MPS to review the Motorcycle Safety Levy Project, taking into consideration the high rate of vehicle/wildlife collisions on these particular roads and their locations within high biodiversity areas. It is the Shires responsibility to protect our precious, remaining fauna and the safety of road users. This project poses increased threats to our wildlife, the safety of road users and wildlife rescuers / emergency agencies attending roadstrikes.

Yours Sincerely

MACROPOD ROADSTRIKE 12 months: JAN 2025 to JAN 2026 BROWNS, BALDRYS, MAIN CREEK & SHANDS ROADS - This table only includes Wildlife Victoria (WV) macropod reported cases responded to by one rescuer over a 12 month period. This does not include all WV incidents & all other species, incidents reported to other groups, Snap Send Solve, or unreported incidents. Rescuer: Virginia Carter

DATE	LOCATION	SPECIES	TOTAL Browns Rd	TOTAL Baldrys Rd	TOTAL Main Creek Rd	TOTAL ShandsRd	TOTAL all roads
18/1/2025	Browns Road	Eastern Grey Kangaroo	1				1
31/1/2025	Browns Road	Eastern Grey Kangaroo	1				1
14/2/2025	Shands Road	Eastern Grey Kangaroo				1	1
3/3/2025	Browns Road	Eastern Grey Kangaroo	1				1
26/3/2025	Browns Road	Eastern Grey Kangaroo	1				1
19/4/2025	Baldrys Road	Eastern Grey Kangaroo		1			1
28/4/2025	Browns Road	Eastern Grey Kangaroo	1				1
9/5/2025	Browns Road	Eastern Grey Kangaroo	1				1
19/5/2025	Browns Road	Eastern Grey Kangaroo	1				1
31/5/2025	Browns Road	Eastern Grey Kangaroo	1				1
4/6/2025	Shands Road	Swamp Wallaby				1	1
4/6/2025	Baldrys Road	Eastern Grey Kangaroo		1			1
13/7/2025	Main Creek Road	Eastern Grey Kangaroo			1		1
12/7/2025	Shands Road	Swamp Wallaby				1	1
6/9/2025	Browns Road	Eastern Grey Kangaroo	1				1
10/9/2025	Browns Road	Eastern Grey Kangaroo	1				1
15/9/2025	Browns Road	Eastern Grey Kangaroo	1				1
29/10/2025	Browns Road	Eastern Grey Kangaroo	1				1
1/12/2025	Baldrys Road	Eastern Grey Kangaroo		1			1
21/12/2025	Browns Road	Eastern Grey Kangaroo	1				1
6/1/2026	Browns Road	Eastern Grey Kangaroo	1				1
23/1/2026	Main Creek Road	Eastern Grey Kangaroo			1		1
TOTAL NUMBERS FOR EACH ROAD			14	3	2	3	22

Table 1

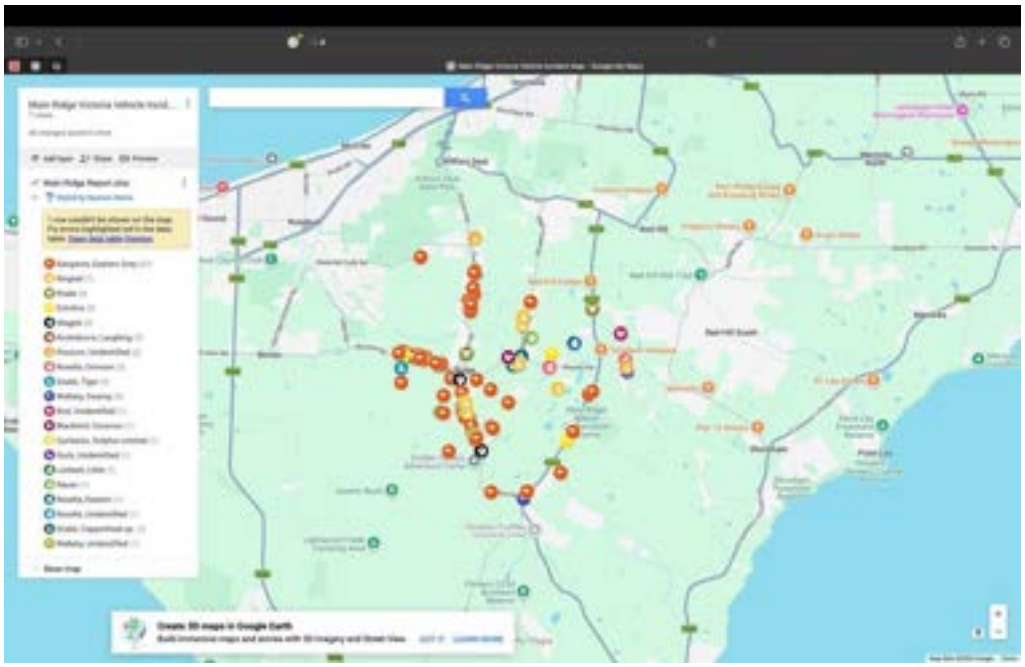
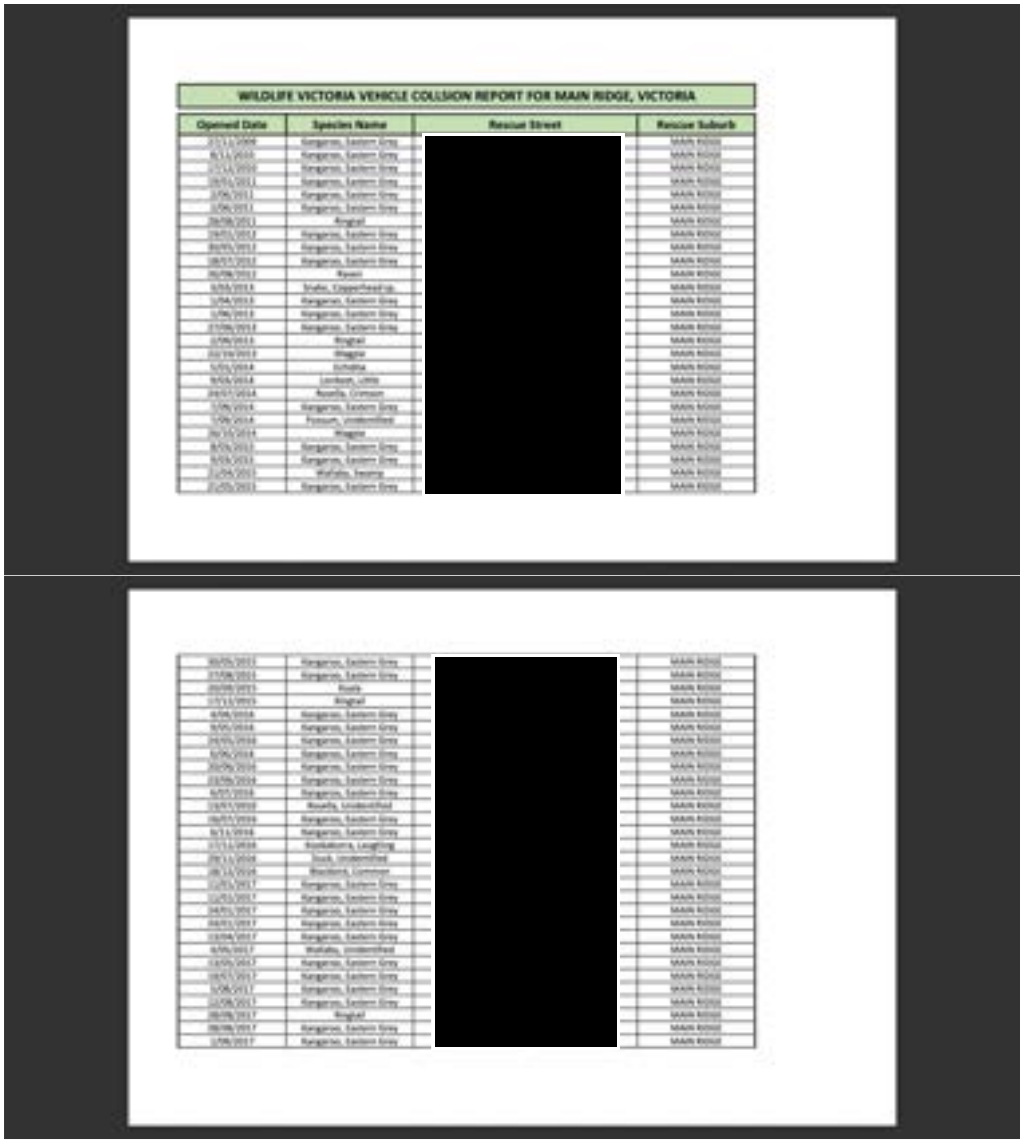


Table 2



WILDLIFE VICTORIA VEHICLE COLLISION REPORT FOR MAIN RIDGE, VICTORIA

Opened Date	Species Name	Rescue Street	Rescue Suburb
27/11/2009	Kangaroo, Eastern Grey	[redacted]	MAIN RIDGE
8/11/2010	Kangaroo, Eastern Grey		MAIN RIDGE
17/11/2010	Kangaroo, Eastern Grey		MAIN RIDGE
28/11/2011	Kangaroo, Eastern Grey		MAIN RIDGE
1/06/2013	Kangaroo, Eastern Grey		MAIN RIDGE
1/06/2013	Kangaroo, Eastern Grey		MAIN RIDGE
26/06/2013	Ringtail		MAIN RIDGE
28/07/2013	Kangaroo, Eastern Grey		MAIN RIDGE
30/09/2013	Kangaroo, Eastern Grey		MAIN RIDGE
28/11/2013	Kangaroo, Eastern Grey		MAIN RIDGE
30/06/2013	Raven		MAIN RIDGE
6/04/2014	Snake, Copperhead sp.		MAIN RIDGE
1/04/2014	Kangaroo, Eastern Grey		MAIN RIDGE
1/06/2014	Kangaroo, Eastern Grey		MAIN RIDGE
27/06/2014	Kangaroo, Eastern Grey		MAIN RIDGE
2/08/2014	Ringtail		MAIN RIDGE
20/19/2014	Magpie		MAIN RIDGE
5/05/2014	Echidna		MAIN RIDGE
9/05/2014	Lambert, Little		MAIN RIDGE
24/07/2014	Rosella, Crimson		MAIN RIDGE
1/06/2014	Kangaroo, Eastern Grey		MAIN RIDGE
1/06/2014	Possum, Unidentified		MAIN RIDGE
26/10/2014	Magpie		MAIN RIDGE
8/05/2015	Kangaroo, Eastern Grey		MAIN RIDGE
6/05/2015	Kangaroo, Eastern Grey		MAIN RIDGE
21/04/2015	Wallaby, Swamp		MAIN RIDGE
21/05/2015	Kangaroo, Eastern Grey		MAIN RIDGE

30/05/2015	Kangaroo, Eastern Grey	[redacted]	MAIN RIDGE
27/08/2015	Kangaroo, Eastern Grey		MAIN RIDGE
20/08/2015	Koala		MAIN RIDGE
17/11/2015	Ringtail		MAIN RIDGE
8/06/2016	Kangaroo, Eastern Grey		MAIN RIDGE
9/05/2016	Kangaroo, Eastern Grey		MAIN RIDGE
24/05/2016	Kangaroo, Eastern Grey		MAIN RIDGE
6/06/2016	Kangaroo, Eastern Grey		MAIN RIDGE
20/06/2016	Kangaroo, Eastern Grey		MAIN RIDGE
23/06/2016	Kangaroo, Eastern Grey		MAIN RIDGE
6/07/2016	Kangaroo, Eastern Grey		MAIN RIDGE
19/07/2016	Rosella, Unidentified		MAIN RIDGE
26/07/2016	Kangaroo, Eastern Grey		MAIN RIDGE
6/11/2016	Kangaroo, Eastern Grey		MAIN RIDGE
17/11/2016	Kookaburra, Laughing		MAIN RIDGE
29/11/2016	Duck, Unidentified		MAIN RIDGE
28/12/2016	Blackbird, Common		MAIN RIDGE
1/01/2017	Kangaroo, Eastern Grey		MAIN RIDGE
1/01/2017	Kangaroo, Eastern Grey		MAIN RIDGE
24/01/2017	Kangaroo, Eastern Grey		MAIN RIDGE
24/01/2017	Kangaroo, Eastern Grey		MAIN RIDGE
13/04/2017	Kangaroo, Eastern Grey		MAIN RIDGE
6/05/2017	Wallaby, Unidentified		MAIN RIDGE
1/05/2017	Kangaroo, Eastern Grey		MAIN RIDGE
18/07/2017	Kangaroo, Eastern Grey		MAIN RIDGE
1/08/2017	Kangaroo, Eastern Grey		MAIN RIDGE
1/08/2017	Kangaroo, Eastern Grey		MAIN RIDGE
18/08/2017	Ringtail		MAIN RIDGE
28/08/2017	Kangaroo, Eastern Grey		MAIN RIDGE
1/09/2017	Kangaroo, Eastern Grey		MAIN RIDGE

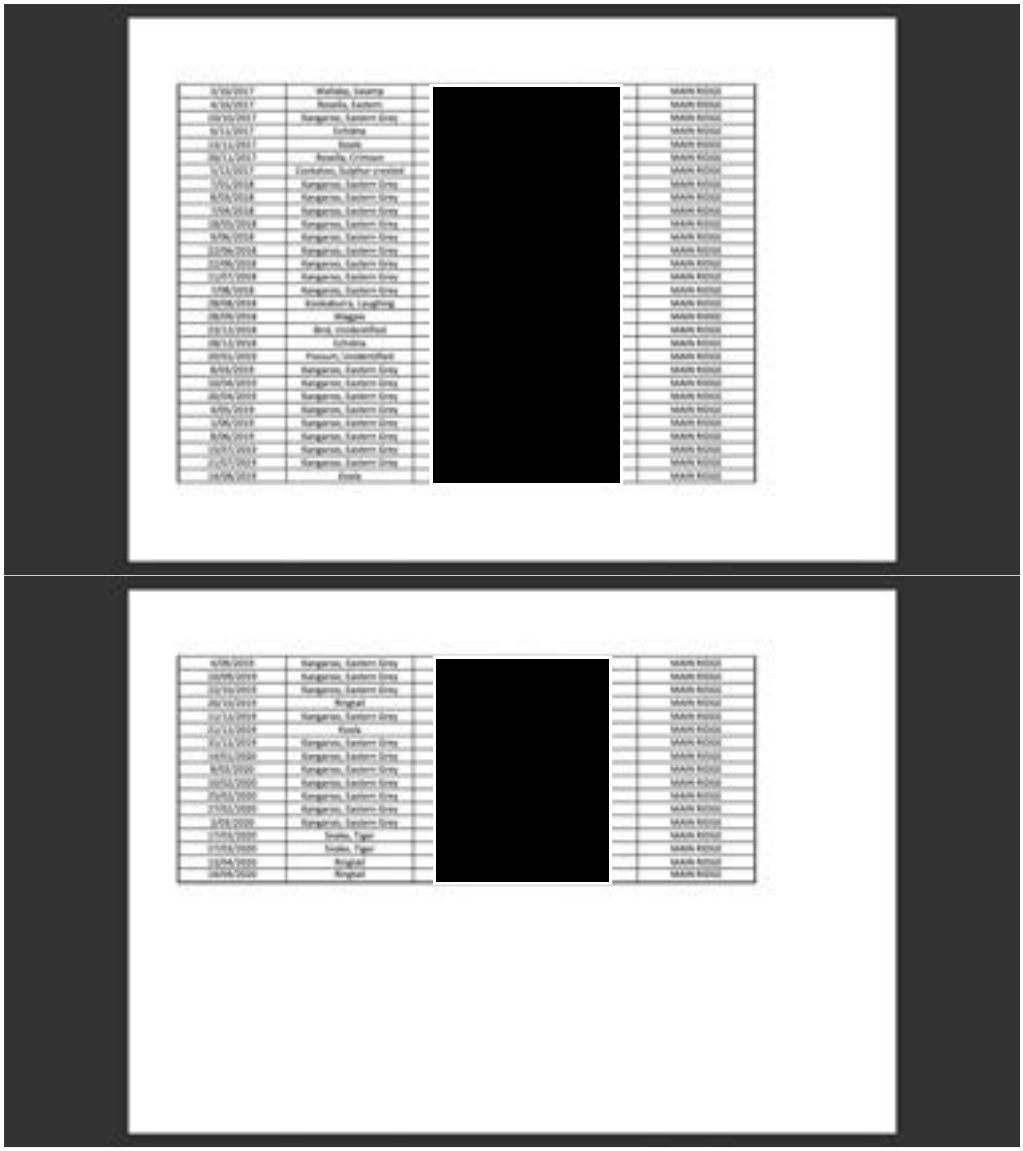
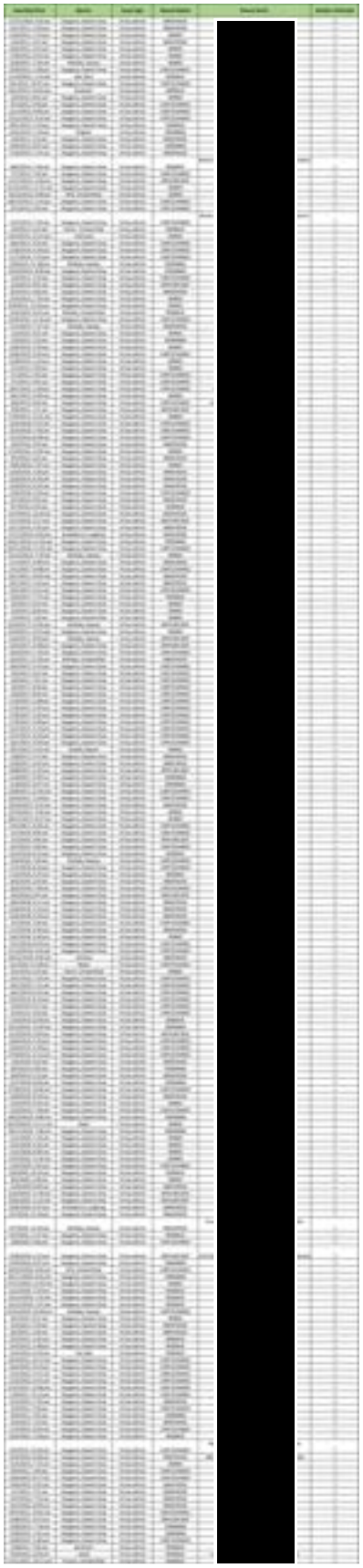


Table 3



able

2nd February 2026

Mornington Peninsula Council
Traffic and Transport Team
Attention: [redacted] Coordinator

Further response to the Motorcycle Levy Programme

Dear [redacted]
Thank you for a further opportunity to respond to this funding application that we believe will have an impact on our local roads and wildlife.
Firstly, the idea of using skid resistant roads, improving driveways and other treatments of road surfaces were creative solutions that will provide safety improvements without impacting our wildlife.

We do however wish to raise some points in response to your presentation and discussions at the meeting last Thursday 29th January.

1. While understanding the rationale used to identify the areas to be part of the project, it remains unclear what evidence there is that those areas present a danger to motorcyclists. We would expect this to be part of the decisions making for the replacement and or extension of the roadside barriers along the designated roads.
   Only one accident was reported, possibly as a suicide, a number of years ago.
   We note the list of risk factors presented:
   - Impact with road hazards • Sliding on to incoming traffic.
   - Loss of control on bends

   However no statistics have been reported.
   We consider that there is no rationale for replacing the existing barriers given this fact.

2. Our major concern is the impact the proposed barriers will have on wildlife which are identified as in significant numbers in the areas of the proposed barriers, given many abut Greens Bush.

   There is evidence that barriers with added underruns restrict wildlife movement. Kangaroos and wallabies become confused and traumatised when faced with oncoming traffic, affected by headlights and trying to

find a way around the barriers. This creates a dangerous hazard to motorcyclists, especially at night.

3. The report from the Victorian inquiry into Wildlife Roadstrikes May 2025. I understand your office has a copy of this. It states.
   'Metal roadside barriers, intended to improve human road safety, Have become death tunnels for wombats, Kangaroos, koalas, echidnas and wallabies."
   This also includes blue tongue lizards and other small creatures.

