



Demolition of Buildings, Supermarket,
Retail Premises, Fuel Sales and
Associated Car Parking and Landscaping
55 Commercial Street, Walla Walla

OCTOBER 2022

Submitted to Greater Hume Shire Council
On behalf of Premier Building and Construction

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1. Introduction

This Statement of Environmental Effects (SEE) has been prepared by Habitat Planning on behalf of Premier Building and Construction and is submitted to Greater Hume Shire in support of a Development Application (DA) for demolition of existing buildings and construction of a new supermarket, retail premises, fuel sales and associated car parking and landscaping at 55 Commercial Street, Walla Walla.

The DA and this report have been prepared in accordance with the Environmental Planning and Assessment Act 1979 (“EP&A Act”) and the Environmental Planning and Assessment Regulation 2021 (“EP&A Regs”).

This report addresses the relevant heads of consideration listed under Section 4.15(1) of the EP&A Act and provides an assessment of the proposed development against the relevant Environmental Planning Instruments (EPIs) and other planning controls applicable to the site and to the proposal. It also describes the site, its environs, the proposed development, and provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.

2. Site Analysis

2.1. Site Location and Context

The subject land to which this application relates comprises three adjoining lots described as Lot 1 in DP930569, Lot 7 in DP658510 and Lot 6 in DP2741. The property is addressed as 55 Commercial Street, Walla Walla.

The land is located within the central urban area of the Walla Walla township and abuts the main street through Walla Walla.

The site is identified in a location context in the Figures below.



Figure 1 – Context or Site Map

2.2. Site Description

The subject site is defined by three generally rectangular parcels of land that form part of the Walla Walla urban area. Combined, the property has dimensions of 80 metres x 40 metres and a total area of 3,200m². The short boundary of the property addresses Commercial Street at the eastern frontage and an unsealed laneway at the western boundary.

The entirety of the subject land is located within the RU5 Village zone which represents the township area of Walla.

The land contains an existing building on the south east lot addressing Commercial Street. This presents as an unoccupied single storey building which has been constructed to the lot boundary and has an awning projecting over the concrete footpath at the frontage.

A small shed is constructed at the rear boundary of the land adjacent to the unmade laneway.

The majority of the site has been cleared of trees and vegetation and contains maintained non-native grass coverage. There are several scattered non-native trees remaining across the property surrounding the existing buildings.



Figure 2 – Aerial view of the subject land

2.3. Surrounding Development

The subject land is located within the established urban area of Walla Walla and is surrounded by a mixture of residential and commercial activities.

To the north of the subject land are a number of commercial and residential uses. Two single dwellings immediately adjoin the northern boundary, with residential and commercial uses located north of Railway Street to the rail corridor. A large industrial site occupied by Kotzur Silos is constructed to the north east of the site with frontage to Commercial Street, Railway Street and Railway Avenue. Land further north beyond the rail corridor is established residential properties.

Land to the south represents the central urban area of Walla Walla along Commercial Street. A small park, known as the Lions Club Park, is located to the immediate south of the site. A number of well-established commercial businesses occupy the adjoining properties to the south and south east through the town. The Walla Walla Sportsground is located to the south east and consists of a sports oval, netball courts, tennis courts and clubrooms.

Land to the east also occupies commercial and residential uses, with rural land located further east beyond the unmade road reserve at the edge of the village area. Urban activities also extend further to the west, with rural land uses located further west beyond Market Street.

The area is well serviced with typical urban infrastructure including, sealed local roads, reticulated water and the Walla Walla sewer treatment works, electricity and telecommunication utilities.

3. Description of Proposal

3.1. Overview

The proposal seeks approval for development of the subject land for the following:

- Demolition of existing buildings and structures
- Construction of an attached 1,100m² supermarket (retail premises)
- Construction of an attached 100m² associated retail tenancy (retail premises)
- Construction of an attached 77m² fuel sales tenancy and associated refuelling forecourt with canopy, multi product dispensers and underground petroleum storage tank;
- Business identification signage, including a 6 metre pylon sign at the street frontage and above awning and fascia signage to proposed building; and
- Shared car parking area and landscaping

A detailed description of the proposal is provided in the following sections, and the proposed development plans are shown in the following sections and is attached at Appendix B.



Figure 3 – Visualisation of the proposed development from Commercial Street

Table 1 – Key Development Summary

Feature	Design
Site Area	3,200m ²
GFA	1,270m ² (excluding external covered loading/unloading area and forecourt)
Land Uses	Retail Premises – 1,100m ² supermarket Retail Premises – 100m ² shop Service station – 77m ² Fuel sales kiosk and car refuelling forecourt with multi product dispensers.
Building Height	Single storey (5.1 metre – 7.7 metre wall height)
Car Parking	36 car parking spaces 4 refuelling spaces 1 loading bay
Signage	1 x 6.0 metre (h) x 2.4 metre (w) pylon sign 2 x 0.6 metre (h) x 3.0 metre (w) above awning sign for retail tenants 1 x 1.0 metre (h) x 6.0 metre (w) above awning sign for supermarket 1 x 0.6 metre (h) x 3.0 metre (w) fascia sign area to fuel canopy

3.2. Demolition

The proposal seeks to demolish the existing single storey building at the frontage of the property to Commercial Street. A small steel shed at the rear of the property to the unmade laneway is also proposed to be demolished to enable the development.

There are a variety of planted and non-native trees surrounding the existing buildings that are proposed to be removed to facilitate the development.

3.3. Supermarket & Retail Premises

The primary works for the development include the construction of a 1,100m² supermarket tenancy at the rear of the site. An associated 100m² retail/cafe tenancy is proposed at the southern corner of the building and another 77m² fuel sales convenience shop is proposed on the north of the building (discussed below).

The building is designed to appear as a single large retail building with multiple tenancies, providing new retail functions for the local community.

A main entry lobby is provided from the frontage of the new building, between the proposed three tenancies, and is designed as a major façade feature. The entries will be defined by glazed frontages and sliding door openings and will be fully covered by a full length colourbond verandah.

3.4. Service Station

The north eastern corner of the proposed building is to accommodate a small fuel sales activity, comprising a car refuelling forecourt and an associated 77m² fuel sales and convenience tenancy. Specifically, the proposal will have two double sided multi product fuel dispensers with a canopy cover. No heavy vehicle refuelling facilities are proposed.

The fuel sales and convenience shop is located adjacent to the refuelling forecourt and will serve the sales function for the refuelling area.

Vehicles will be able to access the refuelling forecourt in a one way direction along the southern boundary and across the front of the retail building. Vehicles will then exit the site by travelling along the northern boundary to Commercial Street.

The development will include the installation of a single underground petroleum storage tank adjacent to the refuelling forecourt.

3.5. Parking and Access

The proposal includes a new shared parking area at the frontage of the building through to Commercial Street. Two vehicle access points will be constructed at the Commercial Street frontage, with entry made from the south and egress made to the north. Access is then made throughout the car parking area in a forward direction.

The development includes the provision of 36 car parking spaces (including accessible spaces) across the site.

Provision is made for standing of at least 4 light vehicles to remain standing at the product dispensers, with additional stacking opportunity behind.

Loading provisions are made at the northern end of the building frontage. It is proposed that the loading area will serve vehicles up to a 16 metre truck. No access is to be provided from the rear laneway. The loading will function by enabling a heavy combination (up to a semi trailer size) to move through the parking area and reverse into the loading bay.

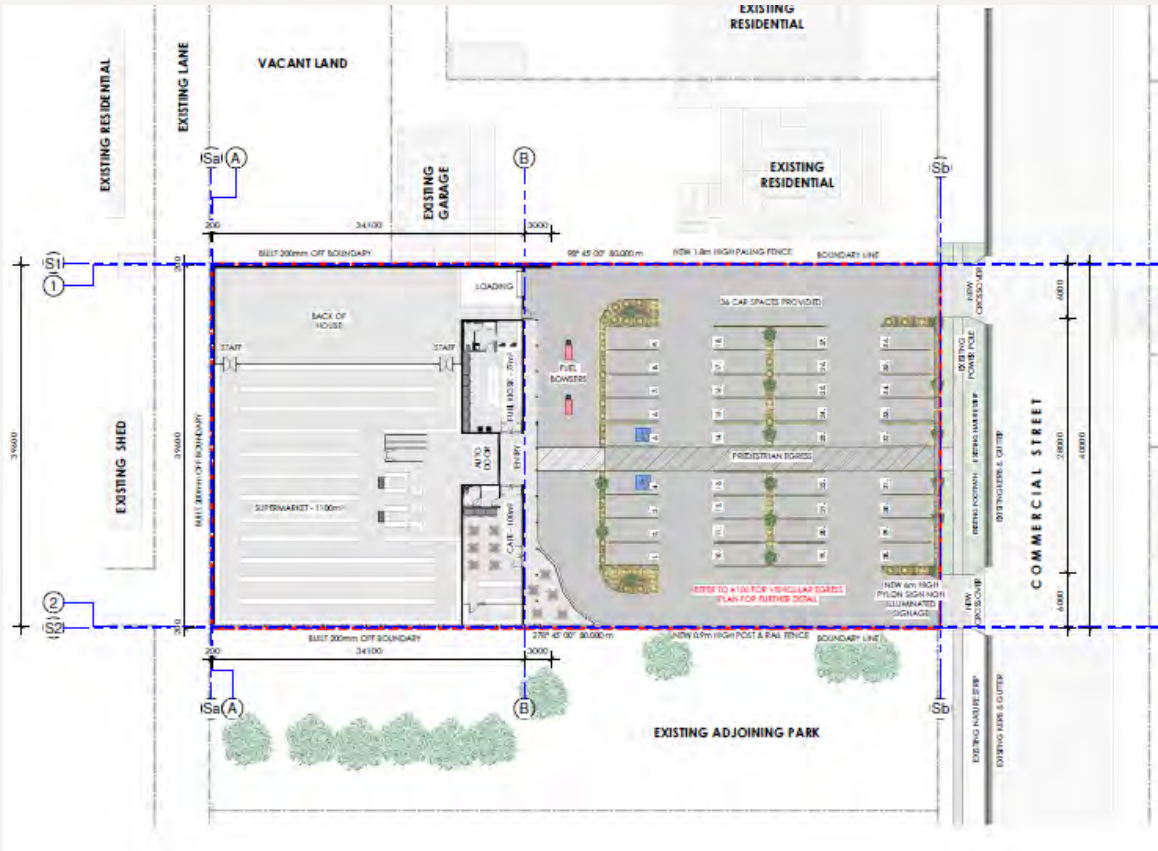


Figure 4 – Proposed Site Plan and Floor Plan



Figure 5 – North Elevation and South Elevation of proposed development

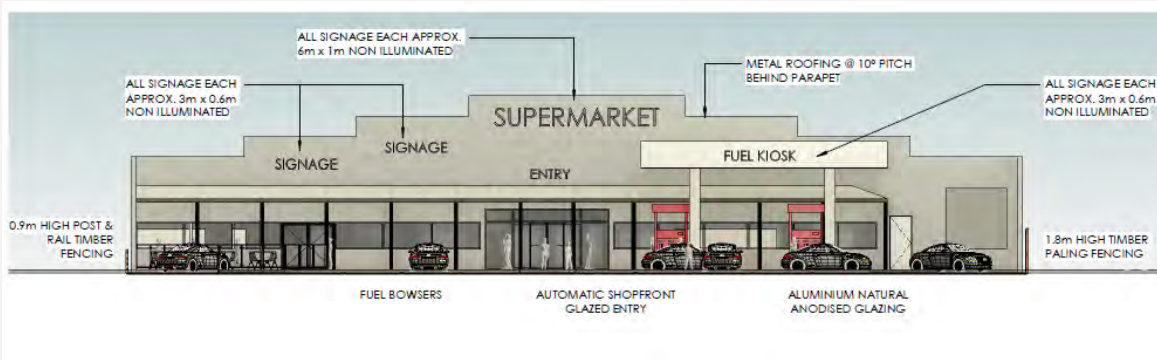


Figure 6 – East Elevation indicating proposed signage and façade addressing Commercial Street

4. Planning Assessment

4.1. Applicable Environmental Planning Policies, Instruments and Controls

- Environmental Planning and Assessment Act 1979
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Industry and Employment) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Biodiversity & Conservation) 2021
- Greater Hume Local Environmental Plan 2012
- Greater Hume Development Control Plan 2013

Compliance with the applicable legislation and policies is discussed below.

4.2. Environmental Planning & Assessment Act 1979

The Environmental Planning and Assessment Act 1979 (“the EP&A Act”) is the principal legislation governing the use and development of land in NSW. The objects of the Act are:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,
- (c) to promote the orderly and economic use and development of land,
- (d) to promote the delivery and maintenance of affordable housing,
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),
- (g) to promote good design and amenity of the built environment,
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,
- (j) to provide increased opportunity for community participation in environmental planning and assessment.

The objects of the EP&A Act are intended to guide land planning and management. Section 4.15 (discussed below) of the Act lists matters for consideration when assessing and determining a development application.

4.2.1. Section 4.15 - Evaluation

Section 4.15 of the EP&A Act sets out the matters for consideration against which the proposed development is to be evaluated. The matters for consideration under Section 4.15 are as follows:

(1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

- (a) the provisions of:
 - (i) any environmental planning instrument, and
 - (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and
 - (iii) any development control plan, and
 - (iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and
 - (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and
 - (v) any coastal zone management plan (within the meaning of the Coastal Protection Act 1979), that apply to the land to which the development application relates,
- (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,
- (c) the suitability of the site for the development,
- (d) any submissions made in accordance with this Act or the regulations,
- (e) the public interest.”

The matters for consideration identified in Section 4.15(1) of the EP&A Act 1979 are addressed in the following section. Subsections (b) to (e) of Section 4.15(1) of the EP&A Act 1979 are addressed in **Section 5** of this Statement of Environmental Effects.

The proposed development requires consent under Section 4.2 of the EP&A Act. This Statement of Environmental Effects and supporting documentation addresses the matters to be considered under Section 4.15 of the Act.

The proposal is not identified as “designated development”, pursuant to section 4.10 of the EP&A Act.

4.2.2. Division 4.8 – Integrated Development

The application has been identified as Integrated Development under Section 4.46 of the Environmental Planning and Assessment Act 1979 as the subject development requires concurrence under the following Acts:

- **Roads Act 1993** – consent is required to connect a road (whether public or private) to a classified road under section 138(e) of the Act. The proposed development proposes two road connections to Commercial Street which is a classified road.

Before granting development consent to an application for consent to carry out the development, the consent authority must, in accordance with the regulations, obtain from each relevant approval body the general terms of any approval proposed to be granted by the approval body concerning the development.

4.3. State Environmental Planning Policy (Resilience & Hazards) 2021

4.3.1. Chapter 3 – Hazardous and offensive development

Chapter 3 of *State Environmental Planning Policy (Resilience and Hazards) 2021* sets out consideration relating to the development and approval of potentially hazardous and offensive development across the State. The intention of the SEPP is to ensure that any potentially hazardous and/or offensive development is appropriately defined and assessed during the development of a site.

Part 3 of Chapter 3 refers to potentially hazardous or potentially offensive development and applies to the development for the purposes of a potentially hazardous industry, development for the purposes of a potentially offensive industry or development notified by the Director in the Gazette as being a potentially hazardous or potentially offensive development. A development application to carry out development for the purposes of a potentially hazardous industry must consider a preliminary hazard analysis in accordance with the current circulars or guidelines published by the Department of Planning.

The determination of whether a proposal is a potentially hazardous or offensive industry relies on a 'risk screening' process. This is intended to provide a systematic approach for assessing development proposals for potentially hazardous and offensive industry or storage rather than categorising on the basis of the particular type of industry. The *'Hazardous and Offensive Development Application Guidelines – Applying to SEPP 33'* January 2011 ("the SEPP 33 Guidelines") is the relevant guideline and sets out the risk screening procedure to facilitate.

Details of materials, quantity and storage

In accordance with Section 7.1 of the 'Applying SEPP 33' guidelines and also details of Appendix 4, the key inputs for consideration when reviewing the risk profile of a site the properties of the substance, quantities stored on site, condition of storage, distance from site boundaries and the nature surrounding land uses.

The following sets out a summary of key matters for consideration in undertaking a risk screening process:

Table 2 – Material and quantities to be stored

Material	Class	Quantity	Storage
Diesel	C1	20 kL (18.425 tonnes)	Underground Tank
Petrol	3PGIII	40kL (22.11 tonnes)	Underground Tank

The proposal involves the installation of 1 x 60kL double walled compartmented fibreglass underground tank, new fill box and vent pipes and associated pipework, new concrete pavement to forecourt area and new multi product fuel dispensers.

The underground tank will comprise multiple compartments to contain the diesel and petrol products. It will be installed generally in the area beneath car parking spaces adjacent to the refuelling forecourt.

The proposal involves the storage of diesel and petrol product. For screening purposes, Diesel is classified as Class C1 and petrol is classified as 3PGII. However, the SEPP33 Guidelines also state that where C1 is stored with other flammable liquids (such as class 3PGII) then they are to be treated as class 3PGIII.

The group total of petroleum products stored on site is **60 kilolitres (40.535 tonnes)**.

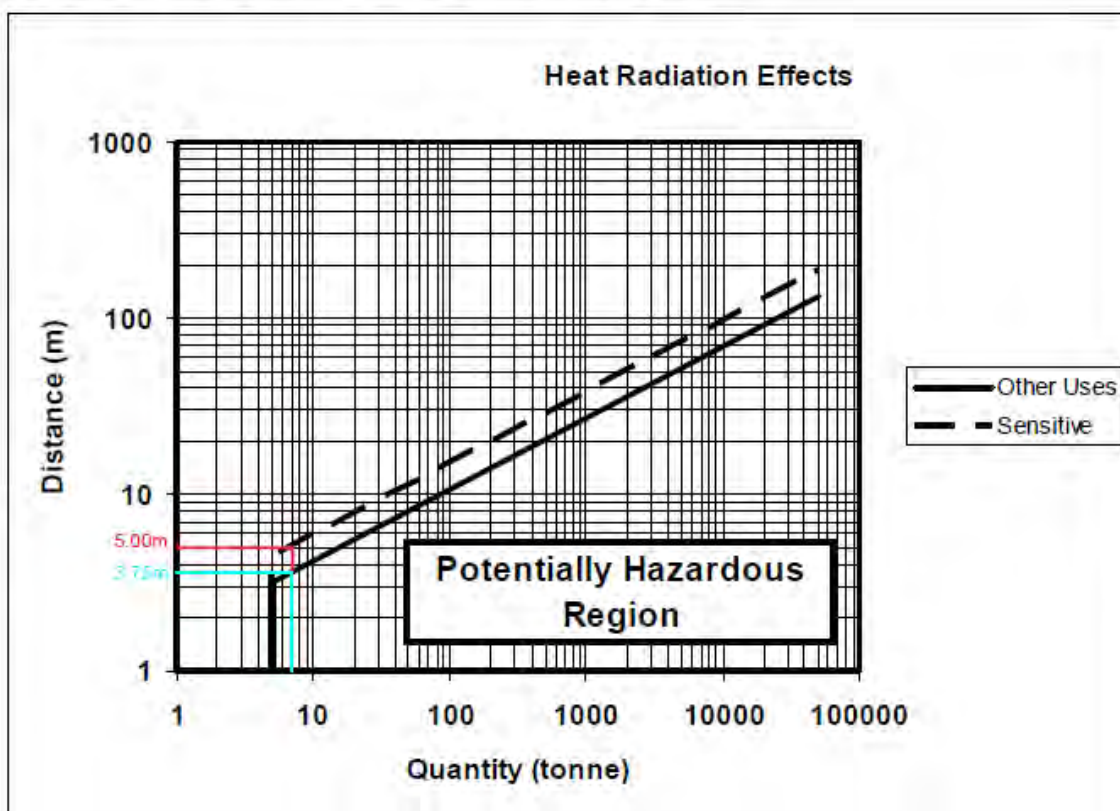
As the combined mass of fuel is stored underground, the total mass is divided by 5 and multiplied by 0.95 to reflect 95% safe filling limit. The calculated mass therefore is therefore calculated as $(40.535 \text{ tonnes} / 5) \times 0.95 = 7.7 \text{ tonnes}$

Having regard to the above, the calculated quantity for risk screening purposes is **7.7 tonnes**.

Separation distance

The SEPP33 Guidelines require Class 3PGII and 3PGIII Flammable Liquids to be located a minimum distance from site boundaries in accordance with Figure 9 of the Guidelines. The diagram below indicates the relevant calculations from 'sensitive' and 'other uses' based on the calculated material quantity above.

Figure 9: Class 3PGII and 3PGIII Flammable Liquids



The table and diagrams below summarise the separation distances from fill points and dispensers. In summary, the proposed fill point will be located a minimum of 6.5 metres from the nearest sensitive boundary (north), which exceeds the required threshold distance. The proposed dispensers will be located a minimum of 9 metres from the nearest sensitive boundary (north), which exceeds the required threshold distance.

Boundary	Use	Threshold Distance	Boundary to Fill Point	Boundary to Dispenser
North	Dwelling (Sensitive)	5 metres	6.3 metres	9.0 metres

East	Commercial Street (Other)	3.75 metres	30.7 metres	40.8 metres
South	Park (Sensitive)	5 metres	33.0 metres	23.3 metres
West	Laneway (Other)	3.75 metres	48.8 metres	38.8 metres

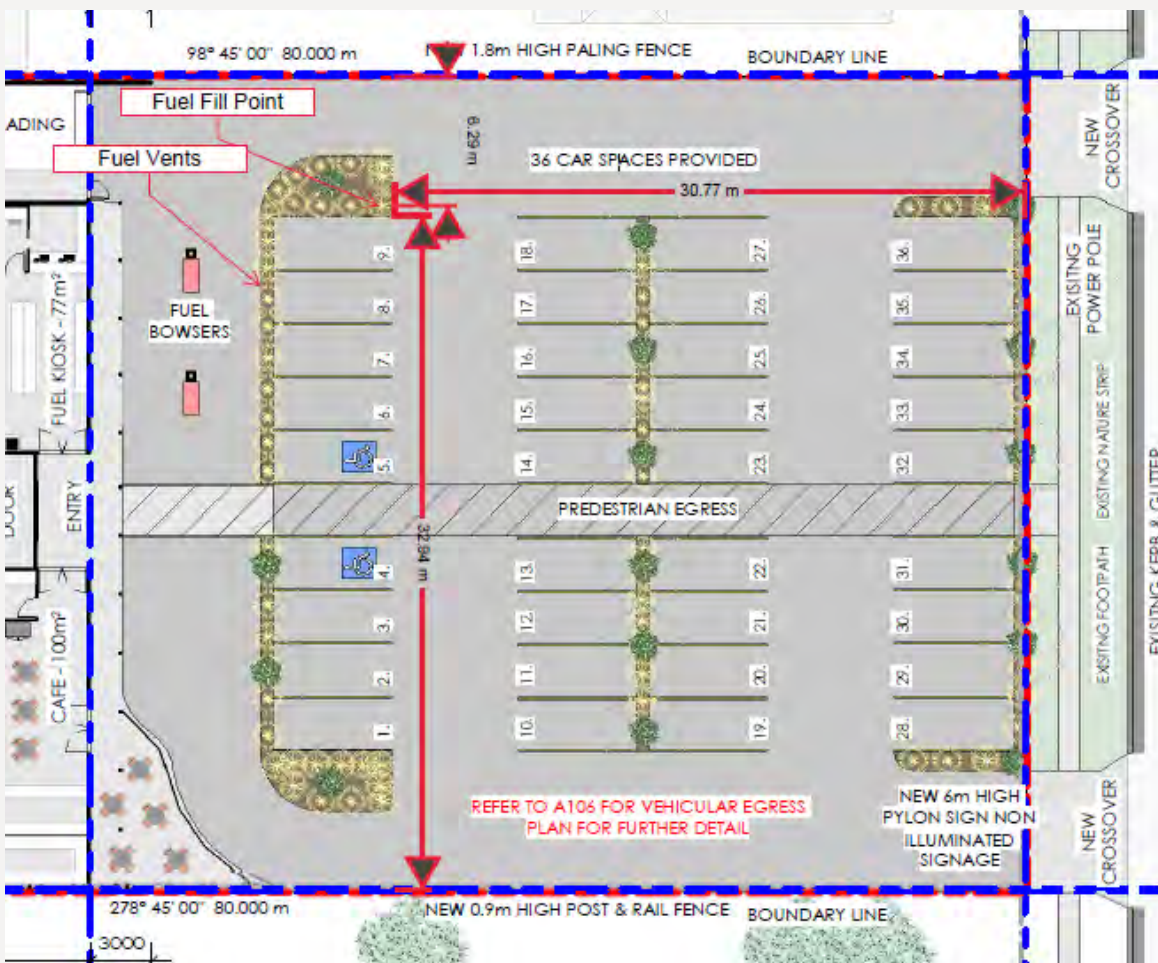


Figure 7 – Distances from fuel fill point to boundaries

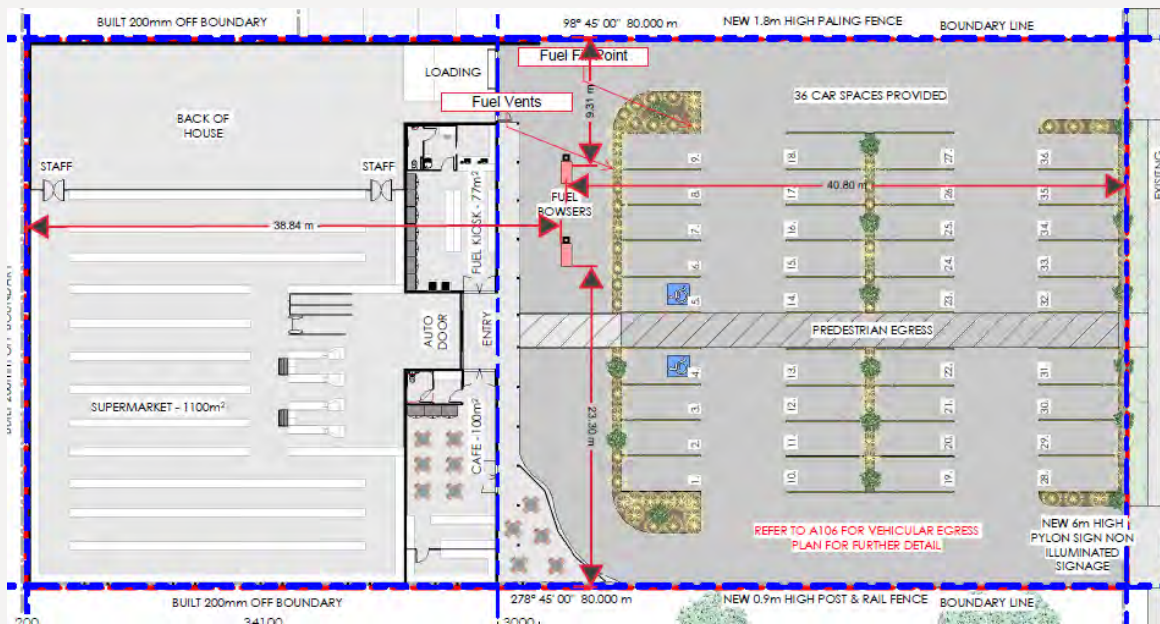


Figure 8 – Distances from fuel dispensers to boundaries

Transportation thresholds

Risk screening also requires consideration of transportation. A proposed development may be potentially hazardous if the number of generated traffic movements (for significant quantities of hazardous materials entering or leaving the site) is above the annual or weekly cumulative vehicle movements shown in Table 2 of the SEPP 33 Guidelines.

The proposal is expected to receive fuel deliveries approximately once per week, which equates to approximately 52 movements per year. This results in cumulative movements well less than 750 per year or 45 per week, being the screening thresholds at Table 2 of the Guidelines.

Summary

Having regard to the information above, the risk screening process can be summarised as follows:

- Assessment of Distance from Boundary: **Below threshold. No further assessment triggered**
- Assessment of Vehicular Movement Frequency: **Below threshold. No further assessment triggered**
- Classification of Site under Chapter 3: **Non Hazardous**
- Requirement to undertake a further PHA: **No**

Based on the above risk screening process, the proposal is not potentially hazardous and no further assessment is required.

4.3.2. Chapter 4 – Remediation of Land

Chapter 4 of *State Environmental Planning Policy (Resilience & Hazards) 2021* sets out considerations relating to land contamination across the state. The SEPP intends to establish 'best practice' guidelines for managing land contamination through the planning and development control process.

In the context of this application, clause 4.6 of Chapter 4 generally requires that consideration be given to whether or not land proposed for development is contaminated and fit for use for its intended purpose. The SEPP requires the consent authority to consider whether the subject land is contaminated when determining a development application. If the land is contaminated, the consent authority must be

satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out.

In this instance, the land for development is known to have been occupied for residential and associated land use purposes for a long period of time. It is located within the central urban area of Walla Walla and has been entirely cleared as part of the previous uses. There is no evidence of any previous uses or development that would indicate that land may be contaminated.

It is considered that there is a suitable knowledge of previous uses of the site and that no further assessment of potential contamination is required.

Consequently, the land is considered fit for use for its intended purposes and therefore the relevant considerations of Chapter 4 are satisfied.

4.4. State Environmental Planning Policy (Transport and Infrastructure) 2021

4.4.1. Chapter 2 – Infrastructure

Chapter 2 of *State Environmental Planning Policy (Transport & Infrastructure) 2021* provides a consistent and flexible planning system to facilitate the delivery of infrastructure and services. The policy identifies environmental assessment categories for types of infrastructure, matters to consider when assessing development adjacent to infrastructure and provides for consultation with relevant public authorities.

The Chapter 2 contains provisions relating to approval processes and assessment requirements for infrastructure proposals according to the type or sector of infrastructure. It outlines land-use zones where types of infrastructure are permissible with or without consent and identifies certain works as exempt and complying development.

There are several Clauses under the SEPP that trigger referral and concurrence matters. These are addressed in the table below for consideration.

Table 3 – Matters for consideration

Matter for consideration	Response
Clause 2.48 – Determination of development applications – other development	<p>This clause applies to a development application (or an application for modification of a consent) for development comprising or involving any of the following—</p> <ul style="list-style-type: none"> (a) <i>the penetration of ground within 2m of an underground electricity power line or an electricity distribution pole or within 10m of any part of an electricity tower,</i> (b) <i>development carried out—</i> <ul style="list-style-type: none"> (i) <i>within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists), or</i> (ii) <i>immediately adjacent to an electricity substation, or</i> (iii) <i>within 5m of an exposed overhead electricity power line,</i> (c) <i>installation of a swimming pool any part of which is—</i> <ul style="list-style-type: none"> (i) <i>within 30m of a structure supporting an overhead electricity transmission line, measured horizontally from the top of the pool to the bottom of the structure at ground level, or</i> (ii) <i>within 5m of an overhead electricity power line, measured vertically upwards from the top of the pool,</i> (d) <i>development involving or requiring the placement of power lines underground, unless an agreement with respect to the placement underground of power lines is in force between the electricity supply authority and the council for the land concerned.</i> <p>Comment:</p> <p>Referral under Clause 2.48 will be required to the relevant electricity supply authority due to the proximity of the overhead powerline located at the Commercial Street frontage.</p> <p>The proposal does not include any new building works at the property frontage.</p>

Matter for consideration	Response
<p>Clause 2.118 – Development with frontage to a classified road</p>	<p>The objectives of this clause are—</p> <p><i>(a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and</i></p> <p><i>(b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.</i></p> <p>Comment:</p> <p>The development has frontage to a classified road and as such referral to TfNSW is required.</p>
<p>Clause 2.121 – Traffic generating development</p>	<p>This clause applies to development specified in Column 1 of the Table to Schedule 3 that involves—</p> <p><i>(a) new premises of the relevant size or capacity, or</i></p> <p><i>(b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.</i></p> <p>The following metrics apply to the proposed development:</p> <p>Comment:</p> <p>The proposed commercial development does not meet the relevant size and capacity thresholds, and therefore is not classified as ‘traffic-generating development’ and referral to TfNSW under this clause is not required.</p>

4.5. Greater Hume Local Environmental Plan 2012

The *Greater Hume Local Environmental Plan 2012* (“the LEP”) is the principal planning instrument that guides development within the Greater Hume LGA. The provisions of the LEP must be considered by the Council in determining the application. The objectives of each zoning and the aims of the LEP itself are to be considered and can be used to guide decision making around appropriateness of development.

The applicable provisions of the LEP are:

- Clause 2.3 – Zone objectives and Land Use Table
- Clause 5.10 – Heritage conservation
- Clause 5.21 – Flood Planning
- Clause 6.1 – Earthworks
- Clause 6.7 – Essential services

The below provides an assessment of consistency and compliance of the proposal against the relevant provisions.

4.5.1. Clause 2.3 – Zone Objectives and Land Use Table

The subject land is zoned RU5 Village zone which applies to the entire urban area of Walla Walla.

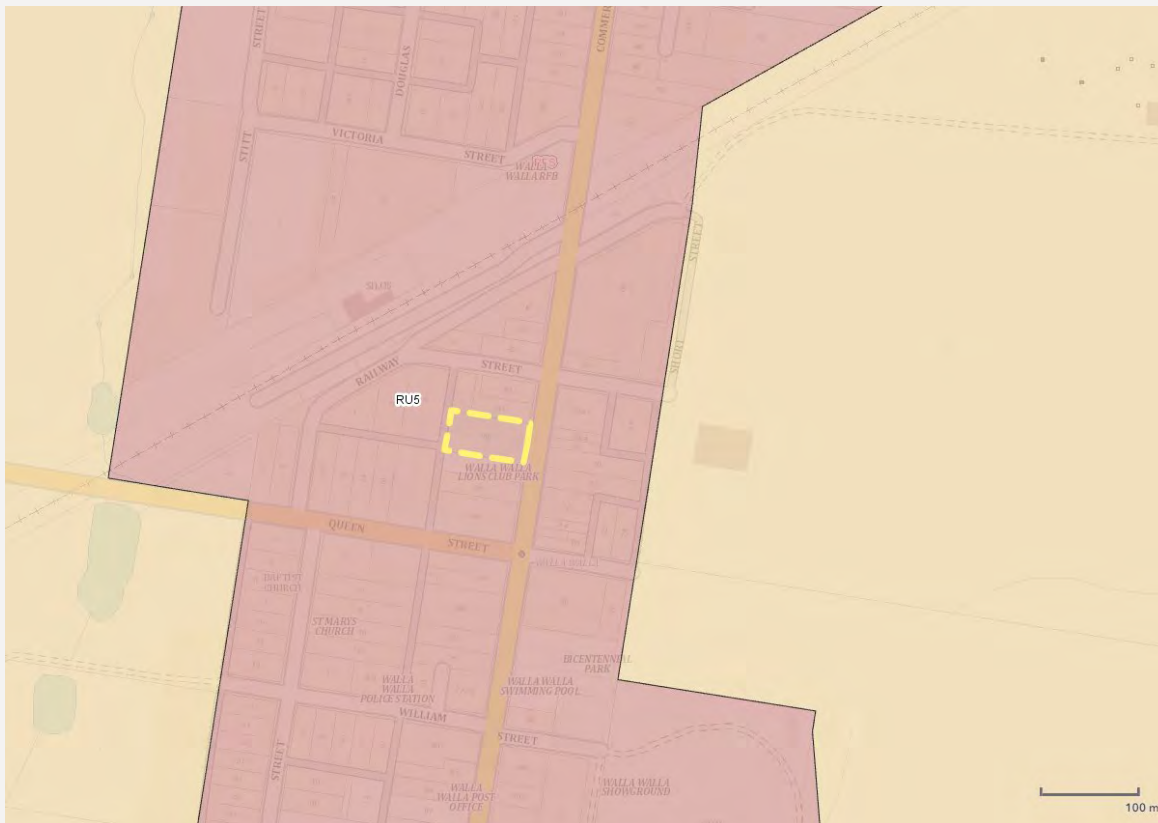


Figure 9 – Extract of Land Zoning Map

The objectives of the RU5 zone are:

- To provide for a range of land uses, services and facilities that are associated with a rural village.
- To protect the amenity of residents.

The proposed development involves the development of land for the purposes of a supermarket, retail premises and fuel sales. The proposed development is considered to be categorised as **‘retail premises’**, which means “... a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale) ...”. This definition includes ‘shops’ which appropriately categorises the nature of the proposed development.

The retail fuel sales component of the development is appropriately categorised as **‘service station’** which means “... a building or place used for the sale by retail of fuels and lubricants for motor vehicles, whether or not the building or place is also used for any one or more of the following— (a) the ancillary sale by retail of spare parts and accessories for motor vehicles, (b) the cleaning of motor vehicles, (c) installation of accessories, (d) inspecting, repairing and servicing of motor vehicles (other than body building, panel beating, spray painting, or chassis restoration), (e) the ancillary retail selling or hiring of general merchandise or services or both.”

Development for the purposes of a retail premises and a service station is permissible with consent in the RU5 zone.

4.5.2. Clause 5.10 – Heritage Conservation

Clause 5.10 of the LEP relates to heritage conservation and seeks to conserve the environmental heritage of the Greater Hume Shire, the heritage significance of heritage items and heritage conservation areas, archaeological sites and Aboriginal objects and places of heritage significance.

The subject land is not listed at Schedule 5 of the LEP as a heritage item nor is it located within an area defined by the LEP as a heritage conservation area.

Similarly, matters regarding Aboriginal Cultural Heritage have also been investigated. A review of the Aboriginal Heritage Information Management System (AHIMS) database was undertaken, and it is confirmed that there are no recorded items of Aboriginal cultural significance within 200 metres of the subject site.

No further consideration is necessary under clause 5.10 of the LEP.

4.5.3. Clause 5.21 – Flood Planning

Clause 5.21 applies to land identified as being within the mapped Flood Planning Area (FPA), being those parts of the Shire that are at risk from flooding. There is no FPA map adopted for Greater Hume, however the Walla Walla Floodplain Risk Management Study and Plan (“the FRMS”) shows the subject land being within a recommended flood planning area.

Clause 5.21(2) requires that the consent authority be satisfied that development consent must not be granted unless consent authority considers to be within the flood planning area unless the consent authority is satisfied the development—

- (a) *is compatible with the flood function and behaviour on the land, and*
- (b) *will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and*
- (c) *will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and*
- (d) *incorporates appropriate measures to manage risk to life in the event of a flood, and*
- (e) *will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses*

In this instance, the subject land is identified as being within the Flood Planning Area however no part of the site is identified as being affected by flooding in a 1 in 100 year event. For this reason, the proposed development of the land is considered to have no adverse impact on the flood function or behaviour or lead to any additional impacts on adjacent properties or surrounding areas.

The site has been zoned for urban development and therefore flooding assessment has assumed the land being constructed. The proposed development will incorporate appropriate drainage provisions which will collect and convey stormwater to constructed urban drainage provisions. It is not expected that the proposal will directly result in adverse flood impacts.

The proposal incorporates appropriate measures to manage risk to life and property in the event of a flood and will not adversely affect the environment or cause avoidable erosion, siltation, or a reduction in the stability of riverbanks or watercourses.

4.5.4. Clause 6.7 – Essential services

Clause 6.7 of the LEP requires that development consent must not be granted unless the consent authority is satisfied that services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required.

The subject land has access to all relevant infrastructure and services including reticulated water, sewerage, electricity and the local road network. These existing services are understood to have ample capacity within to service the proposed development and will be extended and connected to the warehouse development.

4.6. Greater Hume Development Control Plan 2013

The Greater Hume Development Control Plan 2013 (“the DCP”) provides specific a guideline for development within the Greater Hume Local Government Area, including the subject site.

The following parts of the DCP are applicable to the proposed works:

- Section 4.0 – Commercial Development
- Section 5.0 – Township Structure Plans
- Section 8.0 – Flood Liable Land
- Section 9.0 – Heritage Conservation Areas
- Section 10.0 – Notification Policy

The below provides an overview of consistency and compliance of the proposal against the relevant Parts of the DCP.

4.6.1. Variations to Development Controls

In considering the requirements of the DCP, it is important to acknowledge the changed role of DCP’s since the *Environmental Planning and Assessment Amendment Act 2012*. The Amendment Act makes it clear that the principal purpose of a DCP is to provide guidance to a consent authority rather than statutory controls. If a development application does not comply with provisions in a DCP, the consent authority must be flexible in the way it applies the controls and allow for reasonable alternative solutions to achieve the objectives of those standards.

Planning Circular PS13-003 provides an overview as to what weight should be given to controls within a DCP when assessing development applications.

4.6.2. Section 4 – Commercial Development

Chapter 4 of the DCP applies to all forms of commercial development within the Shire for which a development application is required. The subject development comprises a commercial development, being the construction of a retail and service station premises within the nominated commercial area of Walla Walla.

The specific objectives and standards of Section 4, as they apply to the proposed development, are considered at Appendix C below. Overall, the development is consistent with the applicable objectives and controls and will result in an acceptable development outcome for the site.

4.6.3. Section 5 – Township Structure Plans

Section 5 of the DCP provides guidance to Council for the appropriate location of various types of land uses via a township Structure Plan. The purpose of the structure plans are to provide a suitable level of guidance as to how particular parts of the village zones are to be used.

The Structure Plans are derived from a Strategic Land Use Plan undertaken for the whole of the Shire as part of the preparation of the LEP. The figure below shows the Structure Plan for Walla Walla and the associated recommendations.

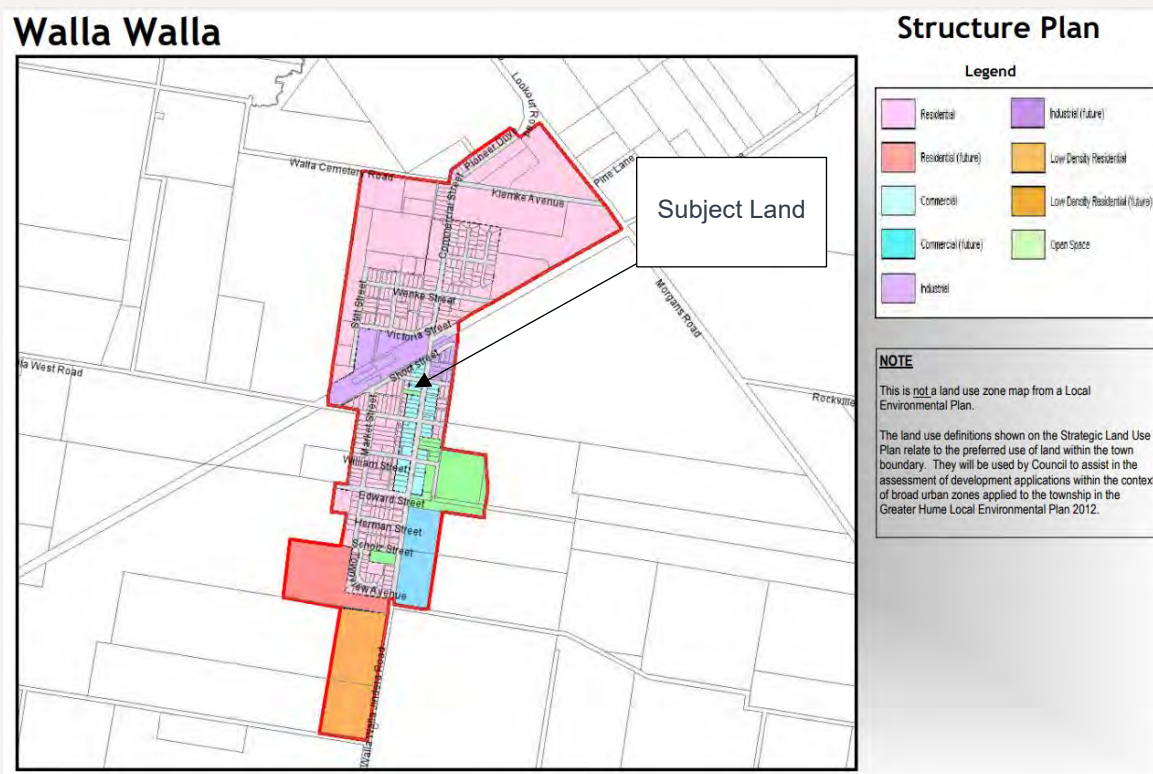


Figure 10 – Extract of Walla Walla Structure Plan

The subject site is shown to be within a designated 'commercial' location of the Walla Walla township and therefore is a site which is preferred for such land uses. The development of the land for the purposes of retail premises which will benefit the surrounding community is therefore considered to be wholly consistent with the direction provided by the Structure Plan.

4.6.4. Section 8 – Flood Liable Land

Section 8 of the DCP applies to land use and development on flood liable land within the Shire. As identified above, the subject land is within the flood planning area recommended by the Walla Walla FRMS, however is not affected by flooding under a 1% AEP scenario.

The development has been considered against the Flood Liable Land objectives under this part and it is concluded that the development of the land is compatible with the flood risk hazard on the surrounding area and will not lead to any direct or indirect flooding impacts. The developments proposed siting and associated drainage measures will ensure potential impacts of flooding on the property and downstream properties and infrastructure is suitably reduced.

The development will not result in detrimental increases in the potential flood affectation of other development or properties and will not adversely affect the environment or cause avoidable erosion, siltation, or a reduction in the stability of any riverbank or watercourse.

4.6.5. Section 9 – Heritage Conservation Areas

Section 9 of the DCP refers to Heritage Conservation Areas within the Shire. The conservation areas nominated within this Section of the DCP are derived from the recommendations of the Greater Hume Shire Community Based Heritage Study 2010. It is important to note that these conservation areas are also not contained within the LEP and there is no prescriptive or detailed assessment of the items making up the nominated areas.

Within the Walla Walla township, a broad area comprising either side of Commercial Street, between Edward Street and Railway Parade and a section of the rail corridor along the north side of the central urban area.

The DCP summarises the significance of the Walla Walla Conservation Area as follows:

The Walla Walla Conservation Area has a history as a local heartland for German settlers.

It contains a main street with a cohesive line of commercial buildings extending to the vicinity of the railway. It is historically significant as a town centre reflecting steady growth in the late nineteenth century, followed by a phase of rapid development after the construction of the Culcairn-Corowa railway branch line, and the 1919 wheat silos.

The main street is an excellent and highly intact late nineteenth century and early twentieth century streetscape. Buildings in the main street have significance individually and collectively and the entire streetscape is an essential component of the historic cultural landscape of Walla Walla.

Walla Walla Conservation Area echoes the beauties of late nineteenth century and early twentieth century towns in miniature, with a branch railway, main commercial street and views of typical historic features such as the historic shop buildings, wheat shed and silos.

The outstanding level of intactness of original architecture documents an early twentieth century building boom, which saw the construction of most of Walla Walla town centre. Slow population growth after the 1930s ensured preservation of its town centre buildings. The town centre has retained its community importance, recognised for its high integrity and aesthetic values.

Highly intact examples of late nineteenth century and early twentieth century architecture include the shops, banks and churches.

The proposed development includes the demolition of an existing single storey building within the subject land and a small shed at the rear. The existing buildings are vacant and appear to have not been used for a long period of time. While being constructed to the street, they do not appear to display any significant features or elements. It is also noted that the building or site are not listed as items of heritage significance in the LEP.

In terms of the development to be carried out within the site, the proposal seeks to develop the site with a contemporary retail premises that will provide substantial community benefit to Walla Walla and the associated community. There are no known heritage guidelines or requirements that should be followed, however the development is set back from the street allowing other more significant elements in the streetscape to be observed and highlighted. In combination with the adjacent Lions Park, the proposal will establish a new community focussed retail space that is worthy of support.

An assessment of the proposal against the decision guidelines of Section 9 is provided at Appendix C below.

5. Assessment of Environmental Impacts

This section of the SEE identifies potential impacts which may occur as a result of the proposed development and are relevant matters for the consideration of the DA under Section 4.15(1)(b) to (e) of the EP&A Act 1979.

These impacts and mitigating measures have been identified following comprehensive analysis of the site and the proposed plans.

The analysis and impact identification under this section is informed by:

- Site analysis and visual inspection of the subject land and surrounding properties.
- Analysis of the proposed plans for development (provided attached for reference)
- Desktop review of applicable Environmental Planning Instruments
- Consideration of the Councils Development Plans and Policies including the DCP
- Assessment of relevant strategic planning documents.
- Consultation with Council and other authorities

5.1. Context and Setting

The proposal is to establish a new retail premises within the existing established village area of Walla Walla. The site is centrally located and has access directly from the main street of the township, being Commercial Street.

The development is located within an area of the township which has been identified in previous strategic planning work as the primary commercial area. It also adjoins an existing park area which will be further activated and utilised through the design of this site. The proposal is considered to be of a size, scale and appearance which will set a benchmark for future commercial development in Walla Walla and will be of a high standard of design.

The site is appropriately designed to minimise impacts to sensitive land uses such as residential land and dwellings. The proposal only adjoins a dwelling to one side and will have a solid fence to the common boundary, which will create visual separation and privacy. The proposed development will also only operate during business hours and will therefore minimise noise and privacy impacts during night time hours.

The proposed land uses sought by the development are permissible with consent in the RU5 zone and are also uses which respond to the strategic objectives for the central area of Walla Walla.

The proposal is considered to generate ongoing development and further investment in Walla Walla generally. This proposal is considered to set an appropriate and acceptable benchmark for new development.

5.2. Access & Traffic

The subject land is presently an underutilised central property which has historically been used for urban uses. The site has direct access from Commercial Street via a constructed driveway crossover, with informal access to the rear of the site from the unmade laneway.

The proposal will retain and upgrade the existing driveway crossover at Commercial Street and add an additional crossover at the northern end. The two crossovers will provide one-way movement through the proposed car parking area and to the car refuelling forecourt. The proposed vehicle access points

are considered to be appropriate for the nature of the development and are arranged to allow for sufficient access and safe sight distance.

Commercial Street is a constructed central urban standard road which is considered to have sufficient capacity to allow for the rate of traffic expected from this development.

No access is proposed from the rear unmade laneway.

5.3. Parking

The DCP requires that parking be calculated in accordance with the land uses listed at Table 4.1 of Section 4.

There is no land use definition in the DCP which reflects a 'supermarket' or 'shop' premises. For the purposes of assessment, the rate for a 'shopping centre' has been considered however it is noted that the parking demands for a small village supermarket are likely to be lower than for a shopping centre.

The proposed fuel sales and car wash are most appropriately categorised as a land use of 'service station', which is also contained in Table 4.1 of the DCP.

The applicable ratios for the development are therefore:

- Shopping centre – 6.1 spaces per 100m²
- Service station – 6 per work bay plus 1 per 100m² GFA of convenience store area

The table below sets out the calculated parking requirements based on the calculated GFA.

Table 4 – Parking Assessment Table

Component	Prescribed DCP Use	Ratio	Required Parking	Proposed Parking
Supermarket & Shop	Shopping Centre	1,200 /100 * 6.1 spaces	72 spaces	36 spaces
Fuel Sales & Convenience	Service Station	0 'service bays' Convenience store – 70m ² / 100	0 0.7	4 standing spaces
Total			73 spaces	40 spaces

It is noted that the proposed development provides parking which is less than the theoretical parking requirement for the DCP. However, it is noted that the rate provided for within the DCP is a broad rate which attempts to cover all possible types of retail premises and in some circumstances is considered excessive.

It is noted that the development provides parking at a rate of more than 1 space per 40m², which is considered to be an appropriate rate of parking. Nearby regional centres of Albury and Wagga Wagga

have parking requirements of 1 space per 40m²¹ and 1 space per 33m²² respectively. This proposed development would comply with the ratio expressed in both scenarios and therefore is considered to be an appropriate level of parking provision.

The proposed development comprises a supermarket and associated retail premises within central area of Walla Walla. It is a highly accessible site within the township and is located within close proximity to other retail and community services that are likely to be used by visitors. It is expected that many visitors to the premises will either attend the site as part of a multi-use trip (visiting other premises in the town) and may therefore seek to park on the street or a nearby site and walk. In addition, the nature of the supermarket and retail premises in this location is that there is expected to be relatively high turnover of spaces as persons will only visit for a short period of time.

It is noted that there is substantial parking opportunities within Commercial Street, along the frontage of the site and to immediate areas such as Lions Club Park. The substantial provision of on-street parking means that there is suitable capacity to accommodate any demands for additional parking, should that situation arise.

Pedestrian movements within the site will be provided by concrete pathways surrounding proposed buildings and central defined walkways through the parking area. Pedestrian crossings and access areas are shown on the proposed plans.

A shared loading area is proposed at the southern end of the building, accessed from the central driveway and circulation area. This spaces is sized to enable access for unloading by truck up to 16 metres in length, which is the largest vehicle expected to access the site.

5.4. Infrastructure

All typical urban services are available to the property and the development can be serviced by existing water and sewer services already available to the subject site and immediate surrounds.

Constructed drainage will be provided within the new development and will have a new drainage outfall provided at the appropriate point of discharge as advised by Council engineers.

Proposed road access has been discussed at section 5.2 above.

5.5. Heritage

The subject site is not identified as an individual heritage item, however is nominated within the Walla Walla Heritage Conservation Area. This conservation area is not a local heritage item in that it does not appear within Schedule 5 of the LEP. The conservation areas for Greater Hume are nominated within the DCP and are derived from the recommendations of the Greater Hume Shire Community Based Heritage Study 2010.

Within the Walla Walla township, a broad area comprising either side of Commercial Street, between Edward Street and Railway Parade and a section of the rail corridor along the north side of the central urban area. The area nominated is shown in the figure below.

¹ Parking ratio for 'retail premises less than 3,000m²' in the Albury LGA

² Parking requirement for 'shops and retail' within areas other than the Wagga Wagga CBD



Figure 11 – Extract of Walla Walla Conservation Area Map (GHDCP 2013)

The DCP summarises the significance of the Walla Walla Conservation Area as follows:

The Walla Walla Conservation Area has a history as a local heartland for German settlers.

It contains a main street with a cohesive line of commercial buildings extending to the vicinity of the railway. It is historically significant as a town centre reflecting steady growth in the late nineteenth century, followed by a phase of rapid development after the construction of the Culcairn-Corowa railway branch line, and the 1919 wheat silos.

The main street is an excellent and highly intact late nineteenth century and early twentieth century streetscape. Buildings in the main street have significance individually and collectively and the entire streetscape is an essential component of the historic cultural landscape of Walla Walla.

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The outstanding level of intactness of original architecture documents an early twentieth century building boom, which saw the construction of most of Walla Walla town centre. Slow population growth after the 1930s ensured preservation of its town centre buildings. The town centre has retained its community importance, recognised for its high integrity and aesthetic values.

Highly intact examples of late nineteenth century and early twentieth century architecture include the shops, banks and churches.

The proposed development includes the demolition of an existing single storey building within the subject land and a small shed at the rear. The existing buildings are vacant and appear to have not been used for a long period of time. While being constructed to the street, they do not appear to display any significant features or elements. It is also noted that the building or site are not listed as items of heritage significance in the LEP.

In terms of the development to be carried out within the site, the proposal seeks to develop the site with a contemporary retail premises that will provide substantial community benefit to Walla Walla and the associated community. There are no known heritage guidelines or requirements that should be followed however the development is set back from the street allowing other more significant elements in the streetscape to be observed and highlighted. In combination with the adjacent Lions Park, the proposal will establish a new community focussed retail space that is worthy of support.

5.6. Cultural Heritage

The subject land is a modified rural property which has been subject to ongoing urban uses over a long period of time. There is significant evidence of disturbance, including clearing of the site and development of buildings. The likelihood of the site having any cultural heritage significance is considered to be remote.

In the event that the applicant does identify or uncover archaeological items during works, the items will be left in place and appropriate protocols for dealing with such instances will be observed.

5.7. Soils & Erosion

The proposed works will include site disturbance in establishing the new buildings, underground storage petroleum systems, parking areas and associated external spaces. These construction works will be appropriately secured and managed by the appointed contractors to avoid any significant impact on drainage infrastructure.

Potential erosion to exposed areas of the site is low, however will be minimised by use of sediment control and stabilisation, both before and after construction. The potential is limited due to the flat topography of the site and relatively limited earthworks required for establishment.

To ensure all potential impacts are minimised, appropriate Soil and Water Management techniques will be implemented during demolition and construction works, in accordance with Council's guidelines.

5.8. Biodiversity

The development proposes removal of planted vegetation only. There is no removal or disturbance to any remnant vegetation or prescribed vegetation under the DCP or an environmental planning instrument.

The development is proposed within an existing well established and modified urban area and is not expected to have an adverse impact on any biodiversity or habitat values. Similarly, the development will not detract or adversely impact surrounding habitat functions or availability.

The proposed works will include new landscaping and vegetation planting which provides potential to include native species and provide positive outcomes in relation to local biodiversity.

5.9. Flooding

The township of Walla Walla is affected by flooding from the waterways which run through the urban area. The majority of Walla Walla is not affected by serious flooding, with impacts mostly being considered low hazard flooding.

The Walla Walla Floodplain Risk Management Study and Plan (“the FRMS”) was prepared in 2017 to consider the impact of flooding on the township and make any necessary recommendations for mitigation or management. The FRMS shows the subject land being within a recommended flood planning area (refer to Figure 12 below), however identified that the land was not subject to any flood impacts in a 1% AEP event.

It is understood that the subject land has been identified within a Flood Planning Area given that surrounding streets and properties are affected by flooding, namely Railway Street and Queen Street. A portion of Commercial Street is also affected by flooding.

The areas which are affected by flooding surrounding the property are all considered low hazard areas and have shallow flood depths in a 1% AEP event.

The proposed development includes new constructed drainage that will convey all stormwater from the premises to existing urban drainage provisions. The land will also be constructed with a similar floor level to existing surface conditions, meaning that the risk of flooding is not exacerbated.

There is not considered to be significant risk to human life or risks to surrounding properties as a result of the development. The proposal is therefore considered to be acceptable.

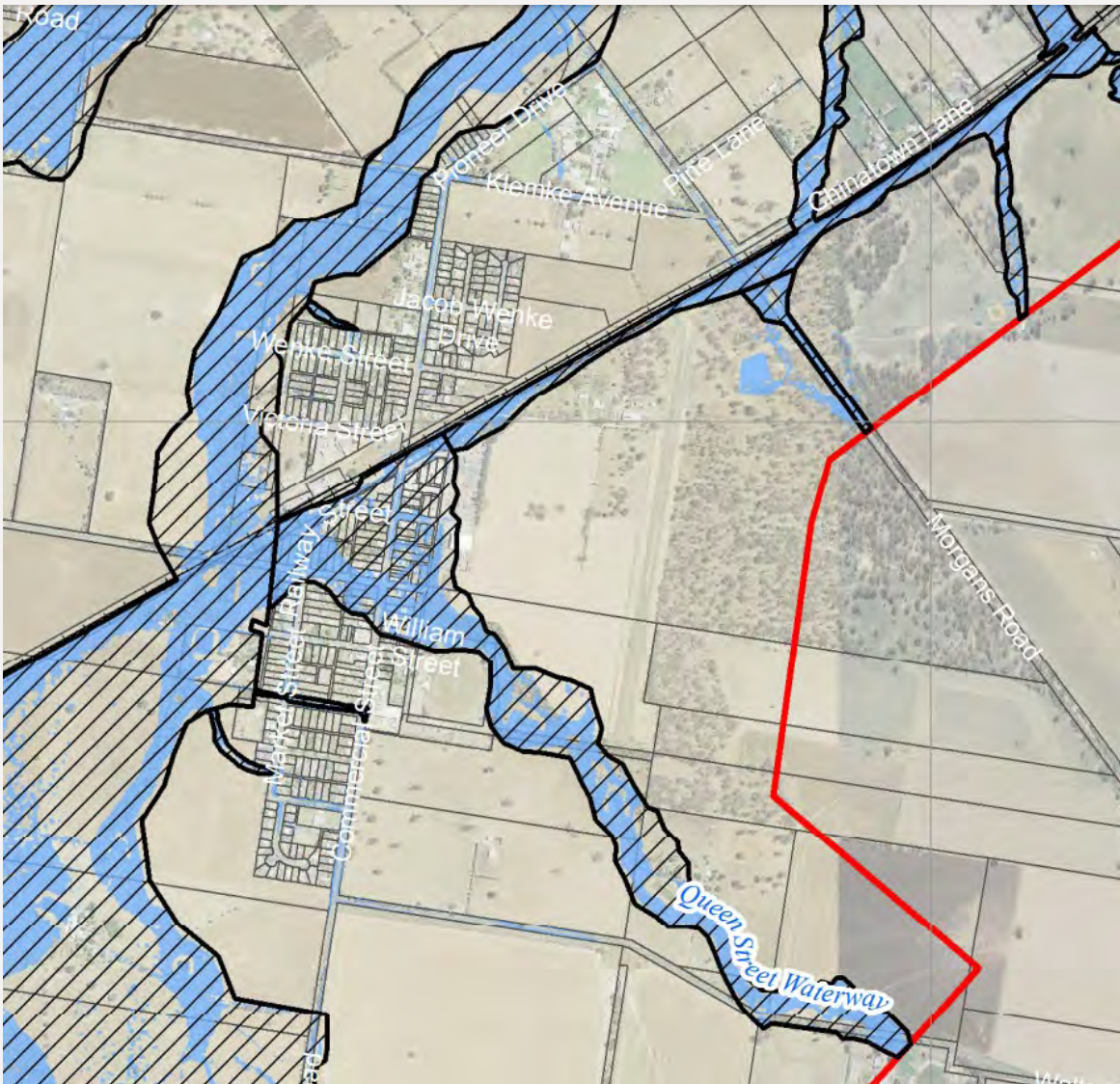


Figure 12 – Recommended Flood Planning Area extracted from Walla Walla FRMS

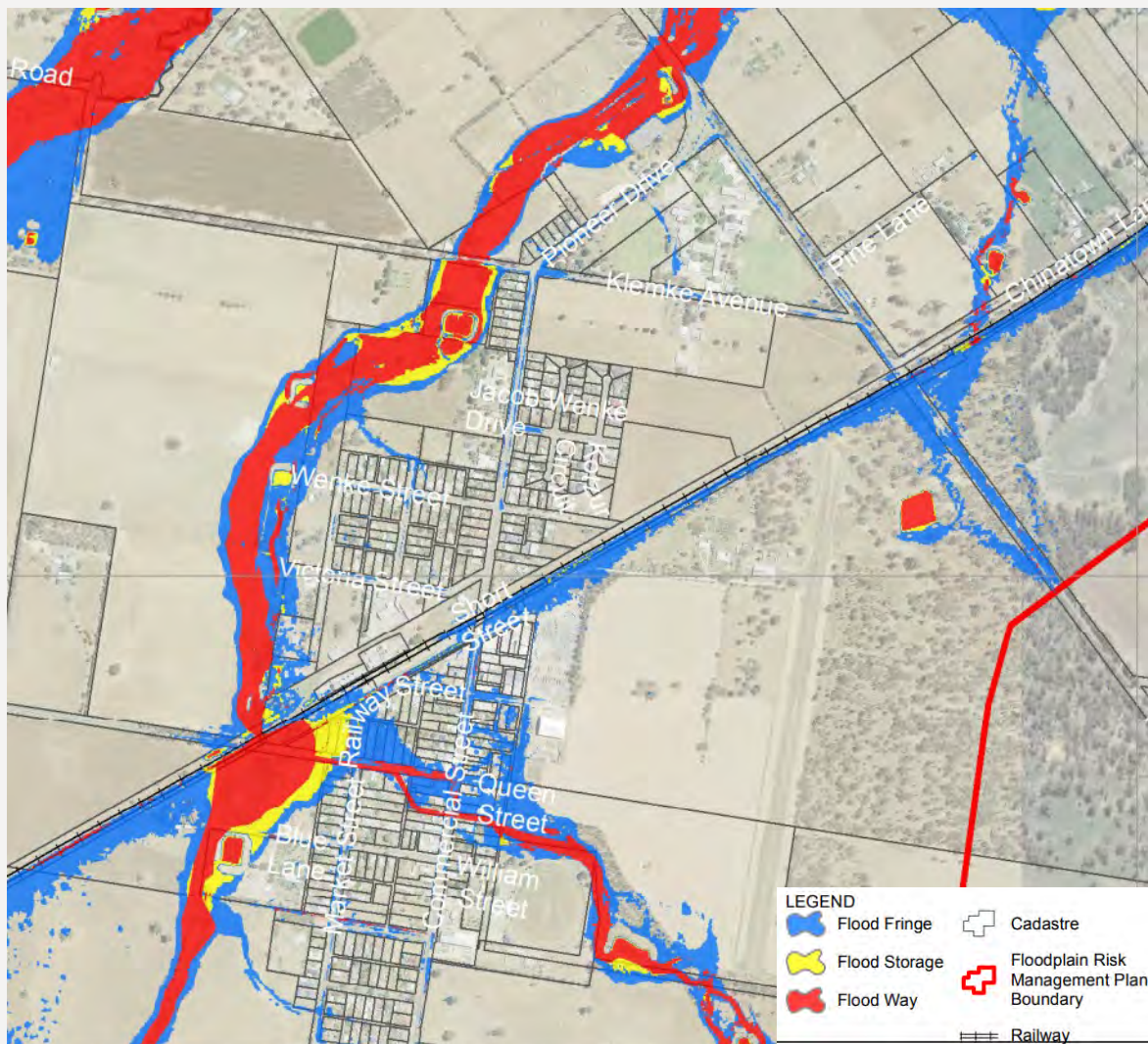


Figure 13 – Flood Hazard Categories for the Walla Walla township

5.10. Bushfire

The subject land is not identified as being subject to bushfire risk.

5.11. Safety, security & crime prevention

Notwithstanding that the risk of anti-social behaviour, criminal activity and reduced public safety is low in the area, the development incorporates design features to avoid and minimise antisocial behaviour and criminal activity in the locality. Specific Crime Prevention Through Environmental Design (CPTED) principles are considered below:

Natural and passive surveillance – Entry points are designed to maximise surveillance opportunities to the public domain. Clear sightlines are maintained between the development and the public domain, particularly around building entries.

Access control – The orientation of the entry points maintains natural vantage points and guardianship from neighbouring developments and the surrounding public domain. The design also seeks to minimise potential concealment or entrapment areas.

Active space management – Blind bends and corners have largely been avoided in the building design. Surveillance can be maintained to all external areas. Security lighting will be provided in accordance

with applicable Australian Standards where required. Landscaping will be used to enhance the appearance of the development and assist in reducing opportunities for vandalism. Appropriate landscaping will maintain sightlines.

Territorial reinforcement – There will be appropriate wayfinding and identification signage within and around the new development that promotes territorial reinforcement.

5.12. Waste

All waste generated during construction would be removed from the site or reused if appropriate. Once operational waste will be stored and removed through a regular commercial contract waste service.

All waste, including surplus soils, which cannot be reused shall be classified in accordance with the Waste Classification Guidelines (EPA, 2014), removed from the site and disposed of at a facility that can lawfully accept the waste in accordance with the POEO Act and POEO Waste Regulation.

Waste management plans and procedures are to be established before construction works occurring on-site. This plan and procedures will be incorporated into the construction management plan for the site.

During the operational phase of the development, waste will continue be generated from the occupation of the site and undertaking of activities. All waste will be contained within an appropriate commercial/industrial waste receptacle to be stored onsite. The operators of the premises will enter into an agreement with an appropriate waste contractor for the disposal of waste from the site on a regular basis

5.13. Noise

Construction works will also include a period of noise generation during establishment. Works will occur over a very short period of time, and will be limited to appropriate hours of operation, as determined by Council and expressed through conditions of approved consent. Noise impacts will be of a minor nature and include predominantly power tools and manual construction, with very limited machinery and vehicle noise expected.

5.14. Suitability of the Site for Development

The subject site is located within the township area of Walla Walla and represents a highly accessible property. It is located adjacent to an existing open space/park area and within close proximity to other retail and community services.

The proposed development is permissible with consent in the zone and the site is shown by the Walla Walla Township Structure Plan to be a preferred location for commercial land uses.

The subject site is considered to be wholly suitable for the proposed development.

5.15. The Public Interest

The public interest is a broad consideration relating to many issues and is not limited to any one particular issue. Taking into account the full range of matters for consideration under Section 4.15C of the Environmental Planning and Assessment 1979 (as discussed within this report), it is considered that approval of the application is consistent with the public interest.

The development of land in an orderly and economic way is in the public interest.

6. Conclusion

The DA seeks consent for demolition of existing buildings and construction of a new supermarket, retail premises, fuel sales and associated car parking and landscaping on land at 55 Commercial Street, Walla Walla.

The application seeks development consent under Part 4 of the EP&A Act and has been assessed against the provisions of Section 4.15(1) of the EP&A Act.

As demonstrated by the detailed assessment above, the proposal satisfies the intent of the provisions of the applicable EPIs and will result in a positive development outcome in terms of social, environmental, and economic impacts.

Having regard for the content of this report, the proposal deserves the support of Council because:

- it is consistent with the relevant environmental planning instruments and development control plan;
- it proposes a new and preferred use for an underutilised parcel of land in the Walla Walla township area;
- it will provide direct benefit to the local and surrounding community by increasing and improving availability of retail services;
- it provides an appropriate development outcome for an underutilised parcel of land;
- it will provide for a generally improved streetscape;
- it will integrate with the adjacent Lions Club Park to create a new community focussed space within the township
- it is highly accessible by vehicle and pedestrian access modes; and
- all necessary essential services are available to the subject site.

In light of the above considerations, it is our opinion that the proposal is appropriate from a planning point of view and is in the public interest. The proposed development warrants support by Council.

23 March 2023

Greater Hume Shire Council
PO BOX 99
HOLBROOK NSW 2644

Attention: Colin Kane, Director Planning & Environment

Via Email

Dear Colin,

**Re: Response to Further Information Request
55 Commercial Street, Walla Walla**

Habitat acts on behalf of Premier Building & Construction Pty Ltd, in relation to Development Application 10.2022.243.1 at 55 Commercial Street, Walla Walla

The purpose of this response is to provide a response to the further information request dated 15 February 2023 and to the submissions received during the public notification period. We trust these responses will enable Council to progress the finalisation of their assessment and determination of the subject application.

This response is supported by the following information:

- Architectural Plans, prepared by Premier Building & Construction dated 16 March 2023
- Amended Statement of Environmental Effects prepared by Habitat Planning.
- Updated Owners Consent

The submissions are categorised thematically, and responses are provided in **Table 1**. Responses to Council's request for further information are provided in **Table 2**.

Table 1 - Response to Submissions

Submission Theme	Applicant Response
Heritage Impact / Character	<p>The subject site is not identified as a heritage item or as being within a heritage conservation area. The ability for Council to assess potential heritage significance through this process is limited as such. It is understood that the building may provide some heritage value to the community, however it appears that given its current state and condition along with its limited statutory protection the demolition of this building is permitted without requiring further detailed assessment and consideration.</p> <p>Additionally, it is contended that the development will not detrimentally impact the streetscape and character of the area. The building seeks to rejuvenate the existing site to provide high quality facilities to the community of Walla Walla.</p>

Submission Theme	Applicant Response
Viability of project and scope of development application & relocation of existing businesses	<p>The viability of the project and the elements contained within the application are a commercial consideration that is not relevant to the assessment of a development application.</p> <p>The potential displacement of the existing businesses is not a relevant planning consideration.</p> <p>It is considered that the proposed development of a new retail facility within the Walla village will provide direct and indirect benefits to the town generally.</p>
Overshadowing	<p>The submitted architectural plans provide shadow diagrams that demonstrate that there is no impact on any adjoining properties as a result of the construction.</p>
Onsite heavy vehicle movements	<p>Proposed deliveries by heavy vehicles will only occur once a week.</p> <p>On the proposed morning of delivery, car parking spaces 10, 11, 12 and 18 (as annotated on plans) will be unavailable during the morning to enable the truck to enter and reverse to the loading dock. During this time the fuel dispensers will also be unavailable.</p> <p>Heavy vehicle deliveries will be able to enter and exit the site in a forward motion, as demonstrated by the turning circles on proposed plans.</p>
Work health and safety	<p>It is the operator's responsibility to ensure that all relevant legislation regarding work health and safety is adhered to.</p> <p>The loading dock is designed to provide access to the rear of a semi-trailer, no side loading is proposed and therefore potential conflicts within the car park would not occur.</p>
Operations & Delivery Hours	<p>The proposed hours of operation are 7:30am to 7pm, 7 days per week. The total number of employees will equal 20 across the overall development.</p> <p>Deliveries will only occur during the hours of operation.</p>
Location of refuse area	<p>Waste will be stored in the 'back of house' area and collected by private waste contract through the loading area.</p>

Submission Theme	Applicant Response
Contamination	<p>Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2019 will regulate the potential for contamination and other matters relating to the operation and management of the service station. The regulation covers the commissioning of storage systems, leak detection systems, the use of storage systems, records and report and keeping of documentation.</p> <p>The site will be appropriately managed to ensure best practice occurs to avoid the fuel spills or impacts on stormwater. The area will be bunded to contain any liquid spillage.</p>
Acoustic Impacts	<p>The development is proposed to operate during reasonable 'daytime hours'. Daytime hours as considered as being less impactful compared to 'evening' or 'night-time' hours as the threshold for impact is much higher at night.</p> <p>The development will operate to comply with the <i>Protection of the Environment Operations Act</i> and the NSW EPA Noise Guide for Local Government. It is expected that the consent will be conditioned to ensure compliance with these policies.</p>

Table 2 – Response to Request for Additional Information

Request	Applicant Response
Amended 'Site Plan – Vehicular Egress'	An amended site plan has been prepared. Please refer to Drawing A106 in the attached amended plan set.
Amended 'Master Site Plan'	<p>As requested, the following information has been prepared:</p> <ul style="list-style-type: none"> - Demolition details are provided on Drawing A102. - Amended plans notate the location of the existing overhead powerlines. - Amended plans notate the proposed building setbacks. - The amended site plan include a revised southern elevation that notes the height of the fence to be erected.
Separate Floor Plan/s	Floor plans are provided on Drawing A102.

Request	Applicant Response
Additional Information regarding signs	<p>The signage as proposed indicates a proposed 'signage zone'.</p> <p>The plans nominate a defined location for the future signage with details of specific sign content to be confirmed once tenants have been agreed.</p> <p>The signage proposed will be non-illuminated. It is requested that Council grant consent for the proposed signage zones under this current DA, with any separate consent for changes to signage to be considered in separate processes by future tenants (if required).</p>
Owners Consent	<p>Owners consent has been updated and uploaded separately in the NSW Planning Portal.</p>
Operational matters	<p>The proposed hours of operation are 7:30am to 7pm, 7 days per week.</p> <p>The total number of employees is expected to be up to 20 persons across the overall development.</p>
Amended Risk Screening Analysis	<p>Refer to amended Statement of Environmental Effects.</p>

In addition to Council's request, the applicant volunteers the following information to assist in assessing the application.

- Open style fencing is proposed along the southern boundary to maximise interaction between the car park and the adjacent public park.

We trust that the completion of the public exhibition period and this information will now enable Council to progress to a determination of this matter as soon as is possible.

Should you have any queries please contact the undersigned directly on 6021 0662 or david@habitatplanning.com.au.

Regards,



David Hunter
Director

SUPERMARKET DEVELOPMENT

55 COMMERCIAL STREET, WALLA WALLA

DEVELOPMENT APPLICATION

Use figured dimensions in preference to scale. Read drawings in conjunction with specification. If in doubt ask!!

ISSUE	REV	DESCRIPTION	TRANSMITTAL
S	1	PERMIT	11.10.22
S	2	PERMIT	07.03.23
S	3	PERMIT	15.03.23
S	4	PERMIT	16.03.23



Premier Building & Construction Pty Ltd
 ABN 26 118 628 581
 1 Premier Close, PO Box 365
 WODDONGA Vic 3689
 p:02 6056 4833
 f:02 6056 4893
 w:www.premierbc.com.au

CLIENT
Developer

PROJECT
Development

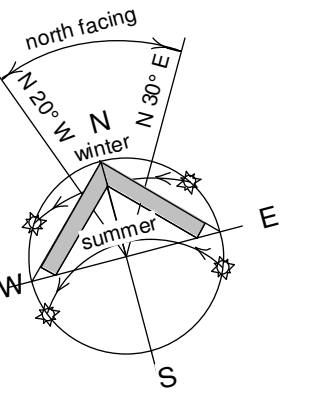
PROJECT ADDRESS
55 Commercial Street,

Walla Walla
NSW 2659

PROJECT NO. **80079**

DRAWING TITLE
COVER SHEET

SCALE	@ A1	
DRAWN BY	ZB	PRINTED
CHECKED BY	TA	21/03/2023 8:12:48 AM
ISSUE NO.	SHEET NO.	REV NO.
S	A000	4



DEVELOPMENT APPLICATION

Use figured dimensions in preference to scale. Read drawings in conjunction with specification. If in doubt ask!!

