

Council Meeting Agenda

Wednesday 17 June 2026

Council Chamber, Bass Coast Civic Centre

Baillieu Street East, Wonthaggi

Commencing at 1:00 pm



Community Vision 2045

From its flowing hills to its coastal woodlands and wild unspoiled coastlines, the Bass Coast is a source of celebration for all who live in and visit the region.

Our townships are vibrant, rich with culture and full of life, each with its own distinct character. Drawing on our creativity, innovation and resilience we've created a thriving and diverse economy that supports sustainable agriculture and industry.

We live proudly on Bunurong Country, and build on learnings from our First Peoples and their knowledge. We coexist in harmony with our environment, and are prepared for future challenges and changes.

We are the people of the Bass Coast. Experience our cultures and history, and contribute to our story.



Notice of Meeting

Notice is hereby given that the next **Council Meeting** of the Bass Coast Shire Council will be held at the Council Chamber Bass Coast Civic Centre Baillieu Street East, Wonthaggi on 17 June 2026 at **1:00 pm**

Date of Notice – 12 June 2025

Greg Box

CEO

Mobile Telephone Reminder

Please turn off all mobile telephones or in the case of an emergency, please advise the Chair and switch to silent mode.

Statement of Acknowledgement

We acknowledge the Bunurong as the Traditional Owners and Custodians of the lands and waters, and pay respect to their Elders past, present and emerging

Councillor Statement

All members of this Council pledge to the Bass Coast Shire community to consider every item listed on this agenda:

- Based on the individual merits of each item;
- Without bias or prejudice by maintaining an open mind; and
- Disregarding Councillors' personal interests so as to avoid any conflict with our public duty.

Any Councillor having a conflict of interest in an item will make a proper, prior disclosure to the meeting and will not participate in the debate or vote on the issue.

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8.4 Adoption of the Dust Suppression Seal Removal Policy

Division

Future Places

Council Plan Strategic Objective

Thriving Places

Facilities and infrastructure meet current and future needs. Growth is sustainable and well planned. Our economy, agriculture, tourism and industries are resilient. Unique character is preserved.

Declaration

The author has no general or material interests in relation to this report.

Summary

The purpose of this report is to seek adoption of the Dust Suppression Seal Removal Policy (the Policy). The Policy establishes a clear and consistent framework for the removal of the remaining dust suppressant seals across the Shire. It outlines the process to support the delivery of safe, sustainable, and cost-effective road infrastructure, while ensuring alignment with Council's broader policies, strategic objectives, and long-term plans.

Recommendation

That Council:

1. **Adopt the Dust Suppression Seal Removal Policy**
 2. **Note that the Policy will remain in effect until 31 December 2029, after which it will no longer have effect.**
-

Background

Between 2005 and 2007, dust suppressant seals were trialled on unsealed roads across Bass Coast Shire as a low-cost, temporary solution to improve amenity. While these treatments initially provided short-term benefits, they have since deteriorated significantly. As a result, these roads no longer meet acceptable service standards or community expectations, leading to safety concerns, reduced accessibility, and diminished visual amenity inconsistent with surrounding neighbourhood character.

A Long-Term Management Strategy was adopted in 2013 to guide the removal of these dust suppressant seals. Under this strategy 23 roads have been reinstated back to pre-trial conditions or upgraded. Currently, 30 roads across the municipality still retain trial dust suppressant seals, impacting approximately 540 properties. To ensure the roads remain safe and usable for our community, these seals must now be removed.

Discussion

Consultation on the draft Policy was commenced following Council's endorsement at its 18 March 2026 meeting. Consultation was undertaken for four weeks and closed on 15 April 2026.

Any stakeholder was able to make a submission regarding the draft Policy.

A letter was sent to property owners adjacent to the remaining dust suppression seals encouraging them to make a submission. A total of 538 letters were sent. The wider community was informed about the consultation via a media release, social media posts, the Engage Bass Coast website, and the Coastell newsletter.

Submissions were received via a survey on the Engage Bass Coast webpage, via email and over the phone.

There was a total of 759 unique visitors to the Engage Bass Coast webpage with 185 submissions made via the online survey. There were an additional 20 written submissions received via email, and 5 phone submissions.

Overall, 210 submissions regarding the Policy were received.

A full report of feedback received has been included in Attachment 2.