   These barriers are rarely if ever designed with fauna in mind; no escape hatches, underpasses, motion sensors or exit ramps are in place. A collision with a kangaroo trapped within the barrier will potentially cause the death the motorcyclists and the kangaroo, if not at a minimum serious injury and trauma to both. Not something that we wish to see perpetuated by supposed safety structures.

4. Instead of using barriers as a safety tool, rather reduce speeds on our roads and signage to increase driver awareness. This will ensure our roads remain scenic without metallic walls impeding views and wildlife carcases.

   Save Kangaroos on the Mornington Peninsula (SKOMP), Mornington Peninsula Koala Conservation (MPKC) and Virginia Carter of Habitat and Wildlife Victoria have been meeting regularly with Brett Whitwam and the Traffic team. This collaboration has mapped the hotspots across the Peninsula where wildlife are most active and high numbers are killed. Speed has been the main factor.
   Whilst some of these roads are State roads, Council, SKOMP and MPKC have been successful in improving engagement with DTP.

   Discussions on wildlife signage, tactile road marking and painted stop signs on specific roads are being considered.
   The funding would be so much more effective if directed to these ideas.

   Working together in this way can lead to better outcomes.
   As suggested at the meeting respect and safety of our wildlife, must be a consideration of future road safety plans.

To quote: “Safe system treatments prioritise reducing severity.” Council has received the report from the Victorian Inquiry intro wildlife Road strikes.
We ask that you take this into consideration.

A meeting between the Traffic Team, SKOMP, MPKC, and ‘Habitat’ has been planned for Monday 16th February at 4.00pm.
It will be an opportunity to follow up this discourse on road safety.

Thank you.

ATTACHMENT

[redacted]
MPS Team Leader,
Traffic and Transport February 4, 2026

Dea [redacted]

re: **MOTORCYCLE SAFETY LEVY PROGRAM**

This document is an **attachment** to the email sent to you by on February 4, 2026.

nd its fellow contributors seriously consider that the current projects need review as to the possible expense of $2.8 million of funds raised by way of the specific levy on motorcyclists.

Below are some more specific items compared to the email sent.

A. **Roadside CAMs** (chevron-style signs) & **other concerns**

The MPS Team has made few changes to the project plans that were provided in August 2025 with the exception of 3 new barriers with underuns proposed for Main Creek Rd now excluded. The following concerns for each project still prevail:

1. Browns Road

West of Hyslops Road, the proposed 3 new barriers have, thankfully been substituted with Highfriction Surface Treatment, however 18 double CAMs will be installed with significant visual impact and these bends are of a large radius (low curvature) and the CAMs are not considered necessary. Total proposed CAMs signage = 18 (current 0)

2. Baldrys Road

Near the Flinders Road end, thankfully the CAMs will be reduced due to increased separation between them. However, the following items are of concern:

a) There is a need for CAMs to be placed mor ahead of the downhill turn before the Main Creek crossing when approaching from the Flinders Road end to give better notice of the approaching bend.

b) Minimize the distracting signage showing side entry to or exit from Baldrys Road near the Main Creek crossing

c) Exclude the driveway-sealing that has no influence on rider safety

d) Audio tactile centrelines should be excluded as they are a distraction to the motorcyclist

e) Total proposed CAMs signage = 28 including the 2 more requested (current 30)

3. Main Creek Road

At the Arthurs Seat Road end, thankfully there is the replacement 3 proposed new barriers with High-friction Surface Treatment however, there are still 35 double CAMs to be installed and again with significant visual impact. The following concerns apply:

a) Audio tactile centrelines should be excluded as they are a distraction to the motorcyclist

b) The CAM-count on Main Creek Road is excessive and should be reduced by larger spacing between the CAMs

c) The CAMs at the Purves Road end, near McPherson Lane have not been included = 10 CAMs

d) The CAMs near the Men's Shed and Vet Clinic have not been included = 5 CAMs

e) Total proposed CAMs signage = 35 plus those the 15 CAMs excluded = 50 (current 53)

4. Shands Road

Concerns include:

a) Shands Road is narrower than the other project roads and excessive CAMs is a distraction for motorcycle riders, particularly at nighttime when the CAMs reflect excessively.

b) Audio tactile centrelines should be excluded as they are a distraction to the motorcyclist

c) CAM signage damage is higher compared to other roads due to contractors attempting to slash grass back to the tree line

d) Total proposed CAMs signage = 32 (current 36)

In terms of CAM counts, there is little change from the current proposed 116 vs 119 existing. However, the intended 18 CAMs for Browns Road is the major difference and the need for these CAMs is very questionable as noted.

B. Possible amendments

1. Minimize the addition of new barriers with underuns along all the project roads where HighFriction Surface Treatment is possible as was demonstrated on Main Creek Road.
2. If possible, reduce the size of the CAMs to a size that will make them less of a distraction to motorcyclists in daylight and more so at night.
3. If possible, reduce the size of the CAMs to a size that will make them less intrusive to the landscape.
4. Minimize the replacement of existing barriers and fit narrow underuns that will provide additional safety to motorcyclists.
5. Minimize the raising of the existing barrier heights for large underuns.
6. For motorcyclists, the speed advisory signs are more helpful than the distraction provided by CAMs and slightly larger signs could be installed.
7. Motorcyclists focus on the road ahead, the curvature and the road surface including potholes. Excessive CAMs are not helpful to this need.
8. The impact of barriers constraining wildlife movement (particularly on Baldrys Road which is a border to the Greens Bush Reserve) has been raised by others and needs to be considered.

is willing to participate in further discussions with the Traffic and Transport team on the more technical matters as well as making sure that the projects have less impact on our hinterland's rural amenity and tourism character.

Thank you again for the opportunity to participate in the review process.

Warm regards

i[redacted]

han you for the infor ation on revisions to the proposed roadside barrier chan es

y vie is that there are serious issues ith the proposed barrier chan es that ust be addressed before any re uest for funds is ade. hese inc ude the fo o in .

here is no prob e esidents have indicated that no n otorcyc e accidents in these areas are very o and re uested evidence that this vie is incorrect. one as presented and y reco ection as that the

Shire indicated that traffic incidents for otorcyc es as very o in these areas. his eaves the i pression that e are bein as ed to a ree to a so ution that has not yet found a prob e .

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he Shire s response as that no consideration for i d ife as inc uded but that reports he d in the Shire indicated ne i ib e i pacts resu ted fro the addition of safety barriers. re uested a copy but have not yet received it.

conducted y o n investi ation and cou d discover very itt e scientific evidence either ay. So e internationa reports indicated a reduction but carefu readin found that these barriers ere coup ed ith safety fencin . here as ho ever a ar e a ount of evidence provided by i d ife or anisations that a reed ith the co ents ade at our eetin .

o the above add the e estab ished understandin that road barriers of a inds severe y i pact the inter i in of species ith a resu tant decrease in enetic diversity and resi ience.

t is vie that potentia i pact on fauna shou d be a andatory co ponent of

onc usion iven the above deficiencies su est that these p ans re uire further consideration before any action is co enced even if this resu ts in the current dead ine for fundin proposa s bein issed.

ddendu he oss of i d ife fro s is a serious concern to fro a hu anitarian perspective its potentia i pact on vehic e occupants and its i a e and econo ic i pact on touris .

1

e app aud the co aborative or you are doin ith the oa a roup in this re ard and as a oca resident can confident y say that the irtua encin beside ro ns and etty oads has been a rea success.

i d ife shou d not be an i pedi ent to road or s but neither shou d road or s be an additiona i pedi ent or dan er to i d ife. et us or to ether to re ove these i pedi ents.

3rd February 2026

Mornington Peninsula Council
Traffic and Transport Team

Attention: [redacted]

Response to the proposed changes to the Motorcycle Levy Programme

Thank you for a further opportunity to respond to this proposed and revised programme that affects a number of our scenic rural roads.

In consideration of the information and exchange at the meeting last Thursday 29th January we would like you to consider the following points.

1. There has been no evidence to substantiate the need to replace and or extend the roadside barriers along the designated roads. Only one accident was reported a number of years ago.

2. In response to the Risk factors noted in the 'Safe System Approach.'
   - Loss of control on bends
   - Impact with road hazards • Sliding on to incoming traffic.

   No statistics have been reported or were made available at the meeting noting accidents have occurred due to these risk factors.

3. Our major point of concern is the proposed guard rails will create a serious risk to wildlife.
   Evidence supports the fact that barriers with added underruns will restrict wildlife movement. Kangaroos especially, will become confused in trying to find a way around the barriers and create a further hazard to motorists, especially at night.

4. The question of barriers is further supported by the report from the Victorian inquiry into Wildlife Roadstrikes May 2025 which states:

   "Metal roadside barriers, intended to improve human road safety, have become death tunnels for wombats, Kangaroos, koalas, echidnas and wallabies." (To include blue tongue lizards and other small creatures.)

   "These barriers are rarely if ever, designed with fauna in mind, as no escape hatches, underpasses. motion sensors, exit ramps, are in place." (Wildlife Woodland Shelter. Report into Wildlife strikes 2025)

5. CAM signs when lit by headlights are a cause of glare, further confusing wildlife at night.

6. Rather than looking at barriers as a safety tool, reducing speed on our roads, and driver awareness, will ensure these scenic roads remain so without metallic walls impeding views and further urbanising the landscape.

7. Shoreham Road, Red Hill is an example where barriers had been installed to prevent motorcycle accidents. After a tragic death, the speed was then reduced from 80km to 60km. Residents reported driver awareness and the difference in speed, negated the need for the barriers. Unfortunately, the installation had gone ahead, it appears, before any consideration of speed.

   The community would like the barriers with the underrun removed. The suggestion of post and wires as an alternative was raised which would have been more acceptable visually. This was determined unacceptable due to the conditions of the funding, if applied for.

8. Speed reduction on our roads is a more positive way to proceed, both for motorists and especially wildlife.
   Representatives of the Shoreham Community Association (SCA) Mornington Peninsula Koala Conservation (MPKC) Save Kangaroos on the Mornington Peninsula (SKOMP) and Mornington Peninsula Wildlife Action Group, have been meeting regularly with Brett Whitwam and the Traffic team.

   Working in collaboration over the past few years, and through this engagement, we have mapped and noted the hotspots across the Peninsula where wildlife are most active and numbers fatally killed. Speed has been the main factor.

   Whilst some of these roads are State roads, MP Council, MPKC and SKOMP have been successful in improving engagement with DTP.

9. During discussions on wildlife signage, tactile road marking and painted stop signs on specific roads have been under consideration. Under funding for road safety, could funds be directed to this category? Alternatives need to be explored.

   Working together in this way can lead to better outcomes.

   As suggested at the meeting, given the scope of road safety and respect and safety of our wildlife, any future road safety plans be considered collectively.

To quote: “Safe system treatments prioritise reducing severity.” This must consider and include wildlife.

Council will have received the report from the Victorian Inquiry into wildlife Road strikes. We ask that you take this into consideration.

A meeting between the Traffic Team, MPKC , SKOMP and ‘Habitat’ Has been planned for Monday 16th February at 4.00pm. It will be an opportunity to follow up this discourse on road safety.

Thank you.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
12/11/2025	Mobile	Main Creek Rd	Would like report on the crash history on Main Creek Rd. Concerned that there a barriers proposed at the front of her winery at 60 Main Creek Rd, and fears noone will see here business from the road. Asked if she can have a copy of the VIA and traffic data which justifies this project.	Called the customer who asked for additional information via email
07/11/2025	Mobile+ email dated 25 November		Main Creek Rd Would like to know how many motorbikes travel on Main Creek Rd. Provided a report will provide questioning the justification for barriers on Mian Creek Rd and concerned for wildlife welfare.	Called the customer who said she additional feedback to this project.
07/11/2025	Feedback online and email	Main Creek Rd	Opposed to new barriers without a history of accidents and dangerous locations on Main Creek Rd (no call back requested). Gross waste of funds. The Existing CAMS are sufficient. Barriers will have a significant affect to the visual character of the whole area.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.
05/11/2025	Feedback online	Main Creek Rd	Respondent asked for a copy of the VIA and crash data for Main Creek Rd	No - no email or mailing address was provided.
11/11/2025	Email	Main Creek Rd	Not affected by the changes, but opposed to the barriers on Main Creek Rd in lieu of what was done to Arthurs Seat Rd, Red Hill Fix potholes instead with the funds and preserve the visual amenity of the local area	In an email to the customer provided the following: The outcomes of the consultation and key themes arising from community feedback will be reported to Council in late February. This report will inform a Council decision, anticipated in early March, on whether to proceed with the original scope of works for each project or with an amended scope that responds to feedback received.
11/11/2025	Email+ subsequent email received on 15 December	Main Creek Rd	Has concerns on the effect this proposal has on wildlife and visual impacts to the area, and doesn't want the peninsula urbanised with signs and barriers. makes reference to Arthurs Seat BS last year and how unwarranted this was because not many motorbikes use it. Asked what program does MSL fall under? Brett to respond to the first email. Second email asks for a community meeting in the beginning of 2026.	Response provided via email. The 2025 Fauna Sensitive Road Design Guidelines by the Victorian Infrastructure Delivery Authority (VIDA) note that roadside barriers with underrun protection can restrict wildlife movement. The guidelines recommend avoiding such barriers in areas of high wildlife activity where practicable. Where avoidance is not feasible, as with the proposed

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
				barriers at the four project sites, the guidelines advise: • Underrun protection on one side should not exceed 500 m without a break or escape mechanism.

01/11/2025 Feedback online	Main Creek Rd	Main Creek Rd Motorcycle riders are responsible for their own safety and should adhere to the speed limits like all other road users. There is concern that installing additional safety barriers will negatively impact the visual character of the rural road. The proposed barriers may impact restrict access for horse riders, forcing them to use the roadway and potentially increasing safety risks	The proposed treatments are Safe posted System–aligned to reduce the likelihood and severity of run-off-road crashes. A visual assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
				the proposed works will have a low impact on the area's visual amenity and character.
				• Install barriers on both sides to prevent animals accessing the road; provide crossing structures where wildlife movement is important. The longest proposed barrier with underrun protection within project sites, at Browns Road, measures 338 m, which is within the guideline threshold.
11/11/2025	Email	Main Creek Rd	Main Creek Rd - Asked for mor detail to be provided to her for the intersection of Macpherson Lane and Main Creek Rd. She was on hold for 15min	The outcomes of the consultation and key themes arising from community feedback will be reported to Council in late February. This report will inform a Council decision, anticipated in early March, on whether to proceed with the original scope of works for each project or with an amended scope that responds to feedback received.
06/11/2025	Email	Main Creek Rd	Resident lives in Red Hill - Main Creek Rd - Suggested we install more reg. signs and speed cameras operate in this area warning signs. This is also a waste of money. Fix the conditions of Safe the roads instead with this money	Pothole repairs are not funded under the MSL Program, and the proposed treatments are System–aligned to reduce the likelihood and severity of run-off-road crashes.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
01/11/2025	Feedback online	Browns Road	Browns Rd - Boneo - Strong opposition to the installation of safety barriers in the area. Concern that the barriers are visually inappropriate for a semi-rural setting. Barriers make roadside maintenance, such as mowing and weed control, more difficult. They may trap wildlife, such as kangaroos, on the road. Barriers could impede firefighting operations in the area (commenter is a local firefighter). The funds would be better allocated to other safety improvements, such as adding shoulders to Boneo Road.	The proposed barriers will not have a detrimental effect on emergency and maintenance operations. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.

01/11/2025 Feedback online	Main Creek Rd	Main Creek Road- resident agrees with proposal but wants the vegetation cut back on NS both sides of the driveway on the curve at 465 Main Creek Road. Concealed driveway signs would also help	This feedback will be considered at the next stage of the project.
01/11/2025 Feedback online	Main Creek Rd	I think a speed reduction to 60 km/h the length of Main Creek Rd would be far more effective, safer for all and less costly	Speed reduction is not funded through MSL program. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of run-off road crashes.
14/11/2025 Queue+ email dated 15 December	Main Creek Rd	Requesting a community meeting request. Advised there is a strong active WhatsApp group and it's now a restless community - concerned community is going about it the wrong way with a petition in motion . Advised a speed reduction would be more effective - Purves and Shans 60km/h limit. Mentioned that he hates barriers on Arthurs Seat Road and it ruins aesthetic. Requesting spray sealing records be reviewed - has skid resistance been looked into?	Alternative safety measures, such as skidresistant surfacing, have been investigated and implemented at some locations where road safety barriers are proposed previously. Also, speed reduction treatments are not eligible for funding under the MSL Program and were therefore not considered. However, skidresistant, audio tactile line marking, speed reduction treatments do not adequately reduce the severity of run-off-road crashes and are therefore not aligned with the Safe System approach. Accordingly, Safe System–aligned treatments, including road safety barriers, are proposed where feasible.
14/11/2025 CRM 2025-102363	Main Creek Rd	Main Creek Road - Motorcycle Safety Levy-The page S Does not have provision for objections The proposal is bad for tourism, ugly and unnecessary	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.
14/11/2025 Email	Main Creek Rd	Strong- Main Creek Road opposition to the proposed works, viewed as unnecessary and visually intrusive. Concern that large chevron signs and barriers detract from the rural landscape and are not impact needed for attentive drivers. Belief that poor road conditions (potholes, deteriorating surfaces) are the real safety issue and should be prioritised. Preference for existing advisory signs and scepticism about the value of new signage such as "bend tightens." Suggestion that motorcycle safety funding would be better directed to rider training rather than roadside infrastructure.	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes. A visual assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.
17/11/2025 Email	Main Creek Rd	Resident objects to the proposed traffic infrastructure measures on Main Creek Road.	C o

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
			ncern that community consultation did not include residents of Main Creek Road, and requests evidence that engagement occurred. Additional concerns and objections are outlined in an attached letter. Resident seeks a meeting to understand the proposal, the supporting data, and to discuss alternative options. Suggestions: consider alternative safety measures instead of barriers, including: Audio-tactile line marking Skid-resistant road surfacing	Additional consultation has been undertaken with the community. Alternative safety measures, such as skid-resistant surfacing, have been investigated and implemented at some locations where road safety barriers are proposed previously. Also, speed reduction treatments are not eligible for funding under the MSL Program and were therefore not considered. However, skidresistant, audio tactile line marking, speed reduction treatments do not adequately reduce the severity of run-off-road crashes and are therefore not aligned with the Safe System approach. Accordingly, Safe System–aligned treatments, including road safety barriers, are proposed where feasible.
18/11/2025	Email	Main Creek Rd	Received two emails on this day from the customer - One addressed to the Coordinator and one to the Manager - Customer opposes the proposed motorcycle safety barriers on Main Creek Road. Believes motorcycle numbers are very low and questions the reported figure of 8,000 motorcycles per year. Requests that traffic data be published or provided to residents before any decision is made. Notes only one motorcycle crash since 1987 and argues this does not justify barriers. Concerned that Council's "proactive" approach is not supported by meaningful risk evidence. Worried Council may feel pressured to use available grant funding rather than base decisions on need.	
17/11/2025	Email	Main Creek Rd	Strong objection to the proposed motorcycle safety works on Main Creek Road, particularly the installation of safety barriers. Concern that barriers would negatively impact the scenic and rural character of the road, which is highly valued by residents and visitors. Belief that lowering the speed limit to 60 km/h—either in the proposed sections or along the entire road—would be a more effective and appropriate safety measure for motorcyclists, cyclists, and motorists. Preference for maintaining Main Creek Road as an unspoilt, scenic country road without additional roadside infrastructure.	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
				Raises concern about impact on scenic character

			ts on wildlife, particularly kangaroos. Believes barriers would harm the rural amenity and scenic quality of the road. Suggests abandoning the project and installing motorcycle blackspot signs instead. Proposes redirecting funds to higher-risk locations, such as a roundabout at White Hill Road and Arthurs Seat Road.	

The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.