ISSUE	REV	DESCRIPTION	TRANSMITTAL
S	1	PERMIT	11.10.22
S	2	PERMIT	07.03.23
S	3	PERMIT	15.03.23
S	4	PERMIT	16.03.23

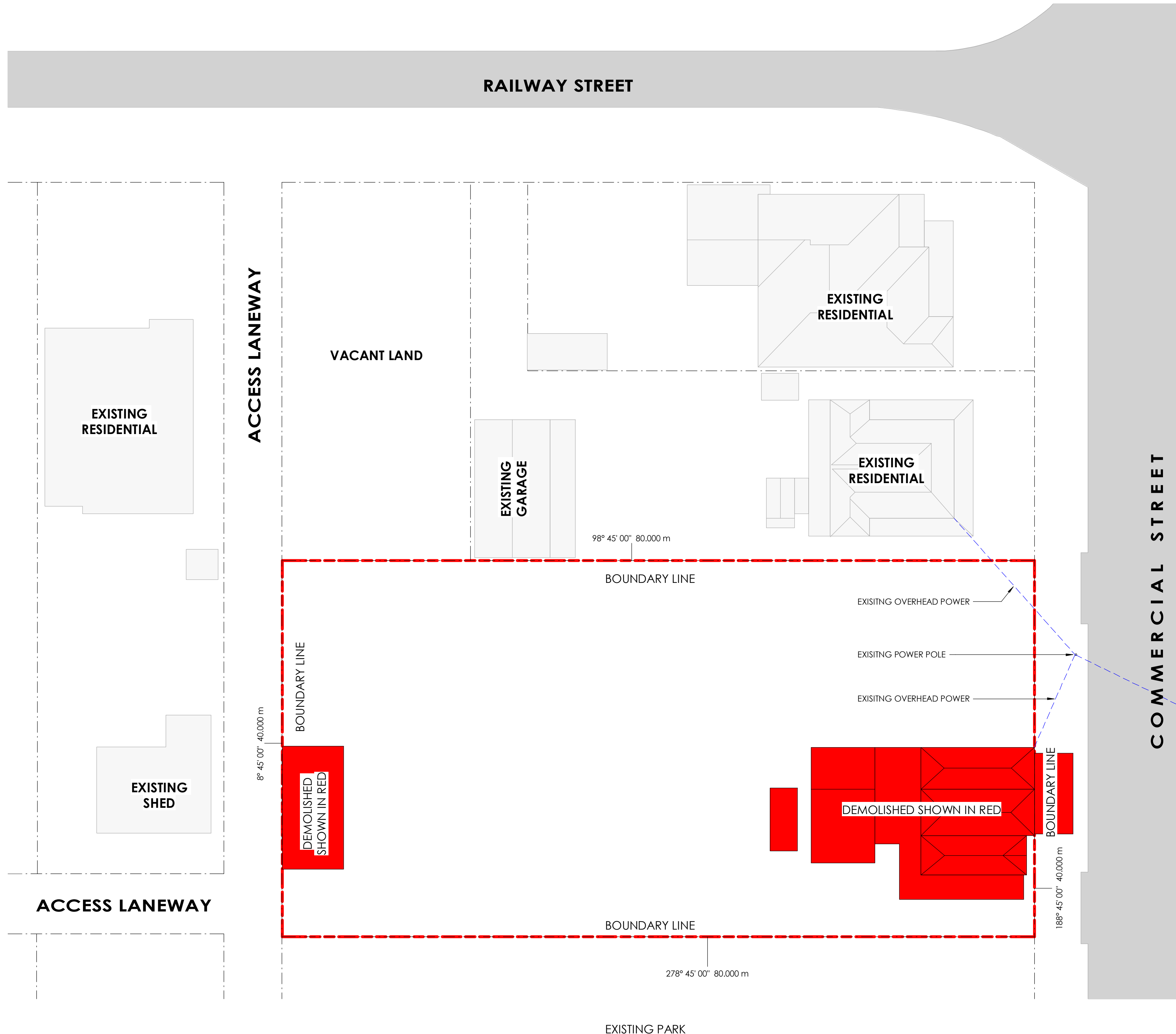


PROPOSED SITE LOCATION

LOCALITY MAP

NORTH IS UP THE PAGE ON ALL LOCALITY MAPS

LOT No. 1
 SHIRE: GREATER HUME
 DP No.
 AREA: 3200m²



DEMOLITION PLAN

1:250



Premier Building & Construction Pty Ltd
 ABN 26 118 628 591
 1 Premier Close, PO Box 365
 WODDONGA Vic 3689
 p:02 6056 4833
 f:02 6056 4893
 w:www.premierbc.com.au

CLIENT
Developer

PROJECT
Development

PROJECT ADDRESS
55 Commercial Street,

Walla Walla NSW 2659

PROJECT NO. **80079**

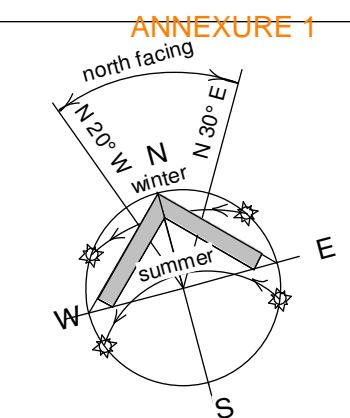
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DEMOLITION PLAN

SCALE 1 : 250 @ A1

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ISSUE NO.	SHEET NO.	REV NO.
S	A102	4



DEVELOPMENT APPLICATION

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ISSUE	REV	DESCRIPTION	TRANSMITTAL
S	1	PERMIT	11.10.22
S	2	PERMIT	07.03.23
S	3	PERMIT	15.03.23
S	4	PERMIT	16.03.23

PROPOSED SITE LOCATION

LOCALITY MAP

NORTH IS UP THE PAGE ON ALL LOCALITY MAPS

LOT No. 1
SHIRE: GREATER HUME
DP No.
AREA: 3200m²

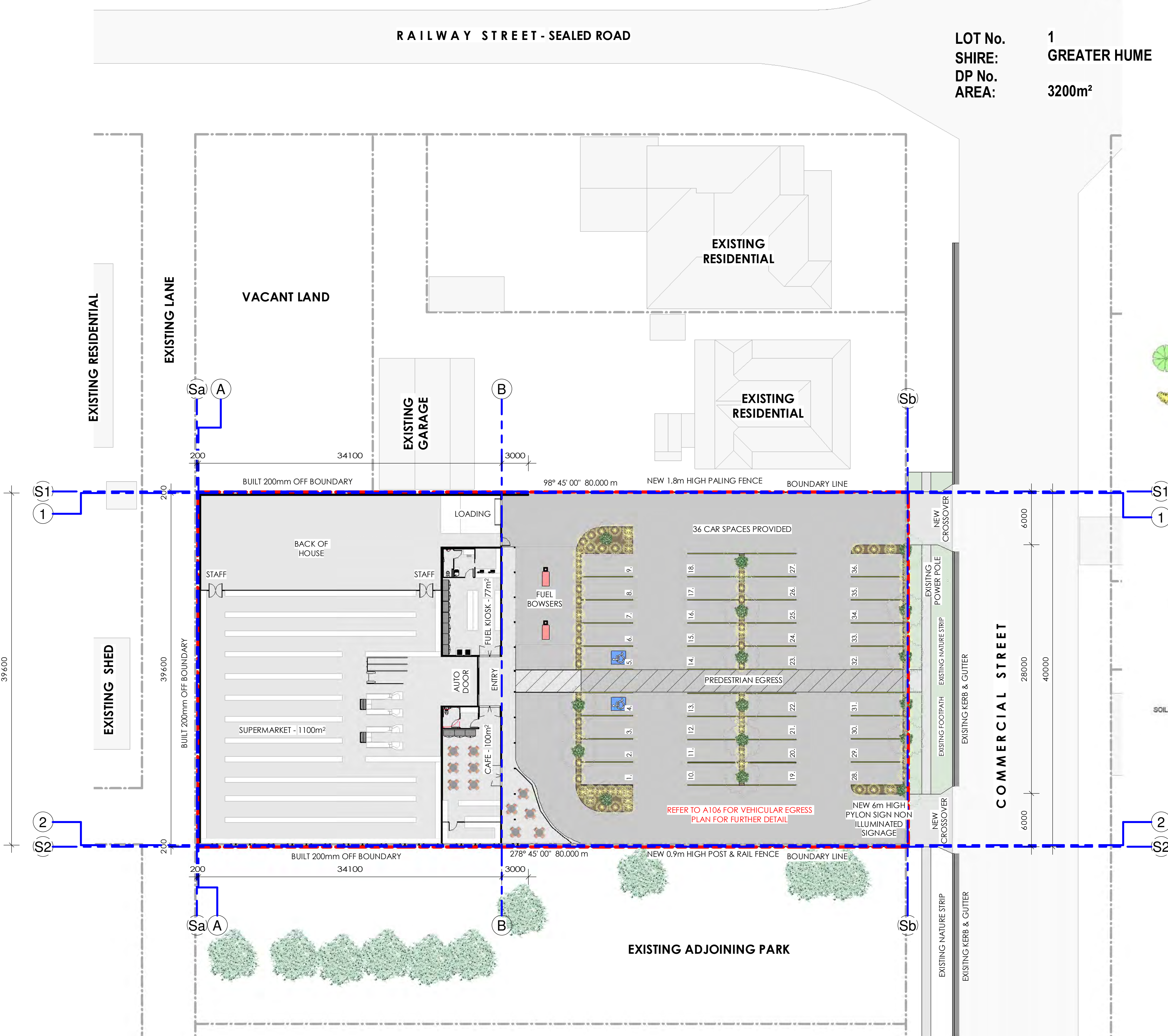
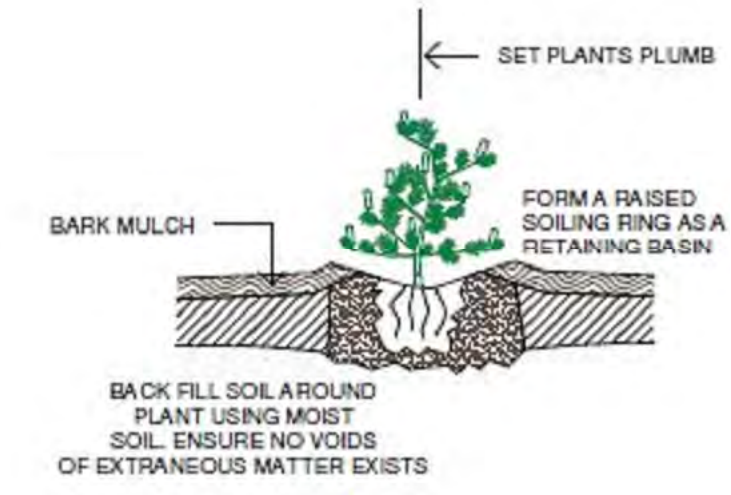
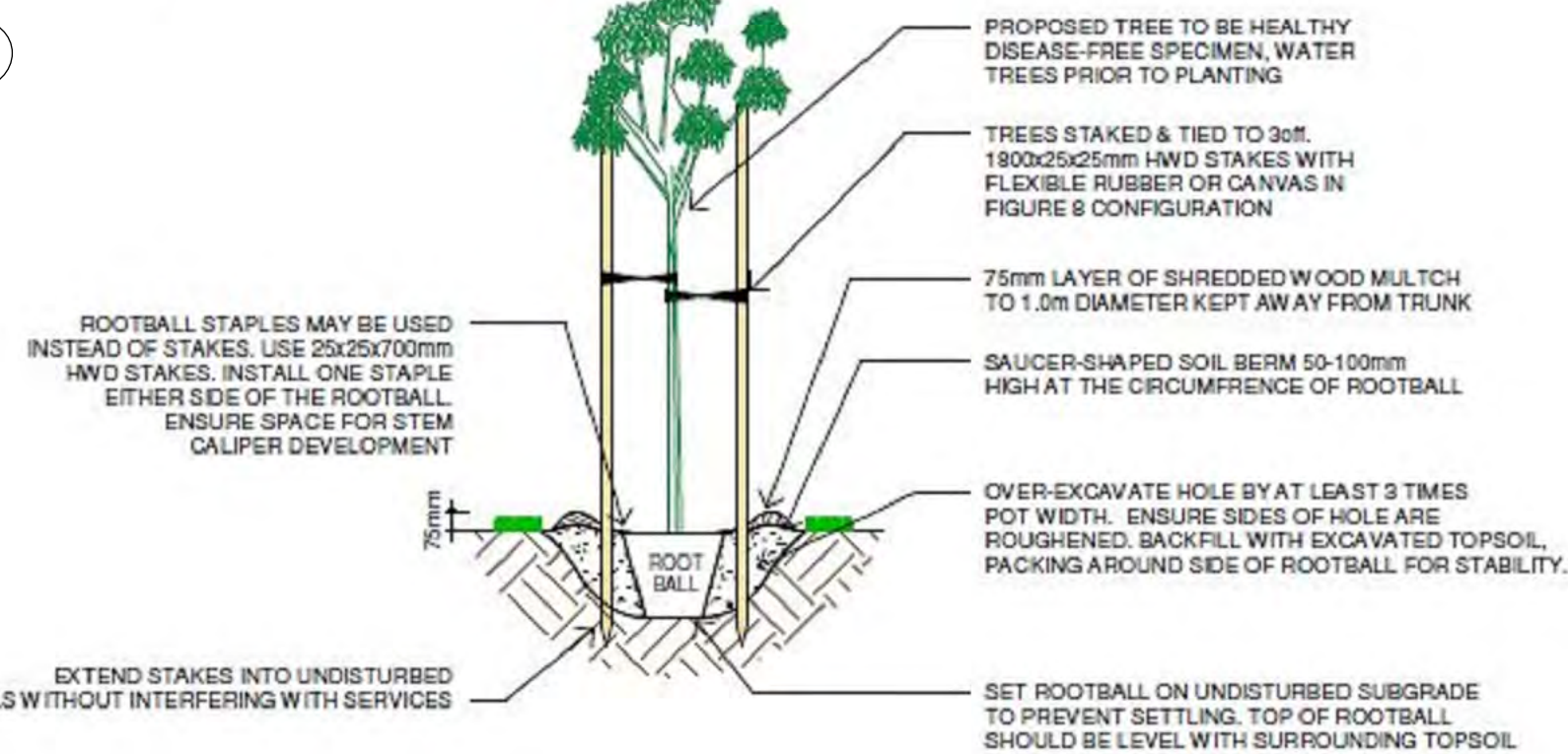


PLANTING LEGEND

- SMALL TREES (<10m)**
MANCHURIAN PEAR
- SHRUBS & GROUND COVER**
 EUPHORBIA CHARACIAS - BLACKBIRD
 EUPHORBIA CHARACIAS SSP - SILVER SWAN
 HEBE - PRETTY 'N PINK
 DIANELLA PRUNINA DP203 - UTOPIA
 PENNISTIM ADVENA RUBRUM DWARF - MOULIN ROUGE
 EUONYMUS JAPONICUS - AGAPANTHUS WHITE
 LAVANDULA ANGUSTIFOLIA - LAVENDER ENGLISH
 ANGOZANTHOS MANLESSI - PANGAROO PAW
 DIANELLA VARIEGATED - SILVER STREAK
 GREVILLEA - RUBY RED
 LIROPE - EVERGREEN GIANT
 LOMANDRA LABILL - EVERGREEN BABY
 GREVILLEA OBTUSIFOLIA - GIN GIN GEM
- GRASS**
 GENERALLY NATIVE GRASSES
 SHADED AREAS TO BE:
 - KIKLYU
 - RYE MIX
- MULCH**

NOTES:

- GROUP PLANTING:**
ASSORTED GROUND COVERS AND SHRUBS TO BE PLANTED IN GROUPS OF 4-6
- GRASS:**
GENERALLY NATIVE GRASSES
SHADED AREAS TO BE:
- KIKLYU
- RYE MIX
- PLANTING:**
ALL TREES TO BE STAKED AND TIED
PROVIDE 100mm BARK MULCH UNDER ALL TREES AND GROUND COVER



MASTER SITE PLAN

1:250

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 WODDONGA Vic 3688
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 f:02 6056 4893
 w:www.premierbc.com.au

CLIENT
Developer

PROJECT
Development

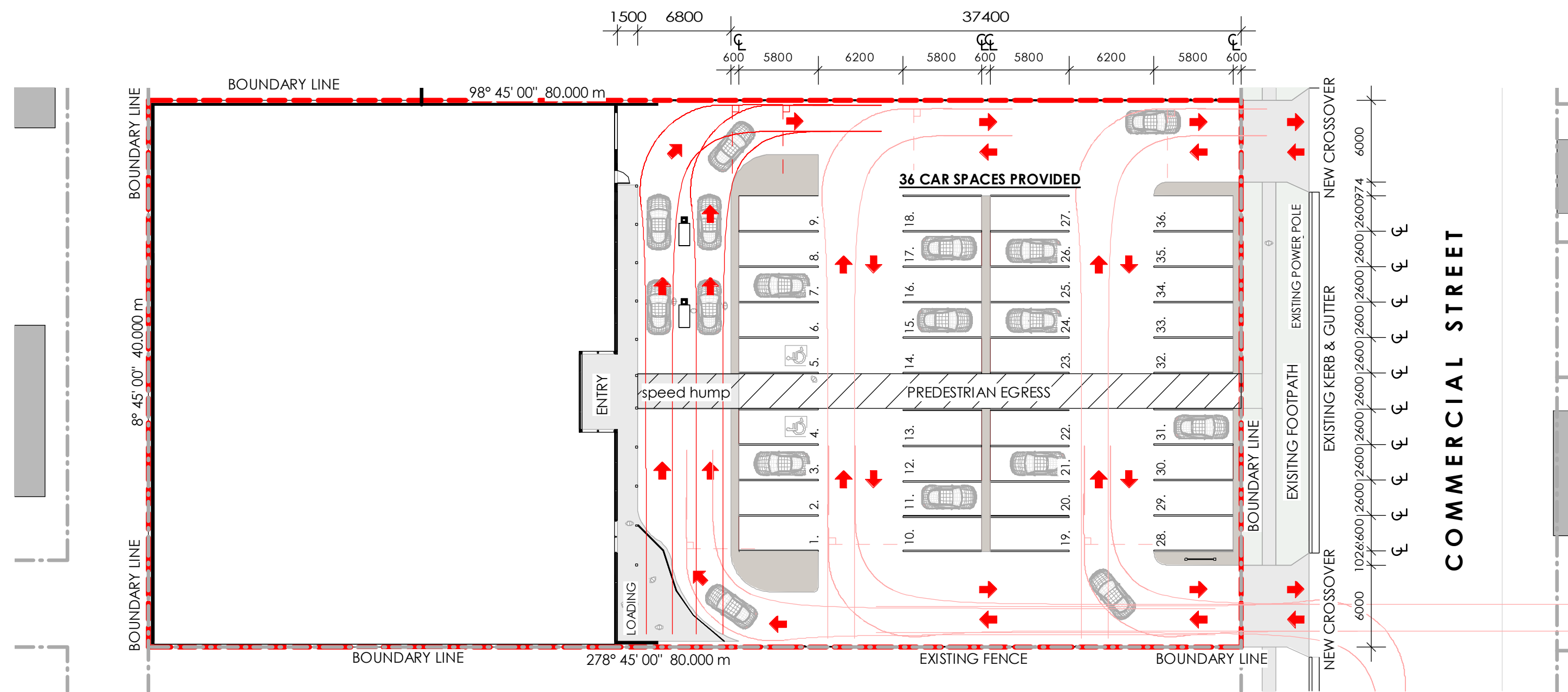
PROJECT ADDRESS
55 Commercial Street,

Walla Walla
NSW **2659**

PROJECT NO. **80079**

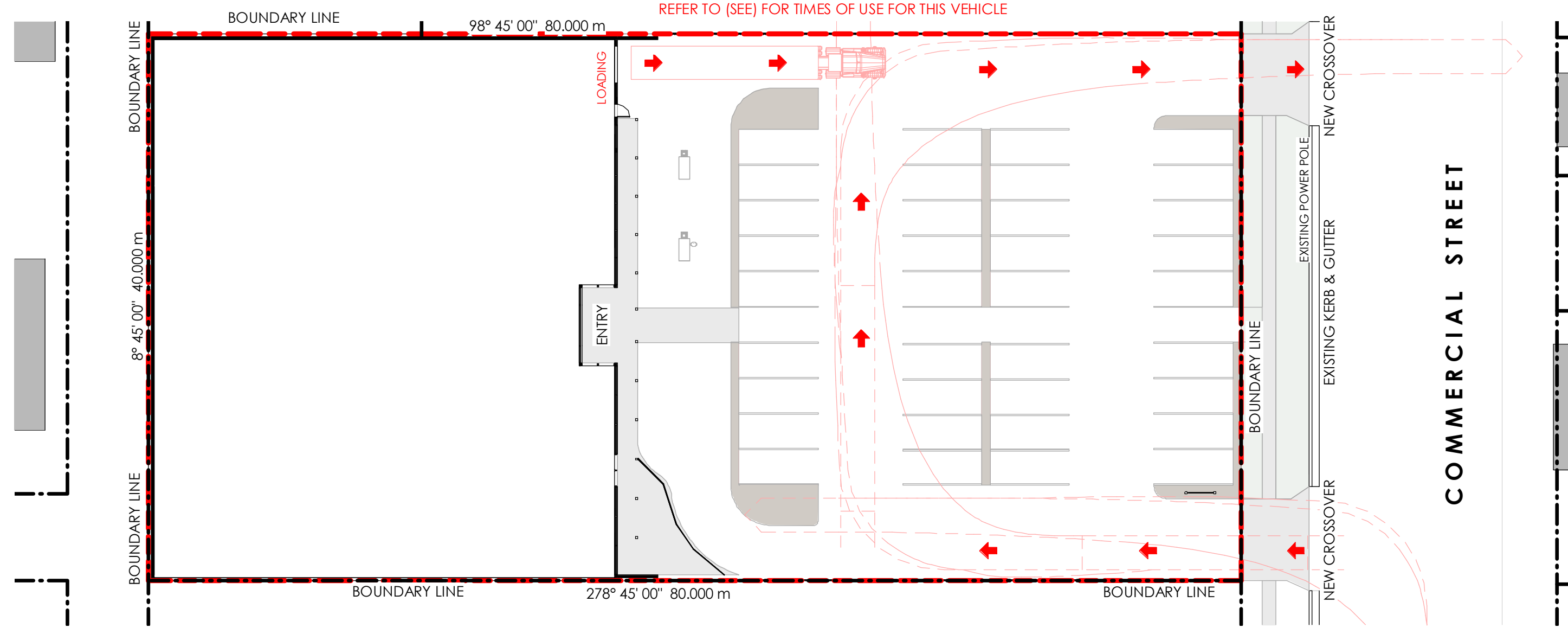
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ISSUE NO.	SHEET NO.	REV NO.
S	A102	4



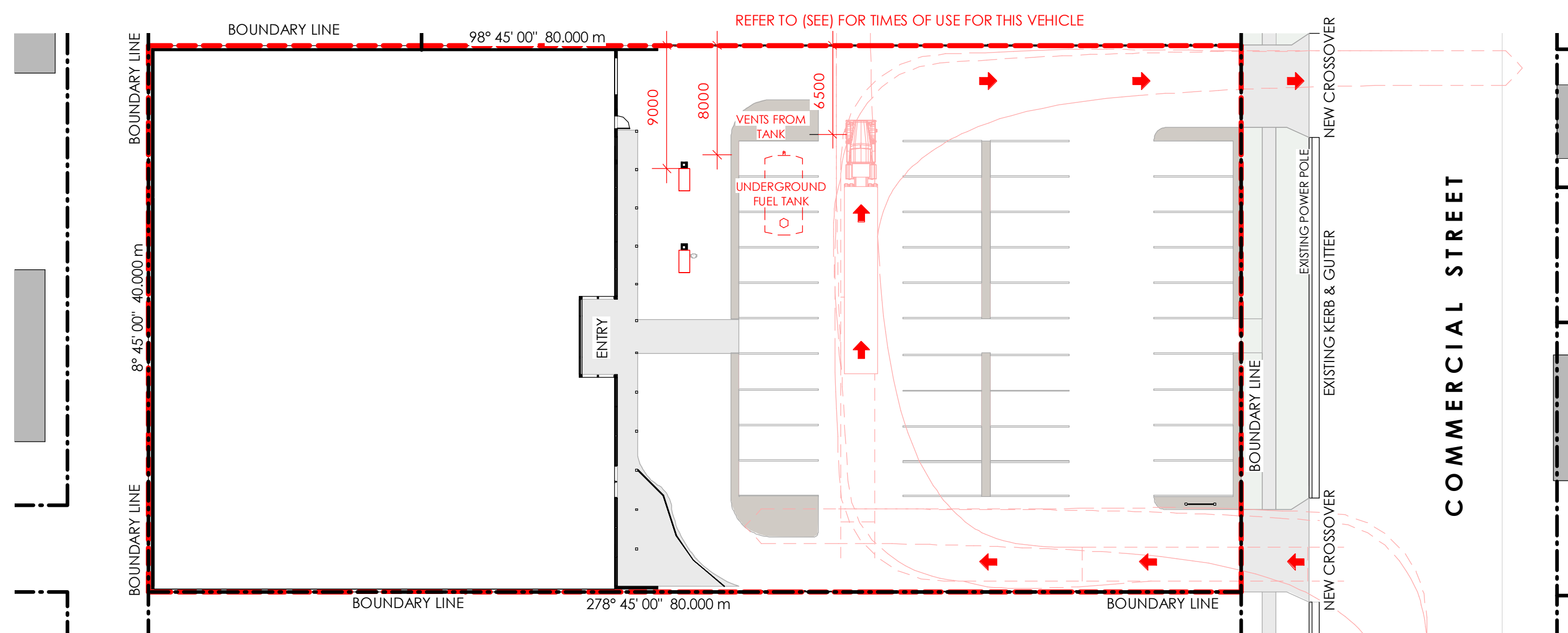
SITE PLAN - CAR EGRESS

1:300



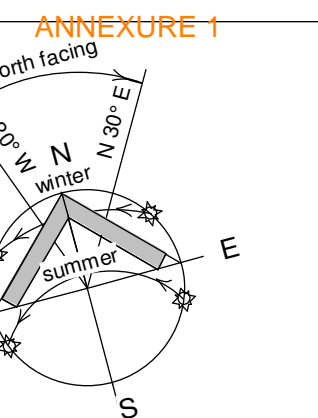
SITE PLAN - SUPERMARKET TRUCK EGRESS

1:300



SITE PLAN - FUEL TRUCK EGRESS

1:300



DEVELOPMENT APPLICATION

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Premier
building & construction

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1 Premier Close, PO Box 365
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p:02 6056 4833
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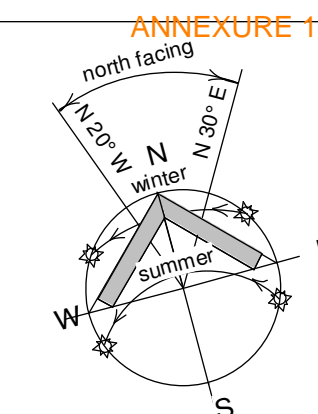
PROJECT
Development

PROJECT ADDRESS
55 Commercial Street,
Walla Walla
NSW 2659

PROJECT NO. **80079**

DRAWING TITLE
VEHICULAR EGRESS

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ISSUE NO.	SHEET NO.	REV NO.
S	A106	4



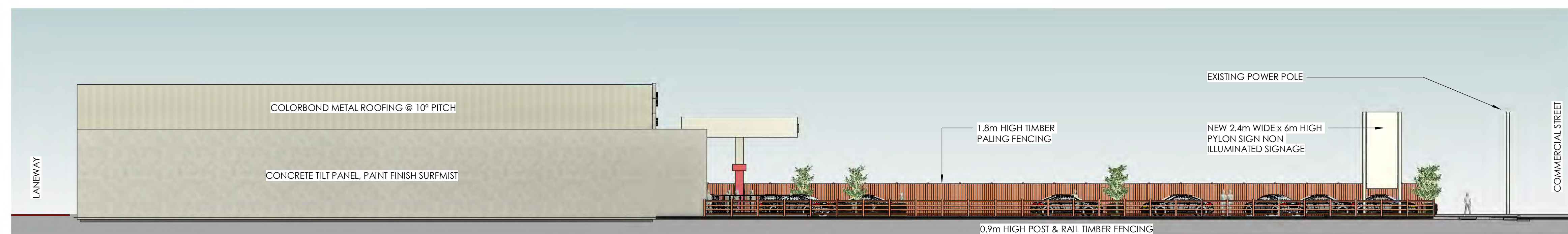
DEVELOPMENT APPLICATION

Use figured dimensions in preference to scale. Read drawings in conjunction with specification. If in doubt ask!!



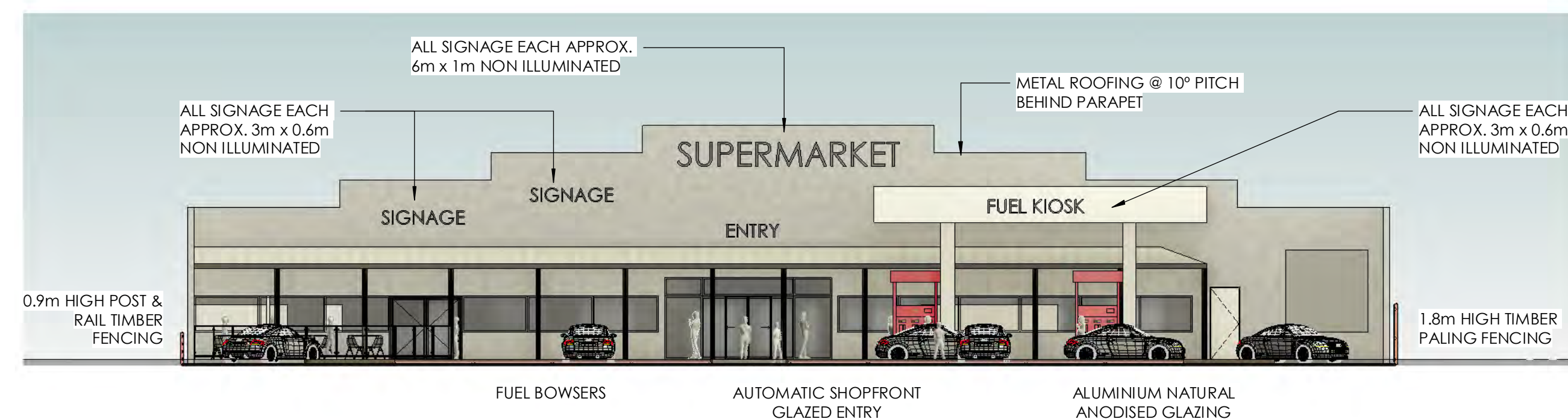
NORTHERN ELEVATION

1:150



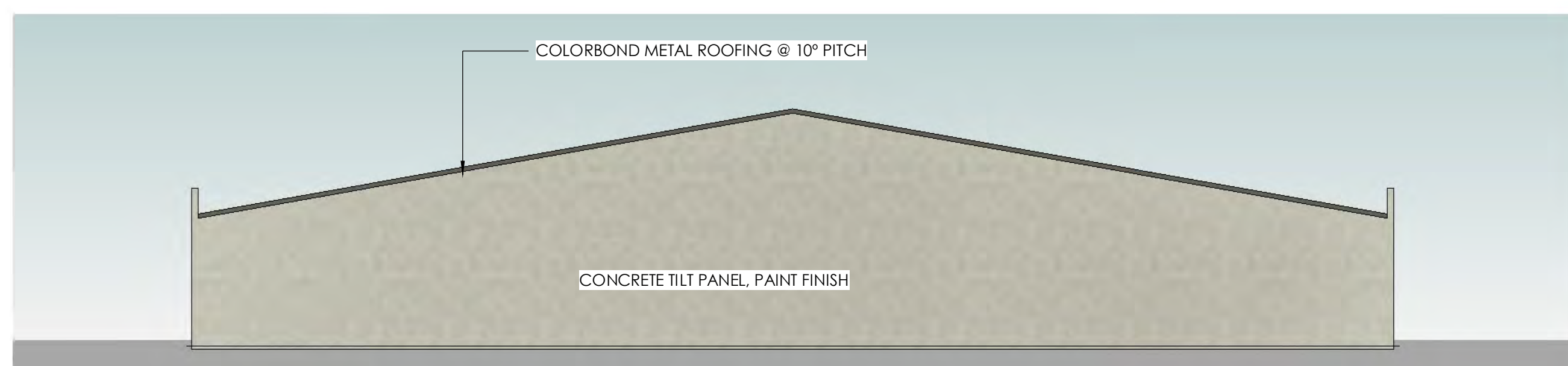
SOUTHERN ELEVATION

1:150



EASTERN ELEVATION - COMMERCIAL STREET

1:150



WESTERN ELEVATION - LANEWAY

1:150

ISSUE	REV	DESCRIPTION	TRANSMITTAL
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CLIENT
Developer

PROJECT
Development

PROJECT ADDRESS
55 Commercial Street,

Walla Walla NSW 2659

PROJECT NO. **80079**

DRAWING TITLE
ELEVATIONS

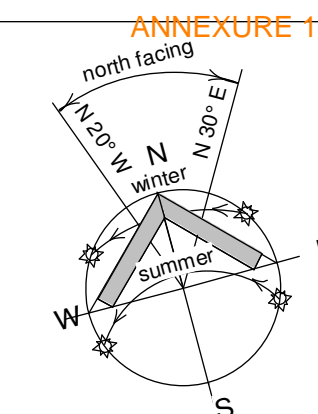
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DRAWN BY **ZB** PRINTED

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ISSUE NO. SHEET NO. REV NO.

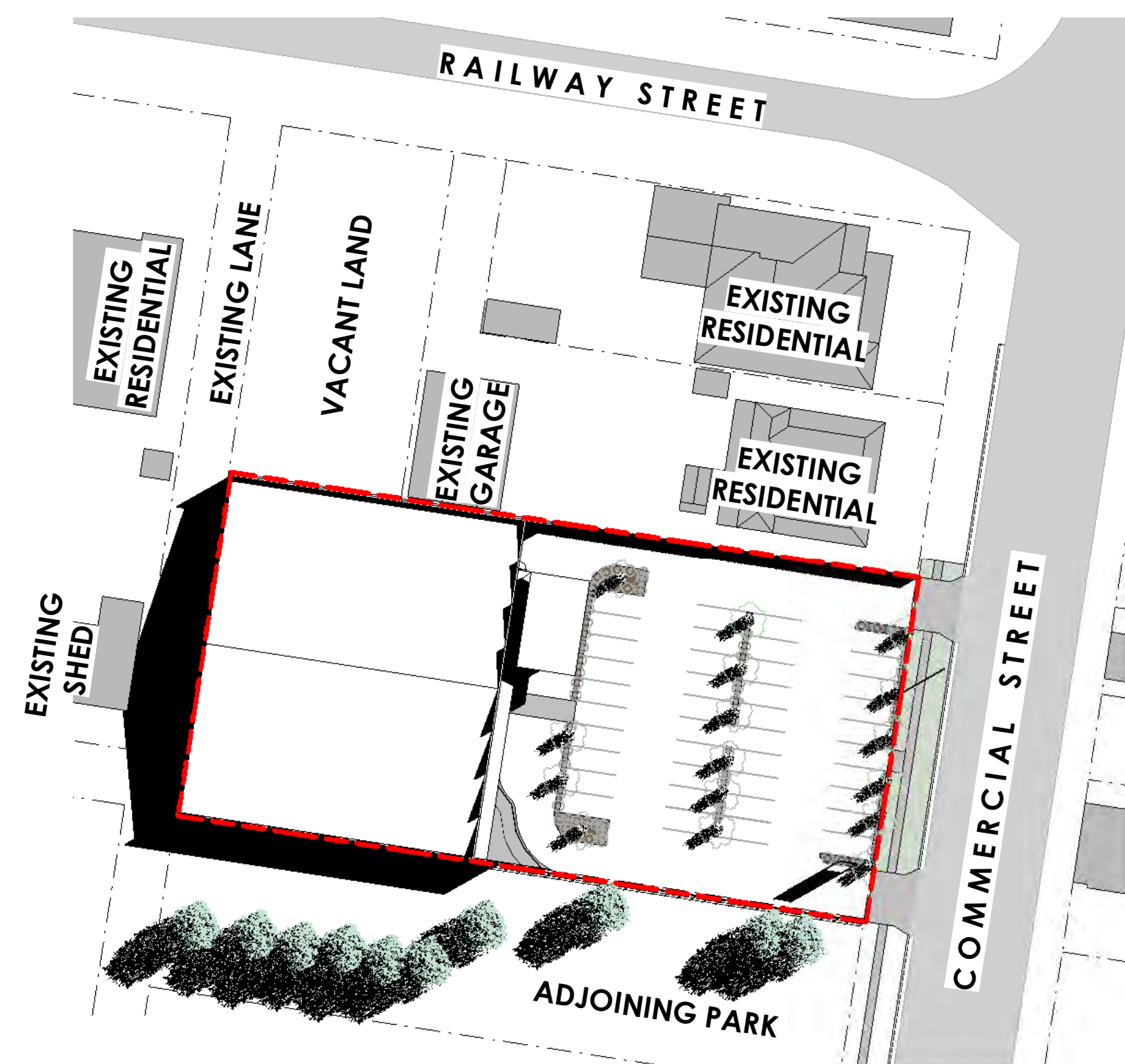
S A300 4



DEVELOPMENT APPLICATION

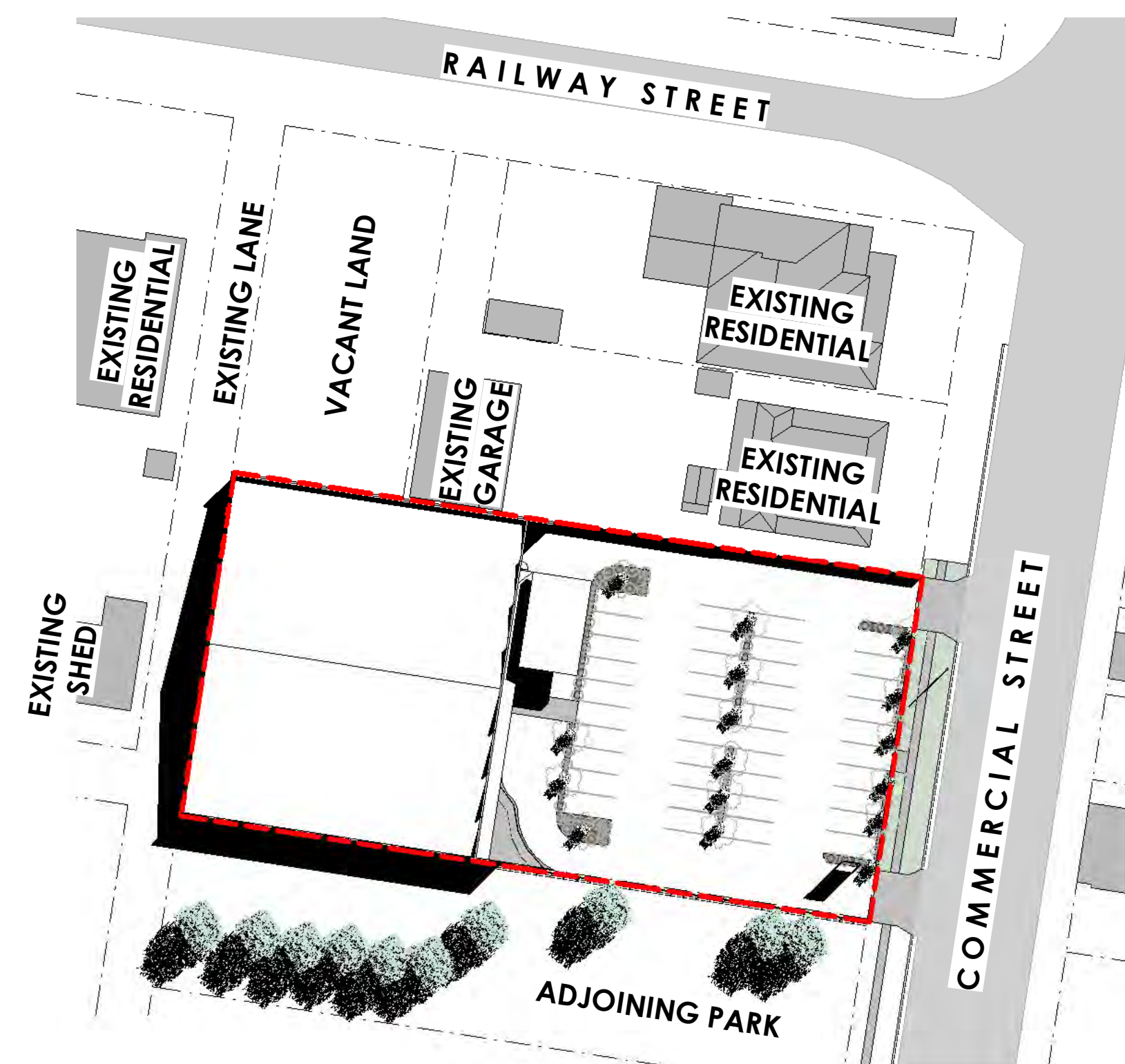
Use figured dimensions in preference to scale. Read drawings in conjunction with specification. If in doubt ask!!

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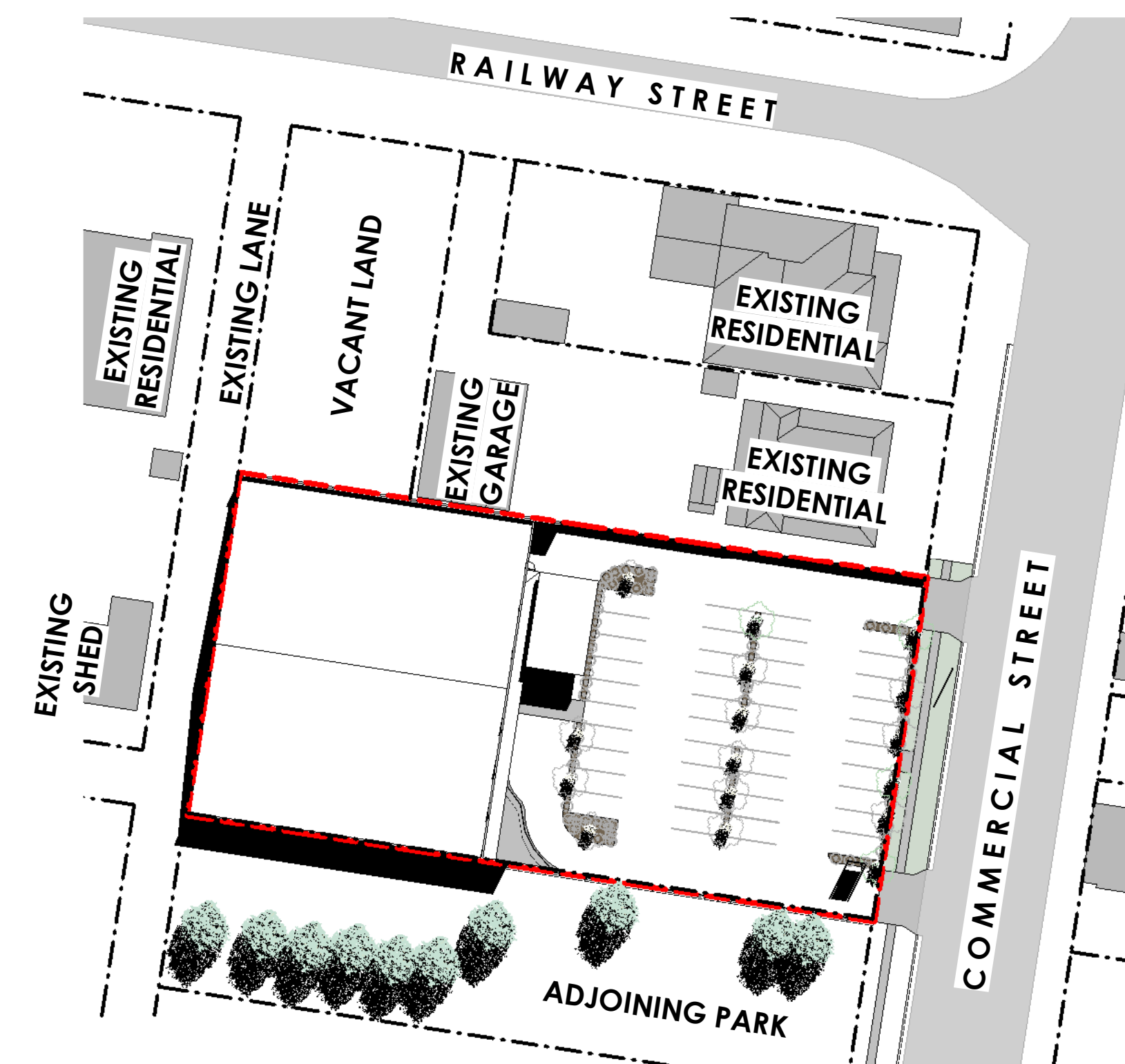
SITE PLAN 10am 22/9

1:600



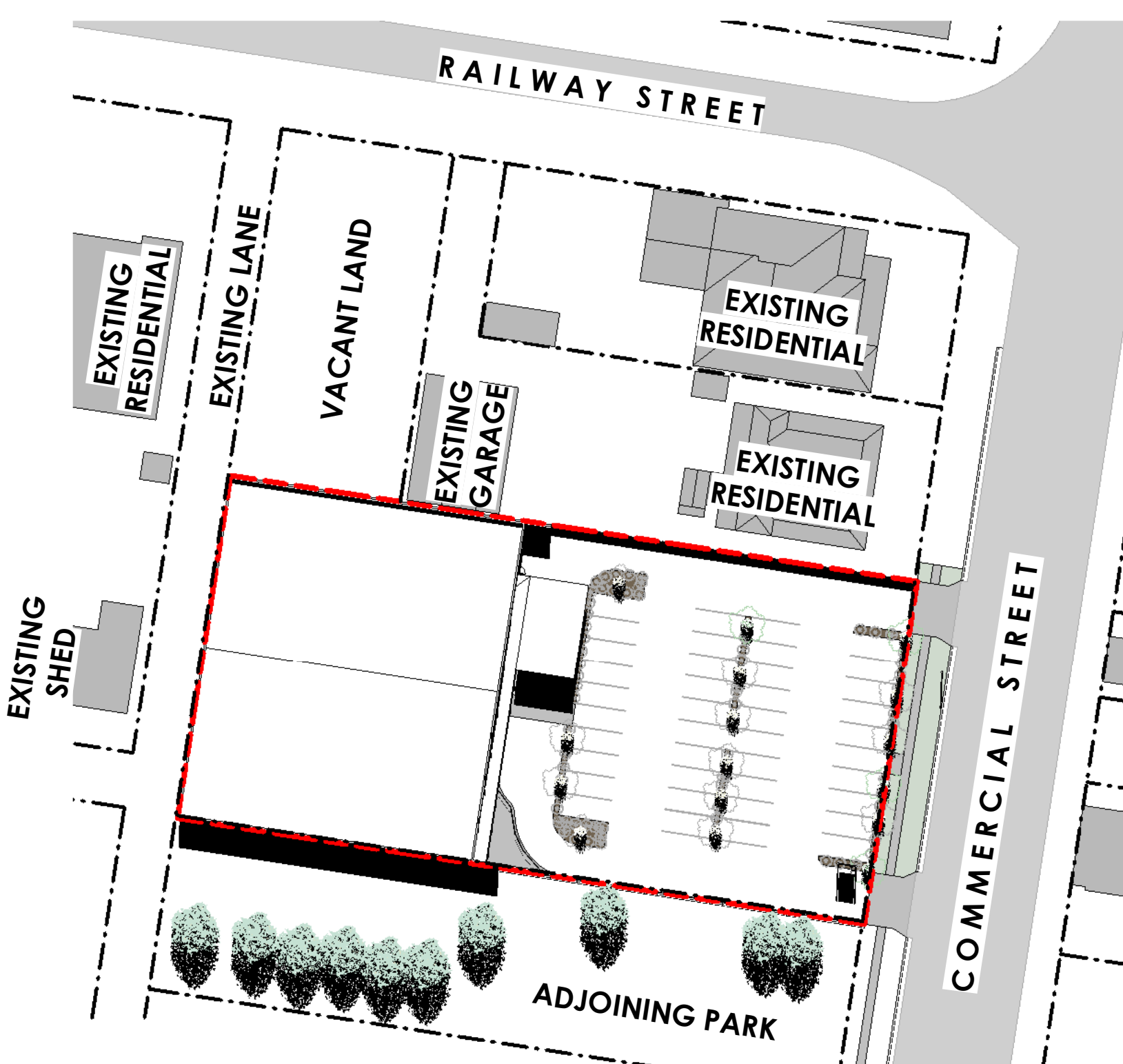
SITE PLAN 11am 22/9

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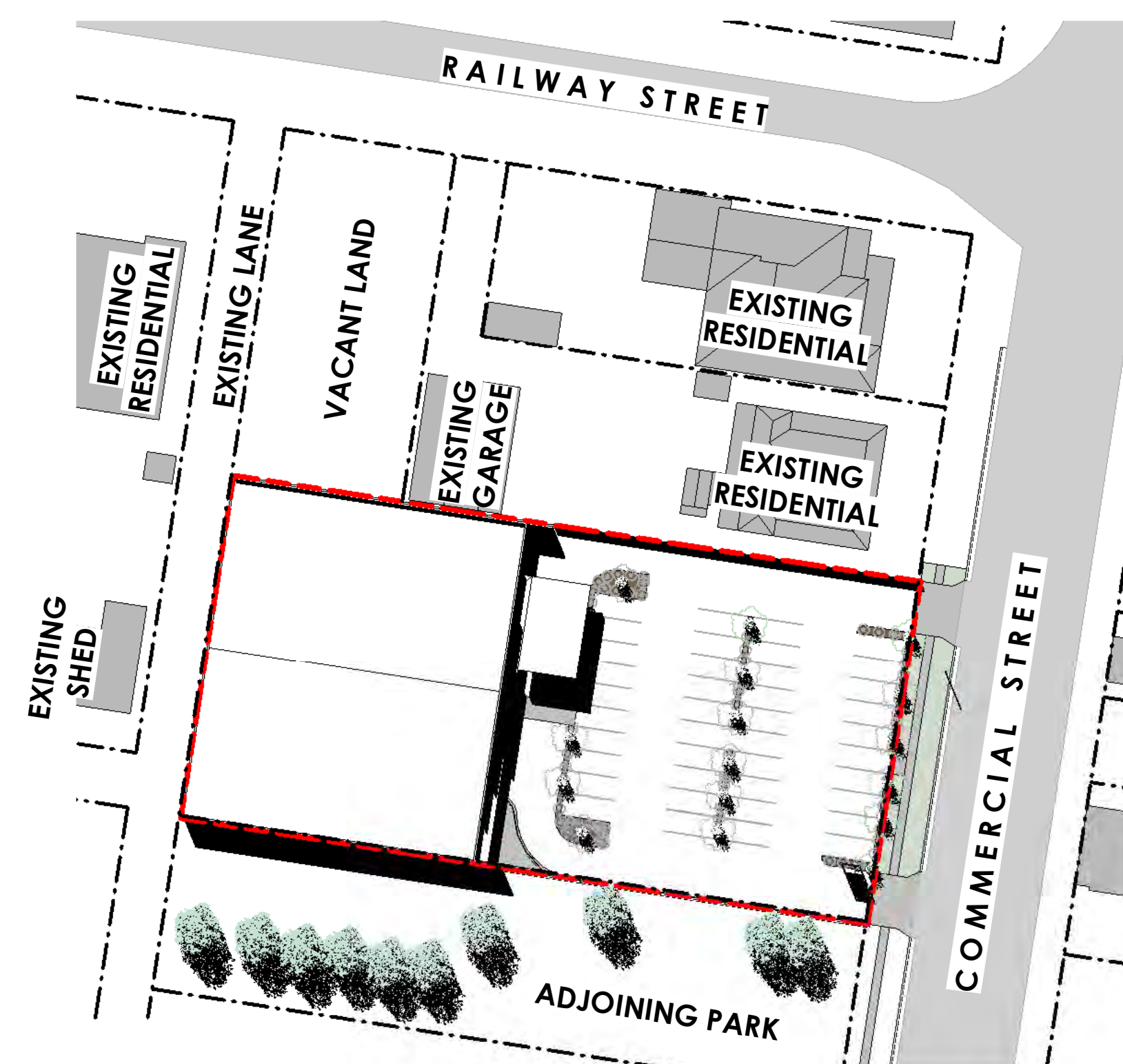
SITE PLAN 12pm 22/9

1:600



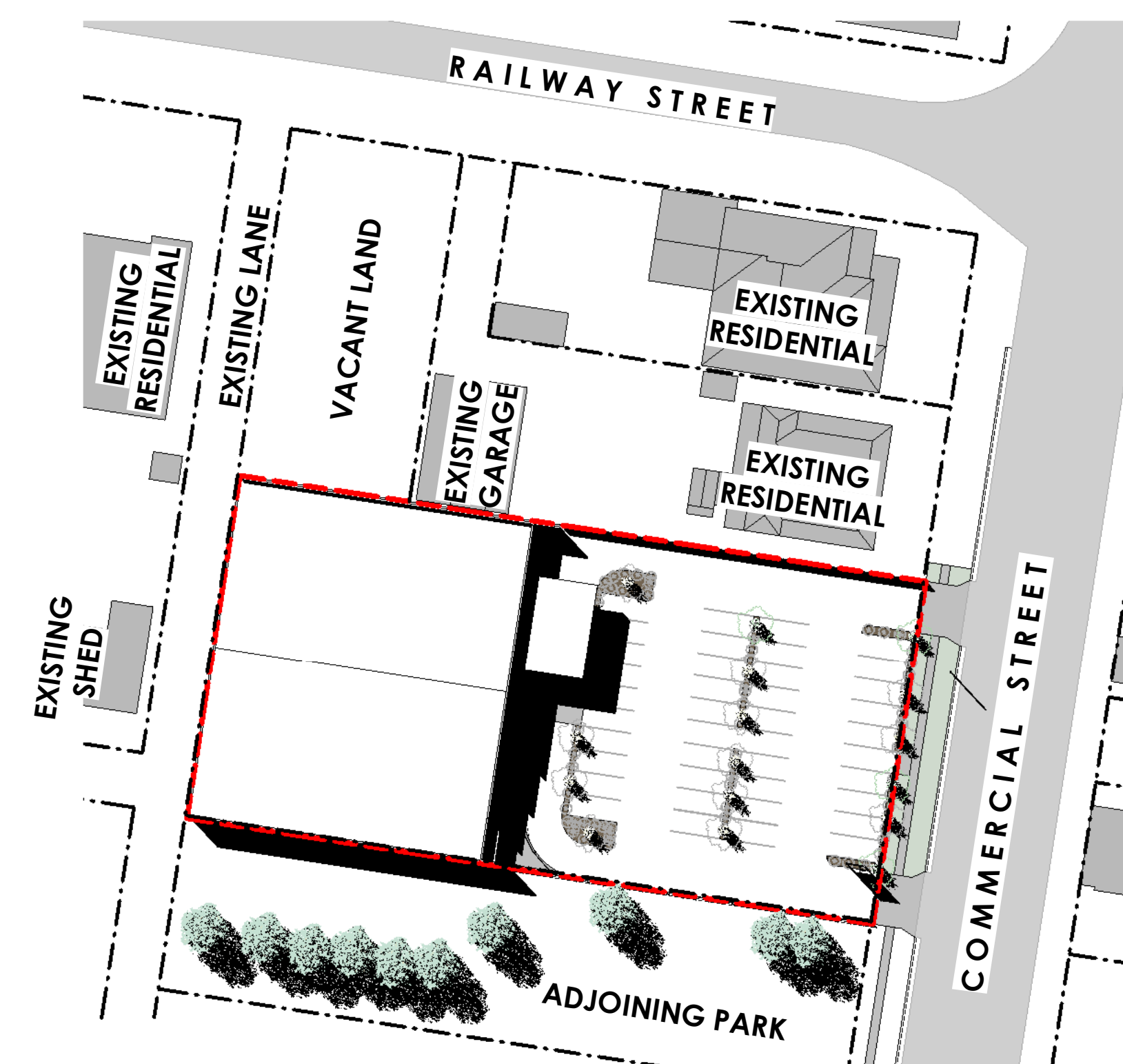
SITE PLAN 1pm 22/9

1:600



SITE PLAN 2pm 22/9

1:600



SITE PLAN 3pm 22/9

1:600



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CLIENT
 Developer

PROJECT
 Development

PROJECT ADDRESS
 55 Commercial Street,

Walla Walla
 NSW 2659

PROJECT NO. 80079

DRAWING TITLE
 SOLAR STUDY

SCALE 1:600 @ A1

DRAWN BY ZB PRINTED

CHECKED BY TA 21/03/2023
 8:13:00 AM

ISSUE NO. SHEET NO. REV NO.

S A700 4

Transport for NSW



23 February 2023

TfNSW reference: STH23/00041
Your reference: DA10.2022.243.1 (CNR-51795)

Greater Hume Shire Council
By Email: gwickramasinghe@greaterhume.nsw.gov.au
CC: mail@greaterhume.nsw.gov.au

Attention: Gayan Wickramasinghe

DA10.2022.243.1 (CNR-51795) – Demolition of existing buildings and construction of a supermarket, retail premises, service station and associated car parking and landscaping – LOT 7 DP658510, LOT 1 DP930569 & LOT 6 DP2471 - 55 Commercial Street, WALLA WALLA

Dear Gayan

Transport for NSW (TfNSW) is responding to DA10.2022.243.1 referred on 13 February 2023.

Commercial Street in Walla Walla is a regional classified road, managed by Greater Hume Shire Council.

TfNSW believes it is more appropriate for Council to consider and determine if proposed arrangements for the development are acceptable from a network perspective (i.e. no practical local road alternatives and acceptable in terms of safety and efficiency).

Given the above, TfNSW entrusts Council to assess and manage the traffic implications of this development application.

TfNSW recognises that any proposed or conditioned works on Commercial Street would require Section 138 consent from Council and concurrence from TfNSW under Section 138 of the Roads Act, 1993. Provided Council is satisfied the design for the works is acceptable (taking relevant standards and guidelines into consideration), TfNSW would issue its concurrence under Section 138 of the Road Act, 1993.

On Council's determination of this matter, please forward a copy of the Notice of Determination to TfNSW. If you have any questions, please contact me on 0417 508 107 or email development.south@transport.nsw.gov.au.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Cam O'Kane".

Cam O'Kane
Case Officer, Development Services South

OFFICIAL

Barbara Campbell

From: Herb & Monica Simpfendorfer <hmsimpfendorfer@internode.on.net>
Sent: Thursday, 16 February 2023 1:09 PM
To: MailMailbox
Subject: Re development application DP930569

Colin Kane
Director Environment and Planning.

Re development Application 10.20.22.243.1 by Habitat Planning
55 Commercial St Walla Walla Lot DP:930569 Demolition of Existing Buildings and construction of New Supermarket.

I oppose the demolition of the existing building .

What used to be Shirmers Bakery is a beautiful historical building in Walla which adds to the attraction for tourists to visit our town and area. The oven and room where the baking was done have been beautifully restored. Endless opportunity for it to be further promoted as a historical attraction.

Monica Simpfendorfer
hmsimpfendorfer@internode.on.net

Sent from my iPad

I wish to express my opposition to the proposed development at 55 Commercial Street, Walla Walla.

The demolition of the current building would be the loss of a local place of significance to our community.

I would like clarity as to if this building currently has, or in the past, has been deemed a building of local heritage.

If there has been a change to the local government heritage listing status, I feel the community need the opportunity to either agree or disagree to this reclassification process. This would ultimately demonstrate that a significant amount of individual in the community would not be in favour of the demolition of the current building.

There is also speculation that there is no investors to see this development application and plan to build a supermarket come to fruition. I would also like to point out, that there has been little to no growth of the population of Walla so I question the viability, as Walla's previous supermarket closed due to its inability to be profitable. Therefore without an investor to build the supermarket, why demolition the current building and evict two successful local businesses who are providing an exceptional service to the community.

Submission regarding proposed Demolishing Old bakery and building Walla Walla Supermarket 16/02/2023

Whilst the town would like a supermarket, it is disappointing that a developer would look to disrupt and potentially remove two viable businesses that are already popular and trading in a small town, to then build a badly designed and excessive structure, thus removing at least one, if not both businesses from trading.

Reasons the current design is poorly executed:

1. There are two petrol bowsers planned in the space, when there is already a 24-hour petrol bowser located at the corner of Queen and Commercial Streets, which is next to the proposed development, which seems unnecessary and excessive to the design of a supermarket.

An alternative would be to remove the petrol bowsers from the design and install 4 electric charge stations to the front of the site near the road. These spaces can also be used for parking if need be. It will also mean that users who charge their cars are much more likely to enter the supermarket and spend money there, and potentially use the playground and any nearby cafe(s), etc.

2. The current design has an almost 8m height building, which will then cause overshadowing of nearby residents and place the kid's playground in shadow, which is not ideal in Autumn, Winter and Spring, when it can be very cold. I note there are no shadow diagrams included when there should be for such a height design and with nearby residential buildings and a Common Public space to be greatly impacted.

3. Trucks are currently designed to reverse 400-500mm to the dock, which is insane and is a Work, Health & Safety disaster.

During the 400-500m reversing, the trucks would be travelling past the children's playground, two entrance/exits for cars, and the current petrol bowser design, all the while with their hazard beeping occurring. I can only imagine how the nearby residents and any people in the playground would feel as they listen to a loud truck do this manoeuvre.

4. With the trucks currently designed to unload from the rear, it can easily lead to issues from a Chain of Responsibility point of view, with incorrect loads of product placed within the trucks due to the operators trying to cut corners by having just the Walla Walla product at the rear, which is again a WH&S issue and can lead to large fines. It also means that if there is an issue of unloading the truck from the rear so that the product had to be then unloaded from the side, you would be moving LSE (Load Shifting Equipment) such as forklifts around people filling their vehicles with petrol. Again a WH&S concern.

5. There is no current indication of business hours, nor any drop off or pick up times. I think this type of information is important to be included as a truck reversing at 4am or 11pm to drop off product or collect product will impact nearby residences through noise.

6. Having a Refuse area next to a Retail area is not ideal. Refuse attracts vermin such as cockroaches, mice, rats, etc, and releases odours. Any retail space will be far less pleasant to visit with the current design, and if it is a cafe, then the cafe would need to contend with the potential movement of vermin into their business space. A better design would have any Refuse area away from this business. The fence paling that is on the current design will do nothing to prevent odours wafting directly into any Retail space.

7. Demolishing a 110-year-old building with history pertaining to the town and its growth and development to put up apartments or a supermarket is poor planning and design, especially when there are already two successful businesses utilising the space. There are not that many old frontages within the town and such history and architecture should be preserved rather than demolished. Note, the original bakery and residence were originally built as two separate buildings in 1908, before a fire destroyed the residence in 1909 and caused damage to the bakery. This led to a new bakery and residence being built in 1910.

In summary, the current design is a poor one and excessive to the site. With the zoning of the town area, and with regular land releases occurring, a more desirable site, with a superior and sympathetic design would be a much better option. Any future design should not have trucks reversing 400-500m.

Submission on DA10.2022.243.1 – Demolition of Existing Buildings and Construction of New Supermarket

Overview

I wish to make a submission against the DA in its current design. I welcome the creation of a supermarket in Walla Walla however consider the proposed design to be inconsistent with the character of the main street and inconsistent with urban design principles.

The need for a supermarket

I acknowledge that the addition of a supermarket in Walla Walla is a positive effect. The inability to access a wide variety of fresh food and groceries in Walla Walla has been a notable issue for the community.

The Commercial Street Character

The character of Walla Walla's main street is for a mixture of different uses; residential commercial and industrial. Commercial and industrial premises are sporadically located along Commercial Street but are consistent with their 0 meter setback or very minimal setbacks to the street boundary. Notable examples of 0 meter setback include the community hall, the old butcher, Lieschke's, the doctor / pharmacy, the former post office, Mackie's shops, Kotzur Silos and PJN.

Many of the commercial premises also have verandas across the footpath, forming a strong visual connection between the street and the shop.

I also note that several of the commercial and industrial buildings on Commercial Street have rear parking. Including the pub, the community hall, and the doctors. There are no examples on the main street of mass parking in front of a commercial premise (other than street parking)

The proposed location of the supermarket at the rear of the site with a swath of car parking in front of the building is inconsistent with the character of Walla Walla.

Urban design principles

Urban design and planning principles primarily relate to how a proposal fits into its context. Are they consistent with setbacks, architectural features, heights etc. How developments positively contribute to the street and public open spaces.

As noted above the development in my view is inconsistent with the context by way of its citing at the rear of the site. I also consider the tilt slab painted concrete and stepping shaped roofline to not be consistent with the red brick, curved corners and strong horizontal lines of parapets common along Commercial Street.

I also note that the proposal fails to provide for a positive street frontage with a significant setback to the building. The proposal also fails to address the adjacent park with a solid blank wall along the edge.

The proposed demolition / former bakery

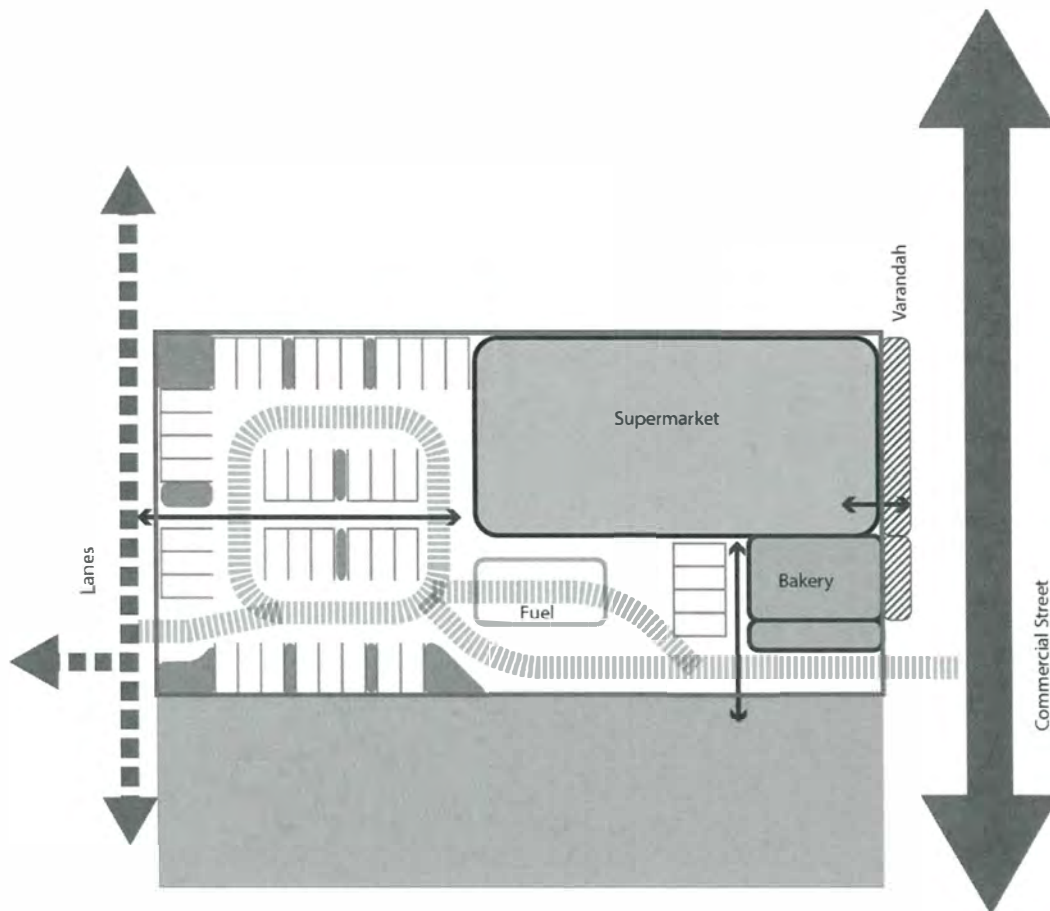
I note that the demolition of the old bakery (now a café and variety shop) has generated some division in the community. In my view the building has some merit, although is not the most

historically significant structure in the town. I do however believe that there is a way to both retain the existing structure and create a new supermarket. With the supermarket more readily able to fit within the town's context.

Alternative proposal

I consider there to be a better alternative that is possible on this site that provides for:

- A new supermarket
- The retention of existing structures
- A street edge that is consistent with other commercial premises along Walla's main street
- A better frontage to the park and rear lanes



The proposed demolition of an existing building, **55 Commercial Street in Walla Walla**, to make way for a new supermarket, and the subsequent loss of two businesses located therein makes no great sense.

Walla already has a supermarket, albeit one that is closed.

It surely would be more sensible to renovate and revive that, rather than demolish an old building, dating from 1908, and build a new supermarket.

The site of the old supermarket is at the more industrial/business section of the village and consequent increased traffic/noise etc for a re-opened retail business would have less of an impact on local residents.

It was quite a loss to the community when the old supermarket closed, and did not re-open, though the community was of the understanding that it would.

A supermarket would be used by the older residents of Walla, those without transport, and for urgent/extra supplies for others who shop elsewhere usually.

The value of retaining old houses/buildings in an historic village such as Walla needs to be considered in tourist/local visitor numbers, and dollars spent in those buildings.

If the building is demolished, where could those businesses re-locate to?

What else might be built on the site of 53 & 55 Commercial Street? A car park? What other intentions on the land use does the proposer have?

Questions need to be answered, and a full explanation of the reasoning behind the proposed request, needs to be provided to the community of Walla and surrounds before Council gives assent to this proposal.

Vivienne Paramore

500 Walla West Road
Walla Walla NSW 2659

TO WHOM IT MAY CONCERN

RE: THE PRESERVATION OF "THE THISTLE CAFÉ AND WALLA WARES BUSINESS AND BUILDING.

My life has gone full circle and after 70 years I have returned to live at Walla Walla.

So different to when I lived here in the early fifties. However the values, ethics and standards of the past still shine through, with people being industrious, resourceful, and strong, and having built a thriving community that meets their needs in a variety and inventive ways.

Integral to the towns wellbeing and social life people have freely given their time to actively participate in the relevant communities and projects to advance and develop our community. However due to the remote locality of the town from Albury, there are very few recreational venues available, where people can meet up relax and interact with each other. Save for the two local cafes "The Food Mill" and Lornas' Café "The THISTLE CAFÉ". Both are valuable in their own way, but serving different purposes, and each respectful of each others business focus.

In this instance, I together with others would like to describe to you the value of allowing Lorna Williams, the Proprietor of the "The Thistle Café" to continue conducting her business in order to provide a place of comfort, relaxation and a valuable hub, where people can gather regularly on a day to day basis to chat, support and communicate with each other.

Lorna not only provides good coffee and home made food, but in fact achieves much more than that.

It is a focal point of the town and has become very important for the overall wellbeing of the towns residents in a variety of ways, including the respectful service she provides so beautifully along with her cheerful demeanour.

As an add on to the business there is an attached cosy gift shop containing antique wares, furniture and local homemade produce which are up for sale and in fact is a draw card for the tourists visiting the town on weekends.

The premises have been renovated and decorated to a high standard, that welcomes you in. This has taken enormous effort time and expense on her behalf, and disappointing to say the least if the building is to be demolished by the owner.

This building has a long story, very old and built in 1910. A heritage building ? Originally it was the Walla Walla Bakehouse and the huge oven still resides as an attraction at the rear of the shop.

In conclusion I would like to bring your focus to the value and benefits that this service brings to the people of our town, particularly the human value, with people having a place to gather in comfort and at ease to socialise and add quality to their lives.

To summarise, this establishment is an important community hub and provides the following for our people in human terms.

It is a place where the lonely, the elderly, people in grief, have mental health issues, can sit down socialise gain support and relax and be able to leave in a better frame of mind.

On the other hand people of other sectors discuss community development issues projects and arising town problems with their decisions being made and problems resolved in the comfort of this establishment.

I look forward to your kind consideration.

Yours Sincerely

Pam Griffin.

TO WHOM IT MAY CONCERN

As a resident of Walla Walla for all of my life, I object to the DA10.2022.243.1 Demolition of Existing Buildings & Construction of New Supermarket for the following reasons:

- There is no guarantee that a supermarket will be built.
- There are plenty of alternate locations to build a supermarket.
- Is Walla Walla big enough for a supermarket to be viable? It's been quoted that a town needs 1,000 people for a supermarket to be a success. According to the Australian Bureau of Statistic's Walla Walla's population was 811 people at the 2021 census. The population has dropped from the 2016 census, not increased.
- Could a smaller supermarket be built behind the existing 'Schirmer's Bakery' buildings?
- It is a historic bakery building, with bread oven still intact and tastefully renovated. It should not be demolished.
- Two small businesses will disappear and local employees will lose their jobs. Walla Walla can't afford to lose these businesses as there will be nowhere for people to eat, have a coffee or shop on a Sunday. This would include visitors to the town visiting our new Water Tower Mural.

C. J. Wenke
15/02/2023

TO WHOM IT MAY CONCERN

I have worked in the regional cultural sector as both a volunteer and a professional for over 20 years, including working for Greater Hume Shire Council on the 'Heritage Planning Committee'. I object to the DA10.2022.243.1 for the following reasons:

- A former resident of the property, contacted me privately to advise that the building was heritage listed in 2003 by the Culcairn Shire Council with a NOT FOR DEMOLITION ORDER on the building due to the significance of the F. Metters and Co. baker's oven. With the amalgamation of Culcairn, Holbrook and Hume Shires into Greater Hume Shire, the significance of this property has fallen through the cracks, along with the archived council documents. I have managed to locate these documents, but have not had time to organise access or search through over 160 boxes in order to confirm this. **Therefore, any demolition plans should be deferred until this can be thoroughly investigated.**
- During the 2008 'Heritage Planning Committee' assessment of significant buildings in Walla Walla, Schirmer's Bakery did not appear on the assessment list, unlike the 'Literary Institute' and the 'Soldiers Memorial Hall' which are in close proximity over the road. Both buildings are of similar age and are currently included with six other heritage listings for Walla Walla and surrounds with a predominantly built heritage theme. Many historic buildings still stand in this area, with many getting spruced up for Walla Walla's 150th Anniversary celebrations in 2019. An example is the former bank building, which had its modern glass doors replaced with wooden doors and the picket fence re-instated. Another is the former 'Mackie's' building where the original signage was reproduced. Like the old Schirmer's Bakery, that building was also renovated to accommodate successful local businesses.
- The general consensus of the community (see Walla Walla in Retrospect Facebook page) is to retain the building and businesses, and either build a supermarket in another area, or scale it down so as to retain the existing buildings and build in a similar style. This has proven effective previously with the RTC and Children's Services built to compliment the style of the older buildings next to them, thus preserving the streetscape. Unfortunately, the current owner does not intend to build a supermarket himself and would most likely demolish the building and sell the land with a D.A. to maximise his profit.
- The renovation of the building in 2020 created two new businesses 'Old Walla Bake Haus (now called 'Thistle Café'), and 'Walla Wares' to serve the community and entice tourists into the town. This renovation made the front page of the local Newsletter in 2020 which highlighted the 'F. Metters' wood-fired oven as the centrepiece'. (see next page)
It would be a crime to shut down two businesses and lose such a historic building and oven for a proposed supermarket development that may never eventuate.

Thank you for taking the time to read my objection and the history I have compiled for your interest.

Regards,

Karen Wenke
14/02/2023



Your July 2020 Community Newsletter

SCHIRMER'S OLD BAKERY COMES TO LIFE

Peter Graves purchased what is known by locals as Schirmer's Bakery in Commercial St, Walla Walla. In the six months since, he has done a major renovation and upgrades of the building to bring it to a standard for a new lease of life.

For the older folk of our town, there would be memories of the bakery still being used to bake bread for sale to locals. In those days, Mackie's store was very important, along with many other places, including three banks and a butcher to name a few. These were the days of yesteryear, when our town was a thriving center for many people. The last bread made at the bakery was sold in 1980.

Now forty years later, the building is coming out of a deep sleep, to become an important place again for locals, and the rapidly growing tourist industry.



Peter Graves and the newly refurbished baker's oven

In this building, Walla Wares has recently opened in the front section. For sale on weekends are items of yesteryear, which are becoming very popular with collectors, tourists and locals.

The vision is to create a hub of pop up shops in conjunction with Walla Wares, selling local works of art, craft items, coffee, assorted foods, fresh daily baked bread, pies, bakery delights and locally grown fruit, vegetables and produce (see photo [page 5](#)).

The original bakehouse has been fully renovated with the original cast iron wood fired oven as the main centre piece. The bake house will make an excellent back drop for small conferences, meetings, functions and public entertainment.

» Continued on [page 5](#)

ALLAN OFAK



1st March 1965 - 1st June 2020

The people of Walla Walla pay an unreserved tribute to Allan for making our town a better place. Allan touched the lives of our whole community and beyond with his loving, caring, cheerful, positive personality. He was always ready to help anyone.

Almost single handedly, he set up the Regional Bus service two years ago. It is now running smoothly, going from strength to strength. With very little cost to our residents, it takes people from their front doors to any place in Albury at any time between 7 am and 6 pm, and then home again, after booking in with a phone call on all days except weekends. Many very grateful people use the service, which has now upgraded to include a pick up service. Walla Walla has indeed become a much better place because of this service.

The story of Allan's life can be found on [page 7](#) in this Newsletter. He is survived by his wife Karen, and daughter Petrea. Karen has been important in many areas, including the Public School canteen, swimming pool, Gum Swamp, Red Cross and the Walla Markets. Petrea has been an upcoming star on the stage, with her many talents, and will no doubt continue to bring smiles to the faces in our community. Our sincere condolences to Karen and Petrea.

The Ofak family has been an inspiration to many, and we praise them for their contributions to our town.

Contributed by the people of Walla Walla



Image 1: The F. Metters & Co oven as it is now, beautifully restored and intact.

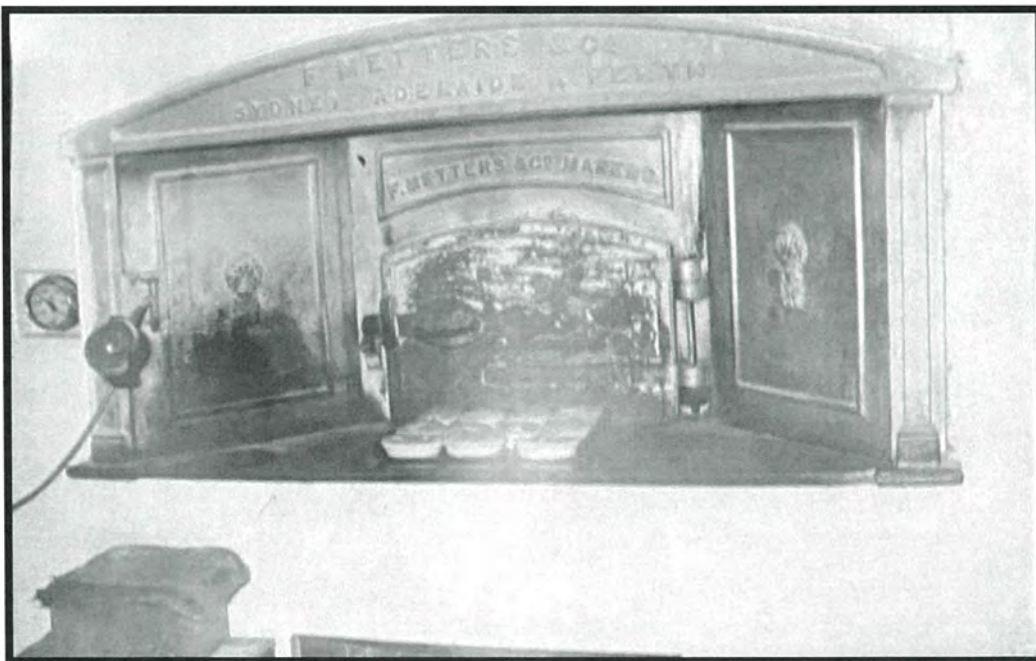


Image 2: The F. Metters & Co oven when Schirmer's Bakery was in operation. It ceased trading in 1980.

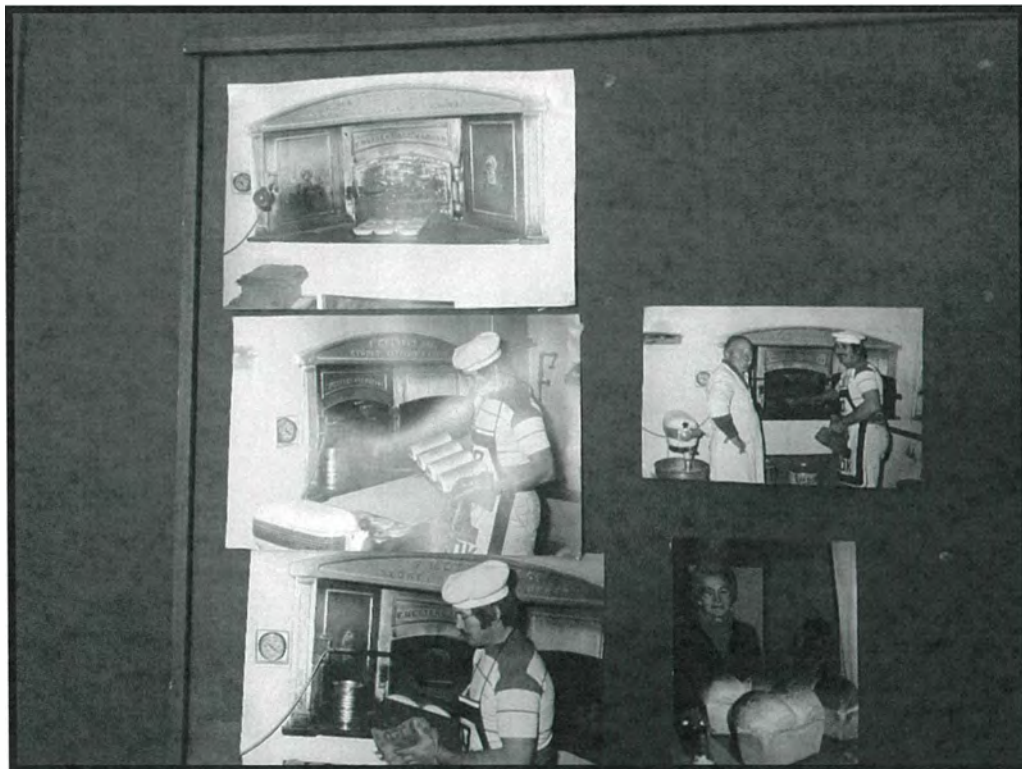
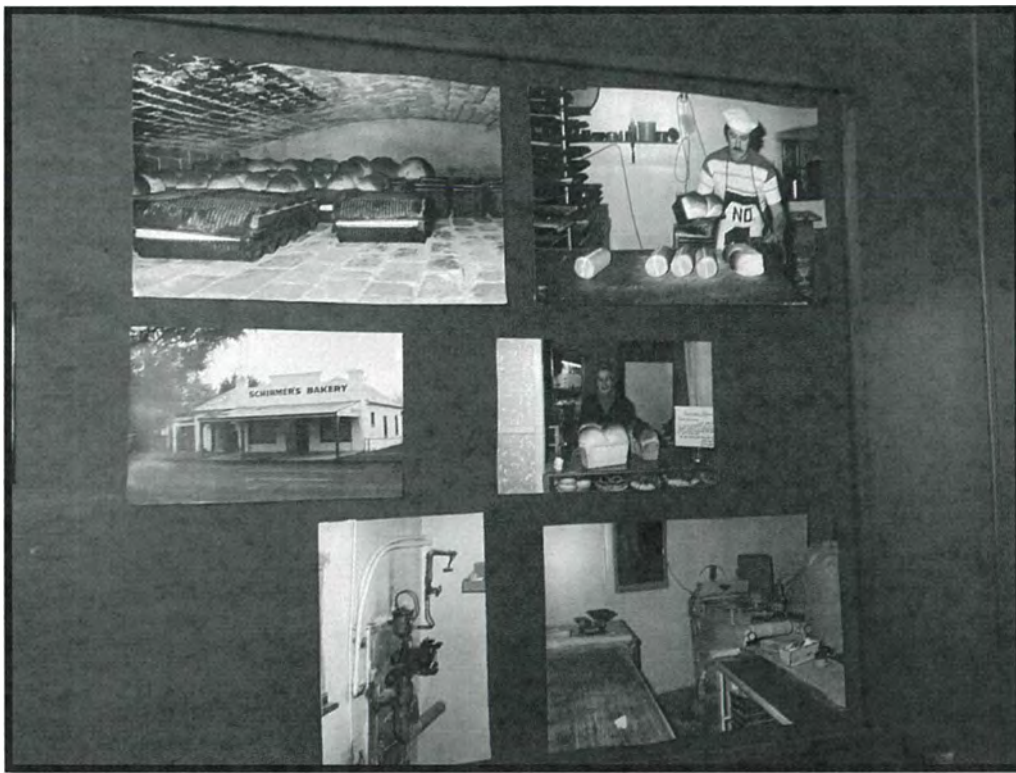


Image 3 and 4: An interpretive photo board in the building to show the bakery in use. This could be professionally re-done to include a history of the property for visitors to Walla Walla.

WHY SHOULD THIS BUILDING AND THE F. METTERS OVEN BE PRESERVED AND PROTECTED FROM DEMOLITION?

This building displays historical, commercial and social themes of usage, as a bakery operated continuously there from 1908 until 1980. The building displays aesthetic merit and design characteristics of significance to the local area, in keeping with a commercial business enterprise.

When a fire destroyed the building in 1909, it did not stop baked goods being produced until a new building was constructed in 1910.

The F. Metters & Co. wood-fired oven is significant as it is an early representation of a commercial oven in good condition and working order. It is of scientific value as it can be researched to reveal information concerning the local baking industry, oven design and construction. This oven was recently used in an attempt to save another oven in Culcairn, but unfortunately the intricate brick internal construction could not be replicated and it could not be repaired.

Metters was a brand of stoves, ovens and other cast iron objects, established in 1891 in Adelaide by Frederick Metters (1858-1937) who patented a number of kitchen appliances. His brothers, Charles and Henry Metters, founded Metters Bros in Melbourne. When production and distribution expanded to Perth in 1894 and Sydney in 1902 a partnership was formed with Henry Sprig. Sprig bought out his partner in 1907 and founded Metters Limited in 1908. Our example therefore must predate 1907, but more research is required.

If you look closely at Image 1 you will see the resting place for the peel above the oven. This type of oven was long inside, so the peel was used to retrieve baked good from all areas of the oven. This type of oven was very versatile. A knowledgeable baker could bake a number of items such as bread, pies, and cakes at the same time. As all three items needed to be baked at different temperatures, a skilled baker would utilise the oven hot spot for bread, place pies in a slightly cooler spot and the sponges in the coolest spot in the oven.

Many local citizens tell me that the baked goods were sent out with the mail run in the early to mid-1900's when ordered.

COMPARABLE ITEMS

The only known working oven of this type in NSW can be found at the Dorrigo bakery, but unfortunately, I do not have an image, so our example could be very rare.

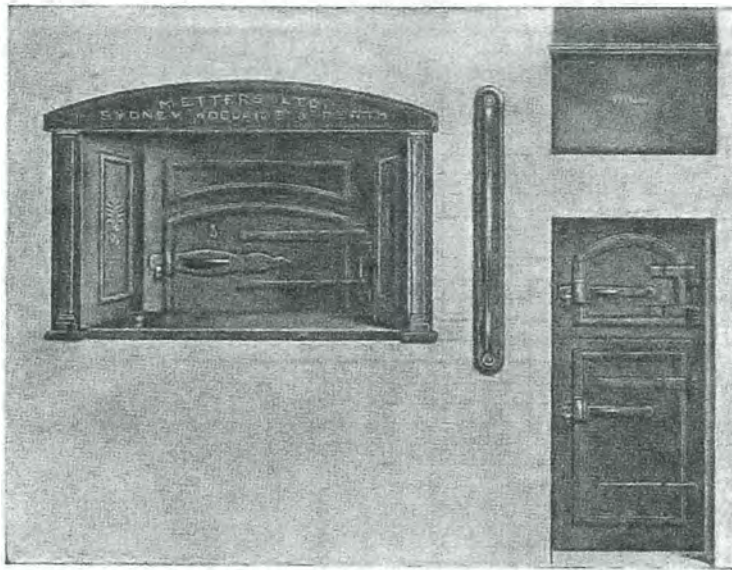


Image 5: A working Metters oven can be found at the Miller's Bakehouse Museum, Fremantle, W.A. Although similar, the makers mark does not match our Walla Walla oven. (Image used with permission).

Metters' fuel stove : sectional catalogue.

36

BAKERS' OVEN FITTINGS.



Set No. 1 and 2



Set No. 3

For full details of Baker's Oven Fittings see Page 37.



Page 38
nla.obj-97452340

Image 6 : Page 36 of Metter's fuel stove: sectional catalogue. Page 37 describes the stove as a baker's oven or peel stove. Note: This oven does not have F. Metters & Co as in our example.

Source: nla.obj.97453174
National Library of Australia (Copywrite expired)

Kathie and Rayne Le Busque
 51 Commercial St Walla Walla
 0408 443 261 or 0419 105 594
kathielebusque@gmail.com or
r.lebusque1972@gmail.com

15 February 2023

Dear Colin,

RE: Development Application 10.2022.243.1 by Habitat Planning, 55 Commercial St Walla Walla

As adjoining landholders to the proposed development, we strongly object to the proposal for the following reasons:

- We are concerned about potential contamination and fuel spills in close proximity to our residence from the proposed Fuel Kiosk.
- Planned refuse bins are located on the boundary of our property. We are troubled by the potential for odours, vermin and noise.
- Noise and light pollution – there are no plans for a higher fence, no lighting plan to review or a garden buffer to reduce waste blowing into our property and assist with the abovementioned noise and light pollution.
- Appearance is not compatible with nearby residences, including our 1880s home.
- When we purchased our property in 2002, 55 Commercial St was a residential property. Since that time it has been developed and two small businesses operate from the property. We were supportive of this commercial development as it was in keeping with the visual amenity of the township and maintained a buffer between our residence and the commercial activities. This proposal has no buffer at all and alters the aesthetics of the streetscape away from the heritage feel of our town.
- We are concerned this development will lower our property value for all of the above reasons.

As members of the Walla Walla community, we are further concerned about:

- Demolition of a building of historical significance (Schirmer's Bakery). The building has only recently been renovated to bring the old bakehouse back to a commercial enterprise whilst maintaining the small-town appeal.
- Since the renovation, the premises have become a hub for the local community with Thistle Café and Walla Wares both operating from the premises. The businesses have also drawn visitors from out of town - the street which is generally quiet over the weekend is now bustling with bike-riding groups, car clubs and other visitors making the trip to Walla Walla.
- Lieschke Motors has installed self-serve fuel tanks to service the community. The business operates in close proximity to the proposed development. In our opinion, two operators in this space are not sustainable development.
- The plan outlines the removal of the fence between the playground and the Supermarket carpark/truck entry point to access the loading bay – this is unsafe with young children frequenting this playground.
- We are generally supportive of the development of a supermarket in Walla Walla in the right location, with a positive contribution to the existing character and streetscape of the town and appropriate environmental controls in place. This proposal does not meet these requirements.

The development also does not meet Council's objectives and standards from the Greater Hume Development Control Plan (2013) in the following areas:

- Chapter 4.0 commercial development objectives:
 - ensure a safe and comprehensive pedestrian network throughout the expanded centres. Particular attention being paid to the separation of pedestrian access from parking, manoeuvring and loading/unloading areas.
 - ensure that new or extension to a commercial development is compatible with the character of the area and enhances the streetscape and is compatible with adjoining nearby residences.
 - encourage the provision and retention of existing landscaping to be used as a buffer between proposed extension and the existing residential area and to be used to create an attractive streetscape to the main roads
- Chapter 4.2 Appearance and design objectives
 - A positive contribution to the existing character and streetscape of the town centres.
 - Encourage and promote a consistent and attractive streetscape in terms of building bulk, height, setbacks, street furniture, signage and building designs.
- Chapter 4.4 Heritage objective and standard
 - Ensure new development is compatible and sympathetic to heritage items.
 - Developments adjoining and in the vicinity of a heritage item are to be designed to complement rather than detract or dominate
- Chapter 4.6 Parking objectives and standards
 - Buffer between car parks and adjoining property.
 - Pedestrian and vehicular movement through commercial areas in a functional, safe and integrated fashion.
 - To ensure adequate and safe loading/unloading facilities are provided to cater for proposed developments.
 - Car parks adjoining public land (including a road) shall be provided with a landscape strip at the interface.
 - Loading facilities are to be located at the rear or side of the building and not adjacent to any residential property (refuse loading).
 - Loading and unloading areas are to be located separate from other vehicle manoeuvring areas, car parking areas and pedestrian movement areas.

We look forward to your response.

Yours Sincerely,

Kathie and Rayne Le Busque

Greater Hume Council Customer Request Form



Submission date: **16 February 2023, 7:47AM**

Receipt number: **CRMWEB1167**

Related form version: **15**

What is your first name? **Di**

What is your surname? **Kelly**

What is your phone number (for multiple phone numbers separate with a comma) ? **0428544215**

What is your email address? **admin@riverinarevegetation.com.au**

What is your address? (inc Street/Rural Number) **203 rosewood road coleambally**

I live in **Other**

If other, name town/village/area **Coleambally**

General Requests
Council Buildings
Heritage Buildings Works
Other

Other, please specify
I have spent the night here in Walla Walla and it has come to my attention that the street scape in the town is about to be changed due to a development application for a new supermarket on the existing site of a beautifully maintained original building. Driving around Greater Hume over the last few months, I am impressed just how beautiful and well preserved the towns around Greater Hume Shire are, it makes me realise how well industry and ecotourism can work together. please listen to the needs of local businesses because they are what hold our country towns together.

Location of Problem (include closest intersection or landmark) **Thistle cafe opposite the Dove BnB**



Comments - provide any additional comments (eg water over all/half of road, tree size - small, medium, large)

I have been here for a matter of days and it saddens me that such a charismatic building can be so disregarded, not to mention small business owners need to be treasured and valued.

Upload additional information - documents, photos and other information (Please note - The total size of all documents, photos and other information can NOT be more than 6MB. Please check your document size.

Alternatively you can send additional documents, photos and other information to mail@greaterhume.nsw.gov.au quoting the CRMWEB Number.)

TO WHOM IT MAY

SUBMISSION OF DEMOLITION OF 55 COMMERCIAL STREET, WALLA WALLA. NSW. 2659

Whilst I believe that Walla Walla would benefit from a Supermarket I question the need to demolish a building of historical and community significance.

I would like to point out that that the Jindera IGA complex sits on just over 3000sqm and has 20 car parks plus 5 other retail sites within the complex.

The Culcairn Foodworks provide for the community and has only off street parking available.

Surely Walla would benefit from a compromise within the development to satisfy the needs of the town and developer.

Kind regards

Virginia Scholz.



