



**ORDINARY MEETING OF COUNCIL  
TO BE HELD ON TUESDAY, 2 FEBRUARY 2010 AT 7.00PM  
LEVEL 3, COUNCIL CHAMBERS**

**A G E N D A**  
**\*\* \*\* \***

NOTE: For Full Details, See Council's Website –  
[www.kmc.nsw.gov.au](http://www.kmc.nsw.gov.au) under the link to business papers

**APOLOGIES**

**DECLARATIONS OF INTEREST**

**CONFIRMATION OF REPORTS TO BE CONSIDERED IN CLOSED MEETING**

**ADDRESS THE COUNCIL**

**NOTE:** Persons who address the Council should be aware that their address will be tape recorded.

**DOCUMENTS CIRCULATED TO COUNCILLORS**

**CONFIRMATION OF MINUTES**

**Minutes of Ordinary Meeting of Council**

File: S02131

Meeting held 8 December 2009

Minutes numbered 293 to 330

## **Minutes of Ordinary Meeting of Council**

File: S02464

Memorandum by Senior Governance Officer dated 11 December 2009 regarding the confirmation of Part Minute No 287 (A(ii)) of Ordinary Meeting of Council held 1 December 2009 in reference to Addition of Lands into Lane Cove National Park.

### **MINUTES FROM THE MAYOR**

### **PETITIONS**

**PT.1      Petition to Erect 'No Through Road' Traffic Sign at Entrance of Newhaven Place, St Ives - (Fifty-Six [56] Signatures)      1**

.  
File: TM9

"We, the undersigned, residents of Newhaven Place, St Ives request Ku-ring-gai Council erect a "No Through Road" sign at the entrance of Newhaven Place, St Ives for the following reasons:

- During peak periods traffic builds up from Mona Vale Road to the roundabout of Link Road, Stanley and Horace Streets. Motorists who become frustrated with the lack of movement of traffic turn off Link Road into Newhaven Place thinking they can by-pass the traffic in Link Road.
- As Newhaven Place is not signed "No Through Road", traffic continues to the end of the street thus further increasing their frustration and their speeding back out into Link Road."

**PT.2      Hill Street, Roseville - Objections to Proposed Alterations of Parking Restrictions - (Four Hundred & Eighty-One [481] Signatures)      2**

.  
File: TM8/01

"We, the undersigned, being residents of Roseville and patrons of shops in Hill Street, Roseville, wish to record our objections to the implementation to the proposed no parking restrictions in Hill Street during the period 7.00am to 9.00am and the 5 minute parking restrictions from 3.30pm to 6.30pm Monday to Friday."

## GENERAL BUSINESS

- i. The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to have a site inspection.*
- ii. The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to adopt in accordance with the officer's recommendation allowing for minor changes without debate.*

### GB.1 **Policy for the Payment of Expenses and Provision of Facilities to Councillors** **3**

File: S03779

To recommend the adoption of a revised Policy for the Payment of Expenses and Provision of Facilities to Councillors.

#### **Recommendation:**

That the revised Policy for the Payment of Expenses and Provision of Facilities to Councillors be adopted.

### GB.2 **Local Government and Shires Association (LGSA) Tourism Conference 2010** **35**

File: S02046

To advise Councillors of the Local Government and Shires Association of NSW 2010 Tourism Conference

#### **Recommendation:**

That Council determine if it wishes to send delegates to the 2010 LGSA Tourism Conference.

### GB.3 **Asset Disposal Policy** **44**

File: S06737

To recommend the adoption of an Asset Disposal Policy.

#### **Recommendation:**

That the Asset Disposal Policy be adopted.

- GB.4    **48 Richmond Avenue, St Ives - Alterations and Additions**    54
- .
- File: DA0761/09
- Ward: St Ives  
Applicants: Dr N C Shepherd & Mrs A Macarthur  
Owners: Dr N C Shepherd & Mrs A Macarthur
- To determine development application No.0761/09 for alterations and additions to the existing dwelling.
- Recommendation:**
- Approval.
- 
- GB.5    **46 Powell Street, Killara - Modification of DA0161/03 Proposing to Widen Driveway and Vehicle Turning Area and Driveway Resurfacing**    82
- .
- File: MOD0290/09
- Ward: Gordon  
Applicant: Mrs Jane Esma Singleton  
Owner: Mrs Jane Esma Singleton
- To determine Section 96 modification application MOD0290/09 which seeks to modify development consent No.0161/03 for alterations and additions to the existing dwelling and garage.
- Recommendation:**
- Refusal.
- 
- GB.6    **Heritage Reference Committee - Notes of Meeting held 16 November 2009**    111
- .
- File: S07620
- To advise Council of the notes of the Heritage Reference Committee meeting held on 16 November 2009.
- Recommendation:**
- That Council receive and note the Heritage Reference Committee meeting notes from 16 November 2009 and Council further consider the heritage assessment of the North Shore Rail Line in the Ku-ring-gai Principal Local Environmental Plan (LEP) process.



**GB.7 Sustainable Choice Program 165**

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File: S06526

To recommend that Council join the Sustainable Choice program.

**Recommendation:**

That Council commit to become a member of the Local Government and Shires Association's Sustainable Choice program.

**GB.8 Allan Small Oval Floodlight Proposal 182**

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File: S02238

To seek Council approval for the installation of floodlights at Allan Small Oval, East Killara, to be funded by Ku-ring-gai District Soccer Association and Gordon Soccer Club.

**Recommendation:**

That Council approve the installation of floodlights at Allan Small Oval, East Killara, to be funded by the Ku-ring-gai District Soccer Association and Gordon Soccer Club.

**GB.9 Environmental Levy Small Grants Scheme - Round Nine 196**

.  
File: S06522

To seek Council's support to fund the ninth round of the community small grant scheme funded by the Environmental Levy.

**Recommendation:**

That Council support the decision to fund the twelve projects recommended by the small grants panel as part of the Environmental Levy.

**GB.10 Burns Road and Bobbin Head Road Intersection 239**

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File: TM10

Ward: Wahroonga

To consider resident feedback regarding proposed intersection improvements at Burns Road/Bobbin Head Road and endorsement of the concept plan for the work.

**Recommendation:**

That Council proceeds with the upgrade works at the intersection of Burns Road and Bobbin Head Road in accordance with the amended plan.

**GB.11 Compliance of Transport Facilities with Disability Discrimination Act Requirements 253**

.  
File: S07256

To advise Council on the consultant submissions to audit bus stops and prepare an action plan for compliance with disability requirements and seek approval to fund the work.

**Recommendation:**

That the study proposal submitted by Strategic Transport Advisors be accepted and funded from the recurrent traffic services budget.

**GB.12 Asset Management Plan for Road Infrastructure 286**

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File: S06232

To seek Council's endorsement of the Asset Management Plan for Council's road infrastructure.

**Recommendation:**

That Council adopts the Asset Management Plan for road infrastructure as attached to the report and that funding for roads be maintained at the level identified in the Long Term Financial Plan.

**GB.13 Graffiti in Business Centres 373**

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File: FY00271

To seek Council's endorsement for the contribution of funding and equipment to the Rotary Club of Roseville Chase for the removal of graffiti in the business centres of Roseville and Roseville Chase.

**Recommendation:**

That Council advises the Rotary Club of Roseville Chase of its support for their proposal for the removal of graffiti around Roseville and Roseville Chase and provides them with a high pressure water sprayer and \$4000 and that funding be provided from the business centres program.

GB.14 **Electricity Supply, Tender Acceptance, Large Use Sites and Street Lighting, SSROC Group Tender** 381

File: S06401

The purpose of this report is to seek Council's consideration for the acceptance of tender recommendations from the tender evaluation for SSROC group tender for supply of electricity to large use sites including street lighting.

**Recommendation:**

That an Extraordinary Meeting be held at 5pm on Thursday, 11 February to consider a report on the acceptance of SSROC Group Electricity tender for electricity supply.

GB.15 **Acceptance of Tender T12/2009 - Construction of Sports Ovals and Associated Works at Roseville Chase Oval and Comenarra Sportsfield** 385

File: S07794

To seek the approval of Council to appoint a contractor to carry out the work of refurbishment of Roseville Chase Oval and Comenarra Sports field, stormwater harvesting and associated landscape works at both sites, and the carry forward/reallocation of funds.

**Recommendation:**

That M Collins & Sons be appointed as the preferred tender for the works and that all necessary documentation relating to the works be authorised by the Mayor and the General Manager. That Council approves the carry forward of all identified and previously approved funds from the 2009/2010 Open Space Capital Works Program.

**EXTRA REPORTS CIRCULATED AT MEETING**

**MOTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN**

NM.1 **Reclassification of Land - Cowan Road, St Ives and Ray Street, Turramurra Car Parks** 389

File: S07629

**Notice of Rescission from Councillors Elaine Malicki, Duncan McDonald and Steven Holland dated 8 December 2009**

We move -

"That the decision made by Council (Minute No 324 of Ordinary Meeting of Council held 8 December 2009) to reclassify the Cowan Road Car Park and the Ray Street Car Park is hereby rescinded."

NM.2 **Former St Ives Vegetation Tip Site - 435 Mona Vale Road, Portion 2753, Parish Manly Cove, County Cumberland** 390

File: S02673

**Notice of Motion from Councillor Tony Hall dated 19 January 2010**

I move that:

“Given the ongoing issues associated with the leachate from the former St Ives vegetation site, I suggest that Council arrange for an independent test of the material at the site and an assessment of the suitability and viability of the reuse of the material for commercial purposes. This testing and subsequent option analysis would be incorporated within the Master Planning for the site and broader St Ives Showground precinct. Following completion of the testing and viability study, a report be brought back to Council on the outcome and options available to Council on the ongoing remediation or other requirements for the site.

Funding for this independent report be funded from Council’s Domestic Waste budget.”

**BUSINESS WITHOUT NOTICE - SUBJECT TO CLAUSE 241 OF GENERAL REGULATIONS**

**QUESTIONS WITHOUT NOTICE**

**INSPECTIONS COMMITTEE - SETTING OF TIME, DATE AND RENDEZVOUS**

**\*\* \*\***

# **Environmental Planning & Assessment Act 1979 (as amended)**

## **Section 79C**

### **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 draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority, and*
- iii. any development control plan, and*
- iv. any matters prescribed by the regulations,*

*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.*

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## MAYORAL MINUTE

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### 2010 AUSTRALIA DAY HONOURS AND CITIZEN OF THE YEAR AWARDS

I am pleased to inform you that 10 Ku-ring-gai citizens, through their outstanding achievements and services to the community, have been awarded 2010 Australia Day Honours.

We are very proud to have these dedicated and talented Australians as members of the Ku-ring-gai community.

I would like to read to you the names of these special Ku-ring-gai citizens and, on behalf of Council, congratulate them on their excellent contributions to Australian society.

**William ANDERSON of Killara**, for service to religious education through a range of academic and professional roles, and to the Scripture Union movement

**Michael COLLINS of Pymble**, for outstanding public service in the field of forensic science, particularly in the development of an international drug profiling program

**Robert and Jenny CROSS of Wahroonga**, for service to the community as foster carers of babies and children with special needs

**Terence HORGAN of St Ives**, for service to the community as a fundraiser for Catholic charitable organisations

**Constance JONES of Pymble**, for service to aged welfare through Baptist Community Services

**Marjorie PAWSEY of St Ives**, for service to community health as a contributor to the development of health care standards, quality assurance systems and professional accreditation programs, particularly in the area of women's health

**John SILK of St Ives**, for service to people living with Parkinson's Disease through administrative and support roles

**Leslie TAYLOR of St Ives**, for services to the financial sector, particularly in the field of banking law and corporate governance, and as a contributor to the development of electronic conveyancing

**Robert TONG of Pymble**, for service to the Anglican Church through a range of diocesan, national executive and administrative roles, and to the law as a practitioner and as an academic

I also congratulate Ku-ring-gai's Citizen of the Year winners for 2010. They are:

**Citizen of the Year:** **Suzanne SAUNDERS**

**Young Citizen of the Year:** **Annika TIERNEY**

**Outstanding Contribution to the Community Award:** **James FROST**

This year we have introduced new **Mayoral Environmental Awards**, with the inaugural winners being **Hugh LANDERS** and **Greg LODGE**.

On behalf of Council, I congratulate all these award winners on their outstanding achievements.

Ku-ring-gai should be proud that it has so many citizens being recognised at the highest levels for their selfless dedication, commitment and contribution to local, national and international communities.

## RECOMMENDATION

That Council acknowledge the outstanding contribution made by these recipients of 2010 Australia Day Honours to the Ku-ring-gai community and to the well-being of our society.

Cr Ian Cross  
**Mayor**

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## PETITION

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### **PETITION TO ERECT 'NO THROUGH ROAD' TRAFFIC SIGN AT ENTRANCE OF NEWHAVEN PLACE, ST IVES - (FIFTY-SIX [56] SIGNATURES)**

"We, the undersigned, residents of Newhaven Place, St Ives request Ku-ring-gai Council erect a "No Through Road" sign at the entrance of Newhaven Place, St Ives for the following reasons:

- During peak periods traffic builds up from Mona Vale Road to the roundabout of Link Road, Stanley and Horace Streets. Motorists who become frustrated with the lack of movement of traffic turn off Link Road into Newhaven Place thinking they can by-pass the traffic in Link Road.
- As Newhaven Place is not signed "No Through Road", traffic continues to the end of the street thus further increasing their frustration and their speeding back out into Link Road."

### **RECOMMENDATION**

That the Petition be received and referred to the appropriate officer of Council for attention.



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## PETITION

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### **HILL STREET, ROSEVILLE - OBJECTIONS TO PROPOSED ALTERATIONS OF PARKING RESTRICTIONS - (FOUR HUNDRED & EIGHTY-ONE [481] SIGNATURES)**

"We, the undersigned, being residents of Roseville and patrons of shops in Hill Street, Roseville, wish to record our objections to the implementation to the proposed no parking restrictions in Hill Street during the period 7.00am to 9.00am and the 5 minute parking restrictions from 3.30pm to 6.30pm Monday to Friday."

### **RECOMMENDATION**

That the Petition be received and referred to the appropriate officer of Council for attention.

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## **POLICY FOR THE PAYMENT OF EXPENSES AND PROVISION OF FACILITIES TO COUNCILLORS**

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### **EXECUTIVE SUMMARY**

**PURPOSE OF REPORT:**

To recommend the adoption of a revised Policy for the Payment of Expenses and Provision of Facilities to Councillors.

**BACKGROUND:**

On 10 November 2009 Council resolved that the revised Policy for the Payment of Expenses and Provision of Facilities to Councillors be endorsed for placing on public exhibition.

**COMMENTS:**

The revised Policy was exhibited in the period 20 November to 18 December 2009.

**RECOMMENDATION:**

That the revised Policy for the Payment of Expenses and Provision of Facilities to Councillors be adopted.

## **PURPOSE OF REPORT**

To recommend the adoption of a revised Policy for the Payment of Expenses and Provision of Facilities to Councillors.

## **BACKGROUND**

On 10 November 2009 Council resolved that the revised Policy for the Payment of Expenses and Provision of Facilities to Councillors be endorsed for placing on public exhibition.

## **COMMENTS**

The revised Policy was exhibited in the period 20 November to 18 December 2009. The Policy is attached.