Respondents provided feedback representing a range of different issues. A summary of the most frequently raised feedback has been provided below;

- 29% of respondents (61) provided statements that indicated that they support the draft Policy. Of those:
 - 11% of respondents (24) expressed their agreeance to pay the proposed contribution amount to ensure an upgrade on their street would go ahead
 - 10% of respondents (21) believe the contribution amount is reasonable
- 23% of respondents (49) raised concerns regarding the need for all property owners on a street to be agreeable to pay for an upgrade to occur.
- 15% of respondents (31) expressed wanting Council to offer repayment options to allow property owners to pay off the proposed \$4,000 over time, rather than requiring an upfront payment.
- 11% of respondents (23) feel that Council is responsible for provision of road infrastructure and that the upgrades should be funded through Council revenue.
- 10% of respondents (21) feel that removing the current dust suppression seals would lead to greater safety risk to both pedestrians and drivers.
- 10% of respondents (21) feel the existing seal on their road meets their needs and does not need to be removed.

In response to this feedback, the Policy presented for Council adoption includes payment options for property owners who support an upgrade but are unable to pay the full contribution upfront. Payment plans are available on request over periods of 6, 12, or up to 24 months.

Payment plans will incur an administration fee, being \$10 per month for the 6-month repayment plan (\$60), and \$20 per month for the 12- and 24-month repayment plans (\$240 per year).

Property owners experiencing financial hardship may be eligible for assistance in accordance with Council's Hardship and Financial Hardship Policy.

Project contributions must be received in full, or an authorised payment plan commenced, prior to the upgrade works taking place.

As the proposed upgrade option is not a special charge scheme, Council has no legislative mechanism to enforce debt on a property where property owners are not willing to contribute. It is therefore a requirement for 100% agreement and payment to ensure that all property owners equitably contribute for an upgrade to proceed. Council discretion on this point may be applied via a Council decision if exceptional circumstances permit.

Sustainability Implications

Retaining a sealed road surface along these roads will provide benefits to property owners such as:

- Improved amenities for the community.
- Less time cleaning dust from houses and vehicles.
- Less risk of vehicles running off road or vehicle collisions.
- Improved road surface rideability / walkability.

The tailored upgrade option proposed in the Policy achieves a strategic balance between minimising cost to property owners and Council and improving road safety, accessibility, and visual amenities.

Investing in road infrastructure will position the community to better withstand current and future extreme weather events, strengthening the community's resilience to climate change impacts. All upgrades will follow the existing alignment of the road and will not disrupt established vegetation.

Finances

There would be cost implications to construct improvement works if supported by property owners in due course. This would be funded through the existing Urban Road and Drainage Improvement budget. If property owners are supportive of an upgrade and willing to financially contribute, costings for individual road upgrades will be determined and presented back to a future Council Meeting for consideration.

Stakeholders

- Councillors
- Council Officers
- Property owners adjacent to existing temporary dust suppression seals
- Community members

Conclusion

The Dust Suppression Seal Removal Policy will:

- 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.
- provide a clear pathway for property owners on impacted roads to retain a sealed road surface through fair and reasonable upgrades.
- deliver equitable and transparent engagement with affected communities.

The Policy is presented to Council for adoption.

Governing Documents

Community Engagement Policy 2021

Hardship and Financial Hardship Policy

Road Management Plan 2022

Road Asset Management Plan 2024-2028

Urban Road and Drainage Improvement Policy 2024

Road Management Act 2004

Local Government Act 2020

Attachments

1. Engagement Summary Report Dust Suppression Seal Removal Policy [8.4.1 - 12 pages]
2. Dust Suppression Seal Removal Policy - Final [8.4.2 - 9 pages]

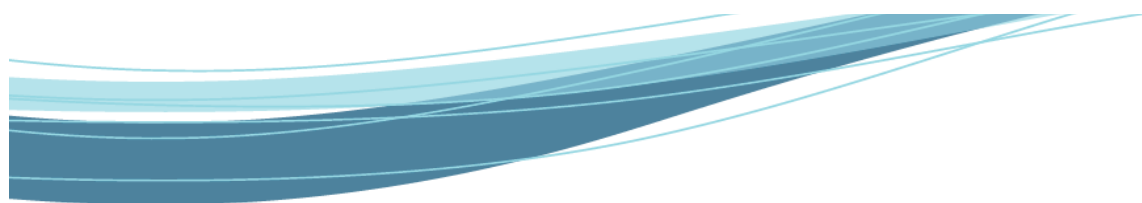


Draft Dust Suppression Seal Removal Policy

Engagement Summary Report

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Executive Summary

Overview

Between 2005 and 2007, dust suppressant seals were trialled on unsealed roads across Bass Coast as a low-cost, temporary solution to improve amenity. While these treatments initially provided short-term benefits, they have since deteriorated significantly. As a result, these roads no longer meet acceptable service standards or community expectation, resulting in safety, accessibility, and amenity impacts that are inconsistent with Bass Coast's character and pose legal liability risks.