Please note I make this comment in my capacity only as a resident and business owner of Walla Walla, not in my capacity of my involvement in the Walla Walla Community Development Committee.

I believe the submission period should be extended, to ensure community members get their say.

Daniel Nadebaum

Sub-3895

I am concerned about the loss of the historical wood oven and the overall layout of the proposed supermarket. If the developer could incorporate the wood oven into a new plan I would be inclined to support this site for a supermarket. I believe that there are some wonderful examples of historical building supporting modern needs like Melbourne Central keeping the historical Shot tower.



External Design Concept

Client - Ian & Anne Anderson

Address - 8 Bruce Street, Holbrook NSW 2644

Designed and compiled by - Ian & Anne Anderson

Dated - 21 March 2023

Introduction

This document is in relation to Development Application DA10.2023.17 and includes information about the external design concept for 8 Bruce Street, Holbrook.

Colour Palette

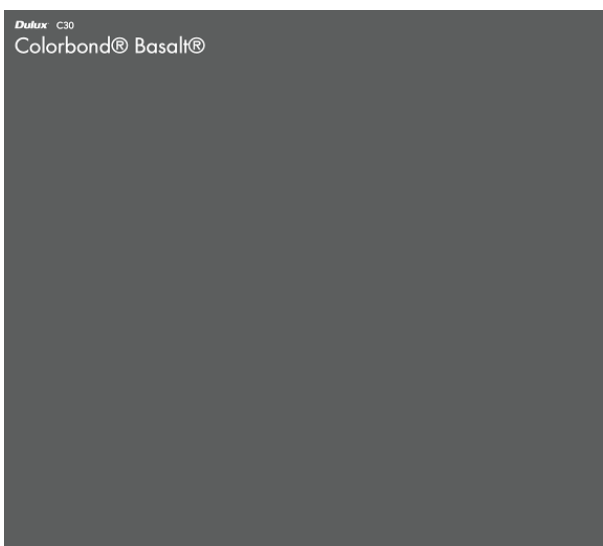
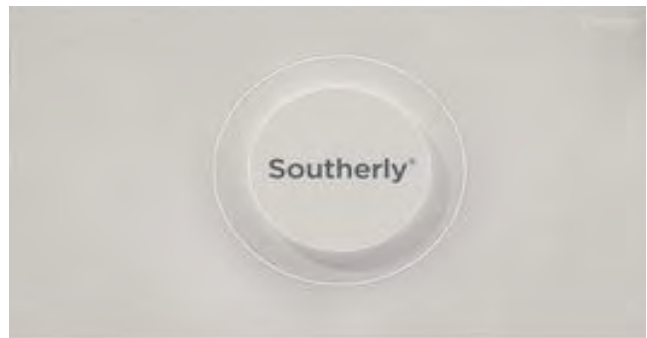
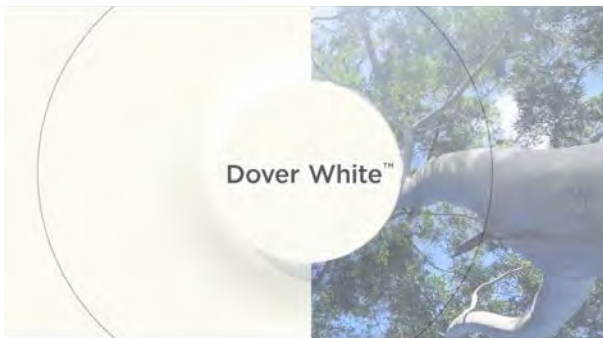
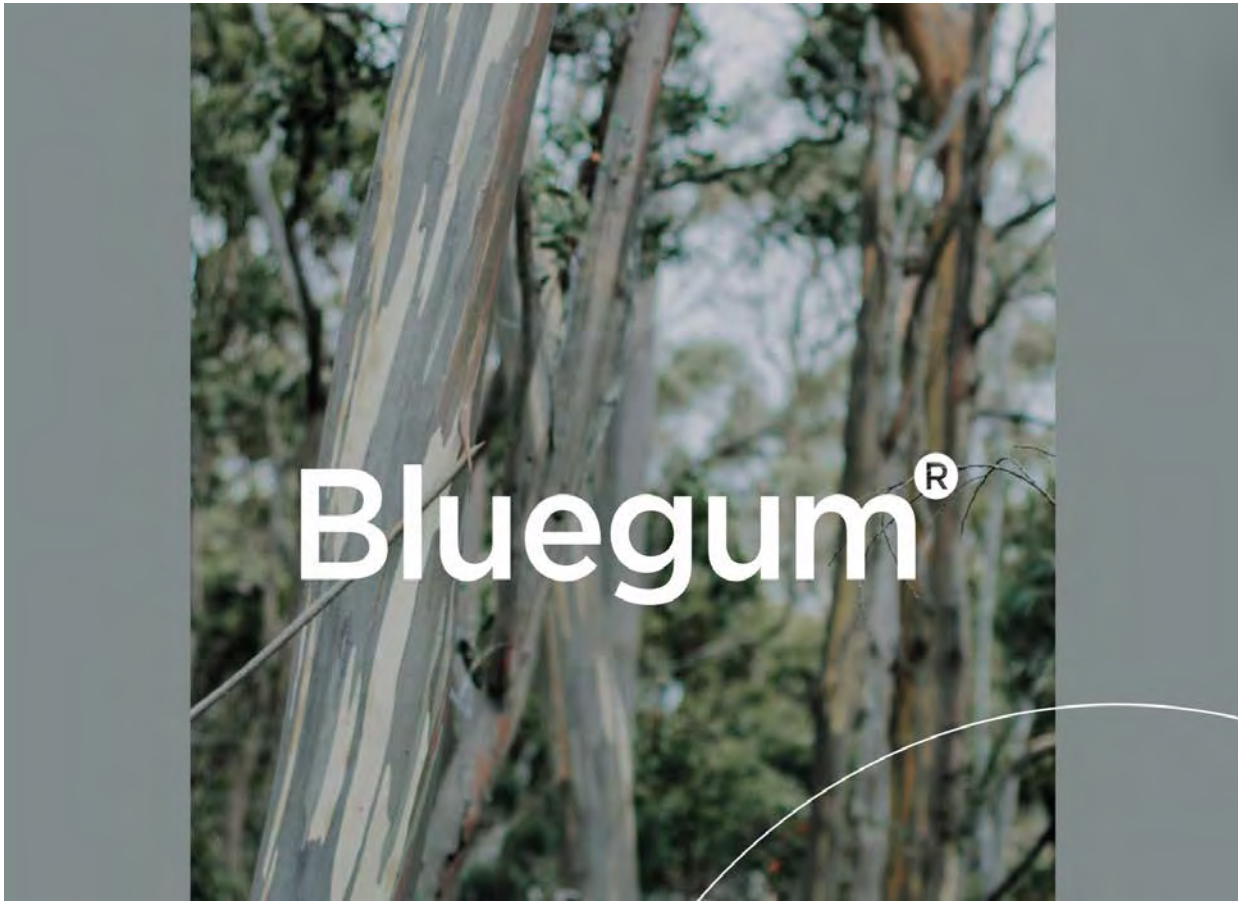
The surrounding rural landscape has provided inspiration for the colour palette, particularly colours from native trees (refer image below - Bluegum).

These include soft and mid tone colours with warm and dark tones introduced as a feature to provide contrast and accent. An example of the proposed colours is included in the Colorbond 'Pale Tones' mood board below.

The proposed main colour, Bluegum, will be complemented by warm tones of natural timber in Silver Gum or Blackbutt and accented with the light tones of Southerly or Dover white and the darker tones of Woodland Grey or Basalt.

Windows and doors will be either Cedar or Silver Aluminium, depending on thermal qualities and budget.





Cladding Materials

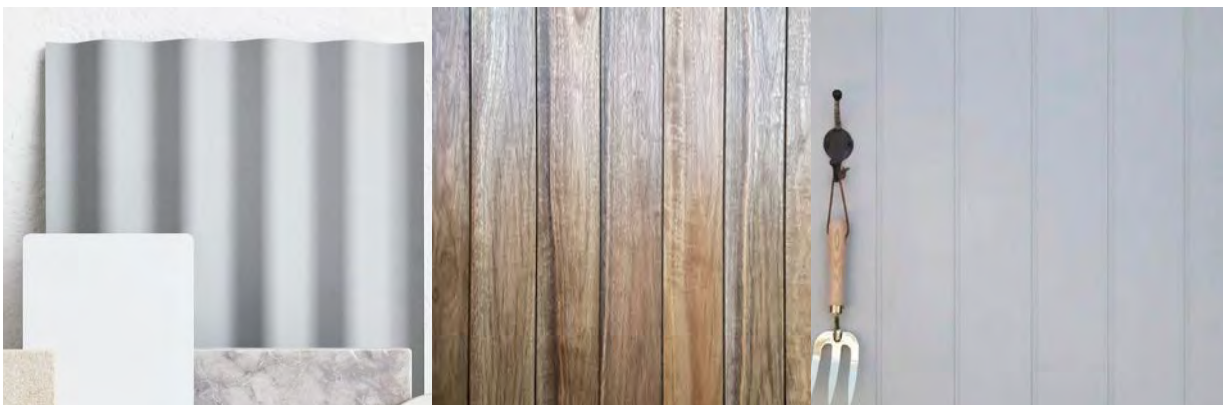
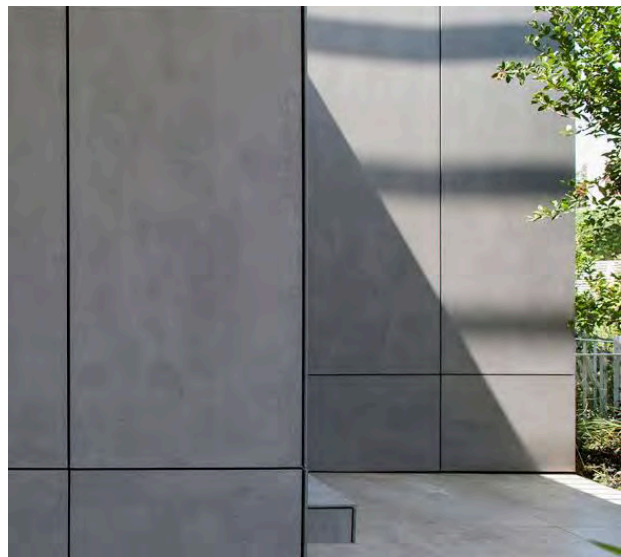
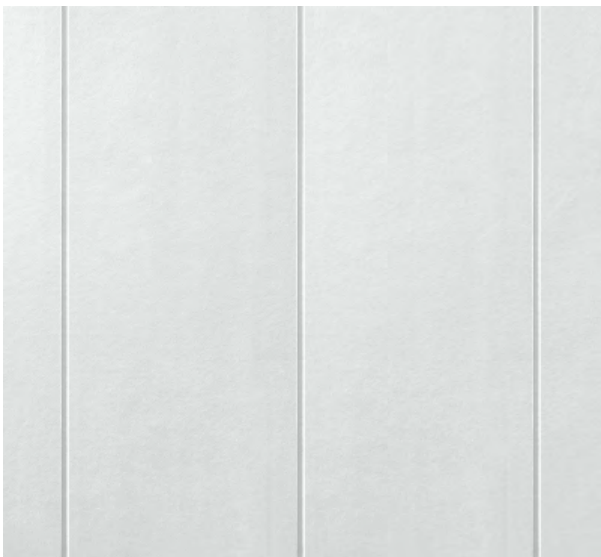
Cladding proposed for the building has been selected based on information from Renew.org.au and considering thermal qualities, energy efficiency, the surrounding environment, aesthetics, fire rating and budget.

Cladding Materials, Profiles and Direction:

Walls: As the roof height of the building is quite low, vertical ribbed cladding is proposed to accentuate height. Sections of horizontal ribbed panelling could be used as feature or contrast panels. Due to their thermal properties, James Hardie cladding products are proposed in conjunction with timber panelling (with suitable fire rating) to assist the structure to work with the surrounding environment, to make the design more interesting and to provide contrast to the panelling.

Roofing: Colorbond corrugated roofing, guttering and spouting is proposed in soft tones as per the colour palette.

Examples of materials, profiles and colours are provided below.



Design Concept Examples

Examples of the cladding materials, profiles and colours similar to what is proposed are provided to illustrate the design concept.









Design Concept – 8 Bruce Street

Provided is an artist's impression of how the proposed materials could be applied to the plans submitted for 8 Bruce Street, Holbrook. This takes into account the cladding materials, profiles and colours similar to what is provide in the design concept. Decking and verandahs have been illustrated to the West, East and North. Views from each direction have been included.

North Elevation



South Elevation



West and East Elevations



Permaculture Landscape Design

Client - Ian & Anne Anderson

Address - 8 Bruce Street, Holbrook NSW 2644

Designed and compiled by - Ian & Anne Anderson

Dated - 30 January 2023

Design Brief

Vision

To live a simple, sustainable lifestyle which respectfully works with the land, resources, plants and animals. To create a sanctuary that provides food and shelter that we can share with family, friends and our community



Ethics

There are three ethics central to the foundation of permaculture design (Permaculture Principles, 2012). The ethics are outlined below along with the client interpretation for this design:

Earth Care	People Care	Fair Share
<i>Rebuild natural capital.</i>	<i>Look after self, family and community.</i>	<i>Set limits to consumption and redistribute surplus.</i>
The Earth is a living, breathing ecosystem which needs ongoing care and nurturing to be healthy and productive over time.	To enable the environment to prosper in a sustainable way, people's needs should be met in a compassionate and simple way.	Within the right environment, there will be an abundance which we can share with others.

Guiding Principles

Permaculture guiding principles are the thinking techniques that, when used together, allow us to creatively re-design our environment to use minimal energy and resources whilst providing maximum benefit for production and the ecosystem.

A starting point is to:

Acknowledge an ecosystems identity, seek consent for its interaction or use from its stewards - visible and/invisible, and honour valuable traditional ecological knowledge and wisdom already held within a place (Morrow, 2022, p. 5).

From this starting point the permaculture principles guiding the project are listed below and include interpretation by the client:

Ecological Principles	Client Interpretation
Preserve, regenerate and extend all natural and traditional and permanent landscapes.	Plant native trees and shrubs to encourage native animal bird and insect species. To create new habitats and extend the natural landscape by adding a wildlife pond.
Strategic Principles	Client Interpretation
Focus on long-term sustainability by designing for eco resilience within a changing climate system	Establish and maintain the complex ecosystem for sustainability and to assist this by planting trees and smaller plants that are tolerant to the conditions e.g. drought, or consider perennial plants that will last for two or more seasons.
Make the least change for the largest result	Use all available planting areas, plan for multiple yields with efficient use of water and energy.
Observe and interact	Spend time engaging with the environment so we can design solutions that work with nature, not against it, and suit our particular needs.
Catch and store energy	Establishing and maintaining systems that collect resources eg water, energy, biodiversity in times of abundance to be used in times of need. For example: Water: conserve and increase all sources, stores and supplies of water, and maintain and ensure water purity. Energy: catch and store energy by all non-polluting and renewable means. Biodiversity: preserve and increase biodiversity of all types.

Obtain a yield	Ensure that valuable returns are received for the time, effort and investment in work activities.
Apply self regulation and accept feedback	To encourage feedback and be open to constructive suggestions to ensure that systems continue to function well.
Use and value renewable resources and services as a priority	We need to encourage efficient use of renewable resources and services to ensure that systems can continue to function well.
Produce no waste	To value and make productive use of resources available, nothing goes to waste.
Design from patterns to details	Patterns allow the freedom to create designs based on formations in the environment. They can form the framework of designs, with the detail completed as the design unfolds.
Integrate rather than segregate	By creating and establishing a Guild, where the plants, animals, insects can be mutually beneficial.
Start with small and slow solutions	When starting out small but manageable the risk of failure by becoming overwhelmed is reduced and enough time can be given to make the project successful.
Use and value diversity in the environment and the community	Diversity values and utilises the unique character of the environment and strengthens resistance to a variety of threats within the environment. Diversity within the community encourages cooperation and valuing people, their skills and work.
Use and value edges, marginal and small	The most interesting events occur at the interface between elements and zones and are often the most valuable, diverse and productive elements in the system.
Creatively use and respond to change	We can have a positive impact on inevitable change by carefully observing, and then intervening at the right time.

Goals å

The following goals have been identified by the client and will inform the permaculture design. The design aims to:

- Improve soil health to increase the depth of topsoil, reduce the level of compaction and increase the richness of the soil ecosystem
- Utilise resources efficiently through energy efficient design and practices
- Reduce our waste through recycling and where suitable utilise this to improve soil quality
- Establish and maintain a food forest in Zone 4 (boundaries and driveway)
- Establish and maintain a productive vegetable garden, orchards with fruit, olives and nuts
- Select bush plants for food and flowers suited to the local area
- Establish garden areas that are calm and peaceful

Elements

These elements have been identified by the client and will be included in the permaculture design:

Element	Items within each Element
Complex ecosystems	Establish and maintenance of the ecosystems
Energy efficiency	Through design principles, appliances, materials and permaculture practices, the goal is set to minimal cost
Water efficiency	Use water collection, storage, appliances and recycling to better capture and utilise rainwater. Maximise water retention in the soil eg swale drains Maximise soil biomass Wildlife pond
Birds, Animals, Insects	Horses, chooks, bees, birdlife, fish, frogs, worms to add to the ecosystem within the farm and allow for a wildlife corridor
Composting facilities	Horse paddocks, worm farm, chicken pens, compost bins
Food growing facilities	Vegetable plots (include wicking beds), food forest, bush tucker plants, native shrubs and flowers, olive, fruit, citrus and nut trees.
Trees and shrubs	Trees and shrubs that will provide privacy, shelter from damaging winds and fire risk (all boundaries) and visual appeal and still allow north sun to assist building and garden growth.
Plant growing facilities	Greenhouse, garden shed, tools and benches for plant propagation and garden maintenance.
Maintenance machinery	Machinery and tools to develop and maintain gardens in an efficient manner.

Outdoor entertainment gathering area	An area for family, friends and community members to gather for social gatherings
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Implementation Timeline

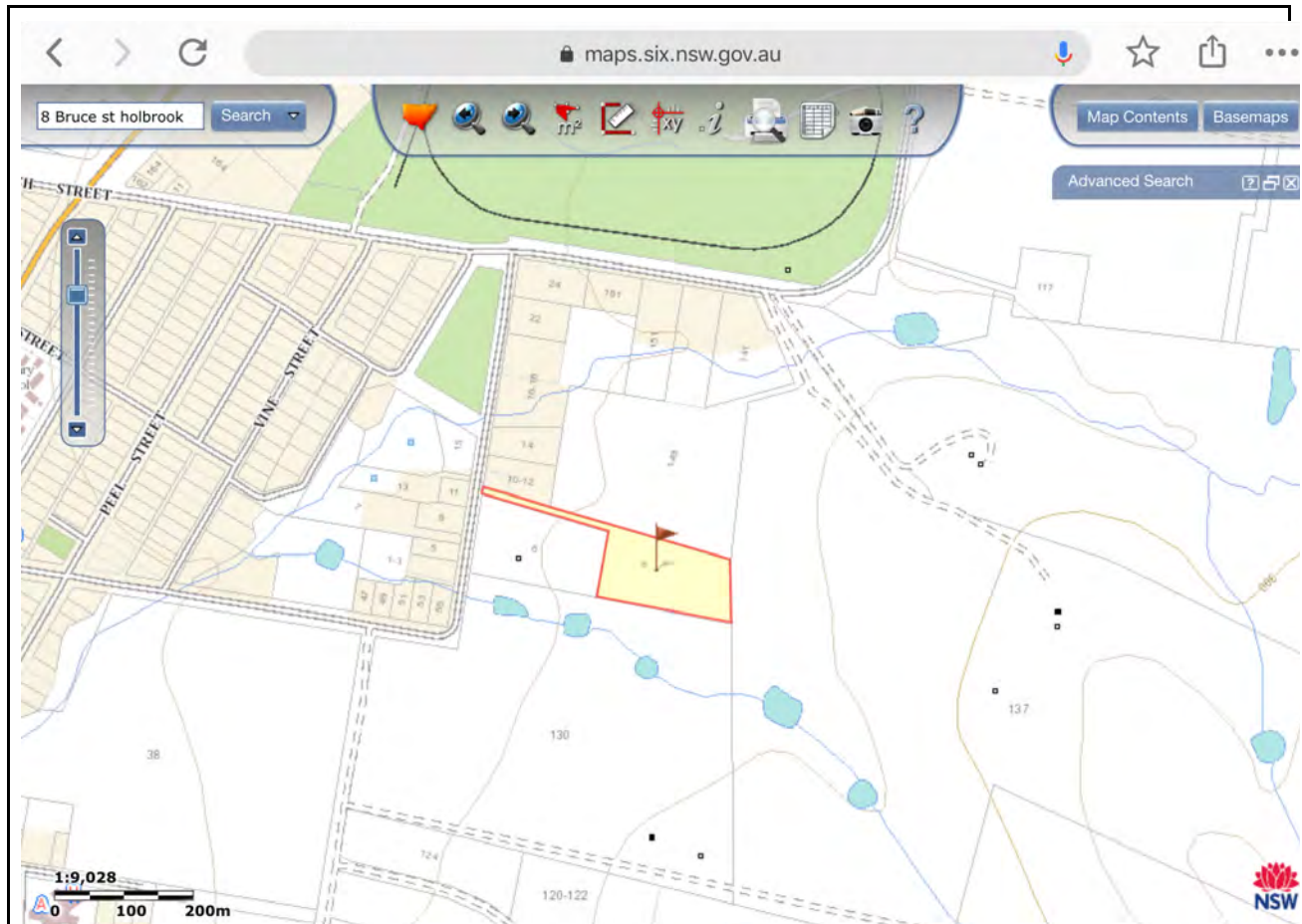
Preliminary	Year 1	Year 2	Year 3
2022	2023	2024	2025
Prepare Define vision, goals, guiding principles and design permaculture concept	Establish Develop infrastructure, connect services, plant trees, shrubs, vegetable gardens and create core facilities	Development Review, change what is not working, extend planting, facilities and infrastructure	Consolidation Review, change what is not working, extend planting, facilities and infrastructure

Design Analysis

Location

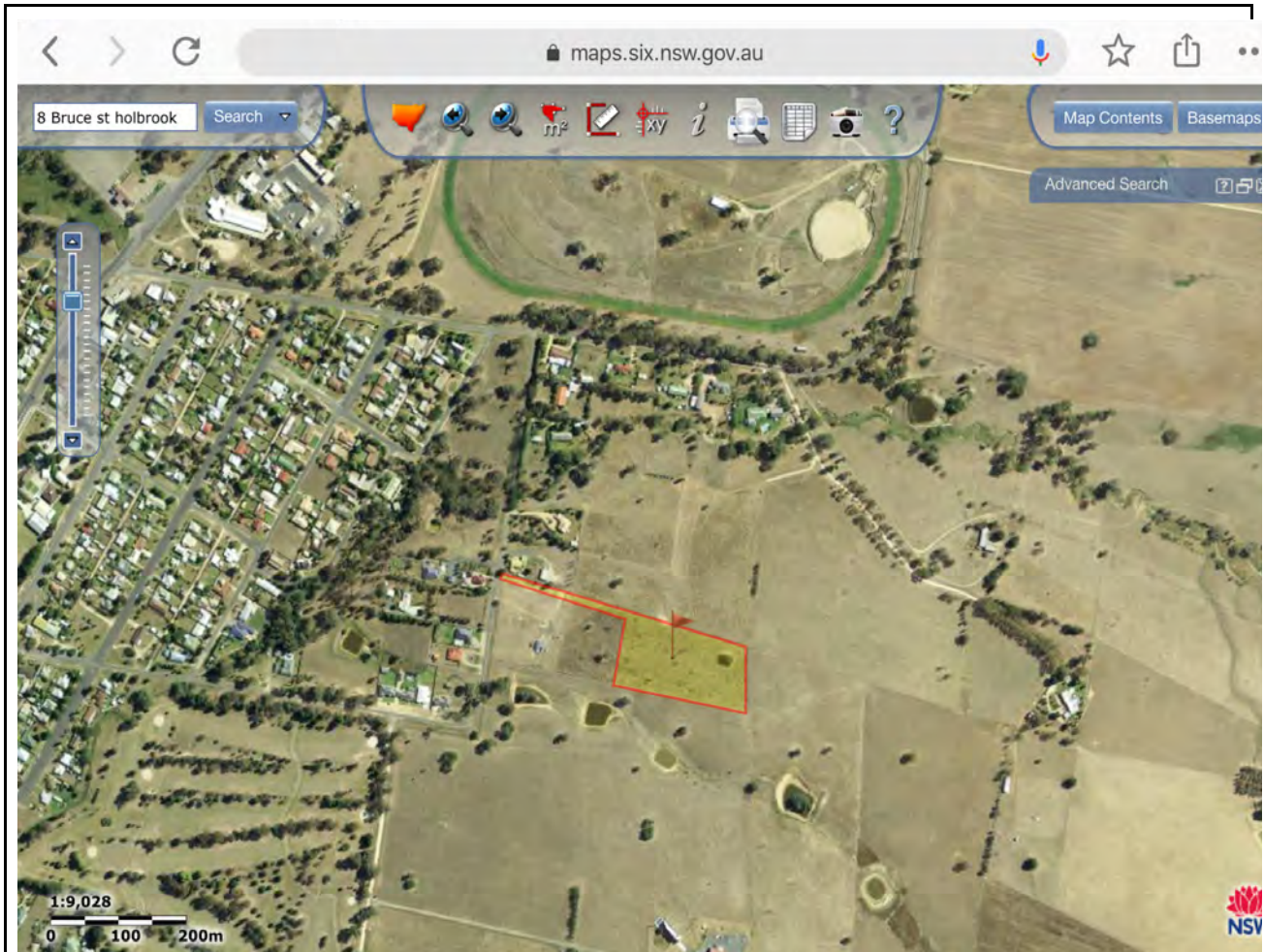
The location for this Permaculture design project is 8 Bruce Street Holbrook.

The land is 2 hectares and is on the eastern side of the town surrounded by rural residential and rural allotments.



Six Maps - showing the location of the land in relation to residential areas, proximity to the township, facilities, water courses and surrounding farmland (NSW Government, 2019).

Aerial Imagery



Aerial image showing surrounding farmland, vegetation and water courses (Google Maps, 2022).

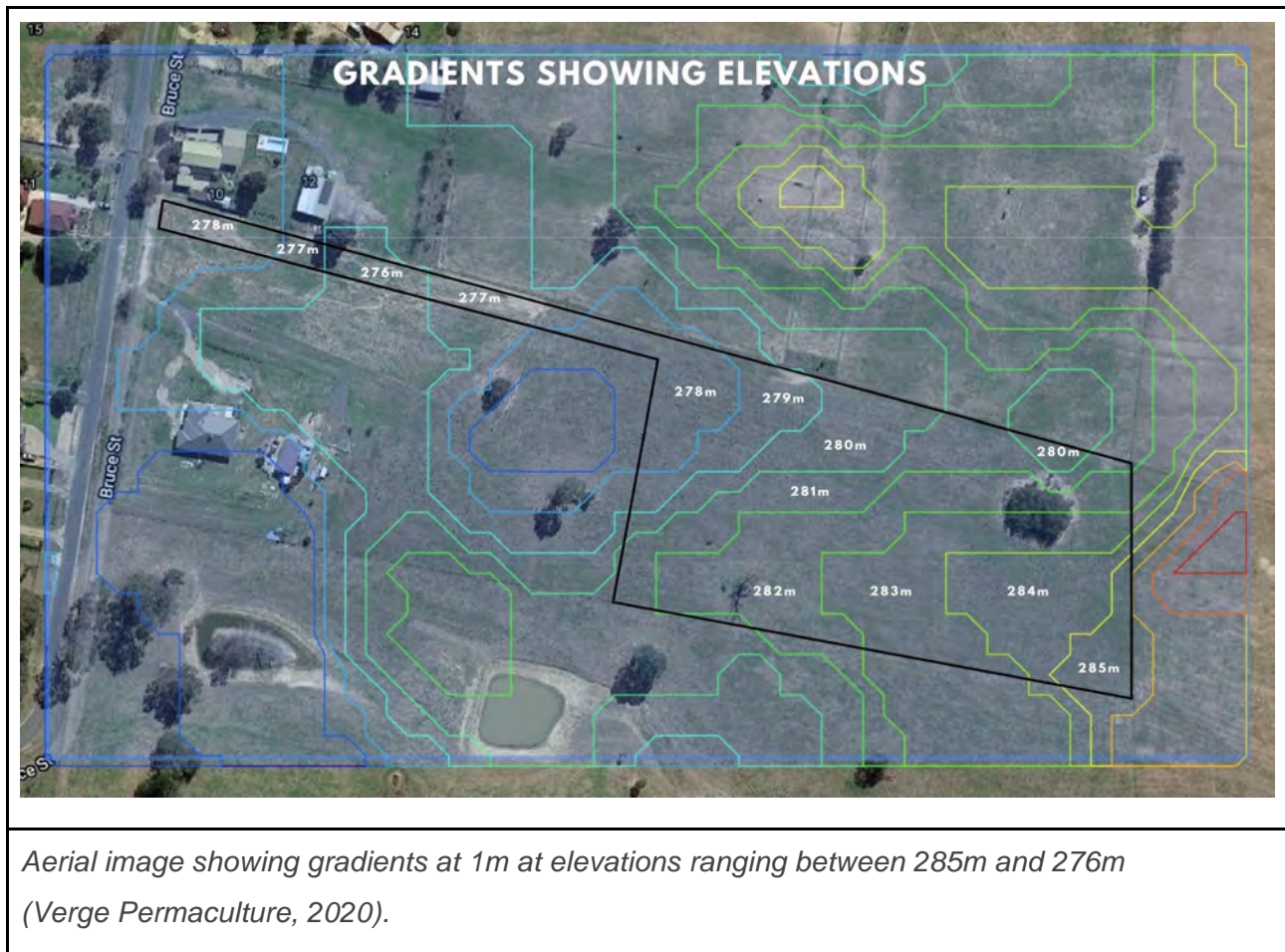
Geospatial Data

Holbrook is situated central to the Upper Billabong Catchment.

Latitude: -35.7206 South, Longitude: 147.3163 East

Elevation: 289m

The block is situated on the eastern side of the town of Holbrook NSW, at 8 Bruce Street, with the main body of land being set back 195 metres from Bruce Street. The gradients show a fall of 9 metres diagonally in a north-westerly direction with the primary vegetation being annual grasses. The perimeter of the land is fenced with rural fencing.



Local Government Authority

The local government authority is the Greater Hume Shire Council.

They are the responsible authority for Building and Planning, Waste and Recycling, Works and Projects. A development application will be lodged for building and development work on the NSW Government Portal.

Neighbours

There are five neighbours that border the property.

Two are either side of the driveway with Bruce Street frontage.

There are also three neighbours flanking the north, east and south borders of the allotment.

Land located on all four boundaries are zoned as R5 Large Lot Residential which allows for 1 hectare minimum allotment size. It is possible for future development to reduce this neighbouring aspect from farmland to smaller allotments. If this happens then there would be some impact with privacy, noise and unwanted predators.

Plantings in zone 4 (boundaries and driveway) will provide privacy screening and protection from hot winds and grassfire.

Bioregional Analysis

This area is located within Wiradjuri Country, with the Wiradjuri people being acknowledged as the traditional owners of the land.

Prior to European settlement in 1837, the area consisted of native vegetation with eucalyptus forests and woodlands. The understory is made up of low trees, shrubs, sedges and native grasses. The majority has been cleared for cropping and grazing, with now only remnants remaining. (Holbrook Landcare, 2000)

The most likely native animal species that are present or nearby are:

- Reptiles including Snakes, Lizards and Turtles
- Mammals and Marsupials including Possums and Gliders
- Frogs include nine common species of the area
- Fish Southern Pygmy Perch
- Insects and spiders
- Introduced predators include dogs, cats, foxes, rats and mice, European carp, Redfin, Perch.

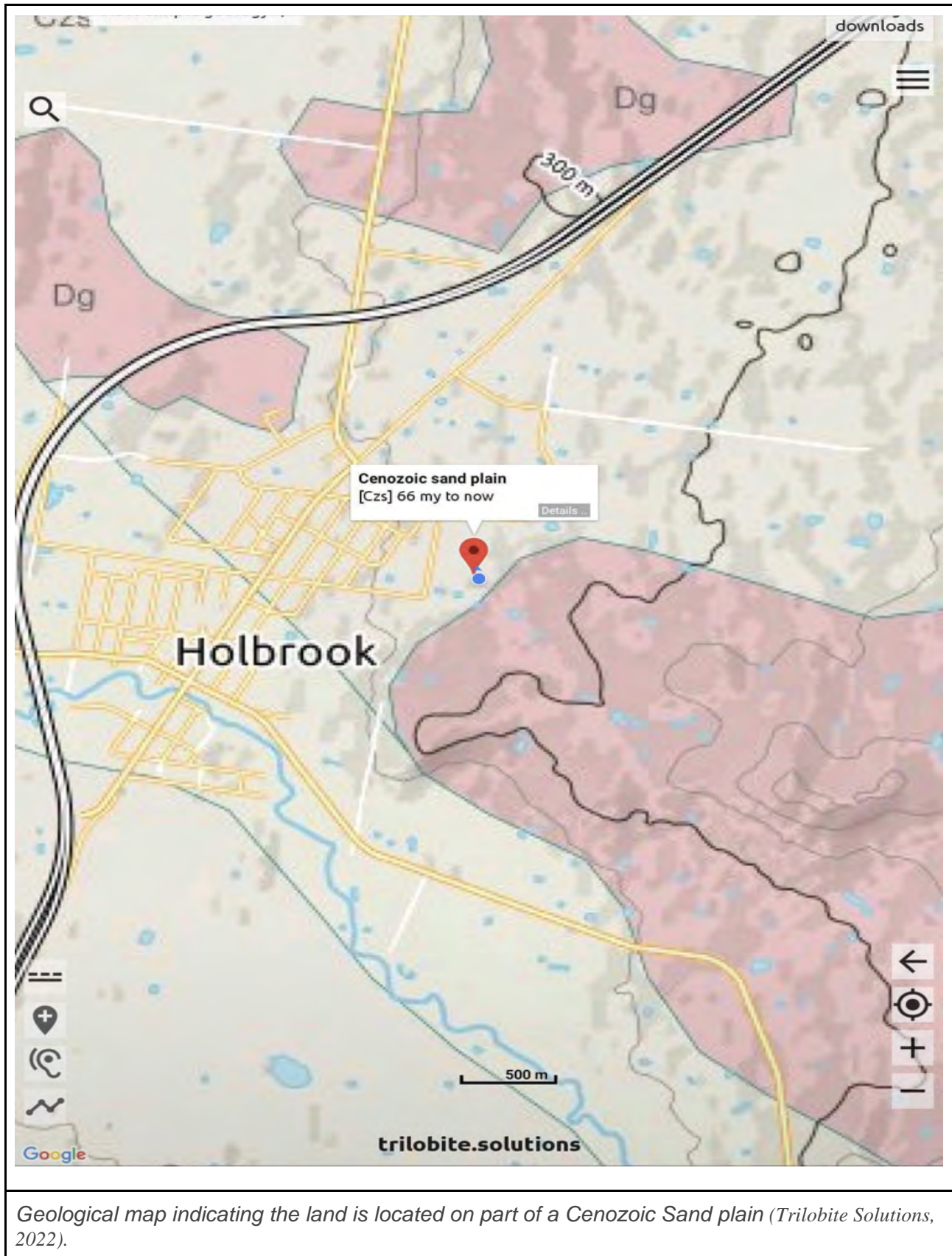
The soil at the property consists of a layer of topsoil, 50 mm in depth. Below the topsoil there is a cream grey coloured clay. This material sets very firmly when dry in summer and is quite soft during times of high rainfall. This layer is about 180 to 250 millimetres thick. Below this clay layer there is a firmer sandy clay that extends to a depth of at least 3 metres.

The soil shows evidence of compaction, typically caused by past farming practice.

The RASH test results showed flat compressed pads, very poor soil structure with soil samples being unable to hold their form and breaking up quickly in water.

The root structure within the topsoil is poor and will require a sustained program to develop and increase soil depth.

Soil health will be improved by increasing organic matter within the soil, aerating the soil and growing roots like cover crops. These techniques will also improve the ability for the soil to support a stronger and complex ecosystem.



Potential Design Elements

Living on the land is a high priority.

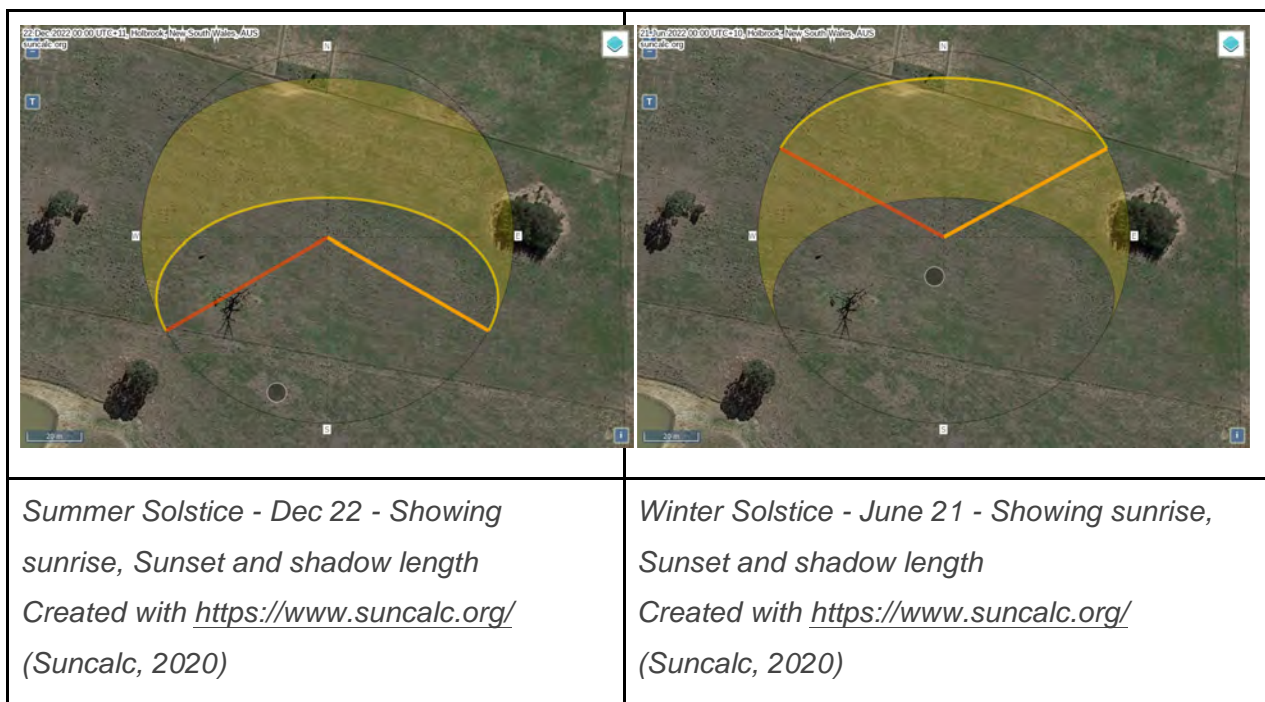
Infrastructure such as roadways, fencing, town water and power connections have been planned and will be installed in the first year of the Permaculture Implementation Plan. Passive Solar building design features, solar panel and battery systems, water collection and recycling systems will be implemented to reduce the amount of water and power drawn from the relative networks.

Passive Solar Design

This Permaculture design incorporates several buildings. The first building to be erected will be a cottage which is essential to enable our family to take up residence on the land.

A key element in the building designs will be passive solar design principles.

The building will be positioned to implement passive solar design features, such as north facing position, awareness of shadowing, insulated floor, ceiling and walls, thermally broken door and window frames, double glazing and solar panel and battery systems.



Water Collection and Recycling

A second key element in the building designs will be water collection and recycling. The primary focus will be the collection of water from building roof systems and runoff from hard surfaces to be stored in a series of water tanks and a wildlife pond. Additionally, water efficient appliances will be installed and reed beds utilised to assist with collected rainwater. The reed beds will be connected to the wildlife pond where rainwater runoff will be collected.

Rainwater will be collected from the roof system of every building. Below is a table showing expected collected water volumes. The values are based on the premise that 1mm of rain falling on 1 square metre will yield 1 litre of water.

Building	Roof Area	Annual Rainfall	Litres Collected
Cottage	200m ²	697mm	139,400L
Garage	130m ²	697mm	90,610L
Sheds	242m ²	697mm	168,674L
Totals			398,684L

Secondarily, water will be collected from runoff from the land, paths and road systems. Rainwater that runs off the gravel roads would be directed to a collection point at the lowest point in the driveway (mid-way). From there it would be transferred to the wildlife pond located in the north-east section of the block.

The wildlife pond would provide a means of allowing any sediment to settle, and thus improve water quality. The pond doesn't need to be very big or deep, however it requires at least one shallow side which tapers out to a grass ecosystem and an overflow outlet.

The pond also requires some trees to provide shade over the water and reeds around the edge to filter sediment and nutrients.

Design Tools

Sector Analysis

External Influences

The following list and diagram outline influences from external sources that primarily affect the allotment, namely damaging winds and grass fires.

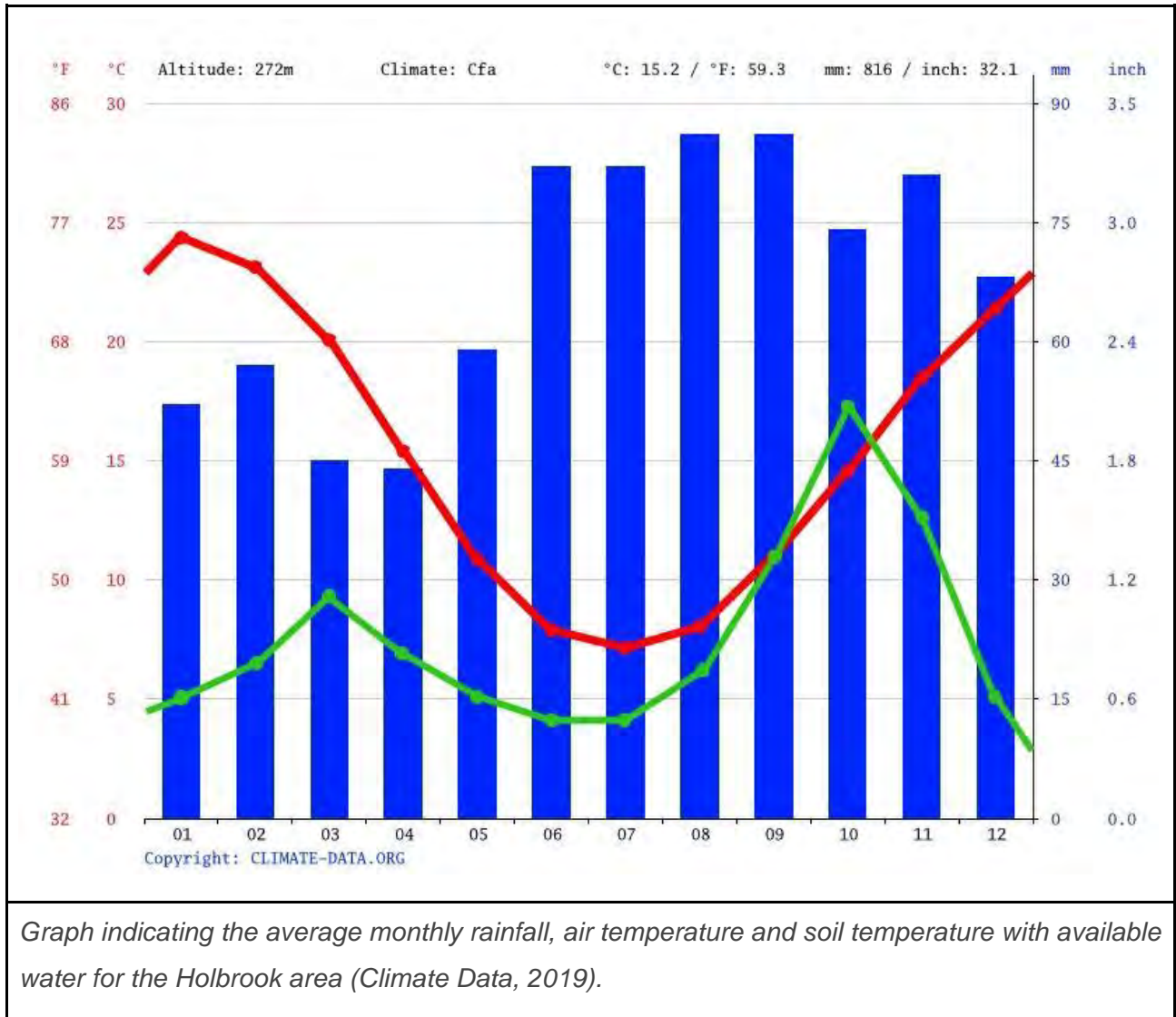
- The blue arrows indicate the cold winter winds from the South and South West.
- The red arrows indicate the hot summer winds from the South West, West, North West and Northerly directions.
- The yellow arrows indicate possible grass fire risk. This is most likely to be directed by North, North West, West and South West hot summer winds.



Aerial map indicating the land and external influences - cold winds, hot winds and grass fire risk (Google Maps, 2022).

Rainfall / Temperature / Soil Temperature Graph

The graph indicates optimal growth for the Holbrook area by collating monthly rainfall, air and soil temperature and water available in the area.



Permaculture Zones

Each of the permaculture zones has been located in areas on the property that best suit the purpose of the zone. These have been made in relation to gradients, water, energy, wildlife and infrastructure.

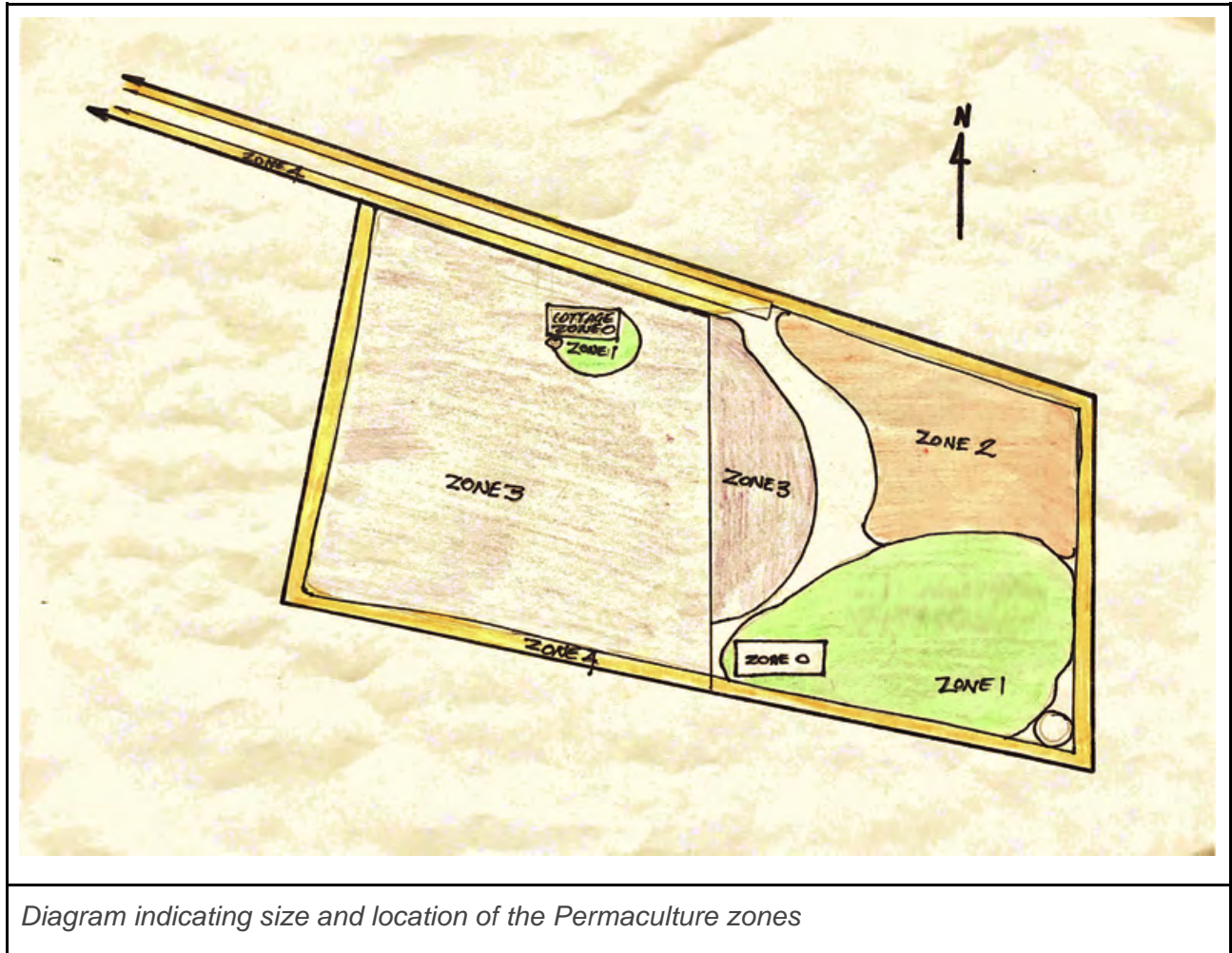


Diagram indicating size and location of the Permaculture zones

Zone 1

Is the closest zone to the cottage. It requires regular attention as it supplies vegetables and herbs to the residents. In this zone there are wicking beds, no dig vegetable gardens, some citrus trees, herb gardens, a worm farm and a compost heap. An outdoor area with outdoor entertainment area with cooking facilities is also included in this zone.

Zone 2

Is situated next to zone 1, further away from the cottage and is less intensive.

Zone 2 offers productive outputs as well as environmental and social services to both the cottage and farm. It also has a reed bed that can assist with water runoff and the reeds can be cut for compost.

The Wildlife Pond

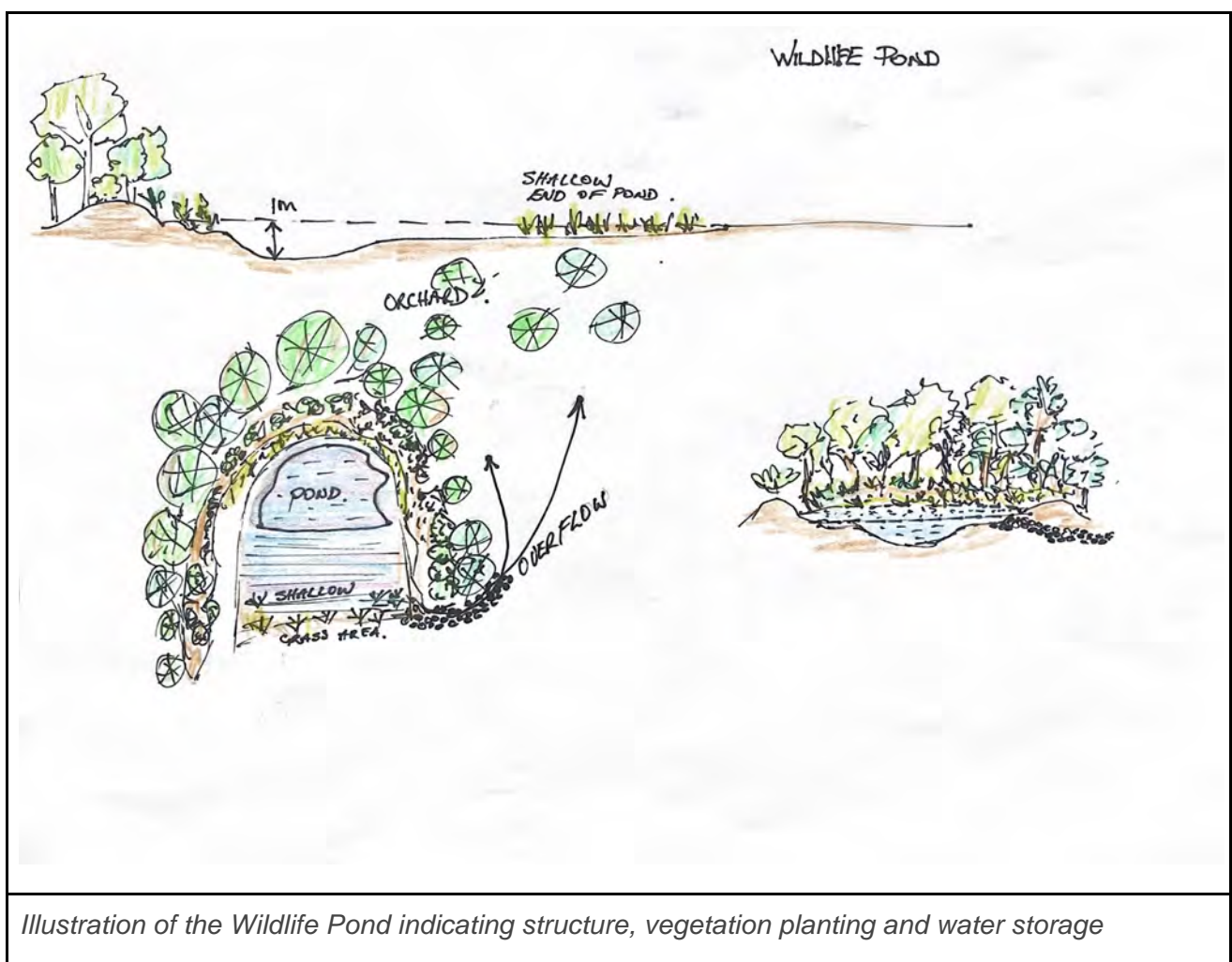
Another important design feature located in zone 2 is the wildlife pond.

The pond is to be set up with a horseshoe shaped earth wall on the West, North and Eastern sides. The Southern side has a gentle slope, which runs out to meet the open grassland area. This shallow water environment will assist with improving water quality in the pond and the wetland micro climate will encourage diversity for many plants and animals.

Planting around the banks with native trees and shrubs as well as planting reeds and water plants around the edges will create an aquatic environment with its own micro climate.

The pond bank will be designed as a leaky system, providing some water seepage to the orchard behind the pond.

Rainwater runoff from the Eastern and Southern sides will be collected in the pond. In wet weather, overflow from the pond will be collected in the water collection and storage systems.



Zone 3

Is the “farm paddocks” zone. This is mostly for the horses. It will have electric fencing to contain the horses and include trees, shelters and sheds. The main output from this zone would be manure and waste hay which will be added to the compost and used throughout the farm.

Zone 4

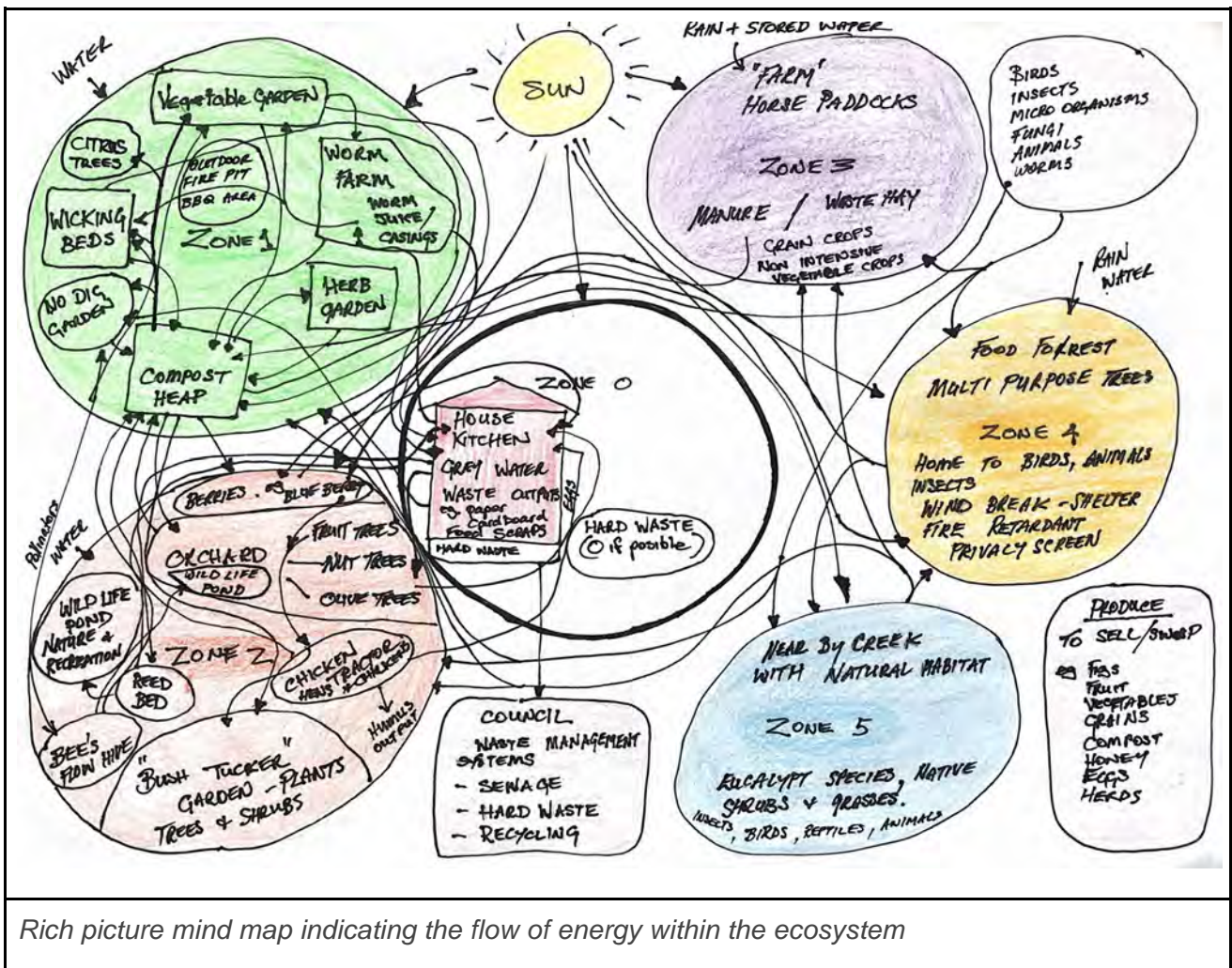
The trees and plants in zone 4 are multipurpose. They are mostly evergreen which will provide privacy screening, fire retardant and windbreaks. This is where the food forest will be constructed, with many of the plants providing flowers and food and are native to the local area. These trees will provide the wildlife corridors.

Zone 5

Zone 5 is natural bushland. As this property is small, this zone will be located in nearby farmland and water reserves. There is a small area that connects to Morgan's Ridge Creek which consists of a small watercourse, native trees, shrubs and grasses.

Energy Supply and Flow

This diagram illustrates the flow of solar energy as it flows and interacts between the zones.



Rich picture mind map indicating the flow of energy within the ecosystem

Design Issues

Water

Water harvested from building roof systems can be stored in a system of water tanks strategically located on the property. Ideally a large tank should be located at the highest point being at the south east corner of the block. Other rainwater tanks can be situated near buildings to collect the water from each roof. A system of polypipe with solar pumps can be used to connect and transfer the water to where it will be used or stored. The wildlife pond described in zone 2 will be an integral part of this system.

Although the land has only four metres fall, there is the potential to retain water in the soil for a longer time by installing some swale drains. Other methods to transfer water could be key line ploughing. Both these methods have the ability to catch and spread runoff water across the landscape.

Building quality soil will take some time and effort and is best managed in small areas. Returning the compacted soil to healthy productive soil will also require some aeration work and increasing the organic matter within the soil structure. Growing roots into the soil in any form will also be beneficial to soil health.

Infrastructure

The first building to be placed on the land will be a recycled transportable building to be used as a home for the residents. Out buildings will then be constructed to enable the development and maintenance of the property.

Soil tests have been carried out on the building site and have returned a classification of highly reactive, confirming the subsoil clay material will require engineered foundations to meet the building code requirements.

Compact and Efficient use of space

The land area is 2.2 hectares. The design must be compact in nature, as this will also lead to more useful space for each of the zones.

Outputs

The following are outputs proposed for the design:

- Chicken manure to compost
- Horse manure to compost
- Sewage to Greater Hume Shire Council treatment plant
- Recycled water to assist with plants and animals
- Waste vegetable material to compost

- Reed bed cut to compost

Unused outputs

The following are unused outputs for the design:

- sewage to town treatment plant

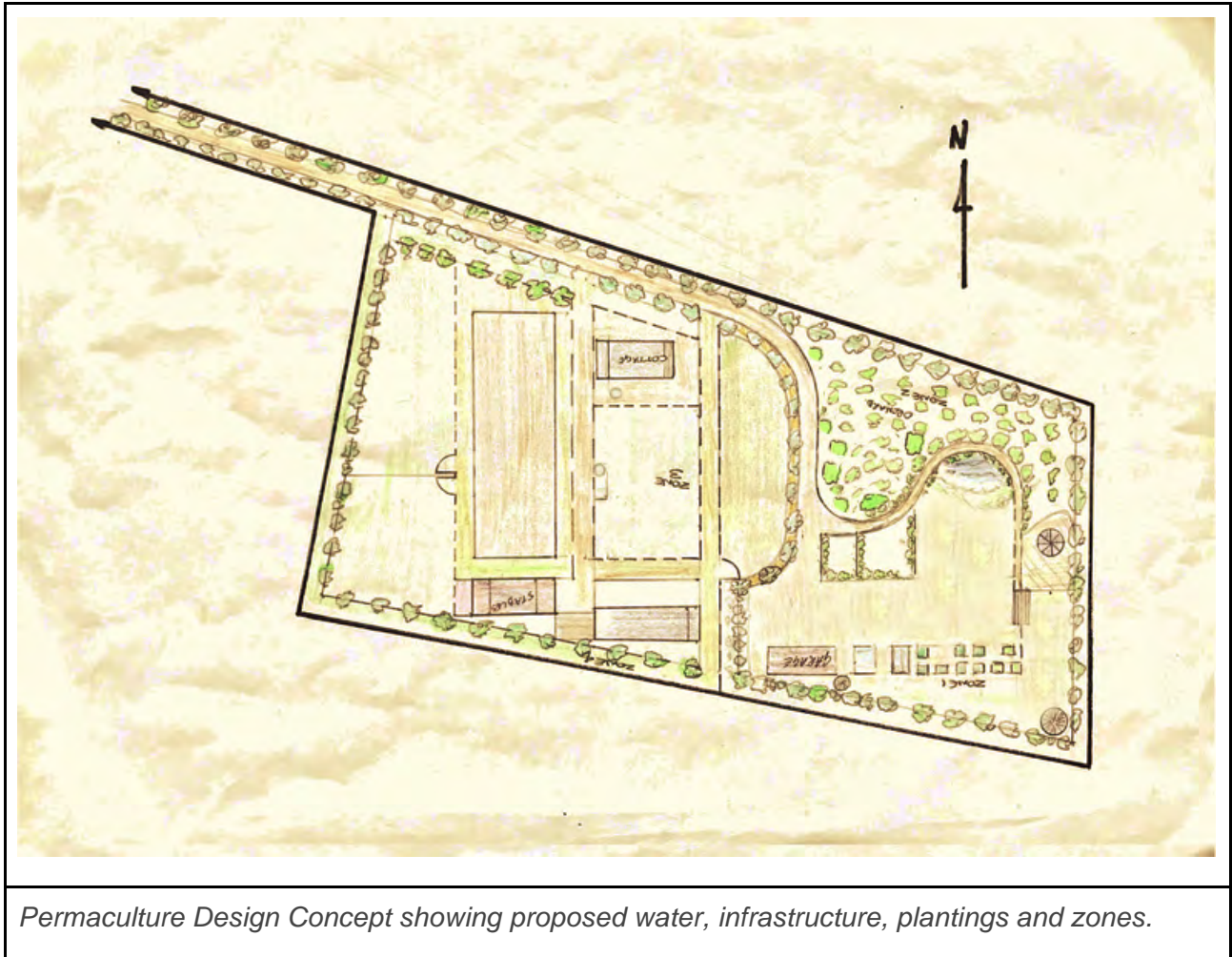
Compacted soil - Information Sheet

The following information sheet has been prepared outlining the soil improvement strategy to improve compacted soil.



Concept Design

The following is the permaculture landscape concept design produced in conjunction with the client and Permaculture Consultants.



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11th March,2023

To : Greater Hume Shire Council

Attention: Sharyn Coulston

Hello Sharyn,

Our response to Development Application 10.2023.17.1

We object to installation of relocatable building as a residence.

Firstly it was a surprise to see sections of a very old transportable building arriving and being placed on our boundary with no notice or Development application.

This Second-hand building is in direct line with our kitchen, so we look directly at it.

It is currently sitting within 3 metres of our boundary fence. It is not what we expect in a new development area. We are not happy that we are looking at this!

We live in a area of growth development, this is disappointing to see on a new subdivision a old transportable building proposal being installed for a dwelling.

All the new subdivided blocks along Bruce St, Wallace St and Halford Drive have nice new residences. This proposal is not blending with a new development area.

We would like to mention on Deposited Plan 771577 that when this Subdivision was done a restriction to user was placed. If you go to Part 2. Terms of Restriction of use.

1a:- No building, fence or other structure comprising in whole or in part second-hand materials shall be erected or suffer to be erected on any affected lot.

So back in 1987 this would make sense to preserve a area of new development progressing remain aesthetically pleasing to look at.

This proposed building is not consistent or compatible with desired future form of this area.

Now looking at Site Plan:-

- * We cannot read clearly these plans.
- * We can read that the old tin cladding will be removed and reinstalled horizontally which is not going to improve what we look at.
- * The old roof is uneven and aged.

- * How far is proposed site from boundary including the proposed partial deck on plans?
- * What is the Swater/Groundwater, Recycled Water from pump Station marked on site plan?
- * Where is Tree lot that exists on site in reference to placement of Water Tank and waterline to house?
- * The open cut drain surrounding house site, where does water run when it blocks up?
Why is a open cut drain?
- * North face view of houseplan, with no sun protection the glass doors/windows will reflect the sunlight straight back towards us. The sun glare won't be great.
- * West view facing Bruce St no character to building and again exposed to western afternoon weather.

This is not a high quality building and does not fit with existing housing. The Greater Hume Development Control Plan objective is to ensure that new residential development is consistent and compatible with desired future form and density of area. We hoped to have continued to have a scenic outlook with the new subdivisions and have a standard of housing that would continue to be pleasing.

This development application is not going to benefit the character of the neighbourhood in any way. It is a old transportable building.

Regards

Dev & Thaya Carman.

Council-related Development Application Conflict of Interest Guidelines

Introduction

Councils are development regulators. But they also can be the developer, landowner or hold a commercial interest in the land they regulate. Where councils have this dual role, an inherent conflict can arise between their interests in the development and their duty as regulator.

Identifying these conflicts of interest early and finding ways to address them is crucial to good governance and allows councils to strengthen their relationship with communities and build and enhance trust.

The following requirements have been introduced into the *Environmental Planning and Assessment Regulation 2021* to address conflicts of interest in council related development:

- Councils must adopt and have a policy that specifies how conflicts of interest in connection with council-related development applications will be handled. The policy must comply with the requirements in these Guidelines (section 66A).
- Council-related development applications must now be accompanied by either a management strategy statement, which explains how the council will manage potential conflicts of interest, or a statement that the council has no management strategy for the application (section 36A).
- Councils must record conflicts of interest in connection with each council-related development application, and the measures taken to manage the conflicts, in their existing DA register (section 242A).
- Council-related development applications must be exhibited for a minimum of 28 days to ensure transparency during the assessment process (*Environmental Planning and Assessment Act 1979*, schedule 1, clause 9B).

While the regulation changes do not mandate the use of the framework once a development consent is issued, it is best practice when developing their policies for councils to also address conflicts that may occur after development consent has been granted. This could be as simple as stating in the policy that the council will seek to enter a shared services arrangement with a neighbouring council about this phase of the development process, for any development that is the subject of the policy.

Purpose of these Guidelines

These Guidelines are intended to:

- set out the requirements for the council conflict of interest policy required under section 66A,

- assist councils in meeting these requirements by providing a sample policy and management strategy statement that can be used as a template when developing their policies
- provide general information and guidance about the policy.

Flexibility

In some circumstances, council may determine the risks associated with a council-related development are sufficiently low and no specific controls are warranted. Where this is the case, council should still publicly communicate that fact to ensure transparency.

Where a council determines for a particular class of development that the risks of a conflict of interest are very low, it may decide to not have any management controls for a specified type of development unless there is some direct involvement of a councillor or a council staff member in their private capacity.

This can happen, for instance, where the council is the owner of a large commercial building that has a range of shops within it, for which it receives many development applications for commercial fit outs and minor changes to the building facade. In those circumstances, the council's policy could outline that its management strategy for this class of development does not apply additional controls for conflicts of interest.

Other examples where this approach might be appropriate include development for internal alterations or additions to buildings that are not a heritage item, advertising signage, minor building structures projecting from a building façade over public land (such as awnings, verandas, bay windows, flagpoles, pipes and services), and development where the council might receive a small fee for the use of their land.

Sample policy

The sample policy below is to help councils develop their conflict of interest policies for council-related development. It provides practical solutions for developing and implementing ways to manage potential conflicts at all stages of the development process.

For councils that have local planning panels, the council's policy only needs to deal with a subset of this development, as a range of development to which the policy would otherwise apply will already be referred to local planning panels.

Using the sample policy is optional. Each council and local government area is different and has unique local settings, therefore, councils should decide what is appropriate in their circumstances and develop a policy for managing conflicts of interest about council-related development that is suitable for their local area.

An example management strategy statement is also included below.

Requirements for conflict-of-interest policies

Any policy prepared and adopted by a council must:

- establish management controls and/or a management strategy to address potential conflicts of interest at the different phases of the development process for the types of council-related development that the council could be involved in,
- outline the process through which potential conflicts of interest will be identified, the risks assessed and appropriate management controls determined, and
- outline the process that will be followed to publicly communicate the management approaches for each development subject to the policy.

Sample policy

Part 1 Preliminary

(1) Name of policy

This policy is the [insert name of policy].

Note: For example, Conflicts of interest policy – dealing with council-related development throughout the development process.

(2) Aim of policy

This policy aims to manage potential conflicts of interest and increase transparency at all stages of the development process for council-related development.

(3) Scope

This policy applies to council-related development.

(4) Definitions

(1) In this policy:

application means an application for consent under Part 4 of the Act to carry out development and includes an application to modify a development consent it does not include an application for a complying development certificate.

council means [insert name of the council]

council-related development means development for which the council is the applicant developer (whether lodged by or on behalf of council), landowner, or has a commercial interest in the land the subject of the application, where it will also be the regulator or consent authority

development process means application, assessment, determination, and enforcement

the Act means the *Environmental Planning and Assessment Act 1979*.

(2) A word or expression used in this policy has the same meaning as it has in the Act, and any instruments made under the Act, unless it is otherwise defined in this policy.

(3) Notes included in this policy do not form part of the policy.

Note: Other definitions can be inserted.

Part 2 Process for identifying and managing potential conflicts of interest

(5) Management controls and strategies

(1) The following management controls may be applied to:

- a. the **assessment** of an application for council-related development
 - *insert control(s)*
- b. the **determination** of an application for council-related development
 - *insert control(s)*
- c. the **regulation and enforcement** of approved council-related development
 - *insert control(s)*.

Note: For example, council will enter into a shared services arrangement with a neighbouring council.

(2) The management strategy for the following kinds of development is that no management controls need to be applied:

- a. commercial fit outs and minor changes to the building façade
- b. internal alterations or additions to buildings that are not a heritage item
- c. advertising signage
- d. minor building structures projecting from a building facade over public land (such as awnings, verandas, bay windows, flagpoles, pipes, and services)
- e. development where the council might receive a small fee for the use of their land.

Notes:

1. *While councils must have a policy that sets out how they propose to deal with potential conflicts of interest for council-related development, it could implement different controls for dealing with them based on the level of risk. For example, councils could set their controls based on:*
 - a. *risk category – low, moderate, high, very high*
 - b. *types of development – non-controversial small-scale development, development of a certain value with/without a commercial interest, controversial development, or even*
 - c. *capital investment value of the proposed development.*
2. *There is a range of management controls that could be applied in particular circumstances. The following are some examples that councils could use. Note that councils are not limited to one approach and could specify more than one approach if appropriate in their local settings:*
 - a. *Assessment and determination*
 - i. *The assessment and/or determination of an application are to be undertaken by council staff under delegation – this might be appropriate if the proposal is considered to be a low-level risk or non-controversial. For more controversial projects, this might only be effective if strict role separation controls are imposed.*
 - ii. *The application could also be referred for external assessment and/or determination to either:*

1. another council
2. a local planning panel if one is in place
3. a regional planning panel (may require negotiation – RPPs are not required to accept referrals)
4. a consultant.

The involvement of an external third party might be appropriate for development where council has a commercial interest in the land, or the development is seen to be a political priority for the council.

- b. Regulation and enforcement
 - i. Engagement of a private certifier
 - ii. Publication of certificates issued under Part 6 of the Act on the NSW Planning Portal
 - iii. Peer review by a neighbouring council and/or entering into a shared services arrangement with a neighbouring council
 - iv. Reporting of key milestones to the full council.
3. Councils may also wish to take advantage of their audit and risk committee to provide guidance for the types of controls that could be applied in specific circumstances.

(6) Identifying whether a potential conflict of interest exists, assessment of level risk and determination of appropriate management controls

- (1) Development applications lodged with the council that are council-related development are to be referred to the general manager (or a delegate) for a conflict-of-interest risk assessment.

Note: Council-related development is defined in section 4.

- (2) The general manager is to:
 - a. assess whether the application is one in which a potential conflict of interest exists,
 - b. identify the phase(s) of the development process at which the identified conflict of interest arises,
 - c. assess the level of risk involved at each phase of the development process,
 - d. determine what (if any) management controls should be implemented to address the identified conflict of interest (in each phase of the development process if necessary) having regard to any controls and strategies outlined in clause 5 of the policy and the outcome of the general manager's assessment of the level of risk involved as set out clause 6(2)(c) of the policy,

Note: The general manager could determine that no management controls are necessary in the circumstances.

- e. document the proposed management approach for the proposal in a statement that is published on the NSW Planning Portal.

Note: The following is an example of a statement that could be published by councils to document its proposed management approach in a particular circumstance.

Scenario

BlueStar Council is upgrading one of their assets, 'Blue River Civic Place'. Council is the landowner and the applicant and is proposing to redevelop the site into a mixed-use development with a total capital investment value (CIV) of \$4.9 million. The development application seeks approval for the construction and use of an additional 2 storeys on an existing 3 storey building comprising a childcare centre, commercial office spaces and partial use of the building for council's public administration.

Example management statement

Council conflict of interest management statement	
Project name	Blue River Civic Place
DA number	DA21/0001
Potential conflict	BlueStar Council is the applicant. Blue River Civic Place has an estimated capital investment value of \$4.9 million and the council expects to receive revenue through renting commercial office spaces.
Management strategy	<p>The council is managing potential conflicts of interest in this matter as follows:</p> <ul style="list-style-type: none"> • The application will be referred to the local planning panel to determine the development application. • Council development assessment staff not involved with preparing the application will assess the DA. The staff will remain separated from the project team. • A private certifier will be engaged to undertake the certification for the development. • Green Hill Council has agreed to peer review any regulatory decisions should compliance decisions be made. • Key project milestones following the development consent will be reported at a public council meeting.
Contact	Anyone with concerns about council fulfilling its obligations should report their concerns to the council.



New South Wales

Environmental Planning and Assessment Amendment (Conflict of Interest) Regulation 2022

under the

Environmental Planning and Assessment Act 1979

Her Excellency the Governor, with the advice of the Executive Council, has made the following Regulation under the *Environmental Planning and Assessment Act 1979*.

ANTHONY ROBERTS, MP
Minister for Planning

Explanatory note

The object of this Regulation is to impose requirements on councils to manage conflicts of interest that may arise in connection with council-related development applications because the council is the consent authority.

A ***council-related development application*** is a development application, for which the council is the consent authority, that is—

- (a) made by or on behalf of the council, or
- (b) for development on land—
 - (i) of which the council is an owner, a lessee or a licensee, or
 - (ii) otherwise vested in or under the control of the council.

Environmental Planning and Assessment Amendment (Conflict of Interest) Regulation 2022

under the

Environmental Planning and Assessment Act 1979

1 Name of Regulation

This Regulation is the *Environmental Planning and Assessment Amendment (Conflict of Interest) Regulation 2022*.

2 Commencement

This Regulation commences on 3 April 2023.

3 Amendment of Environmental Planning and Assessment Act 1979 No 203

Schedule 1 Community participation requirements

Insert after clause 9A—

9B Council-related development applications

- (1) Minimum public exhibition period for a council-related development application—28 days.
- (2) In this clause—

council-related development application means a development application, for which a council is the consent authority, that is—

 - (a) made by or on behalf of the council, or
 - (b) for development on land—
 - (i) of which the council is an owner, a lessee or a licensee, or
 - (ii) otherwise vested in or under the control of the council.

Note— Land vested in or under the control of the council includes public land within the meaning of the *Local Government Act 1993*.

Schedule 1 Amendment of Environmental Planning and Assessment Regulation 2021

[1] Section 30B

Insert after section 30A—

30B Council-related development applications

A council-related development application must be accompanied by—

- (a) a statement specifying how the council will manage conflicts of interest that may arise in connection with the application because the council is the consent authority (a *management strategy*), or
- (b) a statement that the council has no management strategy for the application.

[2] Section 66A

Insert after section 66—

66A Council-related development applications—the Act, ss 4.16(11)

- (1) A council-related development application must not be determined by the consent authority unless—
 - (a) the council has adopted a conflict of interest policy, and
 - (b) the council considers the policy in determining the application.
- (2) In this section—

conflict of interest policy means a policy that—

 - (a) specifies how a council will manage conflicts of interest that may arise in connection with council-related development applications because the council is the consent authority, and
 - (b) complies with the *Council-related Development Application Conflict of Interest Guidelines* published by the Department and available on the NSW planning portal.

[3] Section 240 Council to keep a register of development applications and development consents

Insert after section 240(3)(m)—

- (m1) for a development consent granted in response to a council-related development application—
 - (i) conflicts of interest that may arise in connection with the application because the council is the consent authority, and
 - (ii) measures taken by the council to manage the conflicts of interest,

[4] Schedule 7 Dictionary

Insert in alphabetical order—

council-related development application has the same meaning as in the Act, Schedule 1, clause 9B.

[Conflicts of Interest Policy For Council Related Development]

Document Name	Document Version Number	Review Date
Conflicts of Interest Policy For Council Related Development' (Draft)	Version 1.0	Click Here to Enter Date
Date Adopted	Minute Number	Status
To be inserted	To be inserted	New Policy

Purpose

This policy aims to manage potential conflicts of interest and increase transparency at all stages of the development process for council-related development.

Scope

This policy applies to all Council-related development applications, applications lodged by a Council senior Council staff member, Councillor or where a close family relative or a business partner of a senior Council staff member or Councillor is the applicant.

Definitions

In this policy:

application means an application for consent under Part 4 of the Act to carry out development and includes an application to modify a development consent it does not include an application for a complying development certificate.

Council means Greater Hume Council.

Council-related development means development for which the council is the applicant, developer (whether lodged by or on behalf of council), landowner, or has a commercial interest in the land the subject of the application, where it will also be the regulator or consent authority. It also includes development where the applicant is a senior council staff member or a Councillor, or where a close family relative or a business partner of a senior Council staff member or Councillor is the applicant.

Senior council staff member means a staff member that is a General Manager, Director, or a Manager, or a staff member routinely involved with the assessment and determination of Development Applications.

Councillor means a currently elected Councillor of Greater Hume Council.

Close family relative means spouse, partner, parent, child, sibling, mother- or father -in- law, son- or daughter-in-law or brother- or sister -in-law.

Development process means application, assessment, determination, and enforcement.

The Act means the Environmental Planning and Assessment Act 1979.

(2) A word or expression used in this policy has the same meaning as it has in the Act, and any instruments made under the Act, unless it is otherwise defined in this policy.

(3) Notes included in this policy do not form part of the policy.

Policy Content

PART B Procedures

Management controls and strategies

The following management controls may be applied to:

- the assessment of an application for council-related development,
- the determination of an application for council-related development, and/or
- the regulation and enforcement of approved council-related development

Where a potential conflict of interest is recognised, Council will use an external independent consultant or planning panel, to form part of the assessment and/or determination process. A management strategy statement will form part of the development application, to record the reasons for Council's decisions in relation to managing conflicts of interest.

Different controls apply for dealing with proposed developments based on the level of risk. Controls applied are based on:

- a) risk category – low, moderate, high, very high
- b) types of development – non-controversial small-scale development, development of a certain value with/without a commercial interest, controversial development, or
- c) capital investment value of the proposed development.

Identifying whether a potential conflict of interest exists, assessment of level risk and determination of appropriate management controls

Development applications lodged with the council that are council-related development are to be referred to the general manager (or a delegate) for a conflict-of-interest risk assessment.

Note: Council-related development is defined in definitions.

The general manager is to:

- a) assess whether the application is one in which a potential conflict of interest exists,
- b) identify the phase(s) of the development process at which the identified conflict of interest arises,
- c) assess the level of risk involved at each phase of the development process,
- d) determine what (if any) management controls should be implemented to address the identified conflict of interest (in each phase of the development process if necessary) having regard to any controls and strategies outlined in the policy and the outcome of the general manager's assessment of the level of risk involved as set out in the policy.

Note: The general manager could determine that no management controls are necessary in the circumstances.



[Conflicts of Interest Policy For Council Related Development]

- e) document the proposed management approach for the proposal in a statement that is published on the NSW Planning Portal.

Please refer to the following draft sample management statement.

Greater Hume Council Conflict of Interest Management Statement

Description of the Development	Forty (40) Lot Torrens Title Subdivision (residential)
DA Number	DA 10.2023.X.1
Location (including site address and Lot/Section/Deposited Plan Number)	40 AA St, Culcairn NSW 2660 Lot A Sec B DP XXX
Potential conflict	Greater Hume Council is the applicant and owner of the land. Once the subdivision application is approved, Council is aiming to sell individual allotment for residential purpose and expect to receive revenue through the sale.
Management Strategy	Greater Hume Council is managing potential conflicts of interest in this project as follows: <ul style="list-style-type: none"> - Council development assessment staff will not involve with preparing or assessment of the application. - Key project milestones following the development consent will be reported at a public council meeting. - Engage a suitable qualified external town planning consultant to carry out the assessment.
Contact	Anyone with concerns about council fulfilling its obligations should report their concerns to the council.

Assessment and determination

An external third party (qualified external town planning consultant) can be engaged for development where council has a commercial interest in the land.

Where the applicant is a senior Council staff member or a Councillor, the general manager (or Mayor as appropriate) will determine, based on the risk assessment, if the development may be managed through an internal arrangement of separate staff assessment, peer review or if external assessment is required.

Regulation and enforcement

Where deemed necessary by the general manager, the following controls may be considered to manage potential conflicts of interest in relation to enforcement and regulation.

- a) Engagement of a private certifier
- b) Publication of certificates issued under Part 6 of the Act on the NSW Planning Portal

-
- c) Reporting of key milestones to the full council.

Councils may seek input from its audit and risk committee to provide guidance for the types of controls that could be applied in specific circumstances.

Low level risk development

The management strategy for the following kinds of development is that no management controls need to be applied:

- a) commercial fit outs and minor changes to the building façade
- b) internal alterations or additions to buildings that are not a heritage item
- c) advertising signage
- d) minor building structures projecting from a building facade over public land (such as awnings, verandas, bay windows, flagpoles, pipes, and services)
- e) development where the council might receive a small fee for the use of their land.

Links to Policy

Nil

Links to Procedure

In summary, prior to the assessment of a Council related DA, the General Manager or their delegate, is to undertake a conflict of interest risk assessment and determine what (if any) management controls will be implemented during the assessment, determination, regulation and enforcement of the applications based on Procedures in the draft 'Conflicts of Interest Policy For Council Related Development.'

Links to Forms

Development Application Notification Policy and the Greater Hume Council Community Participation Plan

References

- DPE - Council-related Development Application Conflict of Interest Guidelines;
- Environmental Planning and Assessment Act 1979;
- Environmental Planning and Assessment Amendment (Conflict of Interest) Regulation 2022.

Responsibility

All Council staff

Document Author

Director Planning and Environment

Relevant Legislation

- DPE - Council-related Development Application Conflict of Interest Guidelines;
- Environmental Planning and Assessment Act 1979;
- Environmental Planning and Assessment Amendment (Conflict of Interest) Regulation 2022.
- Environmental Planning and Assessment Regulation 2021.
- Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021.



[Conflicts of Interest Policy For Council Related Development]

Associated Records

Nil.

Document Name	Document Version Number	Review Date
Independent Assessment of Development Applications Policy	1.0.1	August 2024
Date Adopted	Minute Number	Status
19 August 2020	5655	Revised

Purpose

This policy shall apply where Council or Council staff are the applicant of the development application, or where Council is the owner of land.

Scope

Under the provision of the Environmental Planning and Assessment Act 1979 (the Act) Council is the consent authority for approvals issued under the Act and the purpose of this policy is to outline the circumstances where Council will voluntarily elect to utilise consulting assessment staff to provide additional independence in the assessment of an application for approval under the Act.

The purpose of independent assessment is to prevent any actual or perceived conflicts of interests that may arise in some circumstances from Council acting in its capacity as consent authority.

Definitions

- Consulting assessment staff – private consulting planners that are engaged by Council on a fee for service basis on an at needs basis on the strict understanding that Council is seeking an independent assessment of a proposal.
- Significant Development - subdivision of land involving more than 10 allotments (boundary adjustments or consolidation of allotments are not significant development) and where development notification does not result in a submission to Council, erection of a building which is classified under the Building Code of Australia as a class 2-9 building with a value not exceeding \$2,000,000 or the erection of more than one class 1 building at one time and where neighbor notification does not result in a submission to Council.
- Development (General Manager, Directors, and Councillors) - subdivision of land involving more than 2 allotments (boundary adjustments or consolidation of allotments are not significant development), erection of a building which is classified under the Building Code of Australia as a class 2-9 building with a value not exceeding \$600,000 or the erection of more than one class 1 building at one time.