## **CONSULTATION**

Section 253 of the Local Government Act 1993 requires that the Policy be placed on public exhibition inviting submissions for at least 28 days.

An advertisement was placed in the North Shore Times on 20 November 2009 and the Policy was available on Council's website during the exhibition period 20 November to 18 December 2009.

No submissions were received.

## **FINANCIAL CONSIDERATIONS**

None.

## **CONSULTATION WITH OTHER COUNCIL DEPARTMENTS**

The General Manager was involved in the preparation of the revised Policy.

## **SUMMARY**

The revised Policy for the Payment of Expenses and Provision of Facilities to Councillors has been exhibited and no submissions were received. The Policy may now be adopted.

## **RECOMMENDATION**

That the revised Policy for the Payment of Expenses and Provision of Facilities to Councillors be adopted.

John Clark  
**Director Corporate**

**Attachments: Policy for the Payment of Expenses and Provision of Facilities to Councillors - Draft  
November 2009 - 2009/182653**



# Ku-ring-gai Council

## Policy for the Payment of Expenses and Provision of Facilities to Councillors

Draft November 2009

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2.0	27/02/07	Major revision following DLG Circular 06-57			
2.1	30/07/08	Annual revision following DLG Circulars 07-22 and 08-03			
2.2	13/10/09	Annual revision			
3.0		Revision following DLG Circular 09-36			

# POLICY FOR THE PAYMENT OF EXPENSES AND PROVISION OF FACILITIES TO COUNCILLORS

## Part 1 - INTRODUCTION

### Title and Commencement of the Policy

- 1.1 This is the Policy for the Payment of Expenses and Provision of Facilities to Councillors of Ku-ring-gai Council.

In this Policy, unless otherwise stated, the expression “Councillor” refers to all Councillors of Ku-ring-gai Council including the Mayor and Deputy Mayor.

In this Policy the expression “year of term” means the twelve (12) month period commencing on the date of election to Council of a Councillor and every subsequent twelve (12) month period of the term of office.

### Purpose of the Policy

- 1.2 The purpose of this Policy is to ensure that Councillors receive adequate and reasonable expenses and facilities to enable them to carry out their civic duties and that these expenses and facilities are provided in an accountable and transparent manner.

### Objectives and Scope of the Policy

- 1.3 The objective of this Policy is to describe those expenses incurred or to be incurred by, and the facilities provided to, the Councillors the cost of which shall be met by Council.

This Policy also aims to uphold and demonstrate the following key principles:

- **Conduct.** Councillors must act lawfully, honestly and exercise a reasonable degree of care and diligence in carrying out their functions under the *Local Government Act 1993* (“the Act”) or any other Act. This is reinforced in Council’s *Code of Conduct*.

- **Participation, equity and access.** The provisions of the Policy are to be non-discriminatory and used in an equitable manner to enable the full participation by Councillors from different walks of life. The provisions of the Policy shall also be at an appropriate level to encourage members of the community, particularly under-represented groups such as those in primary caregiver roles, to seek election to Council by ensuring that they would not be financially or otherwise disadvantaged in undertaking the civic functions of a Councillor.

The Policy shall also take into account and make reasonable provision for the special needs of Councillors to allow access to the appropriate parts of Council premises, and facilities, and maximise participation in the civic functions and business of Council.

- **Accountability and transparency.** The details and range of benefits provided to the Councillors are to be clearly stated and be fully transparent and acceptable to the local community.
- **Reasonable expenses.** Councillors shall only be reimbursed for expenses reasonably incurred in the performance of their role as a Councillor.

Only those entitlements specifically described in this Policy shall be provided by Council.

## Making and Adoption of the Policy

- 1.4 This Policy is made pursuant to Sections 252 - 254 of the Local Government Act 1993. These sections are set out in clause 1.6.

The Policy is to be adopted by Council annually, within 5 months after the end of each financial year.

Prior to adoption public notice must be given and public submissions invited for 28 days. Council must then consider all submissions received and make any appropriate changes to the Policy.

Public notice is not necessary if the proposed changes are insubstantial, i.e. if there are only minor changes to the wording of the Policy, changes to monetary provisions or rates that are less than 5% or minor changes to the standard of equipment and facilities to be provided. Public notice, however, is required prior to each annual adoption process even if there is no proposed change to the Policy.



## **Reporting Requirements**

- 1.5 Section 428 of the Act and clause 217 of the *Local Government (General) Regulation 2005* ("the Regulation") require Council to include in each Annual Report a copy of this Policy and details of the cost of implementing the Policy. Copies of this legislation are set out in clause 1.6.

## **Legislative Provisions**

- 1.6 The relevant legislative provisions are set out below. In this legislation the expression "year" means the period from 1 July to the following 30 June.

### **Local Government Act 1993**

#### ***252 Payment of expenses and provision of facilities***

- (1) Within 5 months after the end of each year, a council must adopt a policy concerning the payment of expenses incurred or to be incurred by, and the provision of facilities to, the mayor, the deputy mayor (if there is one) and the other councillors in relation to discharging the functions of civic office.*
- (2) The policy may provide for fees payable under this Division to be reduced by an amount representing the private benefit to the mayor or a councillor of a facility provided by the council to the mayor or councillor.*
- (3) A council must not pay any expenses incurred or to be incurred by, or provide any facilities to, the mayor, the deputy mayor (if there is one) or a councillor otherwise than in accordance with a policy under this section.*
- (4) A council may from time to time amend a policy under this section.*
- (5) A policy under this section must comply with the provisions of this Act, the regulations and any relevant guidelines issued under section 23A.*

#### ***253 Requirements before policy concerning expenses and facilities can be adopted or amended***

- (1) A council must give public notice of its intention to adopt or amend a policy for the payment of expenses or provision of facilities allowing at least 28 days for the making of public submissions.*
- (2) Before adopting or amending the policy, the council must consider any submissions made within the time allowed for submissions and make any appropriate changes to the draft policy or amendment.*

- (3) Despite subsections (1) and (2), a council need not give public notice of a proposed amendment to its policy for the payment of expenses or provision of facilities if the council is of the opinion that the proposed amendment is not substantial.*
- (4) Within 28 days after adopting a policy or making an amendment to a policy for which public notice is required to be given under this section, a council is to forward to the Director-General:
  - (a) a copy of the policy or amendment together with details of all submissions received in accordance with subsection (1), and*
  - (b) a statement setting out, for each submission, the council's response to the submission and the reasons for the council's response, and*
  - (c) a copy of the notice given under subsection (1).**
- (5) A council must comply with this section when proposing to adopt a policy each year in accordance with section 252 (1) even if the council proposes to adopt a policy that is the same as its existing policy.*

#### **254 Decision to be made in open meeting**

*The council or a council committee all the members of which are councillors must not close to the public that part of its meeting at which a policy for the payment of expenses or provision of facilities is adopted or amended, or at which any proposal concerning those matters is discussed or considered.*

#### **428(pt) Annual reports**

- (1) Within 5 months after the end of each year, a council must prepare a report as to its achievements with respect to the objectives and performance targets set out in its management plan for that year.*
- (2) A report must contain the following:
  - (f) the total amount of money expended during the year on mayoral fees and councillor fees, the council's policy on the provision of facilities for use by councillors and the payment of councillors' expenses, together with a statement of the total amount of money expended during that year on the provision of such facilities and the payment of such expenses,**

## **Local Government (General) Regulation 2005**

### ***217(pt) Additional information for inclusion in annual reports***

- (1) *For the purposes of section 428(2)(r) of the Act, an annual report of a council is to include the following information:*
- (a) details (including the purpose) of overseas visits undertaken during the year by councillors, council staff or other persons representing the council (including visits sponsored by other organisations),*
  - (a1) details of the total cost during the year of the payment of the expenses of, and the provision of facilities to, councillors in relation to their civic functions (as paid by the council, reimbursed to the councillor or reconciled with the councillor), including separate details on the total cost of each of the following:*
    - (i) the provision during the year of dedicated office equipment allocated to councillors on a personal basis, such as laptop computers, mobile telephones and landline telephones and facsimile machines installed in councillors' homes (including equipment and line rental costs and internet access costs but not including call costs),*
    - (ii) telephone calls made by councillors, including calls made from mobile telephones provided by the council and from landline telephones and facsimile services installed in councillors' homes,*
    - (iii) the attendance of councillors at conferences and seminars,*
    - (iv) the training of councillors and the provision of skill development for councillors,*
    - (v) interstate visits undertaken during the year by councillors while representing the council, including the cost of transport, the cost of accommodation and other out-of-pocket travelling expenses,*
    - (vi) overseas visits undertaken during the year by councillors while representing the council, including the cost of transport, the cost of accommodation and other out-of-pocket travelling expenses,*
    - (vii) the expenses of any spouse, partner or other person who accompanied a councillor in the performance of his or her civic functions, being expenses payable in accordance with the Guidelines for the payment of expenses and the provision of facilities for Mayors and Councillors for Local Councils in NSW prepared by the Director-General from time to time,*
    - (viii) expenses involved in the provision of care for a child of, or an immediate family member of, a councillor, to allow the councillor to undertake his or her civic functions,*

### **403    *Payment of expenses and provision of facilities***

*A policy under section 252 of the Act must not include any provision enabling a council:*

- (a) to pay any councillor an allowance in the nature of a general expense allowance, or*
- (b) to make a motor vehicle owned or leased by the council available for the exclusive or primary use or disposition of a particular councillor other than a mayor.*

Also, under Section 248A of the Act Council must not, unless otherwise permitted, pay an annual fee to a Councillor for any period during which the Councillor is suspended from civic office or the right to be paid any fee is suspended.

Under Section 254A of the Act Council may resolve that an annual fee not be paid to a Councillor or the amount reduced if the Councillor is absent, with or without leave, from meetings of the Council for a period not more than 3 months or in any circumstances prescribed by regulation. A fee must not be paid if the period of absence exceeds 3 months.

Under clause 404 of the Regulation a prescribed circumstance for non-payment or reduction of a Councillor's annual fee is where payment would adversely affect the Councillor's entitlement to a pension, benefit or allowance and the Councillor is agreeable to the non-payment or reduction.

A Councillor may elect not to accept any entitlement under this Policy, except that the Mayor and every Councillor must be paid the appropriate minimum fees determined by the Local Government Remuneration Tribunal (unless the provisions of Section 254A of the Act apply). Payment of the appropriate minimum fees determined by the Remuneration Tribunal is a requirement of Sections 248 (4) and 249 (4) of the Act.

## Other Government Policy Provisions

- 1.7 This Policy has been prepared with reference to other Government and Council Policy provisions as follows:
- Department of Premier and Cabinet, Division of Local Government Circular No. 09-36, 7 October 2009, *Release of Revised Councillor Expenses and Facilities Guidelines*
  - Department of Local Government Circular No. 08-03, 18 January 2008, *Findings from Review of Councillor Expenses and Facilities Policies*
  - Department of Local Government Circular No. 07-22, 28 May 2007 *Updated Guidelines for the Payment of Expenses and Provision of Facilities to Mayors and Councillors*
  - Department of Local Government Circular No. 05/08, 9 March 2005 *Legal Assistance for Councillors and Council Employees*
  - ICAC Publication *No Excuse for Misuse*, November 2002
  - Ku-ring-gai Council *Code of Conduct*.

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## **Part 2 - PAYMENT OF EXPENSES**

### **GENERAL PROVISIONS**

#### **Payment of Allowances and Expenses Generally**

- 2.1 An annual fee is paid to each Councillor by Council. The fee is the amount fixed by Council under Division 5 of Part 2 of Chapter 9 of the Act in accordance with the appropriate determination of the Local Government Remuneration Tribunal.

This Policy is intended to cover most situations where a Councillor reasonably incurs expenses in discharging the functions of civic office. The annual fee paid to each Councillor is generally not intended to offset those costs.

The payment of allowances and reimbursement of expenses under this Policy shall only be in respect of costs directly associated with discharging the functions of civic office, i.e. civic functions that Councillors are required to undertake to fulfil their legislated role and responsibilities for the Council that should result in a direct benefit for the Council and/or the Ku-ring-gai local government area.

No allowance shall be paid to a Councillor in the form of a general expense allowance, i.e. a sum of money to expend on an item or service that is not required to be receipted and/or otherwise reconciled.

All travel by Councillors shall be by the most direct route and the most practical and economical mode of transport, subject to any personal medical considerations.

#### **Reimbursement and reconciliation of expenses**

Claims for reimbursement of expenses shall be submitted no later than 12 months after the expenses were incurred. Claims shall be submitted to the General Manager or delegate in a form and manner acceptable to the General Manager in the circumstances to enable full assessment of the claim. Tax invoices and receipts are to be supplied when available to support claims. The level of the supporting documentation is to be commensurate with the nature of the expenditure.

Claims for travelling expenses under this Policy shall include details of:

- Date and place of departure
- Date and place of arrival

- Distance travelled
- Fares and parking fees paid
- Amount claimed as travelling allowances
- Total amount of claim

The rate of calculation of the amount payable for travel in a Councillor's own car shall be the rate payable for claims by staff in the Local Government (State) Award.

Where travel out of the Sydney metropolitan area can be undertaken by air, the amount payable for travel in a Councillor's own car shall be no more than the corresponding air fare and taxi fares to and from the airport.

Council shall, where possible pay expenses directly by account or through the corporate credit card. However it shall be necessary for Councillors to pay unexpected expenses and then seek reimbursement.

Once expenses of attending a conference, seminar or training course have been finalised, accounts shall be forwarded to Councillors for any expenses payable by them. Such accounts are to be repaid in full within Council's normal terms, i.e. 30 days. Any arrangements to finalise an account by periodic payment may only be approved by Council.

An employee delegated by the General Manager shall assess all claims made under this Policy. The employee shall review a claim against the provisions of this Policy and make a recommendation to the General Manager. The General Manager shall then determine the claim. Approved claims, in part or in whole, shall be paid within seven (7) days.

Should a determination be made that a claim should not be paid, the General Manager shall explain such decision to the Councillor and should the Councillor still believe that the claim should be paid, in part or in full, it shall be considered that a dispute exists.

In the event of a dispute at any time regarding this Policy, the parties to the dispute shall provide a written report on the nature of the dispute. The General Manager shall submit such reports to the next meeting of Council to have the dispute determined by a resolution of Council having regard to this Policy, the Act and any other relevant law. The decision of Council shall be binding on all of the parties.

### **Payment in advance**

Councillors may request payment in advance in anticipation of expenses to be incurred in attending conferences, seminars and training courses. Councillors may also request an advance payment for the cost of any other

service or facility covered by the policy, where the service or facility is not ordinarily acquired by Council. However, Councillors must fully reconcile all expenses against the cost of the advance. Within one (1) week of incurring the cost and/or returning home the Councillor shall submit the details to the General Manager for verification and pay back to Council any unspent money. The level of the supporting documentation is to be commensurate with the nature of the expenditure. The maximum value of a cash advance is \$519.

## **Establishment of Monetary Limits and Standards**

- 2.2 Monetary limits prescribed in this Policy set out the maximum amount payable in respect of any facility or expense. Any additional cost incurred by a Councillor in excess of any limit set shall be considered a personal expense that is the responsibility of the Councillor. All monetary amounts stated are **exclusive of GST**.

Unless otherwise stated, any annual limits will be adjusted on a pro-rata basis where only part of a year of term applies.