A Long Term Management Strategy was adopted in 2013 to guide the removal of these dust suppressant seals. Under this strategy 23 roads have been reinstated back to pre-trial conditions or upgraded. Currently, 30 roads across the municipality still retain trial dust suppressant seals.

To ensure the roads remain safe and usable for our community, these seals must now be removed.

The draft Dust Suppression Seal Removal Policy (Policy) aims to update Council's approach to the removal of these seals to ensure it remains aligned with current community expectations and Council practices, provide a fair and equitable opportunity for upgrade and to meet the legislative requirements of community engagement.

The draft Policy introduces a tailored upgrade option that allows property owners on a dust suppression seal to maintain a permanently sealed road.

Key changes include:

- A once off contribution of \$4,000
- No requirement for property owners to submit a petition
- The upgraded road will be added to Council's network and maintained at Council's cost
- Property owners will not need to contribute financially again for the road seal

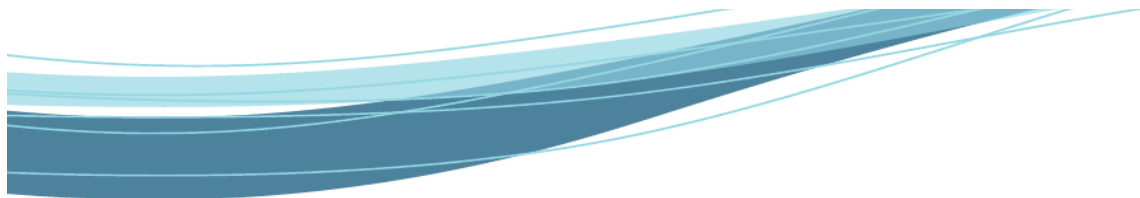
Consultation on the draft Policy was approved at the 18 March 2026 Council meeting, with the draft Policy available for public feedback for a period of four weeks from 18 March 2026 to 15 April 2026.

Engagement Activities and Promotion

Council utilised the Engage Bass Coast online platform to capture community feedback. Written submissions were also encouraged for more detailed feedback.

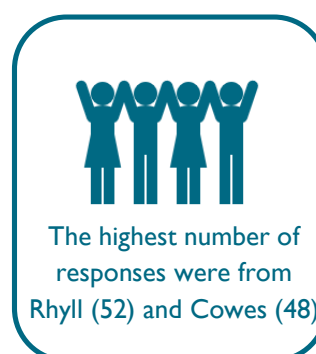
- **185** submissions to online survey
- **20** written submissions
- **5** phone submissions
- **759** visitors to the Engage Bass Coast project site

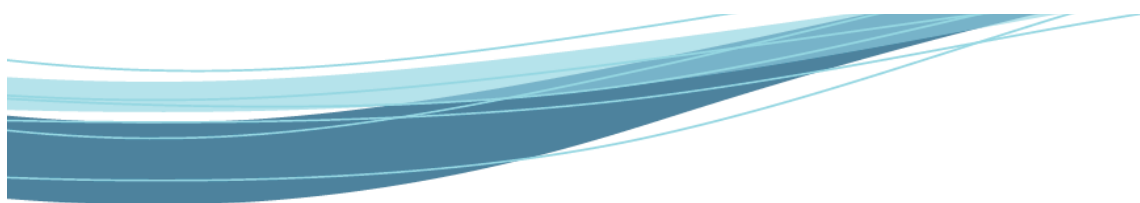
Engagement methods included:



- Coastell April Newsletter sent to **1155** community members
- Engage email sent to **106** community members
- Social media post with **35,360** views across Facebook and Instagram
- Media Release on Council website and articles in local newspapers
- **538** letters sent to owners of a property on a road which currently has a dust suppression seal

Key Findings





Submission Summary

Feedback Themes

Feedback from the Engage Bass Coast online platform survey, emails and phone calls were combined and common themes were identified.

A copy of all submissions has been provided to Councillors in Attachment 1.

The major themes identified have been summarised below:

Overall support for the Policy:

While there was no question directly asking if respondents supported the draft Policy, 29% of respondents (61) provided clear statements that indicated that they support it.