Policy Content

As mentioned in the scope of this policy, Council is the consent authority for approvals under the Act. These approvals are development consents and Part 4A Certificates which could be Construction Certificates, Complying Development Certificates, etc.

The Act and the Building and Development Certifiers Act has provisions that deal with conflict of interest considerations in relation to Part 4A Certification and therefore this policy does not address the assessment of these certificates.

Consulting assessment staff will be engaged where an application for development approval has been received and one of the following situations exists:

- Council is the applicant for defined significant development or
- The General Manager, the Directors of the Council or Councillors are the applicant for development which is defined as Development (General Manager, Directors and Councillors) or

- Council is an adjoining land owner to land where an application for significant development has been received and there is a concern that a perceived conflict of interest may exist due to perception that Council may want to promote economic development or the proposed significant development may have a detrimental effect on Council's asset.

Links to Policy

Nil.

Links to Procedure

Procedure for the assessment of development application where Consulting Assessment Staff are to be engaged:

1. Receipt of payment and the assembly of the development assessment file is to be performed by Council staff, other than the staff member making the application;
2. Notification procedures and consulting with concurrence and approval bodies is to be undertaken by Council staff, other than the staff member making the application;
3. Collation of public responses and responses from concurrence and approval bodies is to be undertaken by Council staff, other than the staff member making the application;
4. Assessment of the respective application and preparation of either an assessment report for Council or a delegated approval report for authorisation by the Director or Environment and Planning is to be undertaken by the Consulting Assessment Staff; and
5. Issue of a Notice of Determination is to be performed by Council staff, other than the staff member making the application.

Links to Forms

Nil.

References

Nil.

Responsibility

Nil.

Document Author

Director Environment & Planning.

Relevant Legislation

Environmental Planning and Assessment Act 1979. Building and Development Certifiers Act 2018.

Associated Records

Nil.



Greater
Hume
Council

greaterhume.nsw.gov.au

Have your Say - Exhibition of Draft Road Strategy 2023 - 2027

The current Greater Hume Road Strategy is due for review following the election of the new Council. The Road Strategy is updated every 4 years once a new Council has been elected.

The Road Strategy provides the overarching principles of the management of Councils Road Network, and guides the construction and maintenance practices on all Council Roads in both urban and rural environments. It also contains the most up to date data of the road network that Council manages as part of its ongoing activities.

The Draft Road Strategy 2023 -2027 will be on public exhibition until 5.00pm Friday, 24 February 2023.

Residents are encouraged to view the document on Council's website. Alternatively, the document may be viewed at Council's Customer Service Centres at Culcairn, Henty, Holbrook, Jindera and Walla Walla.

Council will receive submissions until 5pm 24 February 2023.

Members of the public are invited to make comment on the document during the public exhibition period. Comment on the Have Your Say page on Council's website, or write to Council, PO Box 99, Holbrook NSW 2644.

Council advises that any submission you may make will be considered a public document, unless privacy is specifically requested.

For further information regarding this please do not hesitate to contact Greg Blackie, Director Engineering, on T: 02 6036 0100 during normal office hours.

Have Your Say Form - Draft Road Strategy 2023 -2027



Submission date: 23 February 2023, 9:43PM
 Receipt number: HYSDRSWEB2
 Related form version: 1

Have Your Say

Have Your Say - please provide your comments/suggestions/opinions on the following:

What is your name (first and surname)?

Have Your Say - Draft Road Strategy 2023 -2027

JILL & IAN COGHLAN

What is your phone number?

0488661585

What is your email address?

eurimbla@live.com.au

What is your address? (inc Street/Rural Number)

148 RODGERS ROAD EAST, GEROGERY NSW 2642

I live in

Gerogery

If other, name town/village/area

Sealed Roads

Council currently budgets to complete the resealing of approximately 40km or 5% per year of Councils local road and street network of 800km. Do you believe that this amount of resealing is enough?

Amount is adequate

If you selected more, would you be prepared to pay higher rates to cover the additional sealing?

Council currently budgets to complete the resealing of approximately 14.3km or 5% per year of Councils regional road network of 286km. Do you believe that this amount of resealing is enough?

Amount is adequate

If you selected more, would you be prepared to pay higher rates to cover the additional sealing?

Council currently budgets to reconstruct approximately 2km per year of Councils sealed local road and street network of 800km. Do you believe that this amount of reconstruction is enough?

Amount is adequate

If you selected more, would you be prepared to pay higher rates to cover the additional reconstruction work?

Council currently budgets to reconstruct approximately 1km per year of Councils of sealed regional road network of 286km. Do you believe that this amount of reconstruction is enough?

Amount is adequate

If you selected more, would you be prepared to pay higher rates to cover the additional reconstruction work?

Unsealed Roads

How frequently do you believe unsealed roads should be graded?

High Use Gravel Roads (currently twice a year): **Twice a year**

Low Use Gravel Roads (currently annually): **Annually**

Dry Use Gravel Roads (currently every two years): **Every 2 Years**

How frequently do you believe high use school bus routes should be graded? Currently graded twice a year.

As required based on inspection

How frequently do you believe low use school bus routes should be graded? Currently graded once a year.

As required based on inspection

Should more gravel sheeting be undertaken? Currently high use gravel roads are resheeted every 10 years and low use gravel roads are resheeted every 20 years.

No

If you selected yes, would you be prepared to pay higher rates to cover the additional resheeting work?

Other Suggestions and/or Comments. Please note - if you are commenting about a particular road or street please ensure you name the road or street and locality.

As a priority, GHS to complete Cross St at Gerogery and the drafted road that goes perpendicular to Cross St. This is essential because reasonable development can't happen at Gerogery whilst no access is provided to 38 residential blocks of land that are located in the centre of Gerogery.



Greater
Hume
Council



Greater Hume Roads Strategy 2023 - 2027

Construction, Maintenance and Risk Management of the Road Network



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Introduction

This strategy provides the overarching principles of the management of Councils Road Network, and guides the construction and maintenance practices on all Council roads in both urban and rural environments. It also provides the most up to date data of the Road Network that Council manages as part of its ongoing activities.

Greater Hume Shire adopted the first roads strategy in 2012 with a requirement that it is revised every four years following the election of Council. The first revision was in 2014 the second in 2017 with this being the third revision of the strategy. The ongoing revisions enable improved management of our roads, providing the most current information on the network and applying the basic principles developed in this and previous strategies for the construction and maintenance of the network.

The original road strategy listed the roads in whole lengths but with some roads being a combination of sealed, unsealed and formed sections this was not truly representative of our road system. Subsequently all the roads have been broken into segments for classification with both urban and rural roads now separately classified due to their differing construction and maintenance requirements. The road lengths have also been broken into segments based on previous reconstructions and resheeting that has been undertaken.

We continue to improve the data on our roads system within our new Asset Management System (Asset Finda) and improve the accuracy by an ongoing process of developing condition reports, undertaking traffic counts, and investigating road usage, road widths and length, and determining expected lives, and construction and reseal and resheeting requirements.

A table showing all road classification changes since the last document can be found starting on page 8.

Revisions

Council has a sealed regional road network of 286km (Rural 270.2km and Urban 15.6km) and a local sealed rural road network of 699km supported by an unsealed rural road network of 868km (Gravel surface) and 102km of formed rural roads (Natural Surface – Dry Weather Roads Only). Council also has 101km of sealed local urban streets (excluding regional roads in urban areas), 14km of unsealed urban streets. The total road length managed by Council is 2070km. (1784km – Local Roads, 286km Regional Roads)

As stated in the first strategy, a 1993 Australian Road Research Board report noted “A balanced road environment can only be achieved if the function of the road is matched with geometric design standards, which are in turn matched with construction standards, and the road is maintained to a standard which compliments the function, design and construction.” These standards however, need to be met within an achievable budget.

Total budget expenditure of Council funds on the local road network of 1,784km in 2022/23 is estimated as \$6,866,578. In addition, Council has a regional road network of 286km with a budget of \$2,810,000. The total expenditure on the road network represents 28.69% of Council’s annual expenditure (excluding depreciation and works on State Highways).

As Council has a duty of care to road users, Council has reduced its exposure to a public liability claim by adopting standards for construction and maintenance, commensurate with its financial capacity. Council also has a statutory obligation to report on the condition of its road network as a component of Integrated Planning and Reporting. Council will adopt standards against which the current condition can be compared.

1. Road Hierarchy

Not all roads are constructed and maintained to the same standard. This is obvious with National Highways, State Highways and Regional Roads, with a similar structure existing at the local road level. Important local roads will link towns and villages and other local roads will provide access to individual properties or facilities. Important, high traffic volume local roads are usually sealed, whereas lesser roads may be unsealed; however other factors may override this generality.

2. Recommended Road Classes

Road Standard	State Classification	Class of Road
National Highway	M Routes	1
State Highway	A Routes	2
Regional Road	B Routes	3
Sealed Local Road		4
Unsealed Local Road		5
Unsealed Single Lane Local Road		6
Formed Local Road		7
Non Formed Access Easement		8

Several sources were used to evaluate the number of road classes to adopt for the road hierarchy. The adopted standards from a number of adjoining Councils including Junee, Tumut, Lockhart and Temora were reviewed but for consistency the classes used by GHD in their Road Condition Assessment report prepared for Council in 2010 was the original basis of the road classifications used.

Council's 286km of Regional roads are all sealed and are placed in a class between State roads and Local roads. They are classified as Class 3 roads. There is a total of 15.6km of Urban Regional roads and 270.2km of Rural Regional roads.

Factors considered in determining the class of local roads were:

- Traffic volume
- Heavy vehicle significance (B-Double Route)
- School bus route
- Special economic purpose
- Adjoining land use (primary access to dwellings)

Other road Classes were determined by listing all local roads with known and assumed data and using this data to calculate a "traffic score". This traffic score was used to allocate each road to a Class. The above factors are used with traffic volume being increased by 30% if the road is a school bus route, (50% if used by two buses) and a further 50% if a B-Double route. A special purpose, for example timber haulage or access to a quarry, which is often associated with some external funding, may cause an adjustment to the calculated road Class.

All sealed local roads are in one Class (Class 4) with originally two subcategories only created for Major 4A and Minor 4B Sealed Roads. Two new additional categories have now been added with 4C for single lane sealed roads and 4D where dust seals have been installed in this version of the strategy to better define the maintenance requirements of them.

Rural Road Classifications are:

Sealed Rural Roads

- All sealed Local Rural Roads that have a traffic score of over 1000 are classified as Class 4A roads
- Class 4B roads have a traffic score of 80 to 1000

Unsealed Rural Roads

- Unsealed Rural Roads are a class 5 if they have a traffic score of 40 to 80 or service 5 or more dwellings
- Class 6 roads have a traffic score of 10 to 40 or service 1 to 4 dwellings
- Class 7 (formation only) roads have a traffic score of less than 10. Class 7 roads are signposted "dry weather only" paddock access roads and do not provide any primary access to dwellings
- Class 8 roads are non-formed road reserves that provide limited paddock access and are not maintained by Council.

Rural Private Roads

- Rural Private Roads have been mapped for information only (Rural addressing) as Council does not maintain these but are an integral part of the road network to some residents

As part of this revision in the strategy all urban roads have been classified separately from rural roads.

As well urban laneways that provide primary access (only access to a dwelling) or a major access to commercial premises in towns have been classified, as well as sealed parking areas

Urban Road Classifications are:

Sealed Urban Roads and Laneways

- Two lane sealed urban roads are classified as Class 4A
- Single lane urban roads are classified as Class 4B
- Sealed laneways are classified Class 4C
- Sealing parking areas have been classified as Class 4D

Unsealed Urban Roads and Laneways

- Unsealed urban roads are Class 5
- Unsealed gravel lanes are Class 5B

Urban Private Roads

- Urban Private Roads have been mapped for information only (Urban Addressing) as Council does not maintain these but are an integral part of the road network to some residents

As traffic counts are not available for the bulk of low traffic rural roads, traffic volumes and thus traffic score must be estimated and the number of dwellings serviced being the main priority to determine class of road.

Rural Roads

Calculated Traffic Score	Dwellings Serviced	Class of Road
>1000	N/A	4A
80 - 1000	N/A	4B
40 - 80	≥5	5
10 - 40	1 - 4	6A (Bus Route) and 6B
<10	0	7 (Formation Only)
0	0	8

Class 4 roads are sealed with lower Classes 5 and 6 gravel pavements and Class 7 formation only. Some roads may have been sealed previously that have a traffic score that does not warrant the road to be sealed however these roads will be maintained unless determined otherwise by Council (These are documented in Table 8).

Adjoining properties to roads such as residential, rural residential and industrial development will cause a demand for sealing of the road pavement by the traffic generated. Thus, all roads serving these intense land uses are classified as at least class 4B, irrespective of the calculated traffic score.

Some roads may be considered "important strategic roads" even though they carry low traffic volumes. Examples are roads linking villages, Brocklesby Balldale Road (Linking Brocklesby to Balldale) and heavy transport routes such as Benambra Road to the Boral Quarry from the Olympic Highway.

It is considered as a principle of the strategy that all towns and villages be linked by at least a sealed road to provide an all-weather road for residents to allow for surety of access during inclement weather.

Many of Council's gravel roads service one or two dwellings and these dwellings often have alternate means of access. It is necessary on occasion to nominate the shortest or most used road as Class 6 and alternate road as Class 7.

3. Road Design Parameters

The Class of a road determines the standard to which it is designed, constructed and maintained. Higher design standards add significantly to construction costs.

Design elements for roads include:

- Pavement strength (depth and structure)
- Design speed (horizontal and vertical curves, sight distance)
- Culvert and bridge size / strength
- Lane width and number of lanes
- Line marking
- Guardrail, Guide posts and signage
- Clear zones
- Shoulder width and treatment
- Drainage design
- Flood protection

Maintenance elements for roads are:

- Vegetation Clearance
- Shoulder Spraying/Slashing regime
- Pothole Maintenance Response Time
- Guidepost Maintenance Response Time
- Signpost Maintenance Response Time
- Grading Frequency

Design and maintenance standards for Rural and Urban Roads are detailed in Tables 1 and 2.

Seal Widths

Proposed width of seals for Class 4A is 8 meters and 4B roads are 7m as lesser seal widths invariably will lead to higher maintenance costs and unsafe conditions with edge breaks and shoulder drop offs.

These design standards reflect community expectation of a modern road network and provide the potential for reduced maintenance and liability costs due to less edge wear, flood damage and minimal unexpected changes in road standard.

Class 4C seals have a 3.5m width seal (Single lane roads).

A standard cannot be assigned to Class 4D seals as each individual case requires to be designed to fit the road in question.

4. Urban Streets and Lanes

Local Street Laneways	Class
Two Way Urban Sealed Streets	4A
Single Lane Sealed Streets	4B
Sealed Lanes	4C
Parking Areas	4D
Unsealed (gravel) Streets	5A
Unsealed (gravel) Lanes	5B
Green Urban Lanes	8

New classifications for Urban Streets and Lanes has been added to this revision due to their differing maintenance requirement to Rural Roads.

All Streets are now classified as:

- Urban Regional Roads Class 3
- Two Way Urban Sealed Streets Class 4A
- Single Lane Sealed Streets Class 4B
- Sealed Lanes Class 4C
- Parking Areas are classified as Class 4D
- Unsealed (Gravel) Streets Class 5A
- Unsealed (Gravel) Lanes Class 5B
- All other Lanes are classified as Class 8 (Green urban lanes)

Class 8 Lanes in urban areas are only managed for fire risk or public health and not maintained to provide secondary or any vehicular access

Due to a low number of residents not justifying the cost of concrete footpaths in villages, the sealing of all unsealed streets in Village areas is considered important to provide an all-weather, vehicular, pedestrian accessible environment for residents in these low speed/ low use areas.

5. Summary of Upgrading Class 3 to 7 Roads to Meet Required Standards

For the purposes of this report roads within 0.5m of the required width are deemed to meet the standard and are therefore nominated as compliant. The table below (based on the current data we have), provides the estimated cost to upgrade Class 3 and 4 Roads to 8m and 7m wide seal in accordance with the recommended design parameters.

As shown in the Regional Road Insufficient Width Map, of the 286km of Class 3 Regional Roads, 132km or 46% is currently less than 8m in width

Of the 77.3km of Class 4A Local Road, 20km or 26% is currently 8m or less in width and 536.6km of Sealed Rural Class 4B Local Road 395km or 74% is currently 7m or less in width.

There are 21km of Class 4 roads that are unsealed with an estimate of \$5M to reconstruct as Class 4 standard roads.

The unsealed Class 5 and 6 roads will be reconfigured to the correct width when they are re-sheeted and the maintenance grading of Class 7 roads will bring them to the correct width.

The table below shows the cost to upgrade roads to the common widths.

Class	Sealed Length Km	Unsealed Length Km	Cost to upgrade widths to Standard \$Million		
			Length	Rate	Total
3	286	0	132km	@\$800,000/km	\$106M
4A	77	0	20km	@\$800,000/km	\$16M
4B	534	0	395km	@\$600,000/km	\$237M
Unsealed Class 4	0	21	21km	@\$600,000/km	\$13M
5	0	204	N/A	N/A	0
6	0	647	N/A	N/A	0
7	0	102	N/A	N/A	N/A
Total					\$372M

The non-compliance of the network should be viewed as much due to improving standards rather than chronic underinvestment.

6. Maintenance Standards and Response Times

The benefits of high construction standards are quickly eroded if they are not supported by equivalent maintenance standards. For example, culverts designed for a 1 in 20-year event need to be kept clear to perform at that level. Similarly, some design elements will have higher safety significance and thus deficiencies will need to be addressed more promptly. For example, wheel path potholes or missing warning signs should be fixed or replaced in a very short time, whereas a missing guidepost would not warrant the same urgency.

7. Maintenance of the Sealed Road Network

Resealing of Bitumen Surfaces

The total length of bitumen seal on Local Roads and Streets is approximately 800km. Based on an accepted engineering standard useful life of 20 years Council should complete the annual

resealing of approximately 40km at an estimated cost of \$1.08M. In addition, 14.3km of Regional Roads should be resealed each year at an estimated cost of \$0.57M.

Resealing	Km Per Year	\$ Per Km	Required \$M Annually	Current Budget (22/23) \$M Annually
Regional Roads	286/20 = 14.3	40,000 (\$5/m ² – 8m Width)	0.57	0.57
Local Roads & Streets	800/20 = 40	27,000 (\$4/m ² – 7m Width)	1.08	1.08

Reconstruction of Sealed Roads

Based on a useful life of 105 years, Council should be reconstructing 7.62km of sealed Local Roads and Streets annually. The estimated cost of this reconstruction is \$4.77M. Similarly, based on a useful life of 105 years, 2.72km of Regional Roads should be reconstructed annually at a cost of \$2.18M.

Reconstruction	Km Per Year	Per Km	Required \$M Annually	Current Budget \$M Annually
Regional Roads	286/105 = 2.72	800,000	2.18	0.86 (Repair Program)
Local Roads	698/105 = 6.65	600,000	3.99	0.80
Urban Streets	102/105 = 0.97	800,000	0.78	0.75

8. Maintenance of the Gravel Road Network

Re-sheeting Gravel Roads

The AARB Manual (Ref 2) provides a complex formula for the calculation of annual gravel loss on Unsealed Roads. Inputs to the formula include traffic volume, road gradient, gravel type and annual rainfall. Applying this formula for Class 6 roads we average 16 vehicles per day, calculates annual gravel loss as 5mm and our Class 5 Roads average 40 vehicles per day gives an annual loss of 10mm. Using resheet thickness of 100mm means a recurrence interval of 20 and 10 years respectively. The cost of resheeting Council's Class 5 and 6 Roads can be tabulated as follows:

Local Road Class	Unsealed Length Km	Resheeting Frequency Years	Annual Length Km	Unit Cost/ Km \$	Annual Cost \$M	Current Budget 22/23 \$M
5	235	10	24	40,000	0.96	
6	647	20	32	30,000	0.96	
Total					1.92	1.64

Maintenance Grading of Gravel Roads

Fossberg et al (Ref 1) note that studies undertaken over several years indicate an optimum grading frequency of each 4,000 to 8,000 vehicles. For an Unsealed Road carrying 20 vehicles per day this would indicate a regrading of 6 months to annual frequency. Using the longest frequency means Class 5 Roads should be regraded 6 monthly, Class 6 annually and Class 7 every two years. This cost is tabulated as follows:

Class of Road	Unsealed Length Km	Frequency	Annual Grading Length Km	Cost/Km \$	Annual Cost \$	Current Budget \$M
5	235	Twice a Year	470	1500	705,000	
6	647	Each Year	647	1500	970,500	
7	102	Every 2 Years	51	1500	76,500	
Totals	984		1168		1,752,000	1,220,000

The cost to conduct a maintenance grade twice a year for the 142km of Class 6 bus routes now classed as Class 6A will add \$1500/km x 145km = \$213,000 per year.

As Councils budget clearly shows we are in deficit in the current ideal grading regime, it is clear that undulating 6A Road Assessment of the bus routes, prior to each school term is in consideration to only grade what is needed rather than a whole of 6A school bus network. Until budgets can permit such a regime. The additional grading would also require additional grading staff, as the total grading available is 400km per team per year (3 existing maintenance grading teams x 400km = 1200km) based on 200 days x 2km per day.

9. Bitumen Sealing of Lower Class Roads

There are several factors other than traffic volumes which may result in a need and decision to seal roads which do not fit Class 4.

Council often receives requests to provide "dust seals" on Rural Roads in proximity to rural dwelling or facilities. The former Councils had policies and programs for this type of work in their budgets. This type of work removes a nuisance rather than improves the road network.

All roads in rural residential environments should be sealed for the same reasoning as the provision of “dust seals”.

Some road sections warrant sealing due to steep or difficult terrain. These sections are either very expensive to maintain as a gravel surface or may be dangerous or impassable during wet weather.

All dust sealed road sections will be classified as Class 4D in the Road Class and will only be re-classified if the seal is removed.

10. Bridges

This report does not include an analysis of Council’s bridges as these will have a separate strategy. Generally, these assets are in good condition with most having no load limits and all being of concrete construction.

11. Data Accuracy

This report and the accompanying tables were developed from the large volumes of data in Councils finance and asset databases, which is used for analysis of Council’s expenditure needs in road maintenance.

Due to ongoing subdivision works the length of road for which Council is responsible continues to increase. Whilst the accuracy of the data will continue to be improved, any errors and omissions in this report are likely to have a minimal effect on the estimates provided.

Of far greater importance is the unknown future cost of inputs such as pavement materials and bitumen, which is tied to oil prices and availability.

12. Discussion

The Hierarchal Strategy provides Council with an overall direction with regard to the priority of what roads, and to what standard, roads are to be built and maintained in the future.

The current state of the Road Network may require that some lesser priority roads in poor condition will be attended to before higher priority roads as Council cannot afford to have any parts of the Road Network deteriorate to an unsafe or unmaintainable state. It should be noted that it is proposed that roads will only be constructed or maintained to the standards as detailed in the strategy, unless a separate approval is given by Council resolution.

This strategy will empower the mitigation process to prevent the overall state of the Network falling into disrepair by ensuring that roads are only constructed to a standard that is associated with their use and will minimize future maintenance costs.

The following points should be noted:

- The cost to upgrade to standard is based upon the design standards outlined in Table 1 & 2. It is unrealistic to expect that Council will ever have all roads constructed to this standard. It does however clarify construction standards from any future construction.
- An incremental approach will need to be taken to increasing local road reconstruction, and gravel resheeting and grading expenditure budget over an extended period of time.
- Future budgets will need to provide adequate maintenance budget for the sealed and unsealed Network

13. References

- Fossberg, P.E., Harral, C.G., Fiaz, A, et al, (1988). Technical options and economic consequences for road construction and maintenance
- Australian Road Research Board “Unsealed Roads Manual – Guidelines to Good Practice” May 1993
- Council’s finance management system (Authority)

14. Tables

1. Rural Roads Hierarchy – Design and Service Levels
2. Urban Roads Hierarchy – Design and Service Levels
3. Road Classification – Proposed Changes
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15. Maps

- | | |
|--------------------------------------|--|
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| - Brocklesby | 3. Proposed Rural Road Classes Mapped by Class |
| - Burrumbuttock | - 4A |
| - Culcairn | - 4B |
| - Gerogery West | - 4C |
| - Gerogery | - 4D |
| - Henty | - 5 |
| - Holbrook | - 6A |
| - Jindera | - 6B |
| - Morven | - 7 |
| - Walbundrie | 4. Regional Roads Insufficient Width Map |
| - Walla Walla | 5. Proposed Rural Road Classes - Shire Map |
| - Woomargama | |

Design and Service Levels – Rural Roads

Category	3	4A	4B	4C	4D	5	6A	6B	7	8
	Regional			Single Lane	Dust Seal		Bus Route		Formed	Unformed
Design Speed (km/hr)	100	100	80	80	80	80	80	80	60	N/A
Surface	Sealed	Sealed	Sealed	Sealed	Sealed	Gravel	Gravel	Gravel	Formed	Natural
Travel Lanes (number)	2	2	2	1	1 - 2	2	1	1	1	N/A
Lane Width (metres)	3.5	3.5	3.5	3.5	Variable	3.5	4	4	4	N/A
Seal Width	8	8	7	3.5	Variable	N/A	N/A	N/A	N/A	N/A
Formation Width (metres)	10	10	9	5.5	Variable	8	6	6	6	N/A
Sealed Shoulder	Yes, 0.5m	Yes, 0.5m	No	No	No	N/A	N/A	N/A	N/A	N/A
Line Marking	C/L & E/L	C/L & E/L	at crests and curves	No	No	N/A	No	N/A	N/A	N/A
Guideposts	Yes	Yes	Yes	Yes	Yes	Yes	Curves only	Curves only	N/A	N/A
Bridge Flood Protection	1 in 100 years	1 in 100 years	1 in 50 years	1 in 20 years	1 in 20 years	1 in 10 years	1 in 5 years	1 in 5 years	1 in 2 years	N/A
Signs - Crests and Curves	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	N/A
Signs - Speed Advisory	Yes	Yes	Yes	Yes	Yes	No	No	No	No	N/A
Clear Zone / Guiderail in high conservation areas	5	5	4	4	4	3	3	3	4	N/A
Vegetation Clearance - Height (metres)	5.5	5.5	5.5	4.6	4.6	4.6	4.6	4.6	4.6	N/A
Shoulder Grass Spraying	Yes	Yes	Yes	Yes	No	No	No	No	No	N/A
Roadside Slashing	12 months	12 months	12 months	12 months	No	No	No	No	No	N/A
Pothole Patching - Response Time	2 weeks	2 weeks	4 weeks	4 weeks	4 weeks	N/A	N/A	N/A	N/A	N/A
Guidepost Defect - Response Time	2 months	2 months	4 months	4 months	4 months	6 months	N/A	N/A	N/A	N/A
Sign Defect - Response Time	2 months	2 months	4 months	4 months	4 months	6 months	N/A	N/A	N/A	N/A
Vegetation Defect - Response Time	2 months	2 months	4 months	4 months	4 months	6 months	N/A	N/A	N/A	N/A
Grading Frequency	N/A	N/A	N/A	N/A	N/A	6 months	6 months	12 months	24 months	N/A
Inspection	3	6	6	12	12	12	12	12	24	N/A
Shoulder Grading	As Required	As Required	As Required	As Required	N/A	N/A	N/A	N/A	N/A	N/A

Design and Service Levels – Urban Roads

Category	3	4A	4B	4C	4D	5A	5B	5C	8
	Regional	Sealed	Sealed	Sealed Lane	Parking	Unsealed	Unsealed	Gravel Lane	Unformed
Design Speed (km/hr)									N/A
Surface	Sealed	Sealed	Sealed	Sealed	Sealed	Gravel	Gravel	Gravel	Natural
Travel Lanes (number)	2	2	1	2	N/A	2	1	1	N/A
Lane Width (metres)	3.5	3.5	3.5	3.5	N/A	3.5	3.5	3.5	N/A
Kerb to Kerb / Formation Width (metres)	10	9	Varies	9	N/A	8	Varies	5	N/A
Sealed Shoulder	Yes, 0.5m	No	No	No	N/A	N/A	N/A	N/A	N/A
Line Marking	C/L & E/L	C/L only	No	at crests and curves		N/A	N/A	N/A	N/A
Guideposts	Yes	Yes	Yes	Yes	N/A	Yes	Yes	No	N/A
Bridge Flood Protection	1 in 100 years	1 in 50 years	1 in 20 years	1 in 20 years	N/A	1 in 10 years	1 in 10 years	1 in 10 years	N/A
Signs - Crests and Curves	Yes	Yes	Yes	Yes	N/A	Yes	Yes	No	N/A
Signs - Speed Advisory	Yes	Yes	Yes	Yes		No	No	No	N/A
Clear Zone	6	6	4	4	N/A	4	4	N/A	N/A
Vegetation Clearance - Height (metres)	5.5	5.5	4.6	4.6	N/A	4.6	4.6	4.6	N/A
Shoulder Grass Spraying	Yes	Yes	Yes	Yes	N/A	No	No	No	N/A
Roadside Slashing	12 months	12 months	12 months	12 months	N/A	No	No	No	N/A
Pothole Patching - Response Time	2 weeks	2 weeks	2 weeks	4 weeks		N/A	N/A	N/A	N/A
Guidepost Defect - Response Time	2 months	2 months	2 months	4 months	N/A	6 months	6 months	N/A	N/A
Sign Defect - Response Time	2 months	2 months	2 months	4 months		6 months	6 months	N/A	N/A
Vegetation Defect - Response Time	1 month	1 month	1 month	1 month		1 month	1 month	3 months	N/A
Grading Frequency					N/A	6 months	6 months	12 months	N/A

Road Classification – Proposed Changes

Road ID	Road Type	Road Name	Start CH	End CH	Current Class	Proposed Class	Change	Reason	Code
Urban Classification Changes									
Multiple	Urban Sealed Road	Multiple			4B	4A	N/A	Change to class name	1
TBC	Urban Sealed Lane	Multiple			-	6A	-	New class	2
TBC	Urban Unsealed Lane	Multiple			-	6B	-	New class	2
101523	Urban Sealed Road	Murray Street, Holbrook	0	352	4A	4B	↓	Single lane sealed urban	3
TBC	Unsealed Urban Road	Burrumbuttock Cemetery Lane, Burrumbuttock	0	108	-	5A	-	Proposed addition	4
101633	Urban Sealed Road	Cade Court, Jindera	0	124	-	4A	-	New development	5
	Urban Sealed Road	Carroll Avenue, Jindera	86	185	-	4A	-	New development	5
101630	Urban Sealed Road	Holly Tree Court, Jindera	0	75	-	4A	-	New development	5
101907	Urban Sealed Road	Jacob Wenke Drive, Walla Walla	225	335	-	4A	-	New development	5
101614	Urban Sealed Road	Jarick Way, Jindera	0	380	-	4A	-	New development	5
101616	Urban Sealed Road	Klein Court, Jindera	0	75	-	4A	-	New development	5
101631	Urban Sealed Road	Krause Court, Jindera	0	83	-	4A	-	New development	5
101632	Urban Sealed Road	Stan Drive, Jindera	0	215	-	4A	-	New development	5
101813	Urban Unsealed Road	Edgar Street, Walbundrie	0	203	8	5B	-	New infill development	6
101301	Urban Sealed Road	Cross Street, Gerogery	0	284	5	4A	↑	Constructed and sealed	7
101303	Urban Sealed Road	Ivy Street, Gerogery	0	120	5	4A	↑	Constructed and sealed	7
101424	Urban Sealed Road	Smith Street, Henty	182	451	5	4A	↑	Constructed and sealed	7
101305	Urban Sealed Road	Rose Street, Gerogery	0	170	5	4A	↑	Constructed and sealed	7
101238	Urban Sealed Lane	Balfour Lane, Culcairn	0	205	4A	6A	↓	Sealed urban lane	2
101429	Urban Sealed Lane	Sladen Street Lane, Henty	0	182	4A	6A	↓	Sealed urban lane	2
TBC	Urban Unsealed Lane	Lane off Ethel Street, Walbundrie	0	53	-	6B	↑	Primary access lane	8
102007	Urban Unsealed Road	Melbourne Street, Woomargama	167	131	4A	5B	↓	Database correction	9
101540	Unformed Road	Millswood Road, Holbrook	2147	2407	5	8	↓	Database correction	9
101525	Urban Unsealed Road	Nyhan Street, Holbrook	240	305	8	5A	↑	Database correction	9
101207	Urban Unsealed Road	Douglas Street, Culcairn	All		N/A	N/A	-	Database correction	9
Rural Classification Changes									
101551	Rural Sealed Road	Bethana Lane	0	679	4A	4B	↓	Local road standard	10
50337	Rural Sealed Road	Bungowannah Road	0	2284	4A	4B	↓	Local road standard	10
50344	Rural Sealed Road	Burrumbuttock Brocklesby Road	0	5000	4A	4B	↓	Local road standard	10
50345	Rural Sealed Road	Burrumbuttock Walla Walla Road	0	10141	4A	4B	↓	Local road standard	10
50521	Rural Sealed Road	Corowa Rand Road	0	14206	4A	4B	↓	Local road standard	10
50528	Rural Sealed Road	Cummings Road	0	17585	4A	4B	↓	Local road standard	10
51302	Rural Sealed Road	Gerogery West Road	0	3333	4A	4B	↓	Local road standard	10
57304	Rural Sealed Road	Glenellen Road	0	10694	4A	4B	↓	Local road standard	10
57316	Rural Sealed Road	Grubben Road	827	3437	4A	4B	↓	Local road standard	10
57507	Rural Sealed Road	Hawthorn Road	0	2925	4A	4B	↓	Local road standard	10
57513	Rural Sealed Road	Henty Ryan Road	0	1614	4A	4B	↓	Local road standard	10
57514	Rural Sealed Road	Henty Walla Road	0	20857	4A	4B	↓	Local road standard	10
57527	Rural Sealed Road	Howlong Burrumbuttock Road	0	16308	4A	4B	↓	Local road standard	10
52522	Rural Sealed Road	Morven Cookardinia Road	0	15204	4A	4B	↓	Local road standard	10
53530	Rural Sealed Road	Range View Drive	0	671	4A	4B	↓	Local road standard	10
53704	Rural Sealed Road	Schnaars Road	0	9073	4A	4B	↓	Local road standard	10
54507	Rural Sealed Road	Walla Walla Road	0	12116	4A	4B	↓	Local road standard	10
54508	Rural Sealed Road	Walla West Road	0	3717	4A	4B	↓	Local road standard	10

Road ID	Road Type	Road Name	Start CH	End CH	Current Class	Proposed Class	Change	Reason	Code
50101	Rural Sealed Road	Airpark Road	0	231	4A	4C	↓	Single lane sealed rural	11
58103	Rural Sealed Road	Fellow Hills Road	5092	12351	4B	4C	↓	Single lane sealed rural	11
51113	Rural Sealed Road	Four Mile Lane	6785	12110	4B	4C	↓	Single lane sealed rural	11
57509	Rural Sealed Road	Hendersons Road	0	4806	4B	4C	↓	Single lane sealed rural	11
52101	Rural Road Sealed	Kanimbla Road	0	6074	4B	4C	↓	Single lane sealed rural	11
52504	Rural Road Sealed	Malabar Road	Multiple		4B	4C	↓	Single lane sealed rural	11
53109	Rural Road Sealed	Pulletop Road	3399	12169	4B	4C	↓	Single lane sealed rural	11
53503	Rural Road Sealed	Ralvona Lane	6472	11184	4B	4C	↓	Single lane sealed rural	11
53505	Rural Road Sealed	Rankins Lane	0	4693	4B	4C	↓	Single lane sealed rural	11
53507	Rural Road Sealed	Reapers Road	0	1967	4B	4C	↓	Single lane sealed rural	11
53704	Rural Road Sealed	Schnaars Road	3600	7100	4B	4C	↓	Single lane sealed rural	11
54902	Rural Road Sealed	Yankee Crossing Road	2156	2605	4B	4C	↓	Single lane sealed rural	11
50323	Dust/Floodway Seal	Bobs Creek Road	Multiple		4C	4D	-	Change to class name	1
50334	Dust/Floodway Seal	Brocklesby Goombargana Road	4814	5125	4C	4D	-	Change to class name	1
50514	Dust/Floodway Seal	Clifton Ring Road	Multiple		4C	4D	-	Change to class name	1
51313	Dust/Floodway Seal	Greenvale Road	Multiple		4C	4D	-	Change to class name	1
57317	Dust/Floodway Seal	Gum Swamp Road	2784	2999	4C	4D	-	Change to class name	1
52110	Dust/Floodway Seal	Knox Road	Multiple		4C	4D	-	Change to class name	1
53512	Dust/Floodway Seal	River Road	Multiple		4C	4D	-	Change to class name	1
53723	Dust/Floodway Seal	Stonehaven Road	459	859	4C	4D	-	Change to class name	1
53903	Dust/Floodway Seal	Thugga Road	0	123	4C	4D	-	Change to class name	1
53910	Dust/Floodway Seal	Trigg Road	Multiple		4C	4D	-	Change to class name	1
50302	Rural Unsealed Road	Back Ferndale Road	0	8372	6	6A	↑	Unsealed bus route	12
50306	Rural Unsealed Road	Balldale Walbundrie Road	1001	15480	6	6A	↑	Unsealed bus route	12
50308	Rural Unsealed Road	Barkers Road	0	2828	6	6A	↑	Unsealed bus route	12
50309	Rural Unsealed Road	Bartsch Road	0	1693	6	6A	↑	Unsealed bus route	12
50322	Rural Unsealed Road	Bloomfield Road	0	3324	6	6A	↑	Unsealed bus route	12
50346	Rural Unsealed Road	Bushy Lane	0	1192	6	6A	↑	Unsealed bus route	12
50504	Rural Unsealed Road	Cannings Road	0	4122	6	6A	↑	Unsealed bus route	12
50524	Rural Unsealed Road	Courtney Lane	0	4327	6	6A	↑	Unsealed bus route	12
50903	Rural Unsealed Road	Elmo Road	90	3509	6	6A	↑	Unsealed bus route	12
51102	Rural Unsealed Road	Fanning Lane	0	2524	6	6A	↑	Unsealed bus route	12
51114	Rural Unsealed Road	Fowlers Road	0	1963	6	6A	↑	Unsealed bus route	12
51115	Rural Unsealed Road	Fullers Road	0	8155	6	6A	↑	Unsealed bus route	12
57315	Rural Unsealed Road	Groch Road	0	2152	6	6A	↑	Unsealed bus route	12
57317	Rural Unsealed Road	Gum Swamp Road	2999	7172	6	6A	↑	Unsealed bus route	12
57506	Rural Unsealed Road	Harrison Road	0	2541	6	6A	↑	Unsealed bus route	12
57529	Rural Unsealed Road	Hudsons Road	0	6246	6	6A	↑	Unsealed bus route	12
52105	Rural Unsealed Road	Kenya Road	0	4459	6	6A	↑	Unsealed bus route	12
52108	Rural Unsealed Road	Kleemans Road	0	3756	6	6A	↑	Unsealed bus route	12
52301	Rural Unsealed Road	Lemke Road	0	1949	6	6A	↑	Unsealed bus route	12
52306	Rural Unsealed Road	Llewelyn Road	0	2532	6	6A	↑	Unsealed bus route	12
52310	Rural Unsealed Road	Lubkes Road	241	2496	6	6A	↑	Unsealed bus route	12
52512	Rural Unsealed Road	Merri Meric Road	5893	8628	6	6A	↑	Unsealed bus route	12
52517	Rural Unsealed Road	Mitchells Road	0	6027	6	6A	↑	Unsealed bus route	12
52519	Rural Unsealed Road	Moorwatha Road	188	3132	6	6A	↑	Unsealed bus route	12
52520	Rural Unsealed Road	Morebringer Lane	0	3438	6	6A	↑	Unsealed bus route	12
52520	Rural Unsealed Road	Morebringer Lane	0	3438	6	6A	↑	Unsealed bus route	12

Road ID	Road Type	Road Name	Start CH	End CH	Current Class	Proposed Class	Change	Reason	Code
53510	Rural Unsealed Road	Reynella Road	0	4238	6	6A	↑	Unsealed bus route	12
53514	Rural Unsealed Road	Roblins Road	0	4358	6	6A	↑	Unsealed bus route	12
53516	Rural Unsealed Road	Rockingham Road	0	2990	7	6A	↑	Unsealed bus route	12
53526	Rural Unsealed Road	Ryan Road	0	4704	6	6A	↑	Unsealed bus route	12
53702	Rural Unsealed Road	Scheetz Road	0	3752	6	6A	↑	Unsealed bus route	12
53707	Rural Unsealed Road	Scholz Road	0	1799	6	6A	↑	Unsealed bus route	12
53709	Rural Unsealed Road	Selby Road	8617	13496	6	6A	↑	Unsealed bus route	12
54302	Rural Unsealed Road	Vile Lane	0	4352	6	6A	↑	Unsealed bus route	12
545161	Rural Unsealed Road	Wenkes Road	0	2847	6	6A	↑	Unsealed bus route	12
50327	Rural Sealed Road	Bowna Road	0	10223	4B	4A	↑	Local road built to Regional standard	13
50520	Rural Sealed Road	Coppabella Road	12085	27719	5/4B	4A	↑	Local built Regional	13
57511	Rural Sealed Road	Henty Cookardina Road	0	5882	4B	4A	↑	Local built Regional	13
50111	Rural Sealed Road	Anvil Road	0	360	-	4B	-	New development	5
53102	Rural Sealed Road	Coogera Circuit	1039	2711	-	4B	-	New development	5
50703	Rural Sealed Road	Damson Court	0	128	-	4B	-	New development	5
57105	Rural Sealed Road	Frosty Lane	0	219	-	4B	-	New development	5
52113	Rural Unsealed Road	King Parrot Lane	0	360	-	6B	-	New development	5
52514	Rural Sealed Road	Mulgrave Road	0	728	-	4B	-	New development	5
53110	Rural Sealed Road	Pomegranate Drive	0	372	-	4B	-	New development	5
53102	Rural Sealed Road	Protea Court	0	240	-	4B	-	New development	5
53728	Rural Sealed Road	Senna Court	0	164	-	4B	-	New development	5
50516	Rural Sealed Road	Coach Road	Multiple		5	4B	↑	Constructed and sealed	7
57902	Rural Road Sealed	Jelbart Road	3903	4447	5	4B	↑	Constructed and sealed	7
50343	Not publicly accessible	Burnley Lane	0	1537	7	Private	↓	Not publicly accessible	14
50704	Not publicly accessible	Dight Drive	100	328	6	Private	↓	Not publicly accessible	14
57519	Not publicly accessible	Hillside Road	0	314	6	Private	↓	Not publicly accessible	14
50505	Unformed Road	Carabobla Lane	0	2350	7	8	↓	Closed and leased	15
54516	Formed Rural Road	Wallaby Road	0	1543	-	7	-	Found asset	16
54531	Formed Rural Road	Wombat Road	0	2327	-	7	-	Found asset	16
54905	Formed Rural Road	Yenschs Road	7410	14000	-	7	-	Found asset	16
TBC	Unsealed Rural Road	Unnamed Lane opposite Ashley Lane	0	570	8	6B	-	Proposed by resident	4
52509	Multiple	McCalls Road	All		-	-	-	Database correction	9
52703	Rural Sealed Road	Newton Road	1780	2197	6	4C	↑	Database correction	9
54510	Rural Road Sealed	Waterworks Road	0	177	4B	4D	↓	Dust seal	9
54905	Sealed Rural Road	Yenschs Road	2156	2605	6	4D	↑	Database correction	9
54905	Sealed Rural Road	Yenschs Road	5075	6458	6	4D	↑	Database correction	9
58318	Rural Sealed Road	Grubben Link Road	0	65	4A	N/A	-	Disposed	17
370	Regional Road	Lockhart Road	15339	15613	3	-	↓	Lockhart	18
53504	Rural Sealed Road	Four Corners Road	3949	7940	4B	-	↓	Federation	19
57318	Rural Sealed Road	Gerogery Road	-3035	0	4A	-	↓	Albury	20
52526	Rural Unsealed Road	Munyapla Boundary Road	-6012	0	5	-	↓	Lockhart	18
101701	Unformed Road	Atkins Street, Morven	239	347	5	8	↓	Review of status	21
50317	Rural Unsealed Road	Benambra Road	0	2259.83	6	5	↑	Review of status	22
50332	Rural Unsealed Road	Brittas Reserve Road	0	7870.56	5	6B	↓	Review of status	22
50502	Unformed Road	Camelot Lane	500	1873	6	8	↓	Review of status	22
50511	Rural Unsealed Road	Chambers Road	0	1636.82	5	6B	↓	Review of status	22
50511	Rural Unsealed Road	Chambers Road	1971.65	3220.99	5	6B	↓	Review of status	22
50512	Rural Formed Road	Chudleigh Road	0	1682	6	7	↓	Review of status	22

Road ID	Road Type	Road Name	Start CH	End CH	Current Class	Proposed Class	Change	Reason	Code
50518	Rural Unsealed Road	Connors Lane	0	1701	7	8	↓	Review of status	22
50519	Rural Unsealed Road	Cook Road	0	1386	7	6B	↑	Review of status	23
50710	Rural Unsealed Road	Dunns Road	0	2167	6	8	↓	Review of status	22
50711	Unformed Road	Dunwandren Lane	988	1096	5	8	↓	Review of status	22
57104	Rural Unsealed Road	Ferguson Road	0	1608.17	5	6B	↓	Review of status	22
51109	Rural Formed Road	Fischers Road	0	3673.53	6	7	↓	Review of status	22
51111	Unformed Road	Flaxvale Road	2047	2271	6	8	↓	Review of status	22
57303	Rural Unsealed Road	Glenelg Lane	1563	2220	8	6B	↑	Review of status	24
57311	Rural Unsealed Road	Green Acres Road	1075	2746	7	6B	↑	Review of status	24
57502	Rural Formed Road	Hall Road	1079	1969	6	7	↓	Review of status	22
57510	Rural Unsealed Road	Henty Swamp Road	4237	4884	7	6B	↑	Review of status	24
57510	Rural Unsealed Road	Henty Swamp Road	622	1288	8	6B	↑	Review of status	24
57523	Unformed Road	Hopeview Road	0	1316.44	6	8	↓	Review of status	22
57531	Rural Formed Road	Hulms Road	0	1666.43	6	7	↓	Review of status	22
52111	Rural Unsealed Road	Kotzurs Road	0	1804	7	6B	↑	Review of status	23
52305	Unformed Road	Listers Lane	0	997.32	6	8	↓	Review of status	22
52521	Rural Unsealed Road	Morgans Road	1535	3592	8	6B	↑	Review of status	22
52527	Rural Unsealed Road	Munyaplah Settlement Road	0	8664.15	5	6B	↓	Review of status	22
52703	Unformed Road	Newton Road	2197	2410	6	8	↓	Review of status	22
52905	Rural Unsealed Road	Orange Promise Road	1403	2586	8	7	↑	Review of status	22
53506	Unformed Road	Ravenswood Road	2744	3848	7	8	↓	Review of status	22
53508	Rural Unsealed Road	Red Hill Road	0	580	7	6B	↑	Review of status	24
53520	Rural Unsealed Road	Rogers Road East	0	1504	7	6B	↑	Review of status	24
53527	Rural Unsealed Road	Ryan Stock Route	0	6061.93	5	6B	↓	Review of status	22
54502	Rural Unsealed Road	Walkyrie Road	3053	5393	6	7	↓	Review of status	22
54504	Rural Formed Road	Walla Stock Route Road	0	1321.65	6	7	↓	Review of status	22
54529	Unformed Road	Wyoming Lane	0	2392.07	7	8	↓	Review of status	22
54904	Unformed Road	Yarra Yarra Road	5475	6215	5	8	↓	Review of status	22

Code Classification	
1	Change to Design and Service Level, sealed urban roads over 4m are now all Class 4
2	Change to Design and Service Level, this category now refers to sealed urban roads 4m and under
3	Change to Design and Service Level, creating a new category for Sealed Urban Lanes
4	Proposed addition to Council's assets
5	New development has created this road since last Strategy
6	New infill development has required this previously unrecognised piece of road to be included in Council's asset system
7	This road has been sealed since the previous strategy
8	This road was not recognised in the previous strategy but is a primary access and should be maintained as such
9	This road was recorded incorrectly in the previous strategy
10	4A now refers to local roads maintained to Regional Road standard – these roads new class 4B will be maintained to a Local Road standard
11	Change to Design and Service Level, creating a new category for sealed single lane rural roads
12	Change to Design and Service Level, creating a new category for single lane unsealed bus route roads
13	4A now refers to local roads constructed and maintained to Regional Road standard
14	This road has been fenced off and is not publicly accessible
15	This road is now under private lease
16	This road was not on Council's asset register in the last Strategy
17	This road is no longer a Council asset
18	This part of the road was incorrectly listed as Greater Hume's, it is a Lockhart Council asset
19	This part of the road was incorrectly listed as Greater Hume's, it is a Federation Council asset
20	This part of the road was transferred to Albury City after a boundary adjustment
21	This part of the road is not maintained by Council
22	This road does not meet the requirements of its current class and is recommended to change the class (based on traffic score)
23	This road requires a higher standard of class (based on traffic score)
24	This road is a primary access and has a minimum standard of class 6B

Road Classification - Additions - Added 21.436km

Road ID	Road Type	Road Name	Start CH	End CH	Length	Current Class	Proposed Class	Reason	
101633	Urban Sealed Road	Cade Court, Jindera	0	124	124	-	4A	New development	
101629	Urban Sealed Road	Carroll Avenue, Jindera	86	185	99	-	4A	New development	
101630	Urban Sealed Road	Holly Tree Court, Jindera	0	75	75	-	4A	New development	
101907	Urban Sealed Road	Jacob Wenke Drive, Walla Walla	225	335	110	-	4A	New development	
101614	Urban Sealed Road	Jarick Way, Jindera	0	380	380	-	4A	New development	
101616	Urban Sealed Road	Klein Court, Jindera	0	75	75	-	4A	New development	
101631	Urban Sealed Road	Krause Court, Jindera	0	83	83	-	4A	New development	
101632	Urban Sealed Road	Stan Drive, Jindera	0	215	215	-	4A	New development	
			TOTAL			1161			
50111	Rural Sealed Road	Anvil Road	0	360	360	-	4B	New development	
53102	Rural Sealed Road	Coogera Circuit	1039	2711	1672	-	4B	New development	
50703	Rural Sealed Road	Damson Court	0	128	128	-	4B	New development	
57105	Rural Sealed Road	Frosty Lane	0	219	219	-	4B	New development	
52514	Rural Sealed Road	Mulgrave Road	0	728	728	-	4B	New development	
53110	Rural Sealed Road	Pomegranate Drive	0	372	372	-	4B	New development	
53102	Rural Sealed Road	Protea Court	0	240	240	-	4B	New development	
53728	Rural Sealed Road	Senna Court	0	164	164	-	4B	New development	
			TOTAL			3883			
TBC	Unsealed Urban Road	Burrumbuttock Cemetery Lane, Burrumbuttock	0	108	108	-	5A	Proposed addition	
101525	Unsealed Urban Road	Nyhan Street, Holbrook	240	305	65	8	5A	Review of status	
			TOTAL			173			
101813	Urban Unsealed Road	Edgar Street, Walbundrie	0	203	203	8	5B	New infill development	
			TOTAL			203			
57303	Rural Unsealed Road	Glenelg Lane	1563	2220	657	8	6B	Review of status	
57510	Rural Unsealed Road	Henty Swamp Road	622	1288	666	8	6B	Review of status	
52113	Rural Unsealed Road	King Parrot Lane	0	360	360	-	6B	New development	
TBC	Urban Unsealed Lane	Lane off Ethel Street, Walbundrie	0	53	53	-	6B	Primary access lane	
52521	Rural Unsealed Road	Morgans Road	1535	3592	2057	8	6B	Review of status	
TBC	Unsealed Rural	Unnamed Lane opposite Ashley Lane	0	570	570	8	6B	Proposed by resident	
			TOTAL			4373			
52905	Rural Unsealed Road	Orange Promise Road	1403	2586	1183	8	7	Review of status	
54516	Formed Rural Road	Wallaby Road	0	1543	1543	-	7	Found asset	
54531	Formed Rural Road	Wombat Road	0	2327	2327	-	7	Found asset	
54905	Formed Rural Road	Yenschs Road	7410	14000	6590	-	7	Found asset	
			TOTAL			11643			

Road Classification - Deletions - Removed 31.381km

Road	Road Type	Road Name	Start CH	End Ch	Length	Current Class	Proposed Class	Reason
101701	Unformed Road	Atkins Street, Morven	239	347	108	5	8	Not maintained
101540	Unformed Road	Millswood Road, Holbrook	2147	2407	260	5	8	Not maintained
			TOTAL		368			
370	Regional Road	Lockhart Road	15339	15613	274	3	-	Lockhart Shire Council
			TOTAL		274			
57318	Rural Sealed Road	Gerogery Road	-3035	0	3035	4A	-	Albury City Council
58318	Rural Sealed Road	Grubben Link Road	0	65	65	4A	N/A	Disposed
			TOTAL		3100			
53504	Rural Sealed Road	Four Corners Road	3949	7940	3991	4B	-	Federation Shire Council
			TOTAL		3991			
50711	Unformed Road	Dunwandren Lane	988	1096	108	5	8	Not maintained
52526	Rural Unsealed Road	Munyapla Boundary Road	-6012	0	6012	5	-	Lockhart Shire Council
53701	Unformed Road	Sawyer Road	1877	2749	872	5	8	Not maintained
54904	Unformed Road	Yarra Yarra Road	5475	6215	740	5	8	Not maintained
			TOTAL		7732			
50502	Unformed Road	Camelot Lane	500	1873	1373	6	8	Not maintained
50704	Not publicly accessible	Dight Drive	100	328	228	6	Private	Not publicly accessible
50710	Unformed Road	Dunns Road	0	2167	2167	6	8	Not maintained
51111	Unformed Road	Flaxvale Road	2047	2271	224	6	8	Not maintained
57519	Not publicly accessible	Hillside Road	0	314	314	6	Private	Not publicly accessible
57523	Unformed Road	Hopeview Road	0	1316	1316	6	8	Not maintained
52305	Unformed Road	Listers Lane	0	997	997	6	8	Not maintained
52703	Unformed Road	Newton Road	2197	2410	213	6	8	Not maintained
			TOTAL		6832			
50343	Not publicly accessible	Burnley Lane	0	1537	1537	7	Private	Not publicly accessible
50505	Unformed Road	Carabobla Lane	0	2350	2350	7	8	Closed and leased
50518	Unformed Road	Connors Lane	0	1701	1701	7	8	Not maintained
53506	Unformed Road	Ravenswood Road	2744	3848	1104	7	8	Not maintained
54529	Unformed Road	Wyoming Lane	0	2392	2392	7	8	Not maintained
			TOTAL		9084			

All Roads – Alphabetical Order

Road Name	Start	End	Length	Width	Description	Proposed Class
Adams Street, Jindera	0	517.54	517.54	6.5	Local Urban Sealed	4A
Adams Street, Jindera	517.54	615.45	97.91	8.1	Local Urban Sealed	4A
Adams Street, Jindera	615.45	895.95	280.5	11.2	Local Urban Sealed	4A
Adams Street, Jindera	895.95	1010.94	114.99	11.2	Local Urban Sealed	4A
Adams Street, Jindera	1010.94	1041.74	30.8	1	Reference Only	Reference only
Adams Street, Jindera	1041.74	1670.73	628.99	11.7	Local Urban Sealed	4A
Adams Street, Jindera	1670.73	2709.08	1038.35	7	Local Urban Sealed	4A
Airpark Road	0	230.09	230.09	6	Local Rural Sealed	4C
Albert Street, Culcairn	0	139.75	139.75	4.7	Local Urban Sealed	4A
Albert Street, Culcairn	139.75	189.08	49.33	6.4	Local Urban Unsealed	5B
Albury Street, Holbrook	0	264.68	264.68		Regional Road (outside lanes)	4D
Albury Street, Holbrook	264.68	315.56	50.88		Regional Road (outside lanes)	4D
Albury Street, Holbrook	315.56	545.48	229.92		Regional Road (outside lanes)	4D
Albury Street, Holbrook	545.48	1046.32	500.84		Regional Road (outside lanes)	4D
Albury Street, Holbrook	1046.32	2437.57	1391.25		Regional Road (outside lanes)	4D
Albury Street, Holbrook	2437.57	2736.46	298.89		Regional Road (outside lanes)	4D
Albury Street, Holbrook RR	0	2843.11	2843.11	7.5	Regional Road Urban	3
Allan Street, Henty	0	148.46	148.46	21.9	Local Urban Sealed	4A
Allan Street, Henty	148.46	231.97	83.51	8.5	Local Urban Sealed	4A
Allan Street, Henty	231.97	285.08	53.11	8.5	Local Urban Sealed	4A
Allan Street, Henty	285.08	422.72	137.64	6.5	Local Urban Sealed	4A
Allan Street, Henty	422.72	561.07	138.35	6.3	Local Urban Sealed	4A
Allan Street, Henty	561.07	697.1	136.03	6.5	Local Urban Sealed	4A
Allan Street, Henty	697.1	950.97	253.87	6.3	Local Urban Sealed	4A
Allan Street, Henty	950.97	1118.45	167.48	6.2	Local Urban Sealed	4A
Alma Park Cemetery Road	0	4662.85	4662.85	5	Local Rural Unsealed	6B
Alma Park Church Lane	0	643.25	643.25	5.5	Local Rural Formed	7
Alma Park Road	0	2106.48	2106.48	7	Local Rural Sealed	4B
Alma Park Road	2106.48	3252.34	1145.86	7.5	Local Rural Sealed	4B
Alma Park Road	3252.34	4370.84	1118.5	7.5	Local Rural Sealed	4B
Alma Park Road	4370.84	5447.12	1076.28	7.5	Local Rural Sealed	4B
Alma Park Road	5447.12	6963.27	1516.15	7.4	Local Rural Sealed	4B
Alma Park Road	6963.27	8396.62	1433.35	5.7	Local Rural Sealed	4B
Alma Park Road	8396.62	8681.2	284.58	7.5	Local Rural Sealed	4B
Alma Park Road	8681.2	9497.34	816.14	7.5	Local Rural Sealed	4B
Alma Park Road	9497.34	9975.9	478.56	7.5	Local Rural Sealed	4B
Alma Park Road	9975.9	10448.98	473.08	7.5	Local Rural Sealed	4B
Alma Park Road	10448.98	10661.26	212.28	7.5	Local Rural Sealed	4B
Alma Park Road	10661.26	11137.57	476.31	7.5	Local Rural Sealed	4B
Alma Park Road	11137.57	11605	467.43	7.5	Local Rural Sealed	4B
Alma Park Road	11605	11685.2	80.2	7.5	Local Rural Sealed	4B
Alma Park Road	11685.2	13425.71	1740.51	7.5	Local Rural Sealed	4B
Alma Park Road	13425.71	13940.41	514.7	7.5	Local Rural Sealed	4B
Alma Park Road	13940.41	14320.76	380.35	7.5	Local Rural Sealed	4B

Road Name	Start	End	Length	Width	Description	Proposed Class
Alma Park Road	14320.76	14682.78	362.02	7.5	Local Rural Sealed	4B
Alma Park Road	14682.78	14910.75	227.97	7.5	Local Rural Sealed	4B
Alma Park Road	14910.75	15888.74	977.99	7.5	Local Rural Sealed	4B
Alma Park Road	15888.74	16065.23	176.49	7.5	Local Rural Sealed	4B
Alma Park Road	16065.23	16434.45	369.22	7.5	Local Rural Sealed	4B
Alma Park Road	16434.45	18640.93	2206.48	7.5	Local Rural Sealed	4B
Anderson Road	0	2652.05	2652.05	5	Local Rural Unsealed	6A
Angaston Road	0	59.39	59.39	6	Local Rural Sealed	4B
Angaston Road	59.39	801.32	741.93	5.2	Local Rural Unsealed	5
Ann Drive, Jindera	0	190.08	190.08	7.7	Local Urban Sealed	4A
Annandayle Road	0	3624.94	3624.94	5.8	Local Rural Sealed	4B
Annandayle Road	3624.94	6515.09	2890.15	5.5	Local Rural Sealed	4B
Annandayle Road	6515.09	7666.16	1151.07	5.5	Local Rural Sealed	4B
Annandayle Road	7666.16	13241.15	5574.99	5.4	Local Rural Sealed	4B
Anvil Road	0	359.14	359.14	7.4	Local Rural Sealed	4B
Ashcrofts Road	0	1384.66	1384.66	5	Local Rural Unsealed	6B
Ashcrofts Road	1384.66	3285.46	1900.8	8	Local Rural Formed	7
Ashcrofts Road	3285.46	3814.52	529.06	5	Local Rural Unsealed	6B
Ashley Lane	0	2446.98	2446.98	6	Local Rural Formed	7
Astra Lane	0	1930.75	1930.75	4	Local Rural Unsealed	6B
Atkins Street, Morven	0	239.1	239.1	5	Local Urban Unsealed	5A
Austin Street, Walbundrie	0	398.16	398.16	4.4	Local Urban Unsealed	5A
Back Brocklesby Road	0	1657.71	1657.71	4.5	Local Rural Unsealed	6B
Back Brocklesby Road	1657.71	2198.15	540.44	4.5	Local Rural Unsealed	6B
Back Brocklesby Road	2198.15	3675.59	1477.44	4.5	Local Rural Unsealed	6B
Back Brocklesby Road	3675.59	5859.91	2184.32	4.5	Local Rural Unsealed	6B
Back Brocklesby Road	5859.91	9879.87	4019.96	4.5	Local Rural Unsealed	6B
Back Ferndale Road	0	8372.25	8372.25	4.5	Local Rural Unsealed	6A
Back Henty Road	0	827.93	827.93	6.2	Local Rural Sealed	4B
Back Henty Road	827.93	11232.99	10405.06	5.5	Local Rural Unsealed	5
Back Henty Road	11232.99	11290.51	57.52	5.2	Local Rural Sealed	4B
Back Walbundrie Rand Road	0	3219.99	3219.99	5.5	Local Rural Sealed	4B
Back Walbundrie Rand Road	3219.99	4348.27	1128.28	7.5	Local Rural Sealed	4B
Back Walbundrie Rand Road	4348.27	7253.02	2904.75	5.8	Local Rural Sealed	4B
Back Walbundrie Rand Road	7253.02	10807.14	3554.12	5.8	Local Rural Sealed	4B
Back Walbundrie Rand Road	10807.14	13965.96	3158.82	5.8	Local Rural Sealed	4B
Bahrs Road	0	8626.41	8626.41	5	Local Rural Unsealed	5
Baird Street, Culcairn	0	265.48	265.48	6	Local Urban Sealed	4A
Baird Street, Culcairn	265.48	486.03	220.55	6	Local Urban Sealed	4A
Baird Street, Culcairn	486.03	693.25	207.22	6	Local Urban Sealed	4A
Baird Street, Culcairn	693.25	1458.58	765.33	4	Local Urban Unsealed	5B
Balfour Lane, Culcairn	0	204.08	204.08	4.9	Local Urban Sealed Lane	4C
Balfour Street Service Road, Culcairn	0	176.07	176.07	6.6	Local Urban Sealed	4A
Balfour Street, Culcairn	0	94.76	94.76	0.1	Regional Road (outside lanes)	4D
Balfour Street, Culcairn	94.76	426.6	331.84	0.5	Regional Road (outside lanes)	4D

Road Name	Start	End	Length	Width	Description	Proposed Class
Balfour Street, Culcairn	426.6	678.92	252.32	20	Regional Road (outside lanes)	4D
Balfour Street, Culcairn	678.92	913.5	234.58	12	Regional Road (outside lanes)	4D
Balfour Street, Culcairn	913.5	1085.79	172.29	1	State Road (outside lanes)	4D
Balfour Street, Culcairn	1085.79	1286.9	201.11	13	Regional Road (outside lanes)	4D
Balfour Street, Culcairn	1286.9	1610.65	323.75	4	Regional Road (outside lanes)	4D
Balfour Street, Culcairn RR	0	425.83	425.83	7	Regional Road Urban	3
Balfour Street, Culcairn RR	425.83	910.69	484.86	7.5	Regional Road Urban	3
Balfour Street, Culcairn RR	910.69	1435.73	525.04	8.2	Regional Road Urban	3
Balldale Walbundrie Road	0	1000.99	1000.99	7.3	Local Rural Sealed	4B
Balldale Walbundrie Road	1000.99	15479.93	14478.94	6	Local Rural Unsealed	6A
Barbers Road	0	3287.31	3287.31	4	Local Rural Unsealed	6B
Bardwell Street, Holbrook	0	121.37	121.37	4.5	Local Urban Sealed	4A
Bardwell Street, Holbrook	121.37	144.35	22.98	1	Reference Only	Reference only
Bardwell Street, Holbrook	144.35	271.13	126.78	9.6	Local Urban Sealed	4A
Bardwell Street, Holbrook	271.13	707.46	436.33	7.7	Local Urban Sealed	4A
Bardwell Street, Holbrook	707.46	832.35	124.89	7.7	Local Urban Sealed	4A
Barkers Road	0	2827.1	2827.1	4.5	Local Rural Unsealed	6A
Bartsch Avenue, Henty	0	169.99	169.99	12.1	Local Urban Sealed	4A
Bartsch Avenue, Henty	169.99	328.13	158.14	12.1	Local Urban Sealed	4A
Bartsch Road	0	1691.68	1691.68	5	Local Rural Unsealed	6A
Bath Street, Holbrook	0	185.69	185.69	6.8	Local Urban Sealed	4A
Bath Street, Holbrook	185.69	334.24	148.55	5.2	Local Urban Sealed	4A
Bath Street, Holbrook	334.24	493.21	158.97	6.5	Local Urban Sealed	4A
Bath Street, Holbrook	493.21	511.64	18.43	1	Reference Only	Reference only
Bath Street, Holbrook	511.64	1135.43	623.79	6.3	Local Urban Sealed	4A
Beach Road East	0	274.11	274.11	4.5	Local Rural Unsealed	6B
Beach Road West	0	1258.5	1258.5	4.5	Local Rural Unsealed	6B
Beatrice Road	0	734.29	734.29	5.5	Local Rural Unsealed	6B
Beckett Road	0	1855.73	1855.73	4	Local Rural Unsealed	6B
Bedggood Road	0	504.44	504.44	4.5	Local Rural Unsealed	6B
Bedggood Road	504.44	2097.82	1593.38	4	Local Rural Unsealed	6B
Beelawong Road	0	2205.88	2205.88	4	Local Rural Unsealed	6B
Begg Drive, Jindera	0	217.09	217.09	6.6	Local Urban Sealed	4A
Bellevue Road	0	1653.63	1653.63	5	Local Rural Unsealed	6B
Benambra Road	0	2259.95	2259.95	5	Local Rural Unsealed	5
Benambra Road	2259.95	6073.98	3814.03	9.8	Local Rural Sealed	4A
Benambra Road	6073.98	9303.24	3229.26	6	Local Rural Unsealed	4B
Benambra Road	9303.24	11581.63	2278.39	7.4	Local Rural Sealed	4B
Bendermeer Road	0	848.33	848.33	5	Local Rural Unsealed	6B
Bent Street, Gerogery	0	121.05	121.05	10	Local Urban Sealed	4A
Berry Street, Woomargama	0	858.34	858.34	4.5	Local Urban Sealed	4A
Bethana Lane	0	678.26	678.26	10	Local Rural Sealed	4B
Bethel Road	0	6364.86	6364.86	5.7	Local Rural Sealed	4B
Bethel Road	6364.86	10456.17	4091.31	5	Local Rural Unsealed	5
Billabong Close, Holbrook	0	126.05	126.05	8	Local Urban Sealed	4A

Road Name	Start	End	Length	Width	Description	Proposed Class
Billabong Street, Walbundrie	0	219.09	219.09	6	Regional Road (outside lanes)	4D
Black Street, Culcairn	0	160.06	160.06	5.8	Local Urban Sealed	4A
Blair Park Lane	0	1038.4	1038.4	5	Local Rural Unsealed	6B
Blair Street, Culcairn	0	284.11	284.11	7.1	Local Urban Sealed	4A
Blights Road East	0	1955.78	1955.78	4.5	Local Rural Unsealed	6B
Blights Road West	0	663.26	663.26	4	Local Rural Unsealed	6B
Bloomfield Road	0	3324.05	3324.05	5	Local Rural Unsealed	6A
Bloomfield Road	3324.05	6729.67	3405.62	4	Local Rural Unsealed	6B
Blue Lane, Walla Walla	0	72.03	72.03	6.3	Local Urban Sealed	4A
Bobs Creek Road	0	199.18	199.18	4.5	Local Rural Unsealed	6B
Bobs Creek Road	199.18	914.15	714.97	5	Dust/Floodway Seal	4D
Bobs Creek Road	914.15	2246.76	1332.61	4.5	Local Rural Unsealed	6B
Bobs Creek Road	2246.76	2466.26	219.5	5	Dust/Floodway Seal	4D
Bobs Creek Road	2466.26	5683.96	3217.7	4.5	Local Rural Unsealed	6B
Bona Vista Road	0	2242.89	2242.89	5	Local Rural Unsealed	6B
Bond Street, Holbrook	0	210.76	210.76	8.2	Local Urban Sealed	4A
Bond Street, Holbrook	210.76	717.28	506.52	11.9	Local Urban Sealed	4A
Bonnie Springs Road	0	1602.64	1602.64	4.5	Local Rural Unsealed	6B
Boundary Street, Woomargama	0	219.65	219.65	3	Local Urban Unsealed	5A
Boundary Street, Woomargama	219.65	294.12	74.47	3	Local Urban Sealed	4A
Bowler Street, Holbrook	0	110.23	110.23	5.8	Local Urban Sealed	4A
Bowler Street, Holbrook	110.23	230.31	120.08	6	Local Urban Sealed	4A
Bowler Street, Holbrook	230.31	360.59	130.28	6.5	Local Urban Sealed	4A
Bowler Street, Holbrook	360.59	480.72	120.13	7.7	Local Urban Sealed	4A
Bowler Street, Holbrook	480.72	728.86	248.14	10.5	Local Urban Sealed	4A
Bowler Street, Holbrook	728.86	748.55	19.69	1	Reference Only	Reference only
Bowler Street, Holbrook	748.55	1390.55	642	11.3	Local Urban Sealed	4A
Bowlers Road	0	1597.62	1597.62	5	Local Rural Unsealed	6B
Bowna Road	0	10222.07	10222.07	8	Local Rural Sealed	4A
Boxwood Park Road	0	3630.44	3630.44	5	Local Rural Unsealed	6B
Brackley Road	0	1646.66	1646.66	5	Local Rural Unsealed	6B
Brigadoon Lane	0	1824.71	1824.71	4	Local Rural Unsealed	6B
Bringa Road	0	2114.83	2114.83	3.5	Local Rural Formed	7
Brittas Reserve Road	0	7337.05	7337.05	5.5	Local Rural Unsealed	6B
Brittas Reserve Road	7337.05	7870.11	533.06	4	Local Rural Unsealed	6B
Britton Court, Jindera	0	222.09	222.09	7.9	Local Urban Sealed	4A
Brocklesby Balldale Road	0	3477.3	3477.3	5.6	Local Rural Sealed	4B
Brocklesby Balldale Road	3477.3	10797.66	7320.36	6	Local Rural Unsealed	5
Brocklesby Balldale Road	10797.66	13787.29	2989.63	5.6	Local Rural Sealed	4B
Brocklesby Goombargana Road	0	1719.57	1719.57	5.8	Local Rural Sealed	4B
Brocklesby Goombargana Road	1719.57	3760.04	2040.47	5	Local Rural Sealed	4B
Brocklesby Goombargana Road	3760.04	4814.14	1054.1	6	Local Rural Unsealed	5
Brocklesby Goombargana Road	4814.14	5125.25	311.11	6.3	Dust/Floodway Seal	4D
Brocklesby Goombargana Road	5125.25	6928.66	1803.41	6	Local Rural Unsealed	5
Brocklesby Sports Drive, Brocklesby	0	122.05	122.05	5.99	Local Urban Sealed	4A

Road Name	Start	End	Length	Width	Description	Proposed Class
Brooklyn Road	0	3503.39	3503.39	5	Local Rural Unsealed	6B
Brownrigg Street, Morven	0	1303.52	1303.52	7.5	Local Urban Sealed	4A
Browns Road	0	1259.5	1259.5	4	Local Rural Unsealed	6B
Bruce Street, Holbrook	0	549.21	549.21	6.2	Local Urban Sealed	4A
Buckland Court, Burrumbuttock	0	66.03	66.03	7.6	Local Urban Sealed	4A
Bungowannah Road	0	898.42	898.42	6.3	Local Rural Sealed	4B
Bungowannah Road	898.42	2111.24	1212.82	6.3	Local Rural Sealed	4B
Bungowannah Road	2111.24	2283.75	172.51	6	Local Rural Sealed	4B
Bungowannah Road	2283.75	2340.63	56.88	6	Local Rural Sealed	4A
Bungowannah Road	2340.63	3819.48	1478.85	6	Local Rural Sealed	4A
Bungowannah Road	3819.48	5642.03	1822.55	6	Local Rural Sealed	4A
Bungowannah Road	5642.03	10853.53	5211.5	6	Local Rural Sealed	4A
Bungowannah Road	10853.53	11899.84	1046.31	6	Local Rural Sealed	4A
Bungowannah Road	11899.84	12713.98	814.14	6	Local Rural Sealed	4A
Bungowannah Road	12713.98	15977.51	3263.53	6	Local Rural Sealed	4A
Bungowannah Road	15977.51	16177.42	199.91	6	Local Rural Sealed	4A
Bunn Road	0	515.2	515.2	3	Local Rural Unsealed	6B
Bunyans Road	0	4135.62	4135.62	5	Local Rural Unsealed	6B
Burdack Road	0	1660.47	1660.47	4	Local Rural Unsealed	6B
Burdack Road	1660.47	2768.08	1107.61	4	Local Rural Unsealed	6B
Burges Lane	0	1612.63	1612.63	4.5	Local Rural Unsealed	6B
Burma Road	0	68.61	68.61	8.5	Local Rural Sealed	4B
Burma Road	68.61	136.28	67.67	8.5	Local Rural Sealed	4B
Burma Road	136.28	1144.05	1007.77	5	Local Rural Unsealed	4B
Burma Road	1144.05	1246.87	102.82	4.5	Local Rural Sealed	4B
Burma Road	1246.87	1275.51	28.64	4.69	Local Rural Sealed	4B
Burnley Lane	0	1536.6	1536.6	7	Private Rural Formed	Private
Burrumbuttock Brocklesby Road	0	12414.88	12414.88	6.1	Local Rural Sealed	4B
Burrumbuttock Cemetery Lane	0	108.06	108.06		Local Urban Unsealed	5A
Burrumbuttock Recreation Road, Burrumbuttock	0	300.12	300.12	5	Local Urban Sealed	4A
Burrumbuttock Walla Walla Road	0	10141.03	10141.03	5.4	Local Rural Sealed	4B
Bushy Lane	0	1191.47	1191.47	4	Local Rural Unsealed	6A
Byng Street, Holbrook	0	63.7	63.7	2.5	Local Urban Unsealed	5B
Byng Street, Holbrook	63.7	217.22	153.52	5.9	Local Urban Sealed	4A
Byng Street, Holbrook	217.22	449.17	231.95	18	Local Urban Sealed	4A
Cade Court, Jindera	0	123.05	123.05	6.7	Local Urban Sealed	4A
Calool Lane	0	1668.67	1668.67	5	Local Rural Unsealed	6B
Camelot Lane	0	499.38	499.38	4.5	Local Rural Unsealed	6B
Camelot Lane	499.38	1872.74	1373.36	3.5	Unformed Road	8
Campbell Court, Burrumbuttock	0	84.03	84.03	7.6	Local Urban Sealed	4A
Campbells Road	0	3664.36	3664.36	4.5	Local Rural Unsealed	6B
Cannings Road	0	4121.62	4121.62	5.5	Local Rural Unsealed	6A
Carabobla Lane	0	2348.93	2348.93	5.5	Unformed Road	8
Carabost Hall Road	0	208.07	208.07	4	Local Rural Unsealed	6B
Carabost Road	0	5107.77	5107.77	6.2	Local Rural Sealed	4B

Road Name	Start	End	Length	Width	Description	Proposed Class
Caringa Road	0	501.41	501.41	5	Local Rural Unsealed	6B
Caringa Road	501.41	1499.15	997.74	6	Local Rural Formed	7
Caringa Road	1499.15	2286.89	787.74	6	Local Rural Formed	7
Carroll Avenue, Jindera	0	185.07	185.07	7.9	Local Urban Sealed	4A
Carroll Lane	0	2775.05	2775.05	5	Local Rural Unsealed	6B
Cassia Road	0	418.17	418.17	6.4	Local Rural Sealed	4B
Cedardale Road	0	1162.46	1162.46	4	Local Rural Unsealed	6B
Chambers Road	0	1636.96	1636.96	5	Local Rural Unsealed	6B
Chambers Road	1636.96	1971.82	334.86	5	Local Rural Sealed	4B
Chambers Road	1971.82	3220.27	1248.45	5	Local Rural Unsealed	6B
Charles Street, Gerogery West	0	236.74	236.74	6.4	Local Urban Sealed	4A
Charles Street, Gerogery West	236.74	747.29	510.55	5	Local Urban Unsealed	5B
Chinatown Lane, Walla Walla	0	946.38	946.38	6	Local Rural Unsealed	5
Chudleigh Road	0	1681.66	1681.66	3.5	Local Rural Formed	7
Clancy Road	0	60.32	60.32	6.5	Local Rural Sealed	4B
Clancy Road	60.32	83.67	23.35	6.5	Local Rural Sealed	4B
Clancy Road	83.67	134.08	50.41	6.5	Local Rural Sealed	4B
Clancy Road	134.08	813.42	679.34	6.5	Local Rural Sealed	4B
Clancy Road	813.42	934.09	120.67	6.5	Local Rural Sealed	4B
Clancy Road	934.09	992.72	58.63	6.5	Local Rural Sealed	4B
Clancy Road	992.72	1113.41	120.69	6.5	Local Rural Sealed	4B
Clancy Road	1113.41	1875.95	762.54	6.5	Local Rural Sealed	4B
Clancy Road	1875.95	2342.5	466.55	6.5	Local Rural Sealed	4B
Clancy Road	2342.5	2452.84	110.34	6.5	Local Rural Sealed	4B
Clancy Road	2452.84	2726.06	273.22	6.5	Local Rural Sealed	4B
Clancy Road	2726.06	2911.83	185.77	6.5	Local Rural Sealed	4B
Clancy Road	2911.83	3029.98	118.15	6.5	Local Rural Sealed	4B
Clancy Road	3029.98	3157.18	127.2	6.5	Local Rural Sealed	4B
Clancy Road	3157.18	3610.61	453.43	6.5	Local Rural Sealed	4B
Clancy Road	3610.61	3730.97	120.36	6.5	Local Rural Sealed	4B
Clancy Road	3730.97	3946.43	215.46	6.5	Local Rural Sealed	4B
Clancy Road	3946.43	4045.63	99.2	6.5	Local Rural Sealed	4B
Clifton Ring Road	0	1357.77	1357.77	5.5	Local Rural Unsealed	6B
Clifton Ring Road	1357.77	4443.01	3085.24	1	Reference Only	Reference only
Clifton Ring Road	4443.01	6820.63	2377.62	5.5	Local Rural Unsealed	6B
Clifton Ring Road	6820.63	10614.87	3794.24	5.5	Local Rural Unsealed	6B
Clifton Ring Road	10614.87	11016.02	401.15	4	Dust/Floodway Seal	4D
Clifton Ring Road	11016.02	11475.36	459.34	5.5	Local Rural Unsealed	6B
Clifton Ring Road	11475.36	11548.42	73.06	4	Dust/Floodway Seal	4D
Clifton Road	0	2449.66	2449.66	4.5	Local Rural Unsealed	6B
Clifton Road	2449.66	5629.22	3179.56	3	Local Rural Formed	7
Clifton Road	5629.22	6342.48	713.26	4	Local Rural Unsealed	6B
Clynross Court, Jindera	6342.48	6571.29	228.81		Private	Private
Coach Road	0	454.9	454.9	6	Local Urban Sealed	4A
Coach Road	454.9	1474.14	1019.24	6	Local Rural Sealed	4B

Road Name	Start	End	Length	Width	Description	Proposed Class
Coach Road	1474.14	2853.52	1379.38	7.2	Local Rural Sealed	4B
Coach Road	2853.52	3853.67	1000.15	7.2	Local Rural Sealed	4B
Coach Road	3853.67	5851.04	1997.37	7.4	Local Rural Sealed	4B
Coach Road	5851.04	7941.6	2090.56	7.4	Local Rural Sealed	4B
Coach Road	7941.6	10461.29	2519.69	7.4	Local Rural Sealed	4B
Coach Road	10461.29	11820.51	1359.22	7.4	Local Rural Sealed	4B
Coach Road	11820.51	15706.49	3885.98	5.4	Local Rural Sealed	4B
Coach Road	15706.49	17594.51	1888.02	6.2	Local Rural Sealed	4B
Coach Road	17594.51	20679.1	3084.59	6.4	Local Rural Sealed	4B
Coach Road	20679.1	21093.6	414.5	7	Local Rural Sealed	4B
Coach Road	21093.6	21223.63	130.03	7	Local Rural Sealed	4B
Coach Road	21223.63	22911.15	1687.52	7	Local Rural Sealed	4B
Colonial Drive	0	439.18	439.18	6.5	Local Rural Sealed	4B
Comer Street, Henty	0	153.93	153.93	6.1	Local Urban Sealed	4A
Comer Street, Henty	153.93	272.16	118.23	6.3	Local Urban Sealed	4A
Comer Street, Henty	272.16	351.98	79.82	6.3	Local Urban Sealed	4A
Comer Street, Henty	351.98	486.2	134.22	6.2	Local Urban Sealed	4A
Comer Street, Henty	486.2	625.83	139.63	6.2	Local Urban Sealed	4A
Comer Street, Henty	625.83	765.5	139.67	6	Local Urban Sealed	4A
Comer Street, Henty	765.5	900.17	134.67	6.1	Local Urban Sealed	4A
Comer Street, Henty	900.17	1034.84	134.67	6.1	Local Urban Sealed	4A
Comer Street, Henty	1034.84	1156.93	122.09	6	Local Urban Sealed	4A
Comer Street, Henty	1156.93	1306.53	149.6	6	Local Urban Sealed	4A
Commercial Street, Walla Walla	0	178.95	178.95	1	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla	178.95	515.16	336.21	6.5	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla	515.16	673.2	158.04	1	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla	673.2	806.77	133.57	1	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla	806.77	1030.5	223.73	6.5	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla	1030.5	1097.52	67.02	4.2	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla	1097.52	1274.26	176.74	6.5	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla	1274.26	1417.22	142.96	9.5	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla	1417.22	1695.79	278.57	1	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla	1695.79	1939.76	243.97	2	Regional Road (outside lanes)	4D
Commercial Street, Walla Walla RR	0	1089.55	1089.55	7	Regional Road Urban	3
Commercial Street, Walla Walla RR	1089.55	1931.77	842.22	7	Regional Road Urban	3
Connors Lane	0	1700.68	1700.68	5.5	Unformed Road	8
Coogera Circuit	0	1039.72	1039.72	6.4	Local Rural Sealed	4B
Coogera Circuit	1039.72	1961.02	921.3	6.4	Local Rural Sealed	4B
Coogera Circuit	1961.02	2710.08	749.06	6.4	Local Rural Sealed	4B
Cook Road	0	1385.54	1385.54	5.5	Local Rural Unsealed	6B
Coppabella Road	0	4253.86	4253.86	5.6	Local Rural Sealed	4B
Coppabella Road	4253.86	4545.62	291.76	5.6	Local Rural Sealed	4B
Coppabella Road	4545.62	4904.83	359.21	5	Local Rural Sealed	4B
Coppabella Road	4904.83	5405.68	500.85	5.6	Local Rural Sealed	4B
Coppabella Road	5405.68	5853.7	448.02	5	Local Rural Unsealed	4B