Where applicable the standard of any equipment, facility or service to be provided shall be to the maximum standard prescribed in this Policy.

## **Spouse and Partner Expenses**

- 2.3 In this clause *accompanying person* means *a person who has a close personal relationship with a Councillor and/or provides carer support to the Councillor*.

In limited circumstances Council shall meet certain costs incurred by a Councillor on behalf of their spouse, partner or accompanying person that are properly and directly related to the role of the Councillor, such as costs associated with attendance at functions that are of a formal or ceremonial nature when accompanying Councillors within metropolitan Sydney. Examples include, but are not limited to, Australia Day award ceremonies, citizenship ceremonies, civic receptions and functions for charities, community service and sporting groups supported by Council.

Costs and expenses incurred by the Councillor on behalf of their spouse, partner or accompanying person shall be reimbursed if the cost or expense relates specifically to the ticket, meal and/or direct cost of attending the function. Each Councillor is entitled to a maximum of \$415 per year of term for external payments in respect of these types of expenses.



In addition Council shall meet limited expenses of spouses, partners or accompanying persons associated with attendance at the Local Government and Shires Associations' annual conferences. These expenses are limited to the cost of registration and the official conference dinner. Expenses such as travel expenses, any additional accommodation expenses and the cost of any accompanying persons program shall not be met by Council.

Costs associated with spouses, partners or accompanying persons attending other conferences, seminars and training courses shall not be met by Council.

Also, Council shall meet limited expenses of spouses, partners or accompanying persons of the Mayor, or a Councillor representing the Mayor, when attending an official function of Council or carrying out an official ceremonial duty while accompanying the Mayor or the Mayor's representative outside Council's area, but within New South Wales. Such circumstances could include charitable functions or award ceremonies to which the Mayor has been invited to attend. These expenses are limited to the ticket, meal and/or direct cost of attending the function.

In all cases under this clause peripheral expenses of spouses, partners or accompanying persons such as grooming, special clothing and transport are not considered reimbursable expenses.

## EXPENSES FOR COUNCILLORS

### Attendance at Conferences, Seminars and other Training Expenses

- 2.4 Council shall provide an annual budget for Councillor training and development based on a skills analysis and assessment of professional development needs of Councillors.

Council shall meet expenses incurred by Councillors attending conferences, seminars and training courses in any of the following circumstances:

- Attendance authorised by resolution of Council
- Attendance at conferences which are included in Council's Annual Program of Conferences and funds are provided in the adopted Management Plan and where the prior authority of the Mayor and General Manager has been obtained
- Attendance on a study tour involving domestic travel where the study forms part of a Task Force project plan and funds are available in the Task Force budget to be established and where the prior authority of the Mayor and General Manager has been obtained
- Attendance at day long industry seminars or workshops as the need arises subject to the availability of funds and only where local or domestic travel is involved and where the prior authority of the Mayor and General Manager has been obtained.

Where the Mayor is seeking approval to attend a conference, seminar or training course the authority of the Deputy Mayor and the General Manager is required where applicable.

Requests from individual Councillors for attendance at conferences, seminars and training courses shall be in writing outlining the benefits for Council and the community.

After return from a conference, the Councillor/s or an accompanying staff member shall provide a written report to Council on the aspects of the conference relevant to Council business and/or the community. Such a report is not required for the Annual Conferences of the Local Government and Shires Associations.

If requested Council shall make all necessary arrangements for the attendance of Councillors at the conference, seminar or training course. Where the Councillor is being accompanied by another person, Council shall also make all of the necessary arrangements for that person. Council shall meet only those costs relating to the attendance of that person as set out in clause 2.3.

Council shall meet the following costs for attendance at approved conferences, seminars and training courses:

### **Registration fees**

Council shall meet the cost of the registration fee set by the organiser, including costs of related official lunches and dinners, and associated tours where they are relevant to the business and interests of Council.

### **Accommodation**

Councillors shall be accommodated in the hotel where the conference, seminar, or training course is being held or the nearest hotel to it that is of a similar standard, or as authorised by the host organiser where the conference is not located within the Sydney metropolitan area. Accommodation shall be provided at the rate of a double room.

### **Transportation**

Councillors attending a conference, seminar or training course shall travel by the most direct route and the most practical and economical mode of transport, subject to any personal medical considerations. Any time and costs incurred in undertaking activities not related to attendance at the conference, seminar or training course shall not be included in any expenses paid by Council.

For conferences, seminars and training courses out of the Sydney metropolitan area Council shall meet the cost of an economy class air ticket or Council shall reimburse transportation expenses as detailed below whichever is the lesser amount.

Council shall reimburse transportation expenses by a Councillor with the Councillor's own vehicle. For travel within a Council-owned vehicle, actual costs incurred shall be reimbursed.

Council shall meet the cost of transferring Councillors from their place of residence to the airport and return or meet the cost of taxi fares, whichever is the lesser amount.

Council shall meet the cost of transferring Councillors from the airport to the hotel and return at the conclusion of the conference, seminar or training course, such costs not to exceed the cost of taxi fares.

Should a Councillor be accommodated in a hotel not being the site of the conference, seminar or training course, and the Councillor is travelling in a non Council-owned vehicle, Council shall meet the cost of the Councillor travelling from the hotel to the site of the conference, seminar or training course and return each day, such costs not to exceed the cost of taxi fares.

Where in conjunction with attendance at a conference, seminar or training course a Councillor visits another Council in the course of discharging the functions of civic office or to further knowledge of local government, and the Councillor is travelling in a non Council-owned vehicle, Council shall meet the cost of transfer of the Councillor from the hotel to the Council premises visited and return, such costs not to exceed the cost of taxi fares.

### **Meals**

Council shall meet the cost of breakfast, lunch and dinner for Councillors where any of the meals are not provided as part of the conference, seminar or training course. Council shall also meet the reasonable cost of drinks accompanying the meals.

### **Bar Service**

Council shall meet the cost of any expenses incurred at a bar located within the conference hotel or the accommodation hotel only when special guests have been invited for drinks at the request of the Mayor or the leader of Council's delegation.

### **Other costs**

Council shall meet other reasonable out of pocket or incidental expenses associated with attending conferences, seminars or training courses, such as telephone or facsimile calls, refreshments, other meals, internet charges, laundry and dry cleaning, newspapers, taxi fares and parking fees up to a maximum amount of \$52 per day.

## **Local Travel Arrangements, Attendance at Dinners and Other Non-Council Functions**

- 2.5** Travelling expenses shall be paid for travel on official business of Council in the Sydney metropolitan area. Transport to and from the Council administration building or other sites for meetings when the Councillor's own mode of transport is not available may be provided. Councillors may, where necessary, be provided with a taxi voucher for transportation purposes on Council business.

Council shall meet the cost of parking fees and road tolls but not the cost of traffic or parking fines. Claims for reimbursement under this provision shall be supported with an explanation of the need for the travel in relation to official Council business.

Council shall meet the cost of Councillors' attendance at functions that are of a formal or ceremonial nature within the Sydney metropolitan area, including functions for charities, community service and sporting groups supported by Council or of which Council is a financial member. Council shall also meet the cost of Councillors' attendance at dinners and other non-council functions which provide briefings to Councillors from key members of the community, politicians and business where the function is relevant to Council's interest. Council shall meet the cost of any component of the ticket to the function that is a donation to a registered charity but shall not meet the cost of any component of the ticket that is a donation to a political party, candidate's electoral fund or other private benefit. Each Councillor is entitled to a maximum of \$415 per year of term for external payments in respect of the types of expenses described in this paragraph.

Council will also meet the cost of the Mayor or a Councillor representing the Mayor attending a function or carrying out a ceremonial duty when undertaking the role of the Mayor within New South Wales. This includes functions or award ceremonies for charities, community service and sporting groups to which the Mayor has been invited to attend. These expenses are limited to the ticket, meal and/or direct cost of attending the function.

### **Travel Outside the Sydney Metropolitan Area including Interstate and Overseas Travel**

- 2.6 For any proposed travel by a Councillor on Council related business not otherwise addressed in clauses 2.4 and 2.5 the approval of Council in non-confidential session of a Council meeting is required. Approval shall be granted subject to any conditions Council so determines. Council shall meet only those expenses that Council so determines.

### **Telephone Costs and Expenses**

#### **2.7 Telephone/Facsimile**

Council shall meet the cost of providing a telephone landline for any telephone/facsimile machine provided under this Policy. Council shall meet the cost of landline rental and all Council business outgoing calls, to a maximum cost of \$103 per month.

## Mobile telephone

Council shall meet the cost of a mobile telephone either:

- a Council provided mobile telephone (including vehicle kit) and mobile telephone service to the value of \$1037, for which Council shall pay rental and calls charged against that service, to a limit of \$208 per month for Council business calls and \$20 per month for incidental personal calls, provided that the number is available to be given out for general public information; or
- if the Councillor provides their own mobile telephone and mobile telephone service, Council shall reimburse the cost of rental plus the cost of those calls certified by the Councillor as being Council business calls charged against that service, to a limit of \$208 per month for calls.

In addition Council shall meet data costs in respect of mobile telephones up to a limit of 100 megabytes per month. For Councillor-owned mobile telephones the amount payable by Council under this provision shall not exceed the amount paid under contracts entered into by Council for Council-owned mobile telephones.

## Internet

- 2.8 Council shall meet the cost of providing and maintaining an internet connection at the residence of the Councillor as well as a wireless broadband connection.

## Care and Other Related Expenses

### 2.9 Care of relatives

In this clause, *relative* shall have the same meaning as set out in the Dictionary in the Act;

*Relative, in relation to a person, means any of the following:*

- (a) the parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child of the person or of the person's spouse;*
- (b) the spouse or de facto partner of the person or of a person referred to in paragraph (a).*

Where a Councillor has responsibilities for the care and support of any relative, Council shall reimburse the actual cost incurred by the Councillor to engage professional care for the relative whenever considered necessary by the Councillor in order for the Councillor to discharge the functions of civic office.

The total amount paid to a Councillor under this provision shall not exceed \$2,075 per year of term.

### **Special requirements of Councillors**

Council shall meet reasonable expenses associated with any special requirements of a Councillor, such as disability and access needs, in order to discharge the functions of civic office.

The total amount paid to a Councillor under this provision shall not exceed \$2,075 per year of term.

## **Insurance Expenses and Obligations**

**2.10** Council shall meet the cost of providing the following insurance cover for Councillors on a 24 hour basis while discharging the functions of civic office including attendance at meetings of external bodies as Council's representative:

- Public Liability insurance (for matters arising out of a Councillor's performance of their civic duties and/or exercise of their Council functions)
- Professional Indemnity insurance (for matters arising out of a Councillor's performance of their civic duties and/or exercise of their functions)
- Personal Accident insurance (while on Council business)
- Travel insurance (for approved interstate and overseas travel on Council business)

Council shall pay the insurance policy excess in respect of any claim made against a Councillor arising from Council business where any claim is accepted by Council's insurers, whether defended or not.

## **Legal Expenses and Obligations**

**2.11** Council shall, if requested, indemnify or reimburse the reasonable legal expenses properly incurred of:

- a Councillor defending an action arising from the performance in good faith of a function under the Act, or

- a Councillor defending an action in defamation provided the statements complained of were made in good faith in the course of exercising a function under the Act and provided that the outcome of the legal proceedings is favourable to the Councillor.

Council shall, if requested, indemnify or reimburse the reasonable legal expenses properly incurred in respect of any inquiry, investigation or hearing into a Councillor's conduct by an appropriate investigative review body including:

1. Local Government Pecuniary Interest and Disciplinary Tribunal
2. Independent Commission Against Corruption
3. Office of the Ombudsman
4. Division of Local Government, Department of Premier and Cabinet
5. NSW Police Force
6. Director of Public Prosecutions
7. Council's Conduct Review Committee/Reviewer

provided that the subject of the inquiry, investigation or hearing arises from the performance in good faith of a councillor's functions under the Act and the matter before the investigative or review body has proceeded past any initial assessment phase to a formal investigation or review. In the case of a conduct complaint made against a Councillor, legal costs shall only be made available where a matter has been referred by the General Manager to a conduct reviewer/conduct review committee to make formal enquiries into that matter in accordance with the procedures in the *Code of Conduct*. In the case of a pecuniary interest or misbehaviour matter legal costs shall only be made available where a formal investigation has been commenced by the Division of Local Government.

In addition, legal costs shall only be provided where the investigative or review body makes a finding that is not substantially unfavourable to the Councillor. This may include circumstances in which a matter does not proceed to a finding. In relation to a Councillor's conduct, a finding by an investigative or review body that an inadvertent minor technical breach had occurred may not necessarily be considered a substantially unfavourable outcome.

Council shall not meet the legal costs of legal proceedings initiated by a Councillor in any circumstance.

Council shall not meet the legal costs of a Councillor seeking advice in respect of possible defamation, or in seeking a non-litigious remedy for possible defamation.

Council shall not meet any legal costs for legal proceedings that do not involve a Councillor performing their role as a Councillor.



The maximum amount payable by Council under this clause in respect of any one action is \$207,462. Council may obtain insurance cover against the risk of having to meet the reasonable legal costs of a Councillor, or to reimburse those costs, provided that the costs or reimbursements are ones that the Council is authorised to meet.

Any Councillor seeking to obtain any entitlement under this clause shall make written application to the General Manager and make this application prior to the legal expenses being incurred where possible. The General Manager shall refer the application to a Council Meeting with any advice and recommendations for determination by Council.

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## **ADDITIONAL EXPENSES FOR THE MAYOR**

### **Allowances and expenses**

- 2.12** An additional annual fee is paid to the Mayor by Council. The fee is the amount fixed by Council under Division 5 of Part 2 of Chapter 9 of the Act in accordance with the appropriate determination of the Local Government Remuneration Tribunal.

In accordance with section 249 of the Act, should Council determine that an annual fee is to be paid to the Deputy Mayor, the Deputy Mayor's annual fee shall be deducted from the Mayor's annual fee.

This Policy is intended to cover most situations where the Mayor reasonably incurs additional expenses in discharging the functions of Mayoral office. The annual fee paid to the Mayor is generally not intended to offset those costs.

There are no other Mayoral allowances and expenses in this Part.

## **Part 3 - PROVISION OF FACILITIES**

### **GENERAL PROVISIONS**

#### **Provision of Facilities Generally**

- 3.1 Unless otherwise stated, where a facility may be provided by Council in accordance with this Policy and a Councillor chooses to accept the facility, it shall be provided by Council with all establishment, routine maintenance, operating, training, replacement and insurance costs being met by Council, subject to any limits specified and adequate funds being allocated and available in Council's adopted Management Plan.

All facilities provided shall be of adequate capacity and functionality to allow the role of Councillor to be fully undertaken.

#### **Private Use of Equipment and Facilities**

- 3.2 Councillors shall not generally obtain private benefit from the provision of equipment and facilities, including intellectual property. This includes receipt of a travel bonus or other benefit arising from a loyalty scheme. Councillors must avoid any action or situation that could create the appearance that Council resources are being used inappropriately.

However, incidental personal use of Council equipment and facilities may occur from time to time without requiring reimbursement of the cost by a Councillor. No entitlement under this Policy shall be treated as being a private benefit that requires a reduction in the Mayoral fee or the Councillors fee.