Of those;

- 11% of respondents (24) expressed their agreeance to pay the proposed contribution amount to ensure an upgrade on their street would go ahead
- 10% of respondents (21) believe the contribution amount is reasonable
- 5% of respondents (11) acknowledged that the seal was in need of improvement

Regarding the proposed upgrade option:

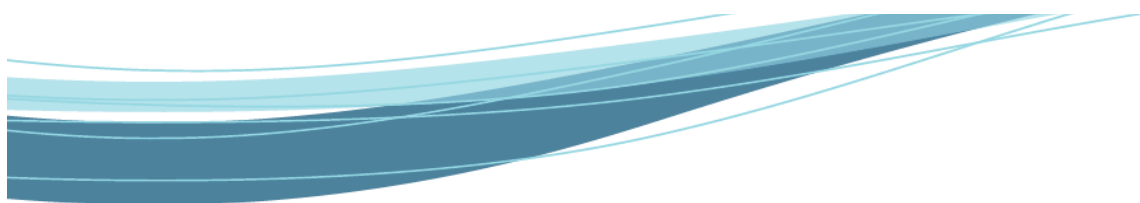
The requirement for 100% agreement from all property owners for an upgrade to proceed is unreasonable:

23% of respondents (49) raised concerns regarding the need for all property owners on a street to be agreeable to pay for an upgrade to occur. Respondents expressed that this requirement set streets up to fail and would ultimately lead to streets being returned to an unsealed surface, even if the majority of the street was supportive and willing to pay. Respondents requested a lower level of support be considered.

Payment plans should be offered to encourage more property owners to participate in an upgrade:

15% of respondents (31) expressed a desire for Council to offer repayment options to allow property owners to pay off the proposed \$4,000 over time, rather than requiring an upfront payment. Some respondents reported that they would like to have their road upgraded rather than returned to an unsealed surface, however they could not afford the full payment all at once.

Council should pay for the road to remain sealed, not property owners:



11% of respondents (23) feel that Council is responsible for provision of road infrastructure and that the upgrades should be funded through Council revenue.

- 6% (13) of respondents believe the dust suppression seals have not been properly maintained by Council which has led to their poor condition.
- 5% (11) of respondents requested that another temporary dust suppression seal be used instead.

Council should offer the tailored upgrade option to streets previously impacted by the dust suppression seals:

- 2% of respondents (5) requested that the upgrade proposed in the draft Policy be also offered to roads that previously were sealed with a dust suppression seal or for funds to be used to upgrade unsealed roads with greater need.

Drainage should be included in the upgrade:

- 2% of respondents (5) requested that drainage improvements be included in the proposed upgrade.

Regarding a return to an unsealed road surface:

Returning the roads to an unsealed road will increase risk to safety:

10% of respondents (21) feel that removing the current dust suppression seals would lead to greater safety risk to both pedestrians and drivers. Many respondents expressed the view that the current dust suppression seals would be safer than a compacted gravel surface despite their current condition.

The current seal is in good condition and does not need to be removed or replaced:

10% of respondents (21) feel the existing seal on their road meets their needs and does not need to be removed.

Returning urban sealed roads to an unsealed surface is a backwards step:

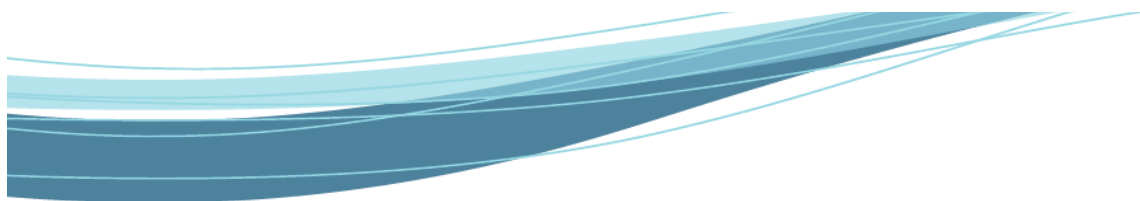
9% of respondents (18) felt that returning the road surfaces to an unsealed surface is illogical and not in line with the direction the Council should be heading in.

Return to an unsealed road will create negative impacts, particularly due to dust:

9% of respondents (18) objected to a return to an unsealed road surface due to the impacts of dust on health, amenity and leisure.

Returning the roads to an unsealed surface will reduce accessibility and make it more difficult for people with diverse accessibility needs:

4% of respondents (9) raised concerns that unsealed road surfaces would hinder use by people with diverse accessibility needs, including those using wheelchairs or pushing prams. This concern was increased by a lack of footpaths in these areas.