Road Name	Start	End	Length	Width	Description	Proposed Class
Coppabella Road	5853.7	6062.01	208.31	5.6	Local Rural Sealed	4B
Coppabella Road	6062.01	6671.53	609.52	5	Local Rural Unsealed	4B
Coppabella Road	6671.53	7863.67	1192.14	5	Local Rural Sealed	4B
Coppabella Road	7863.67	9244.88	1381.21	5	Local Rural Unsealed	4B
Coppabella Road	9244.88	10849.23	1604.35	6	Local Rural Sealed	4B
Coppabella Road	10849.23	11424.92	575.69	5.4	Local Rural Sealed	4B
Coppabella Road	11424.92	12085.3	660.38	8	Local Rural Sealed	4A
Coppabella Road	12085.3	12620.48	535.18	8	Local Rural Sealed	4A
Coppabella Road	12620.48	19303.65	6683.17	8	Local Rural Sealed	4A
Coppabella Road	19303.65	23333.35	4029.7	8	Local Rural Sealed	4A
Coppabella Road	23333.35	24673.28	1339.93	8	Local Rural Sealed	4A
Coppabella Road	24673.28	25220.24	546.96	8	Local Rural Sealed	4A
Coppabella Road	25220.24	27717.72	2497.48	8	Local Rural Sealed	4A
Corowa Rand Road	0	14205.38	14205.38	8.5	Local Rural Sealed	4B
Corrigan Drive	0	1137.45	1137.45	3.9	Local Rural Sealed	4B
Corrys Lane	0	309.12	309.12	4.5	Local Rural Unsealed	6B
Courteney Street, Walbundrie	0	278.11	278.11	4	Local Urban Unsealed	5A
Courtney Lane	0	3026.75	3026.75	4.5	Local Rural Unsealed	6A
Courtney Lane	3026.75	4326.69	1299.94	4.5	Local Rural Unsealed	6A
Crawleys Road	0	5673.26	5673.26	4	Local Rural Unsealed	6B
Crediton Street, Walbundrie	0	391.15	391.15	3.5	Local Urban Unsealed	5A
Creek Street, Jindera	0	260.86	260.86	7.5	Local Urban Sealed	4A
Creek Street, Jindera	260.86	380.15	119.29	11.2	Local Urban Sealed	4A
Creek Street, Jindera	380.15	410.61	30.46	1	Reference Only	Reference only
Creek Street, Jindera	410.61	535.46	124.85	13.7	Local Urban Sealed	4A
Creek Street, Jindera	535.46	670.79	135.33	11.4	Local Urban Sealed	4A
Creek Street, Jindera	670.79	799.18	128.39	6.7	Local Urban Sealed	4A
Creek Street, Jindera	799.18	842.09	42.91	1	Reference Only	Reference only
Creek Street, Jindera	842.09	1034.38	192.29	6.4	Local Urban Sealed	4A
Cribbs Road	0	1297.75	1297.75	4	Local Rural Unsealed	6B
Cribbs Road	1297.75	2435.87	1138.12	4	Local Rural Unsealed	6B
Croft Street, Holbrook	0	351.14	351.14	7.5	Local Urban Sealed	4A
Cross Street, Gerogery	0	283.11	283.11	6	Local Urban Unsealed	4A
Culcairn Cemetery Road	0	990.4	990.4	5.7	Local Rural Sealed	4B
Culcairn Holbrook Road	0	647.7	647.7	7.5	Regional Road Urban	3
Culcairn Holbrook Road	647.7	891.97	244.27	7.5	Regional Road Urban	3
Culcairn Holbrook Road	891.97	1299.66	407.69	7.5	Regional Road Urban	3
Culcairn Holbrook Road	1299.66	7012.8	5713.14	6.5	Regional Road Rural	3
Culcairn Holbrook Road	7012.8	11082.03	4069.23	6.5	Regional Road Rural	3
Culcairn Holbrook Road	11082.03	11743.61	661.58	6.2	Regional Road Rural	3
Culcairn Holbrook Road	11743.61	13837.7	2094.09	9	Regional Road Rural	3
Culcairn Holbrook Road	13837.7	15561.84	1724.14	8.5	Regional Road Rural	3
Culcairn Holbrook Road	15561.84	20017.76	4455.92	7	Regional Road Rural	3
Culcairn Holbrook Road	20017.76	21184.75	1166.99	7	Regional Road Rural	3
Culcairn Holbrook Road	21184.75	22876.81	1692.06	8.5	Regional Road Rural	3

Road Name	Start	End	Length	Width	Description	Proposed Class
Culcairn Holbrook Road	22876.81	24151.24	1274.43	7	Regional Road Rural	3
Culcairn Holbrook Road	24151.24	25662.8	1511.56	8.5	Regional Road Rural	3
Culcairn Holbrook Road	25662.8	27530.91	1868.11	7	Regional Road Rural	3
Cummings Road	0	5752.26	5752.26	7.4	Local Rural Sealed	4B
Cummings Road	5752.26	7612.11	1859.85	7.6	Local Rural Sealed	4B
Cummings Road	7612.11	9584.33	1972.22	7	Local Rural Sealed	4B
Cummings Road	9584.33	10665.43	1081.1	7.3	Local Rural Sealed	4B
Cummings Road	10665.43	13669.81	3004.38	7.3	Local Rural Sealed	4B
Cummings Road	13669.81	15114.42	1444.61	7.2	Local Rural Sealed	4B
Cummings Road	15114.42	17584.01	2469.59	7.2	Local Rural Sealed	4B
Cunningham Road	0	3669.42	3669.42	5	Local Rural Unsealed	6B
Curtis Street, Walbundrie	0	204.08	204.08	3.5	Local Urban Unsealed	5A
Daly Road	0	1352.54	1352.54	4.5	Local Rural Unsealed	6B
Damson Court	0	128.05	128.05	7	Local Rural Sealed	4B
Davidson Lane	0	338.03	338.03	3.5	Local Rural Unsealed	6B
Davis Drive, Jindera	0	215.26	215.26	6.5	Local Urban Sealed	4A
Davis Drive, Jindera	215.26	529.22	313.96	6.4	Local Urban Sealed	4A
Day Street, Henty	0	222.52	222.52	5.8	Local Urban Sealed	4A
Day Street, Henty	222.52	454.25	231.73	5.7	Local Urban Sealed	4A
Day Street, Henty	454.25	610.24	155.99	5.8	Local Urban Sealed	4A
Daysdale Road	0	2859.49	2859.49	6	Regional Road Rural	3
Daysdale Road	2859.49	3738.03	878.54	6	Regional Road Rural	3
Daysdale Road	3738.03	5202.03	1464	6	Regional Road Rural	3
Daysdale Road	5202.03	9322.78	4120.75	8	Regional Road Rural	3
Daysdale Road	9322.78	10034.21	711.43	7.6	Regional Road Rural	3
Daysdale Road	10034.21	12169.48	2135.27	7.6	Regional Road Rural	3
Daysdale Road	12169.48	14300.95	2131.47	7.6	Regional Road Rural	3
Daysdale Road	14300.95	15146.11	845.16	7.5	Regional Road Rural	3
Daysdale Road	15146.11	16723.88	1577.77	7.5	Regional Road Rural	3
Daysdale Road	16723.88	18181.02	1457.14	5.7	Regional Road Rural	3
Dickson Street East, Woomargama	0	160.06	160.06	4.6	Local Urban Sealed	4A
Dickson Street West, Woomargama	0	448.18	448.18	4.5	Local Urban Sealed	4A
Diffey's Road	0	5713.29	5713.29	4.5	Local Rural Unsealed	6B
Diggers Lane	0	142.06	142.06	4	Local Rural Unsealed	6B
Dight Drive	0	327.13	327.13	5	Private Rural Unsealed	Private
Dight Street, Jindera	0	451.46	451.46	6.5	Local Urban Sealed	4A
Dight Street, Jindera	451.46	574.6	123.14	10.5	Local Urban Sealed	4A
Dight Street, Jindera	574.6	591.63	17.03	1	Reference Only	Reference only
Dight Street, Jindera	591.63	720.04	128.41	6.3	Local Urban Sealed	4A
Dight Street, Jindera	720.04	860.21	140.17	6.3	Local Urban Sealed	4A
Dight Street, Jindera	860.21	999.77	139.56	13.2	Local Urban Sealed	4A
Dight Street, Jindera	999.77	1220.49	220.72	6.5	Local Urban Sealed	4A
Dights Forest Road	0	3614.44	3614.44	7.5	Local Rural Sealed	4A
Donald Street, Culcairn	0	187.07	187.07	5.2	Local Urban Sealed	4A
Donald Street, Holbrook	0	59.02	59.02	3	Local Urban Unsealed	5B

Road Name	Start	End	Length	Width	Description	Proposed Class
Douglas Street, Culcairn	0	55.28	55.28	7	Local Urban Unsealed	5B
Douglas Street, Culcairn	55.28	89.98	34.7	5	Local Urban Sealed	4A
Douglas Street, Culcairn	89.98	221.6	131.62	8.4	Local Urban Sealed	4A
Douglas Street, Culcairn	221.6	441.18	219.58	5.6	Local Urban Sealed	4A
Douglas Street, Walla Walla	0	68.39	68.39	5	Local Urban Unsealed	5B
Douglas Street, Walla Walla	68.39	250.1	181.71	7.5	Local Urban Sealed	4A
Downfall Road	0	13305.89	13305.89	4.2	Local Rural Sealed	4C
Doyles Road	0	4032.56	4032.56	3.5	Local Rural Formed	7
Drums Road	0	669.4	669.4	4	Local Rural Unsealed	6B
Drums Road	669.4	1249.7	580.3	4	Local Rural Unsealed	6B
Drums Road	1249.7	1933.36	683.66	4	Local Rural Unsealed	6B
Drums Road	1933.36	5576.14	3642.78	4	Local Rural Unsealed	6B
Drumwood Road	0	2062.38	2062.38	6.8	Local Rural Sealed	4B
Drumwood Road	2062.38	5304.11	3241.73	5	Local Rural Unsealed	6B
Dunns Road	0	2165.87	2165.87	4	Unformed Road	8
Dunwandren Lane	0	987.39	987.39	4	Local Rural Unsealed	5
Durakar Close	0	580.23	580.23	7.5	Local Rural Sealed	4B
Eastick Street, Brocklesby	0	269.1	269.1	6.3	Local Urban Sealed	4A
Ebenezer Court, Walla Walla	0	124.05	124.05	6.6	Local Urban Sealed	4A
Echarina Road	0	1679.67	1679.67	5	Local Rural Unsealed	6B
Edgar Street, Walbundrie	0	203.08	203.08	3.2	Local Urban Unsealed	5B
Edgehill Stock Route	0	5198.08	5198.08	4.5	Local Rural Unsealed	6B
Edward Street, Culcairn	0	110.33	110.33	7.6	Local Urban Sealed	4A
Edward Street, Culcairn	110.33	166.27	55.94	1	Reference Only	Reference only
Edward Street, Culcairn	166.27	232.32	66.05	7.2	Local Urban Sealed	4A
Edward Street, Culcairn	232.32	468.16	235.84	6	Local Urban Sealed	4A
Edward Street, Gerogery West	0	155.06	155.06	4	Local Urban Unsealed	5B
Edward Street, Walla Walla	0	204.04	204.04	5.4	Local Urban Sealed	4A
Edward Street, Walla Walla	204.04	260.1	56.06	5.4	Local Urban Sealed	4A
Edward Street, Woomargama	0	832.33	832.33	4.5	Local Urban Sealed	4A
Elgin Street, Brocklesby	0	137.05	137.05	6.5	Local Urban Sealed	4A
Elizabeth Street, Culcairn	0	92.59	92.59	6.3	Local Urban Sealed	4A
Elizabeth Street, Culcairn	92.59	219.08	126.49	6.3	Local Urban Sealed	4A
Elizabeth Street, Gerogery West	0	828.33	828.33	4	Local Urban Unsealed	5B
Ellis Street, Brocklesby	0	696.27	696.27	5.2	Local Urban Sealed	4A
Elm Street, Henty	0	115.05	115.05	9.4	Local Urban Sealed	4A
Elmo Road	0	90.34	90.34	4.5	Local Rural Sealed	4B
Elmo Road	90.34	3508.36	3418.02	4.5	Local Rural Unsealed	6A
Elmsley Lane	0	1637.65	1637.65	3	Local Rural Unsealed	6B
Elsinore Road	0	1145.44	1145.44	4.5	Local Rural Unsealed	6B
Enterprise Drive, Holbrook	0	313.12	313.12	7.4	Local Urban Sealed	4A
Ethel Lane, Walbundrie	313.12	366.54	53.42	3	Local Urban Unsealed Lane	6C
Ethel Street, Walbundrie	0	60.02	60.02	3.9	Local Urban Unsealed	5B
Fahey Crescent, Culcairn	0	111.04	111.04	8.7	Local Urban Sealed	4A
Fairbairn Road	0	210.94	210.94	8	Local Rural Sealed	4B

Road Name	Start	End	Length	Width	Description	Proposed Class
Fairbairn Road	210.94	6490.57	6279.63	5.4	Local Rural Sealed	4B
Fallon Street, Jindera	0	170.58	170.58	11.8	Local Urban Sealed	4A
Fallon Street, Jindera	170.58	232.79	62.21	1	Reference Only	Reference only
Fallon Street, Jindera	232.79	452.16	219.37	7.6	Local Urban Sealed	4A
Fanning Lane	0	2522.99	2522.99	5	Local Rural Unsealed	6A
Federal Street, Culcairn	0	335.9	335.9	11.9	Local Urban Sealed	4A
Federal Street, Culcairn	335.9	354.84	18.94	1	Reference Only	Reference only
Federal Street, Culcairn	354.84	544.21	189.37	6.49	Local Urban Sealed	4A
Fellow Hills Lane	0	908.36	908.36	4.5	Local Rural Unsealed	6B
Fellow Hills Road	0	4496.37	4496.37	5.2	Local Rural Sealed	4B
Fellow Hills Road	4496.37	5092.50	596.13	4.10	Local Rural Sealed	4B
Fellow Hills Road	5092.50	12350.92	7258.42	4.1	Local Rural Sealed	4C
Ferguson Road	0	1607.63	1607.63	5	Local Rural Unsealed	6B
Ferndale Boundary Road	0	2748.06	2748.06	5	Local Rural Unsealed	6B
Ferndale Road	0	3299.29	3299.29	5	Local Rural Unsealed	5
Fielder Moll Road	0	4552.82	4552.82	5	Local Rural Unsealed	5
Fifield Close, Culcairn	0	176.74	176.74	8.8	Local Urban Sealed	4A
Fifield Close, Culcairn	176.74	424.17	247.43	8.8	Local Urban Sealed	4A
Finlay Road	0	2318.89	2318.89	4	Local Rural Unsealed	6B
First Avenue, Henty	0	252.1	252.1	6.2	Local Urban Sealed	4A
First Street, Henty	0	120.24	120.24	8.2	Local Urban Sealed	4A
First Street, Henty	120.24	242.17	121.93	6.2	Local Urban Sealed	4A
First Street, Henty	242.17	376.15	133.98	6.1	Local Urban Sealed	4A
Fischers Road	0	933.62	933.62	4.5	Local Rural Formed	7
Fischers Road	933.62	2124	1190.38	4.5	Local Rural Formed	7
Fischers Road	2124	2523.07	399.07	4	Local Rural Formed	7
Fischers Road	2523.07	3673.47	1150.4	4	Local Rural Formed	7
Five Chain Road	0	265.11	265.11	5	Local Rural Unsealed	6B
Flaxvale Road	0	2046.78	2046.78	5	Local Rural Unsealed	6B
Fleet Street, Holbrook	0	128.09	128.09	12.5	Local Urban Sealed	4A
Fleet Street, Holbrook	128.09	430.17	302.08	5.6	Local Urban Sealed	4A
Flowerdale Lane	0	1151.45	1151.45	3	Local Rural Formed	7
Ford Street, Holbrook	0	244.1	244.1	7.5	Local Urban Sealed	4A
Forrest Court, Holbrook	0	295.11	295.11	8	Local Urban Sealed	4A
Four Corners Road	0	3949.5	3949.5	5.7	Local Rural Sealed	4B
Four Mile Lane	0	1500.47	1500.47	3.8	Local Rural Sealed	4B
Four Mile Lane	1500.47	6785.35	5284.88	6	Local Rural Sealed	4B
Four Mile Lane	6785.35	12110.62	5325.27	3.8	Local Rural Sealed	4C
Four Mile Lane	12110.62	15613.77	3503.15	5	Local Rural Unsealed	5
Four Mile Lane	15613.77	17631.25	2017.48	7	Local Rural Sealed	4B
Four Mile Lane	17631.25	21140.45	3509.2	5	Local Rural Unsealed	5
Four Mile Lane	21140.45	21426.45	286	8	Local Rural Unsealed	5
Four Mile Lane	21426.45	24011.79	2585.34	5	Local Rural Unsealed	5
Fourth Street, Henty	0	320.13	320.13	8.9	Local Urban Sealed	4A
Fowlers Road	0	1962.77	1962.77	4.5	Local Rural Unsealed	6A

Road Name	Start	End	Length	Width	Description	Proposed Class
Fox Street, Henty	0	189.08	189.08	5	Local Urban Sealed	4A
Frampton Street, Holbrook	0	225.09	225.09	7.6	Local Urban Sealed	4A
Fraser Street, Culcairn	0	239.1	239.1	6.9	Local Urban Sealed	4A
Frosty Lane	0	219.09	219.09	7.8	Local Rural Sealed	4B
Fullers Road	0	1621.44	1621.44	5	Local Rural Unsealed	6B
Fullers Road	1621.44	3340.29	1718.85	4.5	Local Rural Unsealed	6B
Funk Road	0	543.88	543.88	7	Local Rural Sealed	4B
Funk Road	543.88	2192.88	1649	5.5	Local Rural Unsealed	4B
Galena Hills Road	0	2649.04	2649.04	4	Local Rural Unsealed	6B
Gamble Street, Culcairn	0	357.14	357.14	5.2	Local Urban Sealed	4A
Gardenia Place	0	459.18	459.18	6.4	Local Rural Sealed	4B
George Street, Walbundrie	0	118.05	118.05	3.7	Local Urban Unsealed	5B
Gerogery Road	0	4671.74	4671.74	8	Local Rural Sealed	4A
Gerogery Road	4671.74	6168.61	1496.87	8	Local Rural Sealed	4A
Gerogery Road	6168.61	7515.8	1347.19	8	Local Rural Sealed	4A
Gerogery Road	7515.8	7917.52	401.72	8	Local Rural Sealed	4A
Gerogery Road	7917.52	9517.8	1600.28	8	Local Rural Sealed	4A
Gerogery West Road	0	3332.33	3332.33	5.5	Local Rural Sealed	4B
Gibson Drive, Burrumbuttock	0	104.04	104.04	9.4	Local Urban Sealed	4A
Gibson Street, Jindera	0	151.17	151.17	6.1	Local Urban Sealed	4A
Gibson Street, Jindera	151.17	296.42	145.25	1	Reference Only	Reference only
Gibson Street, Jindera	296.42	456.12	159.7	7	Local Urban Sealed	4A
Glenelg Lane	0	1562.58	1562.58	4	Local Rural Unsealed	6B
Glenellen Road	0	190.14	190.14	6.8	Local Rural Sealed	4B
Glenellen Road	190.14	2870.6	2680.46	5.6	Local Rural Sealed	4B
Glenellen Road	2870.6	4251.19	1380.59	5.6	Local Rural Sealed	4B
Glenellen Road	4251.19	7350.29	3099.1	5.6	Local Rural Sealed	4B
Glenellen Road	7350.29	10694.27	3343.98	5.6	Local Rural Sealed	4B
Glenlea Road (East)	0	262.1	262.1	3.5	Local Rural Unsealed	6B
Glenlea Road (West)	0	1793.72	1793.72	3	Local Rural Formed	7
Glenlea Road (West)	1793.72	2889.15	1095.43	4	Local Rural Unsealed	6B
Glenview Road	0	1633.64	1633.64	4.5	Local Rural Unsealed	6B
Glossop School Road	0	594.24	594.24	4	Local Rural Unsealed	6B
Gluepot Road	0	2416.34	2416.34	5	Local Rural Formed	7
Gluepot Road	2416.34	4908.87	2492.53	5	Local Rural Formed	7
Gluepot Road	4908.87	5515.11	606.24	5	Local Rural Unsealed	6B
Gluepot Road	5515.11	8880.53	3365.42	6	Local Rural Formed	7
Godde Road	0	493.23	493.23	5	Local Rural Unsealed	6B
Godde Road	493.23	1286.49	793.26	3.5	Unformed Road	8
Gordon Street, Culcairn	0	129.76	129.76	6.3	Local Urban Sealed	4A
Gordon Street, Culcairn	129.76	394.31	264.55	6.1	Local Urban Sealed	4A
Gordon Street, Culcairn	394.31	410.79	16.48	1	Reference Only	Reference only
Gordon Street, Culcairn	410.79	550.53	139.74	11.3	Local Urban Sealed	4A
Gordon Street, Culcairn	550.53	625.69	75.16	12.2	Local Urban Sealed	4A
Gordon Street, Culcairn	625.69	760.23	134.54	9.8	Local Urban Sealed	4A

Road Name	Start	End	Length	Width	Description	Proposed Class
Gordon Street, Culcairn	760.23	895.35	135.12	11.8	Local Urban Sealed	4A
Gordon Street, Culcairn	895.35	1030.27	134.92	6.9	Local Urban Sealed	4A
Gordon Street, Culcairn	1030.27	1165.06	134.79	6	Local Urban Sealed	4A
Gordon Street, Culcairn	1165.06	1588.62	423.56	5.99	Local Urban Sealed	4A
Goulburn Street, Jindera	0	232.36	232.36	6	Local Urban Sealed	4A
Goulburn Street, Jindera	232.36	404.16	171.8	6.5	Local Urban Sealed	4A
Graetz Road	0	2189.87	2189.87	5	Local Rural Unsealed	6B
Graham Street, Henty	0	259.1	259.1	5	Local Urban Sealed	4A
Granite Hill Road	0	830.33	830.33	5	Local Rural Formed	7
Green Acres Road	0	1074.94	1074.94	6	Local Rural Formed	7
Green Acres Road	1074.94	2745.1	1670.16	6	Local Rural Unsealed	6B
Greene Lane	0	1141.44	1141.44	4	Local Rural Unsealed	6B
Greene Street, Morven	0	731.29	731.29	5	Local Urban Unsealed	5A
Greenvale Road	0	272.96	272.96	3.7	Dust/Floodway Seal	4D
Greenvale Road	272.96	4732.5	4459.54	5	Local Rural Unsealed	6B
Greenvale Road	4732.5	5032.93	300.43	3.7	Dust/Floodway Seal	4D
Greenvale Road	5032.93	5734.3	701.37	5	Local Rural Unsealed	6B
Greenwood Road, Gerogery	0	1018.69	1018.69	6.2	Local Urban Sealed	4A
Greenwood Road, Gerogery	1018.69	1425.82	407.13	6.2	Local Urban Sealed	4A
Greenwood Road, Gerogery	1425.82	1638.66	212.84	6.2	Local Urban Sealed	4A
Groch Road	0	2151.86	2151.86	4.5	Local Rural Unsealed	6A
Grubben Link Road	0	57.02	57.02	5.5	Unformed Road	8
Grubben Road	0	826.83	826.83	6.5	Local Urban Sealed	4A
Grubben Road	826.83	2171.3	1344.47	6.2	Local Rural Sealed	4B
Grubben Road	2171.3	3437.38	1266.08	6.2	Local Rural Sealed	4B
Gum Swamp Road	0	2784.41	2784.41	6	Local Rural Unsealed	6B
Gum Swamp Road	2784.41	2998.93	214.52	5.4	Dust/Floodway Seal	4D
Gum Swamp Road	2998.93	7171.74	4172.81	6	Local Rural Unsealed	6A
Gundagai Street, Holbrook	0	221.09	221.09	5.1	Local Urban Sealed	4A
Habermanns Road	0	1409.56	1409.56	3	Local Rural Unsealed	6B
Halford Drive, Holbrook	0	998.15	998.15	4	Local Urban Unsealed	5A
Halford Drive, Holbrook	998.15	1530.6	532.45	4	Local Urban Unsealed	5A
Hall Road	0	1079.82	1079.82	6	Local Rural Formed	7
Hall Road	1079.82	1968.75	888.93	6	Local Rural Formed	7
Hamdorf Road	0	2154.86	2154.86	5	Local Rural Unsealed	6B
Hamilton Street, Culcairn	0	184.38	184.38	7	Local Urban Sealed	4A
Hamilton Street, Culcairn	184.38	473.19	288.81	7	Local Urban Sealed	4A
Hanels Road	0	3155.23	3155.23	4	Local Rural Unsealed	6B
Hannah Lane	0	164.07	164.07	5	Local Rural Unsealed	6B
Harrison Road	0	2540.99	2540.99	4	Local Rural Unsealed	6A
Hawthorn Road	0	1923.24	1923.24	6.1	Local Rural Sealed	4B
Hawthorn Road	1923.24	2924.17	1000.93	6.1	Local Rural Sealed	4B
Hay Street, Holbrook	0	128.95	128.95	13.7	Local Urban Sealed	4A
Hay Street, Holbrook	128.95	284.11	155.16	3	Local Urban Unsealed	5A
Hay Street, Woomargama	0	420.17	420.17	5.4	Local Urban Sealed	4A

Road Name	Start	End	Length	Width	Description	Proposed Class
Hayes Street, Henty	0	223.84	223.84	5.8	Local Urban Sealed	4A
Hayes Street, Henty	223.84	449.18	225.34	5.5	Local Urban Sealed	4A
Heathcote Lane, Culcairn	0	850.34	850.34	4.5	Local Urban Unsealed	5B
Heffernans Road	0	1778.71	1778.71	5.5	Local Rural Formed	7
Hendersons Road	0	1776.32	1776.32	3.4	Local Rural Sealed	4C
Hendersons Road	1776.32	4805.8	3029.48	3.4	Local Rural Sealed	4C
Henty Cookardina Road	0	5881.9	5881.9	6.8	Local Rural Sealed	4A
Henty Cookardina Road	5881.9	12373.93	6492.03	6.2	Local Rural Sealed	4B
Henty Cookardina Road	12373.93	13775	1401.07	7.2	Local Rural Sealed	4B
Henty Cookardina Road	13775	16786.94	3011.94	7.2	Local Rural Sealed	4B
Henty Cookardina Road	16786.94	17811.13	1024.19	7.2	Local Rural Sealed	4B
Henty Cookardina Road	17811.13	18810.11	998.98	7.2	Local Rural Sealed	4B
Henty Cookardina Road	18810.11	19815.79	1005.68	7.2	Local Rural Sealed	4B
Henty Cookardina Road	19815.79	20814.94	999.15	7.2	Local Rural Sealed	4B
Henty Cookardina Road	20814.94	21378.49	563.55	7.4	Local Rural Sealed	4B
Henty Pleasant Hills Road, Henty	0	3966.59	3966.59	7.6	Local Urban Sealed	4A
Henty Ryan Road	0	1613.65	1613.65	7.5	Local Rural Sealed	4B
Henty Street E, Culcairn	0	244.77	244.77	5.9	Local Urban Sealed	4A
Henty Street E, Culcairn	244.77	478.19	233.42	5.6	Local Urban Sealed	4A
Henty Street W, Culcairn	0	219.09	219.09	6	Local Urban Sealed	4A
Henty Street, Morven	0	219.09	219.09	5	Local Urban Unsealed	5A
Henty Swamp Road	0	1287.91	1287.91	5.5	Local Rural Unsealed	6B
Henty Swamp Road	1287.91	4236.59	2948.68	1	Unformed Road	8
Henty Swamp Road	4236.59	4883.95	647.36	3	Local Rural Unsealed	6B
Henty Walla Road	0	2167.21	2167.21	6	Local Rural Sealed	4B
Henty Walla Road	2167.21	3089.62	922.41	6.5	Local Rural Sealed	4B
Henty Walla Road	3089.62	3347.93	258.31	7	Local Rural Sealed	4B
Henty Walla Road	3347.93	5619.79	2271.86	5.8	Local Rural Sealed	4B
Henty Walla Road	5619.79	8557.44	2937.65	6.2	Local Rural Sealed	4B
Henty Walla Road	8557.44	11610.72	3053.28	6.2	Local Rural Sealed	4B
Henty Walla Road	11610.72	12857.37	1246.65	5.6	Local Rural Sealed	4B
Henty Walla Road	12857.37	17763.53	4906.16	5.6	Local Rural Sealed	4B
Henty Walla Road	17763.53	20856.33	3092.8	7	Local Rural Sealed	4B
Heriots Road	0	2442.26	2442.26	5	Local Rural Unsealed	6B
Heriots Road	2442.26	3893.54	1451.28	5	Local Rural Unsealed	6B
Herman Street, Walla Walla	0	199.08	199.08	5.6	Local Urban Sealed	4A
Hickmans Lane	0	4286.71	4286.71	6	Local Rural Formed	7
Hickory Hill Road	0	5526.21	5526.21	4	Local Rural Unsealed	6B
Highfield Lane	0	600.24	600.24	5	Local Rural Unsealed	6B
Hillside Road	0	314.12	314.12	3.5	Private Rural Unsealed	Private
Hilsley Lane	0	411.16	411.16	4	Local Rural Unsealed	6B
Hoffmans Road	0	1801.84	1801.84	5	Local Rural Unsealed	6B
Hoffmans Road	1801.84	2856.14	1054.3	5	Local Rural Unsealed	6B
Hoggs Road	0	1001.4	1001.4	4	Local Rural Unsealed	6B
Holbrook Wagga Road	0	1469.6	1469.6	9	Regional Road Rural	3

Road Name	Start	End	Length	Width	Description	Proposed Class
Holbrook Wagga Road	1469.6	3056.3	1586.7	6.5	Regional Road Rural	3
Holbrook Wagga Road	3056.3	5165.46	2109.16	6.5	Regional Road Rural	3
Holbrook Wagga Road	5165.46	11419.18	6253.72	6.5	Regional Road Rural	3
Holbrook Wagga Road	11419.18	12500.37	1081.19	6.5	Regional Road Rural	3
Holbrook Wagga Road	12500.37	13171.57	671.2	6.5	Regional Road Rural	3
Holbrook Wagga Road	13171.57	15004.66	1833.09	6.5	Regional Road Rural	3
Holbrook Wagga Road	15004.66	21032.47	6027.81	6.5	Regional Road Rural	3
Holbrook Wagga Road	21032.47	23059.79	2027.32	6.5	Regional Road Rural	3
Holbrook Wagga Road	23059.79	25945.77	2885.98	6.5	Regional Road Rural	3
Holbrook Wagga Road	25945.77	27652.77	1707	6.5	Regional Road Rural	3
Holbrook Wagga Road	27652.77	29299.56	1646.79	6.5	Regional Road Rural	3
Holbrook Wagga Road	29299.56	30032.78	733.22	8	Regional Road Rural	3
Holly Tree Court, Jindera	0	75.03	75.03	7.9	Local Urban Sealed	4A
Hopetoun Street, Culcairn	0	289.12	289.12	7.49	Local Urban Sealed	4A
Hopeview Road	0	612.69	612.69	3.5	Unformed Road	8
Hopeview Road	612.69	1315.52	702.83	3.5	Unformed Road	8
Hore Road	0	960.68	960.68	7.6	Local Rural Sealed	4B
Hore Road	960.68	2346.09	1385.41	5.5	Local Rural Unsealed	6B
Hore Road	2346.09	3075.14	729.05	5	Dust/Floodway Seal	4D
Hore Road	3075.14	3939.56	864.42	5	Local Rural Unsealed	6B
Hovell Road	0	5870.58	5870.58	5.5	Local Rural Sealed	4B
Hovell Road	5870.58	12210.81	6340.23	5	Local Rural Unsealed	5
Howard Road	0	2280.86	2280.86	7	Local Rural Formed	7
Howlong Balldale Road	0	640.24	640.24	6	Local Rural Sealed	4B
Howlong Balldale Road	640.24	845.24	205	3.8	Local Rural Sealed	4B
Howlong Balldale Road	845.24	1988.83	1143.59	3.8	Local Rural Sealed	4B
Howlong Balldale Road	1988.83	4656.23	2667.4	3.8	Local Rural Sealed	4B
Howlong Balldale Road	4656.23	5992.09	1335.86	6	Local Rural Sealed	4B
Howlong Balldale Road	5992.09	8083.08	2090.99	6	Local Rural Sealed	4B
Howlong Burrumbuttock Road	0	2571.55	2571.55	6.2	Local Rural Sealed	4B
Howlong Burrumbuttock Road	2571.55	8078.09	5506.54	7	Local Rural Sealed	4B
Howlong Burrumbuttock Road	8078.09	16307.4	8229.31	5.6	Local Rural Sealed	4B
Howlong Burrumbuttock Road, Burrumbuttock	16307.4	16616.77	309.37	10.8	Local Urban Sealed	4A
Howlong Burrumbuttock Road, Burrumbuttock	16616.77	16696.83	80.06	5.6	Local Urban Sealed	4A
Howlong Burrumbuttock Road, Burrumbuttock	16696.83	16851.95	155.12	10.8	Local Urban Sealed	4A
Howlong Burrumbuttock Road, Burrumbuttock	16851.95	17201.52	349.57	5.6	Local Urban Sealed	4A
Howlong Burrumbuttock Road, Burrumbuttock	17201.52	17296.57	95.05	10.8	Local Urban Sealed	4A
Howlong Goombargana Road	0	269.17	269.17	5.4	Dust/Floodway Seal	4D
Howlong Goombargana Road	269.17	2594.51	2325.34	5	Local Rural Unsealed	5
Howlong Goombargana Road	2594.51	7910.06	5315.55	5	Local Rural Unsealed	5
Hoy Street, Culcairn	0	359.49	359.49	6	Local Urban Sealed	4A
Hoy Street, Culcairn	359.49	605.24	245.75	6	Local Urban Sealed	4A
Hudsons Road	0	2937.43	2937.43	4.5	Local Rural Unsealed	6A
Hudsons Road	2937.43	4109.28	1171.85	4.5	Local Rural Unsealed	6A
Hudsons Road	4109.28	5232.32	1123.04	4.5	Local Rural Unsealed	6A

Road Name	Start	End	Length	Width	Description	Proposed Class
Hudsons Road	5232.32	6245.44	1013.12	3	Local Rural Unsealed	6B
Hueske Road	0	917.32	917.32	8.5	Local Rural Sealed	4A
Hueske Road	917.32	1944.61	1027.29	8.5	Local Rural Sealed	4A
Hueske Road	1944.61	2764.1	819.49	8	Local Rural Sealed	4A
Hulms Road	0	1665.61	1665.61	4	Local Rural Formed	7
Hume Highway	0	76586.71	76586.71	1	National Road	1
Hume Street, Holbrook	0	114.6	114.6	18.7	Local Urban Sealed	4A
Hume Street, Holbrook	114.6	132.85	18.25	1	Reference Only	Reference only
Hume Street, Holbrook	132.85	381.14	248.29	6.7	Local Urban Sealed	4A
Hume Street, Woomargama	0	316.12	316.12	5	Local Urban Sealed	4A
Humphreys Road	0	1704.69	1704.69	4.5	Local Rural Unsealed	6B
Humphreys Road	1704.69	1971.77	267.08	4.5	Local Rural Unsealed	6B
Huon Street, Gerogery	0	921.77	921.77	6	Local Urban Sealed	4A
Huon Street, Gerogery	921.77	1934.77	1013	6	Local Urban Sealed	4A
Huon Street, Jindera	0	171.64	171.64	7.2	Local Urban Sealed	4A
Huon Street, Jindera	171.64	404.59	232.95	6.2	Local Urban Sealed	4A
Huon Street, Jindera	404.59	636.25	231.66	6.6	Local Urban Sealed	4A
Hymans Road	0	519.19	519.19	3.5	Local Rural Unsealed	6B
Iron Post Lane	0	5199.05	5199.05	4.5	Local Rural Unsealed	6B
Ivor Street, Henty	0	136.44	136.44	13.4	Local Urban Sealed	4A
Ivor Street, Henty	136.44	274.56	138.12	14.5	Local Urban Sealed	4A
Ivor Street, Henty	274.56	412.15	137.59	5.5	Local Urban Sealed	4A
Ivor Street, Henty	412.15	547.46	135.31	6.1	Local Urban Sealed	4A
Ivor Street, Henty	547.46	680.81	133.35	6	Local Urban Sealed	4A
Ivor Street, Henty	680.81	804.65	123.84	6	Local Urban Sealed	4A
Ivor Street, Henty	804.65	965.38	160.73	6.5	Local Urban Sealed	4A
Ivy Street, Gerogery	0	120.05	120.05	4	Local Urban Unsealed	4A
Jacka Lane	0	1165.46	1165.46	5	Local Rural Unsealed	6B
Jacob Street, Burrumbuttock	0	400.16	400.16	6	Local Urban Sealed	4A
Jacob Wenke Drive, Walla Walla	0	224.92	224.92	8.6	Local Urban Sealed	4A
Jacob Wenke Drive, Walla Walla	224.92	334.13	109.21	8.6	Local Urban Sealed	4A
Jarick Way, Jindera	0	380.15	380.15	10.1	Local Urban Sealed	4A
Jelbart Road	0	2133.98	2133.98	6.4	Local Rural Sealed	4B
Jelbart Road	2133.98	3903.15	1769.17	5.5	Local Rural Unsealed	4B
Jelbart Road	3903.15	4446.77	543.62	5.2	Local Rural Sealed	4B
Jennings Road	0	1002.4	1002.4	7.2	Local Rural Sealed	4B
Jennings Road	1002.4	6105.52	5103.12	5.4	Local Rural Sealed	4B
Jennings Road	6105.52	6936.77	831.25	5	Local Rural Unsealed	5
Jerra Jerra Road	0	2956.17	2956.17	4.5	Local Rural Unsealed	6B
Jerraluen Road	0	2988.18	2988.18	4.5	Local Rural Unsealed	6B
Jindera Street, Jindera	0	121.76	121.76	5.8	Local Urban Sealed	4A
Jindera Street, Jindera	121.76	506.41	384.65	6.2	Local Urban Sealed	4A
Jindera Street, Jindera	506.41	554.96	48.55	1	Reference Only	Reference only
Jindera Street, Jindera	554.96	641.47	86.51	9.8	Local Urban Sealed	4A
Jindera Street, Jindera	641.47	752.19	110.72	6.4	Local Urban Sealed	4A

Road Name	Start	End	Length	Width	Description	Proposed Class
Jindera Street, Jindera	752.19	876.39	124.2	6.4	Local Urban Sealed	4A
Jingellic Road	876.39	3584.43	2708.04	7.4	Regional Road Rural	3
Jingellic Road	3584.43	4258.32	673.89	8	Regional Road Rural	3
Jingellic Road	4258.32	6732.32	2474	7.4	Regional Road Rural	3
Jingellic Road	6732.32	7105.35	373.03	7.4	Regional Road Rural	3
Jingellic Road	7105.35	8665.69	1560.34	8.2	Regional Road Rural	3
Jingellic Road	8665.69	9429.96	764.27	6.5	Regional Road Rural	3
Jingellic Road	9429.96	10152.65	722.69	7.6	Regional Road Rural	3
Jingellic Road	10152.65	11793.82	1641.17	6.2	Regional Road Rural	3
Jingellic Road	11793.82	12635.96	842.14	6.2	Regional Road Rural	3
Jingellic Road	12635.96	16598.84	3962.88	6.4	Regional Road Rural	3
Jingellic Road	16598.84	20789.22	4190.38	6.4	Regional Road Rural	3
Jingellic Road	20789.22	23708.22	2919	8.5	Regional Road Rural	3
Jingellic Road	23708.22	24707.18	998.96	8.5	Regional Road Rural	3
Jingellic Road	24707.18	25306.21	599.03	8.5	Regional Road Rural	3
Jingellic Road	25306.21	28023.77	2717.56	8	Regional Road Rural	3
Jingellic Road	28023.77	31104.47	3080.7	6	Regional Road Rural	3
Jingellic Road	31104.47	40068.67	8964.2	6.2	Regional Road Rural	3
Jingellic Road	40068.67	44721.33	4652.66	6.4	Regional Road Rural	3
Jingellic Road, Holbrook	0	370.58	370.58	7	Regional Road Urban	3
Jingellic Road, Holbrook	370.58	1323.51	952.93	7.4	Regional Road Urban	3
Jobsons Road	0	1917.1	1917.1	5	Local Rural Unsealed	6B
Jobsons Road	1917.1	2595.04	677.94	5	Local Rural Unsealed	6B
Jubilee Park Road, Culcairn	0	58.85	58.85	7	Local Urban Sealed	4A
Jubilee Park Road, Culcairn	58.85	150.06	91.21	6.99	Local Urban Sealed	4A
Kanimbla Road	0	6074.35	6074.35	3.8	Local Rural Sealed	4C
Keighran Street E, Henty	0	69.03	69.03	22.5	Local Urban Sealed	4A
Keighran Street W, Henty	0	60.02	60.02	5.7	Local Urban Sealed	4A
Keightley Street, Henty	0	218.23	218.23	6.1	Local Urban Sealed	4A
Keightley Street, Henty	218.23	448.97	230.74	6.7	Local Urban Sealed	4A
Keightley Street, Henty	448.97	649.26	200.29	6.1	Local Urban Sealed	4A
Kellys Road	0	3904.27	3904.27	5	Local Rural Sealed	4B
Kellys Road	3904.27	15747.41	11843.14	5	Local Rural Unsealed	5
Kellys Road	15747.41	16480.57	733.16	4	Local Rural Unsealed	5
Kendalls Road	0	651.04	651.04	5	Local Rural Unsealed	5
Kendalls Road	651.04	1034.34	383.3	5	Local Rural Unsealed	5
Kendalls Road	1034.34	2011.05	976.71	5	Local Rural Unsealed	5
Kendalls Road	2011.05	2560.23	549.18	5	Local Rural Unsealed	5
Kendalls Road	2560.23	3522.39	962.16	5	Local Rural Unsealed	5
Kendalls Road	3522.39	5567.23	2044.84	5	Local Rural Unsealed	5
Kensall Green Road	0	1481.34	1481.34	5	Local Rural Unsealed	6B
Kensall Green Road	1481.34	2382.94	901.6	5	Local Rural Unsealed	6B
Kenya Road	0	1884.02	1884.02	5	Local Rural Unsealed	6A
Kenya Road	1884.02	4458.73	2574.71	4.5	Local Rural Unsealed	6A
Kierath Street, Henty	0	454.18	454.18	5.7	Local Urban Sealed	4A

Road Name	Start	End	Length	Width	Description	Proposed Class
Kiley Road	0	2879.15	2879.15	4	Local Rural Unsealed	6B
King Parrot Lane	2879.15	3274.15	395	5	Local Rural Unsealed	6B
King Street, Brocklesby	0	207.08	207.08	6.5	Local Urban Sealed	4A
King Street, Culcairn	0	114.69	114.69	5.3	Local Urban Sealed	4A
King Street, Culcairn	114.69	355.53	240.84	5.3	Local Urban Sealed	4A
King Street, Culcairn	355.53	541.22	185.69	5.5	Local Urban Sealed	4A
King Street, Holbrook	0	61.69	61.69	4	Local Urban Unsealed	5B
King Street, Holbrook	61.69	80.5	18.81	1	Reference Only	Reference only
King Street, Holbrook	80.5	267.09	186.59	6.3	Local Urban Sealed	4A
Kings Bridge Road	0	3937.57	3937.57	5	Local Rural Unsealed	6B
Kirndeen Street, Culcairn	0	229.9	229.9	7.6	Local Urban Sealed	4A
Kirndeen Street, Culcairn	229.9	441.37	211.47	7.6	Local Urban Sealed	4A
Kirndeen Street, Culcairn	441.37	474.68	33.31	9.1	Local Urban Sealed	4A
Kirndeen Street, Culcairn	474.68	584.22	109.54	7.3	Local Urban Sealed	4A
Klara Court, Gerogery West	0	156.06	156.06	4	Local Urban Sealed	4A
Kleemans Road	0	3754.5	3754.5	5	Local Rural Unsealed	6A
Klein Court, Jindera	0	75.03	75.03	7.9	Local Urban Sealed	4A
Klemke Avenue, Walla Walla	0	676.27	676.27	5.4	Local Urban Sealed	4A
Klinberg Road	0	2688.07	2688.07	4.5	Local Rural Unsealed	6B
Knox Road	0	100.03	100.03	8	Dust/Floodway Seal	4D
Knox Road	100.03	2315.76	2215.73	5	Local Rural Unsealed	5
Knox Road	2315.76	2496.19	180.43	3.5	Dust/Floodway Seal	4D
Knox Road	2496.19	3963.59	1467.4	5	Local Rural Unsealed	5
Kohn Place, Jindera	0	56.02	56.02	6.8	Local Urban Sealed	4A
Kotzur Circuit, Walla Walla	0	115.05	115.05	6.6	Local Urban Sealed	4A
Kotzurs Road	0	1804.08	1804.08	4	Local Rural Unsealed	6B
Kotzurs Road	1804.08	3438.37	1634.29	4	Local Rural Formed	7
Kotzurs Road	3438.37	4690.86	1252.49	6.5	Local Rural Unsealed	6B
Krause Court, Jindera	0	83.03	83.03	6.5	Local Urban Sealed	4A
Kruetzbergers Road	0	3155.96	3155.96	5	Local Rural Sealed	4B
Kruetzbergers Road	3155.96	6502.58	3346.62	5	Local Rural Unsealed	4B
Kywong Howlong Road	0	224.66	224.66	7.4	Regional Road Rural	3
Kywong Howlong Road	224.66	3981.36	3756.7	8.2	Regional Road Rural	3
Kywong Howlong Road	3981.36	4788.86	807.5	8.2	Regional Road Rural	3
Kywong Howlong Road	4788.86	6246.25	1457.39	8.2	Regional Road Rural	3
Kywong Howlong Road	6246.25	8417.06	2170.81	8.2	Regional Road Rural	3
Kywong Howlong Road	8417.06	9607.27	1190.21	8.2	Regional Road Rural	3
Kywong Howlong Road	9607.27	12389.62	2782.35	6.1	Regional Road Rural	3
Kywong Howlong Road	12389.62	12814.01	424.39	7.5	Regional Road Urban	3
Kywong Howlong Road	12814.01	13078.07	264.06	7.5	Regional Road Urban	3
Kywong Howlong Road	13078.07	13187.69	109.62	7	Regional Road Urban	3
Kywong Howlong Road	13187.69	13257.61	69.92	6.5	Regional Road Urban	3
Kywong Howlong Road	13257.61	13856.43	598.82	5.7	Regional Road Rural	3
Kywong Howlong Road	13856.43	15528.64	1672.21	5.7	Regional Road Rural	3
Kywong Howlong Road	15528.64	17592.14	2063.5	5.7	Regional Road Rural	3

Road Name	Start	End	Length	Width	Description	Proposed Class
Kywong Howlong Road	17592.14	19091.02	1498.88	5.7	Regional Road Rural	3
Kywong Howlong Road	19091.02	19639.47	548.45	5.7	Regional Road Rural	3
Kywong Howlong Road	19639.47	24130.13	4490.66	5.5	Regional Road Rural	3
Kywong Howlong Road	24130.13	27168.62	3038.49	7	Regional Road Rural	3
Lawrence Court, Jindera	0	63.03	63.03	5.7	Local Urban Sealed	4A
Lee Road	0	270.11	270.11	4	Local Rural Unsealed	5
Lemke Road	0	1022.34	1022.34	5.5	Local Rural Unsealed	6A
Lemke Road	1022.34	1948.78	926.44	5.5	Local Rural Unsealed	6A
Lennons Road	0	8155.16	8155.16	5	Local Rural Unsealed	6A
Library Lane, Holbrook	0	84.97	84.97	7.79	Local Urban Sealed	4A
Library Lane, Holbrook	84.97	153.06	68.09	31	Local Urban Sealed	4A
Lieschkes Road	0	3121.23	3121.23	5	Local Rural Unsealed	6B
Lindner Road	0	1851.74	1851.74	5	Local Rural Unsealed	5
Lions Place, Culcairn	0	98.04	98.04	7.4	Local Urban Sealed	4A
Listers Lane	0	996.4	996.4	3	Unformed Road	8
Little Billabong Road	0	14086.13	14086.13	1	State Road	2
Llewellyn Road	0	2530.95	2530.95	4.5	Local Rural Unsealed	6A
Lochiel Road	0	1064.38	1064.38	4	Local Rural Unsealed	6B
Lockhart Road	0	397.1	397.1	7.9	Regional Road Urban	3
Lockhart Road	397.1	2637.2	2240.1	8.2	Regional Road Rural	3
Lockhart Road	2637.2	4659.18	2021.98	8.2	Regional Road Rural	3
Lockhart Road	4659.18	7548.76	2889.58	8.2	Regional Road Rural	3
Lockhart Road	7548.76	10927.75	3378.99	6.8	Regional Road Rural	3
Lockhart Road	10927.75	11121.25	193.5	8	Regional Road Rural	3
Lockhart Road	11121.25	15339.16	4217.91	6.4	Regional Road Rural	3
Logans Road	0	2876.01	2876.01	5	Local Rural Unsealed	6B
Lookout Road	0	5374.96	5374.96	7.2	Regional Road Rural	3
Lookout Road	5374.96	6630.6	1255.64	6.4	Regional Road Rural	3
Lookout Road	6630.6	6949.77	319.17	6.4	Regional Road Rural	3
Lowes Road	0	2254.9	2254.9	5	Local Rural Unsealed	6B
Lubkes Road	0	241.29	241.29	8	Local Rural Sealed	4B
Lubkes Road	241.29	2496	2254.71	5	Local Rural Unsealed	6A
Luther Road	0	1274.51	1274.51	5	Local Rural Unsealed	6B
Lyne Street, Henty	0	204.94	204.94	6.1	Local Urban Sealed	4A
Lyne Street, Henty	204.94	434.77	229.83	5.6	Local Urban Sealed	4A
Lyne Street, Henty	434.77	627.25	192.48	6.49	Local Urban Sealed	4A
Macinnes Street, Holbrook	0	772.3	772.3	4	Local Urban Sealed	4A
Maginnitys Gap Road	0	5004.06	5004.06	5	Local Rural Unsealed	6B
Maginnitys Gap Road	5004.06	7509.24	2505.18	4.5	Local Rural Unsealed	6B
Maginnitys Gap Road	7509.24	8625.94	1116.7	4.5	Local Rural Unsealed	6B
Mahers Road	0	3753.48	3753.48	5	Local Rural Unsealed	6B
Main Street, Gerogery	0	563.23	563.23	8	Local Urban Sealed	4A
Majors Creek Road	0	892.35	892.35	4	Local Rural Unsealed	6B
Malabar Road	0	254.8	254.8	3.5	Local Rural Sealed	4B
Malabar Road	254.8	351.16	96.36	3.5	Local Rural Unsealed	4B

Road Name	Start	End	Length	Width	Description	Proposed Class
Malabar Road	351.16	451.49	100.33	3.5	Local Rural Sealed	4B
Malabar Road	451.49	541.21	89.72	3.5	Local Rural Unsealed	4B
Maloney Road	0	7291.88	7291.88	4.5	Local Rural Unsealed	6B
Mandaring Road	0	2020.76	2020.76	5	Local Rural Unsealed	6B
Margaret Street, Gerogery West	0	891.36	891.36	4	Local Urban Unsealed	5B
Market Street, Walla Walla	0	168.73	168.73	5.3	Local Urban Sealed	4A
Market Street, Walla Walla	168.73	468.06	299.33	5.6	Local Urban Sealed	4A
Market Street, Walla Walla	468.06	608.25	140.19	4.6	Local Urban Sealed	4A
Marramook Lane	0	2649.01	2649.01	4.5	Local Rural Unsealed	6B
Mate Street, Morven	0	1406.56	1406.56	5	Local Rural Unsealed	6B
Mayfield Road	0	299.12	299.12	4.5	Local Rural Unsealed	6B
McBean Street, Culcairn	0	140.34	140.34	15.09	Local Urban Sealed	4A
McBean Street, Culcairn	140.34	215.83	75.49	6.9	Local Urban Sealed	4A
McBean Street, Culcairn	215.83	415.31	199.48	6.2	Local Urban Sealed	4A
McBean Street, Culcairn	415.31	524.97	109.66	6.2	Local Urban Sealed	4A
McBean Street, Culcairn	524.97	721.55	196.58	6.2	Local Urban Sealed	4A
McBean Street, Culcairn	721.55	907.36	185.81	7.5	Local Urban Sealed	4A
McCalls Road	0	1229.83	1229.83	4	Local Rural Unsealed	6B
McCalls Road	1229.83	1681.97	452.14	1	Unformed Road	8
McCalls Road	1681.97	4715.77	3033.8	4	Local Rural Formed	7
McGee Road	0	1594.62	1594.62	6	Local Rural Formed	7
McGorman Lane	0	6135.32	6135.32	6	Local Rural Unsealed	6B
McLaurin Crescent, Holbrook	0	311.12	311.12	6.3	Local Urban Sealed	4A
McLeod Street, Gerogery West	0	261.94	261.94	3.5	Local Urban Unsealed	5B
McTreby Place, Culcairn	0	43.02	43.02	5.3	Local Urban Sealed	4A
Melbourne Street, Woomargama	0	46.98	46.98	4	Local Urban Unsealed	5A
Melbourne Street, Woomargama	46.98	167.6	120.62	4	Local Urban Sealed	4A
Melbourne Street, Woomargama	167.6	298.12	130.52	4	Local Urban Unsealed	5A
Melrose Street, Culcairn	0	294.12	294.12	8.6	Local Urban Sealed	4A
Melville Street, Culcairn	0	146.4	146.4	6	Local Urban Sealed	4A
Melville Street, Culcairn	146.4	296.34	149.94	6	Local Urban Sealed	4A
Melville Street, Culcairn	296.34	413.68	117.34	10.9	Local Urban Sealed	4A
Melville Street, Culcairn	413.68	452.14	38.46	1	Reference Only	Reference only
Melville Street, Culcairn	452.14	581.57	129.43	6.1	State Road (outside lanes)	4D
Melville Street, Culcairn	581.57	627.55	45.98	1.3	State Road (outside lanes)	4D
Melville Street, Culcairn	627.55	786.14	158.59	1.3	State Road (outside lanes)	4D
Melville Street, Culcairn	786.14	1046.05	259.91	1.4	State Road (outside lanes)	4D
Melville Street, Culcairn	1046.05	1180.69	134.64	1.3	State Road (outside lanes)	4D
Melville Street, Culcairn	1180.69	1679.67	498.98	1.3	State Road (outside lanes)	4D
Merri Meric Road	0	2455.4	2455.4	5	Local Rural Unsealed	5
Merri Meric Road	2455.4	5892.43	3437.03	5	Local Rural Unsealed	5
Merri Meric Road	5892.43	8627.44	2735.01	4	Local Rural Unsealed	6A
Methodist Road	0	1810.71	1810.71	6.2	Local Rural Sealed	4B
Millswood Road, Holbrook	0	588.28	588.28	9.4	Local Urban Sealed	4A
Millswood Road, Holbrook	588.28	699.37	111.09	8.3	Local Urban Sealed	4A

Road Name	Start	End	Length	Width	Description	Proposed Class
Millswood Road, Holbrook	699.37	965.4	266.03	8.3	Local Urban Sealed	4A
Millswood Road, Holbrook	965.4	1556.38	590.98	7	Local Urban Unsealed	5B
Millswood Road, Holbrook	1556.38	2147.55	591.17	7.6	Local Urban Sealed	4A
Millswood Road, Holbrook	2147.55	261546.6	259399	3.5	Unformed Road	8
Mirrabooka Road	0	8319.14	8319.14	5	Local Rural Unsealed	6B
Mirrimar Road	0	1295.51	1295.51	3.5	Local Rural Unsealed	6B
Mitchell Street, Jindera	0	234.59	234.59	6.7	Local Urban Sealed	4A
Mitchell Street, Jindera	234.59	459.18	224.59	8.6	Local Urban Sealed	4A
Mitchells Road	0	6027.4	6027.4	5	Local Rural Unsealed	6A
Molkentin Road	0	418.56	418.56	6.5	Local Urban Sealed	4A
Molkentin Road	418.56	910.39	491.83	6.5	Local Rural Sealed	4B
Molkentin Road	910.39	4028.92	3118.53	6.2	Local Rural Sealed	4B
Moorwatha Road	0	188.05	188.05	5.4	Local Rural Sealed	4B
Moorwatha Road	188.05	1711.96	1523.91	4.5	Local Rural Unsealed	6A
Moorwatha Road	1711.96	3132.22	1420.26	4.5	Local Rural Unsealed	6A
Morebringer Lane	0	3438.39	3438.39	5	Local Rural Unsealed	6A
Morebringer Lane	3438.39	3509.19	70.8	6.8	Dust/Floodway Seal	4D
Morebringer Lane	3509.19	4521.73	1012.54	4.5	Local Rural Unsealed	6B
Morgans Road	0	699.26	699.26	6.3	Local Urban Sealed	4A
Morgans Road	699.26	1535.05	835.79	6	Local Rural Unsealed	5
Morgans Road	1535.05	3591.44	2056.39	4	Local Rural Unsealed	6A
Morrice Lane	0	3309.17	3309.17		Private Rural Unsealed	Private
Morven Cookardinia Road	0	12403.79	12403.79	5.6	Local Rural Sealed	4B
Morven Cookardinia Road	12403.79	15203.03	2799.24	6.4	Local Rural Sealed	4B
Mountain Creek Road	0	133.72	133.72	6.4	Local Rural Sealed	4B
Mountain Creek Road	133.72	1169.92	1036.2	5.5	Local Rural Sealed	4B
Mountain Creek Road	1169.92	3602.76	2432.84	5.7	Local Rural Sealed	4B
Mountain Creek Road	3602.76	7898.47	4295.71	5.5	Local Rural Sealed	4B
Mountain Creek Road	7898.47	12447.75	4549.28	5.7	Local Rural Sealed	4B
Mountain Creek Road	12447.75	17891	5443.25	6	Local Rural Sealed	4B
Mountain Creek Road	17891	19813.59	1922.59	6.2	Local Rural Sealed	4B
Mountain Creek Road	19813.59	25447.51	5633.92	5.6	Local Rural Sealed	4B
Mountain Creek Road	25447.51	29022.65	3575.14	5.8	Local Rural Sealed	4B
Mountain Creek Road	29022.65	31625.54	2602.89	8.3	Local Rural Sealed	4B
Mulgrave Road	0	727.29	727.29	6.4	Local Rural Sealed	4B
Mullemblah Road	0	1621.24	1621.24	5	Local Rural Unsealed	6B
Mullemblah Road	1621.24	2551.97	930.73	5	Local Rural Unsealed	6B
Mullemblah Road	2551.97	3849.73	1297.76	4	Local Rural Unsealed	6B
Mullemblah Road	3849.73	4478.77	629.04	4.5	Local Rural Unsealed	6B
Mullers Road	0	2377.95	2377.95	5	Local Rural Unsealed	5
Munro Street, Culcairn	0	129.88	129.88	5.3	Local Urban Sealed	4A
Munro Street, Culcairn	129.88	264.62	134.74	5.7	Local Urban Sealed	4A
Munro Street, Culcairn	264.62	387.66	123.04	5.7	Local Urban Sealed	4A
Munro Street, Culcairn	387.66	418.29	30.63	1	Reference Only	Reference only
Munro Street, Culcairn	418.29	549.26	130.97	5.6	Local Urban Sealed	4A

Road Name	Start	End	Length	Width	Description	Proposed Class
Munro Street, Culcairn	549.26	620.11	70.85	5.6	Local Urban Sealed	4A
Munro Street, Culcairn	620.11	752.73	132.62	5.6	Local Urban Sealed	4A
Munro Street, Culcairn	752.73	1027.37	274.64	5.6	Local Urban Sealed	4A
Munro Street, Culcairn	1027.37	1505.58	478.21	5.6	Local Urban Sealed	4A
Munyapla Boundary Road	0	3046.2	3046.2	6	Local Rural Unsealed	5
Munyapla Settlement Road	0	8663.41	8663.41	5	Local Rural Unsealed	6B
Murdoch Place, Holbrook	0	232.09	232.09	7.5	Local Urban Sealed	4A
Murphys Road	0	4022.52	4022.52	8	Local Rural Formed	7
Murray Street, Holbrook	0	194.14	194.14	3.8	Local Urban Sealed	4B
Murray Street, Holbrook	194.14	352.36	158.22	3.80	Local Urban Sealed	4A
Murray Street, Holbrook	352.36	474.83	122.47	5.5	Local Urban Sealed	4A
Murray Street, Holbrook	474.83	493.2	18.37	1	Reference Only	Reference only
Murray Street, Holbrook	493.2	613.4	120.2	6	Local Urban Sealed	4A
Murray Street, Holbrook	613.4	738.29	124.89	6	Local Urban Sealed	4A
Murray Street, Woomargama	0	268.11	268.11	4	Local Urban Sealed	4A
Narrabilla Road	0	2509.95	2509.95	4	Local Rural Unsealed	6B
Nation Road	0	348.1	348.1	4.5	Local Rural Unsealed	6B
Nation Road	348.1	1103.44	755.34	4.5	Local Rural Unsealed	6B
Newton Road	0	1779.73	1779.73	5	Local Rural Unsealed	6B
Newton Road	1779.73	2196.88	417.15	7	Local Rural Sealed	4C
Nioka Road	0	1219.49	1219.49	6	Local Rural Unsealed	4B
Nolan Street, Holbrook	0	94.03	94.03	4.8	Local Urban Sealed	4A
Nolan Street, Holbrook	94.03	251.1	157.07	3	Local Urban Unsealed	4A
Nolans Road	0	1136.01	1136.01	5	Local Rural Unsealed	6B
Nolans Road	1136.01	2439.96	1303.95	5	Local Rural Unsealed	6B
Nyhan Street, Holbrook	0	240.67	240.67	5.9	Local Urban Sealed	4A
Nyhan Street, Holbrook	240.67	304.11	63.44	5	Local Urban Unsealed	5A
Odewahns Road	0	3707.48	3707.48	6	Local Rural Sealed	4B
O'Keeffe Road	0	1030.41	1030.41	4	Local Rural Unsealed	6B
Old Balldale Road	0	3540.35	3540.35	4	Local Rural Formed	7
Olive Street, Brocklesby	0	169.07	169.07	5.4	Local Urban Sealed	4A
Olympic Highway	0	49828.93	49828.93	1	State Road	2
Orange Flat Lane	0	954.75	954.75	5	Local Rural Unsealed	6B
Orange Promise Road	0	1403.21	1403.21	5	Local Rural Unsealed	6B
Orange Promise Road	1403.21	2586.04	1182.83	3	Local Rural Formed	7
Orelida Siding Road	0	2464.99	2464.99	4.5	Local Rural Unsealed	6B
Orelida Siding Road	2464.99	3623.14	1158.15	4.5	Local Rural Unsealed	6B
Orelida Siding Road	3623.14	3929.54	306.4	4.5	Local Rural Unsealed	6B
Ortlipp Road	0	3521.41	3521.41	4.5	Local Rural Unsealed	5
Parkers Lane	0	1402.55	1402.55	5	Local Rural Unsealed	6B
Parnells Lane	0	1455.57	1455.57	4.5	Local Rural Unsealed	6B
Paterson Road	0	925.37	925.37	6	Local Rural Unsealed	6B
Pech Avenue, Jindera	0	595.24	595.24	7.9	Local Urban Sealed	4A
Peel Street, Holbrook	0	225.6	225.6	19.2	Local Urban Sealed	4A
Peel Street, Holbrook	225.6	495.34	269.74	15	Local Urban Sealed	4A

Road Name	Start	End	Length	Width	Description	Proposed Class
Peel Street, Holbrook	495.34	816.31	320.97	15	Local Urban Sealed	4A
Perry Street, Brocklesby	0	120.05	120.05	4	Local Urban Unsealed	5B
Phillips Way	0	167.79	167.79		Local Urban Sealed	Private
Pieses Road	0	2576.02	2576.02	5	Local Rural Formed	7
Pine Lane, Walla Walla	0	260.1	260.1	5.6	Local Urban Sealed	4A
Pinnabar Road	0	615.24	615.24	8	Local Rural Sealed	4B
Pioneer Drive, Jindera	0	415.33	415.33	9.5	Local Urban Sealed	4A
Pioneer Drive, Jindera	415.33	766.3	350.97	6	Local Urban Sealed	4A
Pioneer Drive, Jindera	766.3	1084.35	318.05	5.8	Local Urban Sealed	4A
Pioneer Drive, Jindera	1084.35	1916.77	832.42	5	Local Urban Unsealed	5A
Pioneer Drive, Walla Walla	0	471.19	471.19	1	Regional Road (outside lanes)	4D
Pioneer Drive, Walla Walla RR	0	479.19	479.19	7	Regional Road Urban	3
Plunkett Road	0	114.76	114.76	4	Local Rural Sealed	4B
Plunkett Road	114.76	2098.84	1984.08	5	Local Rural Unsealed	5
Polack Street	0	96.41	96.41		Local Urban Sealed	4A
Pomegranate Drive	0	270.51	270.51	7.4	Local Rural Sealed	4B
Pomegranate Drive	270.51	371.15	100.64	7.4	Local Rural Sealed	4B
Poole Road	0	899.34	899.34	5	Local Rural Unsealed	6B
Princes Street, Culcairn	0	195.08	195.08	8.2	Local Urban Sealed	4A
Prospect Street, Holbrook	0	140.4	140.4	14.3	Local Urban Sealed	4A
Prospect Street, Holbrook	140.4	275.1	134.7	4.9	Local Urban Sealed	4A
Protea Court	0	241.1	241.1	7	Local Rural Sealed	4B
Pulletop Road	0	3399.21	3399.21	5	Local Rural Unsealed	6B
Pulletop Road	3399.21	12168.77	8769.56	3.8	Local Rural Sealed	4C
Purtell Street, Holbrook	0	201.08	201.08	5.29	Local Urban Sealed	4A
Purtell Street, Morven	0	573.23	573.23	6.4	Local Urban Sealed	4A
Quartz Hill Road	0	1086.5	1086.5	6.5	Local Rural Sealed	4B
Quartz Hill Road	1086.5	5182.06	4095.56	5	Local Rural Unsealed	4B
Queen Street, Culcairn	0	245.1	245.1	8.5	Local Urban Sealed	4A
Queen Street, Walbundrie	0	1085.43	1085.43	8	Regional Road Urban	3
Queen Street, Walla Walla	0	244.06	244.06	5.4	Local Urban Sealed	4A
Queen Street, Walla Walla	244.06	450.07	206.01	5.4	Local Urban Sealed	4A
Queen Street, Walla Walla	450.07	463.05	12.98	1	Reference Only	Reference only
Queen Street, Walla Walla	463.05	557.22	94.17	6	Local Urban Sealed	4A
Racecourse Road	0	1724.67	1724.67	5	Local Rural Sealed	4B
Railway Parade, Culcairn	0	247.01	247.01	5.1	State Road (outside lanes)	4D
Railway Parade, Culcairn	247.01	283.14	36.13	1	Reference Only	Reference only
Railway Parade, Culcairn	283.14	415.17	132.03	23.7	Local Urban Sealed	4A
Railway Parade, Culcairn	415.17	616.28	201.11	11.1	Local Urban Sealed	4A
Railway Parade, Culcairn	616.28	794.25	177.97	11.4	Local Urban Sealed	4A
Railway Parade, Culcairn	794.25	1014.2	219.95	11.4	Local Urban Sealed	4A
Railway Parade, Culcairn	1014.2	1559.22	545.02	6.3	Local Urban Sealed	4A
Railway Parade, Culcairn	1559.22	1616.63	57.41	6.2	Local Urban Sealed	4A
Railway Parade, Henty	0	109.67	109.67	9.5	State Road (outside lanes)	4D
Railway Parade, Henty	109.67	349.27	239.6	5.4	State Road (outside lanes)	4D

Road Name	Start	End	Length	Width	Description	Proposed Class
Railway Parade, Henty	349.27	643.67	294.4	6.99	State Road (outside lanes)	4D
Railway Parade, Henty	643.67	777.36	133.69	3	State Road (outside lanes)	4D
Railway Parade, Henty	777.36	924.99	147.63	4.4	State Road (outside lanes)	4D
Railway Parade, Henty	924.99	1060.79	135.8	4.4	State Road (outside lanes)	4D
Railway Parade, Henty	1060.79	1370.57	309.78	1	State Road (outside lanes)	4D
Railway Parade, Henty	1370.57	1532.62	162.05	2.3	State Road (outside lanes)	4D
Railway Parade, Holbrook	0	638.25	638.25	6.2	Local Urban Sealed	4A
Railway Street, Walla Walla	0	213.44	213.44	4.9	Local Urban Sealed	4A
Railway Street, Walla Walla	213.44	357.48	144.04	4.8	Local Urban Sealed	4A
Railway Street, Walla Walla	357.48	364.29	6.81	1	Reference Only	Reference only
Railway Street, Walla Walla	364.29	469.19	104.9	12.19	Local Urban Sealed	4A
Rainbow Lane	0	167.46	167.46		Local Urban Sealed	Private
Ralstons Road	0	1572.61	1572.61	4	Local Rural Unsealed	6B
Ralvona Lane	0	1456.13	1456.13	5.4	Local Rural Sealed	4B
Ralvona Lane	1456.13	6461.86	5005.73	5.6	Local Rural Sealed	4B
Ralvona Lane	6461.86	11183.38	4721.52	3.8	Local Rural Sealed	4C
Range View Drive	0	670.27	670.27	6.2	Local Rural Sealed	4B
Rankin Street, Holbrook	0	120.19	120.19	15.5	Local Urban Sealed	4A
Rankin Street, Holbrook	120.19	224.09	103.9	9.6	Local Urban Sealed	4A
Rankins Lane	0	220.13	220.13	6	Local Rural Sealed	4C
Rankins Lane	220.13	4692.82	4472.69	3.8	Local Rural Sealed	4C
Ravenswood Road	0	2744.08	2744.08	4	Local Rural Unsealed	6B
Raymond Street, Holbrook	0	132.82	132.82	16.1	Local Urban Sealed	4A
Raymond Street, Holbrook	132.82	572.22	439.4	6.5	Local Urban Sealed	4A
Reapers Road	0	1967.25	1967.25	3.5	Local Rural Sealed	4C
Reapers Road	1967.25	8923.57	6956.32	5	Local Rural Unsealed	5
Recreation Street, Brocklesby	0	519.2	519.2	5.2	Local Urban Sealed	4A
Red Hill Road	0	579.23	579.23	5	Local Rural Unsealed	6B
Reid Road	0	2228.84	2228.84	5	Local Rural Formed	7
Reid Road	2228.84	3704.45	1475.61	5	Local Rural Formed	7
Reynella Road	0	4237.66	4237.66	5	Local Rural Unsealed	6A
Ribery Court	0	248.1	248.1	7	Local Rural Sealed	4B
Richmond Street, Morven	0	195.08	195.08	5	Local Urban Unsealed	5A
Riders Road	0	5947.36	5947.36	5	Local Rural Unsealed	6B
River Road	0	340.38	340.38	5	Dust/Floodway Seal	4D
River Road	340.38	8096.17	7755.79	5	Local Rural Unsealed	5
River Road	8096.17	8456.18	360.01	4	Dust/Floodway Seal	4D
River Road	8456.18	16719.13	8262.95	5	Local Rural Unsealed	5
River Road	16719.13	17088.63	369.5	4	Dust/Floodway Seal	4D
River Road	17088.63	25209.2	8120.57	5.5	Local Rural Unsealed	5
River Road	25209.2	25481.79	272.59	4	Dust/Floodway Seal	4D
River Road	25481.79	29244.44	3762.65	5	Local Rural Unsealed	5
River Road	29244.44	30284.08	1039.64	4	Dust/Floodway Seal	4D
River Road	30284.08	32247.42	1963.34	5.5	Local Rural Unsealed	5
River Road	32247.42	32317.65	70.23	4	Dust/Floodway Seal	4D

Road Name	Start	End	Length	Width	Description	Proposed Class
River Road	32317.65	34275.93	1958.28	5	Local Rural Unsealed	5
River Road	34275.93	34391.29	115.36	4	Dust/Floodway Seal	4D
River Road	34391.29	43977.18	9585.89	5.5	Local Rural Unsealed	5
River Road	43977.18	44226.95	249.77	5	Dust/Floodway Seal	4D
River Road	44226.95	50112.01	5885.06	5	Local Rural Unsealed	5
River Road	50112.01	52525.38	2413.37	3.2	Dust/Floodway Seal	4D
Riverina Highway	0	12376.88	12376.88	1	State Road	2
Roachdale Road	0	1508.22	1508.22	4.5	Local Rural Unsealed	5
Roachdale Road	1508.22	5220.05	3711.83	4	Local Rural Unsealed	5
Roblins Road	0	2248.86	2248.86	4.5	Local Rural Unsealed	6A
Roblins Road	2248.86	4357.69	2108.83	4.5	Local Rural Unsealed	6A
Rock Road	0	675.27	675.27	5	Local Rural Unsealed	6B
Rockingham Road	0	2990.15	2990.15	4.5	Local Rural Unsealed	6A
Rockow Road	0	502.2	502.2	4.5	Local Rural Unsealed	6B
Rockville Road	0	2571.03	2571.03	5	Local Rural Unsealed	6A
Rogers Road East	0	1503.6	1503.6	4	Local Rural Unsealed	6B
Rogers Road West	0	227.58	227.58	7.4	Local Rural Sealed	4B
Rogers Road West	227.58	965.77	738.19	9.4	Local Rural Sealed	4B
Rogers Road West	965.77	1179.48	213.71	7.4	Local Rural Sealed	4B
Rose Street, Gerogery	0	170.07	170.07	5	Local Urban Unsealed	4A
Rose Valley Lane	0	1884.5	1884.5	4	Local Rural Unsealed	6B
Rose Valley Lane	1884.5	3083.21	1198.71	4	Local Rural Unsealed	6B
Rosedale Road	0	987.39	987.39	4	Local Rural Unsealed	6B
Rosemont Road	0	1362.55	1362.55	4	Local Rural Unsealed	6B
Rosewood Road	0	7055.4	7055.4	5	Local Rural Unsealed	6B
Rosler Parade, Henty	0	248.36	248.36	6.3	Local Urban Sealed	4A
Rosler Parade, Henty	248.36	477.51	229.15	6.19	Local Urban Sealed	4A
Rosler Parade, Henty	477.51	700.27	222.76	6.2	Local Urban Sealed	4A
Rosler Street	0	139.2	139.2		Local Urban Sealed	Proposed
Ross Road	0	3372.33	3372.33	4.5	Local Rural Unsealed	6B
Ross Street, Holbrook	0	123.03	123.03	12.2	Local Urban Sealed	4A
Ross Street, Holbrook	123.03	272.11	149.08	5.8	Local Urban Sealed	4A
Ryan Road	0	4702.81	4702.81	4	Local Rural Unsealed	6A
Ryan Stock Route	0	6061.41	6061.41	5	Local Rural Unsealed	6B
Sarah Street, Gerogery West	0	1251.5	1251.5	6.4	Local Urban Sealed	4A
Sawyer Road	0	145.19	145.19	7	Local Rural Sealed	4B
Sawyer Road	145.19	2760.5	2615.31	4.5	Local Rural Unsealed	5
Scheetz Road	0	3751.45	3751.45	4	Local Rural Unsealed	6A
Schlenkers Road	0	100.35	100.35	5	Local Rural Unsealed	6B
Schlenkers Road	100.35	3249.29	3148.94	3	Local Rural Formed	7
Schnaars Road	0	999.07	999.07	7	Local Rural Sealed	4B
Schnaars Road	999.07	2599.42	1600.35	7	Local Rural Sealed	4B
Schnaars Road	2599.42	3156.44	557.02	7	Local Rural Sealed	4B
Schnaars Road	3156.44	3600.26	443.82	4.5	Local Rural Sealed	4B
Schnaars Road	3600.26	7100.06	3499.8	3.5	Local Rural Sealed	4C

Road Name	Start	End	Length	Width	Description	Proposed Class
Schnaars Road	7100.06	9072.63	1972.57	5.2	Local Rural Sealed	4B
Schneiders Road	0	3233.29	3233.29	5	Local Rural Unsealed	6B
Schoff Road	0	4662.86	4662.86	4.5	Local Rural Unsealed	6B
Scholz Road	0	1797.72	1797.72	5	Local Rural Unsealed	6A
Scholz Street, Jindera	0	155.38	155.38	11	Local Urban Sealed	4A
Scholz Street, Jindera	155.38	339.13	183.75	8.2	Local Urban Sealed	4A
Scholz Street, Walla Walla	0	178.07	178.07	6.5	Local Urban Sealed	4A
Second Avenue, Henty	0	234.93	234.93	5.5	Local Urban Sealed	4A
Second Avenue, Henty	234.93	277.75	42.82	1	Reference Only	Reference only
Second Avenue, Henty	277.75	677.32	399.57	6.1	Local Urban Sealed	4A
Second Street, Henty	0	361.14	361.14	6.1	Local Urban Sealed	4A
Seidels Road	0	4950.95	4950.95	4	Local Rural Unsealed	6B
Selby Road	0	8616.75	8616.75	5.3	Local Rural Sealed	4B
Selby Road	8616.75	13495.23	4878.48	5.5	Local Rural Unsealed	6A
Senna Court	0	164.07	164.07	6.4	Local Rural Sealed	4B
Service Road East, Brocklesby	0	294.32	294.32	5.6	Local Urban Sealed	4A
Service Road East, Brocklesby	294.32	413.16	118.84	4	Local Urban Unsealed	5A
Service Road West, Brocklesby	0	221.25	221.25	5.7	Local Urban Sealed	4A
Service Road West, Brocklesby	221.25	234.34	13.09	1	Reference Only	Reference only
Service Road West, Brocklesby	234.34	374.57	140.23	4	Local Urban Unsealed	5A
Service Road West, Brocklesby	374.57	386.51	11.94	1	Reference Only	Reference only
Service Road West, Brocklesby	386.51	586.27	199.76	4	Local Urban Unsealed	5A
Severin Road	0	2283.91	2283.91	3.5	Local Rural Formed	7
Shady Grove Road	0	2492	2492	4	Local Rural Unsealed	6B
Shannons Road	0	1768.63	1768.63	5	Local Rural Unsealed	6B
Shea Road	0	563.22	563.22	6	Local Rural Sealed	4B
Sherwyn Road	0	5541.78	5541.78	5	Local Rural Unsealed	6B
Sherwyn Road	5541.78	6785.69	1243.91	5	Local Rural Unsealed	6B
Shippards Road	0	1537.47	1537.47	5	Local Rural Unsealed	5
Shippards Road	1537.47	1989.61	452.14	5	Local Rural Unsealed	5
Shippards Road	1989.61	2768.21	778.6	5	Local Rural Unsealed	5
Shippards Road	2768.21	4448.14	1679.93	5	Local Rural Unsealed	5
Shippards Road	4448.14	4996.18	548.04	5	Local Rural Unsealed	5
Shoemarks Road	0	3964.58	3964.58	5	Local Rural Unsealed	6B
Short Street, Walla Walla	0	120.56	120.56	7.8	Local Urban Sealed	4A
Short Street, Walla Walla	120.56	137.11	16.55	1	Reference Only	Reference only
Short Street, Walla Walla	137.11	311.12	174.01	5	Local Urban Unsealed	5B
Silver Hills Road	0	846.3	846.3	4	Local Rural Unsealed	6B
Singe Road	0	551.35	551.35	5	Local Rural Unsealed	5
Singe Road	551.35	706.28	154.93	3	Local Rural Unsealed	5
Sladen Street East, Henty	0	98.14	98.14	7.3	Local Urban Sealed	4A
Sladen Street East, Henty	98.14	163.39	65.25	7.3	Local Urban Sealed	4A
Sladen Street East, Henty	163.39	319.28	155.89	7.1	Local Urban Sealed	4A
Sladen Street East, Henty	319.28	451.18	131.9	7	Local Urban Sealed	4A
Sladen Street Lane, Henty	0	181.07	181.07	4.5	Local Urban Sealed Lane	4C

Road Name	Start	End	Length	Width	Description	Proposed Class
Sladen Street, Henty	0	65.36	65.36	15.6	Local Urban Sealed	4A
Sladen Street, Henty	65.36	261.55	196.19	21.2	Local Urban Sealed	4A
Sladen Street, Henty	261.55	486.2	224.65	14.7	Local Urban Sealed	4A
Smart Street, Henty	486.2	573.29	87.09	7.3	Local Urban Sealed	4A
Smart Street, Henty	573.29	688.04	114.75	7.29	Local Urban Sealed	4A
Smart Street, Henty	688.04	755.31	67.27	5	Local Urban Unsealed	5A
Smith Street, Henty	0	181.74	181.74	6.9	Local Urban Sealed	4A
Smith Street, Henty	181.74	351.14	169.4	3.3	Local Urban Sealed	4A
South Street, Culcairn	0	68.7	68.7	5.2	Local Urban Sealed	4A
South Street, Culcairn	68.7	145.4	76.7	5.2	Local Urban Sealed	4A
South Street, Culcairn	145.4	291.35	145.95	6.1	Local Urban Sealed	4A
South Street, Culcairn	291.35	461.19	169.84	6.79	Local Urban Sealed	4A
South Street, Henty	0	225.92	225.92	5.5	Local Urban Sealed	4A
South Street, Henty	225.92	457.49	231.57	5.7	Local Urban Sealed	4A
South Street, Henty	457.49	600.24	142.75	7	Local Urban Sealed	4A
South Street, Woomargama	0	316.12	316.12	4	Local Urban Unsealed	5A
Sparkes Road	0	1112.44	1112.44	3.5	Local Rural Unsealed	6B
Spence Street, Henty	0	101.04	101.04	5.5	Local Urban Sealed	4A
Spring Street, Holbrook	0	239.68	239.68	5.1	Local Urban Sealed	4A
Spring Street, Holbrook	239.68	426.16	186.48	6.49	Local Urban Sealed	4A
Spring Valley Road	0	945.37	945.37	5	Local Rural Unsealed	6B
Spurr Street, Holbrook	0	352.14	352.14	7.6	Local Urban Sealed	4A
St Johns Court, Jindera	0	169.07	169.07	6.1	Local Urban Sealed	4A
Stan Drive, Jindera	0	214.09	214.09	6.5	Local Urban Sealed	4A
Station Street, Gerogery	0	520.21	520.21	6	Local Urban Sealed	4A
Steel Street, Holbrook	0	124.86	124.86	10.3	Local Urban Sealed	4A
Steel Street, Holbrook	124.86	143.9	19.04	1	Reference Only	Reference only
Steel Street, Holbrook	143.9	268.66	124.76	7.1	Local Urban Sealed	4A
Steel Street, Holbrook	268.66	408.54	139.88	5.8	Local Urban Sealed	4A
Steel Street, Holbrook	408.54	535.2	126.66	6.1	Local Urban Sealed	4A
Stein Road	0	2980.19	2980.19	4	Local Rural Unsealed	6B
Stewarts Road	0	3207.27	3207.27	4.5	Local Rural Unsealed	6B
Stewarts Road	3207.27	5133.18	1925.91	4	Local Rural Unsealed	6B
Stewarts Road	5133.18	7202.81	2069.63	4	Local Rural Unsealed	6B
Stirbeck Street, Holbrook	0	361.14	361.14	7.7	Local Urban Sealed	4A
Stitt Street, Walla Walla	0	200.77	200.77	4	Local Urban Unsealed	5A
Stitt Street, Walla Walla	200.77	293.12	92.35	3	Local Urban Unsealed	5B
Stock Route	0	1441.58	1441.58	5	Local Rural Formed	7
Stockwell Drive, Jindera	0	532.21	532.21	6	Local Urban Sealed	4A
Stolls Road	0	2305.49	2305.49	4.5	Local Rural Unsealed	6B
Stolls Road	2305.49	6215.48	3909.99	4.5	Local Rural Unsealed	6B
Stonehaven Road	0	459.02	459.02	6	Local Rural Unsealed	6B
Stonehaven Road	459.02	858.59	399.57	5.8	Dust/Floodway Seal	4D
Stonehaven Road	858.59	4449.72	3591.13	6	Local Rural Unsealed	6B
Stonehaven Road	4449.72	9406.65	4956.93	6	Local Rural Unsealed	6B

Road Name	Start	End	Length	Width	Description	Proposed Class
Stony Park Road	0	52.75	52.75	6.4	Local Rural Sealed	4B
Stony Park Road	52.75	1105.28	1052.53	6.4	Local Rural Sealed	4B
Stony Park Road	1105.28	4244.24	3138.96	6.4	Local Rural Sealed	4B
Stony Park Road	4244.24	4955.56	711.32	7	Local Rural Unsealed	5
Stony Park Road	4955.56	8606.4	3650.84	6	Local Rural Unsealed	5
Sunnyside Crescent, Walla Walla	0	102.17	102.17	6.59	Local Urban Sealed	4A
Sunnyside Crescent, Walla Walla	102.17	241.1	138.93	7.6	Local Urban Sealed	4A
Sutherland Road	0	1440.79	1440.79	5	Local Rural Unsealed	6B
Sutherland Road	1440.79	1852.27	411.48	4.5	Local Rural Unsealed	6B
Sutherland Road	1852.27	3075.22	1222.95	4	Local Rural Unsealed	6B
Sweetwater Drive	3075.22	3634.46	559.24		Private	Private
Sweetwater Road	0	889.83	889.83	10	Local Rural Sealed	4B
Sweetwater Road	889.83	4629.84	3740.01	4.2	Local Rural Sealed	4B
Swift Street, Holbrook	0	220.33	220.33	18.7	Local Urban Sealed	4A
Swift Street, Holbrook	220.33	341.25	120.92	18.6	Local Urban Sealed	4A
Swift Street, Holbrook	341.25	580.33	239.08	18.7	Local Urban Sealed	4A
Swift Street, Holbrook	580.33	805.14	224.81	18.7	Local Urban Sealed	4A
Swift Street, Holbrook	805.14	1125.37	320.23	17.2	Local Urban Sealed	4A
Swift Street, Holbrook	1125.37	1394.55	269.18	9.9	Local Urban Sealed	4A
Sydney Road, Holbrook	0	2325.9	2325.9	9	Local Urban Sealed	4A
Tathra Place	0	119.93	119.93		Local Urban Sealed	Private
Taylor's Road	0	2672.63	2672.63	6.2	Local Rural Sealed	4B
Taylor's Road	2672.63	4229.51	1556.88	5.5	Local Rural Unsealed	5
Taylor's Road	4229.51	4545.79	316.28	5.2	Local Rural Unsealed	5
Taylor's Road	4545.79	6942.77	2396.98	5.5	Local Rural Unsealed	5
Terlich Way	0	304.41	304.41	7.00	Local Urban Sealed	4A
The Elms Lane	0	914.36	914.36	4	Local Rural Unsealed	6B
Third Avenue, Henty	0	628.42	628.42	5.7	Local Urban Sealed	4A
Third Avenue, Henty	628.42	934.37	305.95	5.7	Local Urban Sealed	4A
Third Street, Henty	0	348.14	348.14	6	Local Urban Sealed	4A
Thomas Place, Culcairn	0	131.05	131.05	22.7	Local Urban Sealed	4A
Thomas Street, Gerogery West	0	1253.93	1253.93	6.2	Local Urban Sealed	4A
Thomas Street, Gerogery West	1253.93	1409.56	155.63	6.2	Local Urban Sealed	4A
Thornbury Road	0	5453.45	5453.45	4.5	Local Rural Unsealed	6B
Thornbury Road	5453.45	7410.89	1957.44	4	Local Rural Unsealed	6B
Thorpe Street, Holbrook	0	133.88	133.88	6	Local Urban Sealed	4A
Thorpe Street, Holbrook	133.88	179.07	45.19	13.99	Local Urban Sealed	4A
Thugga Road	0	122.76	122.76	4	Dust/Floodway Seal	4D
Thugga Road	122.76	3560.93	3438.17	5	Local Rural Unsealed	6B
Thugga Road	3560.93	6015.39	2454.46	5	Local Rural Unsealed	6B
Tinmines Road	0	1978.78	1978.78	5.5	Local Rural Unsealed	6B
Tip Road	0	1593.62	1593.62	8	Local Rural Sealed	4B
Toorak Road	0	512.19	512.19	4	Local Rural Unsealed	6B
Top Springs Road	0	2709.06	2709.06	5	Local Rural Unsealed	6B
Tower Hill Rd	0	1693.65	1693.65	3	Local Rural Unsealed	6B