Unless otherwise authorised in this Policy, if a Councillor does obtain a private benefit for the use of a facility provided by Council the Councillor shall be invoiced for the amount of the private benefit with repayment to be in accordance with Council's normal terms. The value of the private benefit shall be determined by Council in non-confidential session of a Council meeting.

Equipment, facilities, materials, funds and services provided under this Policy shall not be used to produce election material or for any other political purposes, including political fundraising activities and events.

## EQUIPMENT AND FACILITIES FOR COUNCILLORS

### Equipment and Facilities at the Council Administration Building

- 3.3 Councillors shall be provided with equipment and facilities at the Council administration building. Equipment provided under this clause remains the property of Council. The following equipment and facilities shall be provided at the Council administration building:

#### **Councillors' Room and resources**

A room furnished for use by all Councillors shall be provided by Council. Included in the Councillors' Room shall be:

- A computer, printer and peripherals for use by all Councillors
- A website directory of relevant local government internet sites
- A technical library
- Councillors' robes for official, civic and ceremonial use.

#### **Executive Assistant**

A qualified and experienced Executive Assistant shall be provided to support all Councillors. The Executive Assistant shall be responsible to the General Manager.

#### **Correspondence Processing**

Council shall post all correspondence for Councillors relative to the discharge of the functions of civic office. Council shall provide letterhead for use by Councillors in replying to correspondence.

Council shall provide follow up procedures for correspondence by Councillors. Such follow-up for correspondence is to be carried out by the General Manager or delegate.

Copies of all correspondence by Councillors including facsimile transmission sheets shall be placed in folders in the Councillors' Room for reference by all Councillors.

Correspondence by Councillors relative to the discharge of the functions of civic office is considered official correspondence of Council where the matter is referred to the General Manager for attention. The correspondence shall be attached to the appropriate Council file for registration, attention and reply.

## **Meals and Refreshments**

Prior to, during or after Council, Forum and Committee meetings the Councillors shall be provided with a suitable meal including refreshments. The standard of the meal provided shall be determined by the Mayor in consultation with the General Manager.

## **Car Parking**

Three (3) car parking spaces shall be provided for Councillors in the Council car park at the Council administration building except on Committee meeting nights, public meetings and Council meeting nights when a further six (6) car parking spaces shall be allotted in the same car park.

## **Equipment and Other Items Required to be Returned**

**3.4** Upon election to office Councillors shall be provided with certain equipment and other items that shall be returned when the Councillor ceases to hold office. The following equipment and other items shall be provided under this clause:

- Facsimile/telephone machine to the maximum cost of \$519
- Personal computer, peripherals and software to the maximum cost of \$4149
- Security card to enable entry to Council's administration building
- Car parking stickers to enable the Councillor to park in any Council car park at any time for an unlimited period when discharging the functions of civic office. A list of Council's car parks shall be supplied also. No time restriction shall be imposed on an identified Councillor's private vehicle whilst parked in a parking space located at the Council administration building and the adjacent car parking area.

## **Other Items Not Required to be Returned**

**3.5** Upon election to office and where applicable throughout the term of office Councillors shall be provided with items of a consumable nature or which otherwise are not required to be returned when the Councillor ceases to hold office. The following items shall be provided under this clause:

- Name badge
- Minor items of stationery to the maximum cost of \$103 each year of term
- 100 Christmas cards each year of term

- A copy of clippings (weekly) from the newspapers relating to matters affecting local government in general and Ku-ring-gai in particular
- 500 business cards each year of term
- Corporate attire and presentation gifts for use in connection with civic functions, e.g. tie, scarf, spoon etc.
- Street Directory
- Refreshments/meals when undertaking official Council business (satisfactory explanation of official Council business required to support claims)
- Facsimile transmission sheets
- A raincoat and one pair of protective footwear for site inspections during inclement weather
- Replacement consumables, such as tapes, inks, and toner (not including paper) for the continued operation of the equipment provided in clause 3.4.
- 5,000 sheets of plain white paper per year of term.
- Printed copy of the current relevant Local Government and Planning Legislation
- Briefcase to the maximum cost of \$208
- Dictaphone (either hand held or desk variety) and cassettes to the maximum cost of \$208
- Filing cabinet for Council Business Papers and other Council correspondence to the maximum cost of \$311
- Bookcase to the maximum cost of \$208

## **ADDITIONAL EQUIPMENT AND FACILITIES FOR THE MAYOR**

### **Equipment and Facilities at the Council Administration Building**

- 3.6** The Mayor shall be provided with additional equipment and facilities at the Council administration building. Equipment provided under this clause remains the property of Council. The following equipment and facilities shall be provided at the Council administration building:

#### **Mayoral Office and resources**

Council shall provide:

- A furnished office
- A computer, printer and peripherals
- Mayoral letterhead
- Mayoral robes for official, civic and ceremonial use
- Mayoral Chain of Office for official, civic and ceremonial use.

#### **Executive Assistant**

A qualified and experienced Executive Assistant shall be provided with equivalent experience, responsibilities and skills to that of the General Manager's Executive Assistant. The Executive Assistant shall provide support to the Deputy Mayor in the absence of the Mayor.

#### **Car parking**

An allocated parking space shall be provided at the Council administration building.

### **Equipment and Other Items Required to be Returned**

- 3.7** Upon election to office the Mayor may be provided with certain equipment and other items that shall be returned when the Mayor ceases to hold office. The following equipment and facilities shall be provided under this clause:
- Mayoral vehicle up to the standard of a Holden Statesman Caprice. The Mayoral vehicle shall be fully maintained by Council for the use by the Mayor for official, civic and ceremonial functions and appropriate use arising out of or in the course of the Mayor's official, civic and ceremonial functions. A petrol card shall be supplied to fuel the Mayoral vehicle at Council's cost for official use only.

- Mobile telephone costs additional to that provided under clause 2.7. The call limits referred to in clause 2.7 shall be increased by \$103 per month, making a total of \$311 per month and the data allowance shall be increased by 100 megabytes per month, making a total of 200 megabytes per month.

### **Other Items Not Required to be Returned**

**3.8** Upon election to the office and where applicable throughout the term of office the Mayor shall be provided with items of a consumable nature or which otherwise are not required to be returned when the Mayor ceases to hold office. The Mayor shall receive all of the items listed for Councillors under clause 3.5 and the following:

- Name badge
- Refreshments/meals when undertaking the role of Mayor (satisfactory explanation of official Mayoral business required to support claims)
- An additional 100 Christmas cards each year of mayoralty, making a total of 200 cards during each year of mayoralty.
- An additional 250 Business cards each year of mayoralty, making a total of 750 cards during each year of mayoralty.
- Additional corporate attire and presentation gifts e.g. Council ties, scarves, spoons, cuff links, etc for own use and presentations as appropriate and gifts suitable for younger persons.



## **Part 4 - OTHER MATTERS**

### **Acquisition and Returning of Facilities and Equipment by Councillors**

- 4.1 Upon ceasing to hold office a Councillor may purchase any Council equipment held by the Councillor at the depreciated value of the equipment as recorded in the Council's books of accounts at the time of ceasing to hold office if, in the opinion of the General Manager, the item is not required for Council purposes. This clause does not include a vehicle.

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## LOCAL GOVERNMENT AND SHIRES ASSOCIATION (LGSA) TOURISM CONFERENCE 2010

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### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To advise Councillors of the Local Government and Shires Association of NSW 2010 Tourism Conference

**BACKGROUND:**

The Conference is to be held in Cowra from 10-12 March 2010.

**COMMENTS:**

The Draft Program is attached.

**RECOMMENDATION:**

That Council determine if it wishes to send delegates to the 2010 LGSA Tourism Conference.

## PURPOSE OF REPORT

To advise Councillors of the Local Government and Shires Association of NSW 2010 Tourism Conference

## BACKGROUND

The Conference is to be held in Cowra at the Cowra Civic Centre from 10 to 12 March 2010.

## COMMENTS

The 2010 Conference will discuss and examine "The Business of Tourism": creating business opportunities, understanding what funding is available, what programs may be applicable with an underlying question – is tourism council business?

The Draft Program is **attached**.

For all information on the Conference, visit [www.tourismconference.lgsa.org.au](http://www.tourismconference.lgsa.org.au).

## CONSULTATION

No consultation has been undertaken.

## FINANCIAL CONSIDERATIONS

The cost of attending the Conference is \$599.00. Accommodation and travel expenses are additional.

The Conference budget is full spent at this stage of the year. An allocation of additional funds can be made in the next quarterly budget review.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

None undertaken.

## SUMMARY

Local Government and Shires Association of NSW is holding the 2010 Tourism conference in Cowra from 10 to 12 March 2010. The conference will discuss and examine "The Business of Tourism": creating business opportunities, understanding what funding is available, what programs may be applicable with an underlying question – is tourism council business?

Council can determine if it wishes to send delegates to the conference.

## **RECOMMENDATION**

That Council determine if it wishes to send delegates to the 2010 LGSA Tourism Conference.

Geoff O'Rourke  
**Senior Governance Officer**

John Clark  
**Director Corporate**

**Attachments:        Program and registration for LGSA Tourism Conference 2010 - 2009/225546**

Registration

# LGSA tourism conference 2010

*The Business of Tourism*

Cowra Civic Centre, Cowra - Wednesday 10 to Friday 12 March 2010

Local Government  
Association of NSW



Shires Association  
of NSW

*In partnership with:*



Tourism New South Wales

*Hosted by:*



[www.TourismConference.lgsa.org.au](http://www.TourismConference.lgsa.org.au)



## Online Registration Now Open!

Register online by Tuesday, 23 February 2010 at: [www.TourismConference.lgsa.org.au](http://www.TourismConference.lgsa.org.au).

### Registration Fees

Fee (inc. GST)

Early Bird Registration (by 27 January 2010)	\$544.50
Conference Registration (by 23 February 2010)	\$599.00
Single Day Registration (Thursday or Friday)	\$299.50
The Business of Events Optional Session	\$77.00
Tourism Managers Exchange	free
Breakfast, Yoga and Swimming (Optional Activity)	\$15.50
Darby Falls Observatory (Optional Activity)	\$15.50
Welcome Reception (extra tickets)	\$55.00
Conference Dinner (extra tickets)	\$110.00

### Accommodation & Transport

Visit [www.TourismConference.lgsa.org.au](http://www.TourismConference.lgsa.org.au) for information on how to get to Cowra and for centrally located accommodation options to suit all budgets.

### Sponsorship

If you are interested in sponsoring the conference, giving support or taking part in our trade display, please contact Michelle Muller at the LGSA on (02) 9242 4000 or [michelle.muller@lgsa.org.au](mailto:michelle.muller@lgsa.org.au).

### Environmental Sustainability Commitment

The LGSA is committed to environmental sustainability at our events and conferences to reduce the impact on the planet. Please visit [www.TourismConference.lgsa.org.au](http://www.TourismConference.lgsa.org.au) for more information.

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# LGSA tourism conference 2010

## Don't miss NSW's only Local Government focussed tourism conference

The 2010 conference program will discuss and examine **The Business of Tourism**: creating business opportunities, understanding what funding is available, what programs may be applicable, debating who should hold the responsibility for funding tourism with an underlying question – is tourism council business?

Topic streams will feature The Business of Events, The Business of Tourism Funding, The Business of Tourism Marketing and Integrated Planning and The Business of Developing Cultural Tourism.

This conference will seek to create a framework to help mayors, councillors, tourism staff and industry representatives strengthen their tourism strategy with sessions exploring:

- Why councils fund tourism and whether business levies or taxes should apply given funding for capacity building to Regional Tourism Organisations will cease after 2011.
- Funding opportunities: AusIndustry, TQUAL, Regional Funding, International Incentive funding and case studies from councils.
- Marketing models for Visitor Information Centres.
- The latest research into destination marketing.
- The site inspection will highlight regional cultural tourism and the various case studies will include metropolitan examples of successful cultural tourism projects.
- A hands-on workshop using the cultural heritage site inspection as an example to create a collaborative marketing strategy, a financial and stakeholder plan and a plan for community involvement and infrastructure.

## Who should attend?

Anyone working in Local Government whose role involves: **economic development, tourism planning and operation, marketing management, special events, media, corporate services, town planning and cultural services, transport and utilities, or education.**

The Presidents and steering committee of the LGSA Tourism Conference feel that it is vital that senior management understand tourism and integrate it into their strategic planning, therefore sessions are geared at Mayors, Councillors and General Managers with an interest in developing tourism and creating successful strategies for revenue raising.

## Why attend?

The annual Local Government tourism conference is the only conference that addresses issues pertinent to council staff and management:

- learn from real Local Government case studies
- network with other tourism, marketing and event professionals
- meet and talk direct with staff from Tourism NSW and the directors of the Tourism Industry Council
- a diverse range of speakers
- attend a site inspection relative to the program and workshop a real case study.



## About Cowra

Cowra Shire is located in central New South Wales, 310km west of Sydney and attracts up to 50,000 visitors annually. Cowra's landscape features river flats to slopes, rolling hills and rugged wilderness areas and the Lachlan River Valley.

The Cowra Wine Region is defined by its warm days, cool nights and dry late summers which are perfect conditions for ripening wine grapes. Cellar doors, local restaurants and special events such as the annual Food and Wine Festival and the annual Cowra Wine Show highlight the local wines.

Cowra has a rich military history and is known as the site of the infamous breakout by Japanese prisoners from the Cowra POW Camp. Other attractions include Australia's World Peace Bell, the Cowra Japanese Garden, the Cowra and Japanese War Cemeteries and the Replica Guard Tower.

## Optional Sessions

### Tourism Managers Exchange (TMX)

**Wednesday, 10 March - 9:30am to 2:00pm**

TIC and TNSW will once again present the TMX as an additional benefit for tourism managers attending the Conference. It will be an open program to discuss issues pertinent to the operational management of tourism within councils. *Free of charge.*

### The Business of Events

**Wednesday, 10 March - 2:00pm to 5:30pm**

This session explores events in a tourism context, featuring: the impact of events in regional Australia, the new NSW Event Safety Report and a session run by Events NSW focussing on planning, sponsorship and evaluation. *\$77 per person.*

## The Social Program

### Welcome Reception at The Mill Cellar Door

**Wednesday, 10 March - 6:00pm to 8:00pm**

Originally a flour mill opened on 13 February 1861 by the Walsh brothers, The Mill Cellar Door is Cowra's oldest building housing Windowrie Wines as well as offering a history into an amazing building.

### Darby Falls Observatory (Optional Activity)

**Wednesday, 10 March - 8:00pm to 11:00pm**

Directly after the Welcome Reception, delegates who would be star-gazers are invited to take a journey to Darby Falls to meet the local astronomer who will take you on a journey of the night sky. *\$15.50 per person.*

### Conference Dinner at the Cowra Japanese Garden

**Thursday, 11 March - 7:30pm to 10:30pm**

Opened in 1979, the multi award winning Cowra Japanese Garden is a must see at anytime of the year. On arrival, delegates will be treated to local wines and canapés whilst wandering around with an audio tour to learn the beauty of this magnificent garden. Guests will also be welcome to explore the Cultural Centre before dinner in the gardens.

