

Document Information

Type	Council Policy
Mayor	(Governance to insert signature and name post adoption)
Date Adopted	Council Meeting date month year (Governance to complete date month year post adoption)
Responsible Officer	Manager Recreation & Transport
Review Period	This policy remains in force until 31 December 2029, after which it will no longer have effect.
Version Number	1.1

Gender Impact Assessment (GIA) Statement

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment (GIA) has been undertaken when developing this policy.

Definitions

Term	Definition
Condition rating	A numerical assessment of the physical state of a road surface, typically ranging from 1 (very good condition) to 5 (very poor condition) . This scale is widely adopted for infrastructure asset management. It provides a consistent method for evaluating asset deterioration and identifying when maintenance, renewal, or other intervention actions are required.
Dust suppressant seals	The application of a sprayed bituminous binder and aggregate, with minimal surface preparation, to unsealed roads to reduce dust. Applied as a trial by Council between 2005 and 2007.
Pre-trial condition	The surface of the road that was present prior to the use of a dust suppressant seal. This is typically an unsealed crushed rock surface.
Unsealed surface	A surface of a road that has not been treated with a permanent seal, such as asphalt or bitumen. Unsealed surfaces are typically composed of crushed rock or gravel.

Urban Road and Drainage Improvement Policy 2024 (URDI Policy)	The strategic framework for upgrading unmade urban roads and inadequate stormwater drainage infrastructure across Bass Coast Shire.
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Purpose

The purpose of this policy is to set out the process for the removal of the remaining dust suppressant seals across the Shire. The Policy will provide clear and consistent framework that supports the development of safe, sustainable, and cost-effective road infrastructure and ensures alignment with Council’s broader policies, strategies and plans.

This Policy updates Council’s 2013 Long Term Management Strategy to align with current community expectations and Council practices, provide a fair and equitable opportunity for upgrade and to meet the legislative requirements of community engagement.

Scope

This policy applies to all Council-managed roads with remaining dust suppressant seals, as identified in Appendix I.

The policy does not apply to roads managed by other authorities.

This policy does not address upgrades for roads where dust suppressant seals have been removed. These roads are managed under the URDI Policy.

Segments of roads adjacent to remaining dust suppression seals may be eligible for an upgrade treatment under this Policy if:

- the segment of road was previously treated by a temporary dust suppression seal or;
- the upgrade connects to an existing sealed road, preventing a gap in the sealed road network

This will be assessed on a case-by-case basis and will be dependent on support from affected property owners and Council resources.

Objectives

- To ensure the removal of remaining dust suppressant seals is undertaken in accordance with current Council practices, with consideration given to assessed levels of deterioration, safety, and financial impact to Council.
- To provide a clear pathway for property owners on impacted roads to retain a sealed road surface through fair and reasonable upgrades.

- To deliver equitable and transparent engagement with affected communities.

Statement

Background

From 2005 to 2007, dust suppressant seals were trialled on unsealed roads in Bass Coast Shire as a low cost, temporary solution to improve amenity. The 2013 Long Term Management Strategy directed the removal of these seals, restoring 23 roads to pre-trial conditions. The remaining sealed roads no longer meet current service standards or community expectations, resulting in safety, accessibility, and amenity impacts that are inconsistent with Bass Coast's character and pose legal liability risks.

Schedule of removal

An independent condition audit of the remaining dust suppression seals was conducted in December 2025.

All road seals were found to be in Poor or Very Poor condition as per the Asset Condition Rating Guidelines outlined in Appendix 2.

The condition of these seals can no longer be maintained to meet Council's obligations in accordance with the Road Management Plan and must now be removed and returned to an unsealed surface.

The results of this independent audit have been used to schedule the removal works as shown in Appendix I. Seals assessed at the lowest condition ratings will be removed in the first year of work, with all remaining seals removed by the end of 2029.