Road Name	Start	End	Length	Width	Description	Proposed Class
Tower Street, Brocklesby	0	180.07	180.07	5.4	Local Urban Sealed	4A
Townview Avenue, Walla Walla	0	150.51	150.51	7.7	Local Urban Sealed	4A
Townview Avenue, Walla Walla	150.51	191.12	40.61	7.7	Local Urban Sealed	4A
Townview Avenue, Walla Walla	191.12	264.11	72.99	7.7	Local Urban Sealed	4A
Trebleys Road	0	2211.87	2211.87	5	Local Rural Unsealed	6B
Triangle Road	0	3437.31	3437.31	5	Local Rural Unsealed	6B
Trigg Road	0	7208.51	7208.51	5	Local Rural Unsealed	6B
Trigg Road	7208.51	8372.8	1164.29	5.2	Dust/Floodway Seal	4D
Trigg Road	8372.8	8677.72	304.92	5.2	Dust/Floodway Seal	4D
Trigg Road	8677.72	9602.69	924.97	5	Local Rural Unsealed	6B
Tumbarumba Road N	0	1632.58	1632.58	8.4	Regional Road Rural	3
Tumbarumba Road S	0	20674.13	20674.13	1	State Road	2
Tunnel Road	0	1633.94	1633.94	5.5	Local Rural Sealed	4B
Tunnel Road	1633.94	2629.64	995.7	7.5	Local Rural Sealed	4B
Tunnel Road	2629.64	5261.27	2631.63	6	Local Rural Sealed	4B
Tunnel Road	5261.27	7208.11	1946.84	3.8	Local Rural Sealed	4B
Tunnel Road	7208.11	9190.21	1982.1	5.5	Local Rural Sealed	4B
Tunnel Road	9190.21	9431.61	241.4	7.2	Local Rural Sealed	4B
Tunnel Road	9431.61	18948.37	9516.76	4.4	Local Rural Sealed	4B
Unnamed Lane Opposite Ashley Lane	0	570.76	570.76	4	Proposed	6B
Urana Road	0	508.94	508.94	15	Regional Road Rural	3
Urana Road	508.94	1966.41	1457.47	9.5	Regional Road Rural	3
Urana Road	1966.41	4388.06	2421.65	9.5	Regional Road Rural	3
Urana Road	4388.06	4867.37	479.31	9.5	Regional Road Urban	3
Urana Road	4867.37	5819.63	952.26	8	Regional Road Urban	3
Urana Road	5819.63	6546.6	726.97	9	Regional Road Rural	3
Urana Road	6546.6	9221.37	2674.77	8.1	Regional Road Rural	3
Urana Road	9221.37	11852.96	2631.59	8.1	Regional Road Rural	3
Urana Road	11852.96	12662.22	809.26	8.1	Regional Road Rural	3
Urana Road	12662.22	13785.97	1123.75	8.1	Regional Road Rural	3
Urana Road	13785.97	14310.72	524.75	8.1	Regional Road Rural	3
Urana Road	14310.72	19340.86	5030.14	8.1	Regional Road Rural	3
Urana Road	19340.86	20064.69	723.83	7.8	Regional Road Rural	3
Urana Road	20064.69	20239.02	174.33	9	Regional Road Urban	3
Urana Road	20239.02	21053.29	814.27	9	Regional Road Urban	3
Urana Road	21053.29	25029.09	3975.8	8	Regional Road Rural	3
Urana Road	25029.09	28369.67	3340.58	8	Regional Road Rural	3
Urana Road	28369.67	33060.88	4691.21	8	Regional Road Rural	3
Urana Road	33060.88	34298.2	1237.32	6.5	Regional Road Rural	3
Urana Road	34298.2	35161.81	863.61	6.5	Regional Road Rural	3
Urana Road	35161.81	37714.55	2552.74	6.5	Regional Road Rural	3
Urana Road	37714.55	38154.63	440.08	7	Regional Road Rural	3
Urana Road	38154.63	39341.98	1187.35	8.8	Regional Road Urban	3
Urana Road	39341.98	39715.82	373.84	6.4	Regional Road Urban	3
Urana Road	39715.82	43168.39	3452.57	6.4	Regional Road Rural	3

Road Name	Start	End	Length	Width	Description	Proposed Class
Urana Road	43168.39	45100.33	1931.94	6.4	Regional Road Rural	3
Urana Road	45100.33	47023.12	1922.79	6.4	Regional Road Rural	3
Urana Road	47023.12	49086.74	2063.62	6.4	Regional Road Rural	3
Urana Road	49086.74	51374.92	2288.18	6	Regional Road Rural	3
Urana Road	51374.92	55802.96	4428.04	6	Regional Road Rural	3
Urana Street, Jindera	0	126.5	126.5	1.5	Regional Road (outside lanes)	4D
Urana Street, Jindera	126.5	529.04	402.54	1.5	Regional Road (outside lanes)	4D
Urana Street, Jindera	529.04	1421.57	892.53	5.3	Regional Road (outside lanes)	4D
Verdon Road	0	2258.91	2258.91	4	Local Rural Unsealed	6B
Verdon Road	2258.91	3335.28	1076.37	4	Local Rural Unsealed	6B
Victoria Street, Culcairn	0	252.77	252.77	8.7	Local Urban Sealed	4A
Victoria Street, Culcairn	252.77	478.19	225.42	7.4	Local Urban Sealed	4A
Victoria Street, Walla Walla	0	342.14	342.14	9.5	Local Urban Sealed	4A
Vile Lane	0	2027.25	2027.25	4.5	Local Rural Unsealed	6A
Vile Lane	2027.25	4351.71	2324.46	4.5	Local Rural Unsealed	6A
Vine Drive	0	200.38	200.38	5	Local Rural Sealed	4B
Vine Drive	200.38	400.16	199.78	5	Local Rural Unsealed	6B
Vine Street, Holbrook	0	209.66	209.66	7.7	Local Urban Sealed	4A
Vine Street, Holbrook	209.66	440.04	230.38	8.1	Local Urban Sealed	4A
Vine Street, Holbrook	440.04	590.23	150.19	18.2	Local Urban Sealed	4A
Vokins Creek Road	0	4663.7	4663.7	4	Local Rural Unsealed	6B
Voss Road	0	2711.08	2711.08	4	Local Rural Formed	7
Wagner Drive	0	82.37	82.37		Local Urban Sealed	4A
Wagner Drive	82.37	169.12	86.75		Local Urban Sealed	Proposed
Walbundrie Alma Park Road	0	1339.25	1339.25	3.8	Local Rural Sealed	4B
Walbundrie Alma Park Road	1339.25	4453.26	3114.01	3.8	Local Rural Sealed	4B
Walbundrie Alma Park Road	4453.26	5569.5	1116.24	3.8	Local Rural Sealed	4B
Walbundrie Alma Park Road	5569.5	12482.91	6913.41	5	Local Rural Sealed	4B
Walbundrie Road	0	2610.36	2610.36	8.2	Regional Road Rural	3
Walbundrie Road	2610.36	4745.49	2135.13	8.2	Regional Road Rural	3
Walbundrie Road	4745.49	7298.4	2552.91	8.2	Regional Road Rural	3
Walbundrie Road	7298.4	8335.07	1036.67	8.2	Regional Road Rural	3
Walbundrie Road	8335.07	10479.52	2144.45	8.2	Regional Road Rural	3
Walbundrie Road	10479.52	11644.35	1164.83	8.2	Regional Road Rural	3
Walbundrie Road	11644.35	12294.23	649.88	8.2	Regional Road Rural	3
Walbundrie Road	12294.23	15523.99	3229.76	7.4	Regional Road Rural	3
Walbundrie Road	15523.99	16537.84	1013.85	9	Regional Road Rural	3
Walbundrie Road	16537.84	17159.56	621.72	10	Regional Road Rural	3
Walbundrie Road	17159.56	19820.18	2660.62	7.4	Regional Road Rural	3
Walbundrie Road	19820.18	21731.52	1911.34	8	Regional Road Rural	3
Walbundrie Road	21731.52	22795.77	1064.25	8	Regional Road Rural	3
Walbundrie Road	22795.77	24375.02	1579.25	8	Regional Road Rural	3
Walbundrie Road	24375.02	26419.37	2044.35	8	Regional Road Rural	3
Walbundrie Road	26419.37	27498.68	1079.31	8	Regional Road Rural	3
Walbundrie Road	27498.68	30075.97	2577.29	8	Regional Road Rural	3

Road Name	Start	End	Length	Width	Description	Proposed Class
Walkyrie Road	0	1502.41	1502.41	4	Local Rural Unsealed	6B
Walkyrie Road	1502.41	3052.93	1550.52	4	Local Rural Unsealed	6B
Walkyrie Road	3052.93	5392.14	2339.21	3	Local Rural Formed	7
Walla Cemetery Road	0	321.18	321.18	5.7	Local Urban Sealed	4A
Walla Cemetery Road	321.18	1639.81	1318.63	4	Local Rural Unsealed	6B
Walla Cemetery Road	1639.81	3050.22	1410.41	3	Local Rural Unsealed	6B
Walla Stock Route Road	0	1321.72	1321.72	3.5	Local Rural Formed	7
Walla Stock Route Road	1321.72	2809.12	1487.4	3.5	Local Rural Formed	7
Walla Stock Route Road	2809.12	2894.15	85.03	3.5	Local Rural Unsealed	6B
Walla Sub Hall Road	0	4319.72	4319.72	6	Local Rural Sealed	4C
Walla Swamp Road	0	1082.87	1082.87	4	Local Rural Unsealed	6B
Walla Swamp Road	1082.87	1527.61	444.74	4	Local Rural Unsealed	6B
Walla Walbundrie Road	0	6673.32	6673.32	5.8	Local Rural Sealed	4B
Walla Walbundrie Road	6673.32	8733.72	2060.4	5.8	Local Rural Sealed	4B
Walla Walbundrie Road	8733.72	15656.49	6922.77	5.5	Local Rural Sealed	4B
Walla Walbundrie Road	15656.49	15727.24	70.75	8.5	Local Rural Sealed	4B
Walla Walla Jindera Road	0	3121.82	3121.82	6.4	Regional Road Rural	3
Walla Walla Jindera Road	3121.82	5145.24	2023.42	8.2	Regional Road Rural	3
Walla Walla Jindera Road	5145.24	6410.21	1264.97	8.2	Regional Road Rural	3
Walla Walla Jindera Road	6410.21	8658.05	2247.84	5.7	Regional Road Rural	3
Walla Walla Jindera Road	8658.05	8840.05	182	6.7	Regional Road Rural	3
Walla Walla Jindera Road	8840.05	11007.56	2167.51	6	Regional Road Rural	3
Walla Walla Jindera Road	11007.56	12530.75	1523.19	7.5	Regional Road Rural	3
Walla Walla Jindera Road	12530.75	13719.02	1188.27	7.5	Regional Road Rural	3
Walla Walla Jindera Road	13719.02	16076.81	2357.79	6	Regional Road Rural	3
Walla Walla Jindera Road	16076.81	18820.86	2744.05	7.1	Regional Road Rural	3
Walla Walla Jindera Road	18820.86	20181.04	1360.18	7.8	Regional Road Rural	3
Walla Walla Road	0	2908.08	2908.08	7	Local Rural Sealed	4B
Walla Walla Road	2908.08	12114.84	9206.76	6	Local Rural Sealed	4B
Walla West Road	0	3716.86	3716.86	5.4	Local Rural Sealed	4B
Walla West Road	3716.86	11739.67	8022.81	5.5	Local Rural Unsealed	5
Wallaby Road	0	1542.57	1542.57	4	Local Rural Formed	7
Wallace Street, Holbrook	0	1090.51	1090.51	7.3	Local Urban Sealed	4A
Wallace Street, Holbrook	1090.51	1210.92	120.41	18.4	Local Urban Sealed	4A
Wallace Street, Holbrook	1210.92	1231.64	20.72	1	Reference Only	Reference only
Wallace Street, Holbrook	1231.64	1513.66	282.02	18.4	Local Urban Sealed	4A
Wallace Street, Holbrook	1513.66	2088.81	575.15	5.3	Local Urban Sealed	4A
Waterworks Road	0	177.43	177.43	3.49	Dust/Floodway Seal	4D
Waterworks Road	177.43	1617.65	1440.22	4.5	Local Rural Unsealed	6B
Watson Street, Jindera	0	229.02	229.02	5.99	Local Urban Sealed	4A
Watson Street, Jindera	229.02	455.18	226.16	7.5	Local Urban Sealed	4A
Watsons Road	0	165.07	165.07	5	Local Rural Unsealed	6B
Wattle Street, Culcairn	0	242.11	242.11	6	Local Urban Sealed	4A
Wattle Street, Culcairn	242.11	453.18	211.07	7.6	Local Urban Sealed	4A
Wattlevale Road	0	2189.87	2189.87	5.5	Local Rural Unsealed	6B

Road Name	Start	End	Length	Width	Description	Proposed Class
Webb Street, Holbrook	0	200.73	200.73	5.4	Local Urban Sealed	4A
Webb Street, Holbrook	200.73	498.2	297.47	7.6	Local Urban Sealed	4A
Weeamera Road	0	2080.13	2080.13	8	Local Rural Sealed	4A
Weeamera Road	2080.13	6121.45	4041.32	5	Local Rural Unsealed	6B
Wegeners Lane	0	680.27	680.27	3	Local Rural Unsealed	6B
Wehner Road	0	374.15	374.15	3.5	Local Rural Unsealed	6B
Welton Street, Holbrook	0	349.14	349.14	7.5	Local Urban Sealed	4A
Wenke Street, Walla Walla	0	332.22	332.22	6.1	Local Urban Sealed	4A
Wenke Street, Walla Walla	332.22	339.29	7.07	1	Reference Only	Reference only
Wenke Street, Walla Walla	339.29	473.18	133.89	7.3	Local Urban Sealed	4A
Wenkes Road	0	1970.24	1970.24	5	Local Rural Unsealed	6A
Wenkes Road	1970.24	2847.54	877.3	5	Local Rural Unsealed	6A
Wenkes Road	2847.54	3032.2	184.66	5	Local Rural Sealed	4B
Wenkes Road Link	0	218.09	218.09	4	Local Rural Unsealed	6A
West Showground Road	0	374.15	374.15	5	Local Rural Unsealed	6B
West Street, Brocklesby	0	1003.39	1003.39	5.7	Local Urban Sealed	4A
West Street, Gerogery	0	256.99	256.99	4.3	Local Urban Sealed	4A
Westby Road	0	11841.49	11841.49	5	Local Rural Sealed	4B
Western Road	0	803.83	803.83	4.4	Local Rural Sealed	4B
Western Road	803.83	3917.95	3114.12	4	Local Rural Sealed	4B
Western Road	3917.95	12900.97	8983.02	3.7	Local Rural Sealed	4B
Whyte Road	0	1368.54	1368.54	4.5	Local Rural Unsealed	6B
William Street, Holbrook	0	119.05	119.05	5.5	Local Urban Sealed	4A
William Street, Walla Walla	0	205.72	205.72	6.5	Local Urban Sealed	4A
William Street, Walla Walla	205.72	212.97	7.25	1	Reference Only	Reference only
William Street, Walla Walla	212.97	323.12	110.15	5.6	Local Urban Sealed	4A
Willis Road	0	1931.74	1931.74	5	Local Rural Formed	7
Willurah Road	0	62.19	62.19	6.5	Local Rural Sealed	4B
Willurah Road	62.19	97.85	35.66	6.5	Local Rural Sealed	4B
Willurah Road	97.85	203.21	105.36	6	Local Rural Sealed	4B
Willurah Road	203.21	590.68	387.47	6.5	Local Rural Sealed	4B
Willurah Road	590.68	664.33	73.65	6.5	Local Rural Sealed	4B
Willurah Road	664.33	809.63	145.3	6.5	Local Rural Sealed	4B
Willurah Road	809.63	1035.4	225.77	6.5	Local Rural Sealed	4B
Wilson Street, Holbrook	0	95.69	95.69	16.6	Local Urban Sealed	4A
Wilson Street, Holbrook	95.69	115.78	20.09	1	Reference Only	Reference only
Wilson Street, Holbrook	115.78	349.13	233.35	13.2	Local Urban Sealed	4A
Wilson's Road	0	2276.88	2276.88	4	Local Rural Unsealed	6B
Wombat Road	0	2325.85	2325.85	4	Local Rural Formed	7
Wongadel Road	0	2468.97	2468.97	3	Local Rural Formed	7
Wood Street, Jindera	0	121.26	121.26	7.3	Local Urban Sealed	4A
Wood Street, Jindera	121.26	300.75	179.49	11.4	Local Urban Sealed	4A
Wood Street, Jindera	300.75	359.17	58.42	1	Reference Only	Reference only
Wood Street, Jindera	359.17	578.21	219.04	6.8	Local Urban Sealed	4A
Woodland Road	0	2499.96	2499.96	5	Local Rural Unsealed	6B

Road Name	Start	End	Length	Width	Description	Proposed Class
Woods Road	0	1224.07	1224.07	5	Local Rural Unsealed	6B
Woods Road	1224.07	1263.36	39.29	5	Local Rural Unsealed	6B
Woods Road	1263.36	2447.98	1184.62	6	Local Rural Formed	7
Woodswallow Lane	0	205.08	205.08	5	Local Rural Unsealed	6B
Woomargama Way	0	1008.69	1008.69	8	Local Rural Sealed	4A
Woomargama Way	1008.69	6596.65	5587.96	8	Local Rural Sealed	4A
Woomargama Way	6596.65	8670.68	2074.03	8	Local Rural Sealed	4A
Woomargama Way	8670.68	8773.45	102.77	8	Local Rural Sealed	4A
Wymah Ferry Road	0	2288.9	2288.9	5.8	Local Rural Sealed	4B
Wymah Road	0	5825.53	5825.53	5.7	Local Rural Sealed	4B
Wymah Road	5825.53	6145.93	320.4	10	Local Rural Sealed	4B
Wymah Road	6145.93	17196.38	11050.45	5.6	Local Rural Sealed	4B
Wymah Road	17196.38	19024.54	1828.16	6.8	Local Rural Sealed	4B
Wymah Road	19024.54	21221.91	2197.37	6.8	Local Rural Sealed	4B
Wymah Road	21221.91	22080.86	858.95	5.6	Local Rural Sealed	4B
Wymah Road	22080.86	23782.78	1701.92	7.4	Local Rural Sealed	4B
Wymah Road	23782.78	24103.52	320.74	6	Local Rural Unsealed	4B
Wymah Road	24103.52	24414.37	310.85	7	Local Rural Sealed	4B
Wymah Road	24414.37	24511.42	97.05	5	Local Rural Sealed	4B
Wymah Road	24511.42	25439.06	927.64	6	Local Rural Unsealed	4B
Wyoming Lane	0	2391.96	2391.96	6	Unformed Road	8
Yambla Road	0	3609.44	3609.44	5	Local Rural Unsealed	6B
Yankee Crossing Road	0	251.33	251.33	5.8	Local Urban Sealed	4A
Yankee Crossing Road	251.33	6631.65	6380.32	3.7	Local Rural Sealed	4C
Yaparra Road	0	1014.4	1014.4	3	Local Rural Unsealed	6B
Yarra Street, Holbrook	0	190.07	190.07	6.09	Local Urban Sealed	4A
Yarra Yarra Road	0	201.02	201.02	10	Local Rural Sealed	4B
Yarra Yarra Road	201.02	1456.92	1255.9	5	Local Rural Sealed	4B
Yarra Yarra Road	1456.92	5475.08	4018.16	5	Local Rural Unsealed	5
Yellow Box Lane	0	115.18	115.18	4.50	Local Rural Unsealed	6B
Yellow Box Lane	115.18	383.16	267.98	3	Local Rural Unsealed	6B
Yenschs Road	0	396.11	396.11	5	Local Rural Unsealed	6B
Yenschs Road	396.11	2156.04	1759.93	5	Local Rural Unsealed	6B
Yenschs Road	2156.04	2605.23	449.19	3.8	Dust/Floodway Seal	4D
Yenschs Road	2605.23	5075.62	2470.39	5	Local Rural Unsealed	6B
Yenschs Road	5075.62	5701.68	626.06	3.8	Dust/Floodway Seal	4D
Yenschs Road	5701.68	6457.99	756.31	3.8	Dust/Floodway Seal	4D
Yenschs Road	6457.99	7449.87	991.88	5	Local Rural Unsealed	6B
Yenschs Road	7449.87	14082.08	6632.21	4	Local Rural Formed	7
Young Street, Holbrook	0	56.17	56.17	2	Regional Road (outside lanes)	4D
Young Street, Holbrook	56.17	96.73	40.56	2	Regional Road (outside lanes)	4D
Young Street, Holbrook	96.73	364.88	268.15	1	Regional Road (outside lanes)	4D
Young Street, Holbrook	364.88	475.9	111.02	1	Regional Road (outside lanes)	4D
Young Street, Holbrook	475.9	636.26	160.36	4	Regional Road (outside lanes)	4D
Young Street, Holbrook	636.26	767.07	130.81	10	Regional Road (outside lanes)	4D

Road Name	Start	End	Length	Width	Description	Proposed Class
Young Street, Holbrook	767.07	894.12	127.05	10	Regional Road (outside lanes)	4D
Young Street, Holbrook	894.12	914.47	20.35	1	Reference Only	Reference only
Young Street, Holbrook	914.47	1036.35	121.88	10	Regional Road (outside lanes)	4D
Young Street, Holbrook	1036.35	1221.89	185.54	10	Regional Road (outside lanes)	4D
Young Street, Holbrook	1221.89	1284.14	62.25	6	Regional Road (outside lanes)	4D
Young Street, Holbrook	1284.14	1481.56	197.42	5.4	Local Urban Sealed	4A
Youngs Lane	0	2248.3	2248.3	5	Local Rural Unsealed	6B
Youngs Lane	2248.3	3051.88	803.58	3.5	Local Rural Formed	7
Youngs Lane	3051.88	4366.34	1314.46	3.5	Local Rural Formed	7
Youngs Lane	4366.34	4845.41	479.07	5	Local Rural Formed	7
Youngs Lane	4845.41	5739.3	893.89	5	Local Rural Formed	7
Ziebath Road	0	715.28	715.28	4	Local Rural Unsealed	6B

All Roads – Grouped by Traffic Score

Note: Not included in this list are National, State and Regional roads as their classes are fixed. Urban Roads have also not been included as the class is the same across all townships, regardless of road usage.

*** Proposed class change = Match class to score

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
50705	Dights Forest Road	0	3614.44	3614.44	7.5	Local Rural Sealed	1080	2018	Yes	0.5	Yes	0.3	1944	4A	4A	4A	
57530	Hueske Road	0	917.32	917.32	8.5	Local Rural Sealed	844	2016	Yes	0.5	Yes	0.3	1519.2	4A	4A	4A	
57530	Hueske Road	917.32	1944.61	1027.29	8.5	Local Rural Sealed	844	Average	Yes	0.5	Yes	0.3	1519.2	4A	4A	4A	
57530	Hueske Road	1944.61	2764.1	819.49	8	Local Rural Sealed	844	Average	Yes	0.5	Yes	0.3	1519.2	4A	4A	4A	
50337	Bungowannah Road	2283.75	2340.63	56.88	6	Local Rural Sealed	787	2021	Yes	0.5	Yes	0.3	1416.6	4A	4A	4A	
57318	Gerogery Road	7515.8	7917.52	401.72	8	Local Rural Sealed	710	2020	Restricted	0.5	Yes	0.3	1278	4A	4A	4A	
57318	Gerogery Road	6168.61	7515.8	1347.19	8	Local Rural Sealed	674	2020	Restricted	0.5	Yes	0.3	1213.2	4A	4A	4A	
50337	Bungowannah Road	3819.48	5642.03	1822.55	6	Local Rural Sealed	644	Average	Yes	0.5	Yes	0.3	1159.2	4A	4A	4A	
50337	Bungowannah Road	5642.03	10853.53	5211.5	6	Local Rural Sealed	644	Average	Yes	0.5	Yes	0.3	1159.2	4A	4A	4A	
57318	Gerogery Road	7917.52	9517.8	1600.28	8	Local Rural Sealed	620	2018	Restricted	0.5	Yes	0.3	1116	4A	4A	4A	
57318	Gerogery Road	4671.74	6168.61	1496.87	8	Local Rural Sealed	547	2022	Restricted	0.5	Yes	0.3	984.6	4B	4A	4A	Developing residential demand
50337	Bungowannah Road	10853.53	11899.84	1046.31	6	Local Rural Sealed	500	2017	Yes	0.5	Yes	0.3	900	4B	4A	4A	High Volume traffic with significant Heavy Vehicle use
50337	Bungowannah Road	11899.84	12713.98	814.14	6	Local Rural Sealed	494	Average	Yes	0.5	Yes	0.3	889.2	4B	4A	4A	High Volume traffic with significant Heavy Vehicle use
50337	Bungowannah Road	12713.98	15977.51	3263.53	6	Local Rural Sealed	488	2017	Yes	0.5	Yes	0.3	878.4	4B	4A	4A	High Volume traffic with significant Heavy Vehicle use
50337	Bungowannah Road	15977.51	16177.42	199.91	6	Local Rural Sealed	488	Average	Yes	0.5	Yes	0.3	878.4	4B	4A	4A	High Volume traffic with significant Heavy Vehicle use
54507	Walla Walla Road	0	2908.08	2908.08	7	Local Rural Sealed	477	2015	Yes	0.5	Yes	0.3	858.6	4B	4A	4B	Proposed class change
50337	Bungowannah Road	2340.63	3819.48	1478.85	6	Local Rural Sealed	644	Average	Yes	0.5	Yes	0.3	858.6	4B	4A	4A	High Volume traffic with significant Heavy Vehicle use
54507	Walla Walla Road	2908.08	12114.84	9206.76	6	Local Rural Sealed	393	2015	Yes	0.5	Yes	0.3	707.4	4B	4A	4B	Proposed class change
50709	Drumwood Road	0	2062.38	2062.38	6.8	Local Rural Sealed	380	2021	Yes	0.5	Yes	0.3	684	4B	4B	4B	
52522	Morven Cookardina Road	12403.79	15203.03	2799.24	6.4	Local Rural Sealed	358	2016	Yes	0.5	Yes	0.3	644.4	4B	4A	4B	Proposed class change
52522	Morven Cookardina Road	0	12403.79	12403.79	5.6	Local Rural Sealed	341	2015	Yes	0.5	Yes	0.3	613.8	4B	4A	4B	Proposed class change
54530	Woomargama Way	0	1008.69	1008.69	8	Local Rural Sealed	325	2021	Yes	0.5	Yes	0.3	585	4B	4A	4A	Ex Hume Highway
50337	Bungowannah Road	0	898.42	898.42	6.3	Local Rural Sealed	413	2021	No		Yes	0.3	536.9	4B	4A	4B	Proposed class change
50337	Bungowannah Road	898.42	2111.24	1212.82	6.3	Local Rural Sealed	413	2021	No		Yes	0.3	536.9	4B	4A	4B	Proposed class change
50337	Bungowannah Road	2111.24	2283.75	172.51	6	Local Rural Sealed	413	2021	No		Yes	0.3	536.9	4B	4A	4B	Proposed class change
57514	Henty Walla Road	0	2167.21	2167.21	6	Local Rural Sealed	295	2017	Yes	0.5	Yes	0.3	531	4B	4A	4B	Proposed class change
57318	Gerogery Road	0	4671.74	4671.74	8	Local Rural Sealed	268	2018	Restricted	0.5	Yes	0.3	482.4	4B	4A	4A	Developing residential demand
57507	Hawthorn Road	0	1923.24	1923.24	6.1	Local Rural Sealed	268	2016	Yes	0.5	Yes	0.3	482.4	4B	4A	4B	Proposed class change
57511	Henty Cookardina Road	0	5881.9	5881.9	6.8	Local Rural Sealed	267	2020	Yes	0.5	Yes	0.3	480.6	4B	4B	4A	Major regional event road
54530	Woomargama Way	1008.69	6596.65	5587.96	8	Local Rural Sealed	267	Average	Yes	0.5	Yes	0.3	480.6	4B	4A	4A	Ex Hume Highway
54530	Woomargama Way	6596.65	8670.68	2074.03	8	Local Rural Sealed	267	Average	Yes	0.5	Yes	0.3	480.6	4B	4A	4A	Ex Hume Highway
57304	Glenellen Road	0	190.14	190.14	6.8	Local Rural Sealed	260	Average	Yes	0.5	Yes	0.3	468	4B	4A	4B	Proposed class change

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
57304	Glenellen Road	190.14	2870.6	2680.46	5.6	Local Rural Sealed	260	Average	Yes	0.5	Yes	0.3	468	4B	4A	4B	Proposed class change
57304	Glenellen Road	2870.6	4251.19	1380.59	5.6	Local Rural Sealed	260	Average	Yes	0.5	Yes	0.3	468	4B	4A	4B	Proposed class change
57304	Glenellen Road	4251.19	7350.29	3099.1	5.6	Local Rural Sealed	260	2022	Yes	0.5	Yes	0.3	468	4B	4A	4B	Proposed class change
57304	Glenellen Road	7350.29	10694.27	3343.98	5.6	Local Rural Sealed	260	Average	Yes	0.5	Yes	0.3	468	4B	4A	4B	Proposed class change
57514	Henty Walla Road	2167.21	3089.62	922.41	6.5	Local Rural Sealed	258	Average	Yes	0.5	Yes	0.3	464.4	4B	4A	4B	Proposed class change
57514	Henty Walla Road	3089.62	3347.93	258.31	7	Local Rural Sealed	258	Average	Yes	0.5	Yes	0.3	464.4	4B	4A	4B	Proposed class change
57514	Henty Walla Road	3347.93	5619.79	2271.86	5.8	Local Rural Sealed	258	Average	Yes	0.5	Yes	0.3	464.4	4B	4A	4B	Proposed class change
57514	Henty Walla Road	5619.79	8557.44	2937.65	6.2	Local Rural Sealed	258	Average	Yes	0.5	Yes	0.3	464.4	4B	4A	4B	Proposed class change
50516	Coach Road	21223.63	22911.15	1687.52	7	Local Rural Sealed	256	2021	Yes	0.5	Yes	0.3	460.8	4B	4B	4B	
50516	Coach Road	10461.29	11820.51	1359.22	7.4	Local Rural Sealed	236	Average	Yes	0.5	Yes	0.3	424.8	4B	5	4B	Proposed class change – New score
50516	Coach Road	11820.51	15706.49	3885.98	5.4	Local Rural Sealed	236	Average	Yes	0.5	Yes	0.3	424.8	4B	4B	4B	
50516	Coach Road	15706.49	17594.51	1888.02	6.2	Local Rural Sealed	236	Average	Yes	0.5	Yes	0.3	424.8	4B	4B	4B	
50516	Coach Road	17594.51	20679.1	3084.59	6.4	Local Rural Sealed	236	Average	Yes	0.5	Yes	0.3	424.8	4B	4B	4B	
50516	Coach Road	20679.1	21093.6	414.5	7	Local Rural Sealed	236	Average	Yes	0.5	Yes	0.3	424.8	4B	4B	4B	
50516	Coach Road	21093.6	21223.63	130.03	7	Local Rural Sealed	236	Average	Yes	0.5	Yes	0.3	424.8	4B	4B	4B	
53704	Schnaars Road	0	999.07	999.07	7	Local Rural Sealed	232	2015	Yes	0.5	Yes	0.3	417.6	4B	4A	4B	Proposed class change
54508	Walla West Road	0	3716.86	3716.86	5.4	Local Rural Sealed	231	2014	Yes	0.5	Yes	0.3	415.8	4B	4A	4B	Proposed class change
50521	Corowa Rand Road	0	14205.38	14205.38	8.5	Local Rural Sealed	226	2017	Yes	0.5	Yes	0.3	406.8	4B	4A	4B	Proposed class change
54528	Wymah Road	0	5825.53	5825.53	5.7	Local Rural Sealed	222	2021	Yes	0.5	Yes	0.3	399.6	4B	4B	4B	
57514	Henty Walla Road	8557.44	11610.72	3053.28	6.2	Local Rural Sealed	220	2015	Yes	0.5	Yes	0.3	396	4B	4A	4B	Proposed class change
50528	Cummings Road	0	5752.26	5752.26	7.4	Local Rural Sealed	211	2018	Yes	0.5	Yes	0.3	379.8	4B	4A	4B	Proposed class change
50528	Cummings Road	5752.26	7612.11	1859.85	7.6	Local Rural Sealed	211	Average	Yes	0.5	Yes	0.3	379.8	4B	4A	4B	Proposed class change
50528	Cummings Road	7612.11	9584.33	1972.22	7	Local Rural Sealed	211	Average	Yes	0.5	Yes	0.3	379.8	4B	4A	4B	Proposed class change
50528	Cummings Road	9584.33	10665.43	1081.1	7.3	Local Rural Sealed	211	Average	Yes	0.5	Yes	0.3	379.8	4B	4A	4B	Proposed class change
50528	Cummings Road	10665.43	13669.81	3004.38	7.3	Local Rural Sealed	211	Average	Yes	0.5	Yes	0.3	379.8	4B	4A	4B	Proposed class change
50528	Cummings Road	13669.81	15114.42	1444.61	7.2	Local Rural Sealed	211	Average	Yes	0.5	Yes	0.3	379.8	4B	4A	4B	Proposed class change
50528	Cummings Road	15114.42	17584.01	2469.59	7.2	Local Rural Sealed	211	Average	Yes	0.5	Yes	0.3	379.8	4B	4A	4B	Proposed class change
54530	Woomargama Way	8670.68	8773.45	102.77	8	Local Rural Sealed	208	2021	Yes	0.5	Yes	0.3	374.4	4B	4A	4A	Ex Hume Highway
57514	Henty Walla Road	11610.72	12857.37	1246.65	5.6	Local Rural Sealed	206	Average	Yes	0.5	Yes	0.3	370.8	4B	4A	4B	Proposed class change
57514	Henty Walla Road	12857.37	17763.53	4906.16	5.6	Local Rural Sealed	206	Average	Yes	0.5	Yes	0.3	370.8	4B	4A	4B	Proposed class change
50516	Coach Road	454.9	1474.14	1019.24	6	Local Rural Sealed	247	Average	No		Yes	0.3	321.1	4B	4B	4B	
50516	Coach Road	1474.14	2853.52	1379.38	7.2	Local Rural Sealed	247	Average	No		Yes	0.3	321.1	4B	4B	4B	
50516	Coach Road	2853.52	3853.67	1000.15	7.2	Local Rural Sealed	247	2021	No		Yes	0.3	321.1	4B	5	4B	Proposed class change – New score
50516	Coach Road	3853.67	5851.04	1997.37	7.4	Local Rural Sealed	232	Average	No		Yes	0.3	301.6	4B	5	4B	Proposed class change – New score
50516	Coach Road	5851.04	7941.6	2090.56	7.4	Local Rural Sealed	232	Average	No		Yes	0.3	301.6	4B	5	4B	Proposed class change – New score
50344	Burrumbuttock Brocklesby Road	0	12414.88	12414.88	6.1	Local Rural Sealed	167	2021	Yes	0.5	Yes	0.3	300.6	4B	4A	4B	Proposed class change
50345	Burrumbuttock Walla Walla Road	0	10141.03	10141.03	5.4	Local Rural Sealed	163	2021	Yes	0.5	Yes	0.3	293.4	4B	4A	4B	Proposed class change
51302	Gerogery West Road	0	3332.33	3332.33	5.5	Local Rural Sealed	163	2017	Yes	0.5	Yes	0.3	293.4	4B	4A	4B	Proposed class change
54528	Wymah Road	5825.53	6145.93	320.4	10	Local Rural Sealed	163	Average	Yes	0.5	Yes	0.3	293.4	4B	4B	4B	
57514	Henty Walla Road	17763.53	20856.33	3092.8	7	Local Rural Sealed	192	2017	Yes	0.5			288	4B	4A	4B	Proposed class change

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
50516	Coach Road	7941.6	10461.29	2519.69	7.4	Local Rural Sealed	216	2020	No		Yes	0.3	280.8	4B	5	4B	Proposed class change
57511	Henty Cookardinia Road	5881.9	12373.93	6492.03	6.2	Local Rural Sealed	148	2021	Yes	0.5	Yes	0.3	266.4	4B	4B	4B	
50327	Bowna Road	0	10222.07	10222.07	8	Local Rural Sealed	146	2015	Yes	0.5	Yes	0.3	262.8	4B	4B	4A	Ex Hume Highway
50106	Annandayle Road	0	3624.94	3624.94	5.8	Local Rural Sealed	132	2021	Restricted	0.5	Yes	0.3	237.6	4B	4B	4B	
50106	Annandayle Road	7666.16	13241.15	5574.99	5.4	Local Rural Sealed	132	2021	Restricted	0.5	Yes	0.3	237.6	4B	4B	4B	
57511	Henty Cookardinia Road	12373.93	13775	1401.07	7.2	Local Rural Sealed	130	Average	Yes	0.5	Yes	0.3	234	4B	4B	4B	
57511	Henty Cookardinia Road	13775	16786.94	3011.94	7.2	Local Rural Sealed	130	Average	Yes	0.5	Yes	0.3	234	4B	4B	4B	
57511	Henty Cookardinia Road	16786.94	17811.13	1024.19	7.2	Local Rural Sealed	130	Average	Yes	0.5	Yes	0.3	234	4B	4B	4B	
57511	Henty Cookardinia Road	17811.13	18810.11	998.98	7.2	Local Rural Sealed	130	Average	Yes	0.5	Yes	0.3	234	4B	4B	4B	
57511	Henty Cookardinia Road	18810.11	19815.79	1005.68	7.2	Local Rural Sealed	130	Average	Yes	0.5	Yes	0.3	234	4B	4B	4B	
57511	Henty Cookardinia Road	19815.79	20814.94	999.15	7.2	Local Rural Sealed	130	Average	Yes	0.5	Yes	0.3	234	4B	4B	4B	
52523	Mountain Creek Road	29022.65	31625.54	2602.89	8.3	Local Rural Sealed	121	2015	Restricted	0.5	Yes	0.3	217.8	4B	4B	4B	
57527	Howlong Burrumbuttock Road	0	2571.55	2571.55	6.2	Local Rural Sealed	118	2017	Yes	0.5	Yes	0.3	212.4	4B	4A	4B	Proposed class change
50527	Culcairn Cemetery Road	0	990.4	990.4	5.7	Local Rural Sealed	211	Average	No				211	4B	4B	4B	
57527	Howlong Burrumbuttock Road	8078.09	16307.4	8229.31	5.6	Local Rural Sealed	115	2017	Yes	0.5	Yes	0.3	207	4B	4A	4B	Proposed class change
57511	Henty Cookardinia Road	20814.94	21378.49	563.55	7.4	Local Rural Sealed	112	2021	Yes	0.5	Yes	0.3	201.6	4B	4B	4B	
53301	Quartz Hill Road	0	1086.5	1086.5	6.5	Local Rural Sealed	132	2022	Yes	0.5			198	4B	4B	4B	
53301	Quartz Hill Road	1086.5	5182.06	4095.56	5	Local Rural Unsealed	132	Average	Yes	0.5			198	4B	5	4B	To be sealed – Rural residential access
52901	Odewahns Road	0	3707.48	3707.48	6	Local Rural Sealed	129	2017	Yes	0.5			193.5	4B	4B	4B	
54528	Wymah Road	6145.93	17196.38	11050.45	5.6	Local Rural Sealed	103	2015	Yes	0.5	Yes	0.3	185.4	4B	4B	4B	
53704	Schnaars Road	999.07	2599.42	1600.35	7	Local Rural Sealed	101	2015	Yes	0.5	Yes	0.3	181.8	4B	4A	4B	Proposed class change
50104	Alma Park Road	0	2106.48	2106.48	7	Local Rural Sealed	100	2018	Yes	0.5	Yes	0.3	180	4B	4B	4B	
57524	Hore Road	0	960.68	960.68	7.6	Local Rural Sealed	120	Estimate	Yes	0.5			180	4B	4B	4B	
52310	Lubkes Road	0	241.29	241.29	8	Local Rural Sealed	100	Estimate	Yes	0.5	Yes	0.3	180	4B	4B	4B	
57525	Hovell Road	0	5870.58	5870.58	5.5	Local Rural Sealed	99	2017	Yes	0.5	Yes	0.3	178.2	4B	4B	4B	
54528	Wymah Road	17196.38	19024.54	1828.16	6.8	Local Rural Sealed	99	Average	Yes	0.5	Yes	0.3	178.2	4B	4B	4B	
54528	Wymah Road	19024.54	21221.91	2197.37	6.8	Local Rural Sealed	99	Average	Yes	0.5	Yes	0.3	178.2	4B	4B	4B	
54528	Wymah Road	21221.91	22080.86	858.95	5.6	Local Rural Sealed	99	Average	Yes	0.5	Yes	0.3	178.2	4B	4B	4B	
50317	Benambra Road	2259.95	6073.98	3814.03	9.8	Local Rural Sealed	118	2021	Yes	0.5			177	4B	4A	4A	High usage by heavy vehicles – Boral Quarry
57534	Howlong Balldale Road	0	640.24	640.24	6	Local Rural Sealed	117	2018	Yes	0.5			175.5	4B	4B	4B	
50104	Alma Park Road	13425.71	13940.41	514.7	7.5	Local Rural Sealed	97	2018	Yes	0.5	Yes	0.3	174.6	4B	4B	4B	
57316	Grubben Road	826.83	2171.3	1344.47	6.2	Local Rural Sealed	96	2014	Yes	0.5	Yes	0.3	172.8	4B	4A	4B	Proposed class change
50106	Annandayle Road	3624.94	6515.09	2890.15	5.5	Local Rural Sealed	132	Average	No		Yes	0.3	171.6	4B	4B	4B	
50106	Annandayle Road	6515.09	7666.16	1151.07	5.5	Local Rural Sealed	132	Average	No		Yes	0.3	171.6	4B	4B	4B	
50104	Alma Park Road	13940.41	14320.76	380.35	7.5	Local Rural Sealed	94	Average	Yes	0.5	Yes	0.3	169.2	4B	4B	4B	
50104	Alma Park Road	14320.76	14682.78	362.02	7.5	Local Rural Sealed	94	Average	Yes	0.5	Yes	0.3	169.2	4B	4B	4B	
50104	Alma Park Road	14682.78	14910.75	227.97	7.5	Local Rural Sealed	94	Average	Yes	0.5	Yes	0.3	169.2	4B	4B	4B	
50104	Alma Park Road	14910.75	15888.74	977.99	7.5	Local Rural Sealed	94	Average	Yes	0.5	Yes	0.3	169.2	4B	4B	4B	
50104	Alma Park Road	15888.74	16065.23	176.49	7.5	Local Rural Sealed	94	Average	Yes	0.5	Yes	0.3	169.2	4B	4B	4B	
50104	Alma Park Road	16065.23	16434.45	369.22	7.5	Local Rural Sealed	94	Average	Yes	0.5	Yes	0.3	169.2	4B	4B	4B	

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
50104	Alma Park Road	2106.48	3252.34	1145.86	7.5	Local Rural Sealed	93	Average	Yes	0.5	Yes	0.3	167.4	4B	4B	4B	
50104	Alma Park Road	3252.34	4370.84	1118.5	7.5	Local Rural Sealed	93	Average	Yes	0.5	Yes	0.3	167.4	4B	4B	4B	
50104	Alma Park Road	4370.84	5447.12	1076.28	7.5	Local Rural Sealed	93	Average	Yes	0.5	Yes	0.3	167.4	4B	4B	4B	
50104	Alma Park Road	5447.12	6963.27	1516.15	7.4	Local Rural Sealed	93	Average	Yes	0.5	Yes	0.3	167.4	4B	4B	4B	
50104	Alma Park Road	6963.27	8396.62	1433.35	5.7	Local Rural Sealed	93	Average	Yes	0.5	Yes	0.3	167.4	4B	4B	4B	
50104	Alma Park Road	8396.62	8681.2	284.58	7.5	Local Rural Sealed	93	Average	Yes	0.5	Yes	0.3	167.4	4B	4B	4B	
50104	Alma Park Road	8681.2	9497.34	816.14	7.5	Local Rural Sealed	93	Average	Yes	0.5	Yes	0.3	167.4	4B	4B	4B	
50104	Alma Park Road	9497.34	9975.9	478.56	7.5	Local Rural Sealed	93	Average	Yes	0.5	Yes	0.3	167.4	4B	4B	4B	
50104	Alma Park Road	10448.98	10661.26	212.28	7.5	Local Rural Sealed	92	Average	Yes	0.5	Yes	0.3	165.6	4B	4B	4B	
50104	Alma Park Road	10661.26	11137.57	476.31	7.5	Local Rural Sealed	92	Average	Yes	0.5	Yes	0.3	165.6	4B	4B	4B	
50104	Alma Park Road	11137.57	11605	467.43	7.5	Local Rural Sealed	92	Average	Yes	0.5	Yes	0.3	165.6	4B	4B	4B	
50104	Alma Park Road	11605	11685.2	80.2	7.5	Local Rural Sealed	92	Average	Yes	0.5	Yes	0.3	165.6	4B	4B	4B	
50104	Alma Park Road	11685.2	13425.71	1740.51	7.5	Local Rural Sealed	92	Average	Yes	0.5	Yes	0.3	165.6	4B	4B	4B	
50104	Alma Park Road	16434.45	18640.93	2206.48	7.5	Local Rural Sealed	91	2018	Yes	0.5	Yes	0.3	163.8	4B	4B	4B	
57534	Howlong Balldale Road	640.24	845.24	205	3.8	Local Rural Sealed	109	Average	Yes	0.5			163.5	4B	4B	4B	
57534	Howlong Balldale Road	845.24	1988.83	1143.59	3.8	Local Rural Sealed	109	Average	Yes	0.5			163.5	4B	4B	4B	
57534	Howlong Balldale Road	1988.83	4656.23	2667.4	3.8	Local Rural Sealed	109	Average	Yes	0.5			163.5	4B	4B	4B	
57534	Howlong Balldale Road	4656.23	5992.09	1335.86	6	Local Rural Sealed	109	Average	Yes	0.5			163.5	4B	4B	4B	
57902	Jelbart Road	0	2133.98	2133.98	6.4	Local Rural Sealed	122	2017	No		Yes	0.3	158.6	4B	4B	4B	
57902	Jelbart Road	2133.98	3903.15	1769.17	5.5	Local Rural Unsealed	122	Average	No		Yes	0.3	158.6	4B	5	4B	To be sealed
52523	Mountain Creek Road	19813.59	25447.51	5633.92	5.6	Local Rural Sealed	88	Average	Restricted	0.5	Yes	0.3	158.4	4B	4B	4B	
52523	Mountain Creek Road	25447.51	29022.65	3575.14	5.8	Local Rural Sealed	88	Average	Restricted	0.5	Yes	0.3	158.4	4B	4B	4B	
50104	Alma Park Road	9975.9	10448.98	473.08	7.5	Local Rural Sealed	86	2018	Yes	0.5	Yes	0.3	154.8	4B	4B	4B	
57527	Howlong Burrumbuttock Road	2571.55	8078.09	5506.54	7	Local Rural Sealed	85	2015	Yes	0.5	Yes	0.3	153	4B	4A	4B	Proposed class change
57534	Howlong Balldale Road	5992.09	8083.08	2090.99	6	Local Rural Sealed	100	2018	Yes	0.5			150	4B	4B	4B	
54509	Walla Walbundrie Road	0	6673.32	6673.32	5.8	Local Rural Sealed	83	2015	Yes	0.5	Yes	0.3	149.4	4B	4B	4B	
53911	Tunnel Road	0	1633.94	1633.94	5.5	Local Rural Sealed	106	2016	No		Yes	0.3	137.8	4B	4B	4B	
53911	Tunnel Road	1633.94	2629.64	995.7	7.5	Local Rural Sealed	105	2016	No		Yes	0.3	136.5	4B	4B	4B	
51116	Funk Road	0	543.88	543.88	7	Local Rural Sealed	75	2018	Yes	0.5	Yes	0.3	135	4B	4B	4B	
57513	Henty Ryan Road	0	1613.65	1613.65	7.5	Local Rural Sealed	74	2017	Yes	0.5	Yes	0.3	133.2	4B	4A	4B	Proposed class change
50303	Back Henty Road	0	827.93	827.93	6.2	Local Rural Sealed	87	2015	Yes	0.5			130.5	4B	4B	4B	
52523	Mountain Creek Road	0	133.72	133.72	6.4	Local Rural Sealed	72	Average	Yes	0.5	Yes	0.3	129.6	4B	4B	4B	
52523	Mountain Creek Road	133.72	1169.92	1036.2	5.5	Local Rural Sealed	72	Average	Yes	0.5	Yes	0.3	129.6	4B	4B	4B	
52523	Mountain Creek Road	1169.92	3602.76	2432.84	5.7	Local Rural Sealed	72	Average	Yes	0.5	Yes	0.3	129.6	4B	4B	4B	
52523	Mountain Creek Road	3602.76	7898.47	4295.71	5.5	Local Rural Sealed	72	Average	Yes	0.5	Yes	0.3	129.6	4B	4B	4B	
52523	Mountain Creek Road	12447.75	17891	5443.25	6	Local Rural Sealed	72	2014	Restricted	0.5	Yes	0.3	129.6	4B	4B	4B	
54528	Wymah Road	22080.86	23782.78	1701.92	7.4	Local Rural Sealed	99	Average	No		Yes	0.3	128.7	4B	4B	4B	
54513	Weeamera Road	0	2080.13	2080.13	8	Local Rural Sealed	85	Estimate	Yes	0.5			127.5	4B	4A	4A	High usage by heavy vehicles – Boral Quarry
54902	Yankee Crossing Road	251.33	6631.65	6380.32	3.7	Local Rural Sealed	70	2017	Yes	0.5	Yes	0.3	126	4B	4B	4C	Single lane only
54528	Wymah Road	23782.78	24103.52	320.74	6	Local Rural Unsealed	95	2016	No		Yes	0.3	123.5	4B	5	4B	To be sealed

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
54528	Wymah Road	24103.52	24414.37	310.85	7	Local Rural Sealed	95	Average	No		Yes	0.3	123.5	4B	4B	4B	
54528	Wymah Road	24414.37	24511.42	97.05	5	Local Rural Sealed	95	Average	No		Yes	0.3	123.5	4B	4B	4B	
54528	Wymah Road	24511.42	25439.06	927.64	6	Local Rural Unsealed	95	Average	No		Yes	0.3	123.5	4B	5	4B	To be sealed
54509	Walla Walbundrie Road	8733.72	15656.49	6922.77	5.5	Local Rural Sealed	68	Average	Yes	0.5	Yes	0.3	122.4	4B	4B	4B	
54509	Walla Walbundrie Road	15656.49	15727.24	70.75	8.5	Local Rural Sealed	66	2015	Yes	0.5	Yes	0.3	118.8	4B	4B	4B	
50319	Bethel Road	0	6364.86	6364.86	5.7	Local Rural Sealed	65	2014	Yes	0.5	Yes	0.3	117	4B	4B	4B	
53504	Four Corners Road	0	3949.5	3949.5	5.7	Local Rural Sealed	114	2022	No				114	4B	4B	4B	
54518	Western Road	3917.95	12900.97	8983.02	3.7	Local Rural Sealed	62	2018	Yes	0.5	Yes	0.3	111.6	4B	4B	4B	
52704	Nioka Road	0	1219.49	1219.49	6	Local Rural Unsealed	74	2018	Yes	0.5			111	4B	5	4B	To be sealed
53911	Tunnel Road	2629.64	5261.27	2631.63	6	Local Rural Sealed	85	Average	No		Yes	0.3	110.5	4B	4B	4B	
54509	Walla Walbundrie Road	6673.32	8733.72	2060.4	5.8	Local Rural Sealed	70	2015	Yes	0.5			105	4B	4B	4B	
57101	Fairbairn Road	0	210.94	210.94	8	Local Rural Sealed	58	2016	Restricted	0.5	Yes	0.3	104.4	4B	4B	4B	
50507	Carabost Road	0	5107.77	5107.77	6.2	Local Rural Sealed	69	2018	Yes	0.5			103.5	4B	4B	4B	
50304	Back Walbundrie Rand Road	10807.14	13965.96	3158.82	5.8	Local Rural Sealed	68	2016	Yes	0.5			102	4B	4B	4B	
53503	Ralvona Lane	1456.13	6461.86	5005.73	5.6	Local Rural Sealed	68	2018	Restricted	0.5			102	4B	4B	4B	
54501	Walbundrie Alma Park Road	0	1339.25	1339.25	3.8	Local Rural Sealed	56	2015	Yes	0.5	Yes	0.3	100.8	4B	4B	4B	
50304	Back Walbundrie Rand Road	3219.99	4348.27	1128.28	7.5	Local Rural Sealed	66	Average	Yes	0.5			99	4B	4B	4B	
50304	Back Walbundrie Rand Road	4348.27	7253.02	2904.75	5.8	Local Rural Sealed	66	Average	Yes	0.5			99	4B	4B	4B	
50304	Back Walbundrie Rand Road	7253.02	10807.14	3554.12	5.8	Local Rural Sealed	66	Average	Yes	0.5			99	4B	4B	4B	
50317	Benambra Road	9303.24	11581.63	2278.39	7.4	Local Rural Sealed	66	2021	Yes	0.5			99	4B	4B	4B	
57507	Hawthorn Road	1923.24	2924.17	1000.93	6.1	Local Rural Sealed	55	Estimate	Yes	0.5	Yes	0.3	99	4B	4A	4B	Proposed class change
52523	Mountain Creek Road	17891	19813.59	1922.59	6.2	Local Rural Sealed	54	2014	Restricted	0.5	Yes	0.3	97.2	4B	4B	4B	
50304	Back Walbundrie Rand Road	0	3219.99	3219.99	5.5	Local Rural Sealed	64	2016	Yes	0.5			96	4B	4B	4B	
52523	Mountain Creek Road	7898.47	12447.75	4549.28	5.7	Local Rural Sealed	72	Average	No		Yes	0.3	93.6	4B	4B	4B	
50334	Brocklesby Goombargana Road	1719.57	3760.04	2040.47	5	Local Rural Sealed	51	Average	Yes	0.5	Yes	0.3	91.8	4B	4B	4B	
50531	Cassia Road	0	418.17	418.17	6.4	Local Rural Sealed	90	Estimate	No				90	4B	4B	4B	
53507	Reapers Road	0	1967.25	1967.25	3.5	Local Rural Sealed	50	2015	Yes	0.5	Yes	0.3	90	4B	4B	4C	Single lane only
50334	Brocklesby Goombargana Road	4814.14	5125.25	311.11	6.3	Dust/Floodway Seal	57	2020	Yes	0.5			85.5	4B	4C	4D	Dust seal
54527	Wymah Ferry Road	0	2288.9	2288.9	5.8	Local Rural Sealed	56	2017	Yes	0.5			84	4B	4B	4B	
57902	Jelbart Road	3903.15	4446.77	543.62	5.2	Local Rural Sealed	64	2017	No		Yes	0.3	83.2	4B	5	4B	Proposed class change
54501	Walbundrie Alma Park Road	1339.25	4453.26	3114.01	3.8	Local Rural Sealed	46	Average	Yes	0.5	Yes	0.3	82.8	4B	4B	4B	
54501	Walbundrie Alma Park Road	4453.26	5569.5	1116.24	3.8	Local Rural Sealed	46	Average	Yes	0.5	Yes	0.3	82.8	4B	4B	4B	
51113	Four Mile Lane	0	1500.47	1500.47	3.8	Local Rural Sealed	82	2021	No				82	4B	4B	4B	
51113	Four Mile Lane	1500.47	6785.35	5284.88	6	Local Rural Sealed	82	Average	No				82	4B	4B	4B	
51113	Four Mile Lane	15613.77	17631.25	2017.48	7	Local Rural Sealed	82	Average	No				82	4B	4B	4B	
50334	Brocklesby Goombargana Road	0	1719.57	1719.57	5.8	Local Rural Sealed	45	2020	Yes	0.5	Yes	0.3	81	4B	4B	4B	
52112	Kruetzbergers Road	0	3155.96	3155.96	5	Local Rural Sealed	45	Estimate	Yes	0.5	Yes	0.3	81	4B	4B	4B	Sealed
52518	Molkentin Road	0	418.56	418.56	6.5	Local Urban Sealed	45	Estimate	Yes	0.5	Yes	0.3	81	4B	4A	4B	Developing residential demand
52518	Molkentin Road	418.56	910.39	491.83	6.5	Local Rural Sealed	45	Estimate	Yes	0.5	Yes	0.3	81	4B	4A	4B	Proposed class change
52518	Molkentin Road	910.39	4028.92	3118.53	6.2	Local Rural Sealed	45	Estimate	Yes	0.5	Yes	0.3	81	4B	4A	4B	Proposed class change
53503	Ralvona Lane	6461.86	11183.38	4721.52	3.8	Local Rural Sealed	81	2018	No				81	4B	4B	4C	Single lane only

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
53505	Rankins Lane	0	220.13	220.13	6	Local Rural Sealed	81	Average	No				81	4B	4B	4C	Single lane only
53505	Rankins Lane	220.13	4692.82	4472.69	3.8	Local Rural Sealed	81	2018	No				81	4B	4B	4C	Single lane only
53503	Ralvona Lane	0	1456.13	1456.13	5.4	Local Rural Sealed	53	2015	Restricted	0.5			79.5	5	4B	4B	Sealed
57528	Howlong Goombargana Road	269.17	2594.51	2325.34	5	Local Rural Unsealed	44	Estimate	Yes	0.5	Yes	0.3	79.2	5	5	5	
57528	Howlong Goombargana Road	2594.51	7910.06	5315.55	5	Local Rural Unsealed	44	Estimate	Yes	0.5	Yes	0.3	79.2	5	5	5	
54508	Walla West Road	3716.86	11739.67	8022.81	5.5	Local Rural Unsealed	44	Estimate	Yes	0.5	Yes	0.3	79.2	5	5	5	
51113	Four Mile Lane	6785.35	12110.62	5325.27	3.8	Local Rural Sealed	79	Estimate	No				79	5	4B	4C	Sealed (single lane)
51113	Four Mile Lane	12110.62	15613.77	3503.15	5	Local Rural Unsealed	79	Estimate	No				79	5	5	5	
51113	Four Mile Lane	17631.25	21140.45	3509.2	5	Local Rural Unsealed	79	Estimate	No				79	5	5	5	
51113	Four Mile Lane	21140.45	21426.45	286	8	Local Rural Unsealed	79	Estimate	No				79	5	5	5	
51113	Four Mile Lane	21426.45	24011.79	2585.34	5	Local Rural Unsealed	79	Estimate	No				79	5	5	5	
57101	Fairbairn Road	210.94	6490.57	6279.63	5.4	Local Rural Sealed	43	2014	Restricted	0.5	Yes	0.3	77.4	5	4B	4B	Sealed
51107	Fielder Moll Road	0	4552.82	4552.82	5	Local Rural Unsealed	43	2022	Yes	0.5	Yes	0.3	77.4	5	5	5	
53526	Ryan Road	0	4702.81	4702.81	4	Local Rural Unsealed	43	2014	Yes	0.5	Yes	0.3	77.4	5	6	6A	Single lane only
50334	Brocklesby Goombargana Road	3760.04	4814.14	1054.1	6	Local Rural Unsealed	51	Average	Yes	0.5			76.5	5	5	5	
57317	Gum Swamp Road	2998.93	7171.74	4172.81	6	Local Rural Unsealed	42	2014	Yes	0.5	Yes	0.3	75.6	5	6	6A	Single lane only
50520	Coppabella Road	12620.48	19303.65	6683.17	8	Local Rural Sealed	50	2014	Yes	0.5			75	5	5	4A	High usage by heavy vehicles – Forest Industry
50520	Coppabella Road	19303.65	23333.35	4029.7	8	Local Rural Sealed	50	Average	Yes	0.5			75	5	4B	4A	High usage by heavy vehicles – Forest Industry
50520	Coppabella Road	23333.35	24673.28	1339.93	8	Local Rural Sealed	50	Average	Yes	0.5			75	5	4B	4A	High usage by heavy vehicles – Forest Industry
50520	Coppabella Road	24673.28	25220.24	546.96	8	Local Rural Sealed	50	Average	Yes	0.5			75	5	4B	4A	High usage by heavy vehicles – Forest Industry
50520	Coppabella Road	25220.24	27717.72	2497.48	8	Local Rural Sealed	50	Average	Yes	0.5			75	5	4B	4A	High usage by heavy vehicles – Forest Industry
54518	Western Road	803.83	3917.95	3114.12	4	Local Rural Sealed	41	Average	Yes	0.5	Yes	0.3	73.8	5	4B	4B	Sealed
50333	Brocklesby Balldale Road	3477.3	10797.66	7320.36	6	Local Rural Unsealed	56	2017	No		Yes	0.3	72.8	5	5	5	
50305	Bahrs Road	0	8626.41	8626.41	5	Local Rural Unsealed	40	Estimate	Yes	0.5	Yes	0.3	72	5	5	5	New count
50317	Benambra Road	6073.98	9303.24	3229.26	6	Local Rural Unsealed	48	2016	Yes	0.5			72	5	5	4B	To be sealed (safety) – Boral Quarry usage
50520	Coppabella Road	12085.3	12620.48	535.18	8	Local Rural Sealed	48	Average	Yes	0.5			72	5	4B	4A	High usage by heavy vehicles - Boral Quarry
53707	Scholz Road	0	1797.72	1797.72	5	Local Rural Unsealed	39	2017	Yes	0.5	Yes	0.3	70.2	5	6	6A	Single lane only
50520	Coppabella Road	11424.92	12085.3	660.38	8	Local Rural Sealed	46	2018	Yes	0.5			69	5	5	4A	High usage by heavy vehicles - Boral Quarry
57103	Fellow Hills Road	0	4496.37	4496.37	5.2	Local Rural Sealed	53	Average	No		Yes	0.3	68.9	5	4B	4B	Sealed
57103	Fellow Hills Road	4496.37	5092.50	596.13	4.10	Local Rural Sealed	53	Average	No		Yes	0.3	68.9	5	4B	4B	Sealed
57103	Fellow Hills Road	5092.50	12350.92	7258.42	4.1	Local Rural Sealed	53	2018	No		Yes	0.3	68.9	5	4B	4C	Sealed (single lane)
57903	Jennings Road	0	1002.4	1002.4	7.2	Local Rural Sealed	38	2018	Yes	0.5	Yes	0.3	68.4	5	4B	4B	Sealed
57903	Jennings Road	1002.4	6105.52	5103.12	5.4	Local Rural Sealed	38	Average	Yes	0.5	Yes	0.3	68.4	5	4B	4B	Sealed
57903	Jennings Road	6105.52	6936.77	831.25	5	Local Rural Unsealed	38	Average	Yes	0.5	Yes	0.3	68.4	5	5	5	
53724	Stony Park Road	0	52.75	52.75	6.4	Local Rural Sealed	38	Average	Yes	0.5	Yes	0.3	68.4	5	4B	4B	Sealed
53724	Stony Park Road	52.75	1105.28	1052.53	6.4	Local Rural Sealed	38	Average	Yes	0.5	Yes	0.3	68.4	5	4B	4B	Sealed
53724	Stony Park Road	1105.28	4244.24	3138.96	6.4	Local Rural Sealed	38	Average	Yes	0.5	Yes	0.3	68.4	5	4B	4B	Sealed

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
53724	Stony Park Road	4244.24	4955.56	711.32	7	Local Rural Unsealed	38	Average	Yes	0.5	Yes	0.3	68.4	5	5	5	
53724	Stony Park Road	4955.56	8606.4	3650.84	6	Local Rural Unsealed	38	2014	Yes	0.5	Yes	0.3	68.4	5	5	5	
57316	Grubben Road	2171.3	3437.38	1266.08	6.2	Local Rural Sealed	37	2014	Yes	0.5	Yes	0.3	66.6	5	4A	4B	Sealed
53704	Schnaars Road	2599.42	3156.44	557.02	7	Local Rural Sealed	50	2015	No		Yes	0.3	65	5	4A	4B	Sealed
53704	Schnaars Road	3156.44	3600.26	443.82	4.5	Local Rural Sealed	50	Average	No		Yes	0.3	65	5	4A	4B	Sealed
53704	Schnaars Road	3600.26	7100.06	3499.8	3.5	Local Rural Sealed	50	Average	No		Yes	0.3	65	5	4A	4C	Sealed (single lane)
53704	Schnaars Road	7100.06	9072.63	1972.57	5.2	Local Rural Sealed	50	2015	No		Yes	0.3	65	5	4A	4B	Sealed
53911	Tunnel Road	5261.27	7208.11	1946.84	3.8	Local Rural Sealed	65	2021	No				65	5	4B	4B	Sealed
57528	Howlong Goombargana Road	0	269.17	269.17	5.4	Dust/Floodway Seal	36	2014	Yes	0.5	Yes	0.3	64.8	5	4B	4D	Dust seal
51116	Funk Road	543.88	2192.88	1649	5.5	Local Rural Unsealed	35	Estimate	Yes	0.5	Yes	0.3	63	5	5	4B	Rural residential
57317	Gum Swamp Road	0	2784.41	2784.41	6	Local Rural Unsealed	42	Average	Yes	0.5			63	5	6	6B	Single lane only
57317	Gum Swamp Road	2784.41	2998.93	214.52	5.4	Dust/Floodway Seal	42	Average	Yes	0.5			63	5	4C	4D	Dust seal
52521	Morgans Road	699.26	1535.05	835.79	6	Local Rural Unsealed	35	2015	Yes	0.5	Yes	0.3	63	5	5	5	
54501	Walbundrie Alma Park Road	5569.5	12482.91	6913.41	5	Local Rural Sealed	35	2016	Yes	0.5	Yes	0.3	63	5	4B	4B	Sealed
50334	Brocklesby Goombargana Road	5125.25	6928.66	1803.41	6	Local Rural Unsealed	41	2015	Yes	0.5			61.5	5	5	5	
50319	Bethel Road	6364.86	10456.17	4091.31	5	Local Rural Unsealed	40	Estimate	Yes	0.5			60	5	5	5	New count
50520	Coppabella Road	4545.62	4904.83	359.21	5	Local Rural Sealed	60	2014	No				60	5	5	4B	To be sealed (safety)
50333	Brocklesby Balldale Road	0	3477.3	3477.3	5.6	Local Rural Sealed	33	2020	Yes	0.5	Yes	0.3	59.4	5	4B	4B	Sealed
54904	Yarra Yarra Road	0	201.02	201.02	10	Local Rural Sealed	39	2015	Restricted	0.5			58.5	5	4B	4B	Sealed
54904	Yarra Yarra Road	201.02	1456.92	1255.9	5	Local Rural Sealed	39	Average	Restricted	0.5			58.5	5	4B	4B	Sealed
54904	Yarra Yarra Road	1456.92	5475.08	4018.16	5	Local Rural Unsealed	39	Average	Restricted	0.5			58.5	5	5	5	
50306	Balldale Walbundrie Road	0	1000.99	1000.99	7.3	Local Rural Sealed	32	2016	Yes	0.5	Yes	0.3	57.6	5	4B	4B	Sealed
50306	Balldale Walbundrie Road	1000.99	15479.93	14478.94	6	Local Rural Unsealed	32	2016	Yes	0.5	Yes	0.3	57.6	5	6	6A	Single lane only
53512	River Road	0	340.38	340.38	5	Dust/Floodway Seal	56	2022	No				56	5	4C	4D	Dust seal
54517	Westby Road	0	11841.49	11841.49	5	Local Rural Sealed	56	2022	No				56	5	4B	4B	Sealed
53709	Selby Road	0	8616.75	8616.75	5.3	Local Rural Sealed	31	2016	Yes	0.5	Yes	0.3	55.8	5	4B	4B	Sealed
50317	Benambra Road	0	2259.95	2259.95	5	Local Rural Unsealed	36	2016	Yes	0.5			54	5	6	5	Outdated traffic count
50504	Cannings Road	0	4121.62	4121.62	5.5	Local Rural Unsealed	30	2018	Yes	0.5	Yes	0.3	54	5	6	6A	Single lane only
52511	McGorman Lane	0	6135.32	6135.32	6	Local Rural Unsealed	36	2015	Yes	0.5			54	5	6	6B	Single lane only
53911	Tunnel Road	7208.11	9190.21	1982.1	5.5	Local Rural Sealed	53	Average	No				53	5	4B	4B	Sealed
52302	Lennons Road	0	8155.16	8155.16	5	Local Rural Unsealed	29	2014	Yes	0.5	Yes	0.3	52.2	5	6	6A	Single lane only
545161	Wenkes Road	2847.54	3032.2	184.66	5	Local Rural Sealed	40	2014	No		Yes	0.3	52	5	4B	4B	Sealed
52526	Munyapla Boundary Road	0	3046.2	3046.2	6	Local Rural Unsealed	28	2018	Yes	0.5	Yes	0.3	50.4	5	5	5	
50533	Coogera Circuit	0	1039.72	1039.72	6.4	Local Rural Sealed	50	Estimate	No				50	5	4B	4B	Rural residential
50533	Coogera Circuit	1039.72	1961.02	921.3	6.4	Local Rural Sealed	50	Estimate	No				50	5	4B	4B	Rural residential
50533	Coogera Circuit	1961.02	2710.08	749.06	6.4	Local Rural Sealed	50	Estimate	No				50	5	4B	4B	Rural residential
50513	Clancy Road	0	60.32	60.32	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	60.32	83.67	23.35	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	83.67	134.08	50.41	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	134.08	813.42	679.34	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	813.42	934.09	120.67	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
50513	Clancy Road	934.09	992.72	58.63	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	992.72	1113.41	120.69	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	1113.41	1875.95	762.54	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	1875.95	2342.5	466.55	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	2342.5	2452.84	110.34	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	2452.84	2726.06	273.22	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	2726.06	2911.83	185.77	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	2911.83	3029.98	118.15	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	3029.98	3157.18	127.2	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	3157.18	3610.61	453.43	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	3610.61	3730.97	120.36	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	3730.97	3946.43	215.46	6.5	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50513	Clancy Road	3946.43	4045.63	99.2	6.5	Local Rural Sealed	48	2015	No				48	5	4B	4B	Sealed
50520	Coppabella Road	4253.86	4545.62	291.76	5.6	Local Rural Sealed	48	Average	No				48	5	4B	4B	Sealed
50520	Coppabella Road	0	4253.86	4253.86	5.6	Local Rural Sealed	36	2016	No		Yes	0.3	46.8	5	4B	4B	Sealed
52304	Lindner Road	0	1851.74	1851.74	5	Local Rural Unsealed	26	2014	Yes	0.5	Yes	0.3	46.8	5	5	5	
50342	Burma Road	0	68.61	68.61	8.5	Local Rural Sealed	46	2018	No				46	5	4B	4B	Sealed
50342	Burma Road	68.61	136.28	67.67	8.5	Local Rural Sealed	46	Average	No				46	5	4B	4B	Sealed
50342	Burma Road	136.28	1144.05	1007.77	5	Local Rural Unsealed	46	Average	No				46	5	5	4B	To be sealed (safety)
50342	Burma Road	1144.05	1246.87	102.82	4.5	Local Rural Sealed	46	Average	No				46	5	4B	4B	Sealed
50342	Burma Road	1246.87	1275.51	28.64	4.69	Local Rural Sealed	46	Average	No				46	5	4B	4B	Sealed
50303	Back Henty Road	827.93	11232.99	10405.06	5.5	Local Rural Unsealed	30	2015	Yes	0.5			45	5	5	5	
50322	Bloomfield Road	0	3324.05	3324.05	5	Local Rural Unsealed	25	2018	Yes	0.5	Yes	0.3	45	5	6	6A	Single lane only
50520	Coppabella Road	4904.83	5405.68	500.85	5.6	Local Rural Sealed	45	Average	No				45	5	4B	4B	Sealed
50520	Coppabella Road	5405.68	5853.7	448.02	5	Local Rural Unsealed	45	Average	No				45	5	5	4B	To be sealed (safety)
50520	Coppabella Road	5853.7	6062.01	208.31	5.6	Local Rural Sealed	45	Average	No				45	5	4B	4B	Sealed
50520	Coppabella Road	6062.01	6671.53	609.52	5	Local Rural Unsealed	45	Average	No				45	5	5	4B	To be sealed (safety)
50520	Coppabella Road	6671.53	7863.67	1192.14	5	Local Rural Sealed	45	Average	No				45	5	4B	4B	Sealed
52112	Kruetzbergers Road	3155.96	6502.58	3346.62	5	Local Rural Unsealed	25	Estimate	Yes	0.5	Yes	0.3	45	5	5	4B	Major Local Event
52525	Mullers Road	0	2377.95	2377.95	5	Local Rural Unsealed	25	Estimate	Yes	0.5	Yes	0.3	45	5	5	5	New count
53512	River Road	340.38	8096.17	7755.79	5	Local Rural Unsealed	43	Average	No				43	5	5	5	
53512	River Road	8096.17	8456.18	360.01	4	Dust/Floodway Seal	43	Average	No				43	5	4C	4D	Dust seal
53512	River Road	8456.18	16719.13	8262.95	5	Local Rural Unsealed	43	Average	No				43	5	5	5	
53512	River Road	16719.13	17088.63	369.5	4	Dust/Floodway Seal	43	Average	No				43	5	4C	4D	Dust seal
53512	River Road	50112.01	52525.38	2413.37	3.2	Dust/Floodway Seal	33	2017	No		Yes	0.3	42.9	5	4C	4D	Dust seal
52101	Kanimbla Road	0	6074.35	6074.35	3.8	Local Rural Sealed	41	2016	No				41	5	4B	4C	Sealed (single lane)
52907	Ortlipp Road	0	3521.41	3521.41	4.5	Local Rural Unsealed	27	2014	Yes	0.5			40.5	5	5	5	
53723	Stonehaven Road	459.02	858.59	399.57	5.8	Dust/Floodway Seal	27	Average	Restricted	0.5			40.5	5	4C	4D	Dust seal
53911	Tunnel Road	9190.21	9431.61	241.4	7.2	Local Rural Sealed	40	2021	No				40	5	4B	4B	Sealed
57315	Groch Road	0	2151.86	2151.86	4.5	Local Rural Unsealed	22	2015	Yes	0.5	Yes	0.3	39.6	6	6	6A	Proposed class change
52517	Mitchells Road	0	6027.4	6027.4	5	Local Rural Unsealed	22	Estimate	Yes	0.5	Yes	0.3	39.6	6	6	6A	Proposed class change

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
50102	Alma Park Cemetery Road	0	4662.85	4662.85	5	Local Rural Unsealed	26	Estimate	Yes	0.5			39	6	6	6B	Proposed class change
50307	Barbers Road	0	3287.31	3287.31	4	Local Rural Unsealed	26	Estimate	Yes	0.5			39	6	6	6B	Proposed class change
53512	River Road	17088.63	25209.2	8120.57	5.5	Local Rural Unsealed	30	2022	No		Yes	0.3	39	6	5	5	Multiple residences
50520	Coppabella Road	9244.88	10849.23	1604.35	6	Local Rural Sealed	38	Average	No				38	6	4B	4B	Sealed
50520	Coppabella Road	10849.23	11424.92	575.69	5.4	Local Rural Sealed	38	Average	No				38	6	4B	4B	Sealed
50523	Corrys Lane	0	309.12	309.12	4.5	Local Rural Unsealed	38	2017	No				38	6	6	6B	Proposed class change
545161	Wenkes Road	1970.24	2847.54	877.3	5	Local Rural Unsealed	29	Average	No		Yes	0.3	37.7	6	6	6A	Proposed class change
53721	Stewarts Road	0	3207.27	3207.27	4.5	Local Rural Unsealed	25	Estimate	Yes	0.5			37.5	6	6	6B	Proposed class change
53721	Stewarts Road	3207.27	5133.18	1925.91	4	Local Rural Unsealed	25	Estimate	Yes	0.5			37.5	6	6	6B	Proposed class change
53721	Stewarts Road	5133.18	7202.81	2069.63	4	Local Rural Unsealed	25	Estimate	Yes	0.5			37.5	6	6	6B	Proposed class change
53723	Stonehaven Road	0	459.02	459.02	6	Local Rural Unsealed	25	Estimate	Restricted	0.5			37.5	6	6	6B	Proposed class change
53723	Stonehaven Road	858.59	4449.72	3591.13	6	Local Rural Unsealed	25	Estimate	Restricted	0.5			37.5	6	6	6B	Proposed class change
54512	Wattlevale Road	0	2189.87	2189.87	5.5	Local Rural Unsealed	25	Estimate	Yes	0.5			37.5	6	6	6B	Proposed class change
54905	Yenschs Road	0	396.11	396.11	5	Local Rural Unsealed	25	Estimate	Yes	0.5			37.5	6	6	6B	Proposed class change
50303	Back Henty Road	11232.99	11290.51	57.52	5.2	Local Rural Sealed	24	2015	Yes	0.5			36	6	4B	4B	Sealed
50323	Bobs Creek Road	0	199.18	199.18	4.5	Local Rural Unsealed	24	2015	Yes	0.5			36	6	6	6B	Proposed class change
50323	Bobs Creek Road	199.18	914.15	714.97	5	Dust/Floodway Seal	24	Average	Yes	0.5			36	6	4C	4D	Dust seal
50323	Bobs Creek Road	914.15	2246.76	1332.61	4.5	Local Rural Unsealed	24	Average	Yes	0.5			36	6	6	6B	Proposed class change
50323	Bobs Creek Road	2246.76	2466.26	219.5	5	Dust/Floodway Seal	24	Average	Yes	0.5			36	6	4C	4D	Dust seal
50323	Bobs Creek Road	2466.26	5683.96	3217.7	4.5	Local Rural Unsealed	24	Average	Yes	0.5			36	6	6	6B	Proposed class change
51102	Fanning Lane	0	2522.99	2522.99	5	Local Rural Unsealed	20	2014	Yes	0.5	Yes	0.3	36	6	6	6A	Proposed class change
52512	Merri Meric Road	0	2455.4	2455.4	5	Local Rural Unsealed	20	Estimate	Yes	0.5	Yes	0.3	36	6	5	5	Multiple residences
52512	Merri Meric Road	2455.4	5892.43	3437.03	5	Local Rural Unsealed	20	Estimate	Yes	0.5	Yes	0.3	36	6	5	5	Multiple residences
52512	Merri Meric Road	5892.43	8627.44	2735.01	4	Local Rural Unsealed	20	Estimate	Yes	0.5	Yes	0.3	36	6	6	6A	Proposed class change
53901	Taylors Road	0	2672.63	2672.63	6.2	Local Rural Sealed	20	Average	Yes	0.5	Yes	0.3	36	6	4B	4B	Sealed
53901	Taylors Road	2672.63	4229.51	1556.88	5.5	Local Rural Unsealed	20	Average	Yes	0.5	Yes	0.3	36	6	5	5	New count required
53901	Taylors Road	4229.51	4545.79	316.28	5.2	Local Rural Unsealed	20	Average	Yes	0.5	Yes	0.3	36	6	5	5	New count required
53901	Taylors Road	4545.79	6942.77	2396.98	5.5	Local Rural Unsealed	20	2015	Yes	0.5	Yes	0.3	36	6	5	5	New count required
52111	Kotzurs Road	1804.08	3438.37	1634.29	4	Local Rural Formed	23	Estimate	Yes	0.5			34.5	6	7	7	No gravel
52705	Nolans Road	0	1136.01	1136.01	5	Local Rural Unsealed	23	2014	Yes	0.5			34.5	6	6	6B	Proposed class change
52705	Nolans Road	1136.01	2439.96	1303.95	5	Local Rural Unsealed	23	Average	Yes	0.5			34.5	6	6	6B	Proposed class change
52311	Luther Road	0	1274.51	1274.51	5	Local Rural Unsealed	34	2022	No				34	6	6	6B	Proposed class change
53512	River Road	25209.2	25481.79	272.59	4	Dust/Floodway Seal	26	Average	No		Yes	0.3	33.8	6	4C	4D	Dust seal
53512	River Road	25481.79	29244.44	3762.65	5	Local Rural Unsealed	26	Average	No		Yes	0.3	33.8	6	5	5	Multiple residences
53512	River Road	29244.44	30284.08	1039.64	4	Dust/Floodway Seal	26	Average	No		Yes	0.3	33.8	6	4C	4D	Dust seal
53512	River Road	30284.08	32247.42	1963.34	5.5	Local Rural Unsealed	26	Average	No		Yes	0.3	33.8	6	5	5	Multiple residences
53512	River Road	32247.42	32317.65	70.23	4	Dust/Floodway Seal	26	Average	No		Yes	0.3	33.8	6	4C	4D	Dust seal
53512	River Road	32317.65	34275.93	1958.28	5	Local Rural Unsealed	26	Average	No		Yes	0.3	33.8	6	5	5	Multiple residences
53512	River Road	34275.93	34391.29	115.36	4	Dust/Floodway Seal	26	Average	No		Yes	0.3	33.8	6	4C	4D	Dust seal
53512	River Road	34391.29	43977.18	9585.89	5.5	Local Rural Unsealed	26	Average	No		Yes	0.3	33.8	6	5	5	Multiple residences
53512	River Road	43977.18	44226.95	249.77	5	Dust/Floodway Seal	26	Average	No		Yes	0.3	33.8	6	4C	4D	Dust seal

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50519	Cook Road	0	1385.54	1385.54	5.5	Local Rural Unsealed	22	2015	Yes	0.5			33	6	7	6B	Proposed class change
52107	Kings Bridge Road	0	3937.57	3937.57	5	Local Rural Unsealed	22	2014	Yes	0.5			33	6	6	6B	Proposed class change
52515	Mirrabooka Road	0	8319.14	8319.14	5	Local Rural Unsealed	33	2015	No				33	6	6	6B	Proposed class change
53716	Shoemarks Road	0	3964.58	3964.58	5	Local Rural Unsealed	22	2018	Yes	0.5			33	6	6	6B	Proposed class change
53911	Tunnel Road	9431.61	18948.37	9516.76	4.4	Local Rural Sealed	33	2016	No				33	6	4B	4B	Sealed
50524	Courtney Lane	0	3026.75	3026.75	4.5	Local Rural Unsealed	17	2017	Yes	0.5	Yes	0.3	30.6	6	6	6A	Proposed class change
50524	Courtney Lane	3026.75	4326.69	1299.94	4.5	Local Rural Unsealed	17	Average	Yes	0.5	Yes	0.3	30.6	6	6	6A	Proposed class change
53507	Reapers Road	1967.25	8923.57	6956.32	5	Local Rural Unsealed	17	2015	Yes	0.5	Yes	0.3	30.6	6	5	5	Multiple residences
545161	Wenkes Road	0	1970.24	1970.24	5	Local Rural Unsealed	17	2015	Yes	0.5	Yes	0.3	30.6	6	6	6A	Proposed class change
50111	Anvil Road	0	359.14	359.14	7.4	Local Rural Sealed	30	Estimate	No				30	6		4B	Rural residential
50520	Coppabella Road	7863.67	9244.88	1381.21	5	Local Rural Unsealed	30	2014	No				30	6	5	4B	To be sealed (safety) - Consistent segment undulating terrain
50709	Drumwood Road	2062.38	5304.11	3241.73	5	Local Rural Unsealed	20	2014	Yes	0.5			30	6	6	6B	Proposed class change
57524	Hore Road	960.68	2346.09	1385.41	5.5	Local Rural Unsealed	20	Estimate	Yes	0.5			30	6	6	6B	Proposed class change
57524	Hore Road	2346.09	3075.14	729.05	5	Dust/Floodway Seal	20	Estimate	Yes	0.5			30	6	4B	4D	Dust seal
57524	Hore Road	3075.14	3939.56	864.42	5	Local Rural Unsealed	20	Estimate	Yes	0.5			30	6	6	6B	Proposed class change
52514	Mulgrave Road	0	727.29	727.29	6.4	Local Rural Sealed	30	Estimate	No				30	6	4B	4B	Rural residential
53912	Tip Road	0	1593.62	1593.62	8	Local Rural Sealed	30	Estimate	No				30	6	4B	4B	Community facility
50514	Clifton Ring Road	0	1357.77	1357.77	5.5	Local Rural Unsealed	29	2018	No				29	6	6	6B	Proposed class change
53709	Selby Road	8616.75	13495.23	4878.48	5.5	Local Rural Unsealed	16	2016	Yes	0.5	Yes	0.3	28.8	6	6	6A	Proposed class change
52521	Morgans Road	1535.05	3591.44	2056.39	4	Local Rural Unsealed	22	Estimate	No		Yes	0.3	28.6	6	8	6A	Proposed class change
53512	River Road	44226.95	50112.01	5885.06	5	Local Rural Unsealed	22	2022	No		Yes	0.3	28.6	6	5	5	Multiple residences
50313	Beckett Road	0	1855.73	1855.73	4	Local Rural Unsealed	19	2017	Yes	0.5			28.5	6	6	6B	Proposed class change
51105	Ferndale Boundary Road	0	2748.06	2748.06	5	Local Rural Unsealed	19	2018	Yes	0.5			28.5	6	6	6B	Proposed class change
57108	Finlay Road	0	2318.89	2318.89	4	Local Rural Unsealed	19	2018	Yes	0.5			28.5	6	6	6B	Proposed class change
57503	Hamdorf Road	0	2154.86	2154.86	5	Local Rural Unsealed	19	2018	Yes	0.5			28.5	6	6	6B	Proposed class change
53708	Seidels Road	0	4950.95	4950.95	4	Local Rural Unsealed	19	2015	Yes	0.5			28.5	6	6	6B	Proposed class change
50332	Brittas Reserve Road	0	7337.05	7337.05	5.5	Local Rural Unsealed	18	2016	Yes	0.5			27	6	5	6B	Class lowered to match traffic score
52110	Knox Road	100.03	2315.76	2215.73	5	Local Rural Unsealed	18	Estimate	Yes	0.5			27	6	5	5	Multiple residences
52110	Knox Road	2496.19	3963.59	1467.4	5	Local Rural Unsealed	18	Estimate	Yes	0.5			27	6	5	5	Multiple residences
53723	Stonehaven Road	4449.72	9406.65	4956.93	6	Local Rural Unsealed	27	2015	No				27	6	6	6B	Proposed class change
53726	Sweetwater Road	0	889.83	889.83	10	Local Rural Sealed	18	Estimate	Yes	0.5			27	6	4B	4B	Sealed
53726	Sweetwater Road	889.83	4629.84	3740.01	4.2	Local Rural Sealed	18	Estimate	Yes	0.5			27	6	4B	4B	Sealed
53902	Thornbury Road	0	5453.45	5453.45	4.5	Local Rural Unsealed	18	2016	Yes	0.5			27	6	6	6B	Proposed class change
53501	Racecourse Road	0	1724.67	1724.67	5	Local Rural Sealed	20	Estimate	No		Yes	0.3	26	6	4B	4B	Rural residential
52102	Kellys Road	0	3904.27	3904.27	5	Local Rural Sealed	17	2016	Yes	0.5			25.5	6	4B	4B	Sealed
52102	Kellys Road	3904.27	15747.41	11843.14	5	Local Rural Unsealed	17	2016	Yes	0.5			25.5	6	5	5	Multiple residences
53514	Roblins Road	0	2248.86	2248.86	4.5	Local Rural Unsealed	14	Average	Yes	0.5	Yes	0.3	25.2	6	6	6A	Proposed class change
53514	Roblins Road	2248.86	4357.69	2108.83	4.5	Local Rural Unsealed	14	2014	Yes	0.5	Yes	0.3	25.2	6	6	6A	Proposed class change
54302	Vile Lane	0	2027.25	2027.25	4.5	Local Rural Unsealed	14	2014	Yes	0.5	Yes	0.3	25.2	6	6	6A	Proposed class change
50706	Downfall Road	0	13305.89	13305.89	4.2	Local Rural Sealed	25	2015	No				25	6	4B	4C	Sealed (single lane)