### Breakfast, Yoga and Swimming (Optional Activity)

**Friday, 12 March - 7:30am to 8:30am**

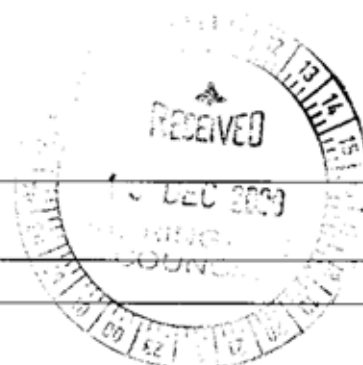
For those wanting a relaxing early morning start, there will be a short yoga session on the lush lawns at the Cowra Aquatic Centre or alternatively swim some laps in the modern Olympic size pool. Following will be a delicious buffet breakfast at the River Park Cafe. Please be prepared to head straight to the conference afterwards. *\$15.50 per person.*



**LGSA Tourism Conference 2010  
Draft Program as of 14 December 2009**

*The Business of Tourism*  
**10 - 12 March 2010, Cowra Civic Centre**

Conference MC: Ms Camille Valvo



**Wednesday 10 March**

9.00am – 2.00pm	<b>Registration opens at Cowra Civic Centre</b>
9.30am – 2.00pm	<b>Tourism Managers Exchange (free Optional Session)</b> TIC and TNSW forum for discussion with tourism operators
2.30pm – 3.30pm 3.30pm – 4.00pm 4.00pm – 5.30pm	<b>The Business of Events (Optional Session \$77)</b> <ul style="list-style-type: none"> <li>Reinventing Rural Places: The extent and impact of Festivals in Rural and Regional Australia - Associate Professor Chris Gibson, University of Wollongong (invited)</li> <li>The NSW Event Safety Report – Margaret Pollard, Community Engagement &amp; Events Division, Department Of Premiers and Cabinet, NSW Government (invited)</li> <li>Events NSW: Business Planning and Structuring an Event Organising Committee Identifying Commercial Assets and sponsorship Research and Evaluation from an Events NSW perspective Mr Steve Keogh, Regional Event Development Manager, Events NSW</li> </ul>
6.00pm – 8.00pm	<b>Welcome Reception at The Mill Cellar Door</b> Delegate registration will be available at this event
8.00pm – 11.00pm	<b>Darby Falls Observatory (Optional Activity \$15.50)</b>

**Thursday 11 March**

9.00am	Statement of Recognition / Welcome to Country	Elder from Cowra Shire Council
9.10am	Welcome to Cowra Shire Council	Cr Bill West, Mayor, Cowra Shire Council
9.15am	Presidents' Welcome	Cr Bruce Miller, President Shires Association of NSW
9.30am	Tourism Keynote Address	Hon Jodi McKay MP, Minister for Tourism (invited)
9.45am	Tourism Keynote Address	Ms Lyndel Gray, Executive Director, Tourism NSW (invited)
10.15am	How the Tourism Industry Council NSW addresses tourism policy issues	Mr Ken Corbett, Chairman, TIC
10.30am	<b>Morning Tea at the Civic Centre</b>	

**The Business of Tourism Funding**

11.00am	<p>Debate topic: Should Council's fund tourism? This topic explores why do we fund tourism as a business and who should fund it.</p> <p>Audience votes the winner and allows for question time.</p> <p>Facilitator: Mr Garry Payne – Chair of Ministerial Taskforce on Tourism and Local Government</p>	<p><b>Affirmative:</b> Mr John Larkin, Managing Director, Aurora Practical Solutions Nick Jacobs, Co-owner Canowindra Trading Post Mr Peter Hale, CEO, Forto</p> <p><b>Negative:</b> Cr Daniel Myles, Blue Mountains Council Ms Toni Bryant, Bize Bizness Essentials, Cowra Tony Boland, City Promotions Manager, Orange City Council</p>
12.00 – 12.15pm	<p>Funding – the big picture in funding tourism</p> <p>TQUAL. (formerly Australian tourism development program, Federal Government funding)</p>	Mr Damien Preradovic, Ausindustry (invited)
12.15pm – 12.30pm	TNSW: regional tourism partnerships funding, Greater Sydney Partnerships funding, Regional Flagship Events program, International Incentive Funding	Speaker to be confirmed
12.30pm	<b>Council Case Study Breakout Sessions- select one:</b>	
	<b>Session 1:</b> Barrington Tops Tourism Overview	Mr Greg Fenwick, Economic Development and Tourism Coordinator (invited)
	<b>Session 2:</b> Clarence River Tourism	Ms Jenny Massie, Manager (invited)
	<b>Session 3:</b> Millthorpe Business Committee - Business model for this not for profit business community committee	Mr Randall Edwards, President, Millthorpe Business Committee (invited)
	<b>Session 4:</b> TBC	Speaker to be confirmed

1.00pm	Lunch	
The Business of Tourism Marketing (incl. integrated planning and reporting)		
2.00pm	Keynote Address	Mr Justin Herald
2.30pm	Marketing your front line Aussie Host to talk on endorsements as the Tourism & Hospitality licensee for NSW a simple method of training for the industry. Premier endorsed and allocated funds to us to implement.	Ms Karina Groth, NSW co-ordinator, Aussie Host
3.00pm	Marketing Breakout Sessions - select one:	
	Session 1- Marketing Models for VIC	Mr John Larkin, Managing Director, Aurora practical solutions and Ms Joanne Chambers, Cowra Visitors Centre
	Session 2 – Case Study Bankstown Bites; using marketing tools including Social Networking for effective cultural tourism promotion	Ms Ronni Stokes, Manager, Corporate Communications, Bankstown City Council
	Session 3 - Regional Marketing; Destination Visitor Survey (DVS) provides research surveys specific to the destination to support growth of sustainable product; pooling your \$\$\$\$\$	Ms Darrian Collins, Manager Destination Visitor Survey Program, Tourism Research Australia (invited)
3.45 – 4.00pm	Afternoon Tea	
4.00pm	Sustainable Pathways program – 5 steps plan to sustainable tourism	Mr Andrew Sivijs, Industry Extension Manager, – Sustainable Tourism CRC (Invited)
4.30pm	Integrating tourism into your council strategy plan	Speaker to be confirmed
5.00pm	Innovation Showcase	Mr Steve Rosa, Executive Manager Tourism Southern Highlands, My Southern Highlands case study (invited) <i>Other Innovations to be confirmed</i>
7.30pm	Conference Dinner at the Cowra Japanese Gardens	
10.30pm	Bus transfers back to accommodation	
Friday 12 March		
7.30am – 8.30am	Breakfast, Yoga and Swimming at the Cowra Aquatic Centre (Optional Activity at \$15.50)	
The Business of Tourism - Developing Cultural Heritage		
9.00am	Site inspection The Cowra POW Campsite and Replica Guard Tower , VIC Centre Hologram and War Cemetery – A Regional Example	
10.30am	Morning Tea at Cowra Civic Centre	
11.00am	Q Station – A Metropolitan Example Case Study  Heritage, Quarantine – Bringing Tourism Together	Ms Penny Parkinson, Director Sales and Marketing, Mawland Quarantine Station Ms Beth Lawsen, Divisional Manager Human Services & Facilities, Manly Council
11.30am	Identifying and developing cultural assets	Culture and Heritage tourism -- understanding the issues and success factors, Associate Professor Dean Carson, Charles Darwin University
12.00noon	Workshop Breakout sessions – select one The Cowra POW Campsite: the challenges to come	
	Scenario 1: Marketing strategy, collaboration	Professor Dean Carson, Charles Darwin University
	Scenario 2: Funding and stakeholder partnerships	Mr John Larkin, Managing Director, Aurora Practical Solutions
	Scenario 3: Community involvement and infrastructure	Mr Tony Boland, City Promotions Manager, Orange City Council
1.30pm	Lunch	
2.30pm	2009 Update on camping issues	Mr Graham Harding, General Manager, Crown Lands Division, Land and Property Management Authority (invited)
2.45pm	Round table	To be confirmed
3.00pm	Close (flights from Orange 4.55pm)	

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## ASSET DISPOSAL POLICY

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### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To recommend the adoption of an Asset Disposal Policy.

**BACKGROUND:**

An Asset Disposal Policy is required in order to formalise existing disposal practices.

**COMMENTS:**

An Asset Disposal Policy has been drafted.

**RECOMMENDATION:**

That the Asset Disposal Policy be adopted.

## PURPOSE OF REPORT

To recommend the adoption of an Asset Disposal Policy.

## BACKGROUND

An Asset Disposal Policy is required in order to formalise existing disposal practices.

## COMMENTS

An Asset Disposal Policy has been drafted.

The recent Division of Local Government Promoting Better Practice Review noted that Council has prepared a draft policy. Council is expected to have an adopted Asset Disposal Policy.

The draft Policy deals with the disposal of assets other than land and improvements thereon which is addressed in a separate policy.

The Policy outlines the disposal process, the criteria for making a disposal decision and the circumstances under which the different disposal methods are to be considered.

The Policy provides for the disposal of assets by:

- public tender
- public auction
- expressions of interest or quotations
- trade-in
- direct sale or transfer
- donation to a non-profit organisation
- recycle or destroy.

## CONSULTATION

None undertaken or required.

## FINANCIAL CONSIDERATIONS

There are no financial considerations as this Policy documents existing practices.

## **CONSULTATION WITH OTHER COUNCIL DEPARTMENTS**

The General Manager and Directors have been involved in the development of this draft.

## **SUMMARY**

A draft Asset Disposal Policy has been prepared to document existing practices and fulfil a requirement of the Promoting Better Practice Review.

## **RECOMMENDATION**

That the Asset Disposal Policy be adopted.

John Clark  
**Director Corporate**

**Attachments:**      **Draft Asset Disposal Policy - 967634**



## Ku-ring-gai Council

### Asset Disposal Policy

#### 1. Purpose

The purpose of this Policy is to describe the manner in which Ku-ring-gai Council will dispose of assets that are no longer required.

This Policy applies to the disposal of all Council assets except for land and improvements thereon.

#### 2. Objective

The objective of this policy is to ensure that assets are disposed of in a systematic, transparent and accountable manner that achieves the best outcome for Council in the particular circumstances.

#### 3. Definitions

In this policy:

**Act** means the *Local Government Act 1993*

**asset** means any property recorded in Council's Asset Register, Stores, Small Plant and Equipment Register and Materials inventory and any other Council property of value, including old furniture, off-cuts, scrap material, by-products and waste products, but does not include land and improvements thereon

**Good Practice Toolkit** means the Local Government Managers Australia, New South Wales, Local Government Good Practice Toolkit, Module Three, Asset Management, Item 14, Disposal Decision, accessible online at <http://www.lgtoolkit.com.au/Modules/AssetManagement/Disposal/>

**Regulation** means the *Local Government (General) Regulation 2005*

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Effective date		Review period	3 years	Review date	
History of approved versions					
Version	Effective date	Summary of changes			
1.0		Original			

#### **4. Legislation and other provisions**

Under section 8 of the Act, as part of its charter, a Council must bear in mind that it is the custodian and trustee of public assets and must effectively account for and manage the assets for which it is responsible.

Clause 207 of the Regulation requires the Council's responsible accounting officer to take all reasonable measures to ensure that the assets of or under the control of the council are properly accounted for. Clause 209 of the Regulation requires the General Manager to ensure procedures are established to provide effective control over the Council's assets.

Section 55 of the Act requires tenders to be called in certain circumstances. However, it is not necessary to call tenders for a sale conducted by public auction, or for the entering into of a contract that involves the receipt of an amount of less than \$150,000.

Clause 10.17 of Council's *Code of Conduct* prevents Councillors, staff and delegates from converting any property of the Council to their own use unless properly authorised.

In summary, assets of the Council must be acquired and used for authorised purposes, be properly accounted for and, at the appropriate time, be disposed of in an authorised manner.

#### **5. Delegation to General Manager**

The General Manager has delegated authority (clause A11):

- to authorise the disposal or destruction of stores and materials that have deteriorated, or become damaged or are surplus to requirements and therefore unusable
- to authorise the destruction of old stock and small items of plant that have worn out, or become damaged, and therefore unusable
- to authorise the disposal of old stock, tools, plant, old furniture etc, by the calling and acceptance of quotations or tenders

The General Manager may sub-delegate this power.

## **6. The disposal process**

It is Council's Policy to dispose of assets through a wide competitive process that optimises the financial return to Council, unless the particular circumstances justify other action and as such would require the General Manager's approval.

Restricted competition, where offers are sought from very limited numbers of individuals, shall be avoided unless justified in the circumstances due to timing, the type of asset, estimated value, limited interest, storage costs or disposal costs. A written record of the reasons for limited competition shall be kept in those circumstances. For disposals of assets with the exception of plant and fleet that have an estimated value of \$20,000 or greater, the use of external advice and a probity auditor shall be considered where a competitive process is not undertaken. Disposal of fleet and plant will be in accordance with the Fleet Management Policy and generally through public auction.

Staff involved in any disposal process must declare any potential conflict of interests in accordance with Council's *Conflict of Interests Policy*.

The typical disposal process is as follows:

- decision to dispose
- estimation of value
- disposal considerations
- disposal method selection
- approval for disposal
- disposal
- disposal process evaluation.

A decision to dispose of an asset shall be made having regard to the Good Practice Toolkit. Generally a decision to dispose of an asset may be based on one or more of the following criteria:

- asset is no longer required and cannot be used elsewhere in the organisation
- asset is unserviceable or uneconomical to repair
- asset is technologically obsolete, operationally inefficient, damaged or otherwise fails to meet service needs
- asset is surplus to current or immediately foreseeable needs in its existing or a modified state
- it is the optimum time to replace the asset in order to maximise the return to Council as part of an asset replacement program or other plan.



Initially an estimate of the value of the asset to be disposed of is to be made in order to determine the most appropriate method of disposal. In some cases this may necessitate a formal valuation by a registered valuer, however, in most cases this will be achieved through the use of any available valuation guides and a review of market prices for comparable goods.

Other considerations in respect of the method of disposal will include:

- the likely available market for the asset
- timing of disposal
- the size, quantity and portability of the asset
- Council resources required to manage the disposal
- costs, including storage, transport and administration costs, associated with the different disposal methods
- comparative advantages and disadvantages of the different disposal methods
- any potential conflict of interests
- any special considerations or restrictions because of previous ownership of the asset, the asset's historical or cultural significance or the asset is of a dangerous nature.

Council will dispose of assets on the basis of no warranty being provided by Council. Buyers must rely on their own enquiries regarding the condition and suitability of the item.

At the conclusion of the disposal an evaluation of the disposal process will be undertaken to identify issues that may improve asset disposals in the future and the asset will be written-off from Council's accounting records.

## **7. Disposal Methods**

Assets are to be disposed of using one of the following methods:

<b>Disposal Method</b>	<b>When to use</b>
Public tender	for assets with an estimated value of \$150,000 or greater. Consideration should also be given to bundling low value items and offering them by tender as one lot. For disposal of assets where the estimated value is greater than \$150,000, Council approval is required.