**Concern about impact on property value:**

4% of respondents (8) expressed worry that a return to an unsealed road would negatively impact their property's value.

The upgrade would mostly benefit the wider community:

3% of respondents (7) feel that an upgrade would mostly benefit individuals in the wider community rather than property owners, due to their road's proximity to major township infrastructure such as schools.

Other feedback:**There has been a lack of transparency regarding the status of roads with the dust suppression seal:**

6% of respondents (13) were not aware that the road they lived on was temporary and raised concerns regarding the transparency surrounding this, particularly as the decision to purchase their property was driven by having a sealed road.

Consultation with property owners has been poor:

6% of respondents (12) expressed that the previous and current consultation with property owners has not met their expectations.

The draft Policy conflicts with other Council Policies and Council's legislative responsibilities:

1% of respondents (3) raised concern that the draft Policy, particularly the proposal to return roads to an unsealed surface, were not in line with Council strategic documents such as the Council Plan 2025-2029 and Disability Action Plan, and the *Disability Discrimination Act 1992*.

Community Consultation

Between 18 March and 15 April 2026, Council engaged community members from across the shire to seek feedback on a draft Dust Suppression Seal Removal Policy. This feedback will be used to inform the final Dust Suppression Seal Removal Policy to be presented to Council at the 17 June 2026 meeting.

Objectives of Stage I Community Consultation

Table 1: objectives of the engagement and measures/actions for success

Objectives	Measures and actions for success
Comply with Local Gov Act 2020 requirements	Ensure all correct processes are followed, Engagement Plan and delivery is thorough and detailed, and engagement approach is inclusive and fair. IAP2 spectrum framework is applied. Approach aligns with Bass Coast Engagement Policy and principles.
Open and transparent community engagement.	Provide community with specific and clear information on what they can and can't influence. Publish a summary report of engagement findings after each stage, outlining what Council heard from community and how the feedback was used in the final decision-making.
Ensure a diverse cohort of community members are notified of the consultation opportunity	Engagement information is mailed directly to those most affected but also promoted to the wider community through usual channels such as media release, Engage Bass Coast, Coastell e-Newsletter and social media channels.

Engagement

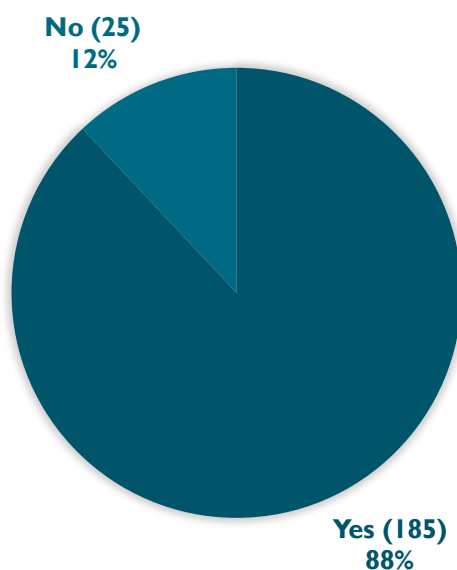
Online Survey

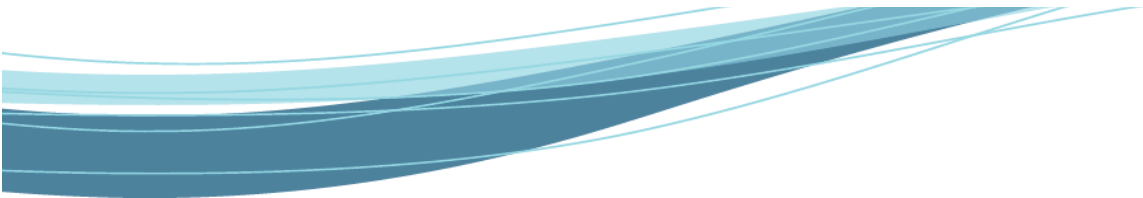
The following questions were provided to individuals completing the survey on the Engage Bass Coast online platform. Responses from the 25 email and phone submissions have been added, with a total of 210 submissions informing the below data.

Question 1. Are you an owner of a property that is on a temporary dust suppression seal?

The question was mandatory and provided two options 'Yes' and 'No'. 25 written and phone submissions were also included in the graph below.