Upgrades

Streets that are scheduled for the removal of a temporary dust suppression seal will be considered for an upgrade under a tailored option. This upgrade will include improvement works to the pavement formation prior to the construction of a crushed rock base pavement with an asphalt surface along the existing pavement envelope. Once completed, the road will be incorporated into Council's sealed road network and maintained at Council's expense.

Scoping notes:

- Additional infrastructure such as drainage, footpaths, and traffic calming measures will not be included in this upgrade.
- Adjacent segments may also be eligible if these were previously impacted by a temporary dust suppression seal.

For the upgrade to proceed, 100% of property owners on along a dust suppression seal road must support the upgrade and a contribution towards the project of \$4,000 per titled property is required. Contributions will be recorded, and property owners will not be asked to contribute to future road sealing costs. Property owners may be liable to pay for other infrastructure upgrades

Dust Suppression Seal Removal Policy

such as drainage, kerb and channelling, footpaths and traffic calming through a future special charge scheme under the URDI Policy.

Project contributions must be received in full prior to the date specified by Council during invoicing.

The following flow chart illustrates the process for a street identified for removal of the existing temporary dust suppression seal within the next 12 months:

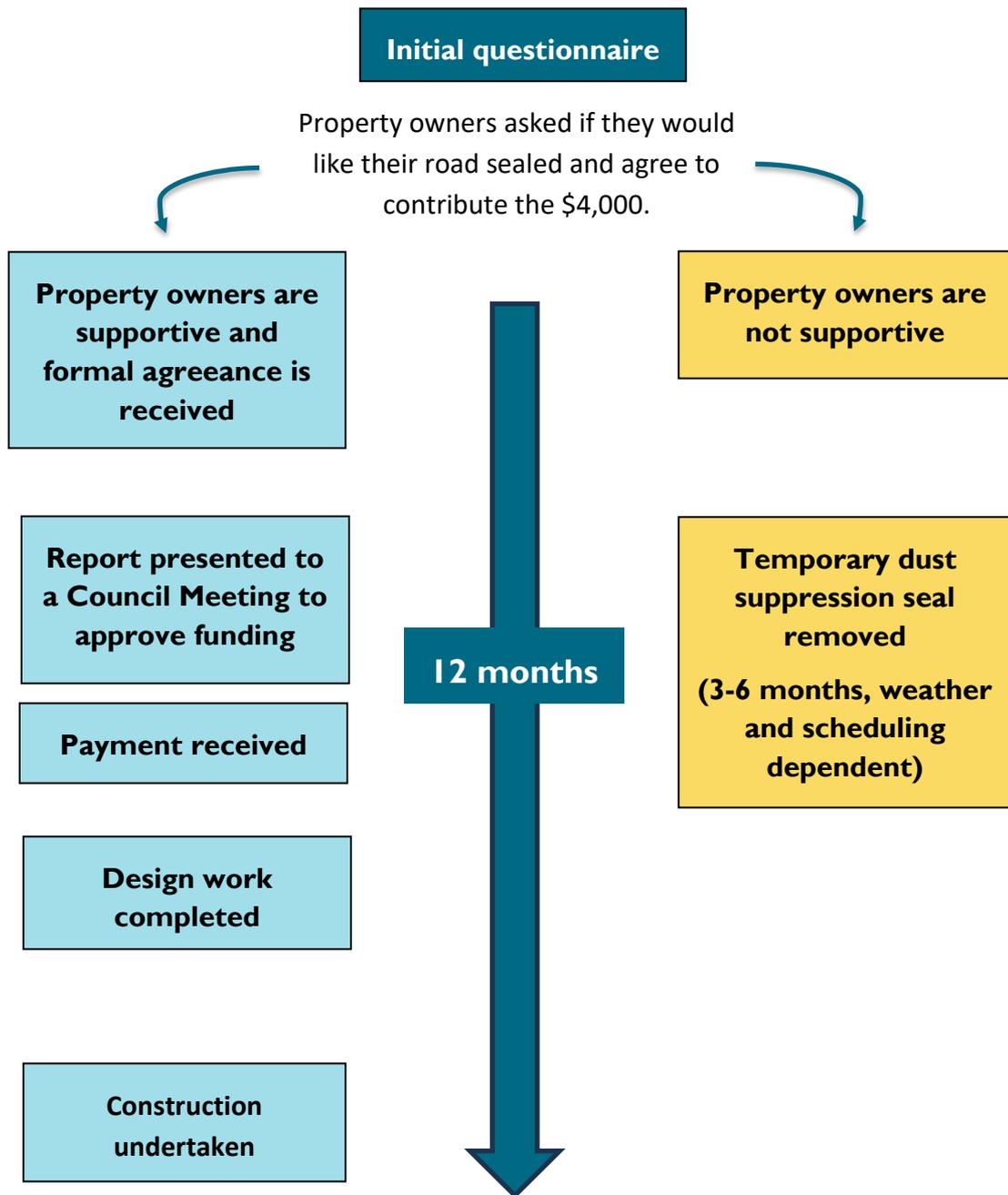


Figure 1: process flow chart

If property owners do not support the upgrade through this process, the temporary dust suppression seal will be removed in accordance with the intervention timing and criteria outlined in this Policy. In such circumstances, any future pavement upgrades would be assessed under the URDI Policy.