20/11/2025	CRM-2025-104219 + email dated 17 November	Main Creek Rd	Objection to Safety Barrier, as they are a eye sore. Lower the speed limit Main Creek road	Speed reduction is not funded through MSL program. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of run-off road crashes.
20/11/2025	CRM -2025 -104038		Main Creek Rd Objection to Safety barrier, as their property is in the middle of prosed barrier. Difficulty Main Creek Rd on pedestrian and property access.	Proposed barriers will not have a negative impact walking along the edge
20/11/2025	Phone/ Email	Main Creek Rd	Totally and utterly opposed, Disgusting visual eyesore, like those up on Arthur's Seat road.	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
26/11/2025	CRM2025-106435	Baldry's Rd, Browns Rd, and Main Ck Rd, and the intersection of Browns and Jetty Rd.	Concerned at the installation of road safety barriers on Baldry's Rd, Browns Rd, Main Ck Rd, the intersection of Browns and Jetty Rd. These are roads that regularly have vehicle wildlife collisions already and some traffic instalments relating to wildlife traffic management like VMS and virtual fencing. Have any considerations been given as to how safety barriers would affect these current instalments--Save the Kangaroos on Mornington Peninsula. Provided a SKOMP report via Yvonne Cullen The 2025 Fauna Sensitive Road Design Guidelines by the Victorian Infrastructure Delivery Authority (VIDA) note that roadside barriers with underrun protection can restrict wildlife movement. The guidelines recommend avoiding such barriers in areas of high wildlife activity where practicable. Where avoidance is not feasible, as with the proposed barriers at the four project sites, the guidelines advise: • Underrun protection on one side should not exceed 500 m without a break or escape mechanism. • Install barriers on both sides to prevent animals from accessing the road; provide crossing structures where wildlife movement is important. The longest proposed barrier with underrun protection within project sites is below 500m in length, which is within the guideline threshold.	
27/11/2025	CRM 2025-106442	Main Creek Rd	Main Creek Road - Not based on evidence. Detrimental impact on visual amenity. Need to upgrade road surface.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
02/12/2025	CRM 2025-108475	Main Creek Rd	Opposes the proposed motorcycle safety barriers on Main Creek Road. Third piece of correspondence from this customer.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.
20/11/2025	email	Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
20/11/2025	email	Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
20/11/2025	email	Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
25/11/2025	email	Main Creek Rd	Customer objects to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
25/11/2025	submission	Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
01/12/2025	email	Main Creek Rd	Customer objects to barriers on Main Creek Rd- Provided a comprehensive response for why barriers are unwarranted	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
				aligned to reduce both the likelihood and severity of such crashes.
01/12/2025	email	Main Creek Rd	Customer objects to barriers on Main Creek Rd- Provided a comprehensive response for why barriers are unwarranted- Part of this customer's submission is missing	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes.
01/12/2025	Email	Main Creek Rd	Provided objections to the installation of barriers for several nominated projects including Main Creek Rd	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes.
05/12/2025	Email	Main Creek Rd	Customer objects to barriers on Main Creek Rd- Provided a comprehensive response for why barriers are unwarranted and provides alternative suggestions to spend the external grant and where makes suggestion on other treatments under the MSL program besides barriers.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes.
11/12/2025	Email	Main Creek Rd	Customer recommends softer treatment options than barriers on Main Creek Rd- Provided a comprehensive response for why barriers are unwarranted and alternative suggestions to spend the external grant and makes suggestion on other treatments under the MSL program besides barriers.	Alternative safety measures, such as skidresistant surfacing, have been investigated and implemented at some locations where road safety barriers are proposed previously. Also, speed reduction treatments are not eligible for funding under the MSL Program and were therefore not considered. However, skidresistant, audio tactile line marking, speed reduction treatments do not adequately reduce the severity of run-off-road crashes and are therefore not aligned with the Safe System approach. Accordingly, Safe System–aligned treatments, including road safety barriers, are proposed where feasible.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
11/12/2025	Email	Main Creek Rd	Recognises the need for increased road safety and provides a response which is less impactful to the area then the current proposal -	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.

15/12/2025 Email	Baldry's Rd, Browns Rd, Main Ck Rd, Shands Road and the intersection of Browns and Jetty Rd.	Recognises the need for increased road safety and provides a response which is less impactful to the area then the current proposal - The RHA highlights other areas on the road network in need of maintenance and improvements. Provided a collective submission	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.
18/12/2025 CRM-2025-113748	Main Creek Rd	Object to the Council's estimate of number of motorcycles using the road	Motorcycle numbers obtained through the initial survey at each site during the EOI stage of the MSL program.
18/12/2025 CRM-2025-113746	Main Creek Rd	Council is not engaging in a proper consultation process. There has been one motorcycle accident on Main Creek Road in the last 38 years	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
11/12/2025	Email	Main Creek Rd	As residents of Main Creek Rd my husband and I are perplexed at the idea of the safety barriers, which are totally unwarranted and unacceptable. Motorbike use of the road is infrequent, motorbike accidents in the area are nil recorded. They have been noted to be a hazard to kangaroos, of which we have many, and that in itself would increase risk to all drivers. Increased safety for motorbike riders would be better achieved by repairing the many potholes in the area, that continue to arise, and are a huge hazard, especially after rain or at night when visibility is reduced.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. The 2025 Fauna Sensitive Road Design Guidelines by the Victorian Infrastructure Delivery Authority (VIDA) note that roadside barriers with underrun protection can restrict wildlife movement. The guidelines recommend avoiding such barriers in areas of high wildlife activity where practicable. Where avoidance is not feasible, as with the proposed barriers at the four project sites, the guidelines advise: • Underrun protection on one side should not exceed 500 m without a break or escape mechanism. • Install barriers on both sides to prevent animals accessing the road; provide crossing structures where wildlife movement is important. The longest proposed barrier with underrun protection within project sites are less 500 m, which is within the guideline threshold.
13/12/2025	Email	Main Creek Rd	I am a resident of Main Creek Road and strongly object to the proposed barriers. They would significantly impact the natural beauty of the area and create safety risks for cyclists like myself, who may not have space to move safely if required. I urge Council to reconsider these plans and explore alternatives that maintain both road safety and the character of the area. The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.	

of Contact (Comment)	Project Site	Comment	Officer Response		Date Method
15/12/2025 Email		Main Creek Rd	I would like to register my concern regarding barriers being installed on roads such as Main Creek road and surrounding areas My experience is that they can cause more issues than they solve Please discuss this matter further with the many concerned residents I say no to barriers	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes.	
18/12/2025 Email		Main Creek Rd	I say NO to the barriers	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes.	
Email		Main Creek Rd	We are the owners of 38 Browns Road Main Ridge in front of which it is proposed road barriers be installed. We are totally and utterly opposed to this plan and see no need for the barriers. We regularly have cars parked next to our driveway by walkers who do the Stephanie Remwick walk. We have created a mowed area for these people to park. They will now have to drive into our driveway and make their way around the proposed barriers. This will create a hazard. The barriers, if like those up on Arthur's Seat road will be a disgusting visual eyesore. The Arthur's seat barriers should be removed. We have lived here for over 20 years and have no recollection of any significant motor bike accidents. These barriers are trying to solve a problem which does not exist. The biggest issue on Browns road are the pot holes and the Kangaroos- the barriers will do nothing to solve these issues and may actually make the Kangaroo issue worse. The Pot Holes are a major motor bike and car hazard; spend money on them instead. Just to reiterate , we are totally opposed to the plan and are in the process of activating our local community against them. I would hope you respect the wishes of the people who live in the area,	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.	
Email		Main Creek Rd	I wish to voice my strong objection to the proposed road safety barrier installations on Main Creek Road. After seeing the barriers installed on Arthurs Seat Rd near Eldridge Estate, I believe these barriers are unsightly and do not take into account the village character of our area.		A l l m e m

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
	Email	Main Creek Rd	We are writing to express our strong objection to the proposed Motorcycle Safety Works in Main Creek Road, in particular the safety barriers. We have seen the barriers in Arthurs Seat Road and they are an eyesore. Main Creek Road is one of the most scenic roads in all of the Mornington Peninsula. It is very popular with visitors due to the visual beauty. To install the run-offbarriers will have an incredibly adverse impact on the amenity of the road. Clearly, motorcyclists should ride in control when they are on the road, and that would be best such achieved by lowering the speed limit in the two sections for the proposed barriers to 60km/h. was In fact we would be very happy for the entire road to have a speed limit of 60km/h. This would expert to evaluate be the best way to enhance safety for motorcyclists, and for cyclists with respect to interaction the effect of the proposed project scope on the with cars. It would also be the best way for visitors to enjoy the amenity of the road. visual amenity and character of the area. The assessment found that the proposed works will We believe that Main Creek Road should remain an unspoilt scenic country road. The council have a low impact on the area's visual amenity should strive to maintain the character of the region and to install barriers is completely and character. antithetical to this. A much simpler and entirely more appropriate response is to lower the speed limit.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of road crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment undertaken by an independent The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. Additionally, the proposed barriers will not impact cyclists.
			bers of our household travel along Main Creek Road numerous times a day. It is not common to see a motorcyclist. More common is a bicycle rider and I think the proposed barriers will make it more difficult to pass a cyclist. I believe the proposed barriers will not help in reducing the speed of a motorcyclist. There are many other options that would help increase the safety and reduce speed of all road users in this area and make use of a grant that the council obviously doesn't want to loose. Does the data really show Main Creek Road to be a high accident zone? I am an active member of the Main Ridge CFA and I have not seen or attended an accident on this road in the past 2 years (my time at CFA). With strong community objection, shouldn't there be more consultation with residents of this area? I hope to hear that a meeting has been arranged before any plans are made permanent and more viable options are set in place.	
	Email	Main Creek Rd	Customer objects to barriers on Main Creek Rd- Provided a comprehensive response for why barriers are unwarranted and provides alternative suggestions to spend the external grant and assessment indicate that the locations where makes suggestion on other treatments under the MSL program besides barriers.	The existing crash data and NRRIT risk road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. Additionally, the proposed barriers will not impact cyclists.
	Email	Main Creek Rd	I don't want the proposed barriers when I understand there are other less intrusive and possibly better alternatives.	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
	Email	Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
	Email	Main Creek Rd	Dear Council, I am appalled that further metal barriers are being contemplated and proposed across our beautiful peninsula. I am a resident in Tubbarubba Road, Merricks North and am likelihood and unaware of an excessive number of motor cyclists coming to grief on our picturesque gentle crashes. roads. The speed limits on the roads are adequate to enable motorists to enjoy the rural surroundings and manage the roads safely. The proposed barriers, and I imagine what is being contemplated is a rerun of the over the top installation on Arthurs Seat Road, are a waste of moneys which could be spent on maintaining the road surfaces. The barriers are ugly, unnecessary and form a visual barrier between road users and the pleasant rural surroundings. Please do not continue to instal unnecessary infrastructure when there is so much more pressing needs on the peninsula - look instead of assisting the homeless and the hungry. The anger and upset caused by the installation in Arthurs Seat Road should have been enough to alert council to how the residents and users of the Peninsula like it the way it is and do not need to be wrapped in metal barriers.	The proposed treatments are Safe System–aligned to reduce the severity of run-off-road
	Email	Main Creek Rd	Customer objects to barriers on Main Creek Rd- Provided a comprehensive response for why barriers are unwarranted and provides alternative suggestions to spend the external grant and and makes suggestion on other treatments under the MSL program besides barriers.	The proposed treatments are Safe System–aligned to reduce the likelihood severity of run-off-road crashes.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
	Email	Main Creek Rd	Hope this finds you well! I am writing to you in regards to the proposed Main Creek Road MSL Motorcycle Safety Levy. I believe it is great idea to put safety first and is necessary, but looking treatments are Safe at your proposal I don't believe this level of work is warranted for a number of reason. I have reduce the likelihood and lived in Main Creek Road for almost 11 years and during this time I have not witnessed any off-road crashes. motorcycle accidents on this road or hardly any motor vehicles accidents or deaths from both. The biggest factor that causes accidents down most of the roads on the hill is Kangaroo's. Looking at the works to may be undertaken for a cost of $601,350 of our rate payer money is ridiculous for an unnecessary undertaking. All this do is make our scenic roads look like the Peninsula Link, due to the barriers in which your report states low impact in which I would strongly, disagree as this will draw the attention of the driver eyes and may cause more accidents. Furthermore what data supports the need for this safety levy? Or is this just an idea just in case? I believe our rate payers money should be going towards fixing our roads, pot hole, which would be one of the main reasons for accidents, maintaining our nature strips, which should be mowed more regularly, getting rids of dead tree that have a crossed marked on them for months on end and no action taken. Also one of the main reason that accidents may occur is Kangaroos jumping in front of cars which is happening quite frequently due to the lack from the Shire controlling the Kangaroo population. There have been a number of time whilst driving and not only during dusk to dawn times that a Kangaroo has crossed the road right in front of my vehicle and no barrier will not stop this. As I see more dead Kangaroos at the edge of the roads I also notice that the shire is yet to dispose of the dead carcass and is just left to rot pulled apart from other wild life which is quite distressing. Hence with this millions of dollars being spent on a levy that in my opinion is unnecessary, you should be spending our rate pays money on fixing roads, maintain vegetation and controlling the Kangaroo population (very important) and feed the residents in need. I am against this levy and I really hope you listen to the residents who are paying for this and don't go ahead with this project, please reach out if you wish to discuss.	Pothole repairs are not funded under the Program, and the proposed System–aligned to severity of run-
	Email	Main Creek Rd	Objection to Barriers along Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
24/11/2025 Email		Baldry's Rd, Browns Rd, Main Ck Rd, Shands Road and the intersection of Browns and Jetty Rd.	The Shoreham Community Association expresses concern about the proposed safety barriers on scenic roads in and around Shoreham, Red Hill, and Main Ridge, stating there is insufficient evidence to justify their cost, placement, and extent. The Association believes the barriers and additional signage would significantly detract from the scenic, rural character of Green Wedge roads, further urbanise the landscape, and impede wildlife movement, particularly for kangaroos and koalas. They argue that reduced speed limits, driver education, and less intrusive safety measures would be more appropriate and effective. The Association is requesting further community consultation and a meeting to discuss alternative options before any final decisions are made.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.
14/12/2025 Email		Baldry's Rd, Browns Rd, Main Ck Rd, Shands Road intersection of Browns and Jetty Rd.	The Red Hill Community Association raises concerns that the proposed motorcycle safety works are excessive, poorly targeted, and lack clear evidence to justify their scale, cost, and and the locations. They argue that many proposed barriers, underruns, CAMs, driveway seals, and audio tactile centrelines are unnecessary, visually intrusive, and in some cases may reduce motorcycle safety rather than improve it. The Association believes existing barriers, reduced speed limits, and advisory speed signage are largely sufficient and more appropriate for scenic hinterland roads. They also note insufficient transparency regarding accident data, visual impact, and project costs, and advocate for more restrained, evidence-based treatments focused on known high-risk locations.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to
14/12/2025 Email		Main Creek Rd	The resident raised concern that installing barriers on Main Creek Road would introduce new risks, restrict emergency and vehicle pull-over access, and negatively impact wildlife by trapping animals on the roadway. It calls for less intrusive safety measures and further community consultation to protect road safety, wildlife movement, and the area's rural character.	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes. Additionally, the proposed barriers will not negatively impact safety cyclists, emergency vehicle and maintenance operations.
13/12/2025 Email		Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
14/12/2025 Email		Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
11/12/2025 Email		Main Creek Rd	The Mornington Peninsula Wine Industry raises concerns that excessive roadside safety treatments, particularly metal barriers and extensive CAM/chevron signage, threaten the scenic landscapes and rural character that underpin the region's wine-tourism economy. The industry argues that visually intrusive infrastructure diminishes visitor experience, especially along ridgeline and scenic roads such as Arthur's Seat Road and Main Creek Road, which are central to winery access and outlooks. While supporting genuine road-safety improvements, they believe funding should be targeted to proven high-risk locations and essential maintenance rather than lower-risk scenic routes. The Association advocates for more balanced, low-impact safety measures and greater collaboration to protect both public safety and the Peninsula's economic, environmental, and tourism values.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response

reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
15/12/2025	Email	Main Creek Rd	As a resident of Main creek road I'm writing to formally object to the proposed installation of roadside barriers, including under-run barriers, along Main Creek Road. The proposal lacks evidence-based justification. Residents have not been provided with historical crash data to support the need for barriers, and Council representatives have indicated the proposal is not based on crash history. Without demonstrated safety issues, the installation is unwarranted. The Visual Assessment relies on inappropriate interstate standards and limited viewpoints, misclassifies the road's visual sensitivity, and understates the impact on a rural, environmentally significant landscape. Adding further infrastructure would urbanise an already impacted rural road and diminish its visual and environmental values. The barriers would increase risk for pedestrians in the absence of footpaths and negatively impact wildlife movement in a designated wildlife area, including known koala habitat. Residents are also concerned that meaningful community consultation has not occurred, despite Council commitments to seek feedback prior to decision-making. Residents support evidence-based road safety and propose alternatives including release of crash data, an independent safety review, low-impact safety measures, reduced speed limits, pedestrian safety improvements, protection of wildlife corridors, and direct engagement with residents. Residents also strongly oppose the installation of under-run barriers to existing barriers. We respectfully request Council reconsider this proposal and engage with residents before proceeding.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. The 2025 Fauna Sensitive Road Design Guidelines by the Victorian Infrastructure Delivery Authority (VIDA) note that roadside barriers with underrun protection can restrict wildlife movement. The guidelines recommend avoiding such barriers in areas of high wildlife activity where practicable. Where avoidance is not feasible, as with the proposed barriers at the four project sites, the guidelines advise: • Underrun protection on one side should not exceed 500 m without a break or escape mechanism. • Install barriers on both sides to prevent animals accessing the road; provide crossing structures where wildlife movement is important. The longest proposed barrier with underrun protection within project sites are less 500 m, which is within the guideline threshold.
13/12/2025	Email	Main Creek Rd	We object to road barriers along Main Creek Road. The road would be more dangerous because the barriers would prevent cars from merging off likelihood and the road safely to avoid an emergency. The road is too narrow to hinder flexibility. It would also severity of run-off-road crashes. Additionally, the prevent the driver from pulling over if their car had a problem , or if the passenger needed to get proposed barriers will not negatively impact out. A dangerous situation could develop. The barriers would detract from the natural beauty of the area . We strongly object to the barriers.	The proposed treatments are Safe System–aligned to reduce the cyclists, emergency vehicle and maintenance operations.
14/12/2025	Email	Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
20/11/2025	Email	Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
13/12/2025	Email	Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
07/11/2025	Email	Main Creek Rd	We read with concern your recent letter regarding a "Road safety funding submission - Main	Creek Road, Main Ridge."