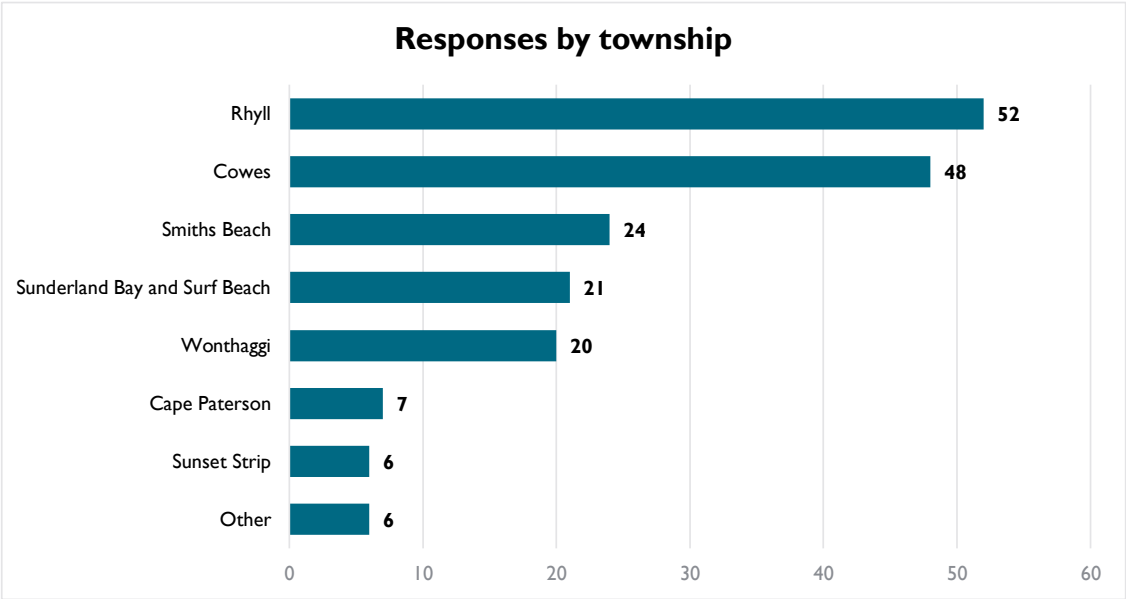
88% reported being on a dust suppression seal road. 12% reported that they didn't live on a dust suppression seal road.

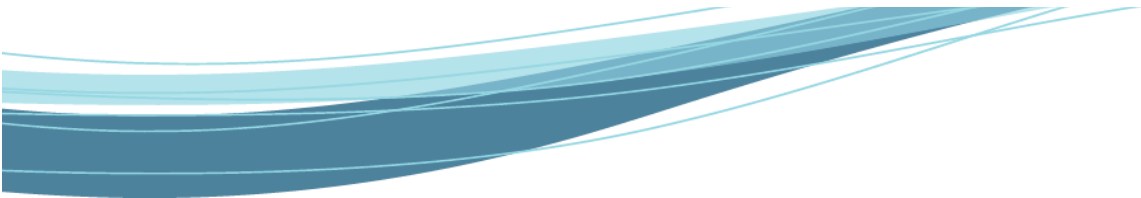




Question 2. What town is your property in?

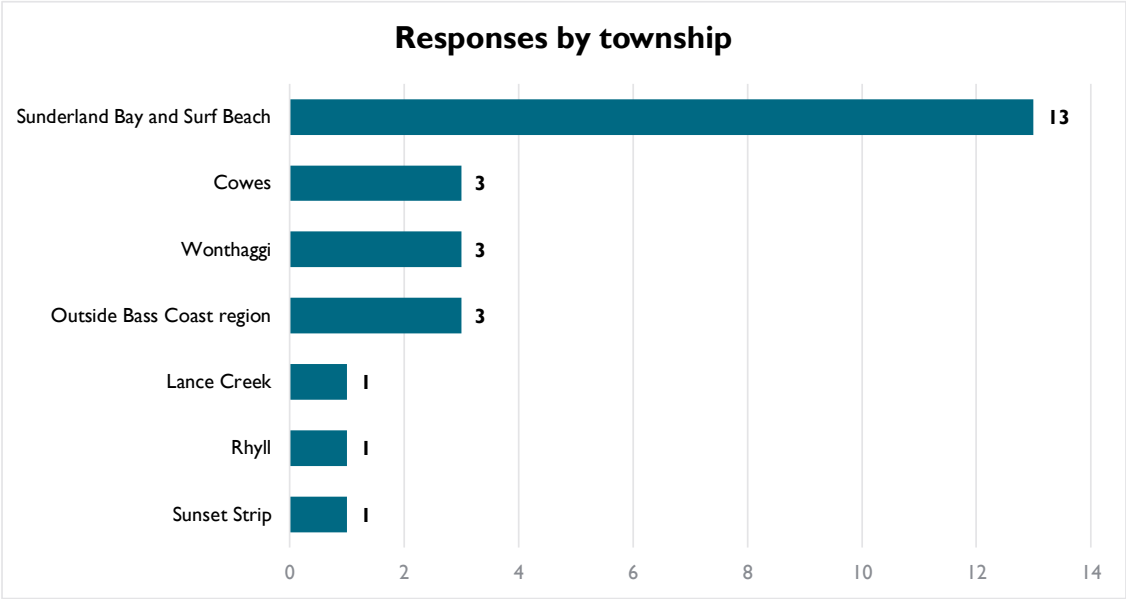
This question was displayed for those who reported living on a dust suppression seal road. It was not mandatory and 1 respondent elected to skip the question. 24 written and phone submissions were also included in the table below.