Disposal Method	When to use
Public auction	for assets with an estimated value of \$20,000 or greater where there is a likelihood of a better return than through public tender and auction costs are justified. Consideration should also be given to bundling low value items and offering them by auction as one lot. May be used for motor vehicles and plant.
Expressions of Interest or Quotations	for assets with an estimated value less than \$20,000 where the costs of disposal are disproportionate to the expected returns or there is limited interest. Negotiated sales based on verbal quotes are permitted for goods up to \$1000.
Trade-in	in conjunction with other methods where the net result for Council will be no better than if any other method of disposal is used. Maybe used for motor vehicles and plant.
Direct sale or transfer	in special circumstances where there is a single purchaser or a very limited market for the asset and/or the cost of disposal by other methods is not justified. Independent Commission Against Corruption publication <i>Direct Negotiations</i> to be considered.
Donation to a non-profit organisation	in circumstances determined to be in the public interest. An expressions of interest process shall be used where there is likely to be competing interest in the asset.
Recycle or destroy	where assets have very limited or no value, are unserviceable or uneconomical to repair, or where disposal costs are likely to exceed the financial return. Destruction will occur only where recycling, in part or in whole, (including retention for spare parts), is not realistically achievable.

The disposal method to be used shall be determined having regard to the nature, estimated value, quantity and location of the asset as well as the availability of a suitable competitive process that optimises the return to Council. The method of disposal to be used shall be determined by the Council or by General Manager or by any staff member granted delegated authority.

Written records shall be kept of the reasons for the method of disposal chosen, the disposal process and, where applicable, the destruction process.

## **8. Implementation**

The implementation of this Policy is the responsibility of the General Manager.

Each director shall arrange for appropriate procedures and controls to be in place within their department to ensure compliance with this Policy.

## **9. Breaches of this policy**

Staff who believe that another staff member is in breach of this policy are encouraged to discuss the matter with their immediate supervisor or manager. Should you be dissatisfied with the outcome of the discussion and subsequent action you should raise the matter with your director or the General Manager.

Breaches of this policy may result in:

- counselling
- disciplinary action, including dismissal
- criminal investigation
- criminal charges.

A serious breach of this policy may amount to corrupt conduct or maladministration or waste of public money. Should you be concerned at any time that reprisal action may be taken against you for reporting a serious breach then you might consider making a protected disclosure. A protected disclosure allows you to report corrupt conduct, maladministration or serious and substantial waste of public money and be protected from any reprisal action. Further information is available in the *Internal Reporting Policy - Protected Disclosures*.

## **10. Associated documents**

### **Codes and policies**

*Code of Conduct*

*Conflict of Interests Policy*

*Fleet Management Policy*

*Internal Reporting Policy - Protected Disclosures*

*Policy for the Purchase and Divestment of Land and Buildings*

*Statement of Business Ethics*

*Tendering Procedures*

**External references**

*Independent Commission Against Corruption, Practical Guide to Corruption Prevention, June 1996*

*Independent Commission Against Corruption, No Excuse for Misuse, Guidelines: 2, November 2002*

*Independent Commission Against Corruption, Direct Negotiations, May 2006*

*Independent Commission Against Corruption, Use and Misuse of Public Sector Resources, Tip Sheet for Managers, February 2008*

*Local Government Managers Australia, New South Wales, Local Government Good Practice Toolkit, Module Three, Asset Management*

*Queensland Crime and Misconduct Commission, The Public Scrapbook, Guidelines for the correct and ethical disposal of scrap and low-value items, March 2002*

DRAFT

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## DEVELOPMENT APPLICATION

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### SUMMARY SHEET

<b>REPORT TITLE:</b>	48 RICHMOND AVENUE, ST IVES - ALTERATIONS AND ADDITIONS
<b>WARD:</b>	St Ives
<b>DEVELOPMENT APPLICATION N<sup>o</sup>:</b>	0761/09
<b>SUBJECT LAND:</b>	48 Richmond Avenue, St Ives
<b>APPLICANT:</b>	Dr N C Shepherd & Mrs A Macarthur
<b>OWNER:</b>	Dr N C Shepherd & Mrs A Macarthur
<b>DESIGNER:</b>	All Walls Pty Ltd
<b>PRESENT USE:</b>	Residential dwelling
<b>ZONING:</b>	Residential 2(c)
<b>HERITAGE:</b>	No
<b>PERMISSIBLE UNDER:</b>	Ku-ring-gai Planning Scheme Ordinance
<b>COUNCIL'S POLICIES APPLICABLE:</b>	KPSO, DCP 38 – Residential Design Manual, DCP 40 Waste Management, DCP 43 Car parking, DCP 47 Water Management
<b>COMPLIANCE WITH CODES/POLICIES:</b>	No
<b>GOVERNMENT POLICIES APPLICABLE:</b>	SEPP 1 – Development standards, SEPP (BASIX) 2004, SEPP 55 – Remediation of land, SREP 20 Hawkesbury-Nepean River
<b>COMPLIANCE WITH GOVERNMENT POLICIES:</b>	Yes
<b>DATE LODGED:</b>	9 November 2009
<b>40 DAY PERIOD EXPIRED:</b>	19 December 2009
<b>PROPOSAL:</b>	Alterations and additions
<b>RECOMMENDATION:</b>	Approval.

Item 4

**DEVELOPMENT APPLICATION N<sup>o</sup>** 0761/09  
**PREMISES:** 48 RICHMOND AVENUE, ST IVES  
**PROPOSAL:** ALTERATIONS AND ADDITIONS  
**APPLICANT:** DR N C SHEPHERD & MRS A  
MACARTHUR  
**OWNER:** DR N C SHEPHERD & MRS A  
MACARTHUR  
**DESIGNER** ALL WALLS PTY LTD

## PURPOSE FOR REPORT

To determine development application No.0761/09 for alterations and additions to the existing dwelling.

### Consideration of variation Pursuant to SEPP No. 1

Council's attention is directed to the recent circular PS 08-014 (**see attachment**) from the NSW Department of Planning concerning the determination by Council of Development Applications where a variation of a development standard is sought under the provisions of SEPP No. 1.

The circular requires all development applications which involve a variation greater than 10% under the provisions of SEPP No. 1 to be determined by full Council and not by Council staff under delegated authority.

The maximum dwelling height allowed by clause 46(2) of the KPSO is 8 metres. The proposed addition results in a building height of 10.18 metres, and a SEPP No. 1 objection has been submitted. As the proposal involves a variation of 27% to Council's 8 metres height standard, the application is referred to full Council for determination.

## EXECUTIVE SUMMARY

<b>Issues:</b>	Building height
<b>Submissions:</b>	No submissions received
<b>Land &amp; Environment Court Appeal:</b>	N/A
<b>Recommendation:</b>	Approval

## HISTORY

### Site history:

The site has historically been used for residential purposes.

Item 4

## THE SITE AND SURROUNDING AREA

### The site

Zoning:	Residential 2(c)
Visual Character Study Category:	After 1968
Lot Number:	11
DP Number:	239605
Area:	932.5m <sup>2</sup>
Side of Street:	Western
Cross Fall:	North-eastern to south-western
Stormwater Drainage:	Drainage easement adjacent to southern side boundary
Heritage Affected:	No
Required Setback:	9 metres
Integrated Development:	No
Bush Fire Prone Land:	Yes – part bushfire prone category 1 and part bushfire prone buffer zone
Endangered Species:	Yes – Duffys Forest Ecological Community (no impact)
Urban Bushland:	No
Contaminated Land:	No

### Site Description:

The site is located on the western side of Richmond Avenue. The site is irregular in shape, with a width of 18.4 metres, a depth of 50.99 metres and an area of 932.5m<sup>2</sup>. The site is located on the low side of the street and slopes steeply towards the rear boundary. The rear portion of the site is heavily vegetated. There is an existing drainage easement adjacent to the southern site boundary.

Development currently on the site comprises a three storey dwelling house with an attached carport.

### Surrounding development:

The site is surrounded by residential dwelling houses on large allotments (Figure 1).

Item 4



Figure 1: Subject site, No. 48 Richmond Avenue St Ives, and surrounding properties

## THE PROPOSAL

The application is for alterations and additions to the existing dwelling. The alterations and additions are as follows:

- demolition of existing timber balconies at lower ground floor level, elevated ground floor level and first floor level (Figures 2 and 3)
- construction of a tiled terrace at lower ground floor level
- construction of a tiled deck at elevated ground floor level
- construction of a sunroom at first floor level

The proposed additions are to be constructed of fibre cement sheeting, with a metal colorbond roof and aluminium windows and doors.



Item 4



Figures 2 and 3: Existing balconies to be demolished

## CONSULTATION - COMMUNITY

In accordance with Council's Notification DCP, owners of surrounding properties were given notice of the application. No submissions were received.

## CONSULTATION - WITHIN COUNCIL

### Engineering

Council's Engineering Team Leader, Kathy Hawken, has no objection to the proposed development, subject to the inclusion of standard conditions *(Conditions 4, 18-21 and 24)*.

### Landscaping

Council's Landscape Assessment Team Leader, Ian Francis, has no objection to the proposed development, subject to the inclusion of standard conditions *(Conditions 22-23)*. It is noted that no trees are to be removed or impacted upon.

## CONSULTATION – OUTSIDE COUNCIL

### Rural Fire Services

In accordance with the provisions of section 79BA of the Environmental Planning and Assessment

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Act 1979, Council has consulted with the Commissioner of the NSW Rural Fire Service, concerning measures to be taken with respect to the protection of persons, property and the environment from danger that may arise from a bush fire. The comments provided by the Rural Fire Service are as follows:

*I refer to your letter dated 12 November 2009 seeking advice regarding bush fire protection for the above Land Use application in accordance with section 79BA of the Environmental Planning and Assessment Act 1979.*

*The service provides the following recommended conditions:*

**Asset Protection Zones**

*The intent of measures is to provide sufficient space and maintain reduced fuel loads so as to ensure radiant heat levels of buildings are below critical limits and to prevent direct flame contact with a building.*

1. *At the commencement of building works and in perpetuity the entire property shall be managed as an Inner Protection Area (IPA) as outlined within section 4.1.3 and appendix 5 of Planning for Bushfire Protection 2006 and the NSW Rural Fire Service's document 'Standards for asset protection zones.'*

**Design and construction**

*The intent of measures is that buildings are designed and constructed to withstand the potential impacts of bush fire attack.*

2. *New construction shall comply with Australian Standard AS3959-1999 'Construction of new buildings in bush fire prone areas' level 3.*
3. *Roofing shall be gutterless or guttering and valleys are to be screened to prevent the build up of flammable material. Any materials used shall have a Flammability Index of no greater than 5 when tested in accordance with Australian Standard AS1530.2-1993 'Methods for fire tests on building materials, components and structures – test for flammability of materials.'*
4. *In accordance with Development Control Services 'Fast Facts 4/08' – 'Glazing in the flame zone,' all windows/door glazing facing the hazard (western and northern elevations) shall have:*
  - a) *the openable portions screened using a mesh with a maximum aperture of 2mm made of corrosion resistant steel or bronze, and*
  - b) *the window/door assemblies are protected by a complying bush fire shutter, or*
  - c) *where window/door systems are not protected by a complying bush fire shutter, the window system shall have an FRL of at least -/30/-.*
5. *Development is determined as being within the flame zone – there is to be no exposed timber to the proposed decks.*

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6. *Any new fencing shall comply with Development Control Services 'Fast Fact 2/06' for fences or gates in bush fire prone areas.*

*Any new external doors shall comply with Development Control Services 'Practice Note 3/06' revised November 2007 (Condition 27).*

The requirements of the Rural Fire Service are included in **Condition 27** of the recommendation.

## STATUTORY PROVISIONS

### State Environmental Planning Policy (SEPP) No. 1 - Development Standards

Clause 46(2) of the KPSO states that a person shall not erect a dwelling-house with a height in excess of 8 metres.

The proposed first floor sunroom will result in a total building height of 10.18 metres. Accordingly, a SEPP No. 1 objection has been lodged, which has been considered below.

### State Environmental Planning Policy No. 55 - Remediation of Land

The provisions of SEPP No. 55 require consideration of the potential for a site to be contaminated. The subject site has a history of residential use and as such, it is unlikely to contain any contamination and further investigation is not warranted in this case.

### Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River

SREP No. 20 applies to land within the catchment of the Hawkesbury Nepean River. The general aim of the plan is to ensure that development and future land uses within the catchment are considered in a regional context. The Plan includes strategies for the assessment of development in relation to water quality and quantity, scenic quality, aquaculture, recreation and tourism. The proposed development is considered to achieve the relevant aims under this policy.

### State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

A valid BASIX certificate has been submitted. The certificate demonstrates compliance with the provisions of the SEPP and adequately reflects all amendments to the application.

### Ku-ring-gai Planning Scheme Ordinance

#### Part A: Development standards

Development standard	Existing	Proposed	Complies
Site area: 932.5m <sup>2</sup>			
Building height 8m (max)	11m	10.18m	NO
Built upon areas 60% (844.98m <sup>2</sup> )(max)	20.7% (193.25m <sup>2</sup> )	22% (206.59m <sup>2</sup> )	YES

**Building height (clause 46):**

***whether the planning control is a development standard***

Clause 46 states:

- (2) A person shall not erect a dwelling-house or dual occupancy building with a height in excess of 8 metres.
- (4) In this clause –

“**Ground level**” means the level of the site before development is carried out on the site under this Ordinance

“**Height**” in relation to a building, means a distance measured vertically from any point on the ceiling of the topmost floor of the building to the ground level immediately below that point

Clause 46 of the KPSO is a development standard.

***the purpose/object of the standard***

There are no specifically stated purposes or objectives expressed in clause 46(2) of the KPSO.

The relevant specific aims and objective for residential zones as stated in schedule 9 of the KPSO are as follows:

- (a) All new dwelling-houses and additions to dwelling-houses maintain a reasonable level of sunlight to neighbour’s living areas and recreation space between 9am and 3pm during the winter solstice on 22 June.
- (b) All new dwelling-houses and additions to dwelling-houses are sited and designed so as to minimise overlooking of neighbour’s living areas and recreation space.
- (c) All new dwelling-houses and additions to existing dwelling-houses are of a height, size and bulk generally in keeping with that of neighbouring properties and, where larger buildings are proposed, they are designed so as not to dominate and so far as possible to harmonise with neighbouring development.

***whether compliance with the development standard is consistent with the aims of the policy and whether compliance hinders the attainment of objects specified in section 5(a)(i) and (ii) of the EP & A Act***

SEPP No. 1 provides flexibility for development standards where compliance would be unreasonable or hinder the attainment of objects of section 5(a)(i) and (ii) of the Act.

The objects of the Act are:

- (i) to encourage the proper management, development and conservation of natural and artificial resources including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.

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- (ii) Section 5(a)ii encourages the co-ordination of the orderly and economic use and development of land.

The proposed development is consistent with the objects of the Act and represents an orderly and economic use of the land.