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
			Reviewing the information and the maps detail of the proposal we and our neighbours advise we are strongly opposed to this plan for a number of reasons and certainly since we would not want any more of these unsightly, unnecessary fixtures lining the roads in the district. The proposal for road safety barriers with underrun panels on these outside curves is a gross waste of funds in this area which has experienced no such accidents or injuries that such fittings are designed to address. Since the area has had the CAMS for some time, the existing warning they provide have proven adequate as a warning which motor cyclists have taken note of and taken care, avoiding incidents. The addition of Audio Tactile Centre Line Marking being proposed will not affect the visual character of the area as will the barriers being proposed. Please do not proceed with these barrier installations, they are not needed, and will have a significant detrimental affect on the visual character of the whole area as they have in other local installations.	crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.
			The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such	
15/12/2025 Email		Main Creek Rd	My understanding is that these barriers are in fact, not safe, but quite the opposite. My family knowledge with years of responsible motorcycle riding maintain this view. I object in part due to concerns over roadside maintenance, which is difficult at the best of times. Observation of roads in the area confirms my fears. It is impossible in many situations to carry out necessary basic maintenance where these barriers have been installed. However, for me the reasons listed above are of less concern when compared with the potential negative impact on our wildlife already struggling amid irresponsible human intervention and lack of driver/rider social awareness. I would like to see Main Creek Road recognized through work undertaken by this Shire to protect our wildlife rather than protecting anti social road users. I hope common sense and responsible governance will prevail and the money allocated for this questionable project will be used for far more pressing projects. The state of our roads urgently needs to be addressed, action more than unsatisfactory band aid repairs. I wonder how many communities have a pot hole competition appearing in their local paper. Signage alerting road users of our wildlife crossings, another basic need long overdue. At the moment we rely on residents to provide makeshift signs. Shame. Last, but by no means least, lowering the speed limit on Main Creek Road to 60kph. The summer grand prix circuit up and on the Hill will soon get under way with motor bike racers and sport car enthusiasts once again enjoying our roads and endangering everyone and everything.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. The 2025 Fauna Sensitive Road Design Guidelines by the Victorian Infrastructure Delivery Authority (VIDA) note that roadside barriers with underrun protection can restrict wildlife movement. The guidelines recommend avoiding such barriers in areas of high wildlife activity where practicable. Where avoidance is not feasible, as with the proposed barriers at the four project sites, the guidelines advise: • Underrun protection on one side should not exceed 500 m without a break or escape mechanism. • Install barriers on both sides to prevent animals accessing the road; provide crossing structures where wildlife movement is important. The longest proposed barrier with underrun protection within project sites are lees 500 m, which is within the guideline threshold.
23/11/2025 Email		Main Creek Rd	Strong objector to barriers on Main Creek Rd	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
17/12/2025	Email	Main Creek Rd	Supported proposed barrier on Main Creek Road	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.
15/12/2025	Email	Main Creek Rd	We are residents of Main creek road (315) and we have been for many years , enjoying the beautiful quiet country road , gradually being spoilt now . Main creek road has adequate speed signs at various intervals , for safety . Why do we need barriers for those people who choose to ignore speed signs . They will actually encourage speedway driving . Hordes of motor bikes speed up and down the road , mainly on weekends . Do we have to encourage them ? If people can't stick to the speed limits may be they are in danger . So they should reduce their speed, like the rest of us , for everyone's sake .	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.
13/12/2025	Email	Main Creek Rd	We strongly oppose the installation of metal roadside barriers/barricades. The speed limit of 80 km is entirely appropriate for what is a country road. The old white posts with reflectors are more than adequate if drivers stick to the speed limit. The problem with the white posts is that they were substituted with cheap plastic, which I observed on many occasions, the Council roadside mowing contractor. Mowing them down along with the roadside grass	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes. Additionally, the proposed barriers will not negatively impact cyclists, emergency vehicle and maintenance operations.
14/12/2025	Email	Boneo, Baldrys, Main Creek	Please do not install these unsightly and unnecessary traffic barriers along Boneo, Baldrys, Main Creek and Browns Road. In my opinion and from my observations, these will impact the natural movement of the that live in these areas. We have been at our current address for 10 years and have never seen a vehicle accident at the proposed sites.	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes. kangaroos

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
01/11/2025	Email	Main Creek Rd	Main Creek Road: Motorbike riders should take responsibility for their own safety and drive to the suggested limits around this area like all other road users. We shouldn't have to have ugly barriers ruining our country road to account for their stupidity. These barriers will also make it impossible for horse riders to ride on the grass and therefore will need to put themselves in danger riding on the road around the bends.	The existing crash data and NRRIT risk assessment indicate that the locations where road safety barriers are proposed require risk mitigation measures to reduce the risk of run-offroad crashes. The proposed treatments, including road safety barriers, are Safe System–aligned to reduce both the likelihood and severity of such crashes. A visual impact assessment was undertaken by an independent expert to evaluate the effect of the proposed project scope on the visual amenity and character of the area. The assessment found that the proposed works will have a low impact on the area's visual amenity and character.
01/11/2025	Email	Browns Road	Browns Road, Boneo: I strongly oppose the installation of the safety barriers. Where these have been installed before, I find them visually offensive in the context of this beautiful semi rural area. They make roadside mowing and weed control much more difficult and the prevalence of weeds around these barriers is always much higher. They can temporarily trap the kangaroos that frequent the area, on the road, and they also hamper fire fighting activities. (I am a professional firefighter who works in this area). Finally, the money spent on these highly undesirable things could be much better spent on other things, like putting shoulders on Boneo Rd- a true safety hazard.	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes. Additionally, the proposed barriers will not negatively impact cyclists, emergency vehicle and maintenance operations.
01/11/2025	Email	Main Creek Rd	We live at 465 Main Creek Road. We agree generally with you proposal but would also like vegetation reduced on the nature strip both sides of driveway which is right on the curve. Concealed driveway signs would also help.	Noted.
01/11/2025	Email	Main Creek Rd	I think a speed reduction to 60 km/h the length of Main Creek Rd would be far more effective, safer for all and less costly.	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.

Date	Method of Contact (Comment)	Project Site	Comment	Officer Response
24/11/2025	Email	Main Creek Rd	I absolutely oppose the installation of these barriers on Main Creek Road. This project is completely overkill and not in keeping with the country feel of our street. This is not peninsula link!! How about the motorcyclists take responsibility for the safety and speed they ride along the road. i.e.. follow the road rules!	The proposed treatments are Safe System–aligned to reduce the likelihood and severity of run-off-road crashes.

Attachment 6
Crash Summary (2019 to 2024)
Motorcycle Safety Levy Program

Mornington Peninsula Shire

Site	Total Crash	Type of Crash	Motorcycle crash
Shands Road	1	Serious injury crash	1
Main Creek Road	2	1 other injury, 1 serious injury	0
Baldrys Road	4	2 other injuries, 2 serious injuries	1
Browns Road	2	1 other injury, 1 serious injury	0
Browns Road and Jetty Road Intersection	2	1 other injury, 1 serious injury	1

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Attachment 7
Motorcycle Safety Levy Program Community Meeting

Mornington Peninsula Shire

Wildlife Discussion

It is clear from the feedback received at the community meeting on January 29 that the wellbeing of wildlife and the road safety implications of wildlife within road corridors are key concerns for the community.

At the community meeting attendees sought clarification on how wildlife considerations were addressed in the development and design of the proposed roadside barrier project scopes. In response, Shire Officers advised that a road safety specialist was engaged during project development. Officers further noted that, in assessing the interaction between wildlife and roadside barriers, it was identified that there is limited empirical evidence to support definitive decision-making on road safety treatments specifically aimed at mitigating wildlife vehicle collisions (WVC).

Some submissions raised concerns regarding the potential for increased wildlife vehicle collisions associated with roadside barriers incorporating underrun protection and referenced findings from the Victorian Inquiry into Wildlife Roadstrikes (2025

At the meeting, officers reiterated that the Shire works closely with wildlife groups and meets with them regularly to discuss and address key wildlife-related issues across the municipality.

A review of the Victorian Inquiry into Wildlife Roadstrikes by Shire Officers found no evidence identifying specific types of roadside safety barriers with underrun protection as a direct cause of wildlife vehicle collisions.

The Fauna Sensitive Road Design Guidelines and

Visuals released by the Victorian Infrastructure Delivery Authority (VIDA) in 2025 note that certain roadside safety barriers incorporating underrun protection can restrict the movement of some wildlife. The guidelines recommend that, where practicable, the use of barriers with underrun protection should be avoided in areas with high wildlife activity. Where avoidance is not feasible as is the case for the proposed roadside barriers and underrun protection across the four project sites the guidelines recommend the following measures to minimise impacts on wildlife:

Underrun protection installed on one side of the road should not exceed 500 m without a break or escape mechanism

Install on both sides of the road to prevent animals from accessing the road from either side. Where wildlife movement is important, crossing structures should be provided

The longest roadside barrier with underrun protection proposed under the revised project scopes is located on Browns Road and measures 338 m, which is within the guideline threshold. None of the revised project scopes include roadside barriers on both sides of the road. This approach reflects standard practice, whereby treatments are typically focused on the inside of curves with tighter radii, reduced carriageway width, and limited shoulder width, where the likelihood of rider error is higher. Furthermore, the Installation of barriers on both sides of the road is not common practice and is unlikely to receive funding because it is

cost prohibitive and may exceed the $1m funding cap per project.

The same research notes that wire rope and other 'permeable' barriers may present fewer constraints on wildlife movement, as smaller animals can pass underneath and larger species such as kangaroos and wallabies may jump over them. However, the guidelines also acknowledge anecdotal reports of increased wildlife vehicle collisions following installation of such barriers and highlight the need for further research to better understand these impacts. It is noted that wire rope barriers are not an eligible road safety treatment under the MSL Program.

Overall feedback indicates strong opposition to the proposed motorcycle safety infrastructure in the green wedge and particularly on Main Creek Road, particularly the installation of safety barriers and large warning signage. Submissions reflect an engaged local community, with key concerns focused on the perceived necessity of the treatments, potential visual and environmental impacts, and the adequacy of the evidence base supporting the proposals. Submitters encourage Council to continue collaborative engagement with wildlife groups and relevant agencies and to explicitly incorporate fauna considerations into road safety planning.

Actions arising from the meeting included:

- Council officers undertook a site meeting with community representatives on 2 February to confirm the proposed number and locations of CAM signs.
- Council committed to providing attendees with the latest refined project plans to support further review and feedback.
- Attendees were invited to submit formal feedback regarding the proposed roadside barriers and potential impacts on wildlife. A copy of the feedback received is provided at Attachment 4



CONCEPT

LEGEND

TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

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INTERNAL REFERENCES

PROJECT QA:	QA_NO
CONTRACT CN:	CN_NO
CIVIL 3D DWG:	DWG_NO
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
KEY PLAN – BALDRYS ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
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CONCEPT

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TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTROTY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
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LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTROTY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

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Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT

MAIN RIDGE

CONCEPT PLANS

SHEET 2 BALDRYS ROAD

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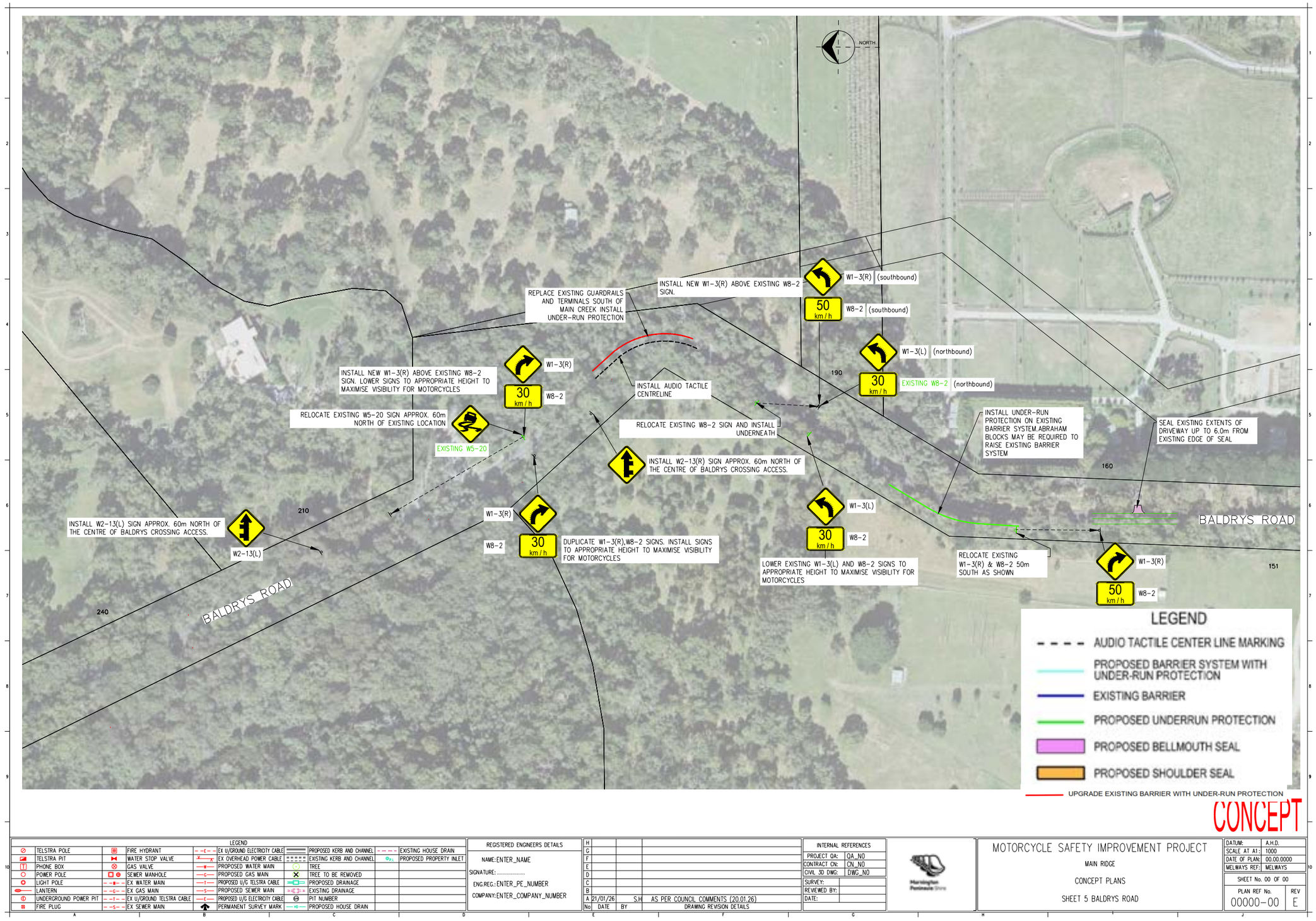
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
SHEET 3 BALDRYS ROAD

DATUM:	A.H.D.
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
SHEET 5 BALDRYS ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
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TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET			
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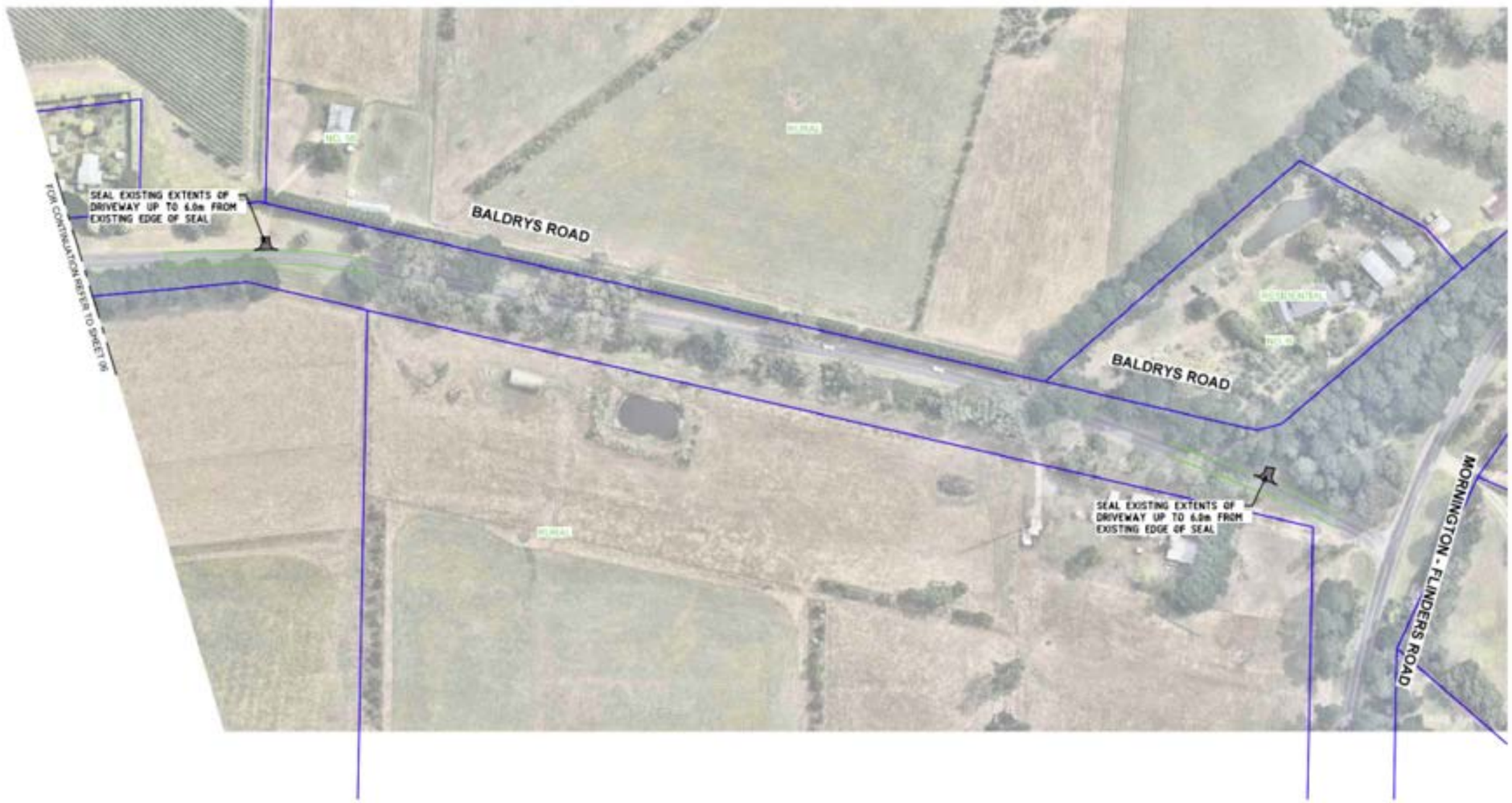
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Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
SHEET 7 BALDRYS ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF.:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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OPTION 4 - EXTENDED SCOPE



CONCEPT

LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

REGISTERED ENGINEERS DETAILS
NAME: ENTER_NAME
SIGNATURE: .....
ENG.REG.: ENTER_PE_NUMBER
COMPANY: ENTER_COMPANY_NUMBER

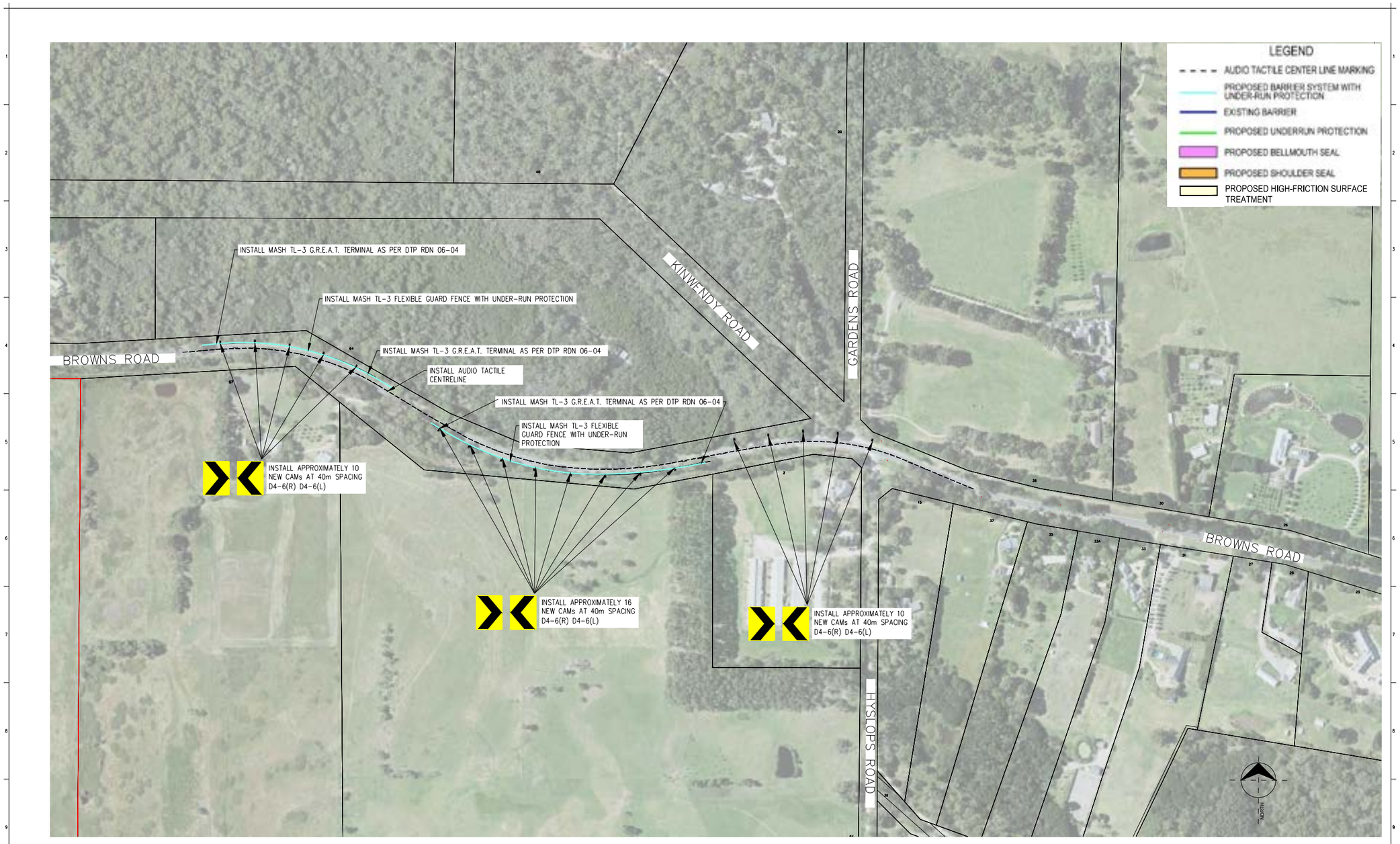
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CONTRACT CN:	CN_NO
CIVIL 3D DWG:	DWG_NO
SURVEY:	
REVIEWED BY:	
DATE:	

Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
SHEET 5 BALDRYS ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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CONCEPT

LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

REGISTERED ENGINEERS DETAILS
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ENG.REG.:ENTER_PE_NUMBER
COMPANY:ENTER_COMPANY_NUMBER

No	DATE	BY	DRAWING REVISION DETAILS
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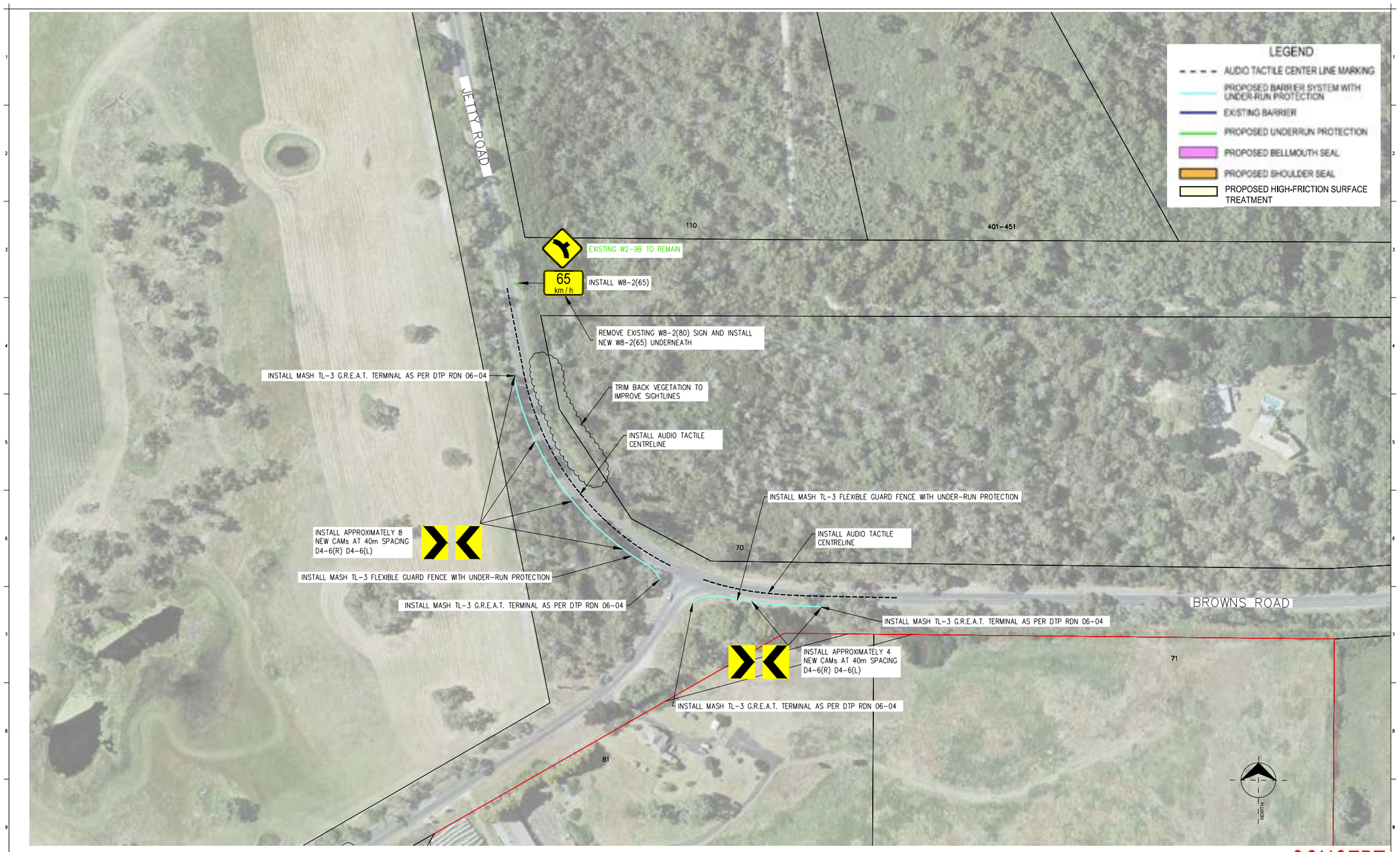
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CONTRACT CN:	CN_NO
CIVIL 3D DWG:	DWG_NO
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DATE:	

Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
SHEET 15 BROWNS ROAD

DATUM:	A.H.D.
SCALE AT A1:	2000
DATE OF PLAN:	00.00.0000
MELWAYS REF.:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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CONCEPT

LEGEND

TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

REGISTERED ENGINEERS DETAILS

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SIGNATURE: .....

ENG.REG.:ENTER_PE_NUMBER

COMPANY:ENTER_COMPANY_NUMBER

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CONTRACT CN:	CN_NO
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Mornington Peninsula Shire

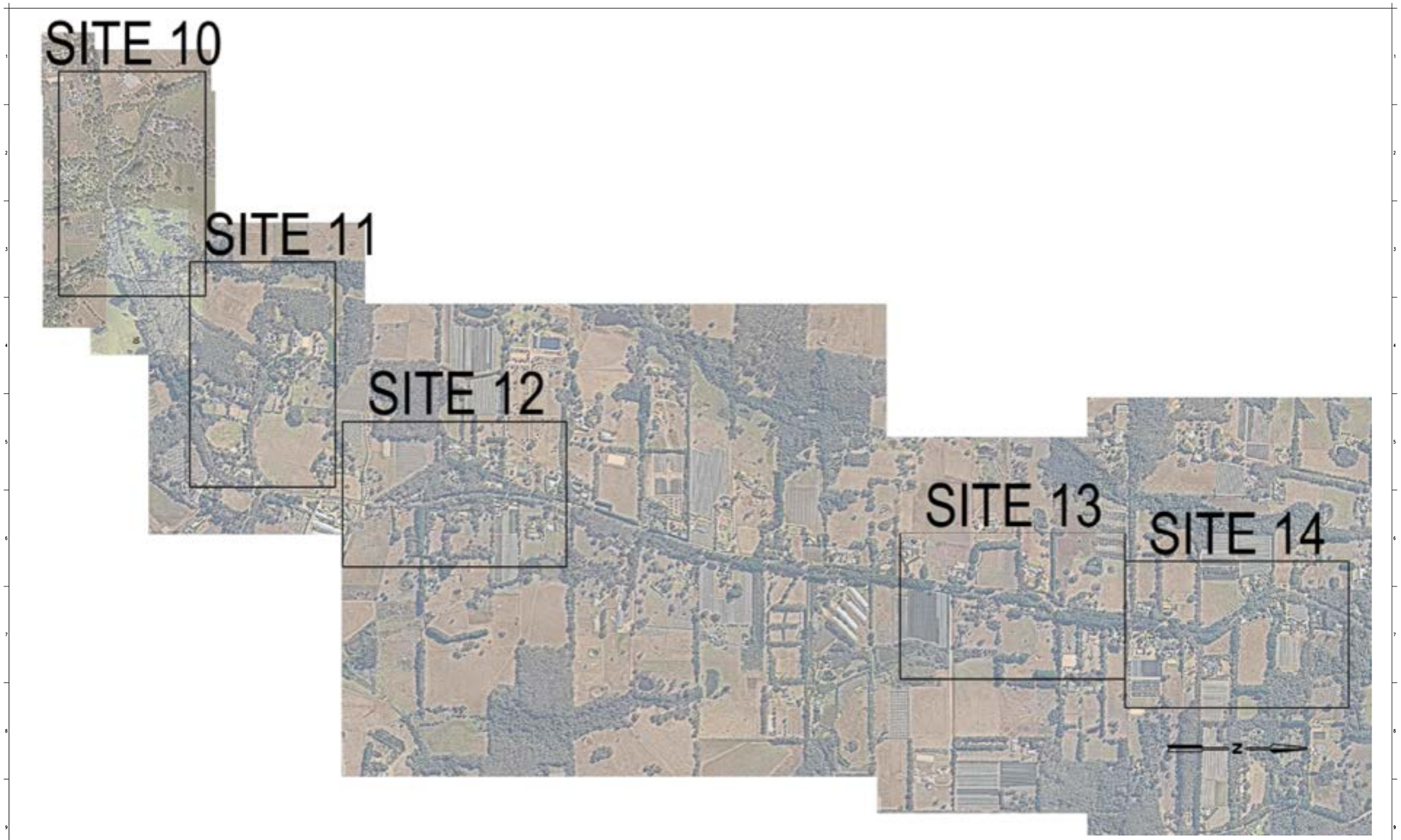
MOTORCYCLE SAFETY IMPROVEMENT PROJECT

MAIN RIDGE

CONCEPT PLANS

SHEET 16 BROWNS / JETTY ROAD

DATUM:	A.H.D.
SCALE AT A1:	2000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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CONCEPT

LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

REGISTERED ENGINEERS DETAILS

NAME: ENTER_NAME

SIGNATURE: .....

ENG.REG.: ENTER_PE_NUMBER

COMPANY: ENTER_COMPANY_NUMBER

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INTERNAL REFERENCES	
PROJECT QA:	QA_NO
CONTRACT CN:	CN_NO
CIVIL 3D DWG:	DWG_NO
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REVIEWED BY:	
DATE:	

Mornington Peninsula Shire

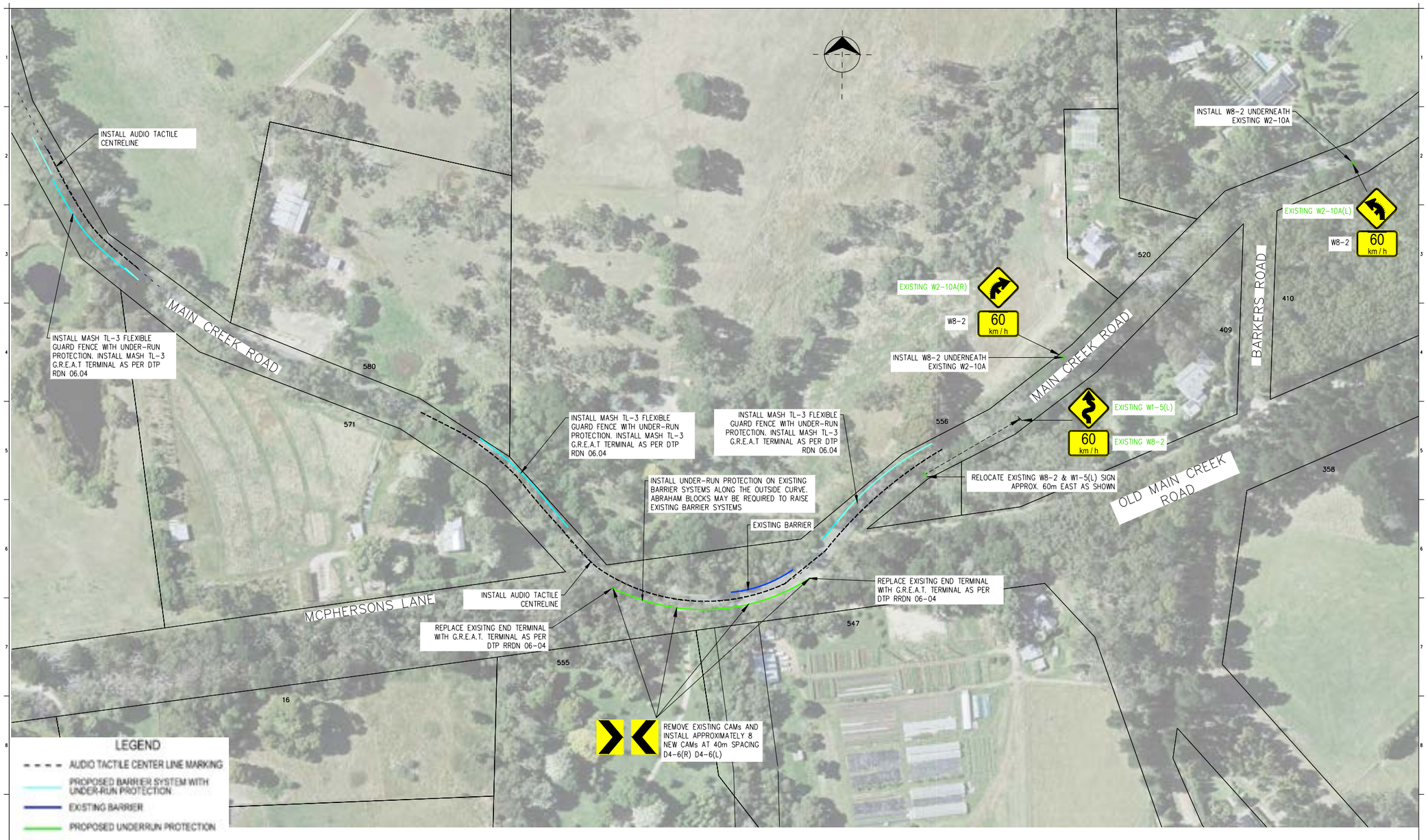
MOTORCYCLE SAFETY IMPROVEMENT PROJECT

MAIN RIDGE

CONCEPT PLANS

KEY PLAN – MAIN CREEK ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF.:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN			
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET			
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE				
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED				
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE				
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE				
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER				
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN				

REGISTERED ENGINEERS DETAILS
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COMPANY: ENTER_COMPANY_NUMBER

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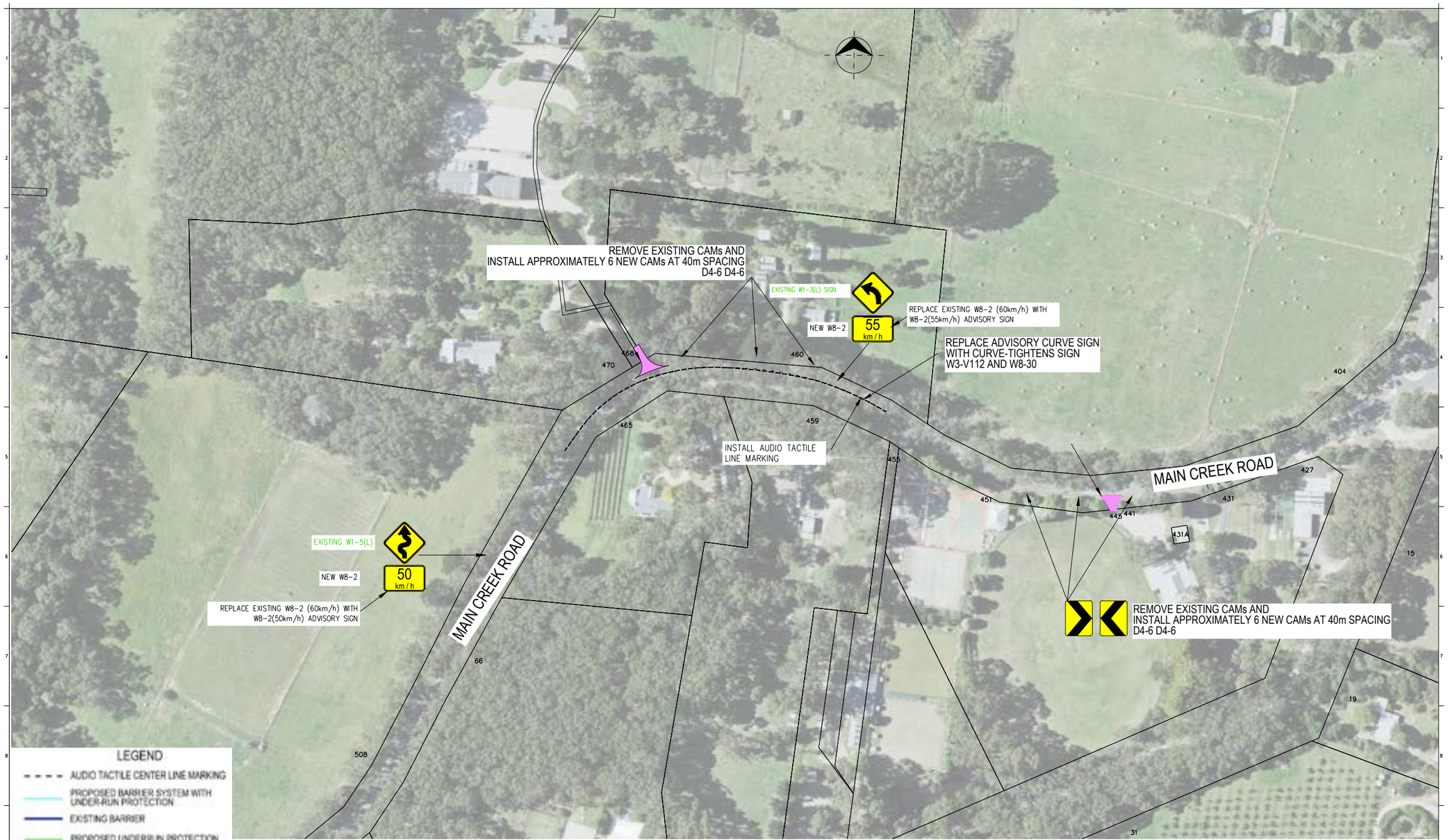
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PROJECT QA:	QA_NO
CONTRACT CN:	CN_NO
CIVIL 3D DWG:	DWG_NO
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REVIEWED BY:	
DATE:	

Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
SHEET 10 - MAIN CREEK ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN			
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET			
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE				
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED				
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE				
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE				
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER				
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN				

REGISTERED ENGINEERS DETAILS
NAME: ENTER_NAME
SIGNATURE: .....
ENG.REG.: ENTER_PE_NUMBER
COMPANY: ENTER_COMPANY_NUMBER

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INTERNAL REFERENCES	
PROJECT QA:	QA_NO
CONTRACT CN:	CN_NO
CIVIL 3D DWG:	DWG_NO
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REVIEWED BY:	
DATE:	

Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
SITE 6 MAIN CREEK ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

REGISTERED ENGINEERS DETAILS
NAME: ENTER_NAME
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ENG.REG.: ENTER_PE_NUMBER
COMPANY: ENTER_COMPANY_NUMBER

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INTERNAL REFERENCES	
PROJECT QA:	QA_NO
CONTRACT CN:	CN_NO
CIVIL 3D DWG:	DWG_NO
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REVIEWED BY:	
DATE:	

Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT

MAIN RIDGE

CONCEPT PLANS

SHEET 12 - MAIN CREEK ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS

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PLAN REF No.	REV
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LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

REGISTERED ENGINEERS DETAILS
NAME: ENTER_NAME
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CIVIL 3D DWG:	DWG_NO
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DATE:	

Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT

MAIN RIDGE

CONCEPT PLANS

SITE 13 MAIN CREEK ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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CONCEPT