Where drainage works are necessary to maintain road integrity, Council may require the street to pursue an upgrade under the URDI Policy and would be assessed as needed.

Community Engagement

Engagement will be undertaken in accordance with Council’s Community Engagement Policy 2021.

To support decision-making and provide affected property owners with sufficient time to consider their options, Council will undertake targeted communication with those adjacent to roads scheduled for dust suppression seal removal within the 12 months prior to the works.

This will involve consultation to ask property owners if they agree to partake in the proposed upgrade and will follow the steps outlined in Figure 1.

An indicative timeline for the removal of existing temporary dust suppression seals is provided in Appendix I.

If property owners are not agreeable to an upgrade, Council will inform property owners of the scheduled works via written notification. Notification will be provided at least two months in advance, followed by a secondary notice two weeks prior to the scheduled works. These letters will include:

- The scheduled date range of works
- Any actions required by the property owner
- The reason for the removal of the dust suppression seal

Related Legislation, Associated Information and Resources

Legislation

- *Road Management Act 2004*
- *Local Government Act 2020*

Associated Information

- Community Engagement Policy 2021
- Road Management Plan 2022
- Road Asset Management Plan 2024-2028
- Urban Road and Drainage Improvement Policy 2024

Resources

- Asset Management Policy 2022-2026
- Asset Plan 2025 -2035
- Drainage Services Asset Management Plan 2024-2028
- Infrastructure Design Manual
- *Local Government Act 1989*

Revision History

Date	Version	Revision Description	Administered

Appendix I

Anticipated Schedule of Removal Works

The following table demonstrates the anticipated year of removal works of each road with a remaining temporary dust suppression seal.