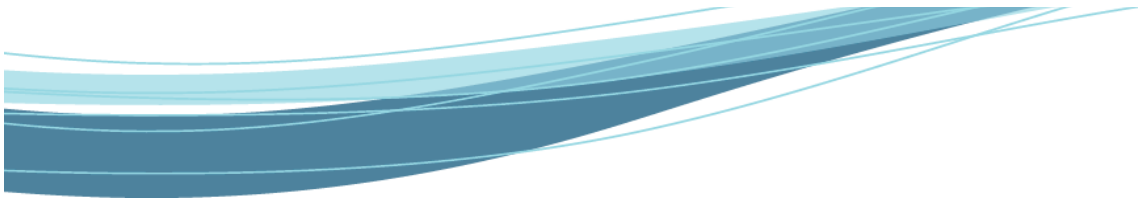




Questions 3. Where do you live?

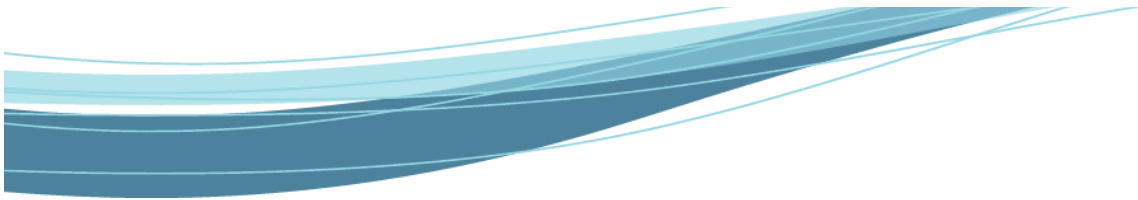
This question was displayed for those who reported not living on a dust suppression seal road. It was not mandatory and no respondents elected to skip the question. 1 written submission was also included in the table below.





Question 4. Please provide any feedback you have about the Draft Dust Suppression Seal Removal Policy

This was a required question. Feedback has been summarised into themes which have been collated with email and phone submissions and summarised above.



Conclusion

Summary

Council thanks all who contributed and participated in the community engagement activities during this consultation period. A report will be presented at the June 2026 Council meeting to adopt the final Dust Suppression Seal Removal Policy.

Dust Suppression Seal Removal Policy



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	1.0

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.

Dust Suppression Seal Removal Policy

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.

StatementBackground

Dust Suppression Seal Removal Policy

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 1. 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. 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 a dust suppression seal road must support the upgrade and a contribution towards the project of \$4,000 per titled property, or the commencement of an authorised payment plan, is required. Council discretion on this point may be applied via a Council decision if exceptional circumstances permit.

Properties that adjoin two dust suppression seals will only be required to make a single \$4,000 contribution. This contribution will apply to the first upgrade only, and no additional payment will be required if the adjacent road is subsequently upgraded under this Policy.

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 such as

Dust Suppression Seal Removal Policy

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

Payment

Project contributions must be received in full, or an authorised payment plan commenced, prior to the upgrade works taking place.

A payment plan for the \$4,000 contribution is available on request. Payments plans will be available at 6 months, 12 months or a maximum period of 24 months. Payment plans will incur an administration fee, being \$10 per month for the 6-month repayment plan (total \$4,060), and \$20 per month for the 12- and 24-month repayment plans (\$4,240 and \$4,480 respectively). Refunds will not be provided unless an overpayment has been made against the total contribution owing, or if the project does not proceed.