LEGEND

TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

REGISTERED ENGINEERS DETAILS

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Mornington Peninsula Shire

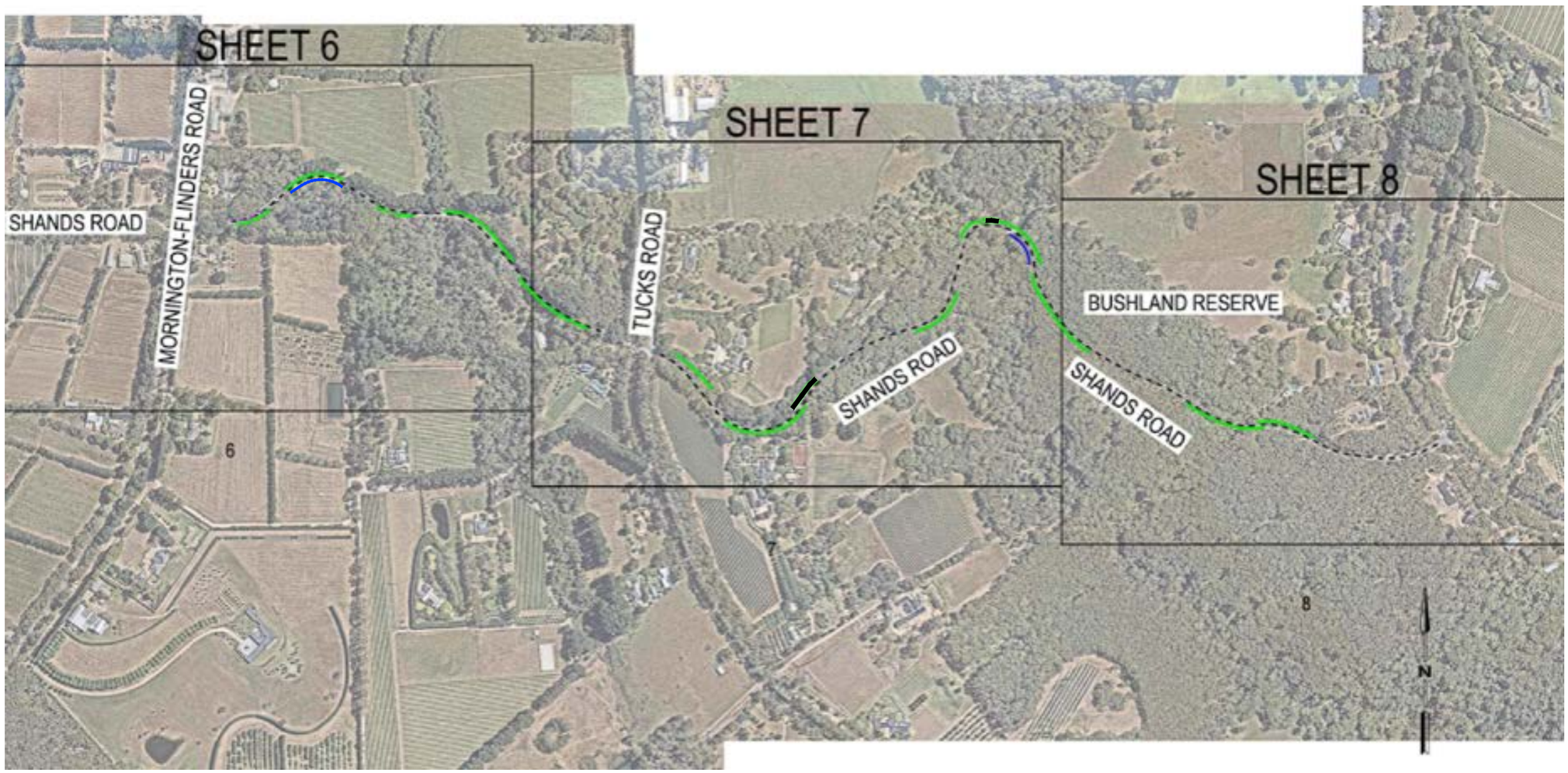
MOTORCYCLE SAFETY IMPROVEMENT PROJECT

MAIN RIDGE

CONCEPT PLANS

SITE 14 MAIN CREEK ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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CONCEPT

LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

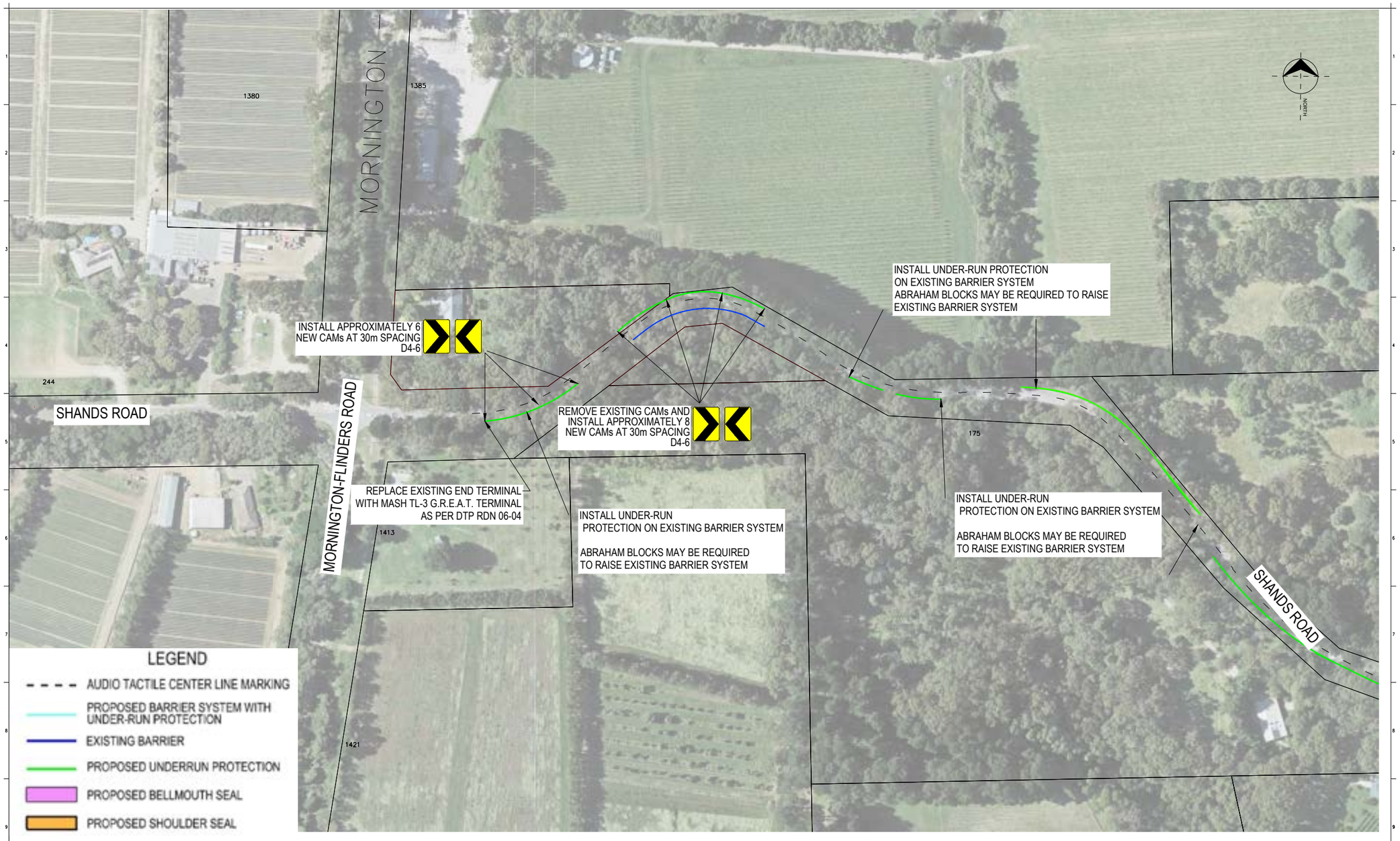
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CIVIL 3D DWG:	DWG_NO
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REVIEWED BY:	
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MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
KEY PLAN - SHANDS ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS
SHEET No. 00 OF 00	
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CONCEPT

LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN			
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET			
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE				
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED				
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE				
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE				
UNDERGROUND POWER PIT	EX SEWER MAIN	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER			
FIRE PLUG		PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN				

REGISTERED ENGINEERS DETAILS
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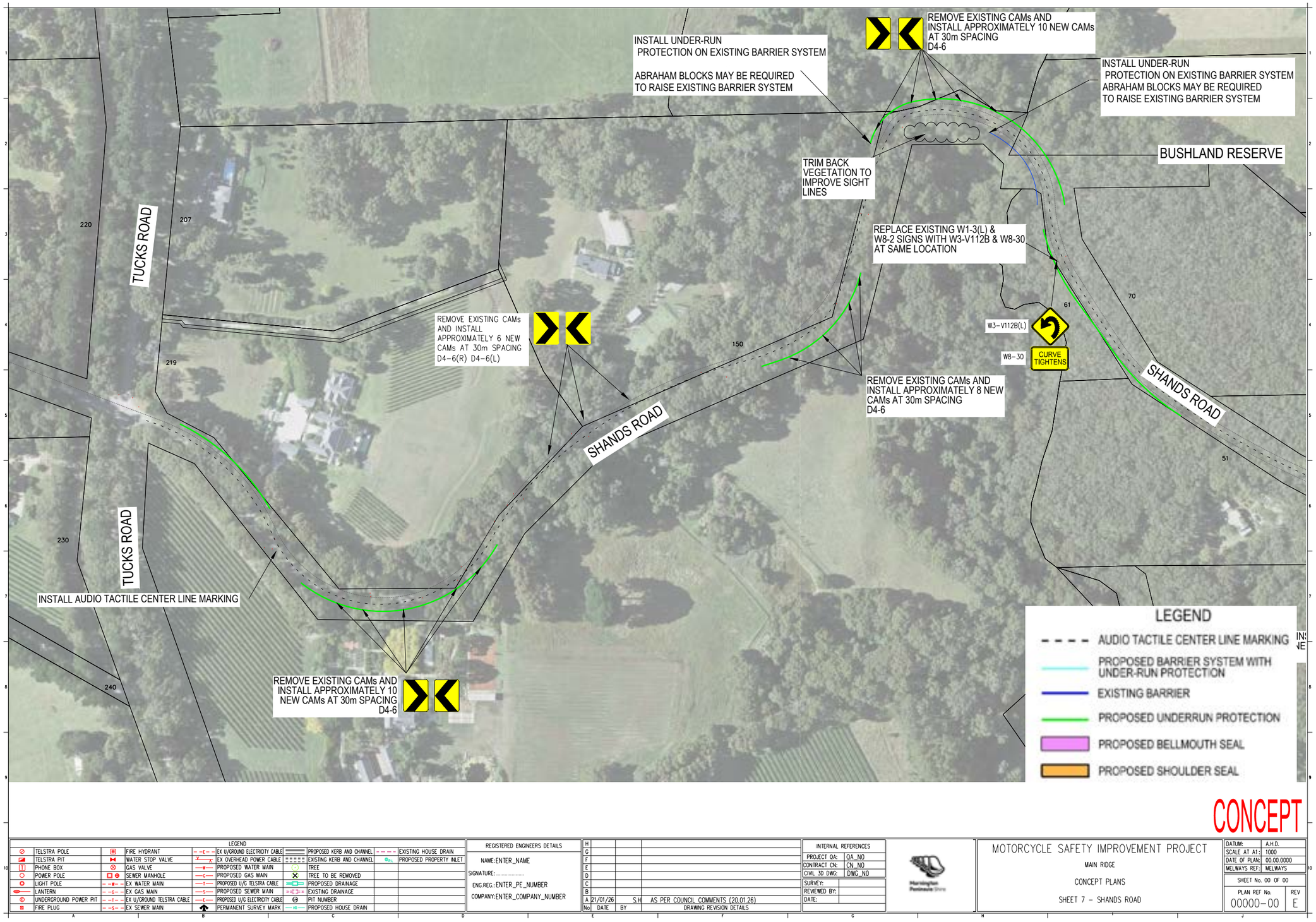
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DATE:	

Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
SHEET 6 - SHANDS ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF.:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
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LEGEND							
TELSTRA POLE	FIRE HYDRANT	EX U/GROUND ELECTRICITY CABLE	PROPOSED KERB AND CHANNEL	EXISTING HOUSE DRAIN
TELSTRA PIT	WATER STOP VALVE	EX OVERHEAD POWER CABLE	EXISTING KERB AND CHANNEL	PROPOSED PROPERTY INLET
PHONE BOX	GAS VALVE	PROPOSED WATER MAIN	TREE	
POWER POLE	SEWER MANHOLE	PROPOSED GAS MAIN	TREE TO BE REMOVED	
LIGHT POLE	EX WATER MAIN	PROPOSED U/G TELSTRA CABLE	PROPOSED DRAINAGE	
LANTERN	EX GAS MAIN	PROPOSED SEWER MAIN	EXISTING DRAINAGE	
UNDERGROUND POWER PIT	EX U/GROUND TELSTRA CABLE	PROPOSED U/G ELECTRICITY CABLE	PIT NUMBER	
FIRE PLUG	EX SEWER MAIN	PERMANENT SURVEY MARK	PROPOSED HOUSE DRAIN	

REGISTERED ENGINEERS DETAILS
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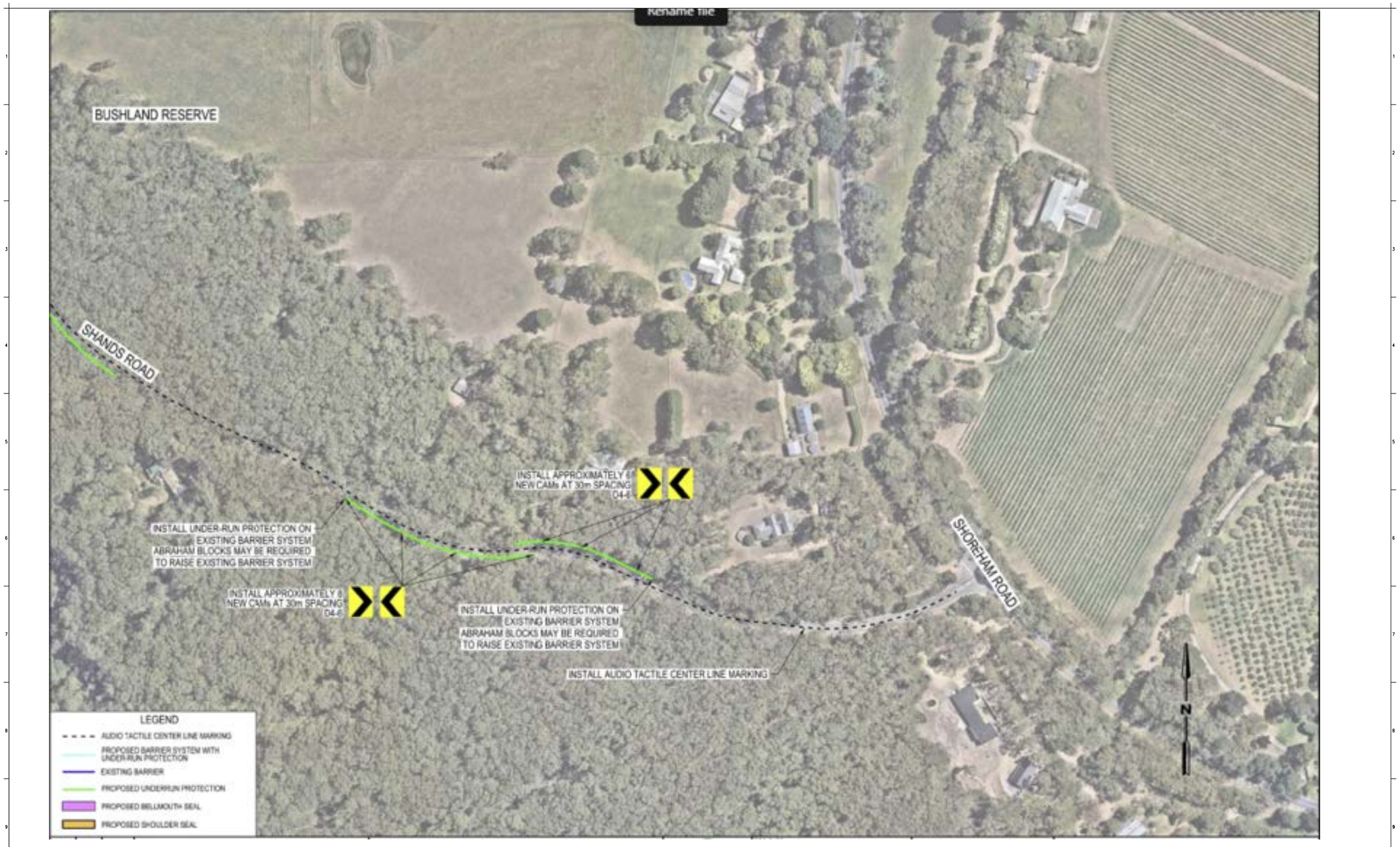
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A	21/01/26	S.H	AS PER COUNCIL COMMENTS (20.01.26)

INTERNAL REFERENCES	
PROJECT QA:	QA_NO
CONTRACT CN:	CN_NO
CIVIL 3D DWG:	DWG_NO
SURVEY:	
REVIEWED BY:	
DATE:	

Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT
MAIN RIDGE
CONCEPT PLANS
SHEET 7 – SHANDS ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
00000-00	E



CONCEPT

LEGEND									
TELSTRA POLE		FIRE HYDRANT		EX U/GROUND ELECTRICITY CABLE		PROPOSED KERB AND CHANNEL		EXISTING HOUSE DRAIN	
TELSTRA PIT		WATER STOP VALVE		EX OVERHEAD POWER CABLE		EXISTING KERB AND CHANNEL		PROPOSED PROPERTY INLET	
PHONE BOX		GAS VALVE		PROPOSED WATER MAIN		TREE			
POWER POLE		SEWER MANHOLE		PROPOSED GAS MAIN		TREE TO BE REMOVED			
LIGHT POLE		EX WATER MAIN		PROPOSED U/G TELSTRA CABLE		PROPOSED DRAINAGE			
LANTERN		EX GAS MAIN		PROPOSED SEWER MAIN		EXISTING DRAINAGE			
UNDERGROUND POWER PIT		EX U/GROUND TELSTRA CABLE		PROPOSED U/G ELECTRICITY CABLE		PIT NUMBER			
FIRE PLUG		EX SEWER MAIN		PERMANENT SURVEY MARK		PROPOSED HOUSE DRAIN			

REGISTERED ENGINEERS DETAILS
NAME: ENTER_NAME
SIGNATURE: .....
ENG.REG.: ENTER_PE_NUMBER
COMPANY: ENTER_COMPANY_NUMBER

No	DATE	BY	DRAWING REVISION DETAILS
H			
G			
F			
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B			
A	21/01/26	S.H	AS PER COUNCIL COMMENTS (20.01.26)

INTERNAL REFERENCES	
PROJECT QA:	QA_NO
CONTRACT CN:	CN_NO
CIVIL 3D DWG:	DWG_NO
SURVEY:	
REVIEWED BY:	
DATE:	

Mornington Peninsula Shire

MOTORCYCLE SAFETY IMPROVEMENT PROJECT

MAIN RIDGE

CONCEPT PLANS

SHEET 5 BALDRYS ROAD

DATUM:	A.H.D.
SCALE AT A1:	1000
DATE OF PLAN:	00.00.0000
MELWAYS REF:	MELWAYS
SHEET No. 00 OF 00	
PLAN REF No.	REV
00000-00	E