***whether compliance with the standard unreasonable or unnecessary in the circumstances of the case***

The following is an extract from the applicant's SEPP No. 1 objection:

*Compliance with the 'Height of buildings' in residential zones requirement is unnecessary and unreasonable for the following reasons:*

- 1. The proposed addition, which falls outside of the building height requirements as defined in Council's KPSO is located entirely at the rear of the existing building and as such is not visible from Richmond Avenue or any public place, thereby maintaining the amenity of the local area in terms of its streetscape.*
- 2. The proposed addition has a maximum ridge height that is 1.5 metres lower than the ridge height of the existing building. For this reason, the resultant bulk and scale of the addition generally harmonises with neighbouring development in Richmond Avenue.*
- 3. The proposed addition does not affect the level of solar access to living areas and open recreation spaces of adjoining residences on June 21 between 9am and 3pm. The addition has been sited and designed so as to minimise overlooking of open recreation spaces of adjoining residences.*
- 4. Non-compliance with the KPSO 'Height of buildings' development standard is largely a result of the steep topography of the site. The resultant maximum ground line to ceiling height is 10.18 metres and the maximum building height [to the ridge] is 10.48 metres. The existing building also fails to comply with the subject development standard. We submit that the addition, which is lower than the height of the existing building, does not alter the style of the existing building, but maintains its built form and appearance.*

Further, the height of the proposed addition is partly attributable to its raked ceiling. The overall ridge height of the proposed addition is only 0.3 metres higher than the ceiling level, being 10.48 metres. The overall height of the development is therefore lower than the height of a compliant development having a conventional ceiling to a height of 8 metres and roof height of 3 metres (with an overall height of 11 metres). Consequently, the proposed addition does not result in any unreasonable visual impacts to adjoining properties. For this reason and those outlined above, it is agreed that compliance with the standard is unreasonable and unnecessary in the circumstances of the case.

***whether the objection is well founded***

The SEPP No. 1 objection is well founded. The height non-compliance resulting from the proposed alterations and additions is attributable to the raked ceiling, the steep topography of the site and the height of the existing dwelling. The height of the proposed alterations and additions will not be

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apparent from the street and will not result in any adverse visual, privacy or solar access impacts to adjoining properties.

**POLICY PROVISIONS**

## Development Control Plan No. 38 - Ku-ring-gai Residential Design Manual

Development Control	Proposed	Complies
<b>4.1 Streetscape:</b>		
<b>Building setbacks (s.4.1.3)</b> Front setback: 11m (Ave) -75% front elevation 9m (min) - 25% front elevation Side setback: 1 <sup>st</sup> floor: 15% site width = 2.73m (min)  Rear setback: 12m (min)	unchanged unchanged  8.2m (northern boundary) & 4m (southern boundary) 27 metres	N/A N/A  YES YES  YES
<b>4.2 Building form:</b>		
<b>FSR (s.4.2.1)</b> 0.37-0.41:1 (max)	0.25:1	YES
<b>Height of building (s.4.2.2)</b> 2 storey (max) and 8m (site >20° slope) or 7m (site <20° slope)	3 storeys & 10.18m	NO NO
<b>Building height plane (s.4.2.3)</b> 45° from horizontal at any point 3m above boundary	non-compliance of 4m at southern side boundary	NO
<b>First floor (s.4.2.4)</b> FSR: < 40% total FSR	46%	NO
<b>Roof Line (s.4.2.6)</b> Roof height (5m - single storey) (3m - two+ storey) Roof pitch 35° (max)	0.3m  20°	YES  YES
<b>Built-upon area (s.4.2.7)</b> 54% (503.55m <sup>2</sup> ) (max)	16% (145.86m <sup>2</sup> )	YES
<b>Unrelieved wall length (s.4.2.8)</b> 12m for walls less than 4m in height 8m for walls more than 4m in height	6.6m along northern elevation	YES

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Development Control	Proposed	Complies
<b>Solar access (4.2.11)</b> 4h solar access to adjoining properties between 9am to 3pm	4 hours maintained to adjoining properties	YES
<b>Cut &amp; fill (s.4.2.14)</b> Max cut 900mm	500mm of cut proposed for footings	YES
Max cut & fill across building area of 1800mm and 900mm No cut or fill within side setbacks	Proposed cut is not within side setbacks	YES
<b>4.3 Open space &amp; landscaping:</b>		
<b>Soft landscaping area (4.3.3)</b> 46% (429.0m <sup>2</sup> ) (min)	84% (783.3m <sup>2</sup> )	YES
<b>Tree replenishment (s.4.3.6)</b> 5 Trees required	No trees are proposed to be removed	N/A
<b>Useable open space (s.4.3.8)</b> Min depth 5m and min area 50m <sup>2</sup>	Depth 8m Area 56m <sup>2</sup> (useable flat area)	YES YES
<b>4.4 Privacy &amp; security:</b>		
It is proposed to demolish three existing balconies and replace them with a sunroom, deck and terrace. The proposed works will not result in any additional privacy impacts than the existing balconies and are acceptable in this regard. Furthermore, it is noted that the structures are set back 4-8.2 metres from the side boundaries and will not result in any additional privacy impacts to adjoining properties.		

**Height of building (s.4.2.2)**

Section 4.2.2 of the DCP states that a dwelling must not exceed two storeys in height. However, the DCP states that Council may consider an additional floor on sloping sites where the height is not evident from public areas or adjoining properties and where excavation is not excessive.

In this instance, the site has a significant slope and the existing dwelling is three storeys in height. The proposed additions are not visible from the street and are consistent with the height of adjoining dwellings. The proposed excavation is to enable the construction of footings and is not excessive.

**Building height plane (s.4.2.3)**

Section 4.2.3 of DCP No. 38 states that development should avoid the creation of an overbearing effect upon adjoining development in order to:

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- maintain the relative scale relationship between buildings
- ensure that daylight to habitable rooms in adjacent dwellings is not significantly reduced
- ensure that sunlight to the private open spaces of the subject property and adjacent properties is not significantly reduced
- encourage increased setback with increased height

The DCP states that this objective may be achieved by compliance with the building height plane.

The proposed addition results in a building height plane non-compliance of 4 metres at the southern side of the western elevation. The proposed non-compliance is partly due to the topography of the land which drops off towards the southern boundary. The proposed additions are not visible from the street and will retain the relative scale relationship between dwellings. The proposed additions will not reduce solar access or result in adverse bulk impacts to the adjoining dwelling to the south which is set back 38 metres from the subject dwelling. Furthermore, it is noted that the existing dwelling is also partly non-compliant with the building height plane and that the proposed additions will not exacerbate this non-compliance.

**First floor area (s.4.2.4)**

DCP No. 38 states that the first floor of dwellings should be well integrated into the design of the development to avoid an overbearing bulk/scale relationship with neighbouring properties. The DCP states that this should be achieved by “stepping back” upper levels and ensuring that the first floor does not exceed 40% of total floor space.

The proposed alterations and additions result in a first floor area of 52% of the total floor space. Nonetheless, the proposed first floor sunroom is sufficiently set back from adjoining properties (8.2 metres from the northern boundary and 4 metres from the southern boundary) and will not result in any adverse privacy, visual bulk or solar access impacts. Furthermore, it is noted that the existing dwelling does not comply with this requirement and that the subject proposal represents a minor increase in first floor area.

**LIKELY IMPACTS**

The proposed development will not result in any adverse impacts with regard to visual impact, privacy, solar access, tree removal or stormwater disposal.

**SUITABILITY OF THE SITE**

The site is zoned for residential purposes and is suitable for the proposed development.

**ANY SUBMISSIONS**

No submissions have been received.

**PUBLIC INTEREST**

Approval of the application is considered to be in the public interest.



## OTHER RELEVANT CONSIDERATIONS

There are no other relevant matters or considerations.

## CONCLUSION

Having regard to the provisions of section 79C of the Environmental Planning and Assessment Act 1979, the proposed development is considered to be satisfactory. Therefore, it is recommended that the application be approved.

## RECOMMENDATION

THAT the Council, as the consent authority, is of the opinion that the objection under *State Environmental Planning Policy No. 1 – Development Standards* to the height standard in clause 46 of the Ku-ring-gai Planning Scheme Ordinance is well founded. The Council is also of the opinion that strict compliance with the development standard is unreasonable and unnecessary in the circumstances of this case as:

- the height of the proposed addition is partly attributable to the design of the ceiling, the slope of the land and the height of the existing dwelling
- the proposed addition will not be visible from the street and will have no streetscape impacts
- the proposed addition will not result in any adverse visual, privacy or solar access impacts to adjoining properties

### AND

THAT the Council, as the consent authority, being satisfied that the objection under SEPP No. 1 is well founded and also being of the opinion that the granting of consent to DA0761/09 is consistent with the aims of the Policy, grant development consent to DA0761/09 for alterations and additions on land at No. 48 Richmond Avenue St Ives, for a period of two (2) years from the date of the Notice of Determination, subject to the following conditions:

### CONDITIONS THAT IDENTIFY APPROVED PLANS:

#### 1. Approved architectural plans and documentation (new development)

The development must be carried out in accordance with the following plans and documentation listed below and endorsed with Council's stamp, except where amended by other conditions of this consent:

<b><i>Plan no.</i></b>	<b><i>Drawn by</i></b>	<b><i>Dated</i></b>
09065-1 Rev A	All Walls P/L	19 November 2009
09065-2	All Walls P/L	15 October 2009

**Reason:** To ensure that the development is in accordance with the determination.

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**2. Inconsistency between documents**

In the event of any inconsistency between conditions of this consent and the drawings/documents referred to above, the conditions of this consent prevail.

**Reason:** To ensure that the development is in accordance with the determination.

**3. No demolition of extra fabric**

Alterations to, and demolition of the existing building shall be limited to that documented on the approved plans (by way of notation). No approval is given or implied for removal and/or rebuilding of any portion of the existing building which is shown to be retained.

**Reason:** To ensure compliance with the development consent.

**CONDITIONS TO BE SATISFIED PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION:**

**4. Road opening permit**

The opening of any footway, roadway, road shoulder or any part of the road reserve shall not be carried out without a road opening permit being obtained from Council (upon payment of the required fee) beforehand.

**Reason:** Statutory requirement (Roads Act 1993 Section 138) and to maintain the integrity of Council's infrastructure.

**5. Notice of commencement**

At least 48 hours prior to the commencement of any development (including demolition, excavation, shoring or underpinning works), a notice of commencement of building or subdivision work form and appointment of the principal certifying authority form shall be submitted to Council.

**Reason:** Statutory requirement.

**6. Notification of builder's details**

Prior to the commencement of any development or excavation works, the Principal Certifying Authority shall be notified in writing of the name and contractor licence number of the owner/builder intending to carry out the approved works.

**Reason:** Statutory requirement.

**CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE:**

**7. Long service levy**

In accordance with Section 109F(i) of the Environmental Planning and Assessment Act a Construction Certificate shall not be issued until any long service levy payable

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under Section 34 of the Building and Construction Industry Long Service Payments Act 1986 (or where such levy is payable by instalments, the first instalment of the levy) has been paid. Council is authorised to accept payment. Where payment has been made elsewhere, proof of payment is to be provided to Council.

**Reason:** Statutory requirement.

**8. Builder's indemnity insurance**

The applicant, builder, developer or person who does the work on this development, must arrange builder's indemnity insurance and submit the certificate of insurance in accordance with the requirements of Part 6 of the Home Building Act 1989 to the Certifying Authority for endorsement of the plans accompanying the Construction Certificate.

It is the responsibility of the applicant, builder or developer to arrange the builder's indemnity insurance for residential building work over the value of \$12,000. The builder's indemnity insurance does not apply to commercial or industrial building work or to residential work valued at less than \$12,000, nor to work undertaken by persons holding an owner/builder's permit issued by the Department of Fair Trading (unless the owner/builder's property is sold within 7 years of the commencement of the work).

**Reason:** Statutory requirement.

**9. External finishes and materials (alterations and additions)**

Prior to the issue of the Construction Certificate, the Certifying Authority shall be satisfied that the external finishes of the building are consistent with the character of the existing house and the streetscape.

**Note:** Details of the colour, finish and substance of all external materials, including schedules and a sample board of materials and colours, are to be submitted to the Certifying Authority.

**Reason:** To protect the streetscape.

**CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE OR PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION (WHICHEVER COMES FIRST):**

**10. Infrastructure restorations fee**

To ensure that damage to Council Property as a result of construction activity is rectified in a timely matter:

- a) All work or activity taken in furtherance of the development the subject of this approval must be undertaken in a manner to avoid damage to Council Property and must not jeopardise the safety of any person using or occupying the adjacent public areas.

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- b) The applicant, builder, developer or any person acting in reliance on this approval shall be responsible for making good any damage to Council Property, and for the removal from Council Property of any waste bin, building materials, sediment, silt, or any other material or article.
- c) The Infrastructure Restoration Fee must be paid to the Council by the applicant prior to both the issue of the Construction Certificate and the commencement of any earthworks or construction.
- d) In consideration of payment of the Infrastructure Restorations Fee, Council will undertake such inspections of Council Property as Council considers necessary and also undertake, on behalf of the applicant, such restoration work to Council Property, if any, that Council considers necessary as a consequence of the development. The provision of such restoration work by the Council does not absolve any person of the responsibilities contained in (a) to (b) above. Restoration work to be undertaken by the Council referred to in this condition is limited to work that can be undertaken by Council at a cost of not more than the Infrastructure Restorations Fee payable pursuant to this condition.
- e) In this condition:

“Council Property” includes any road, footway, footpath paving, kerbing, guttering, crossings, street furniture, seats, letter bins, trees, shrubs, lawns, mounds, bushland, and similar structures or features on any road or public road within the meaning of the Local Government Act 1993 (NSW) or any public place; and

“Infrastructure Restoration Fee” means the Infrastructure Restorations Fee calculated in accordance with the Schedule of Fees & Charges adopted by Council as at the date of payment and the cost of any inspections required by the Council of Council Property associated with this condition.

**Reason:** To maintain public infrastructure.

**CONDITIONS TO BE SATISFIED DURING THE DEMOLITION, EXCAVATION AND CONSTRUCTION PHASES:**

**11. Prescribed conditions**

The applicant shall comply with any relevant prescribed conditions of development consent under clause 98 of the Environmental Planning and Assessment Regulation. For the purposes of section 80A (11) of the Environmental Planning and Assessment Act, the following conditions are prescribed in relation to a development consent for development that involves any building work:

- The work must be carried out in accordance with the requirements of the Building Code of Australia
- In the case of residential building work for which the Home Building Act 1989 requires there to be a contract of insurance in force in accordance with Part 6

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of that Act, that such a contract of insurance is in force before any works commence.

**Reason:** Statutory requirement.

**12. Approved plans to be on site**

A copy of all approved and certified plans, specifications and documents incorporating conditions of consent and certification (including the Construction Certificate if required for the work) shall be kept on site at all times during the demolition, excavation and construction phases and must be readily available to any officer of Council or the Principal Certifying Authority.

**Reason:** To ensure that the development is in accordance with the determination.

**13. Demolition, excavation and construction work hours**

Demolition, excavation, construction work and deliveries of building material and equipment must not take place outside the hours of 7.00am to 5.00pm Monday to Friday and 8.00am to 12 noon Saturday. No work and no deliveries are to take place on Sundays and public holidays.

Excavation or removal of any materials using machinery of any kind, including compressors and jack hammers, must be limited to between 7.30am and 5.00pm Monday to Friday, with a respite break of 45 minutes between 12 noon 1.00pm.

Where it is necessary for works to occur outside of these hours (ie) placement of concrete for large floor areas on large residential/commercial developments or where building processes require the use of oversized trucks and/or cranes that are restricted by the RTA from travelling during daylight hours to deliver, erect or remove machinery, tower cranes, pre-cast panels, beams, tanks or service equipment to or from the site, approval for such activities will be subject to the issue of an "outside of hours works permit" from Council as well as notification of the surrounding properties likely to be affected by the proposed works.

**Note:** Failure to obtain a permit to work outside of the approved hours will result in on the spot fines being issued.

**Reason:** To ensure reasonable standards of amenity for occupants of neighbouring properties.

**14. Site notice**

A site notice shall be erected on the site prior to any work commencing and shall be displayed throughout the works period.