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
53516	Rockingham Road	0	2990.15	2990.15	4.5	Local Rural Unsealed	19	2014	No		Yes	0.3	24.7	6	7	6A	Proposed class change
54518	Western Road	0	803.83	803.83	4.4	Local Rural Sealed	19	2014	No		Yes	0.3	24.7	6	4B	4B	Sealed
101901	Chinatown Lane, Walla Walla	0	946.38	946.38	6	Local Rural Unsealed	16	Estimate	Yes	0.5			24	6	5	5	Rural residential
57525	Hovell Road	5870.58	12210.81	6340.23	5	Local Rural Unsealed	16	2017	Yes	0.5			24	6	5	5	Multiple residences
52501	Maginnitys Gap Road	5004.06	7509.24	2505.18	4.5	Local Rural Unsealed	16	Estimate	Restricted	0.5			24	6	6	6B	Proposed class change
52501	Maginnitys Gap Road	7509.24	8625.94	1116.7	4.5	Local Rural Unsealed	16	Estimate	Restricted	0.5			24	6	6	6B	Proposed class change
53714	Sherwyn Road	5541.78	6785.69	1243.91	5	Local Rural Unsealed	24	2014	No				24	6	6	6B	Proposed class change
50346	Bushy Lane	0	1191.47	1191.47	4	Local Rural Unsealed	13	2016	Yes	0.5	Yes	0.3	23.4	6	6	6A	Proposed class change
57529	Hudsons Road	0	2937.43	2937.43	4.5	Local Rural Unsealed	13	2016	Yes	0.5	Yes	0.3	23.4	6	6	6A	Proposed class change
57529	Hudsons Road	2937.43	4109.28	1171.85	4.5	Local Rural Unsealed	13	Average	Yes	0.5	Yes	0.3	23.4	6	6	6A	Proposed class change
57529	Hudsons Road	4109.28	5232.32	1123.04	4.5	Local Rural Unsealed	13	Average	Yes	0.5	Yes	0.3	23.4	6	6	6A	Proposed class change
50514	Clifton Ring Road	4443.01	6820.63	2377.62	5.5	Local Rural Unsealed	23	Average	No				23	6	6	6B	Proposed class change
50514	Clifton Ring Road	6820.63	10614.87	3794.24	5.5	Local Rural Unsealed	23	Average	No				23	6	6	6B	Proposed class change
50514	Clifton Ring Road	10614.87	11016.02	401.15	4	Dust/Floodway Seal	23	Average	No				23	6	4C	4D	Dust seal
50514	Clifton Ring Road	11016.02	11475.36	459.34	5.5	Local Rural Unsealed	23	Average	No				23	6	6	6B	Proposed class change
50332	Brittas Reserve Road	7337.05	7870.11	533.06	4	Local Rural Unsealed	15	2015	Yes	0.5			22.5	6	5	6B	Class lowered to match score
50708	Drums Road	1933.36	5576.14	3642.78	4	Local Rural Unsealed	15	Average	Yes	0.5			22.5	6	6	6B	Proposed class change
52527	Munyapla Settlement Road	0	8663.41	8663.41	5	Local Rural Unsealed	15	2018	Yes	0.5			22.5	6	5	6B	Class lowered to match score
50105	Anderson Road	0	2652.05	2652.05	5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	6	6A	Proposed class change
57509	Hendersons Road	0	1776.32	1776.32	3.4	Local Rural Sealed	12	Estimate	Restricted	0.5	Yes	0.3	21.6	6	4B	4C	Sealed (single lane)
57509	Hendersons Road	1776.32	4805.8	3029.48	3.4	Local Rural Sealed	12	Estimate	Restricted	0.5	Yes	0.3	21.6	6	4B	4C	Sealed (single lane)
52105	Kenya Road	1884.02	4458.73	2574.71	4.5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	6	6A	Proposed class change
52108	Kleemans Road	0	3754.5	3754.5	5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	6	6A	Proposed class change
52306	Llewellyn Road	0	2530.95	2530.95	4.5	Local Rural Unsealed	12	2015	Yes	0.5	Yes	0.3	21.6	6	6	6A	Proposed class change
52519	Moorwatha Road	0	188.05	188.05	5.4	Local Rural Sealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	4B	4B	Sealed
52519	Moorwatha Road	188.05	1711.96	1523.91	4.5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	6	6A	Proposed class change
52519	Moorwatha Road	1711.96	3132.22	1420.26	4.5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	6	6A	Proposed class change
53518	Rockville Road	0	2571.03	2571.03	5	Local Rural Unsealed	12		Yes	0.5	Yes	0.3	21.6	6	6	6A	Proposed class change
53715	Shippards Road	0	1537.47	1537.47	5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	5	5	Multiple residences
53715	Shippards Road	1537.47	1989.61	452.14	5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	5	5	Multiple residences
53715	Shippards Road	1989.61	2768.21	778.6	5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	5	5	Multiple residences
53715	Shippards Road	2768.21	4448.14	1679.93	5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	5	5	Multiple residences
53715	Shippards Road	4448.14	4996.18	548.04	5	Local Rural Unsealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	5	5	Multiple residences
54505	Walla Sub Hall Road	0	4319.72	4319.72	6	Local Rural Sealed	12	Estimate	Yes	0.5	Yes	0.3	21.6	6	4B	4C	Sealed (single lane)
50315	Beelawong Road	0	2205.88	2205.88	4	Local Rural Unsealed	14	Estimate	Yes	0.5			21	6	6	6B	Proposed class change
50335	Brooklyn Road	0	3503.39	3503.39	5	Local Rural Unsealed	14	2015	Yes	0.5			21	6	6	6B	Proposed class change
50708	Drums Road	0	669.4	669.4	4	Local Rural Unsealed	14	2016	Yes	0.5			21	6	6	6B	Proposed class change
50708	Drums Road	669.4	1249.7	580.3	4	Local Rural Unsealed	14	Average	Yes	0.5			21	6	6	6B	Proposed class change
50708	Drums Road	1249.7	1933.36	683.66	4	Local Rural Unsealed	14	Average	Yes	0.5			21	6	6	6B	Proposed class change
50905	Elsinore Road	0	1145.44	1145.44	4.5	Local Rural Unsealed	14	2014	Yes	0.5			21	6	6	6B	Proposed class change
57106	Ferndale Road	0	3299.29	3299.29	5	Local Rural Unsealed	21	2021	No				21	6	5	5	Multiple residences

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
51313	Greenvale Road	0	272.96	272.96	3.7	Dust/Floodway Seal	14	2015	Yes	0.5			21	6	4C	4D	Dust seal
51313	Greenvale Road	272.96	4732.5	4459.54	5	Local Rural Unsealed	14	Average	Yes	0.5			21	6	6	6B	Proposed class change
51313	Greenvale Road	4732.5	5032.93	300.43	3.7	Dust/Floodway Seal	14	Average	Yes	0.5			21	6	4C	4D	Dust seal
51313	Greenvale Road	5032.93	5734.3	701.37	5	Local Rural Unsealed	14	Average	Yes	0.5			21	6	6	6B	Proposed class change
57532	Humphreys Road	0	1704.69	1704.69	4.5	Local Rural Unsealed	14	Estimate	Yes	0.5			21	6	6	6B	Proposed class change
54304	Vokins Creek Road	0	4663.7	4663.7	4	Local Rural Unsealed	21	2018	No				21	6	6	6B	Proposed class change
50333	Brocklesby Balldale Road	10797.66	13787.29	2989.63	5.6	Local Rural Sealed	16	2016	No		Yes	0.3	20.8	6	4B	4B	Sealed
50101	Airpark Road	0	230.09	230.09	6	Local Rural Sealed	20	Estimate	No				20	6	4A	4C	Sealed (single lane)
50703	Damson Court	0	128.05	128.05	7	Local Rural Sealed	20	Estimate	No				20	6		4B	Rural residential
57105	Frosty Lane	0	219.09	219.09	7.8	Local Rural Sealed	20	Estimate	No				20	6	4B	4B	Rural residential
57320	Gardenia Place	0	459.18	459.18	6.4	Local Rural Sealed	20	Estimate	No				20	6	4B	4B	Rural residential
53110	Pomegranate Drive	0	270.51	270.51	7.4	Local Rural Sealed	20	Estimate	No				20	6	4B	4B	Rural residential
53110	Pomegranate Drive	270.51	371.15	100.64	7.4	Local Rural Sealed	20	Estimate	No				20	6	4B	4B	Rural residential
53102	Protea Court	0	241.1	241.1	7	Local Rural Sealed	20	Estimate	No				20	6		4B	Rural residential
54905	Yenschs Road	396.11	2156.04	1759.93	5	Local Rural Unsealed	20	Estimate	No				20	6	6	6B	Proposed class change
54905	Yenschs Road	2156.04	2605.23	449.19	3.8	Dust/Floodway Seal	20	Estimate	No				20	6	6	4D	Dust seal
54905	Yenschs Road	2605.23	5075.62	2470.39	5	Local Rural Unsealed	20	Estimate	No				20	6	6	6B	Proposed class change
54905	Yenschs Road	5075.62	5701.68	626.06	3.8	Dust/Floodway Seal	20	Estimate	No				20	6	6	4D	Dust seal
54905	Yenschs Road	5701.68	6457.99	756.31	3.8	Dust/Floodway Seal	20	Estimate	No				20	6	6	4D	Dust seal
52105	Kenya Road	0	1884.02	1884.02	5	Local Rural Unsealed	11	2014	Yes	0.5	Yes	0.3	19.8	6	6	6A	Proposed class change
50107	Ashcrofts Road	3285.46	3814.52	529.06	5	Local Rural Unsealed	13	2015	Yes	0.5			19.5	6	6	6B	Proposed class change
57309	Graetz Road	0	2189.87	2189.87	5	Local Rural Unsealed	13	2016	Yes	0.5			19.5	6	6	6B	Proposed class change
52301	Lemke Road	0	1022.34	1022.34	5.5	Local Rural Unsealed	15	Estimate	No		Yes	0.3	19.5	6	6	6A	Proposed class change
52301	Lemke Road	1022.34	1948.78	926.44	5.5	Local Rural Unsealed	15	Estimate	No		Yes	0.3	19.5	6	6	6A	Proposed class change
50302	Back Ferndale Road	0	8372.25	8372.25	4.5	Local Rural Unsealed	10	2018	Yes	0.5	Yes	0.3	18	6	6	6A	Proposed class change
50309	Bartsch Road	0	1691.68	1691.68	5	Local Rural Unsealed	10	Estimate	Yes	0.5	Yes	0.3	18	6	6	6A	Proposed class change
50511	Chambers Road	0	1636.96	1636.96	5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	5	6B	Class lowered to match score
50511	Chambers Road	1636.96	1971.82	334.86	5	Local Rural Sealed	12	Estimate	Yes	0.5			18	6	4B	4B	Sealed
50511	Chambers Road	1971.82	3220.27	1248.45	5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	5	6B	Class lowered to match score
50522	Corrigan Drive	0	1137.45	1137.45	3.9	Local Rural Sealed	12	Estimate	Yes	0.5			18	6	4B	4B	Rural residential
50711	Dunwandren Lane	0	987.39	987.39	4	Local Rural Unsealed	18	Estimate	No				18	6	5	5	Rural residential
50901	Echarina Road	0	1679.67	1679.67	5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	6	6B	Proposed class change
50903	Elmo Road	90.34	3508.36	3418.02	4.5	Local Rural Unsealed	10	Average	Yes	0.5	Yes	0.3	18	6	6	6A	Proposed class change
57515	Heriots Road	0	2442.26	2442.26	5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	6	6B	Proposed class change
57701	Iron Post Lane	0	5199.05	5199.05	4.5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	6	6B	Proposed class change
52103	Kendalls Road	0	651.04	651.04	5	Local Rural Unsealed	10	Estimate	Yes	0.5	Yes	0.3	18	6	5	5	New count required
52103	Kendalls Road	651.04	1034.34	383.3	5	Local Rural Unsealed	10	Estimate	Yes	0.5	Yes	0.3	18	6	5	5	New count required
52103	Kendalls Road	1034.34	2011.05	976.71	5	Local Rural Unsealed	10	Estimate	Yes	0.5	Yes	0.3	18	6	5	5	New count required
52103	Kendalls Road	2011.05	2560.23	549.18	5	Local Rural Unsealed	10	Estimate	Yes	0.5	Yes	0.3	18	6	5	5	New count required
52103	Kendalls Road	2560.23	3522.39	962.16	5	Local Rural Unsealed	10	Estimate	Yes	0.5	Yes	0.3	18	6	5	5	New count required
52103	Kendalls Road	3522.39	5567.23	2044.84	5	Local Rural Unsealed	10	Estimate	Yes	0.5	Yes	0.3	18	6	5	5	New count required

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
52110	Knox Road	0	100.03	100.03	8	Dust/Floodway Seal	18	Estimate	No				18	6	4C	4D	Dust seal
52110	Knox Road	2315.76	2496.19	180.43	3.5	Dust/Floodway Seal	18	Estimate	No				18	6	4C	4D	Dust seal
52111	Kotzurs Road	0	1804.08	1804.08	4	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	7	6B	Proposed class change
52111	Kotzurs Road	3438.37	4690.86	1252.49	6.5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	6	6B	Proposed class change
52502	Mahers Road	0	3753.48	3753.48	5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	6	6B	Proposed class change
52505	Maloney Road	0	7291.88	7291.88	4.5	Local Rural Unsealed	12	2015	Yes	0.5			18	6	6	6B	Proposed class change
52507	Marramook Lane	0	2649.01	2649.01	4.5	Local Rural Unsealed	12	2016	Yes	0.5			18	6	6	6B	Proposed class change
53107	Plunkett Road	0	114.76	114.76	4	Local Rural Sealed	12	Estimate	Yes	0.5			18	6	4B	4B	Sealed
53107	Plunkett Road	114.76	2098.84	1984.08	5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	5	5	Multiple residences
53109	Pulletop Road	0	3399.21	3399.21	5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	6	6B	Proposed class change
53109	Pulletop Road	3399.21	12168.77	8769.56	3.8	Local Rural Sealed	12	Estimate	Yes	0.5			18	6	4B	4C	Sealed (single lane)
53524	Rosewood Road	0	7055.4	7055.4	5	Local Rural Unsealed	12	2014	Restricted	0.5			18	6	6	6B	Proposed class change
53701	Sawyer Road	0	145.19	145.19	7	Local Rural Sealed	12	Estimate	Yes	0.5			18	6	4B	4B	Sealed
53701	Sawyer Road	145.19	2760.5	2615.31	4.5	Local Rural Unsealed	12	Estimate	Yes	0.5			18	6	5	5	Multiple residences
54519	Whyte Road	0	1368.54	1368.54	4.5	Local Rural Unsealed	12	2018	Yes	0.5			18	6	6	6B	Proposed class change
50314	Bedggood Road	0	504.44	504.44	4.5	Local Rural Unsealed	11	2016	Yes	0.5			16.5	6	6	6B	Proposed class change
50314	Bedggood Road	504.44	2097.82	1593.38	4	Local Rural Unsealed	11	Average	Yes	0.5			16.5	6	6	6B	Proposed class change
53705	Schneiders Road	0	3233.29	3233.29	5	Local Rural Unsealed	11	2016	Yes	0.5			16.5	6	6	6B	Proposed class change
53706	Schoff Road	0	4662.86	4662.86	4.5	Local Rural Unsealed	11	2015	Yes	0.5			16.5	6	6	6B	Proposed class change
50110	Angaston Road	0	59.39	59.39	6	Local Rural Sealed	16	Estimate	No				16	6	4B	4B	Rural residential
50110	Angaston Road	59.39	801.32	741.93	5.2	Local Rural Unsealed	16	Estimate	No				16	6	5	5	Rural residential
50514	Clifton Ring Road	11475.36	11548.42	73.06	4	Dust/Floodway Seal	16	2018	No				16	6	4C	4D	Dust seal
50322	Bloomfield Road	3324.05	6729.67	3405.62	4	Local Rural Unsealed	10	2018	Yes	0.5			15	6	6	6B	Proposed class change
50328	Boxwood Park Road	0	3630.44	3630.44	5	Local Rural Unsealed	15	Estimate	No				15	6	6	6B	Proposed class change
50509	Carroll Lane	0	2775.05	2775.05	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
50525	Crawleys Road	0	5673.26	5673.26	4	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
50703	Diffseys Road	0	5713.29	5713.29	4.5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
50902	Edgehill Stock Route	0	5198.08	5198.08	4.5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
50903	Elmo Road	0	90.34	90.34	4.5	Local Rural Sealed	10	2016	Yes	0.5			15	6	4B	4B	Sealed
57104	Ferguson Road	0	1607.63	1607.63	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	5	6B	Class lowered to match score
51115	Fullers Road	0	1621.44	1621.44	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	5	6B	Class lowered to match score
51115	Fullers Road	1621.44	3340.29	1718.85	4.5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	5	6B	Class lowered to match score
57521	Hoffmans Road	0	1801.84	1801.84	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
57906	Jobsons Road	0	1917.1	1917.1	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
52102	Kellys Road	15747.41	16480.57	733.16	4	Local Rural Unsealed	10	2015	Yes	0.5			15	6	5	5	Multiple residences
52104	Kensall Green Road	0	1481.34	1481.34	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
52104	Kensall Green Road	1481.34	2382.94	901.6	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
52303	Lieschkes Road	0	3121.23	3121.23	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
52513	Methodist Road	0	1810.71	1810.71	6.2	Local Rural Sealed	10	Estimate	Yes	0.5			15	6	4B	4B	Sealed
52905	Orange Promise Road	0	1403.21	1403.21	5	Local Rural Unsealed	10	2018	Yes	0.5			15	6	6	6B	Proposed class change
53513	Roachdale Road	0	1508.22	1508.22	4.5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	5	5	Multiple residences

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
53513	Roachdale Road	1508.22	5220.05	3711.83	4	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	5	5	Multiple residences
53714	Sherwyn Road	0	5541.78	5541.78	5	Local Rural Unsealed	10	2014	Yes	0.5			15	6	6	6B	Proposed class change
53902	Thornbury Road	5453.45	7410.89	1957.44	4	Local Rural Unsealed	10	2016	Yes	0.5			15	6	6	6B	Proposed class change
53903	Thugga Road	0	122.76	122.76	4	Dust/Floodway Seal	10	Estimate	Yes	0.5			15	6	4C	4D	Dust seal
53903	Thugga Road	122.76	3560.93	3438.17	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
54303	Vine Drive	0	200.38	200.38	5	Local Rural Sealed	10	Estimate	Yes	0.5			15	6	4B	4B	Rural residential
54303	Vine Drive	200.38	400.16	199.78	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
54503	Walla Cemetery Road	321.18	1639.81	1318.63	4	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
54503	Walla Cemetery Road	1639.81	3050.22	1410.41	3	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
54506	Walla Swamp Road	0	1082.87	1082.87	4	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
54513	Weeamera Road	2080.13	6121.45	4041.32	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
54526	Woodswallow Lane	0	205.08	205.08	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
54906	Youngs Lane	0	2248.3	2248.3	5	Local Rural Unsealed	10	Estimate	Yes	0.5			15	6	6	6B	Proposed class change
57506	Harrison Road	0	2540.99	2540.99	4	Local Rural Unsealed	8	2014	Yes	0.5	Yes	0.3	14.4	6	6	6A	Proposed class change
53510	Reynella Road	0	4237.66	4237.66	5	Local Rural Unsealed	8	Estimate	Yes	0.5	Yes	0.3	14.4	6	6	6A	Proposed class change
53702	Scheetz Road	0	3751.45	3751.45	4	Local Rural Unsealed	8	Estimate	Yes	0.5	Yes	0.3	14.4	6	6	6A	Proposed class change
54302	Vile Lane	2027.25	4351.71	2324.46	4.5	Local Rural Unsealed	8	Estimate	Yes	0.5	Yes	0.3	14.4	6	6	6A	Proposed class change
57515	Heriots Road	2442.26	3893.54	1451.28	5	Local Rural Unsealed	14	Estimate	No				14	6	6	6B	Proposed class change
53903	Thugga Road	3560.93	6015.39	2454.46	5	Local Rural Unsealed	14	Estimate	No				14	6	6	6B	Proposed class change
54524	Woodland Road	0	2499.96	2499.96	5	Local Rural Unsealed	14	2014	No				14	6	6	6B	Proposed class change
57306	Glenview Road	0	1633.64	1633.64	4.5	Local Rural Unsealed	9	2014	Yes	0.5			13.5	6	6	6B	Proposed class change
57311	Green Acres Road	1074.94	2745.1	1670.16	6	Local Rural Unsealed	9	Estimate	Yes	0.5			13.5	6	7	6B	Proposed class change
50503	Campbells Road	0	3664.36	3664.36	4.5	Local Rural Unsealed	13	2018	No				13	6	6	6B	Proposed class change
57529	Hudsons Road	5232.32	6245.44	1013.12	3	Local Rural Unsealed	13	Average	No				13	6	6	6B	Proposed class change
51114	Fowlers Road	0	1962.77	1962.77	4.5	Local Rural Unsealed	7	2014	Yes	0.5	Yes	0.3	12.6	6	6	6A	Proposed class change
50301	Back Brocklesby Road	0	1657.71	1657.71	4.5	Local Rural Unsealed	8	Average	Yes	0.5			12	6	6	6B	Proposed class change
50301	Back Brocklesby Road	1657.71	2198.15	540.44	4.5	Local Rural Unsealed	8	Average	Yes	0.5			12	6	6	6B	Proposed class change
50301	Back Brocklesby Road	2198.15	3675.59	1477.44	4.5	Local Rural Unsealed	8	Average	Yes	0.5			12	6	6	6B	Proposed class change
50301	Back Brocklesby Road	3675.59	5859.91	2184.32	4.5	Local Rural Unsealed	8	Average	Yes	0.5			12	6	6	6B	Proposed class change
50301	Back Brocklesby Road	5859.91	9879.87	4019.96	4.5	Local Rural Unsealed	8	2014	Yes	0.5			12	6	6	6B	Proposed class change
50324	Bona Vista Road	0	2242.89	2242.89	5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
50325	Bonnie Springs Road	0	1602.64	1602.64	4.5	Local Rural Unsealed	12	Estimate	No				12	6	6	6B	Proposed class change
50339	Bunyans Road	0	4135.62	4135.62	5	Local Rural Unsealed	12	Estimate	No				12	6	6	6B	Proposed class change
50501	Calool Lane	0	1668.67	1668.67	5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
51111	Flaxvale Road	0	2046.78	2046.78	5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
57904	Jerra Jerra Road	0	2956.17	2956.17	4.5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
52501	Maginnitys Gap Road	0	5004.06	5004.06	5	Local Rural Unsealed	8	2014	Restricted	0.5			12	6	6	6B	Proposed class change
52703	Newton Road	0	1779.73	1779.73	5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
52703	Newton Road	1779.73	2196.88	417.15	7	Local Rural Sealed	8	Estimate	Yes	0.5			12	6	6	4C	Sealed (single lane)
52906	Orelda Siding Road	0	2464.99	2464.99	4.5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
52906	Orelda Siding Road	2464.99	3623.14	1158.15	4.5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
53502	Ralstons Road	0	1572.61	1572.61	4	Local Rural Unsealed	8	2014	Yes	0.5			12	6	6	6B	Proposed class change
53511	Riders Road	0	5947.36	5947.36	5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
53525	Ross Road	0	3372.33	3372.33	4.5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
53527	Ryan Stock Route	0	6061.41	6061.41	5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	5	6B	Class lowered to match score
53713	Shea Road	0	563.22	563.22	6	Local Rural Sealed	12	Estimate	No				12	6	4B	4B	Sealed
53725	Sutherland Road	1440.79	1852.27	411.48	4.5	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
53725	Sutherland Road	1852.27	3075.22	1222.95	4	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
53906	Top Springs Road	0	2709.06	2709.06	5	Local Rural Unsealed	12	2016	No				12	6	6	6B	Proposed class change
53910	Trigg Road	0	7208.51	7208.51	5	Local Rural Unsealed	8	Average	Yes	0.5			12	6	6	6B	Proposed class change
53910	Trigg Road	7208.51	8372.8	1164.29	5.2	Dust/Floodway Seal	8	Average	Yes	0.5			12	6	4C	4D	Dust seal
53910	Trigg Road	8372.8	8677.72	304.92	5.2	Dust/Floodway Seal	8	Average	Yes	0.5			12	6	4C	4D	Dust seal
53910	Trigg Road	8677.72	9602.69	924.97	5	Local Rural Unsealed	8	2017	Yes	0.5			12	6	6	6B	Proposed class change
54502	Walkyrie Road	0	1502.41	1502.41	4	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
54502	Walkyrie Road	1502.41	3052.93	1550.52	4	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
54506	Walla Swamp Road	1082.87	1527.61	444.74	4	Local Rural Unsealed	8	Estimate	Yes	0.5			12	6	6	6B	Proposed class change
58530	West Showground Road	0	374.15	374.15	5	Local Rural Unsealed	12	Estimate	No				12	6	6	6B	Proposed class change
54523	Wongadel Road	0	2468.97	2468.97	3	Local Rural Formed	12	2022	No				12	6	7	7	No gravel
54907	Yellow Box Lane	0	115.18	115.18	4.50	Local Rural Unsealed	12	Estimate	No				12	6	6	6B	Proposed class change
50107	Ashcrofts Road	0	1384.66	1384.66	5	Local Rural Unsealed	11	2015	No				11	6	6	6B	Proposed class change
52310	Lubkes Road	241.29	2496	2254.71	5	Local Rural Unsealed	6	Estimate	Yes	0.5	Yes	0.3	10.8	6	6	6A	Proposed class change
52520	Morebringer Lane	0	3438.39	3438.39	5	Local Rural Unsealed	6	Estimate	Yes	0.5	Yes	0.3	10.8	6	6	6A	Proposed class change
53907	Tower Hill Rd	0	1693.65	1693.65	3	Local Rural Unsealed	7	2015	Yes	0.5			10.5	6	6	6B	Proposed class change
53909	Triangle Road	0	3437.31	3437.31	5	Local Rural Unsealed	7	2015	Yes	0.5			10.5	6	6	6B	Proposed class change
545162	Wenkes Road Link	0	218.09	218.09	4	Local Rural Unsealed	8	Estimate	No		Yes	0.3	10.4	6	6	6A	Proposed class change
50316	Bellevue Road	0	1653.63	1653.63	5	Local Rural Unsealed	10	Estimate	No				10	6	6	6B	Proposed class change
50517	Colonial Drive	0	439.18	439.18	6.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Rural residential
50713	Durakar Close	0	580.23	580.23	7.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Rural residential
51110	Five Chain Road	0	265.11	265.11	5	Local Rural Unsealed	10	Estimate	No				10	6	6	6B	Proposed class change
57521	Hoffmans Road	1801.84	2856.14	1054.3	5	Local Rural Unsealed	10	Estimate	No				10	6	6	6B	Proposed class change
57906	Jobsons Road	1917.1	2595.04	677.94	5	Local Rural Unsealed	10	Estimate	No				10	6	6	6B	Proposed class change
52106	Kiley Road	0	2879.15	2879.15	4	Local Rural Unsealed	10	Estimate	No				10	6	6	6B	Proposed class change
52504	Malabar Road	0	254.8	254.8	3.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Rural residential
52504	Malabar Road	254.8	351.16	96.36	3.5	Local Rural Unsealed	10	Estimate	No				10	6	5	4B	Rural residential
52504	Malabar Road	351.16	451.49	100.33	3.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Rural residential
52504	Malabar Road	451.49	541.21	89.72	3.5	Local Rural Unsealed	10	Estimate	No				10	6	5	4B	Rural residential
52702	Nation Road	348.1	1103.44	755.34	4.5	Local Rural Unsealed	10	Estimate	No				10	6	6	6B	Proposed class change
52906	Orelida Siding Road	3623.14	3929.54	306.4	4.5	Local Rural Unsealed	10	Estimate	No				10	6	6	6B	Proposed class change
53530	Range View Drive	0	670.27	670.27	6.2	Local Rural Sealed	10	Estimate	No				10	6	4A	4B	Rural residential
53528	Ribery Court	0	248.1	248.1	7	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Rural residential
53728	Senna Court	0	164.07	164.07	6.4	Local Rural Sealed	10	Estimate	No				10	6		4B	Rural residential
53718	Singe Road	0	551.35	551.35	5	Local Rural Unsealed	10	Estimate	No				10	6	5	5	Rural residential

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53718	Singe Road	551.35	706.28	154.93	3	Local Rural Unsealed	10	Estimate	No				10	6	5	5	Rural residential
53904	Tinmines Road	0	1978.78	1978.78	5.5	Local Rural Unsealed	10	Estimate	No				10	6	6	6B	Proposed class change
54521	Willurah Road	0	62.19	62.19	6.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Sealed
54521	Willurah Road	62.19	97.85	35.66	6.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Sealed
54521	Willurah Road	97.85	203.21	105.36	6	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Sealed
54521	Willurah Road	203.21	590.68	387.47	6.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Sealed
54521	Willurah Road	590.68	664.33	73.65	6.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Sealed
54521	Willurah Road	664.33	809.63	145.3	6.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Sealed
54521	Willurah Road	809.63	1035.4	225.77	6.5	Local Rural Sealed	10	Estimate	No				10	6	4B	4B	Sealed
	Unnamed Lane Opp Ashley Lane	0	570.76	570.76	4	Proposed	5	Estimate	No				5	7		6B	Residence/s
50329	Brackley Road	0	1646.66	1646.66	5	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
57311	Green Acres Road	0	1074.94	1074.94	6	Local Rural Formed	9	Average	No				9	7	7	7	
57522	Hoggs Road	0	1001.4	1001.4	4	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
52309	Lowes Road	0	2254.9	2254.9	5	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
52510	McGee Road	0	1594.62	1594.62	6	Local Rural Formed	6	Estimate	Yes	0.5			9	7	7	7	
52520	Morebringer Lane	3438.39	3509.19	70.8	6.8	Dust/Floodway Seal	6	Estimate	Yes	0.5			9	7	4B	4D	Dust seal
52520	Morebringer Lane	3509.19	4521.73	1012.54	4.5	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
52524	Mullemlah Road	0	1621.24	1621.24	5	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
52902	O'Keefe Road	0	1030.41	1030.41	4	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
52903	Old Balldale Road	0	3540.35	3540.35	4	Local Rural Formed	9	Estimate	No				9	7	7	7	
53111	Parnells Lane	0	1455.57	1455.57	4.5	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
53509	Reid Road	2228.84	3704.45	1475.61	5	Local Rural Formed	6	Estimate	Yes	0.5			9	7	7	7	
53710	Severin Road	0	2283.91	2283.91	3.5	Local Rural Formed	9	Estimate	No				9	7	7	7	
53711	Shady Grove Road	0	2492	2492	4	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
101233	Stock Route	0	1441.58	1441.58	5	Local Rural Formed	9	Estimate	No				9	7	7	7	
53913	The Elms Lane	0	914.36	914.36	4	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
54514	Wegeners Lane	0	680.27	680.27	3	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
54522	Wilsons Road	0	2276.88	2276.88	4	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
54525	Woods Road	0	1224.07	1224.07	5	Local Rural Unsealed	6	Estimate	Yes	0.5			9	7	6	6B	Residence/s
50109	Astra Lane	0	1930.75	1930.75	4	Local Rural Unsealed	8	Average	No				8	7	6	6B	Residence/s
50310	Beach Road East	0	274.11	274.11	4.5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
50311	Beach Road West	0	1258.5	1258.5	4.5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
50312	Beatrice Road	0	734.29	734.29	5.5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
50318	Bendermeer Road	0	848.33	848.33	5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
50326	Bowlers Road	0	1597.62	1597.62	5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
50341	Burges Lane	0	1612.63	1612.63	4.5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
50701	Daly Road	0	1352.54	1352.54	4.5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
51109	Fischers Road	933.62	2124	1190.38	4.5	Local Rural Formed	8	Estimate	No				8	7	6	7	Abandoned house
51109	Fischers Road	2124	2523.07	399.07	4	Local Rural Formed	8	Estimate	No				8	7	6	7	Abandoned house
51109	Fischers Road	2523.07	3673.47	1150.4	4	Local Rural Formed	8	Estimate	No				8	7	6	7	Abandoned house
51501	Habermanns Road	0	1409.56	1409.56	3	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
57504	Hanel Road	0	3155.23	3155.23	4	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
57505	Hannah Lane	0	164.07	164.07	5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
57532	Humphreys Road	1704.69	1971.77	267.08	4.5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
57533	Hymans Road	0	519.19	519.19	3.5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
57901	Jacka Lane	0	1165.46	1165.46	5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
52109	Klinberg Road	0	2688.07	2688.07	4.5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
53212	Lee Road	0	270.11	270.11	4	Local Rural Unsealed	8	Estimate	No				8	7	5	5	Community facility
52307	Lochiel Road	0	1064.38	1064.38	4	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
53104	Paterson Road	0	925.37	925.37	6	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
53106	Pinnabar Road	0	615.24	615.24	8	Local Rural Sealed	8	Estimate	No				8	7	4B	4B	Sealed
53520	Rogers Road East	0	1503.6	1503.6	4	Local Rural Unsealed	8	Estimate	No				8	7	7	6B	Residence/s
53519	Rogers Road West	0	227.58	227.58	7.4	Local Rural Sealed	8	Estimate	No				8	7	4B	4B	Sealed
53519	Rogers Road West	227.58	965.77	738.19	9.4	Local Rural Sealed	8	Estimate	No				8	7	4B	4B	Sealed
53519	Rogers Road West	965.77	1179.48	213.71	7.4	Local Rural Sealed	8	Estimate	No				8	7	4B	4B	Sealed
53523	Rosemont Road	0	1362.55	1362.55	4	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
53712	Shannons Road	0	1768.63	1768.63	5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
53727	Spring Valley Road	0	945.37	945.37	5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
54901	Yambla Road	0	3609.44	3609.44	5	Local Rural Unsealed	8	Estimate	No				8	7	6	6B	Residence/s
50107	Ashcrofts Road	1384.66	3285.46	1900.8	8	Local Rural Formed	5	Estimate	Yes	0.5			7.5	7	7	7	
57502	Hall Road	0	1079.82	1079.82	6	Local Rural Formed	5	2016	Yes	0.5			7.5	7	6	7	Proposed class change
57502	Hall Road	1079.82	1968.75	888.93	6	Local Rural Formed	5	2016	Yes	0.5			7.5	7	6	7	Proposed class change
57510	Henty Swamp Road	0	1287.91	1287.91	5.5	Local Rural Unsealed	5	2015	Yes	0.5			7.5	7	6	6B	Residence/s
57517	Hickory Hill Road	0	5526.21	5526.21	4	Local Rural Unsealed	5	2014	Yes	0.5			7.5	7	6	6B	Residence/s
57905	Jerraluen Road	0	2988.18	2988.18	4.5	Local Rural Unsealed	5	2014	Yes	0.5			7.5	7	6	6B	Residence/s
52503	Majors Creek Road	0	892.35	892.35	4	Local Rural Unsealed	5	2014	Yes	0.5			7.5	7	6	6B	Residence/s
53722	Stolls Road	0	2305.49	2305.49	4.5	Local Rural Unsealed	5	Estimate	Yes	0.5			7.5	7	6	6B	Residence/s
53722	Stolls Road	2305.49	6215.48	3909.99	4.5	Local Rural Unsealed	5	Estimate	Yes	0.5			7.5	7	6	6B	Residence/s
54502	Walkyrie Road	3052.93	5392.14	2339.21	3	Local Rural Formed	5	Estimate	Yes	0.5			7.5	7	6	7	No gravel, low usage
51112	Flowerdale Lane	0	1151.45	1151.45	3	Local Rural Formed	7	Estimate	No				7	7	7	7	
51308	Gluepot Road	0	2416.34	2416.34	5	Local Rural Formed	7	2015	No				7	7	7	7	
51308	Gluepot Road	2416.34	4908.87	2492.53	5	Local Rural Formed	7	Average	No				7	7	7	7	
101551	Bethana Lane	0	678.26	678.26	10	Local Rural Sealed	6	Estimate	No				6	7	4A	4B	Sealed – Ex Hume Highway
50347	Blair Park Lane	0	1038.4	1038.4	5	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
50320	Blights Road East	0	1955.78	1955.78	4.5	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
50321	Blights Road West	0	663.26	663.26	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
50331	Bringa Road	0	2114.83	2114.83	3.5	Local Rural Formed	4	Estimate	Yes	0.5			6	7	7	7	
50336	Browns Road	0	1259.5	1259.5	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
50338	Bunn Road	0	515.2	515.2	3	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
50526	Cribbs Road	0	1297.75	1297.75	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
50526	Cribbs Road	1297.75	2435.87	1138.12	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
50529	Cunningham Road	0	3669.42	3669.42	5	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
50712	Diggers Lane	0	142.06	142.06	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
50904	Elmsley Lane	0	1637.65	1637.65	3	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Standpipe at end
573051	Glenlea Road (East)	0	262.1	262.1	3.5	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
573052	Glenlea Road (West)	0	1793.72	1793.72	3	Local Rural Formed	4	Estimate	Yes	0.5			6	7	7	7	
57307	Glossop School Road	0	594.24	594.24	4	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
51308	Gluepot Road	4908.87	5515.11	606.24	5	Local Rural Unsealed	4	2015	Yes	0.5			6	7	6	6B	Residence/s
51308	Gluepot Road	5515.11	8880.53	3365.42	6	Local Rural Formed	4	Average	Yes	0.5			6	7	7	7	
57526	Howard Road	0	2280.86	2280.86	7	Local Rural Formed	4	Estimate	Yes	0.5			6	7	7	7	
52113	King Parrot Lane	2879.15	3274.15	395	5	Local Rural Unsealed	6	Estimate	No				6	7		6B	Residence/s
52308	Logans Road	0	2876.01	2876.01	5	Local Rural Unsealed	4	2014	Restricted	0.5			6	7	6	6B	Residence/s
52508	Mayfield Road	0	299.12	299.12	4.5	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
52509	McCalls Road	0	1229.83	1229.83	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
52516	Mirrimar Road	0	1295.51	1295.51	3.5	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
52524	Mullemblah Road	1621.24	2551.97	930.73	5	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
52524	Mullemblah Road	2551.97	3849.73	1297.76	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
52524	Mullemblah Road	3849.73	4478.77	629.04	4.5	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
52701	Narrabilla Road	0	2509.95	2509.95	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
52702	Nation Road	0	348.1	348.1	4.5	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
52905	Orange Promise Road	1403.21	2586.04	1182.83	3	Local Rural Formed	4	Estimate	Yes	0.5			6	7	8	7	Proposed class change
53101	Parkers Lane	0	1402.55	1402.55	5	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
53108	Poole Road	0	899.34	899.34	5	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
53506	Ravenswood Road	0	2744.08	2744.08	4	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
53508	Red Hill Road	0	579.23	579.23	5	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	7	6B	Residence/s
53521	Rose Valley Lane	0	1884.5	1884.5	4	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
53522	Rosedale Road	0	987.39	987.39	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
53717	Silver Hills Road	0	846.3	846.3	4	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
53719	Sparkes Road	0	1112.44	1112.44	3.5	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
53908	Trebleys Road	0	2211.87	2211.87	5	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
54510	Waterworks Road	0	177.43	177.43	3.49	Dust/Floodway Seal	6	Estimate	No				6	7	4B	4D	Dust seal
54510	Waterworks Road	177.43	1617.65	1440.22	4.5	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
54525	Woods Road	1224.07	1263.36	39.29	5	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
54905	Yenschs Road	6457.99	7449.87	991.88	5	Local Rural Unsealed	6	Estimate	No				6	7	6	6B	Residence/s
54905	Yenschs Road	7449.87	14082.08	6632.21	4	Local Rural Formed	6	Estimate	No				6	7		7	Proposed class change
54906	Youngs Lane	2248.3	3051.88	803.58	3.5	Local Rural Formed	4	Estimate	Yes	0.5			6	7	7	7	
54906	Youngs Lane	3051.88	4366.34	1314.46	3.5	Local Rural Formed	6	Estimate	No				6	7	7	7	
55101	Ziebath Road	0	715.28	715.28	4	Local Rural Unsealed	4	Estimate	Yes	0.5			6	7	6	6B	Residence/s
50308	Barkers Road	0	2827.1	2827.1	4.5	Local Rural Unsealed	3	2016	Yes	0.5	Yes	0.3	5.4	7	6	6A	Bus route
50103	Alma Park Church Lane	0	643.25	643.25	5.5	Local Rural Formed	5	Estimate	No				5	7	7	7	
50108	Ashley Lane	0	2446.98	2446.98	6	Local Rural Formed	5	Estimate	No				5	7	7	7	
57510	Henty Swamp Road	4236.59	4883.95	647.36	3	Local Rural Unsealed	5	Average	No				5	7	7	6B	Residence/s
101705	Mate Street, Morven	0	1406.56	1406.56	5	Local Rural Unsealed	5	Estimate	No				5	7	5	6B	Residence/s

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
53509	Reid Road	0	2228.84	2228.84	5	Local Rural Formed	5	Estimate	No				5	7	7	7	No gravel, low usage
50508	Caringa Road	0	501.41	501.41	5	Local Rural Unsealed	3	2016	Yes	0.5			4.5	7	6	6B	Residence/s
50508	Caringa Road	501.41	1499.15	997.74	6	Local Rural Formed	3	Average	Yes	0.5			4.5	7	7	7	
50508	Caringa Road	1499.15	2286.89	787.74	6	Local Rural Formed	3	Average	Yes	0.5			4.5	7	7	7	
50512	Chudleigh Road	0	1681.66	1681.66	3.5	Local Rural Formed	3	2016	Yes	0.5			4.5	7	6	7	Proposed class change
50515	Clifton Road	0	2449.66	2449.66	4.5	Local Rural Unsealed	3	Average	Yes	0.5			4.5	7	6	6B	Residence/s
50515	Clifton Road	2449.66	5629.22	3179.56	3	Local Rural Formed	3	2015	Yes	0.5			4.5	7	7	7	
50515	Clifton Road	5629.22	6342.48	713.26	4	Local Rural Unsealed	3	2015	Yes	0.5			4.5	7	6	6B	Residence/s
53720	Stein Road	0	2980.19	2980.19	4	Local Rural Unsealed	3	2014	Yes	0.5			4.5	7	6	6B	Residence/s
54504	Walla Stock Route Road	0	1321.72	1321.72	3.5	Local Rural Formed	3	Average	Yes	0.5			4.5	7	6	7	Drop down – Low use
50330	Brigadoon Lane	0	1824.71	1824.71	4	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
50502	Camelot Lane	0	499.38	499.38	4.5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
50702	Davidson Lane	0	338.03	338.03	3.5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
58103	Fellow Hills Lane	0	908.36	908.36	4.5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
57301	Galena Hills Road	0	2649.04	2649.04	4	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
57303	Glenelg Lane	0	1562.58	1562.58	4	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
573052	Glenlea Road (West)	1793.72	2889.15	1095.43	4	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
51319	Godde Road	0	493.23	493.23	5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
51312	Greene Lane	0	1141.44	1141.44	4	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
57508	Heffernans Road	0	1778.71	1778.71	5.5	Local Rural Formed	4	Estimate	No				4	7	7	7	
57516	Hickmans Lane	0	4286.71	4286.71	6	Local Rural Formed	4	Estimate	No				4	7	7	7	
57518	Highfield Lane	0	600.24	600.24	5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
57520	Hilsley Lane	0	411.16	411.16	4	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
57531	Hulms Road	0	1665.61	1665.61	4	Local Rural Formed	4	Estimate	No				4	7	6	7	Drop down – Low use
52506	Mandaring Road	0	2020.76	2020.76	5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
52904	Orange Flat Lane	0	954.75	954.75	5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
53105	Pieses Road	0	2576.02	2576.02	5	Local Rural Formed	4	Estimate	No				4	7	7	7	
53515	Rock Road	0	675.27	675.27	5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
53517	Rockow Road	0	502.2	502.2	4.5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
53521	Rose Valley Lane	1884.5	3083.21	1198.71	4	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
53703	Schlenkers Road	0	100.35	100.35	5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
53703	Schlenkers Road	100.35	3249.29	3148.94	3	Local Rural Formed	4	Estimate	No				4	7	7	7	
53905	Toorak Road	0	512.19	512.19	4	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
54515	Wehner Road	0	374.15	374.15	3.5	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
54525	Woods Road	1263.36	2447.98	1184.62	6	Local Rural Formed	4	Estimate	No				4	7	7	7	
54903	Yaparra Road	0	1014.4	1014.4	3	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
54907	Yellow Box Lane	115.18	383.16	267.98	3	Local Rural Unsealed	4	Estimate	No				4	7	6	6B	Residence/s
54906	Youngs Lane	4366.34	4845.41	479.07	5	Local Rural Formed	4	Estimate	No				4	7	7	7	
54906	Youngs Lane	4845.41	5739.3	893.89	5	Local Rural Formed	4	Estimate	No				4	7	7	7	
50340	Burdack Road	0	1660.47	1660.47	4	Local Rural Unsealed	2	2016	Yes	0.5			3	7	6	6B	Residence/s
50340	Burdack Road	1660.47	2768.08	1107.61	4	Local Rural Unsealed	2	Average	Yes	0.5			3	7	6	6B	Residence/s

Road ID	Road Name	Start	End	Length	Width	Description	Traffic Count	Traffic Count Year	B-Double Route	BD Multiplier	Bus Route	BR Multiplier	Traffic Score	Calculated Class	Original Class	Proposed Class	Comment
50510	Cedardale Road	0	1162.46	1162.46	4	Local Rural Unsealed	2	Estimate	Yes	0.5			3	7	6	6B	Residence/s
50707	Doyles Road	0	4032.56	4032.56	3.5	Local Rural Formed	2	2014	Yes	0.5			3	7	7	7	
51109	Fischers Road	0	933.62	933.62	4.5	Local Rural Formed	3	2015	No				3	7	6	7	Abandoned house
57310	Granite Hill Road	0	830.33	830.33	5	Local Rural Formed	2	Estimate	Yes	0.5			3	7	7	7	
54301	Verdon Road	0	2258.91	2258.91	4	Local Rural Unsealed	2	2013	Yes	0.5			3	7	6	6B	Residence/s
54301	Verdon Road	2258.91	3335.28	1076.37	4	Local Rural Unsealed	2	Average	Yes	0.5			3	7	6	6B	Residence/s
54504	Walla Stock Route Road	1321.72	2809.12	1487.4	3.5	Local Rural Formed	3	2015	No				3	7	7	7	
54504	Walla Stock Route Road	2809.12	2894.15	85.03	3.5	Local Rural Unsealed	3	Average	No				3	7	7	6B	Residence/s
54511	Watsons Road	0	165.07	165.07	5	Local Rural Unsealed	2	Estimate	Yes	0.5			3	7	6	6B	Residence/s
54520	Willis Road	0	1931.74	1931.74	5	Local Rural Formed	2	2016	Yes	0.5			3	7	7	7	
50506	Carabost Hall Road	0	208.07	208.07	4	Local Rural Unsealed	2	Estimate	No				2	7	6	6B	Community facility
52528	Murphys Road	0	4022.52	4022.52	8	Local Rural Formed	2	Estimate	No				2	7	7	7	
54305	Voss Road	0	2711.08	2711.08	4	Local Rural Formed	2	2015	No				2	7	7	7	
54516	Wallaby Road	0	1542.57	1542.57	4	Local Rural Formed	2	Estimate	No				2	7		7	Proposed class change
54531	Wombat Road	0	2325.85	2325.85	4	Local Rural Formed	2	Estimate	No				2	7		7	Proposed class change
53725	Sutherland Road	0	1440.79	1440.79	5	Local Rural Unsealed	1	2014	Yes	0.5			1.5	7	6	6B	Residence/s
50505	Carabobla Lane	0	2348.93	2348.93	5.5	Unformed Road			No				0	8	7	8	Closed and leased
50502	Camelot Lane	499.38	1872.74	1373.36	3.5	Unformed Road			No				0	8	6	8	Unformed
50518	Connors Lane	0	1700.68	1700.68	5.5	Unformed Road			No				0	8	7	8	Unformed
50710	Dunns Road	0	2165.87	2165.87	4	Unformed Road			No				0	8	6	8	Unformed
51319	Godde Road	493.23	1286.49	793.26	3.5	Unformed Road			No				0	8	8	8	Unformed
58318	Grubben Link Road	0	57.02	57.02	5.5	Unformed Road			No				0	8	4A	8	N/A
57510	Henty Swamp Road	1287.91	4236.59	2948.68	1	Unformed Road			No				0	8	8	8	N/A
57523	Hopeview Road	0	612.69	612.69	3.5	Unformed Road			No				0	8	6	8	Drop down
57523	Hopeview Road	612.69	1315.52	702.83	3.5	Unformed Road	0	Estimate	No				0	8	6	8	Drop down
52305	Listers Lane	0	996.4	996.4	3	Unformed Road	0	Estimate	Yes	0.5			0	8	6	8	Proposed class change
52509	McCalls Road	1229.83	1681.97	452.14	1	Unformed Road			No				0	8	8	8	Unformed
52509	McCalls Road	1681.97	4715.77	3033.8	4	Local Rural Formed			No				0	8	7	7	No gravel, low usage
101540	Millswood Road, Holbrook	2147.55	261546.6	259399	3.5	Unformed Road			No				0	8	5	8	N/A
54529	Wyoming Lane	0	2391.96	2391.96	6	Unformed Road	0	Estimate	No				0	8	7	8	Proposed class change

Unsealed Class 5 Roads that Should be Constructed to Class 4 (ie Sealing of Road)

Road Name	Description	From	To	Length	Width	Proposed Standard	Status
Benambra Road	From Cummings Road to Weeamera Road	6074	9303	3229	6	4B	New
Burma Road	Majority of the whole length between Hume Highway and boundary/bridge	136	1144	1008	5	4B	Carried forward from previous strategy
Coppabella Road	Unsealed sections between Four Mile Lane and Maginnitys Gap Road	5406	5854	448	5	4B	New
Coppabella Road		6062	6672	610	5	4B	New
Coppabella Road		7864	9245	1381	5	4B	New
Funk Road	From end of seal to Molkentin Road	544	2193	1649	5.5	4B	To be completed upon development of area
Jelbart Road	Remaining unsealed section	2134	3903	1769	5.5	4B	Currently budgeted
Kruetzbergers Road	From end of sealed section to shire boundary	3156	6503	3347	5	4B	New
Malabar Road	Entire length	0	541	541	3.5	4B	New
Nioka Road	From Dights Forest Road to 121 Nioka Road	0	1220	1220	6	4B	New
Quartz Hill Road	From end of seal to 518 Quartz Hill Road	1086	5182	4096	5	4B	New
Wymah Road	Unsealed section near 2418 Wymah Road	23783	24103	320	6	4B	Carried forward from previous strategy
Wymah Road	Unsealed section near 2444 Wymah Road until next sealed section	24511	25440	929	6	4B	Carried forward from previous strategy

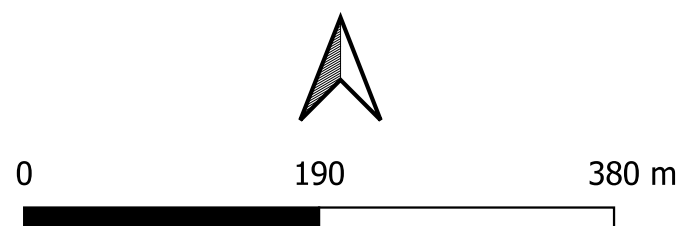
Under width Class 4 Roads that Should be Constructed to Class 4 Standards

Road Name	Description	From	To	Length	Width	Proposed Standard	Status
Bungowannah Road	From Jelbart Road to the Riverina Highway	2284	16178	13894	6	4A	New
Henty Cookardinia Road	From Henty to the Henty Field Days site	0	5882	5882	6.8	4A	New
Howlong Balldale Road	From approx. 881 Howlong Balldale Road to approx. 399 Howlong Balldale Road	640	4656	4016	3.8	4B	New
Tunnel Road	From Woomargama to Hanel's Road	0	1634	1634	5.5	4B	New
Tunnel Road		2630	5261	2631	6	4B	New
Tunnel Road		5261	7208	1947	3.8	4B	New
Tunnel Road		7208	9190	1982	5.5	4B	New
Tunnel Road		9431	10125	9518	4.4	4B	New

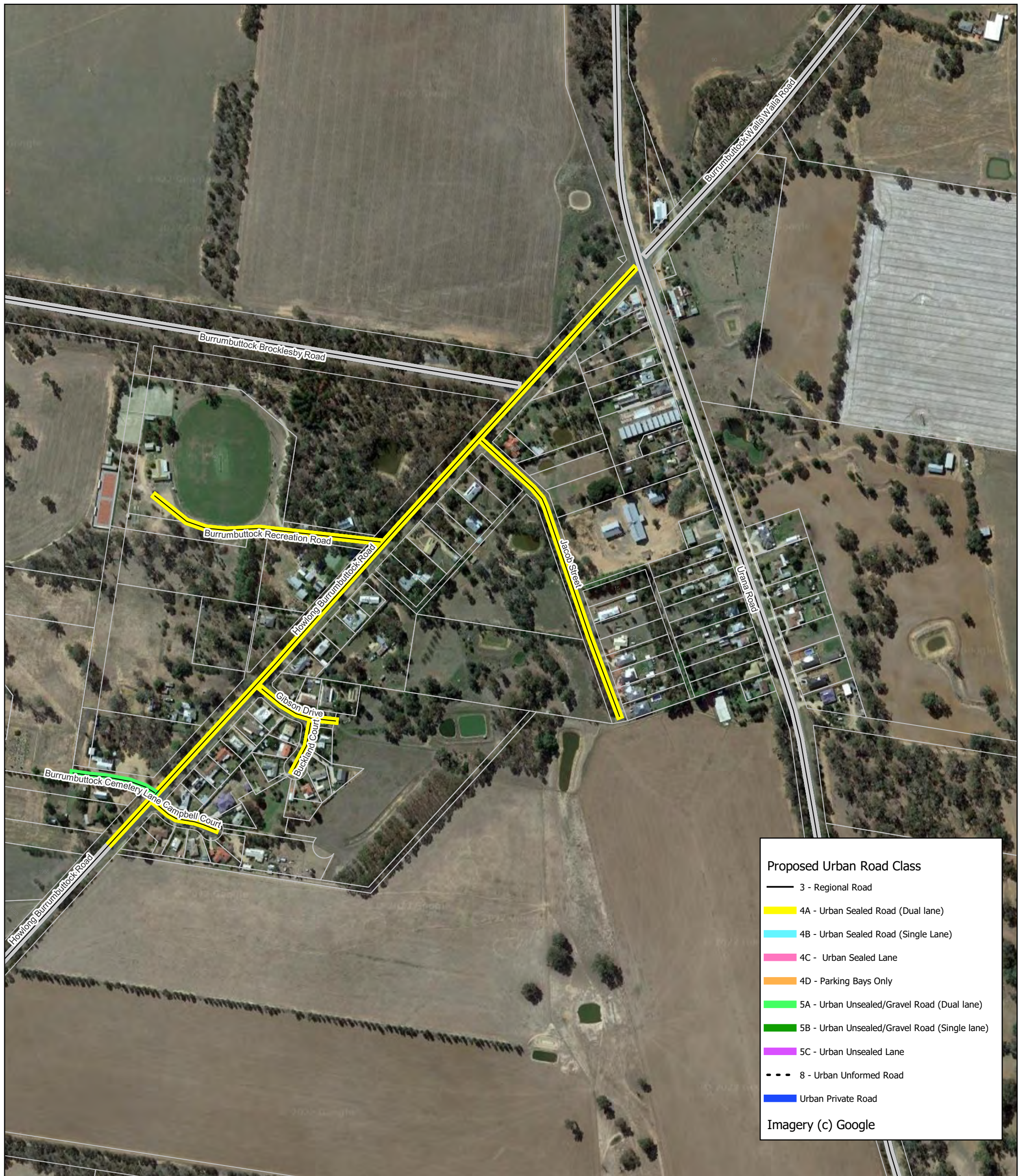


Brocklesby

Proposed Urban Road Class

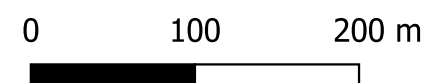


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	Proposed Urban Classes - Brocklesby	C:\Users\zrf3\Desktop\Road strategy\~Road Strategy 2022\Urban Roads.qgz	6.0	2022-11-28	2023-11-28

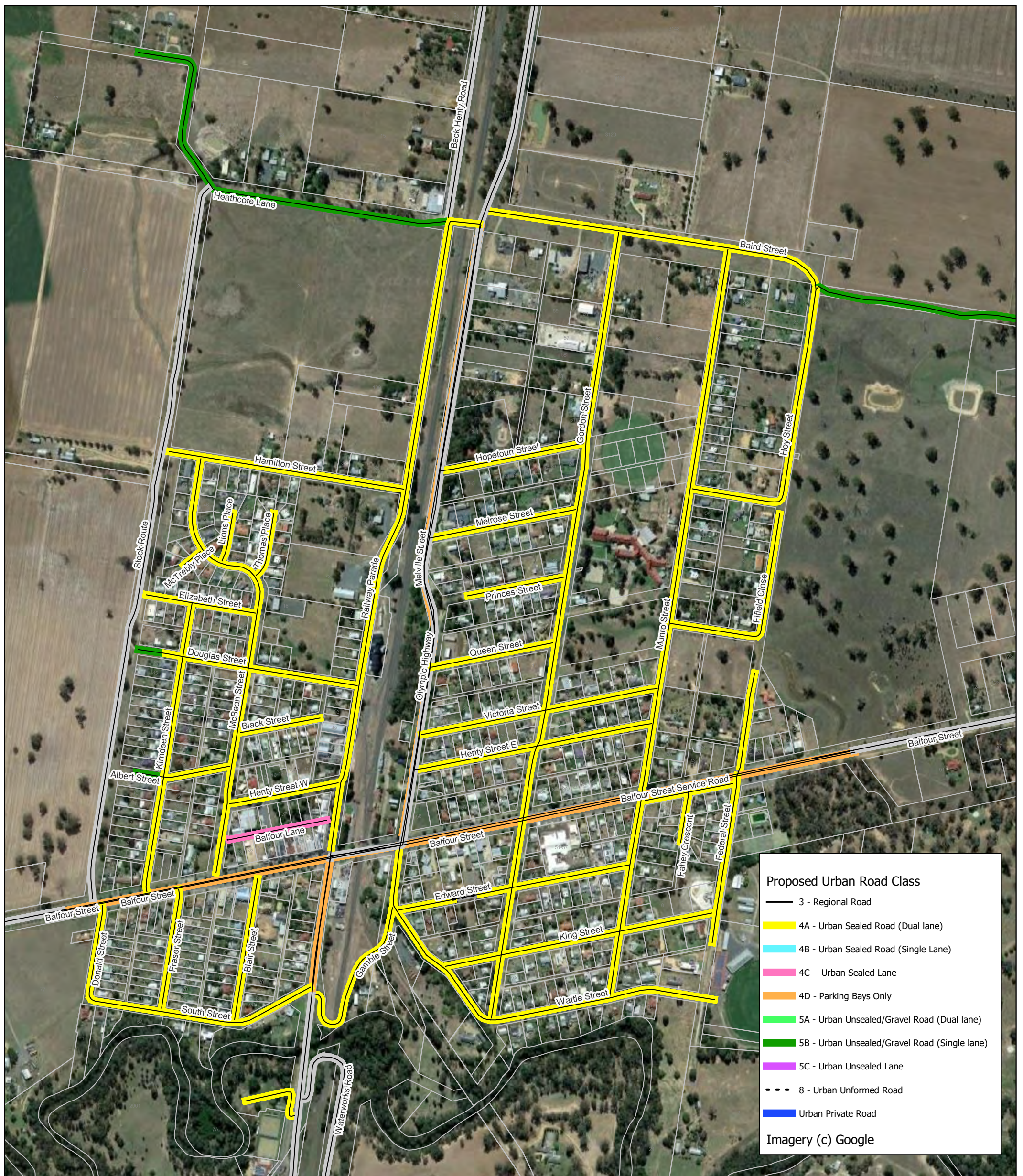


Burrumbuttock

Proposed Urban Road Class

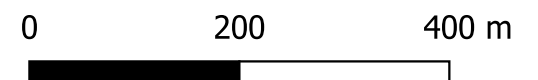


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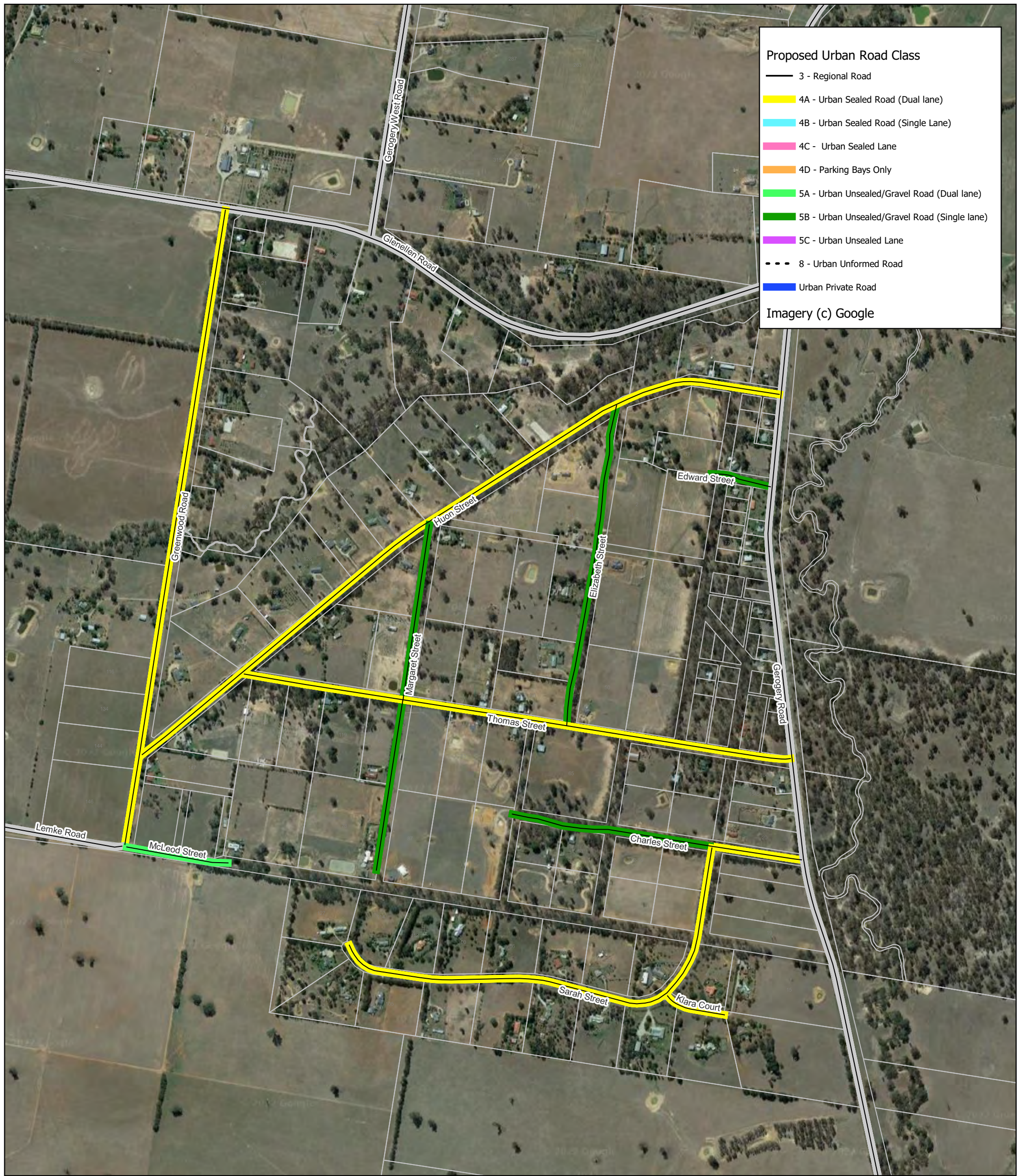


Culcairn

Proposed Urban Road Class



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	Proposed Urban Classes - Culcairn	C:\Users\zrf3\Desktop\Road strategy\~Road Strategy 2022\Urban Roads.qgz	6.0	2022-11-28	2023-11-28

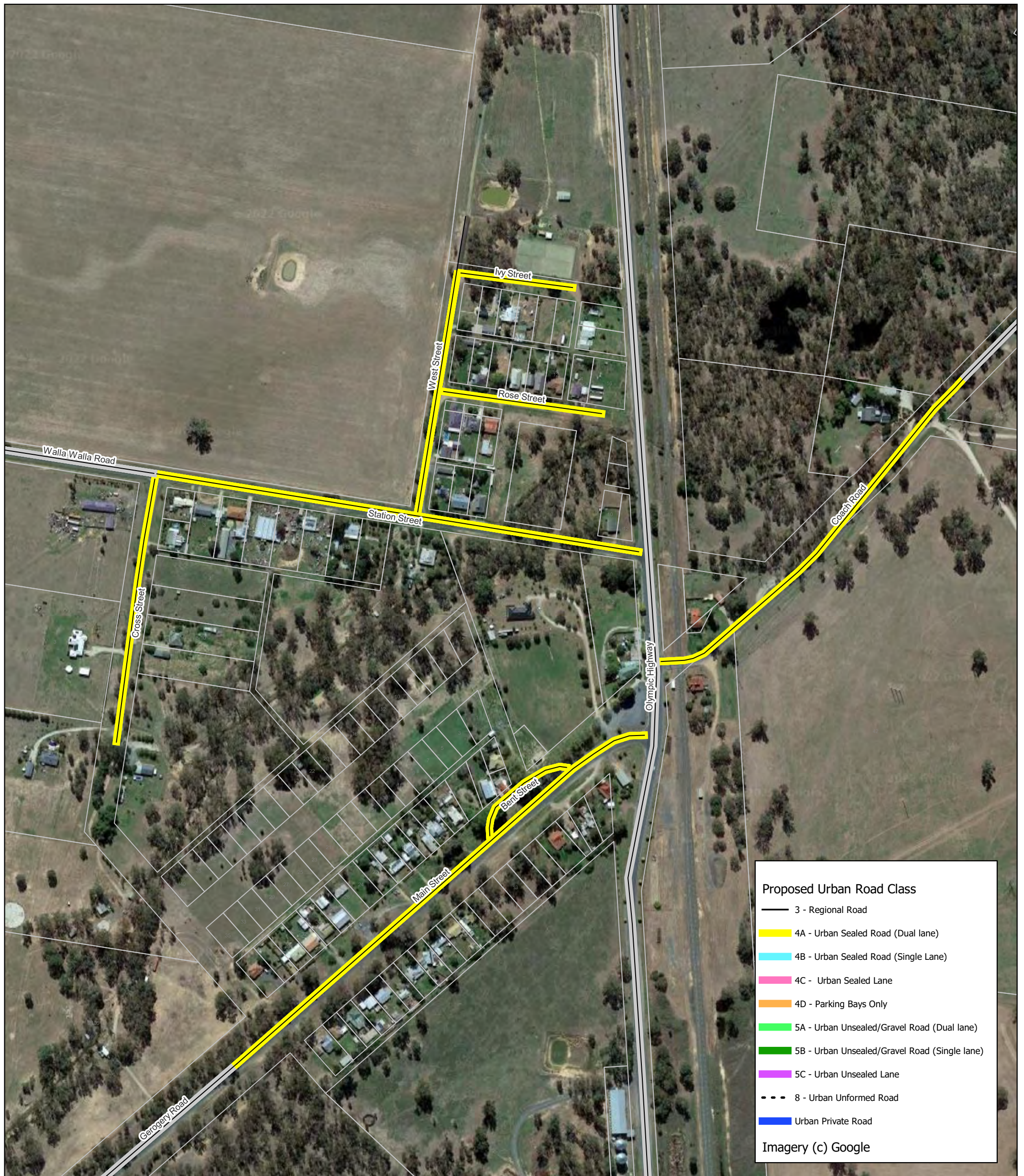


Gerogery West

Proposed Urban Road Class

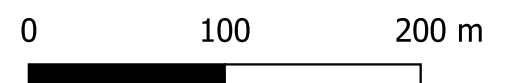


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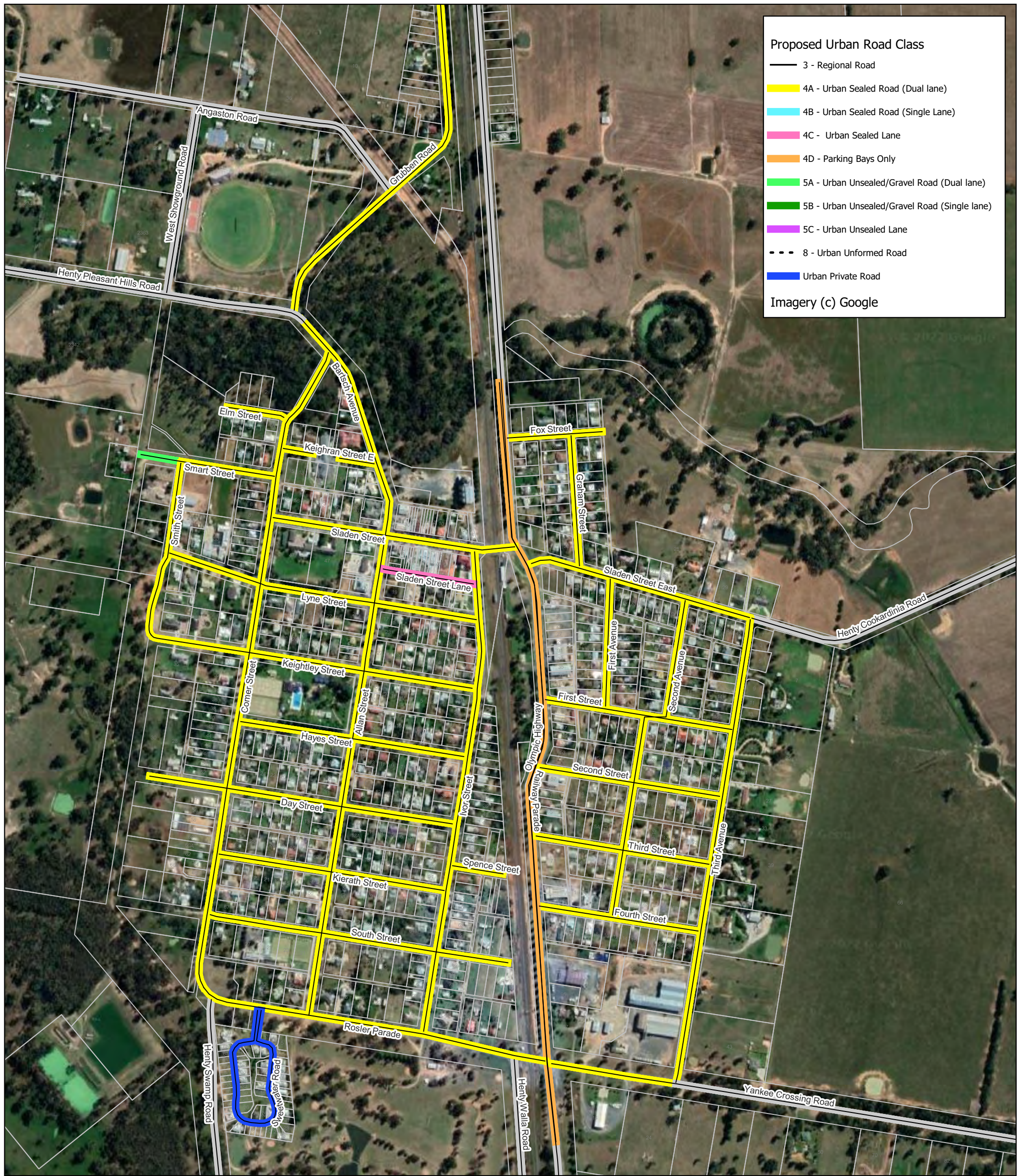


Gerogery

Proposed Urban Road Class

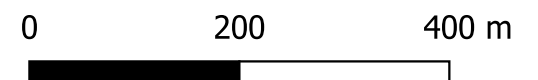


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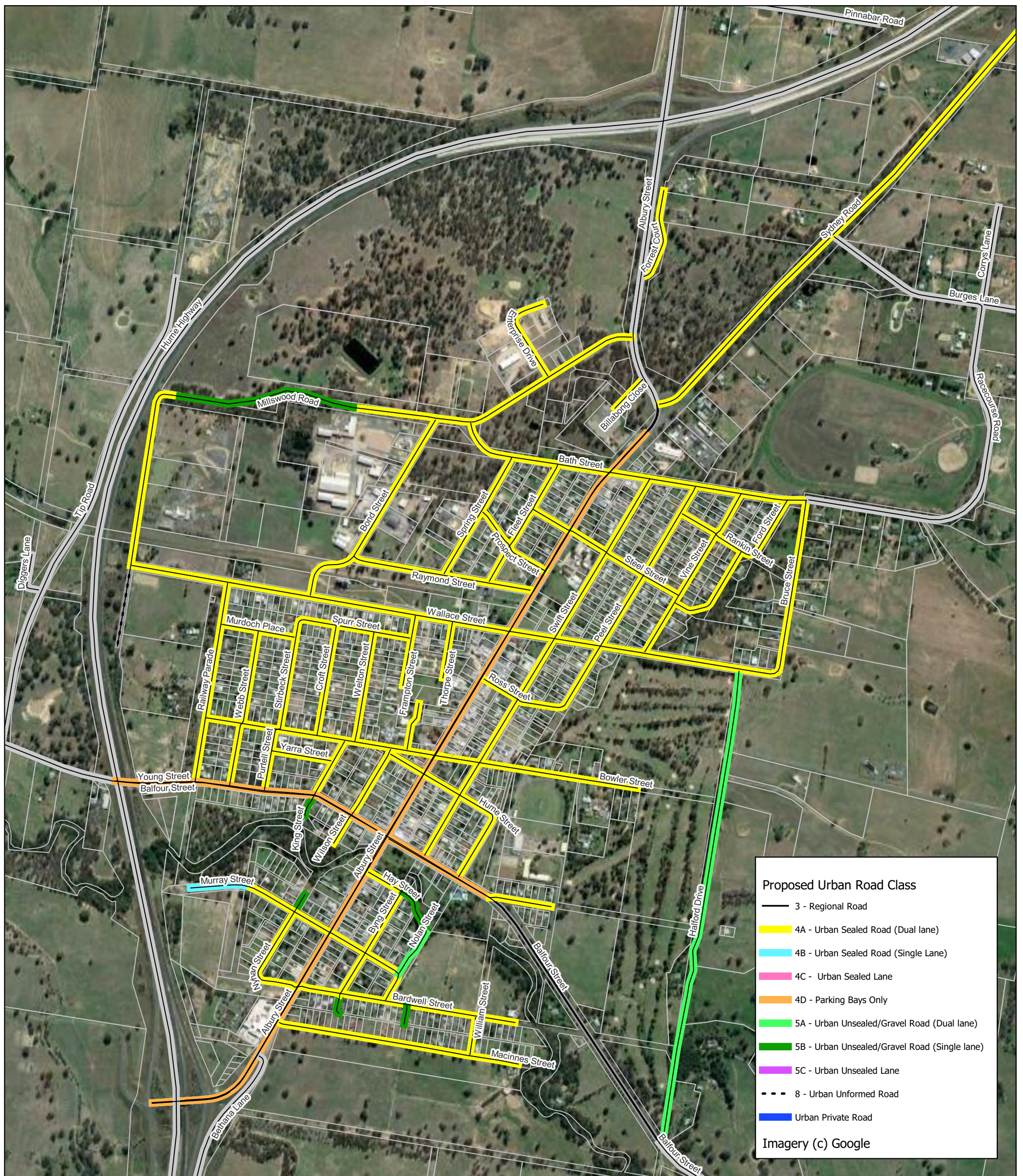


Henty

Proposed Urban Road Class



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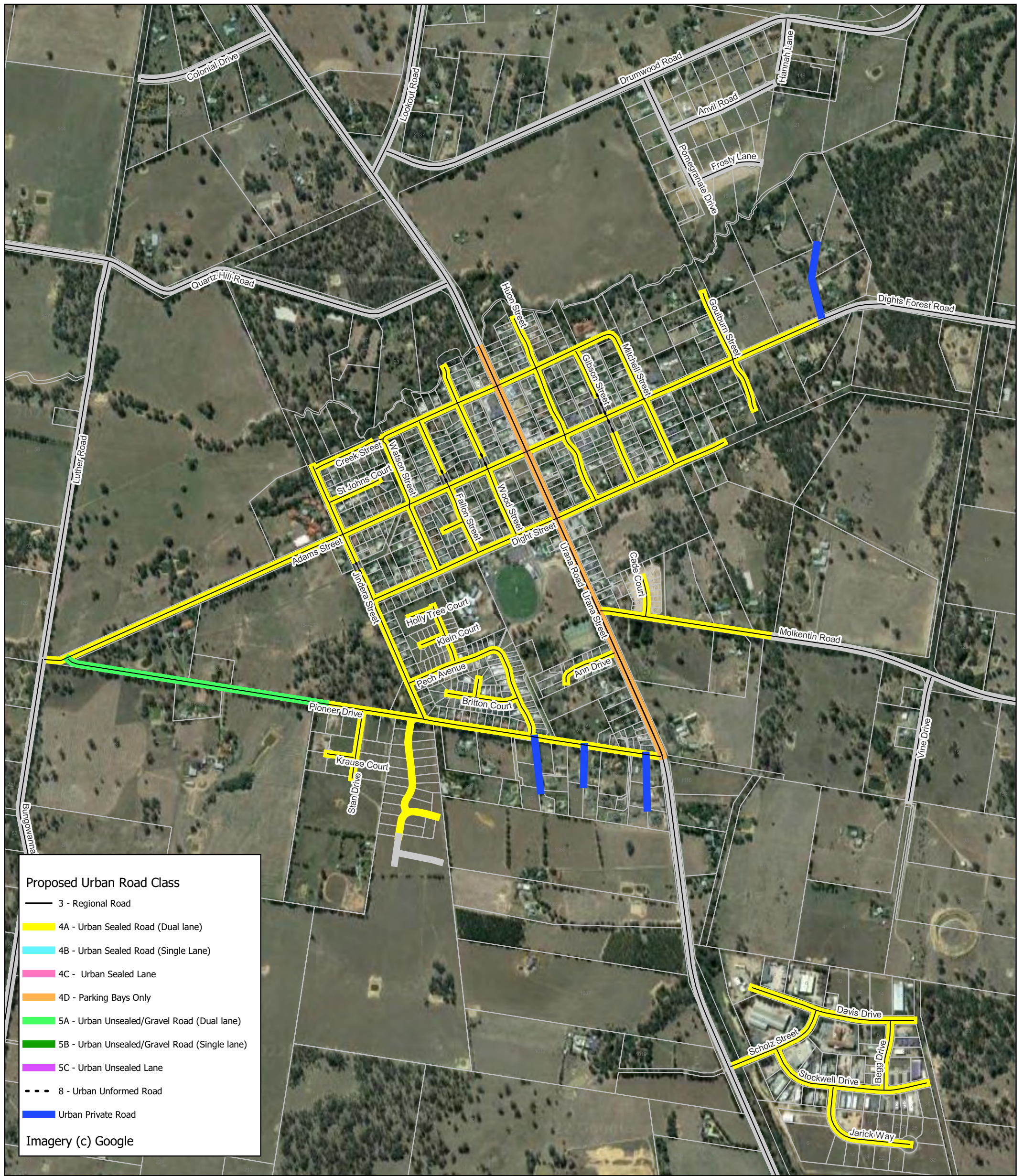


Holbrook

Proposed Urban Road Class

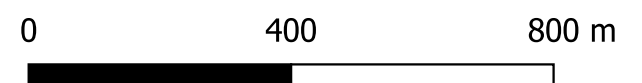


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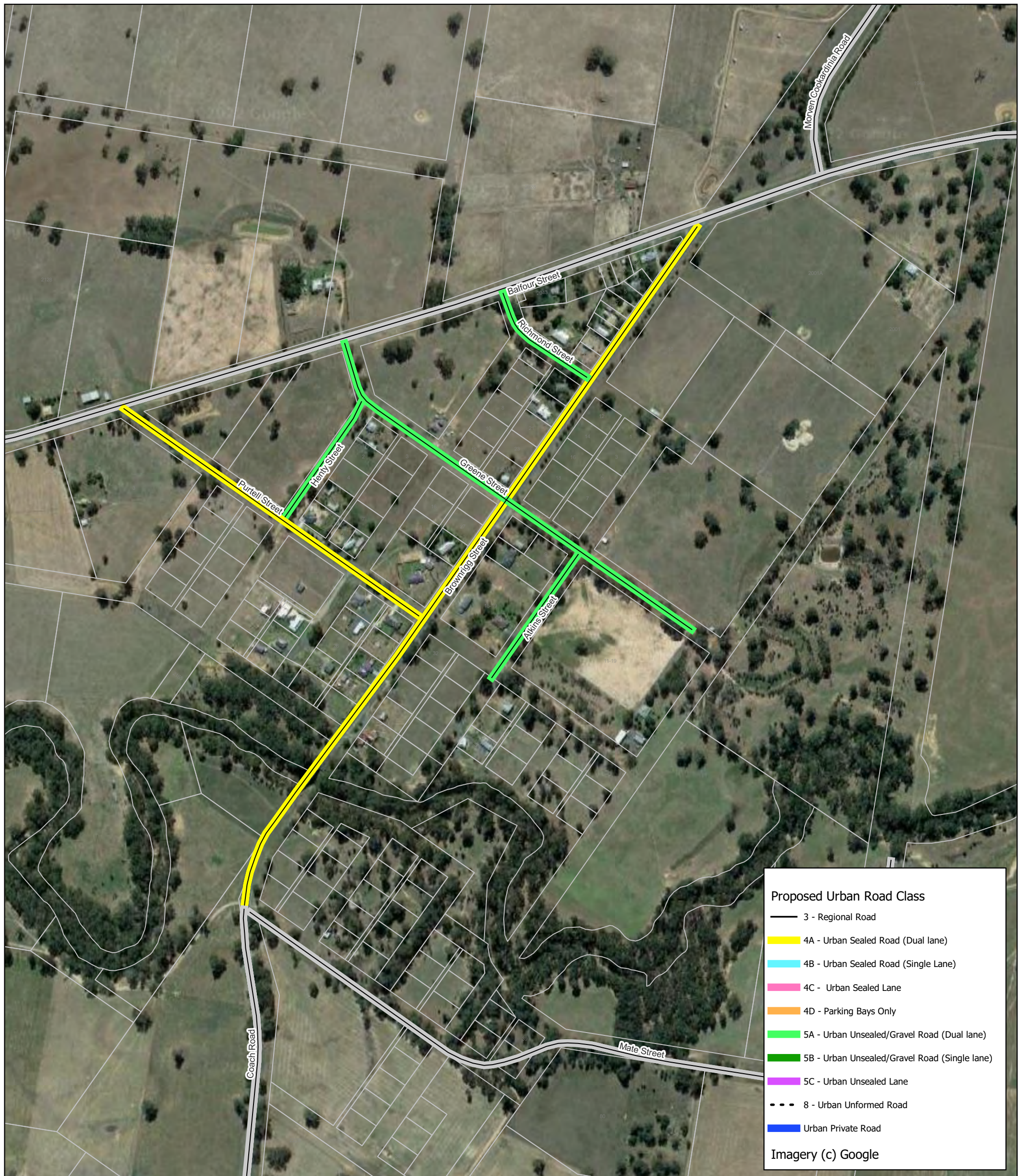