Property owners experiencing financial hardship may be eligible for assistance in accordance with Council's Hardship and Financial Hardship Policy.

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:

Dust Suppression Seal Removal Policy

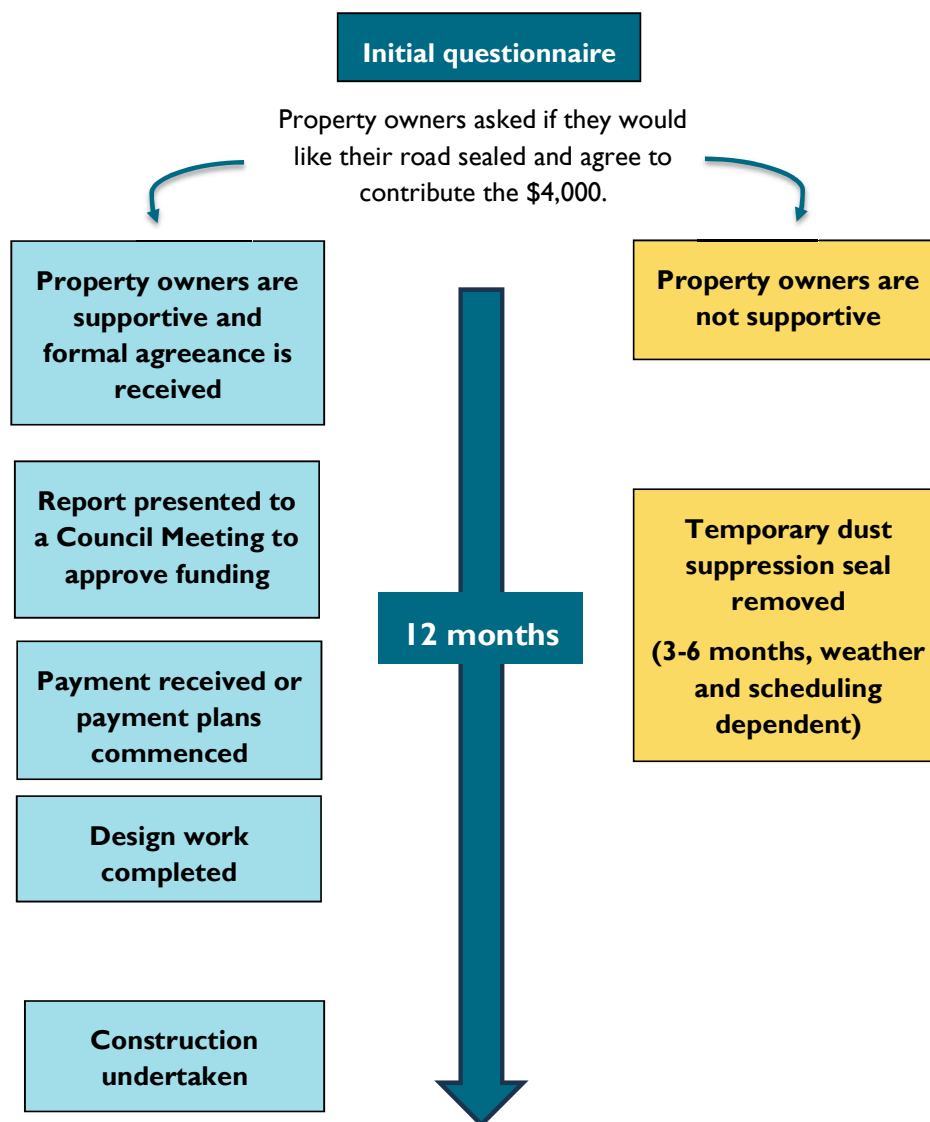


Figure 1: process flow chart

If property owners do not support the upgrade through this process, the temporary dust suppression seal will be removed in accordance with the schedule of removal (Appendix 1). 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.

Dust Suppression Seal Removal Policy

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. Council may undertake consultation on the program at any time where it is deemed appropriate, having regard to the needs of the road network.

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 1.

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
- Hardship and Financial Hardship Policy
- 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

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- *Local Government Act 1989*

Revision History

Date	Version	Revision Description	Administered

Dust Suppression Seal Removal Policy

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 (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
2029	Dickson Street (Garden Street to Dunn Street), Wonthaggi
	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.

Dust Suppression Seal Removal Policy

Appendix 2

Asset Condition Rating Guidelines

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