2027	Dunvegan Crescent (Phillip Island Road to end of Seal), Surf Beach
	Edgar Street (McKenzie Street to Broome Crescent), Wonthaggi
	Franklyn Street (21 Franklyn Street to intersection of Felicia Avenue and Zelma Drive), Rhyll
	Swan Street, Cowes
	The Esplanade (Bruce Avenue to Beach Street), Surf Beach
	Reid Street (54-56 Reid Street to Beach Road), Rhyll
	Bayview Drive, Cowes
	Honolulu Avenue, Smiths Beach
	Reed Crescent (Queen Street to Billson Street), Wonthaggi
2028	Back Beach Road Service Road (Smiths Beach Road to 130 Back Beach Service Road, 104 Back Beach Road Service Road to Bermagui Crescent, and 64 to 25 Back Beach Road Service Road), Sunset Strip
	Panorama Drive (Back Beach Road Service Road to Happy Valley Drive), Sunset Strip
	Glen Street, Surf Beach
	Maxwell Street, Cowes
	Park Lane, Cowes
	Bent Street (Daly Street to Powlett Street), Dalyston
	Powlett Street (Bass Hwy to boundary of 58 Powlett Street), Dalyston
	Bermagui Crescent (Back Beach Road Service Road to Sunset Drive), Sunset Strip
	Scenic Drive (Austin Avenue to Outlook Drive), Cowes
Dickson Street (Garden Street to Dunn Street), Wonthaggi	
2029	Outlook Drive, Cowes
	Beach Road, Rhyll
	Panoramic Drive (Bonney Road to Bass Hwy Service Road), Grantville
	Queen Street (Merrin Crescent to Reed Crescent), Wonthaggi
	Ventnor Road Service Road, Cowes
	Hollywood Crescent, Smiths Beach
	Cassia Street, Cape Paterson
	Bonney Road (Bass Hwy to Panoramic Drive), Grantville
	The Esplanade, Sunderland Bay (Zephyr Court to end)
Malcolm Drive (Bass Hwy Service Road to 14 Malcolm Drive), Grantville	

This list is intended as a guide only and may be altered at any time by Council.

Appendix 2
Asset Condition Rating Guidelines

Grade	Condition	Description	Response	Residual Life (ie. Estimated % Asset Design Life Remaining)
0	Not rated			
1	Very Good	<p>Structural: Sound physical condition. Insignificant deterioration. Asset likely to perform adequately without major work for 20 years or more.</p> <p>Serviceability: No or insignificant surface defects apparent. Routine maintenance only required.</p>	No immediate action required. Maintain standard programmed condition assessment.	60% to 100%
2	Good	<p>Structural: Acceptable physical condition; minor deterioration/minor defects evident.</p> <p>Serviceability: Minor increase in pavement roughness counts. Some minor surface defects apparent.</p> <p>Negligible short-term failure risk but potential for deterioration in long-term (15 years plus). Only minor work required (if any).</p>	No immediate action required other than possible routine maintenance. Maintain standard programmed condition assessment.	35% to 60%
3	Fair or Moderate	<p>Structural: Moderate to significant deterioration evident; Minor components or isolated sections of the asset need replacement or repair now but not affecting short term structural integrity.</p> <p>Serviceability: Moderate increase of pavement roughness but asset still functions safety at adequate level of service.</p> <p>Failure unlikely within next 10 years but further deterioration likely and major replacement likely within next 5 to 15 years.</p> <p>Work required but asset still serviceable.</p>	Take action as appropriate to address defects and if necessary, routine patching, crack filling, rejuvenation. Monitor with programmed condition assessment for rehabilitation and/or renewal in medium term.	20% to 35%
4	Poor	<p>Structural: Serious deterioration and significant defects evident affecting structural integrity.</p> <p>Serviceability: Significant increase in pavement roughness. Substantial work required in short term to keep asset serviceable.</p> <p>Failure likely in short to medium term. Likely need to replace most or all of asset within short term (possibly next 2 years).</p> <p>No immediate risk to health or safety but works required within 2 to 5 years to ensure asset remains safe.</p>	Take immediate action as appropriate to address the defects. Immediately undertake risk assessment and further investigate options. Schedule appropriate action – rehabilitation or renewal in short term.	10% to 20%
5	Very Poor	<p>Structural: Failed or failure imminent. Immediate need to replace most or all of asset.</p> <p>Serviceability: Large increase in pavement roughness and surface defects. Increase in road user costs and a deterioration in the safe performance of the asset.</p> <p>Major work or replacement required urgently.</p>	Take immediate action as appropriate to address defects. Immediately undertake risk assessment and further investigate options. Schedule appropriate action – immediate rehabilitation or renewal.	0% to 10%