Jindera

Proposed Urban Road Class



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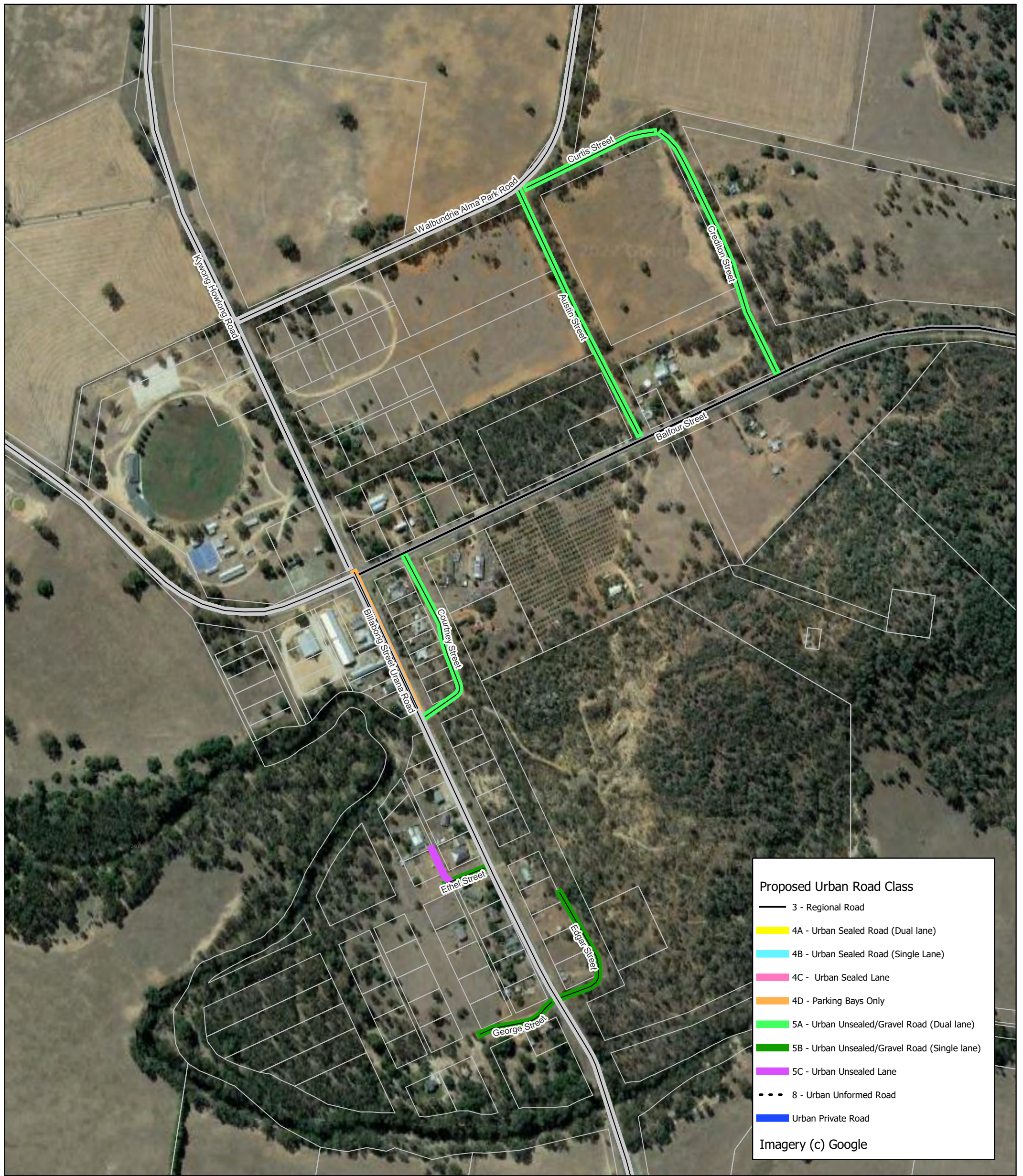


Morven

Proposed Urban Road Class



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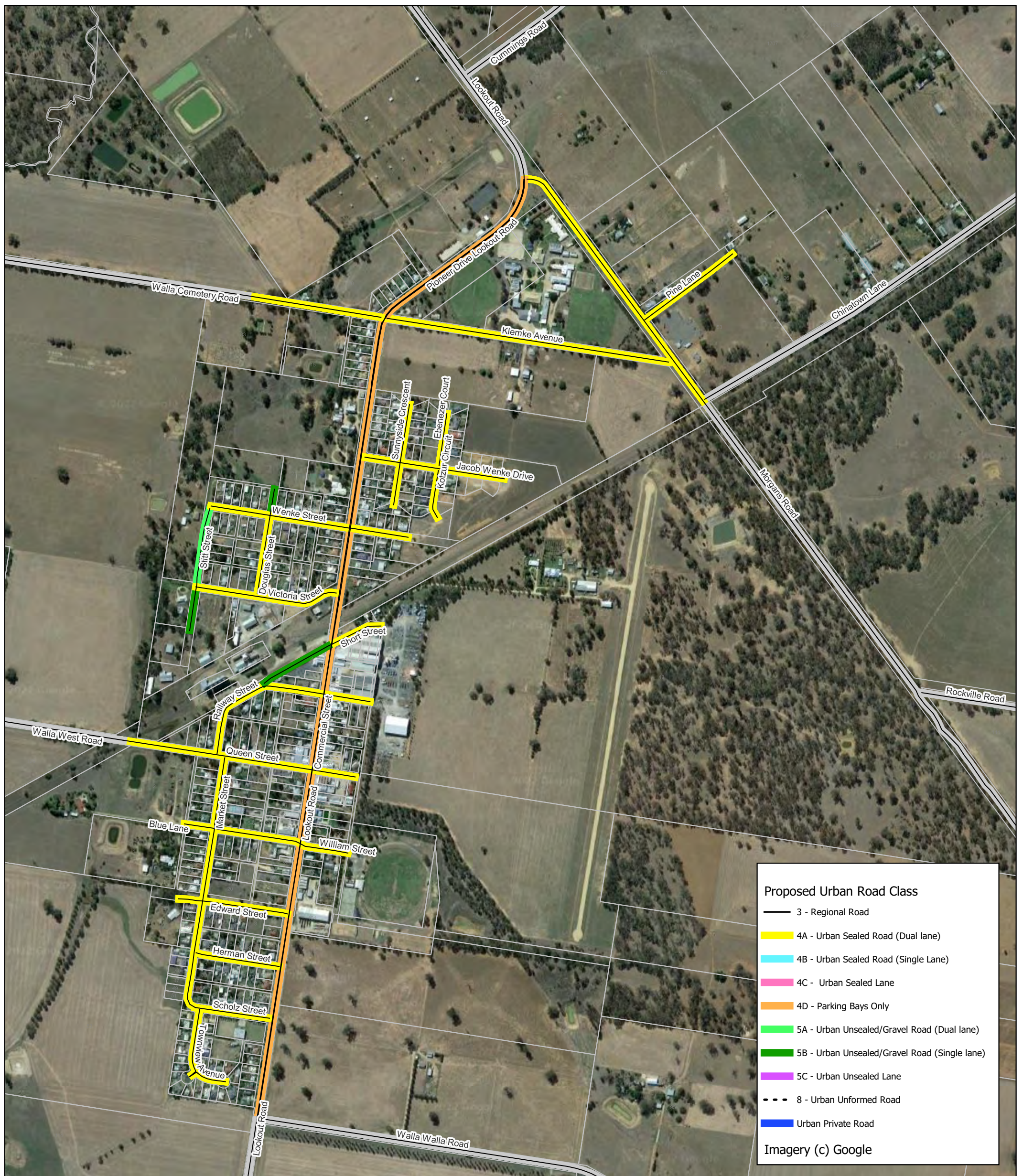


Walbundrie

Proposed Urban Road Class



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	Proposed Urban Classes - Walbundrie	C:\Users\zrf3\Desktop\Road strategy\~Road Strategy 2022\Urban Roads.qgz	6.0	2022-11-28	2023-11-28



Walla Walla

Proposed Urban Road Class



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Proposed Urban Road Class

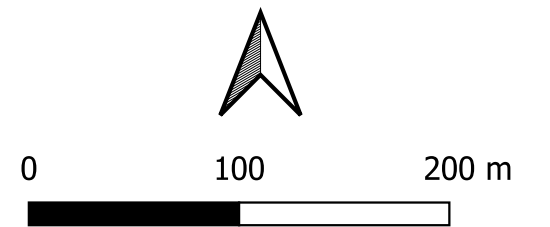
- 3 - Regional Road
- 4A - Urban Sealed Road (Dual lane)
- 4B - Urban Sealed Road (Single Lane)
- 4C - Urban Sealed Lane
- 4D - Parking Bays Only
- 5A - Urban Unsealed/Gravel Road (Dual lane)
- 5B - Urban Unsealed/Gravel Road (Single lane)
- 5C - Urban Unsealed Lane
- 8 - Urban Unformed Road
- Urban Private Road

Imagery (c) Google

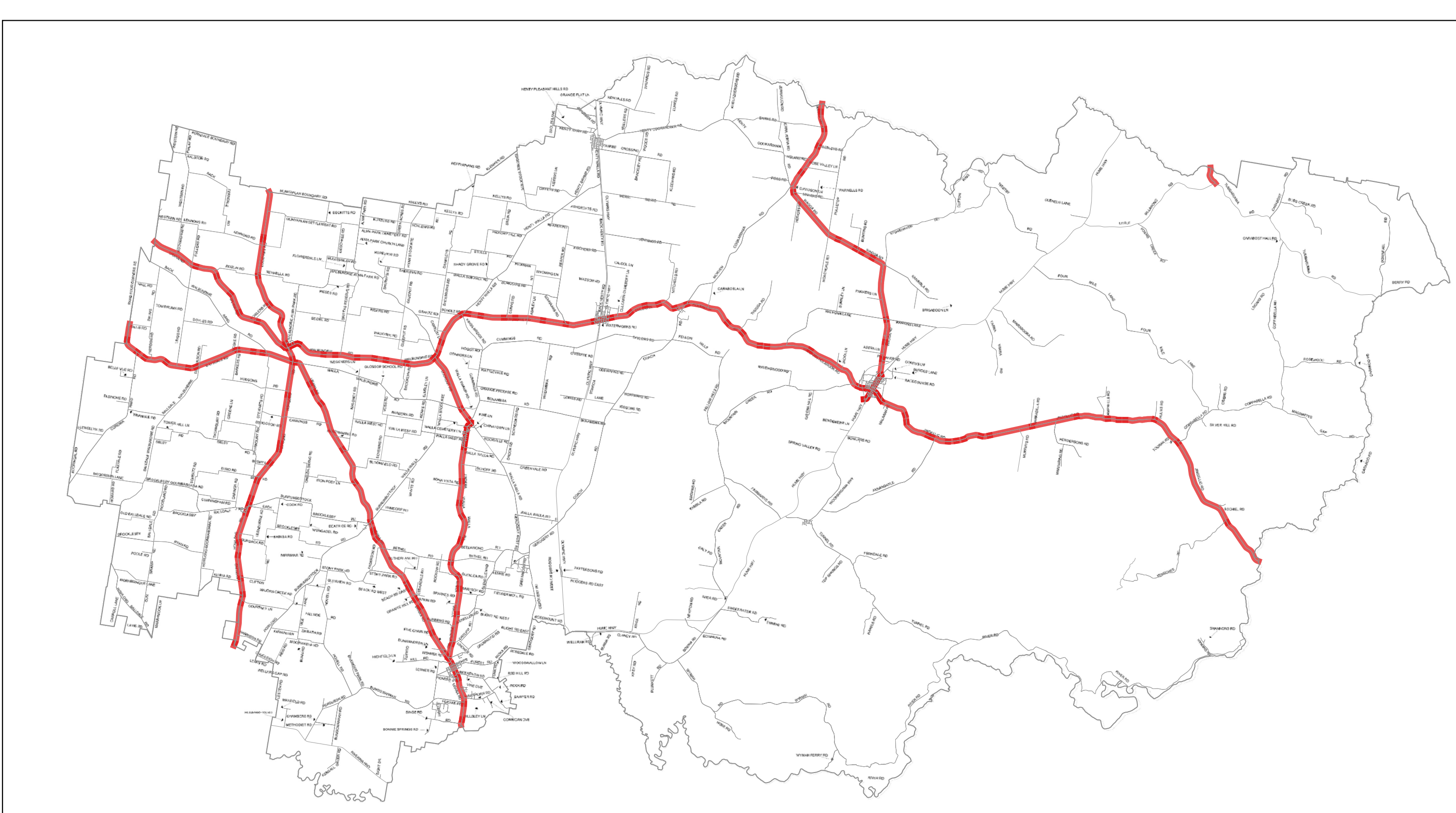


Woomargama

Proposed Urban Road Class

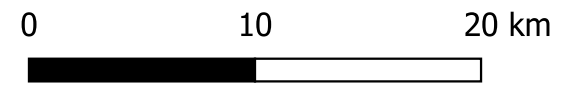


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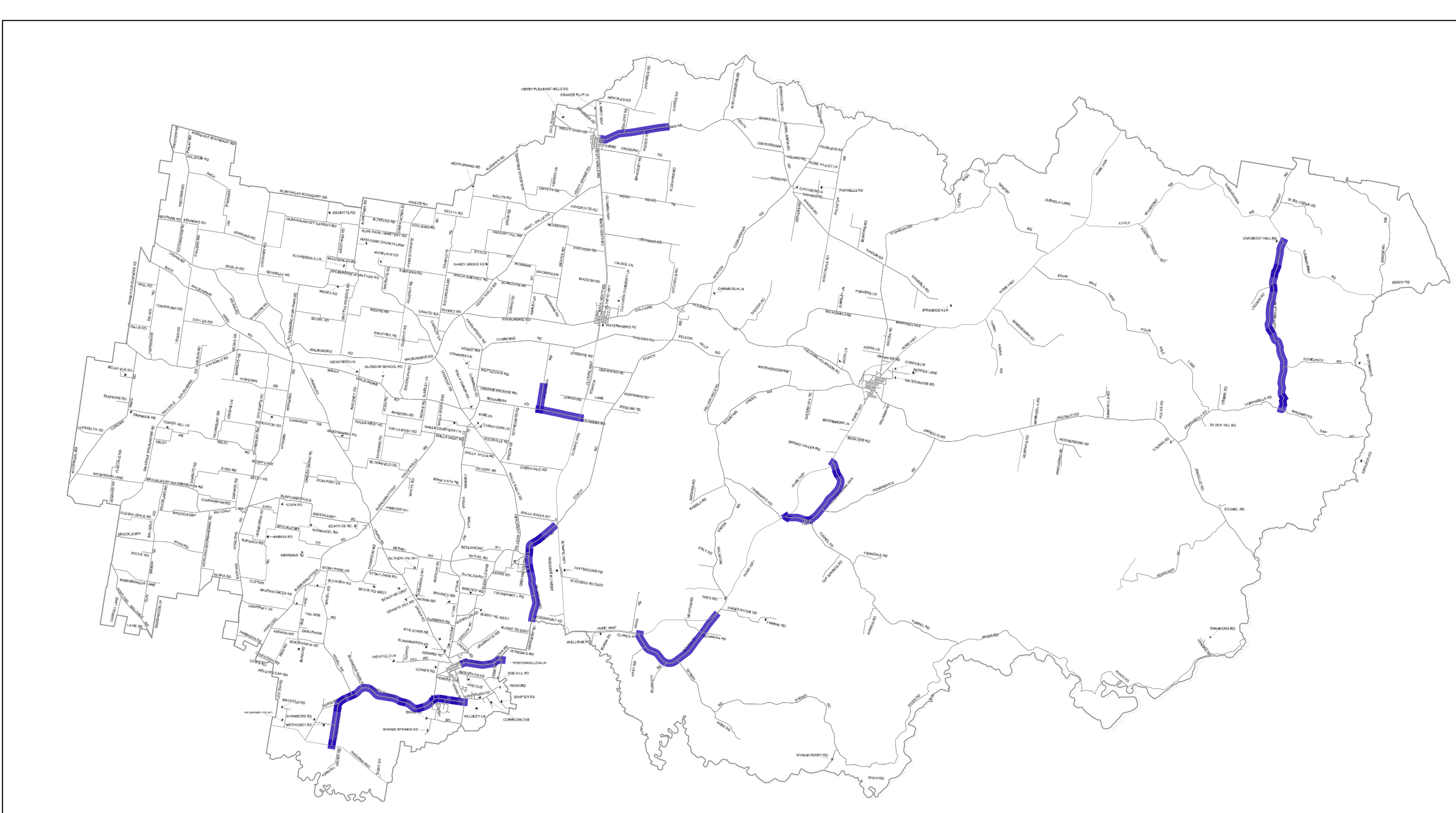
Proposed Rural Road Class

Class 3 - Regional Roads



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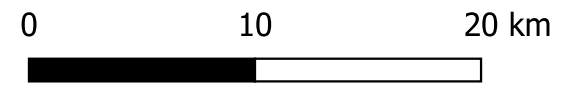
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Class 3	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	1.0	2022-12-14	2023-12-14



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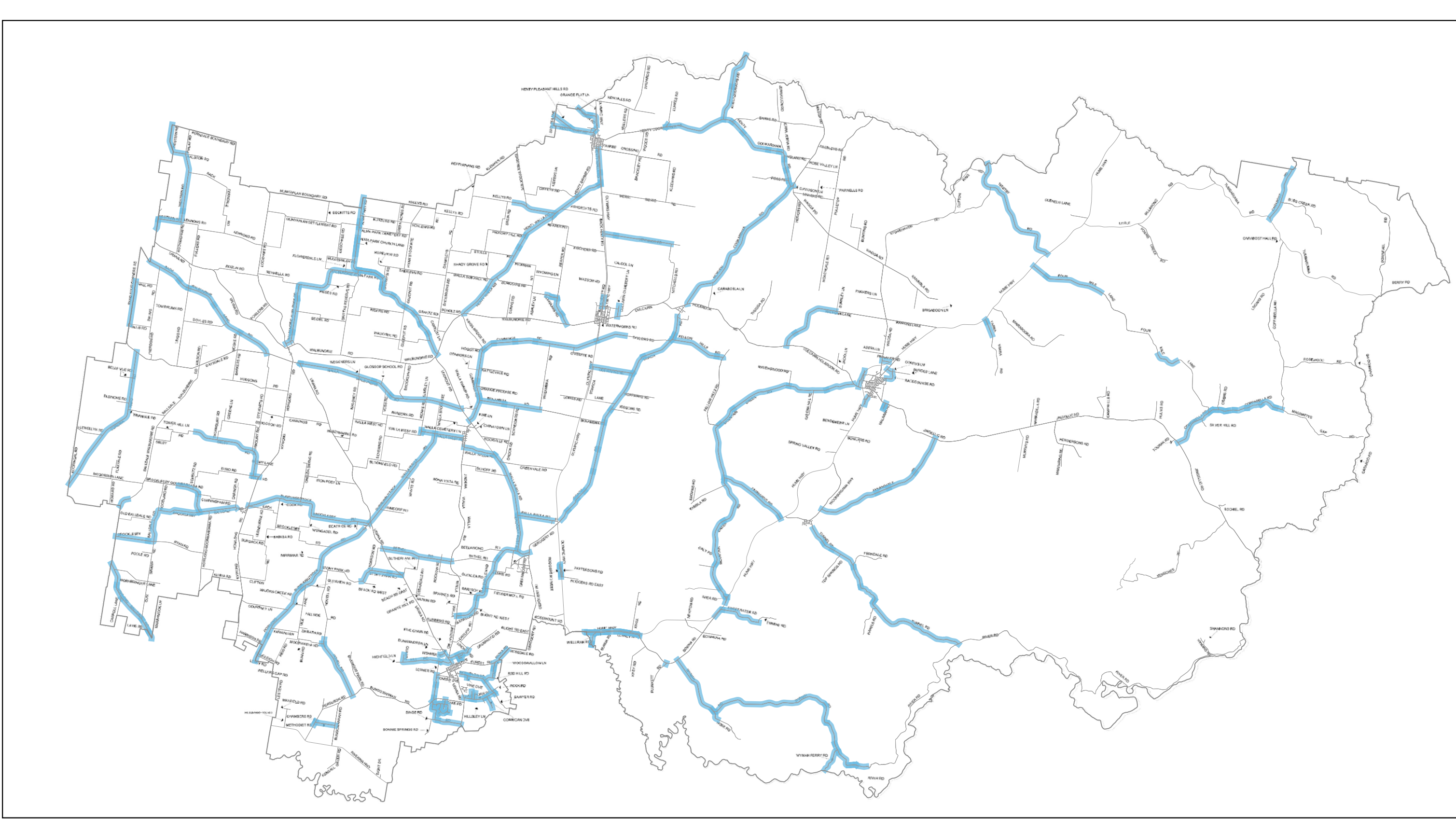
Proposed Rural Road Class

Class 4A - Local Sealed Road (8m dual lane)



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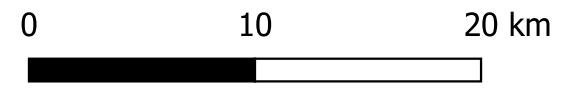
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Class 4A	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	2.0	2022-12-14	2023-12-14



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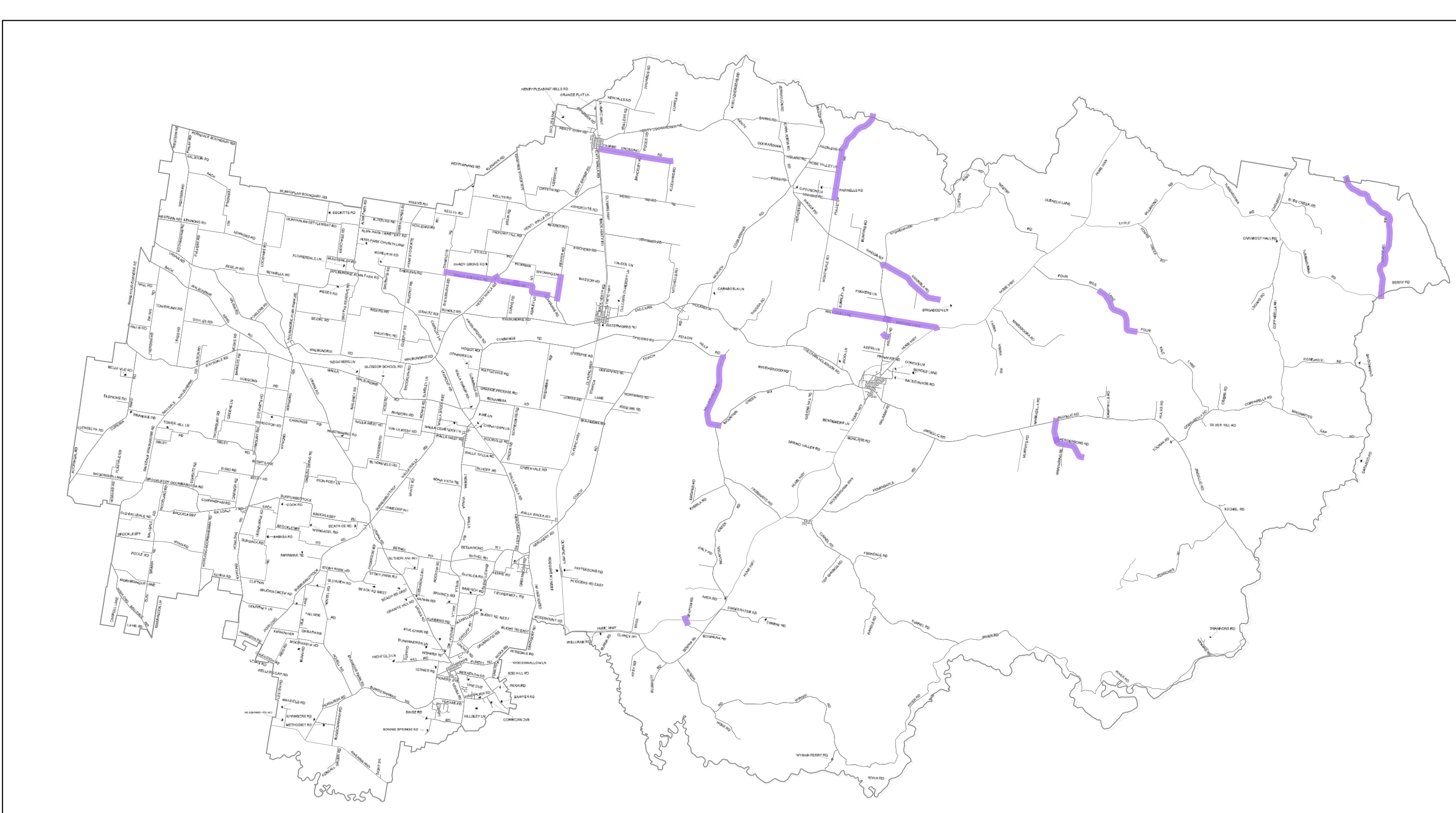
Proposed Rural Road Class

Class 4B - Local Sealed Road (7m dual lane)



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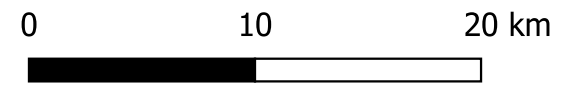
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Class 4B	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	3.0	2022-12-14	2023-12-14



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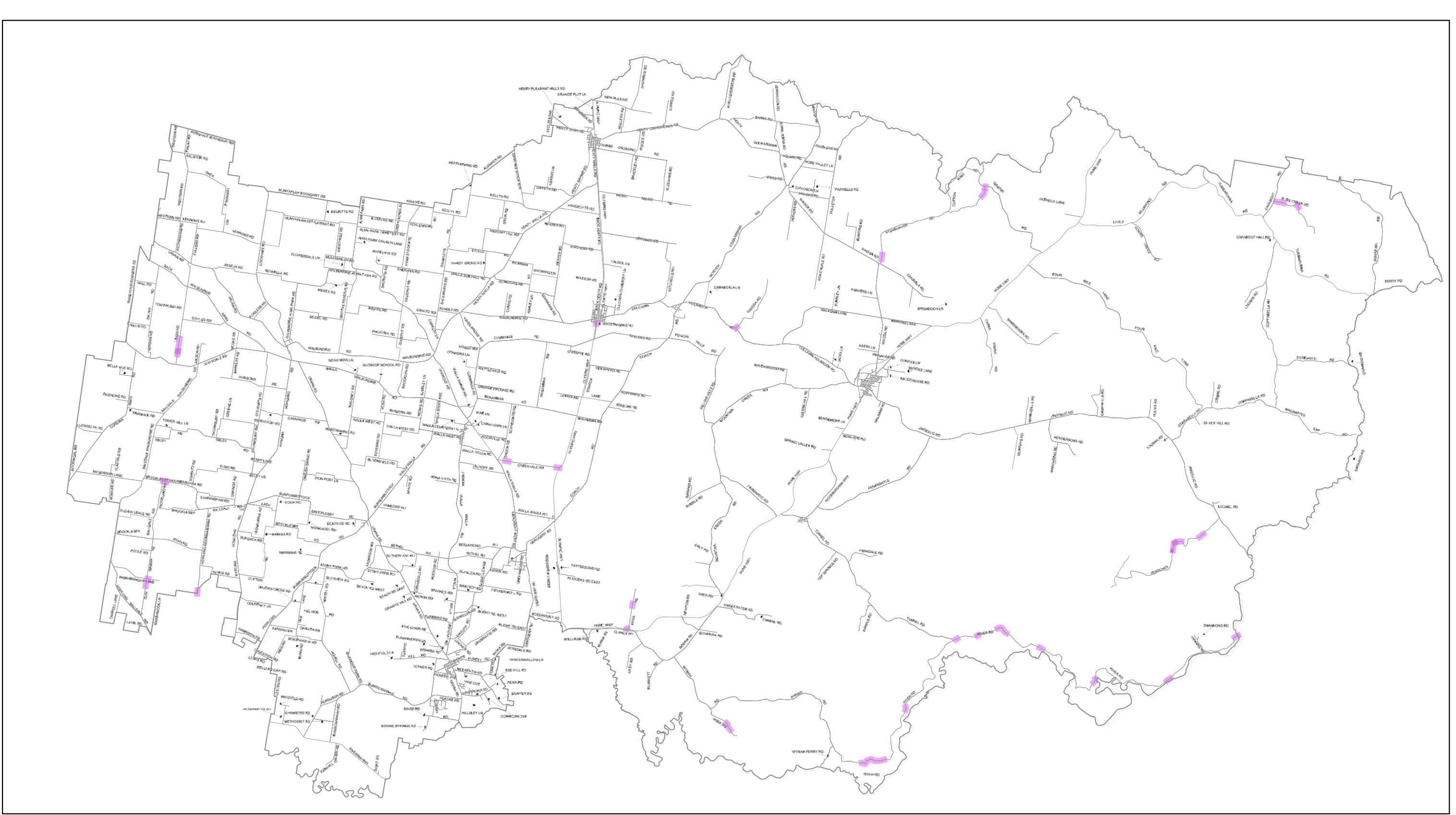
Proposed Rural Road Class

Class 4C - Local Sealed Road (single lane)



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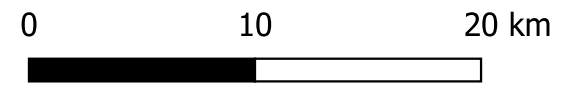
Document Name	Working doc file path	Version Number	Date of Issue	Review Date
Class 4C	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	3.0	2022-12-14	2023-12-14



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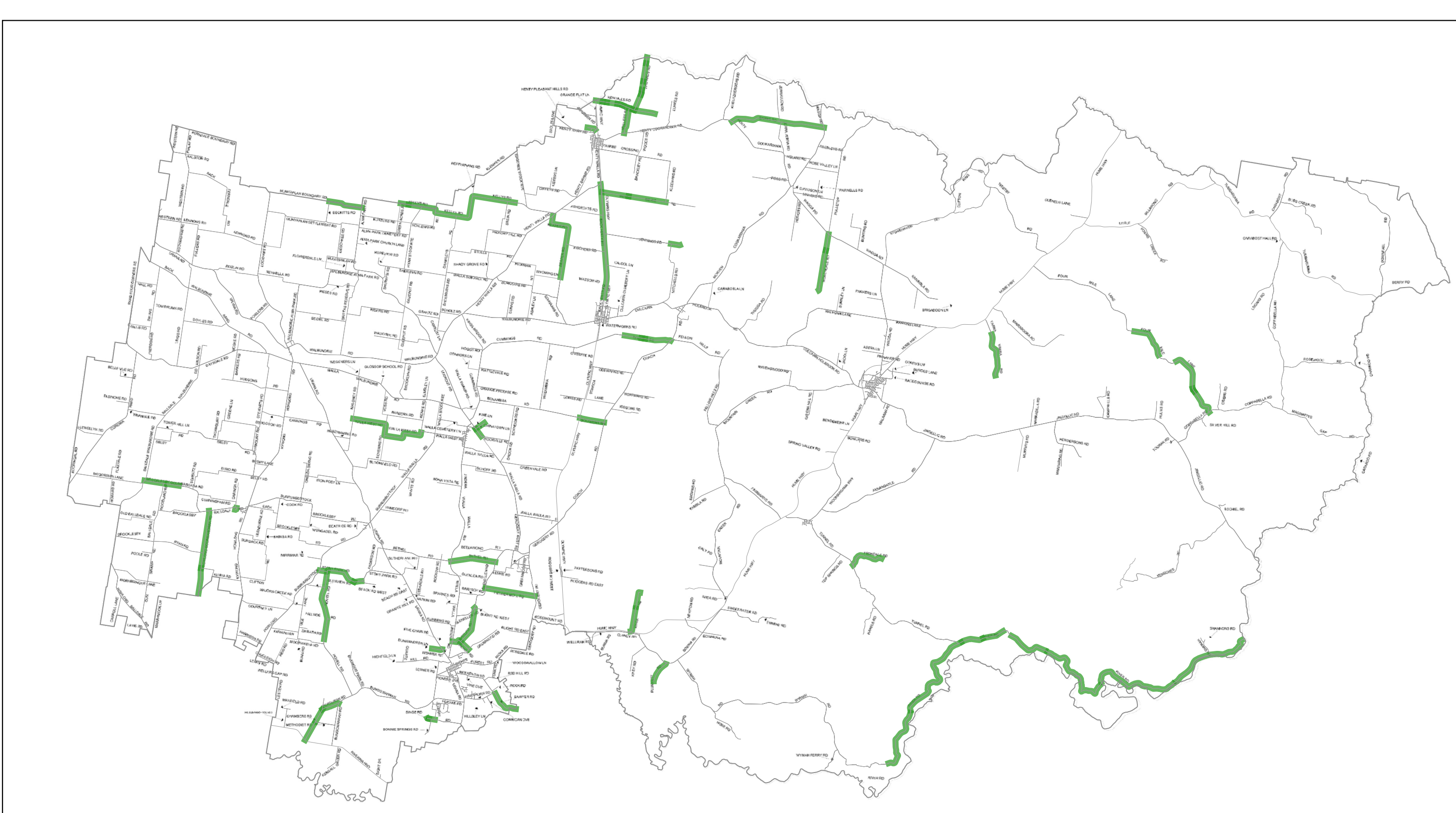
Proposed Rural Road Class

Class 4D - Dust/Floodway Seal



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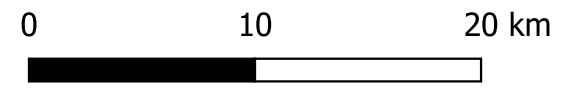
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Class 4D	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	3.0	2022-12-14	2023-12-14



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Proposed Rural Road Class

Class 5 - Local Unsealed Road (dual lane)



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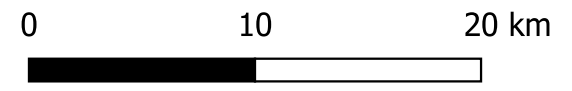
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Class 5	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	2.0	2022-12-14	2023-12-14



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Proposed Rural Road Class

Class 6A - Local Unsealed Road (single lane, bus route)



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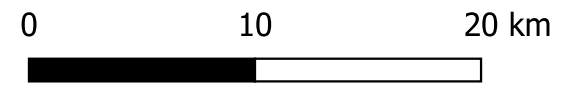
Document Name	Working doc file path	Version Number	Date of Issue	Review Date
Class 6A	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	2.0	2022-12-14	2023-12-14



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Proposed Rural Road Class

Class 6B - Local Unsealed Road (single lane)



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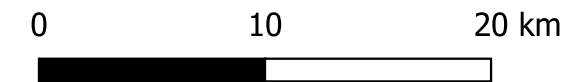
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Class 6B	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	2.0	2022-12-14	2023-12-14



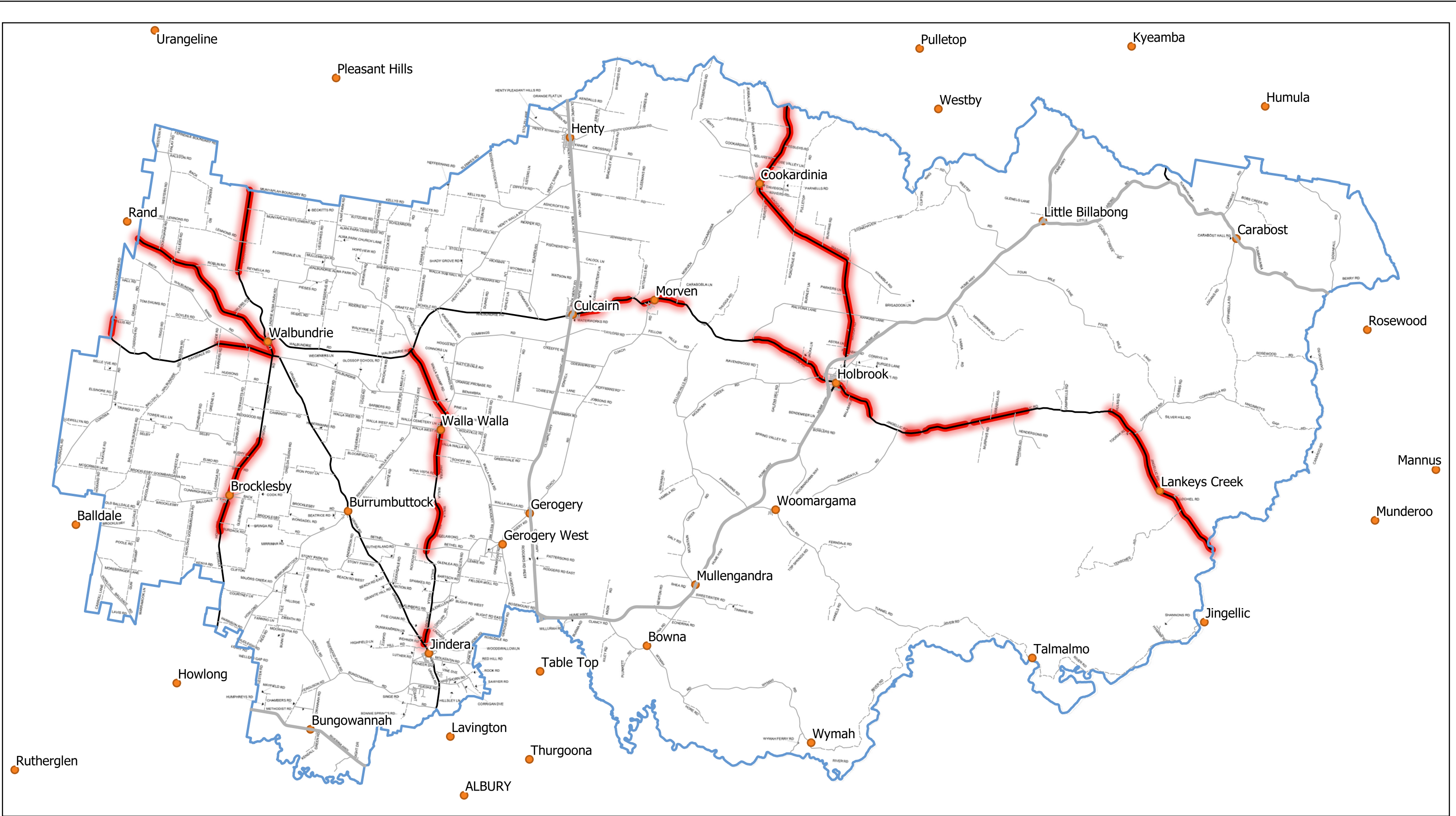
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Proposed Rural Road Class

Class 7 - Local Formed Road

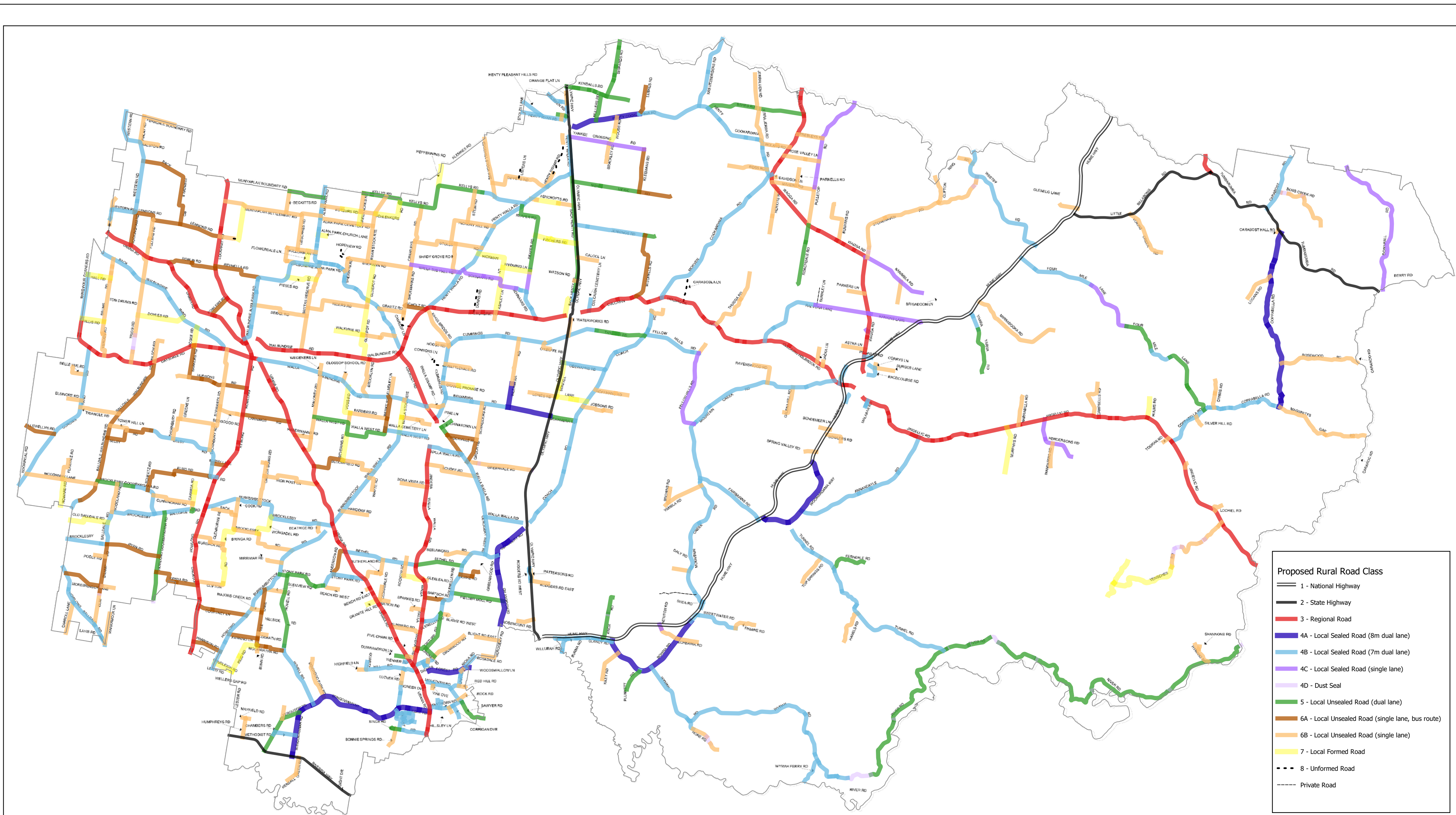


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	Class 7	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	2.0	2022-12-14	2023-12-14

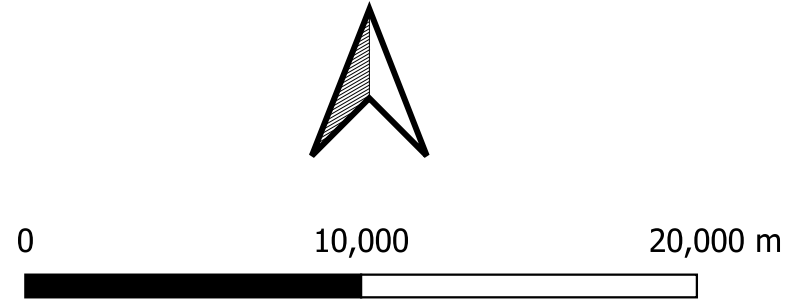


Regional Roads Insufficient Width Less than 7.5m wide

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	Regional Road Insufficient Width	G:\Projects&Maps\~Road Strategy 2022\regional roads\Map.qgz	1.0	2022-12-06	2023-12-06



Proposed Rural Road Class Roads Strategy 2022



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	Proposed Rural Road Class	G:\Projects&Maps\~Road Strategy 2022\~Road Strategy 2022\Rural Roads.qgz	6.0	2022-12-14	2023-12-14

**ORDINARY MEETING OF GREATER HUME COUNCIL
TO BE HELD AT
COMMUNITY MEETING ROOM, LIBRARY COMPLEX, LIBRARY LANE, HOLBROOK
ON WEDNESDAY 21 DECEMBER 2022**

5. ROAD STRATEGY UPDATE 2023 -2027

Report prepared by Director Engineering – Greg Blackie

REASON FOR REPORT

To provide an updated Greater Hume Road Strategy 2023 – 2027 for endorsement to take to public consultation prior to referring to a future Council meeting for adoption.

REFERENCE TO DELIVERY PLAN ACTION

CSP Strategy N2 Our road and transport network is maintained and accessible

Initiative N2.1.1. Implement asset management and renewal programs in accordance with adopted budgets and capital works programs.

DISCUSSION

As Councillors would be aware, the current Greater Hume Road Strategy is due for review following the election of the new Council. The Road Strategy is updated every 4 years once a new Council has been elected.

The draft 2023 -2027 Greater Hume Road Strategy is **ENCLOSED SEPARATELY** for Councillors information.

The Road Strategy provides the overarching principles of the management of Councils Road Network, and guides the construction and maintenance practices on all Council Roads in both urban and rural environments. It also contains the most up to date data of the road network that Council manages as part of its ongoing activities.

The road network is the most predominate asset Council manages with a replacement value of \$672 Million and a current written down value of \$558 Million.

Roads are also one of the most important assets Council controls that directly impacts the lives of its residents, visitors and other road users.

Council currently has a sealed Regional Road Network of 286km (Rural 270.2km, Urban 15.6km) and a local sealed Rural Road Network of 699 km supported by an unsealed Rural Road Network of 868km (Gravel surface) and 102 km of formed Rural Roads (Natural surface – Dry weather roads only). Council also has 101km of sealed local Urban Streets (excluding Regional Roads), 14km of unsealed Urban Streets. The total road length managed by Council is 2070km (1784 km - Local Roads, 286km - Regional Roads).

Total budgeted expenditure in 2022/23 on the Local Road Network of 1,784km is \$6,866,578. In addition, Council has a budget of \$2,810,000 for the management of Councils Regional Road Network of 286km that is provided to Council by the NSW Government through the Regional Road Block and Repair Grant. The total expenditure of \$9,676,578 on the road network represents 28.69% of Council's annual expenditure (excluding depreciation and works on State Highways).

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ROAD STRATEGY UPDATE 2023 -2027 [CONT'D]

Overarching Principles of the Strategy

The overarching principles of the strategy are to provide the following in the most fair, reasonable and logical manner to our residents and road users.

- All Towns and Villages are to be connected by a sealed road
- All dwellings that have residents are to be connected to the road network by a road that has a gravelled surface to provide all weather access
- Roads will be managed (constructed and maintained) on a hieratical basis determined by their current traffic usage, B Double accessibility (Approved Routes), and school bus usage

Road Classifications

All roads have been classified under the strategy, so that standards for the construction and maintenance can be consistently applied to roads based on their usage, and Council and external funds that are available.

All state funded roads (Regional Roads) are classified as Class 3 roads. These are roads that are funded by the NSW Government to Council by Regional Road Block and Repair Grants that were once a State Road but were given back to Council to manage and maintain.

All local roads are classified, class 4 to 8 roads. All sealed local roads are classified Class 4 and unsealed local roads that have a gravel surface are classified Class 5 (High Use) and 6 (Low Use), and formed roads that don't have a gravel surface Class 7, and road reserves that may have a "track" on it, are Class 8.

The three criteria that determine the classification of road (class 4 to 8) are calculated from the roads current traffic volume, B-Double (Heavy Vehicle) approval, and use by school buses. The details of the scoring of each road and their classification are contained within the road strategy.

Changes since last revision

Urban / Rural Roads

The **first major change** is that roads are now been classified as either Urban or Rural Roads, and not simply roads, due to Urban Roads have differing design characteristic and the need to provide more statistical data on roads to both State and Federal Governments.

New urban road classifications are:

Class 4A-Two Lane Sealed Road
Class 4B – Single Lane Sealed Road
Class 4C – Sealed Laneways
Class 4D – Sealed Parking Areas
Class 5A – Unsealed Urban Roads
Class 5B – Unsealed Urban Lanes
Class 8 – Urban Green Lanes
Urban Private Lanes

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ROAD STRATEGY UPDATE 2023 -2027 [CONT'D]

Rural Roads

Class 4A rural roads are local roads built to a regional rural road standard. These roads are high use roads that in most cases take traffic volumes greater than regional roads or they are roads that have a unique use that requires a higher standard of construction or in two cases (Woomargama Way and Bowna Road) are roads that were originally part of the Hume Highway and that to reduce their standard would not be logical. In previous revisions the strategy simply classified roads 4A as Major Sealed Roads and 4B Minor Sealed Roads. The **second major change** in the strategy is Class 4A roads now have a traffic score of >1000 and Class 4B have a score of between 80 and 1000. Previously Class 4A roads had a traffic score >200 and Class 4B roads a score between 80 and 200. The reclassification is considered more logical as it reflects roads only built to a regional road standard that have high volumes equivalent to regional roads

The third change is the classification of roads that have single lane seals (Class 4C) and where dust seals have been placed (Class 4D) have been added due to their maintenance requirements being different to that of a normal Class 4B sealed road

The fourth change is Class 6 sealed roads have now been separated into two classes where class 6A roads are a school bus route and Class 6B are roads that have no school buses. This has been undertaken to quantify the length of class 6 roads school buses travel on and to look at the provision of additional maintenance due to the bus usage.

The fifth change is that Rural Private Road data has also been collected and mapped for rural addressing purposes, however Council does not maintain these roads

BUDGET IMPLICATION

As shown in the strategy Council is now undertaking the desired level of rural and urban road resealing (35-40km/year), following on from increased budgets helped by the special rate variation implemented some years ago. The amount of rural road resheeting has improved and Council is now undertaking approximately 45-50km/year of the required 55-60km/year. If Council continues the addition of \$50k in the budget per year for resheeting, above CPI, the required level of resheeting will be achieved on the network in approx. 7 years' time or 2030.

Reconstruction budgets vary significantly year to year, following both the State and Federal Government are now providing funding through specific grant programs to the upgrade the Road Network. Unfortunately this provides a challenge to Council to obtain the required funding to maintain the road network in a structured way due to the fallibilities of grant funding.

Increasing costs for maintenance grading will require also additional funding to be allocated to meet required grading standards as detailed in the strategy due to partly to the increase in basic operational costs (ie fuel, repairs etc).

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ROAD STRATEGY UPDATE 2023 -2027 [CONT'D]

CONCLUSION

The updated road strategy provides Council with detailed information and direction on the ongoing challenges of the strategic management of the road network, and the financial issues involved. The overarching principles of the management remain the same as previously stated in previous versions respecting the management of the network based on, current usage (traffic volumes), b-double accessibility (approved B- Double routes), school bus usage, and providing a *minimum level of access to all households based on all weather (gravel) road surface.*

The strategy is an important document to Council as it also sets the standard of road construction and maintenance to be undertaken on roads in Greater Hume as well setting priorities for the upgrading of certain roads that formulates a majority of Council forward works road construction program.

RECOMMENDATION

That Council endorse the proposed draft Greater Hume Road Strategy 2023 -2027 and take to public consultation prior to referring to a future Council meeting for adoption.

**MINUTES OF ORDINARY MEETING OF GREATER HUME COUNCIL
HELD AT
COMMUNITY MEETING ROOM, LIBRARY COMPLEX, LIBRARY LANE, HOLBROOK
ON WEDNESDAY 21 DECEMBER 2022**

5. ROAD STRATEGY UPDATE 2023 -2027

6368 RESOLVED [Cr Hicks / Cr Wilton]

That

Council endorse the proposed draft Greater Hume Road Strategy 2023 -2027 and take to public consultation prior to referring to a future Council meeting for adoption

COUNCILLORS FOR	COUNCILLORS AGAINST	COUNCILLORS ABSENT	COUNCILLORS DECLARING INTEREST
Forrest Hicks Lindner Meyer O'Neill Parker Quinn Schilg Wilton			



Description
Ivor Street North of Keightley Street



Greater
Hume
Council

Rev.	Date	Description	Dwg	Verif
D				
C				
B	14/09/2022	Ivor St - Continue North of Keightley to existing path	JP	
A	17/08/2022	Hayes Allan-Ivor & Ivor Keightley-Day	JP	

Title of works Footpath - Hayes & Ivor Streets			
Drawn 17/08/2022	Revision Date 14/09/2022	Revision Number B	
Scale Not to Scale	Size A3	Job Number NA	Sheet Number 1



Description
Hayes Street- Memorial Park to Ivor Street



Greater
Hume
Council

Rev.	Date	Description	Dwg	Verif
D				
C				
B	14/09/2022	Ivor St - Continue North of Keightley to existing path	JP	
A	17/08/2022	Hayes Allan-Ivor & Ivor Keightley-Day	JP	

Title of works Footpath - Hayes & Ivor Streets			
Drawn 17/08/2022		Revision Date 14/09/2022	
Scale Not to Scale		Revision Number B	
Size A3		Job Number NA	
		Sheet Number 2	



Description
Ivor Street - Hayes St to Day St



Greater
Hume
Council

Rev.	Date	Description	Dwg	Verif
D				
C				
B	14/09/2022	Ivor St - Continue North of Keightley to existing path	JP	
A	17/08/2022	Hayes Allan-Ivor & Ivor Keightley-Day	JP	

Title of works Footpath - Hayes & Ivor Streets			
Drawn 17/08/2022	Revision Date 14/09/2022	Revision Number B	
Scale Not to Scale	Size A3	Job Number NA	Sheet Number 3

GREATER HUME SHIRE COUNCIL

Schedule of the Director Corporate Community Services' Schedule of Information to Council Meeting -
Wednesday 19th April, 2023.


COMBINED BANK ACCOUNT FOR THE MONTH ENDED 31st March, 2023***CASHBOOK RECONCILIATION***

	General Fund	Trust Fund
General Ledger Cashbook Balance as at 1st March 2023	35,603.02	47,373.66
Cashbook Movement as at 31st March, 2023	-110,770.97	-3,158.40
Less: Term Deposits included in Cashbook Balance (Trust only)	0.00	0.00
General Ledger Cashbook Balance as at 31st March, 2023	<u>-75,167.95</u>	<u>44,215.26</u>

BANK STATEMENT RECONCILIATION

Bank Statement Balance as at 31st March, 2023	NAB .	\$0.00	44,215.26
	Hume	\$3,523.25	
	Bendigo	\$70.00	
	WAW	\$0.00	
	Total	<u>3,593.25</u>	<u>44,215.26</u>
(LESS) Unpresented Cheques as at 31st March, 2023		-58,580.86	0.00
(LESS) Unpresented EFT Payments as at 31st March, 2023		-20,801.64	0.00
PLUS Outstanding Deposits as at 31st March, 2023		621.30	0.00
PLUS / (LESS) Unmatched Cashbook Transactions 31st March, 2023		0.00	0.00
Cashbook Balance as at 31st March, 2023		<u>-75,167.95</u>	<u>44,215.26</u>

I certify that all of Council's surplus funds have been invested in accordance with the Act, the regulations and Council's investment policies and that all cheques drawn have been checked and are fully supported by vouchers and invoices and have been certified for payment.

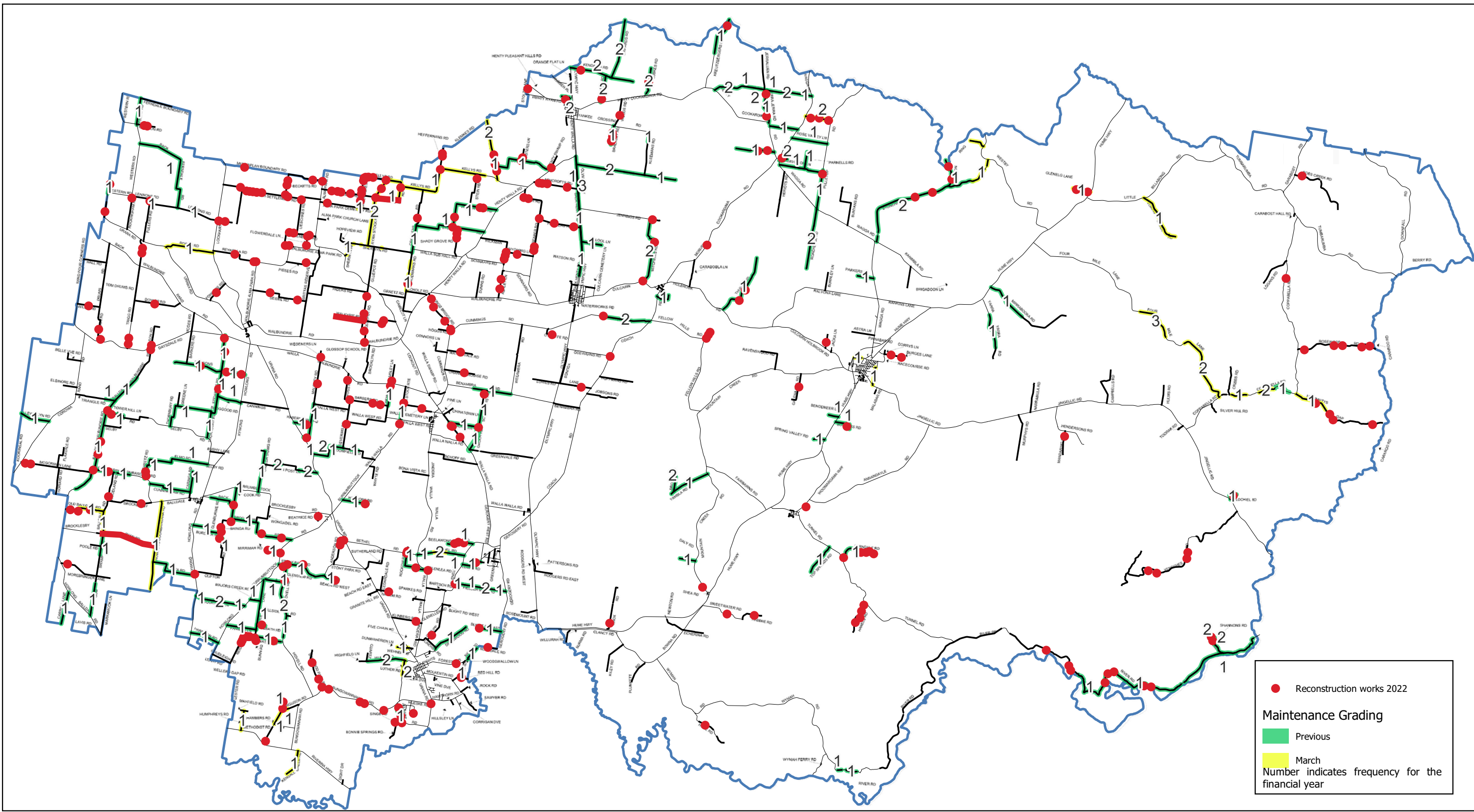


Responsible Accounting Officer
3 April 2023

This is page no.1 of Schedule No.1 of the Director Corporate & Community Services' Schedule of Information to Ordinary Council Meeting held on 19th April, 2023

GENERAL MANAGER

MAYOR

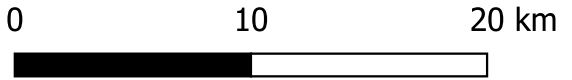


- Reconstruction works 2022
- Maintenance Grading
 - Previous
 - March
- Number indicates frequency for the financial year



Greater Hume Local Government Area

Maintenance Grading 2023 - March



<p>Electronic Version is the controlled version. Printed copies are considered uncontrolled. Before using a printed copy verify that it is the current version.</p>	<p>Document Name</p> <p>Maintenance grading - March</p>	<p>Working doc file path</p> <p>G:\Projects&Maps\## Maintenance Grading\2022-2023\Maintenance Grading.gaz</p>	<p>Version Number</p> <p>1</p>	<p>Date of Issue</p> <p>2023-04-05</p>	<p>Review Date</p> <p>2024-04-05</p>
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Applications Approved



c_dm073

Approved Between 1/03/2023 and 31/03/2023

05/04/2023

Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days	
DA/2021/213	Applicant: P J Prendergast 30 Henty Street East CULCAIRN Lot: 9 DP: 1111255	Change Frontage of Dwelling from Henty Street East to Victoria Street	\$100,000	24/01/2023	Approved	22/03/2023	58	0	58
DA/2022/46	Applicant: S M Murtagh 5 Terlich WY JINDERA Lot: 102 DP: 1267384	New Shed Garage Carport - Modification	\$40,000	26/01/2023	Approved	15/03/2023	49	0	49
DA/2022/162	Applicant: Haley Constructions Pty Ltd Henty Pleasant Hills RD HENTY Lot: 208 DP: 753741	New Shed	\$100,000	24/08/2022	Approved	6/03/2023	195	0	195
DA/2022/178	Applicant: R H Patterson 150 Kensall Green RD BUNGOWANNAH Lot: 8 DP: 2540	New 3 Bay Farm Shed	\$105,700	7/02/2023	Approved	1/03/2023	23	0	23
DA/2022/252	Applicant: A M Jennings Wagga RD GEROGERY Lot: 1 DP: 519594	Replacement of Weighbridge	\$0	12/12/2022	Withdrawn	1/03/2023	30	50	30
DA/2022/257	Applicant: Critos Construction & Rigging 51 Market ST WALLA WALLA Lot: 321 DP: 1231353	New Shed	\$35,000	9/01/2023	Approved	1/03/2023	52	0	52
DA/2022/263	Applicant: Walpole Surveying Pty Ltd , WALLA WALLA Lot: 3 DP: 605797	Two (2) Lot Torrens Title Subdivision	\$0	19/01/2023	Approved	2/03/2023	43	0	43
DA/2023/6	Applicant: J K Sanders 13 Wagner DR JINDERA Lot: 210 DP: 1280394	New Inground Pool including Fencing Concreting Paving	\$60,000	6/02/2023	Approved	15/03/2023	38	0	38

Applications Approved



c_dm073

Approved Between 1/03/2023 and 31/03/2023

05/04/2023

Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days	
DA/2023/12	Applicant: J T Harvey 57 Huon ST GEROGERY Lot: 2 DP: 1232546	New Shed for Vehicle Parking	\$14,000	28/01/2023	Approved	15/03/2023	47	0	47
DA/2023/13	Applicant: Maxand Pty Ltd 387 Molkentin RD JINDERA Lot: 1 DP: 917118	New Shed	\$52,325	31/01/2023	Approved	22/03/2023	51	0	51
DA/2023/15	Applicant: R G Hill 11 Macinnes ST HOLBROOK Lot: 20 Sec: B DP: 5364	New Shed	\$19,500	5/02/2023	Approved	8/03/2023	32	0	32
DA/2023/16	Applicant: Walpole Surveying Pty Ltd Granite Hill RD JINDERA Lot: 1 DP: 176048	Three (3) Lot Torrens Title Subdivision	\$0	8/02/2023	Approved	30/03/2023	51	0	51
DA/2023/19	Applicant: Southern Vale Homes 10 Stirbeck ST HOLBROOK Lot: 3 Sec: H DP: 4843	Dual Occupancy - 2 Units	\$866,500	22/02/2023	Approved	21/03/2023	28	0	28
DA/2023/43	Applicant: EDM Group 63 Charles ST GEROGERY Lot: 212 DP: 753339	New Boundary Adjustment	\$0	28/02/2023	Approved – Exempt Development	31/03/2023	32	0	32
CDC/2023/14	Applicant: C L D'Amelio 2 First ST HENTY Lot: 133 DP: 12560	Construction of Verandahs	\$16,000	16/01/2023	Approved	28/03/2023	72	0	72
CDC/2023/15	Applicant: I & M Pools Pty Ltd 4 Kierath ST HENTY Lot: 17 Sec: A DP: 3990	New Swimming Pool	\$42,095	3/03/2023	Approved – Private Certifier	3/03/2023	1	0	1

Applications Approved



c_dm073

Approved Between 1/03/2023 and 31/03/2023

05/04/2023

Application No.	Location	Development Type	Est. Cost	Received	Determination	Total Elapsed Days	Stop Days	Adjusted Elapsed Days	
CDC/2023/16	Applicant: iPermit Building Approvals 1132 Walla Walla RD GEROGERY Lot: 1 DP: 1090659	New Pools / decks / fencing	\$55,318	6/03/2023	Approved – Private Certifier	6/03/2023	1	0	1
CDC/2023/17	Applicant: Get Wet Pools 1164 Walla Walla RD GEROGERY Lot: 102 DP: 1241426	Swimming Pool	\$48,500	6/03/2023	Approved	17/03/2023	12	0	12
CDC/2023/20	Applicant: I & M Pools Pty Ltd 432 Annandayle RD HOLBROOK Lot: 83 DP: 701194	New Swimming Pool	\$59,395	30/03/2023	Approved – Private Certifier	30/03/2023	1	0	1

Report Totals & Averages**Total Number of Applications : 19****Total Estimated Cost : 1,734,333.00**

Average Elapsed Calendar Days: 45.58

Average Calendar Stop Days: 2.63

Average Adjusted Calendar Days: 42.95

Total Elapsed Calendar Days: 866.00

Total Calendar Stop Days: 50.00

Total Adjusted Calendar Days: 816.00

Director of Planning & Development
Greater Homebush Council

CULCAIRN COMMUNITY DEVELOPMENT COMMITTEE MEETING 21ST MARCH 2023, 5.30PM
CULCAIRN COUNCIL CHAMBERS

PRESENT: Ms Evelyn Arnold (General Manager Greater Hume Shire), Nicole Pope, Terry Weston, Les Frazer, Glenice Miller, Michelle Godde, Ian Forrest, Paul Wilksch, Jennifer Christensen, Ken Scheuner, Kirsty Wilksch

APOLOGIES: Alan Wilson and Philip McCartney

DISCUSSION WITH GENERAL MANAGER:

1. ARTC/Masterplan. ARTC Federal, very slow to act. Justin Clancy MP has just as much trouble. Once election is over, our committee can write a letter to NSW MP and also to Susan Ley (Federal Rep) to ask for help in this matter. Evelyn has seen the letters written by Council to ARTC with regards to acquiring land in Culcairn and Henty.
2. General town tidiness-there is a team of people, the Council is working on some structural changes to workforce, so that there are more who can use the streetsweeper, for instance. Evelyn to look into how resources are allocated, she doesn't think Culcairn has less allocated to it. Palm trees, Council investigating where to source the right species to replant. Les knows of one in a backyard that could be relocated (in Melville Street). Requests for underlopping of trees so that the streetsweeper can get in closer to kerb. Evelyn said there are 11 vacancies in the Parks and Gardens department of Council at the moment, which they are trying to fill. Also mentioned, the footpath on Railway Parade in front of Café and Chemist needs pressure washing.
3. Balfour Street Drainage Works in the next couple of months, money needs to be used by June 30th. Consultation with businesses to happen soon. Lack of communication about the scope of works of the project, the length of time of interruption to retail businesses very evident, Evelyn to discuss with engineering department. Ian to request a copy of the plans for committee to see.
4. Grant funding for upgrade of the walking/bike track along Holbrook Road includes re-graveling and culverts or putting table drain back. This will happen in the 2nd half of the year.
5. Coronation Drive-underlopping of trees requested but not done. In the showgrounds a pile of dirt could be utilised to fill a low spot in southwest corner and some moved to fill a hole on the verge near Sarkon Medical Practice.
6. Whitebox Woodlands-Evelyn will do some research first to see if it is Crown Lands and then it can be a budget item to go to Council-time and an estimated amount of money needed?
7. 40km zone for Railway Parade (round about to Pub corner) to slow/calm traffic make safer and also for the CBD-Balfour Street. Evelyn to look into the process and talk to the engineering department about raised speed humps, other ideas to calm traffic and about putting signs up about trucks not using their exhaust brakes in town. Question about extending the 50km zone on Highway towards Henty-there are now housing blocks just out of the 100km zone-major safety hazard pulling into them.

Evelyn then shared her vision for the shire, she aims to have the shire working together as a whole, create a community feel across the shire as well as individual towns/communities having their own vision and identity. Culcairn will have a new water tower in the next few years to raise the water pressure and have the capacity for town expansion (the new subdivision) (Evelyn then left meeting)

A letter of thanks to be sent to Evelyn for coming, it was very good to talk to her, it would be good to have her come periodically (say every 6 months?)

Ian said that Council are looking at the budget, what items would we like to see there? At the moment he has a footpath on Munro Street (back of Highschool) what else?

Kirsty mentioned that the Streetparty group are meeting up to finalise financials and report for the Council for the grant funding Wednesday afternoon (22nd March 2023) to be submitted by Friday.

Meeting closed 7.30pm.

NEXT MEETING 18TH APRIL 2023-7PM **AGM** (NO DAYLIGHT SAVING)

**MINUTES OF THE WALLA WALLA COMMUNITY DEVELOPMENT
COMMITTEE HELD ON MONDAY 6th FEBRUARY 2023 AT THE
WALLA WALLA HALL AT 7 P.M.**

PRESENT

Daniel Nadebaum (Chairman), Leonie Carey (Secretary), John Sainsbury, Anya Williams, Dawn Beachcroft, Karen Wenke, Trevor Schroeter.

Councillors – Annette Schilg, Ian Forrest

Community members: Tim Phegan, Virginia Scholz, Lorna Williams, Alan Odewahn

APOLOGIES

Ben Kotzur, Karen Schoff, Leon Schoff, Marj Rayner, Janet Paech, Kim Lieschke, Anthony Lieschke, Selina Kohlhausen,

Councillors – Ashley Lindner, Jenny O’Neill

CONFIRMATION OF THE MINUTES

Moved that the minutes of the 25th July 2022 meeting, as circulated, be accepted.

Moved	John Sainsbury	Seconded	Selina Kohlhausen	Carried
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Tim Phegan – Re his plans for 55 Commercial Street, Walla Walla (Thistle Café & Walla Walla Wares)

He explained that he owns this block and has put in a Development Application (DA 10.2022.243.1) to demolish existing buildings and construct a new supermarket. He advised the DA that has everything included and this can be downsized or changed.

A discussion was had, and some people expressed their concern regards a historic building being pulled down that has been part of Walla Walla for a long time and houses two businesses that are an asset to our town. Others expressed that Walla Walla has long wanted a supermarket and this might be our chance to have it become a reality. Tim Phegan was asked if it was possible to keep the facade and the old ovens that have been restored a few years ago. Tim said he would explore whether this was a good business venture and work with us where possible, to make this work for the town. Committee members and residents will be encouraged to make their own submissions as to their concerns regards the Development Application.

Election of Office Bearers & Committee Members

All positions were declared vacant.

Chairperson

Karen Wenke nominated Daniel Nadebaum

Daniel Nadebaum – elected

Vice-Chairperson

Trevor Schroeter nominated Kim Lieschke

As Kim Lieschke was not present – subject to his approval.

Secretary

Daniel Nadebaum nominated Trevor Schroeter – nomination was declined

Daniel Nadebaum nominated Anya Williams

Anya Williams – elected

Treasurer

Dawn Beachcroft nominated Anthony Lieschke – Anthony Lieschke not present at meeting but advised in email he is willing to continue in the position.

Anthony Lieschke - elected**Committee Members**

Daniel Nadebaum, Leonie Carey, Anya Williams, Kim Lieschke, Anthony Lieschke, Marj Rayner, Selina Kohlhagen, Leon Schoff, Karen Wenke, Karen Schoff, Trevor Schroeter, Janet Paech, Ben Kotzur, Dawn Beachcroft, John Sainsbury.

Moved that present Committee Members be re-appointed and committee members not present at this meeting, this will be subject to their approval.

Moved	John Sainsbury	Seconded	Karen Wenke	Carried
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Daniel Nadebaum thanked **Leonie Carey** for her years of service as Secretary of Development Committee, taking minutes since 2006 and elected as Secretary 4th August 2008. The many hours of time and effort were much appreciated.

BUSINESS ARISING***Town Entrance signs***

Daniel advised the old town entrance signs are at PJN Sheds and waiting on decision regards upgrade and working out where they will be erected, in town.

Agenda for Open Meeting – 20th February 2023

Leonie made a draft agenda, similar to last year's Open Meeting and made a list of the projects we have worked on over the last year. Daniel will check with Ross Krause regards sound system and what we will need to do to show a powerpoint presentation. We will ask General Manager, school principals, policeman and fire brigade if they would like to give a brief update on their plans for the year.

We discussed using the Walla Walla Strategic Plan, we prepared and presented to Council on 9th November 2022.

Moved that the main focus of the Open Meeting will be presenting the Walla Walla Strategic Plan, using a PowerPoint presentation.

Moved	Daniel Nadebaum	Seconded	Dawn Beachcroft	Carried
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TREASURER'S REPORT - Report attached.

Balance in S18 Main working account \$20117.56

Balance in S16 \$5963.85

Moved Treasurer Report

Moved	John Sainsbury	Seconded	Anya Williams	Carried
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CORRESPONDENCE**In-**

- Evelyn Arnold – General Manager – Thank you for attending meeting on 9th November 2022

Out –

- Evelyn Arnold - General Manager – Invite to Open Community Meeting 20th February 2023 Council Directors & Councillors – Invite to Open Community Meeting 20th February 2023

GENERAL BUSINESS**Turn around near Water Tower**

Have not heard regards turn around to be constructed by Greater Hume Council, at end of Short Street, near newly painted Water Tower. We will check with Council.

Meeting Closed – 9.00pm

Next Meeting – Monday 27th March 2023

Projects/Initiatives in Progress...***Recreation/walking track from Walla Walla to Gum swamp***

The walking/bike track is finished, waiting to organise seating.

Supermarket

As advised by Michelle Schulz, that reopening of the Supermarket/Newsagent/Take-away at previous premises is not a viable proposition for the Schulz Family. Kim Lieschke & Daniel Nadebaum have been exploring different avenues that could be a viable option in setting up a supermarket in Walla Walla. We have decided that a small working group of committee members should be formed to investigate options for a supermarket. Kim Lieschke, Daniel Nadebaum, Trevor Schroeter, Ben Kotzur, Andrew Kotzur and Karen Schoff have offered to be part of this group.

Refugee program for Walla Walla

We are still investigating refugees, based in cities, to settle in Walla Walla, as some have shown interest in resettling in a rural community. A committee has been set up under the Greater Hume Council. Daniel Nadebaum has been elected Chairman and Dan Mueller elected Secretary. The drought is affecting job opportunities and there is a lack of rentals at the present time.

Fundraising

Battery collection & sale of stubby holders is on-going.

Facebook Page

Facebook page name is "Walla Walla Community News" we have approx 1414 people like our page at this stage. Some of our posts have reached over 4000 people.

Community Markets – Now in recess***Welcome Packs***

Jenny Jacob and Leonie Carey will organise welcome packs for new residents of Walla Walla. Booklets and pamphlets relating to Walla Walla, Greater Hume Shire and Albury area are put in these packs.

Grants – Projects to be considered

Christmas/advertising flags , undercover seating near playground, at Sportsground.

<p style="text-align: center;">HENTY COMMUNITY DEVELOPMENT COMMITTEE MEETING AGENDA 27/03/2023</p>
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Meeting Opened: 6.30PM

Present: Neil Meyer, Sue Weston, Yvonne Booth, Tayla Roulston, Dennis Kane, Steph Bedggood, Roger Meyer Guest, Ann Maher Guest, Craig Nichols Guest, Councilor Ian Forrest, GHC GM Evelyn Arnold

Apologies: Graham Klemke, Garry Small, Deputy Mayor Annette Schilg
Moved: Tayla Roulston Seconded: Steph Bedggood

Minutes of the last Meeting: 27-02-2023

Moved as true & Correct: Tayla Roulston Seconded: Steph Bedggood

Matters Arising: Held to General Business

Treasurers Report: Steph Bedggood

Attached Report. Closing Balance: 128.93

Accounts to Pay: Yvonne Booth for Welcome packs \$66.00

Moved: Steph Bedggood Seconded: Tayla Roulston

Correspondence:

IN: Emails have been continually forwarded during the month

- Greater Hume Shire Meeting Minutes GHC
- GHC Community News
- GHC "What's On"

OUT:

- NIL

Greater Hume Shire Council Report: Councillor Ian Forrest

- Council is currently holding Budget discussions. Budget to be released mid-May.

- GHC has been successful with various grants for road repair. It will take 12 months or longer to complete repairs and spend money. Between 3.9mil – 10 mil to be allocated to road repair.
- Walking path for Halen Candy successful grant. Residents will be expected to pay a portion of the cost as per the council's normal charges.
- Grubben road cost blowout. Council has received part payment from state government.

General Business

1/ Off the Leash area Smith Street: **UPDATE:** Location: Letter sent to council 12-10-2022. Evelyn Arnold (GHC GM) received a copy of the letter dated 12-10-2022 and will advise of action in due course. Discussion followed and the council will work with HCDC to find suitable location. HCDC possible use Survey Monkey for community feedback.

2/ Facebook' page... an ongoing project. **Update:**

Steph B indicated continues to be a popular source for community engagement.

3/ Sign Railway Parade- *Report:*

Bendigo bank announced at the Street party that as a 25th birthday gift to Henty the bank will erect another electronic sign on the North entrance of Henty Expected cost wis approx. \$50,000

4/ PROJECT: Cleanup Railway yard beside Dales Funeral Service and South side of Sladen Street

UPDATE: Presented as desired project at GHC community groups meeting. Discussion with Evelyn and Ian. Indication from council is that they will continue to pursue ARTC to get access to the land. This has been an exhaustive process, but the council has set a plan and will continue to follow up. Note: Culcairn is in a similar situation to Henty.

5/ *Welcome Packs* – Discussion re content- Approach retailers/businesses to provide vouchers etc., Information packs

UPDATE; Yvonne Booth: 2 packs delivered in March 2023.

6/ Greater Hume Shire Australia day Citizen of the Year 2024. N/A

7/ ANZAC Day ceremony 2023 Discussion re possibly HCDC involvement

UPDATE: DISCUSSION: Roger Meyer to be invited to march meeting

BBQ & Anzac Biscuits – Bendigo Bank to sponsor BBQ & Tea, Coffee etc.

Roger Meyer & Anne Maher attended. Discussion on Anzac Day.

- Roger to MC event.
- Anne to organize Choir & Song choices.

- Anne will contact Peta Shoemark to price new handouts- Anne to contact DK with cost. DK could possibly obtain funding from Bendigo bank.
- Loins club to organize BBQ. – Garry Small
- HCDC to organize Tea and coffee. Earn, Cups, Tea, Coffee, Sugar, Anzac Biscuits, Seating (21 Anzac seats- 100 seats from showgrounds- Warren Dale), Tables (DK)
- DK to approach Warren Dale re- load speakers)
- Road Closures – HGC – DK to pursue.

8/Henty Museum Project – Update: Russ Davies

Just a quick update on the museum from recent times.

- # currently trying to tie up a date and venue for the interview process involving the telephone exchange ladies and also with Des Hohnberg. Thinking of making use of the Library for the venue and have spoken recently with Bernie Clarke to assist with the recording (he advised that Tues, Wed and Thurs are the best options).
- # Eyrlis is keen to be more involved and active in promoting the Heritage Museum and also attending district museum meetings when able. She is also keen to promote the stories and information that members and our community may like to share and put them in the headerlines to foster interest.
- # Have spoken to Greg Blackie at the Council Chambers and he advised that he has been “ actively pursuing the lease of the railway precinct with numerous emails and phone conversations, but is waiting on the rail administration to reply “, but he will make another attempt to try and resolve the issue. I suggested that I would contact our local member for assistance (Justin Clancy) in moving forward. He told me he had a meeting organised with Justin the following day and would discuss the details with him to enlist his help. I believe he did follow through with this but have yet to hear details of discussions. Greg was going to let me know.....?
- # Daniel Klemke is keen to pursue the idea of having a Header Collection displayed in Henty, being the Home of the Header, and has spoken to Kerrie Pietch. Apparently they have an idea of how this could happen but it is early days yet and there is much to do before anything can be implemented....they will continue to work through this.
- # Ed Dale has advised me he has been made an offer for the header’s he owns and they may be sold. I believe that he does not own all on display and they may be held in trust until a decision on their future is determined.
- # There have been other offers of items to be housed in the Museum but without the ability to house them or the certainty that we will have a museum, I am unable to confirm that we will accept them in the interim. But, we certainly are interested in these items and would contact them when we are able to move forward.
- # As before, the stumbling block is the acquisition of the land needed to move forward and I, along with the committee are so frustrated that nothing appears to be happening.

I would be happy to address the HCDC at a meeting to expand on our proposals and how I see us moving forward to make this a viable, unique and exciting development , involving our multiple community organisations and providing an injection of funding to our local businesses sector.

Regards Russ.

9/ Doodle Cooma Swamp Wetlands Project Presentation – Report: Kellie Report for HCDC

Update Wetlands Project

We are getting into action this year and will shortly start having meetings – just awaiting on volunteer approval from National Parks (partly my fault for not chasing up enough).

However, progress to date:

- Determination is that this will not be a short term project. More likely it will take a couple of years to see facilities which allow full utilisation by the public of the wetlands area/national park.
- Discussions have been held with the landholder of 100 acres (and the only small private landholder in the area close to town) about having that land acquired by NPWS. The owner is happy to progress this idea with discussions with NPWS which we will now facilitate. If NPWS are not forthcoming regarding this we may need to look at other options – such as conservation funding as we consider this land would give much improved access from Henty to the wetlands area.
- We have been gathering background information including maps, historic information, photographs and people's stories.
- Two supporters are under going Cultural Considerations on Country Training next week to support this project.
- Dave from NPWS will be meeting with us shortly to map out the location of signs and decide on the wording for signs (hopefully the week after Easter).
- Supporters have been to visit other Wetlands areas open to the public and are organising to talk to the groups behind these developments (such as the Yea Wetlands) to learn from their experiences.

We will keep you updated as we make progress

Thanks Kellie

10/ Residents Complaint: 1 Third Street Henty – Update:

Letter sent to Justin Clancy to meet.

Councilor Forrest and GM Evelyn Arnold indicated that this is still on council radar. The law is still prohibitive for council to act but they will continue to pursue a reasonable outcome for concerned residents.

11/ Street Party update: Sub-committee: DK, TR, SB

Steph reported that the committee was pleased with the outcome of the event. Some local businesses indicated that they had a great day trading and exhibitors similar. The estimate on numbers at the event is around 2500 people. The Committee received approx. 100 responses to the survey re-event with most responses being of a positive nature. Responses also gave good feedback on what would have improved function for next time. SB indicated that although many of the responses hoped that the event would be annual that the committee thought that funding and workload would see it difficult to achieve an annual event. The committee considers an event every 5 years to be a more likely outcome.

Motion: HCDC to send Letter of Congratulations & thanks to all groups and individually to younger committee members.

Moved: Dennis Kane Seconded Yvonne Booth. Carried.

12/ Walking Path Project, Sub Committee Report” Hannah Kilo indicated that there is nothing to report in this space.

13/ Xmas decoration: Discussion:

Bunting : Discussion re purchasing bunting for Xmas decoration for this year.

14/ Letter received from Kerrie Scholz 23/3/2023

Good Afternoon,

In September 2021 I contacted Council with concerns regarding the state of vegetation on public lands in & around Henty. Please find file attached.

There is deep, ongoing concern regarding the Government Dam. Overgrown & weed infested, adjacent to the old silo complex, across the road from Mooyra Homestead & very close to the old buildings that line the north side of Sladen Street. Should this Government Dam ‘go up’ the damage will be catastrophic to flora & fauna. There will be no old trees, no wildflower/grasses, no birds, animals or insects left. Regeneration will encourage feral plants & animals before those natural to our environment.

The Buckanginga Creek and adjacent overgrown, unthinned saplings is as much of a problem, again, adjacent to homes, Mooyra, Hospital etc.

Care of the land West of Henty, along Smith Street, is has also diminished over the years.

Is it possible for our community to access the Indigenous Fire Network, to learn and perhaps to mitigate some of the political fallout?

The confusion regarding understanding the difference between back burn, burn off, cool burn & wildfire will be academic if fire gets into some of these spaces come summer.

I request a reply from Council to my concerns as none was issued, from Council to my last email on this subject.

Regards & thanks,

Kerrie Scholz

FROM THE FLOOR:

Next Meeting: Monday 1st May 2023 6.30pm

Meeting Closed: 7.35pm

7th February 2023
6.30pm

Present: Graham & Marilyn Perritt, Rita Bowler, Vicki Schuur, Elizabeth MacLean, Gail Chynoweth.

Apologies: Stephen Lum, Bob -Caravan Park.

Minutes: from November 1. Elizabeth/Gail Chynoweth.

Business Arising:

Christmas Markets: Lachie Cossor's wagon rides very popular
Street Closure worked well.
Music was really good.
Thanks to Riverina Hotel for jumping castle.
Thanks to Sarah King for printing.
Thanks to Mikaela Gammage for dance display.
Thanks to St. Patricks School for dance and song performance.
Thanks to Murray Conservatorium of Music.
Thanks to Rotary for their support.

Stallholder feedback was extremely favourable.

-Strategic meeting - council - Vickie Schuur & Sam Pincott reported on the groups plans.

-Certificate of Incorporation now received.

-Festival by Sub - Vicki reported on how this has evolved & where this is at currently.

-Correspondence:

Vicki has sent a letter as the Comm & Bus Grp rep to Evelyn Arnold re: the changes to Holbrook Happenings.

Vicki has written a letter in support of the Show Society Stables at the Sporting Complex - response to a D.A. they are dealing with.

General Business:

-Gail outlined the reason for the temporary bollards outside the residences in the southern end of town. This is to endeavour to stop the trucks using this area for changeovers with rests.

If the matter is taken to the council transport meeting then it should be possible to have the same signage as in Culcairn to restrict the hours the trucks are stoping in these areas.

Landcare mural is coming along nicely. The artist is on leave for February so it will be completed in March.

Next Meeting Tuesday 7th March 6.30pm.

Meeting closed 8.00pm.