Mordialloc Bypass Project
Expert Witness Report

Kirsten Bauer

Expertise

Registered Landscape Architect, AILA, Fellow Australian Institute of Landscape Architects
Adjunct Professor of RMIT University
Master of Architecture by Design, RMIT
Bachelor of Landscape Architecture (Hons), RMIT

Beaufort Bypass (2017-2018)
Expert witness statement for Maribyrnong City Council on the West Gate Tunnel Project (2017)
Geelong Bypass Sections 1, 2, 3 and 4a Visual Impact Assessment, VicRoads
Western Highway Duplication Landscape and Visual Assessment (2012)
Calder Freeway Visual Impact Assessment, VicRoads

Dollar Wind Farms Peer Review
Ryans Corner Wind Farms Peer Review
Barn Hill Wind Farm - LVIA
Winchelsea Wind Farm Peer Review
Chepstowe Wind Farm - Expert Witness
Work Completed to Date

Landscape and Visual Impact Assessment Report – Sep 2018
Includes:
• Site Assessment
• Identification of Sensitive Viewpoints
• Impact assessment
• Urban Design Strategy
• Mitigation Recommendations

Expert Witness Statement – February 2019
Includes review of:
• VicRoads Landscape Concept Plan
• Noise Walls and Fencing Plan, VicRoads
• Alternative Lower Dandenong Road / Mordialloc Bypass Freeway Interchange
• Public Submissions

Summary of Key Issues

Dingley Village & Chadwick Reserve
Braeside Park
Waterways Wetland & Estate
Aspendale Gardens
Urban Design Quality
Dingley Village & Chadwick Reserve

Landscape & Visual Impacts

- Visual Impact: Chadwick Reserves will be visually impacted by the proposal as well the proposed path to the north of the Reserve and regularly used public recreation space.
- Visual Impact: Existence noise levels for the proposed path will create a significant visual and noise impact on residents views.
- Connection and Safety: Considered safety issues along the shared use path in the area caused by the proximity of residential back fences and noise levels. This affects the shared use path and is considered in this proposal as it is only 10m wide.
Dingley Village & Chadwick Reserve

Impact assessment summary plan

Legend
- Very high visual impact
- High visual impact
- Moderate visual impact
- Low to negligible visual impact
- View direction
- Residential sensitive areas
- Low levels of passive surveillance (estimated)
- High value landscape character area
- Key gateway
- Alignment bridge, fill > 2.5m, fill < 2.5m
- Study area / distance from bypass alignment

Dingley Village

Landscape character zone has been assessed as having high to moderate impact.

High embankments and noise walls and bridge overpass (at the highest point around 15m to the top of noise walls)

Narrow landscape corridor in areas.
Chadwick Reserve

- Impacts on Chadwick Reserve have been assessed as low to moderate.
- Pedestrian connection from SUP into the Park should form part of the broader project

Pedestrian Connection – Chadwick Reserve

- Further detailed design and investigation should be undertaken to fully ascertain community benefits and the visual impacts of this pedestrian connection.
- This potential connection is not as high a priority as the planned more southern pedestrian underpass between Braeside Park and Woodlands Industrial Estate.
Braeside Park

Open Spaces

Landscape Character Areas

Landscape Character Value

Legend:
- Very high value
- Moderate
- Low to moderate
- Low

Landscape & Visual Impacts

Braeside Park
Braeside Park

The VicRoads Landscape Concept Plan recommends that the underpass be “as wide as possible”.

The underpass should be designed to meet best practice in underpass design and safety.
• The addition of two fence lines will add more visual elements into the landscape. These will not add significantly to the existing level of impact assessed.
• Recommend that the fence uses a black coated wire mesh to reduce its visibility in the landscape.

Braeside Park - South

• The barriers will help mitigate the visual intrusion of the Bypass into the Park over time,
• Planting in front of the walls, both in the right of way and within the Park itself, will also be highly effective in reducing the visual intrusion of the barriers
• Final design of these barriers and walls to meet the ecological requirements as well as reducing their visual impact on the adjacent landscapes