Attachment 1 - DTP Road Safety Locations

Location	Project Type	Township	Electorate	Lower House District	Relevant to Schools	Hazards	Potential Proposed Solutions	Responsible Road Authority	# Responses that agree with status of "High Risk"
Arthurs Seat Road & Mornington-Flinders Road	Intersection	Red Hill	Coolart	Nepean	Y	Busy T-intersection, particularly at school times/sight lines/school traffic	Construct right turn lane and install islands and/or intersection upgrade to a roundabout to increase road safety and improve school time congestion/safety	State Government	41
Point Nepean Road (full length) PEDESTRIAN (including intersections)	Length	Various	Various	Various	N	Pedestrian safety and facilities	Pedestrian crossing facilities/speed mitigation where warranted	State Government	41
Frankston-Flinders Road (Full length)	Length	Various	Various	Various	N	Vehicle speed/cross section standard/cyclist safety/intersections/loss of control	Speed mitigation/delineation/intersection improvements/road safety barriers where warranted/select locations of shoulder sealing/select cycling improvements	State Government	33
Frankston Flinders Road & Merricks Beach Road	Intersection	Balnarring	Coolart	Hastings Nepean	N	T-intersection intersecting with high speed arterial road/lighting/sight lines	Turn lanes/improve lighting/improve sight lines or roundabout	State Government	27
Frankston-Flinders Road & Stanleys Road Frankston-Flinders Road & Warrawee Road	Intersection	Balnarring	Coolart	Hastings	N	Intersection geometry	Improve intersection geometry and/or roundabout	State Government	26
Arthurs Seat Road & White Hill Road	Intersection	Red Hill	Coolart	Nepean	N	Busy-T intersection with non-ideal intersection geometry	Road cushions/additional signage and/or improve intersection geometry and/or roundabout	State Government	22
Eastbourne Road & Elizabeth Avenue	Intersection	Capel Sound	Tootgarook	Nepean	N	Busy T-intersection/pedestrian safety	Turn restrictions or simplify movements or median turn improvements or traffic signals	State Government	22
Eastbourne Road (Boneo Road to Elizabeth Street)	Length	Various	Tootgarook	Nepean	N	Busy arterial road/cross section standard/intersections	Intersection improvements/pedestrian crossing facilities/cycling improvements	State Government	21
Point Nepean Road (full length) ALL CRASHES (including intersections)	Length	Various	Various	Various	N	Pedestrian safety/intersections/cyclist safety/rear-end crashes/loss of control	Pedestrian improvements/intersection improvements/cycling improvements/delineation/advance warning signage/speed mitigation where warranted	State Government	21
Nepean Highway & Wilsons Road	Intersection	Mornington	Tanti	Mornington	N	Busy-T intersection	Splitter Island/extend central median	State Government	20
Balnarring Road	Length	Various	Various	Various	N	Cross section standard/intersections/loss of control	Delineation/intersection improvements/select road improvements such as road safety barrier and shoulder sealing	State Government	20
Boneo Road (Mornington-Flinders Road to Mornington Peninsula Freeway)	Length	Various	Coolart	Nepean	N	Cross section standard/bends/cyclist safety	Speed mitigation/advance warning improvements at bends/investigate cyclist safety/delineation improvements/select locations of road safety barrier and sealed shoulders	State Government	20
Mornington-Tyabb Road (Moorooduc Highway to Nepean Highway)	Length	Mornington	Moorooduc	Mornington	N	High volume arterial road/congestion/pedestrian safety/intersections/cross section standard	Speed mitigation/delineation/select road improvements such as road safety barrier and shoulder sealing/intersection improvements	State Government	18
Disney Street & Stony Point Road	Intersection	Crib Point	Warringine	Hastings	N	Cross intersection	Discipline vehicle movements/turn lanes and/or raised intersection or roundabout	State Government	16
Boneo Road & Eastbourne Road	Intersection	Rosebud	Tootgarook	Nepean	N	Busy roundabout/roundabout geometry/pedestrian safety/cyclist safety	Cyclist improvements and speed mitigation at roundabout or roundabout metering signals and/or consider roundabout reconfiguration	State Government	15
Nepean Highway & Uralla Road	Intersection	Mt Martha	Briars	Mornington	N	Busy T-intersection	Traffic signals	State Government	15
Country Club Drive, Nepean Highway & Ponderosa Place	Intersection	Safety Beach	Brokil	Nepean	N	Busy cross intersection/pedestrian safety/cyclist safety	The Department of Transport & Planning has a signals design for this intersection, funding for construction of these signals. and/or pedestrian improvements	State Government	14
Nepean Highway(full length) ALL (including intersections)	Length	Various	Various	Various	N	Intersections/rear-end crashes/cyclist safety/pedestrian safety/loss of control	Intersection improvements/pedestrian improvements/cycling improvements/delineation/advance warning signage/speed mitigation where warranted	State Government	14

Lonsdale Street & South Road	Intersection	McCrae	Benbenjie	Nepean	N	Cross intersection	Speed mitigation/advance warning signage or roundabout	State Government	14
Coolart Road	Length	Various	Various	Various	N	Cross section standard	Delineation/select locations of road safety barrier and sealed shoulders	State Government	14
Point Nepean Road (full length) CYCLISTS (including intersections)	Length	Various	Various	Various	N	Collisions with vehicles/car doors/cycling infrastructure	Resolve missing cycling links/facilitating cyclists at intersections/delineation/ speed mitigation where warranted	State Government	14
Stony Point Road	Length	Bittern Crib Point	Warringine	Hastings	N	Cross section standard/intersections/vehicle speeds	Speed mitigation/delineation/intersection improvements	State Government	14
Esplanade (Beleura Hill Road to Main Street)	Length	Mornington	Tanti	Mornington	N	Vehicle speed/nearby foreshore/cyclist safety/pedestrian safety	Widen shoulder & construct 2-way SUP	State Government	13
Frankston-Flinders Road & Merricks Road	Intersection	Merricks	Coolart	Nepean	N	Intersection geometry	Improve intersection geometry or roundabout	State Government	13
Byrnes Road, Frankston-Flinders Road & Shoreham Road	Intersection	Shoreham	Coolart	Nepean	N	Sight lines/turning vehicles/vehicle speeds	Advance warning signage, intersection improvement to include separate right turn lane at Frankston-Flinders Road and/or roundabout	State Government	12
Balnarring Beach Road, Balnarring Road Frankston Flinders Road & Stumpy Gully Road	Intersection	Balnarring	Coolart	Hastings	N	Intersection layout and geometry	The Department of Transport & Planning have a concept design for the detail design and construction of a roundabout at the Fiveways intersection in Balnarring. (Balnarring Road / Frankston-Flinders Road / Stumpy Gully Road / Sandy Point Road)	State Government	12
Arthurs Seat Road & Boundary Road	Intersection	Dromana	Brokil	Nepean	N	Cross intersection/vehicle speeds	Road cushions/additional signage/splitter island	State Government	12
Frankston-Flinders Road & Marine Parade	Intersection	Hastings	Warringine	Hastings	N	Busy T-intersection	Improve vehicle movement separation/median turn improvements/advance warning signage or roundabout or traffic signals	State Government	11
Nepean Highway & Wooralla Drive	Intersection	Mt Eliza	Moorooduc	Mornington	N	Pedestrian safety/busy signalised cross intersection	Flashing lights advance warning sign/Upgrade lighting/Wombat crossings and/or raised intersection	State Government	11
Bittern-Dromana Road/Dunns Creek Road	Length	Merricks North	Coolart	Nepean	N	Cross section standard/bends/vehicle speed/motor cyclist safety/poor road condition	Speed mitigation/advance warning improvements at bends/delineation improvements/select locations of road safety barrier and sealing	State Government	11
Coolart Road & Frankston-Flinders Road	Intersection	Baxter	Beek Beek Moorooduc	Hastings	N	Busy intersection/vehicle speeds/intersection geometry	Advance warning signage or improve intersection geometry or roundabout	State Government	11
Mornington Flinders Road & Shands Road	Intersection	Main Ridge	Coolart	Nepean	N	Cross intersection	Roundabout	State Government	11
Mornington-Tyabb Road & Racecourse Road	Intersection	Mornington	Moorooduc	Mornington	N	Busy roundabout/pedestrian safety/cyclist safety/vehicle speeds	Roundabout signals/speed mitigation at roundabout	State Government	10
Frankston-Flinders Road & Reid Parade	Intersection	Bittern	Warringine	Hastings	N	T-intersection/pedestrian safety	Splitter island/raised Shared User Path crossing	State Government	10
Nepean Highway & Weber Drive	Intersection	Mornington	Tanti	Mornington	N	T-intersection with right turns into arterial road	Median right turn improvements/traffic calming on side road	State Government	10
Coolart Road & Myers Road	Intersection	Bittern	Coolart	Hastings	N	Cross intersection	Roundabout	State Government	10
Boundary Road & Whitehill Road	Intersection	Dromana	Coolart	Nepean	N	T-intersection/road downslope	Advance warning signage/speed mitigation or Side Road Activated Speeds or roundabout	State Government	10
Frankston-Flinders Road & Graydens Road	Intersection	Tyabb	Warringine	Hastings	N	Busy T-intersection	Change priority/right turn lane/splitter island	State Government	9

Jetty Road & Mornington Peninsula Freeway (Overpass & Freeway duplication to Boneo Road -State Government Delivery Responsibility)	Intersection	Rosebud	Benbenjie	Nepean	N	Busy roads/road layout & geometry/truck instability & traffic congestion on local roadways	This corridor is the key state arterial corridor feeding into the Southern Peninsula from greater Metropolitan Melbourne and the rest of the Mornington Peninsula. The Department of Transport and Planning have an existing business case for these proposed upgrades, this project is in DTPs pipeline of projects but not a current priority. Other solutions include reconfiguration of traffic lanes/improve geometry/improve truck stability	State Government	9
Nepean Highway(full length) PEDESTRIAN (including intersections)	Length	Various	Various	Various	N	Pedestrian safety	Pedestrian crossing facilities/speed mitigation where warranted	State Government	9
Marine Drive	Length	Safety Beach	Brokil	Nepean	N	Busy road, particularly at some times of year/pedestrian safety/cyclist safety	Speed mitigation/pedestrian crossing facilities/cycling improvements/intersection improvements	State Government	9
Esplanade CYCLISTS (including intersections)	Length	Various	Various	Various	N	Car doors/collisions with vehicles/cycling infrastructure	Review cyclist safety and infrastructure	State Government	9
Craigie Road & Moorooduc Highway	Intersection	Mt Martha	Moorooduc	Mornington	N	Right turns across high speed arterial road/sight lines	Speed mitigation/sight line improvements/left turn lane priority review and/or two -lane roundabout with neccessary safety treatments	State Government	8
Helena Street & Nepean Highway	Intersection	Mt Martha	Briars	Mornington	N	T-intersection/ road incline	Road widening/right turn lane	State Government	8
Balnarring Road & Myers Road	Intersection	Balnarring	Coolart	Hastings Nepean	N	Cross intersection	Roundabout or Side Road Activated Speeds	State Government	8
Eramosa Road East & Frankston Flinders Road	Intersection	Somerville	Beek Beek	Hastings	Y	Hazards include complicated double roundabout infrastructure leading to poor give way compliance, traffic volume congestion, proximity to rail infrastructure increasing congestion and increasing likelihood of collisions, primary school pedestrian traffic, high heavy vehicle usage.	Potential solutions include realignment of the intersection infrastructure, potential traffic calming and signalisation.	State Government	8
Mornington-Flinders Road (Arthurs Seat Road to Cook Street)	Length	Flinders	Coolart	Nepean	N	Vehicle speed/cross section standard/bends/loss of control	Speed mitigation/bend warning signage improvements/delineation/road safety barriers where warranted/select locations of shoulder sealing	State Government	7
Bungower Road & Frankston-Flinders Road	Intersection	Somerville	Beek Beek	Hastings	N	Vehicle speeds contributing to crashes at roundabout	Speed mitigation at roundabout	State Government	7
Balnarring Road & Bittern-Dromana Road	Intersection	Balnarring	Coolart	Hastings Nepean	N	Cross intersection	Roundabout or Side Road Activated Speeds	State Government	7
Marine Drive, Nepean Highway & Point Nepean Road	Intersection	Safety Beach	Brokil	Nepean	N	Complex intersection of three arterial roads/congestion at-times	Modify intersection layout	State Government	7
Mornington-Tyabb Road (Frankston Flinders Road to Moorooduc Highway)	Length	Moorooduc Somerville Tyabb	Various	Various	N	High volume arterial road/intersections/cross section standard	Delineation/select road improvements such as road safety barrier and shoulder sealing/intersection improvements	State Government	7
Frankston-Flinders Road & Point Leo Road	Intersection	Point Leo	Coolart	Nepean	N	Cross intersection/incline	Right turn lane/concrete median and/or Intersection upgrade to a roundabout to increase road safety and operation.	State Government	6
Derril Road & Mornington-Tyabb Road	Intersection	Moorooduc	Moorooduc	Mornington	N	Cross intersection/sight lines/pedestrian safety	Road widening/right turn lane	State Government	6
Boneo Road & Colchester Road	Intersection	Rosebud	Benbenjie Tootgarook	Nepean	N	Busy T-intersection	Restrict to left-out or median turning improvements or traffic signals or roundabout	State Government	6
Esplanade ALL (including intersections)	Length	Various	Various	Various	N	Bends/cyclist safety/pedestrian safety/motorcyclist safety/loss of control	Speed mitigation on high risk sections/select locations of road safety barrier/review cyclist safety/pedestrian safety improvements	State Government	6
Nepean Highway(full length) CYCLISTS (including intersections)	Length	Various	Various	Various	N	Collisions with vehicles/cycling infrastructure	Resolve missing cycling links/facilitating cyclists at intersections/delineation/ speed mitigation where warranted	State Government	6

Bungower Road & Moorooduc Highway	Intersection	Mornington	Moorooduc	Mornington	N	Busy roundabout/vehicle speeds contributing to crashes at roundabout/congestion	Speed mitigation at roundabout/reduce congestion and/or signalisation at the state managed intersection	State Government	5
O'Neills Road, Tyabb-Tooradin Road & Western Port Highway	Intersection	Tyabb	Beek Beek	Hastings	N	Busy cross intersection/sight lines/vehicle speeds	Review effectiveness of Side Road Activated Speeds or roundabout	State Government	5
Green Island Avenue & Nepean Highway	Intersection	Mt Martha	Briars	Mornington	N	Lack of left turn lane	Construct left turn lane	State Government	5
Boneo Road & Browns Road	Intersection	Boneo	Coolart	Nepean	N	Busy roundabout/vehicle speeds contributing to crashes at roundabout	Speed mitigation at roundabout and/or duplicate roundabout for additional capacity	State Government	4
Esplanade PEDESTRIAN (including intersections)	Length	Various	Various	Various	N	Pedestrian safety and facilities	Pedestrian improvements	State Government	4
McCulloch Street & Point Nepean Road	Intersection	Dromana	Brokil	Nepean	N	Busy T-intersection	Median turn treatment or traffic signals	State Government	4
Dunns Road & Mornington-Tyabb Road	Intersection	Mornington	Moorooduc Tanti	Mornington	N	Hazards include high traffic volumes entering and exiting the shopping centre and travelling along Mornington-Tyabb Road and Dunns Road, creating congestion in the roundabout increasing the likelihood of collisions	Potential solution includes traffic lights installed at the roundabout or intersection realignment	State Government	4
Bungower Road & Nepean Highway	Intersection	Mornington	Moorooduc	Mornington	N	Busy signalised intersection	Modify traffic signal phasing	State Government	3
Lonsdale Street & Point Nepean Road	Intersection	Rosebud	Benbenjie	Nepean	N	Signalised T-intersection with some uncontrolled right turns/vehicles unexpectedly stopping/nearby property access	Modify traffic signal phasing/advance warning signage/review property access	State Government	3
Western Port Highway	Length	Various	Various	Various	N	Cross section standard/high volume arterial road/vehicle speeds/intersections	Centre median barriers/delineation/intersection improvements	State Government	3
Moorooduc Highway	Length	Various	Various	Various	N	High volume arterial road/vehicle speeds/intersections	Delineation/intersection improvements	State Government	3
Bittern-Dromana Road & Red Hill Road	Intersection	Merricks North	Coolart	Nepean	N	Hazards include poor sight lines, bendy road geometry, T intersection geometry, high vehicle speeds	Potential solutions include traffic calming devices to support reduced speeds and improved awareness of the upcoming intersection	State Government	3
Mornington-Tyabb Road & Yullies Road	Intersection	Mornington	Moorooduc Tanti	Mornington	N	Hazards include vehicle congestion, difficulty turning onto Mornington-Tyabb Road increasing likelihood of accidents	Potential solutions include a roundabout, realignment of the intersection or a left turn only solution	State Government	3
Wood Street	Length	Flinders	Coolart	Nepean	N	Hazards include wildlife safety concerns and impacts and unsuitably high speed limits	Potential solutions include speed reduction and mitigation measures	State Government	3
Mount Eliza Way & Nepean Highway	Intersection	Mount Eliza	Kackeraboite	Mornington	N	Hazards include poor sight lines when turning right out of Mount Eliza Way, poor intersection geometry, and crash history supports a frequency of right-turn related crashes	Potential solutions include intersection geometry realignment, disallowing the right-hand turn and improving sight lines and/or raised wombat crossings at existing pedestrian crossings and electronic advanced warning signage on Nepean Highway approaches	State Government	3
Adams Avenue & Point Nepean Road	Intersection	Rosebud	Benbenjie	Nepean	N	Cross intersection	Road cushions/additional signage/splitter island	State Government	2
Baxter Tooradin Road	Length	Various	Beek Beek	Hastings	N	Cross section standard/intersections/loss of control	Delineation/intersection improvements/select road improvements such as road safety barrier and shoulder sealing	State Government	2
Bungower Road & Dandenong-Hastings Road	Intersection	Somerville	Beek Beek	Hastings	N	Vehicle speeds contributing to crashes at roundabout	Speed mitigation at roundabout	State Government	2
Constitution Hill Road, Ocean Beach Road & Point Nepean Road	Intersection	Sorrento	Nepean	Nepean	N	Busy cross intersection/pedestrian safety/congestion	Pedestrian improvements and (change intersection priority or temporary closure of some intersection legs or roundabout)	State Government	2
Boneo Road (Meakins Road to Razorback Road)	Length	Flinders		Nepean		Hazards include wildlife safety concerns and impacts and unsuitably high speed limits	Potential solutions include speed reduction and mitigation measures	State Government	2
Canadian Bay Road & Nepean Highway	Intersection	Mount Eliza		Mornington		Hazards include intersection geometry and traffic congestion	Potential solutions include realignment of the intersection infrastructure, and realignment of the adjacent carpark infrastructure to alleviate congestion	State Government	2
Cook Street (Boneo Road to Wood Street)	Length	Flinders		Nepean		Hazards include wildlife safety concerns and impacts and unsuitably high speed limits and poor road condition	Potential solutions include speed reduction and mitigation measures	State Government	2

Dunns Creek Road (Gibb Road to Red Hill Road)	Length	Merricks North		Nepean		Hazards include wildlife safety concerns and impacts and unsuitably high speed limits	Potential solutions include speed reduction and mitigation measures	State Government	2
Elizabeth Avenue & Point Nepean Road	Intersection	Capel Sound		Nepean		Hazards include intersection geometry and traffic congestion contributing to unclear priority movements and increasing the linklihood of accidents	Potential solutions include realignment of the intersection infrastructure	State Government	2
Frankston-Flinders Road & Myers Road	Intersection	Bittern		Hastings		Hazards include poor sight lines when turning from myers road and high vehicle speeds in the event of a collision	Potential solutions include realignment of the intersection infrastructure, speed mitigation to encourage traffic calming and improve sight lines	State Government	2
Kunyung Road	Length	Mount Eliza		Mornington		Hazards include school traffic congestion and cross intersection risk at Nepean Highway & Kunyung Road due to crest, high speed zone and quantity of traffic performing u-turns and poor pedestrian crossing facilities despite bus stop facilities	Potential solutions include realignment of the intersection infrastructure, potential traffic calming, signalisation and/or installation of pedestrian crossing facilities over Nepean Highway	Council & State Government	2
Main Street	Length	Mornington		Mornington		Hazards include pedestrian safety concerns	Potential solutions include pedestrian priority crossings, and reducing vehicle traffic through Main St to increase pedestrian priority improving safety for vulnerable road users such as the elderly, cyclists, pedestrians and people with disabilities	State Government	2
Moorooduc Highway & Sages Road	Intersection	Frankston South		Hastings		Hazards include intersection geometry and traffic congestion	Potential solutions include revision of traffic light and turn lane geometry at the intersection	State Government	2
Nepean Highway, Tower Road & Volitans Ave	Intersection	Mount Eliza		Mornington		Hazards include intersection geometry and traffic congestion	Potential solutions include realignment of the intersection infrastructure, and removal of sight line obstructions, and/or removing unsafe turning movements	State Government	2
Old Moorooduc Road (Mornington Peninsula Freeway to Nepean Highway)	Length	Tuerong		Mornington Nepean		Hazards include wildlife safety concerns and impacts and unsuitably high speed limits and poor road condition	Potential solutions include speed reduction and mitigation measures	State Government	2
White Hill Road (Arthurs Seat Road to Boundary Road)	Length	Red Hill		Nepean		Hazards include wildlife safety concerns and impacts, as well as road gradient, erosion of gravel shoulderheavy vehicles and cyclists	Potential solutions include a sealed shoulder and other cyclist safety improvements	State Government	2
Arthurs Seat Road (McCulloch Street to White Hill Road)	Length	Red Hill	Coolart	Nepean	N	Cross section standard/bends/vehicle speed/motor cyclist safety/cyclist safety	Speed mitigation/advance warning improvements at bends/investigate cyclist & motor cyclist safety/delineation improvements/select locations of road safety barrier and sealed	State Government	1
Baxter-Tooradin Road & Dandenong-Hastings Road	Intersection	Pearcedale	Beek Beek	Hastings	N	Vehicle speeds contributing to crashes at roundabout	Speed mitigation at roundabout	State Government	1
Bungower Road (Tyabb-Tooradin Road to Westernport Highway)	Length	Somerville	Beek Beek	Hastings	N	Hazards include high vehicle speeds, roadside Hazards and narrow carriageway with no shoulder	Delivery of pavement rehabilitation and safety improvements. Reconstruction including upgrade and widening from Westernport Highway to Tyabb-Tooradin Road. (1.6km)	Council & State Government	0

Location	Road Management Authority	Number of responses	Remote or at facility	Summary of issues raised
Mornington -Flinders Road and Arthurs Seat Road	State Government	23	At	Traffic congestion, needs to have a roundabout and not enough parking
Nepean Highway and Wooralla Drive	State Government	6	At	General intersection safety, not enough crossing supervisors
Jones Road, Boes Road and Mornington Tyabb Road intersection	State Government	6	At	Traffic congestion, lack of parking, speeding, lack of pedestrian crossings
Arthurs Seat Road and White Hill Road	State Government	3	Remote	Visibility and speeding concerns, should be a roundabout
Mornington – Tyabb Road and Racecourse Road	State Government	2	Remote	Intersection congestion at school pick up and drop off times, should have lights
Mornington-Tyabb Road and Derril Road	State Government	2	At	Primary School should have staggered drop off and pick up. 40kilometre per hour (km/h) not needed school set back
Boneo Road and Eastbourne Road Intersection	State Government	2	At	Incorrect use of the existing roundabout, pedestrian safety
Boneo Road and Limestone Road	State Government	1	At	Intersection safety, needs signals
Boneo Road and Allambi Avenue	State Government	1	Remote	Traffic congestion at school pick up and drop off times
Nepean Highway and Kunyung Road	State Government	1	Remote	Intersection safety concerns, seen lots of near misses
Eramosa Road West and Moorooduc Highway	State Government	1	At	Busy area with pick up and drop off, Speed limit too high and no pedestrian crossing on Eramosa Road West
Nepean Highway and Bungower Road	State Government	1	Remote	Traffic congestion and safety concerns
Mornington-Flinders Road and Shands Road	State Government	1	Remote	Needs a lower speed limit
Esplanade near Webb Street	State Government	1	Remote	Zebra Crossing to help access for their Beach Kinder Program
Mornington-Tyabb Road (Nepean Highway to Moorooduc Highway)	State Government	1	Remote	Racecourse Road intersection needs lights particularly for pedestrians
Nepean Highway and Tower Road intersection	State Government	1	Remote	Traffic congestion
Nepean Highway and Dromana Parade	State Government	1	Remote	School children crossing and lots of buses and very busy
Boundary Road and White Hill Road	State Government	1	Remote	Dangerous intersection with lots of school buses

Nepean Electorate Transport Infrastructure Advocacy

Mornington Peninsula Shire

This list of strategic transport projects aims to improve the transport infrastructure offerings for active transport, public transport, motorists and freight movement across the Nepean Electorate.



Priority Projects

Project	Description	Funding Requested	Delivery Responsibility
Mornington Peninsula Freeway Upgrade – Jetty Road to Boneo Road	This corridor is the key state arterial corridor feeding into the Southern Peninsula from greater Metropolitan Melbourne and the rest of the Mornington Peninsula. This project is for the construction of: • A freeway overpass at Jetty Road • Upgraded intersection with Boneo Road • Add additional lanes between Jetty Road and Boneo Road • Mitigate noise between Rosebud & Dromana Across the two intersections and stretch between, there have been 14 Serious Injuries and 43 Other Injuries across the last 10 years,	$150M*	State Government (Design & Construction)

	this represents significant Road Trauma on a key arterial corridor. The Department of Transport and Planning have an existing business case for these proposed upgrades; this project is in DTPs pipeline of projects but not a current priority. Based on the trauma history along this corridor, traffic volumes that have exceeded the existing infrastructure, pressure on other roads due to infrastructure inadequacy and ongoing tourism growth on the Southern Peninsula this project should be a priority.		
Anthonys Nose – Peninsula Trails	This project is for the delivery of a Shared User Path along the Mornington to Moorooduc Railway Corridor. Council has recently endorsed a preferred alignment for the project and is now seeking design and construction funding to build this much anticipated section of the Peninsula Trail.	$5M	Council (Design & Construction)

*Council estimate, subject to DTP confirmation

Road & School Safety

Project	**Description**	**Funding Requested**	**Delivery Responsibility**
Arthurs Seat Road & Mornington-Flinders Road Intersection	Upgrade the existing T intersection to a compact roundabout with vertical deflection. Funding to be used for design and construction.	$8M*	State Government
Arthurs Seat Road & White Hill Road Intersection	Upgrade existing T-intersection with a roundabout. Funding to be used for design and construction.	S10M*	State Government
Eastbourne Road & Elizabeth Avenue	Upgrade existing cross intersections and busy arterial road length with intersection improvements, pedestrian crossing facilities and cycling improvements. Funding to be used for design and construction.	$2M*	State Government

Boneo Road (Mornington-Flinders Road to Mornington Peninsula Freeway)	Upgrade existing cross intersections and road bends with speed mitigation, advanced warning improvements at the bends, investigations of cyclist safety, delineation improvements and select locations of road safety barriers and/or shoulder sealing.	$1.5M*	State Government
Boneo Road & Eastbourne Road Intersection	Upgrade existing roundabout with cyclist improvements, speed mitigation at the roundabout or roundabout metering signals and/or consider roundabout reconfiguration.	$2M*	State Government
Country Club Drive, Nepean Highway & Ponderosa Place	Upgrade existing cross intersection with traffic signals and/or pedestrian improvements. Funding to be used for design and construction.	$20M*	State Government
Waterfall Gully Shops Rosebud	Parking improvements at Waterfall Gully shops in Rosebud.	$650K	Council (Design & Construction)

*Council estimate, subject to DTP confirmation

Active Transport Infrastructure & Footpaths

Project	**Description**	**Funding Requested**	**Delivery Responsibility**
Bike Lanes – Marine Parade	This project is for the provision of on road bike lanes from the Marthas Cove Underpass tunnel exit through to the Pedestrian Operated Signals near Victoria Street. This short but critical section represents a significant safety pinch point where cyclists are required to navigate constrained road space and complex traffic movements. Delivering a continuous cycling connection through this segment would remove a key barrier in the coastal route and improve safety outcomes for all users.	$800k*	State Government (Design & Construction)
Nepean Highway, Dromana	Construction of a footpath and appropriate crossings from Dromana Holiday Village through to Country Club Drive. (750m)	$2.1M	Council

			(Design & Construction)
Boundary Road, Dromana	Construction of a footpath along Boundary Road from Collins Road to Protea Lane. (600m)	$500k	Council (Design & Construction)
Pickings Road, Safety Beach	Construction of a footpath along Pickings Road from Dromana Parade to First Avenue. (1km)	$750k	Council (Design & Construction)
Capel Avenue, Capel Sound	Construction of a footpath along Capel Avenue from Eastbourne Road to Calvary Capel Sand Aged Care. (250m)	$240k	Council (Design & Construction)
Balaka Street, Capel Sound	Construction of a footpath along Balaka Street from Eastbourne Road to Brickendon Drive. (475m)	$500k	Council (Design & Construction)
Elizabeth Avenue, Capel Sound	Construction of a footpath along Elizabeth Avenue from Broadway to Vern Wright Reserve. (450m)	$475k	Council (Design & Construction)
Dromana Parade, Safety Beach	Construction of a footpath along Dromana Parade from Cassowary Place to Victoria Street. (2.3km)	$1.5M	Council (Design & Construction)
Country Club Drive, Safety Beach	Construction of a footpath along Country Club Drive from Fairway drive to Sheepwash Creek. (500m)	$450k	Council (Design & Construction)
Peninsula Trail	Cameron's Bight section - 200 metres connecting Blairgowrie and Sorrento	$1M	Council (Design and Construction)

*Council estimate, subject to DTP confirmation

Mornington Electorate Transport Infrastructure Advocacy

Mornington Peninsula Shire

This list of strategic transport projects aims to improve the transport infrastructure offerings for active transport, public transport, motorists and freight movement across the Mornington Electorate.



Priority Projects

Project	Description	Funding Requested	Delivery Responsibility
Mornington-Tyabb x Racecourse Road Intersection through to Mornington-Tyabb x Nepean Highway Intersection	This corridor is the key state arterial corridor feeding into Mornington connecting it to greater Metropolitan Melbourne and the rest of the Mornington Peninsula. This project is for the signalisation of the Mornington-Tyabb Road x Racecourse Road intersection, improvements along the corridor between the intersections and improvements to the Mornington-Tyabb Road x Nepean Highway Intersection. This corridor is State Managed.	$50M*	State Government (Design & Construction)

	DTP have acknowledged the intersection is failing as the traffic volumes have exceeded the existing infrastructure. Across the two intersections and stretch between, there have been 18 Serious Injuries and 47 Other Injuries across the last 10 years, this represents significant Road Trauma on a key arterial corridor. The Department of Transport and Planning have existing designs for these proposed upgrades, this project is in DTPs pipeline of projects but not a current priority. Based on the trauma history along this corridor, traffic volumes that have exceeded the existing infrastructure, pressure on other roads due to infrastructure inadequacy and forecast continued growth in Mornington this project should be a priority.		
Mornington to Moorooduc – Peninsula Trails	This project is for the delivery of a Shared User Path along the Mornington to Moorooduc Railway Corridor. Council has recent endorse a preferred alignment for the project and is now seeking design and construction money to build this much anticipated section of the Peninsula Trail.	$12M	Council (Design & Construction)

*Council estimate, subject to DTP confirmation

Road & School Safety

Project	**Description**	**Funding Requested**	**Delivery Responsibility**
Nepean Highway & Wilsons Road Intersection	Upgrade existing busy T-intersection with splitter islands and/or extended central median. Funding to be used for design and construction. Funding is for feasibility and detailed design.	$500k*	State Government
Mornington-Tyabb Road	Upgrade high-volume arterial road length with speed mitigation, delineation, select road	$2M*	State Government

(Length from Moorooduc Highway to Nepean Highway)	improvements such as road safety barriers and shoulder sealing, as well as intersection improvements. Funding to be used for design and construction.		
Esplanade (Length from Beleura Hill Road to Main Street)	Upgrade length by widening the shoulder and constructing a 2-way SUP. Funding is for feasibility and detailed design. Funding to be used for design and construction.	$750k*	State Government
Nepean Highway & Wooralla Drive Intersection	Upgrade existing busy signalised cross intersection with flashing lights to provide advanced warning of the intersection, upgraded lighting, wombat crossings and/or raised intersection. Funding to be used for design and construction.	$2.5M*	State Government
Craigie Road & Moorooduc Highway Intersection	Upgrade existing intersection with speed mitigation, sight line improvements, left turn lane priority review and/or two-lane roundabout with necessary safety treatments. Funding is for feasibility and detailed design.	$1M*	State Government

*Council estimate, subject to DTP confirmation

Active Transport Infrastructure & Footpaths

Project	**Description**	**Funding Requested**	**Delivery Responsibility**
Bike Lanes - Nepean Highway	*This project is for the provision of on road bike lanes from Benton's Road to Bungower Road along both sides of the Nepean Hwy.* This corridor functions as a key north–south connector with high traffic volumes and operating speeds. Existing cycling provisions are intermittent, forcing cyclists to merge with fast-moving vehicles. Continuous, cycling facilities on both sides of the highway would provide a safe and direct connection between residential areas, activity centres and public transport.	$800k*	State Government (Design & Construction)

Bike Lanes - The Esplanade	*This project is for the provision of on road bike lanes from Benton's Road to Mount Martha Village along both sides of the Esplanade.* The Esplanade is a strategic coastal route serving recreational and tourist cycling. Gaps in cycling infrastructure create conflict points and discourage less confident riders. A continuous and coherent cycling treatment would improve safety, support local access to the village and strengthen coastal network connectivity.	$800k*	State Government (Design & Construction)
Esplanade & Schnapper Point Drive, Mornington	Installation of 2 x Wombat Crossings.	$175k	Council (Construction)
Nepean Highway, Mornington to Mt Eliza	Connecting townships of Mornington & Mt Eliza	$3.2M	Council (Construction)
Tallis Drive, Mornington	Construction of a footpath along Tallis Drive from Shandon Street to Barkly Street (560m)	$450k	Council (Construction)
Esplanade, Mornington	Construction of a footpath along Esplanade Mornington from Bath Street to Beleura Hill Road. (500m)	$550k	Council (Construction)
Barkly Street, Mornington	Construction of a footpath along Barkly Street from Beleura Hill Road to Tallis Drive. (430m)	$325k	Council (Construction)
Bath Street, Mornington	Construction of a footpath along Bath Street from Esplanade to Barkly Street (430m)	$400k	Council (Construction)
Koetong Parade, Mount Eliza	Construction of a footpath along Koetong Parade from Acheron Avenue to Nepean Highway (930m)	$775k	Council (Construction)

Hastings Electorate Transport Infrastructure Advocacy

Mornington Peninsula Shire

This list of strategic transport projects aims to improve the transport infrastructure offerings for active transport, public transport, motorists and freight movement across the Hastings Electorate.



Priority Projects

Project	Description	Funding Requested	Delivery Responsibility
Frankston-Flinders Road x Graydens Road x Marine Parade, Hastings	These intersections are the gateway to Hastings and more broadly the Westernport Region, this region has seen and is forecast to see significant industrial growth including the Victorian Renewable Energy Terminal being considered at the Port of Hastings. There are also intertown ship pedestrian and cycling links that come through the intersection, community members frequently inform Council of safety concerns for all road users. This project is for the design of: • Intersection upgrade at Frankston-Flinders Road x Marine Parade	$2M*	State Government (Detail Design & Business Case)

	• Intersection upgrade at Frankston-Flinders Road x Graydens Road • The road corridor connecting these two intersections Across the two intersection and stretch in between there have been 9 serious injuries and 21 other injuries across the last 10 yearts, this represents significant road trauma on a key arterial corridor.		
Westernport Bus Reform	Reform the Westernport bus networks to be more direct, frequent and aligned with Stony Point Line services to make public transport a more viable means of Transport in Westernport.	$2M*	State Government (Operational Review and Reform Implementation)

*Council estimate, subject to DTP confirmation

Road & School Safety

Project	**Description**	**Funding Requested**	**Delivery Responsibility**
Frankston-Flinders Road & Merricks Beach Road Intersection	Upgrade existing high-risk T-intersection with high-speed arterial roads, including turn lanes, lighting and improved sight lines and/or conversion to a roundabout. Funding is for feasibility and detailed design.	$1M*	State Government
Frankston-Flinders Road & Stanleys Road Frankston-Flinders Road & Warrawee Road Intersection	Upgrade existing intersection geometry and/or conversion to a roundabout. Funding to be used for design and construction.	$10M*	State Government
Disney Street & Stony Point Road	Upgrade existing cross intersection to discipline vehicle movements, including turn lanes and/or conversion to a raised intersection or a roundabout. This project would also involve safety improvements to the Stony Point Road	$1M*	State Government

	length, including speed mitigation, improved delineation and other intersection improvements. Funding is for feasibility and detailed design.		
Balnarring Beach Road, Balnarring Road Frankston Flinders Road & Stumpy Gully Road Intersection	Upgrade existing intersection layout and geometry. The Department of Transport & Planning have a concept design for the detailed design and construction of a roundabout at the Fiveways intersection in Balnarring. (Balnarring Road / Frankston-Flinders Road / Stumpy Gully Road / Sandy Point Road). Funding to be used for design and construction.	$15M*	State Government
Coolart Road & Frankston-Flinders Road Intersection	Upgrade the existing intersection geometry with improved intersection geometry, advanced warning signage and/or a roundabout. Funding to be used for design and construction.	$10M*	State Government
Frankston-Flinders Road & Reid Parade Intersection	Upgrade existing T-intersection with pedestrian safety concerns with splitter islands, a raised Shared User Path crossing and/or other safety improvements. Funding to be used for design and construction.	$1.5M*	State Government
Balnarring Road length and Balnarring & Myers Road Intersection	Upgrade the existing cross intersection with a roundabout or side road activated speed limits. Delineation improvements to the length, select road improvements such as road safety barriers and shoulder sealing. Funding is for feasibility and detailed design.	$1M*	State Government
Jones Road, Boes Road and Mornington-Tyabb Road Intersection	Speed mitigation, installation of pedestrian crossings, footpath improvements, and intersection improvements to alleviate congestion. Funding is for feasibility and detailed design.	$1M*	State Government

*Council estimate, subject to DTP confirmation

Active Transport Infrastructure & Footpaths

Project	Description	Funding Requested	Delivery Responsibility
Pedestrian Crossing – Marine Pde, Hastings	Construction of a pedestrian crossing and connecting footpaths on Marine Parade adjacent St Marys Primary School in hastings.	$350k	Council (Design & Construction)
Austin Rd, Somerville	Construction of a footpath and appropriate crossings from Bungower Rd to St Brendans Primary School. (500m)	$400k	Council (Design & Construction)
Bungower Rd, Somerville	Construction of a footpath and appropriate crossings from Austin Rd to Jones Rd. (475m)	$375k	Council (Design & Construction)
Governors Rd, Crib Point	Construction of a footpath and appropriate crossings from Loch St to Stony Point Rd. (575m)	$425k	Council (Design & Construction)

Public Transport

Project	Description	Funding Requested	Delivery Responsibility
Stony Point Line Uplift (20 mins)	This project is for the Stony Point Uplift (20 mins), enabling more frequent metropolitan access to Baxter, Tyabb, Somerville & Hastings. Uplift of the Stony Point Line in effect would be the construction of passing loops at nominated stations so that trains running in opposite directions can pass, increasing capacity for more frequent trains running at the same time. This would be a medium-term improvement with the long-term goal being electrification of the Stony Point line through to Hastings.	$190M - $210M*	State Government (Design & Delivery)

*Council estimate, subject to DTP confirmation

Attachment 4 – Proposed 30km/h School Trial Locations

It is proposed to trial 30 km/h areas around Tootgarook Primary School (location shown in Figure 1 below), Mount Martha Primary School (location shown in Figure 2 below) & Eastbourne Primary School (location shown in Figure 3).



Figure 1: Tootgarook Primary School Location



Figure 2. Mt Martha Primary School



Figure 3. Eastbourne Primary School, Capel Sound

ATTACHMENT 1

Pedestrian Access Strategy -Footpath prioritisation -Evaluation methodology



How do we prioritise footpaths?

All paths identified on the PPN are evaluated against an Evaluation Methodology using the following factors to decide construction priority:

Pedestrian Safety and Risk: are the current conditions creating a hazardous environment for pedestrians?

Connectivity and Accessibility: does the planned network connect to day-to-day destination and provide accessibility?

Supplementary Assessments: Are there factors that will significantly impact, biodiversity, cultural heritage, or constructability?

Pedestrian Safety and Risk	
Road Safety (30%) • **Pedestrian crash locations** • **Speed limits** • **Traffic volumes**	
Pedestrian type (15%) • **Vulnerable users**	**60%**
Topography (15%) • **Difficult terrain and Visibility and line of sight** • **Sufficient space to facilitate walking**	
Connectivity and Accessibility	
Local connectivity (20%) • **Near primary and secondary destinations** • **Allow direct access to public transport nodes**	
Community demand (15%) • **Allow access for higher populated areas**	**40%**
Network (5%) • **Available alterative/parallel routes**	
Supplementary assessments	
• **Biodiversity impact** • **Cultural heritage impact** • **Constructability** • **Arterial roads**	**Y / N**

Further details can be viewed on the scoring on the Council's web site:

Footpaths and the Pedestrian Access Strategy - Mornington Peninsula Shire

Scoring assessment of the potential link in Old Cape Schanck Rd between Cleek Crescent & Jetty Rd



Ranking	Proposed footpath	Speed limit	Traffic volume	Pedestrian crash	Age of residents	Room to walk	Terrain and visibility	Close to essential service	Transport nodes	Population density	Alternative route	Cultural heritage	Biodiversity	Constructability	Existing path	Total score
67	Old Cape Schanck Rd	1	1	1	4	1	1	1	1	1	1	Yes	Yes	yes	No	18

ATTACHMENT 2

Potential alignments of missing footpath link along Old Cape Schanck Rd between Cleek Crescent & Jetty Rd & pedestrian bridge location- Refer to inserts below.



Insert 1: Existing non-compliant pedestrian bridge over Drum Drum Alloc Creek



Insert 2: Various potential footpath alignments along Old Cape Schanck Rd for part of missing link between Cleek Crescent & Jetty Rd for area just south of Jetty Rd