The site notice must:

- be prominently displayed at the boundaries of the site for the purposes of informing the public that unauthorised entry to the site is not permitted

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- display project details including, but not limited to the details of the builder, Principal Certifying Authority and structural engineer
- be durable and weatherproof
- display the approved hours of work, the name of the site/project manager, the responsible managing company (if any), its address and 24 hour contact phone number for any inquiries, including construction/noise complaint are to be displayed on the site notice
- be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted

**Reason:** To ensure public safety and public information.

**15. Dust control**

During excavation, demolition and construction, adequate measures shall be taken to prevent dust from affecting the amenity of the neighbourhood. The following measures must be adopted:

- physical barriers shall be erected at right angles to the prevailing wind direction or shall be placed around or over dust sources to prevent wind or activity from generating dust
- earthworks and scheduling activities shall be managed to coincide with the next stage of development to minimise the amount of time the site is left cut or exposed
- all materials shall be stored or stockpiled at the best locations
- the ground surface should be dampened slightly to prevent dust from becoming airborne but should not be wet to the extent that run-off occurs
- all vehicles carrying spoil or rubble to or from the site shall at all times be covered to prevent the escape of dust
- all equipment wheels shall be washed before exiting the site using manual or automated sprayers and drive-through washing bays
- gates shall be closed between vehicle movements and shall be fitted with shade cloth
- cleaning of footpaths and roadways shall be carried out daily

**Reason:** To protect the environment and amenity of surrounding properties.

**16. Use of road or footpath**

During excavation, demolition and construction phases, no building materials, plant or the like are to be stored on the road or footpath without written approval being obtained from Council beforehand. The pathway shall be kept in a clean, tidy and safe condition during building operations. Council reserves the right, without notice, to rectify any such breach and to charge the cost against the applicant/owner/builder, as the case may be.

**Reason:** To ensure safety and amenity of the area.

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**17. Recycling of building material (general)**

During demolition and construction, the Principal Certifying Authority shall be satisfied that building materials suitable for recycling have been forwarded to an appropriate registered business dealing in recycling of materials. Materials to be recycled must be kept in good order.

**Reason:** To facilitate recycling of materials.

**18. Road reserve safety**

All public footways and roadways fronting and adjacent to the site must be maintained in a safe condition at all times during the course of the development works.

Construction materials must not be stored in the road reserve. A safe pedestrian circulation route and a pavement/route free of trip hazards must be maintained at all times on or adjacent to any public access ways fronting the construction site. Where public infrastructure is damaged, repair works must be carried out when and as directed by Council officers. Where pedestrian circulation is diverted on to the roadway or verge areas, clear directional signage and protective barricades must be installed in accordance with AS1742-3 (1996) "Traffic Control Devices for Work on Roads". If pedestrian circulation is not satisfactorily maintained across the site frontage, and action is not taken promptly to rectify the defects, Council may undertake proceedings to stop work.

**Reason:** To ensure safe public footways and roadways during construction.

**19. Services**

Where required, the adjustment or inclusion of any new utility service facilities must be carried out by the applicant and in accordance with the requirements of the relevant utility authority. These works shall be at no cost to Council. It is the applicants full responsibility to make contact with the relevant utility authorities to ascertain the impacts of the proposal upon utility services (including water, phone, gas and the like). Council accepts no responsibility for any matter arising from its approval to this application involving any influence upon utility services provided by another authority.

**Reason:** Provision of utility services.

**20. Erosion control**

Temporary sediment and erosion control and measures are to be installed prior to the commencement of any works on the site. These measures must be maintained in working order during construction works up to completion. All sediment traps must be cleared on a regular basis and after each major storm and/or as directed by the Principal Certifying Authority and Council officers.

**Reason:** To protect the environment from erosion and sedimentation.

**21. Drainage to existing system**

Stormwater runoff from all new impervious areas and subsoil drainage systems shall be piped to the existing site drainage system. The installation of new drainage components must be completed by a licensed contractor in accordance with AS3500.3 (Plumbing Code) and the BCA. No stormwater runoff is to be placed into the Sydney Water sewer system. If an illegal sewer connection is found during construction, the drainage system must be rectified to the satisfaction of Council and Sydney Water.

**Reason:** To protect the environment.

**22. No storage of materials beneath trees**

No activities, storage or disposal of materials shall take place beneath the canopy of any tree protected under Council's Tree Preservation Order at any time.

**Reason:** To protect existing trees.

**23. Removal of refuse**

All builders' refuse, spoil and/or material unsuitable for use in landscape areas shall be removed from the site on completion of the building works.

**Reason:** To protect the environment.

**24. On site retention of waste dockets**

All demolition, excavation and construction waste dockets are to be retained on site, or at suitable location, in order to confirm which facility received materials generated from the site for recycling or disposal.

1. Each docket is to be an official receipt from a facility authorised to accept the material type, for disposal or processing.
2. This information is to be made available at the request of an Authorised Officer of Council.

**Reason:** To protect the environment.

**CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF AN OCCUPATION CERTIFICATE:**

**25. Compliance with BASIX Certificate**

Prior to the issue of an Occupation Certificate, the Principal Certifying Authority shall be satisfied that all commitments listed in BASIX Certificate No. A67512 have been complied with.

**Reason:** Statutory requirement.



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**26. Infrastructure repair**

Prior to issue of the Occupation Certificate, the Principal Certifying Authority must be satisfied that any damaged public infrastructure caused as a result of construction works (including damage caused by, but not limited to, delivery vehicles, waste collection, contractors, sub contractors, concrete vehicles) is fully repaired to the satisfaction of Council Development Engineer and at no cost to Council.

**Reason:** To protect public infrastructure.

**CONDITIONS TO BE SATISFIED AT ALL TIMES:**

**27. Rural Fire Service conditions**

**a) Asset Protection Zones**

The intent of measures is to provide sufficient space and maintain reduced fuel loads so as to ensure radiant heat levels of buildings are below critical limits and to prevent direct flame contact with a building.

At the commencement of building works and in perpetuity the entire property shall be managed as an Inner Protection Area (IPA) as outlined within section 4.1.3 and appendix 5 of Planning for Bushfire Protection 2006 and the NSW Rural Fire Service's document 'Standards for asset protection zones.'

**b) Design and construction**

The intent of measures is that buildings are designed and constructed to withstand the potential impacts of bush fire attack.

- i) New construction shall comply with Australian Standard AS3959-1999 'Construction of new buildings in bush fire prone areas' level 3.
- ii) Roofing shall be gutterless or guttering and valleys are to be screened to prevent the build up of flammable material. Any materials used shall have a Flammability Index of no greater than 5 when tested in accordance with Australian Standard AS1530.2-1993 'Methods for fire tests on building materials, components and structures – test for flammability of materials.'
- iii) In accordance with Development Control Services 'Fast Facts 4/08' – 'Glazing in the flame zone,' all windows/door glazing facing the hazard (western and northern elevations) shall have:
  - a) the openable portions screened using a mesh with a maximum aperture of 2mm made of corrosion resistant steel or bronze, and
  - b) the window/door assemblies are protected by a complying bush fire shutter, or

Item 4

- c) where window/door systems are not protected by a complying bush fire shutter, the window system shall have an FRL of at least -/30/-.
- iv) Development is determined as being within the flame zone – there is to be no exposed timber to the proposed decks.
- v) Any new fencing shall comply with Development Control Services 'Fast Fact 2/06' for fences or gates in bush fire prone areas.

Any new external doors shall comply with Development Control Services 'Practice Note 3/06' revised November 2007.

**Reason:** Bushfire safety.

B Gregory  
**Senior Development Assessment Officer**

R Kinninmont  
**Team Leader**  
**Development Assessment - Central**

C Swanepoel  
**Manager**  
**Development Assessment Services**

M Miocic  
**Director**  
**Development & Regulation**

**Attachments:**

1. DOP Circular PS08-014 – 2010/010577
2. Location sketch – 2010/010578
3. Zoning extract – 2010/010579
4. Site plan – 2010/010574
5. Floor plans/elevations/sections- 2010/010575

## PLANNING SYSTEM

State environmental planning policies

<b>Circular</b>	PS 08-014
<b>Issued</b>	14 November 2008
<b>Related</b>	PS 08-003 May 2008

# Reporting variations to development Standards

The purpose of this circular is to remind councils of their responsibilities to complete quarterly returns on variations to development standards under delegations using State Environmental Planning Policy No. 1 - Development Standards or similar provisions under the Standard Instrument. The returns for the past two quarters – 1 April to 30 June 2008 and 1 July to 30 September 2008 – are to be forwarded to the Department by no later than 4 weeks from the date of this circular.

## Introduction

Circular PS 08-003 reminded councils of their responsibilities to monitor the use of the Director-General's assumed concurrence under State Environmental Planning Policy No. 1 – Development Standards (SEPP 1) or under clause 4.6 of the Standard Instrument (or similar provision) on a quarterly basis.

Councils were reminded of the need to keep accurate records of the use of SEPP 1, or the relevant provision of the Standard Instrument and to report quarterly from the April to June 2008 quarter.

## Reports due 4 weeks from date of this Circular

Despite the previous circular, a number of councils have not submitted their responses to the Department for the period 1 April to 30 June, which were due on 31 July 2008.

Councils are now advised that they are to forward their reporting of the use of SEPP 1 or clause 4.6 of the Standard Instrument (or similar provision) for the periods 1 April to 30 June and 1 July to 30 September **within 4 weeks from the date of this circular**. Where a council has not exercised its concurrence in a particular quarter, then a nil return is to be forwarded.

Quarterly reports are to be emailed to [developmentstandards@planning.nsw.gov.au](mailto:developmentstandards@planning.nsw.gov.au)

**If a council does not respond to this request by 15 December 2008, then the Director-General will commence the process of revocation of the concurrence.**

Councils are to then report quarterly within one month of the end of the quarter. Failure to do so will trigger a review into the need to revoke of the concurrence.

## Further Requirements

In response to the findings of the recent ICAC investigation into corruption allegations affecting Wollongong City Council, councils are required to adopt the following four measures:

- 1) Establish a register of development applications determined with variations in standards under SEPP 1;
- 2) Require all development applications where there has been a variation greater than 10% in standards under SEPP 1 to be determined by full council (rather than general manager or nominated staff member);
- 3) Provide a report to each council meeting on the development applications determined where there had been a variation in standards under SEPP 1;
- 4) Make the register of development applications determined with variations in standards under SEPP 1 available to the public on the council's website.

### Further information

The Department will also be undertaking a number of random audits in 2009 on SEPP 1 decisions based on the data received this year.

Links to SEPP 1 and the Standard Instrument can be found on the Department of Planning's website at: <http://www.planning.nsw.gov.au>

If you have further enquiries, please phone the Planning Information Centre 02 9228 6333 or email [information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)

Note: This and other Department of Planning circulars are published on the web at [www.planning.nsw.gov.au/planningsystem](http://www.planning.nsw.gov.au/planningsystem)

### Authorised by:

Sam Haddad,  
Director-General  
NSW Department of Planning

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**Important note:** This circular does not constitute legal advice. Users are advised to seek professional advice and refer to the relevant legislation, as necessary, before taking action in relation to any matters covered by this circular.

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[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)

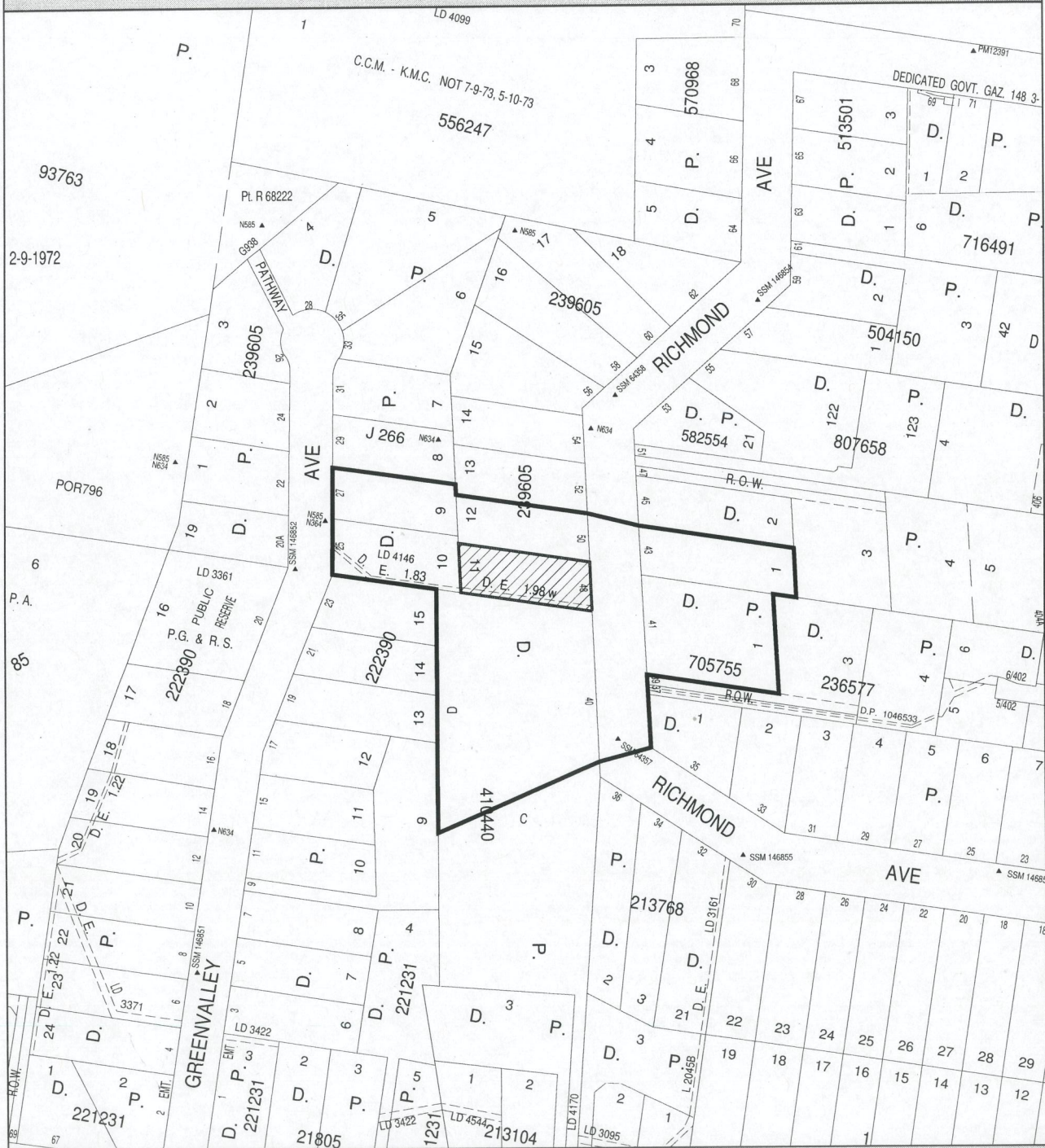
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# LOCATION SKETCH

## 48 Richmond Avenue, ST IVES

### DEVELOPMENT APPLICATION No 0761/09



No Submissions Received



Scale : 1:2000

13-01-2010



AGREEMENT

OBJECTION

SUBJECT LAND



PETITION

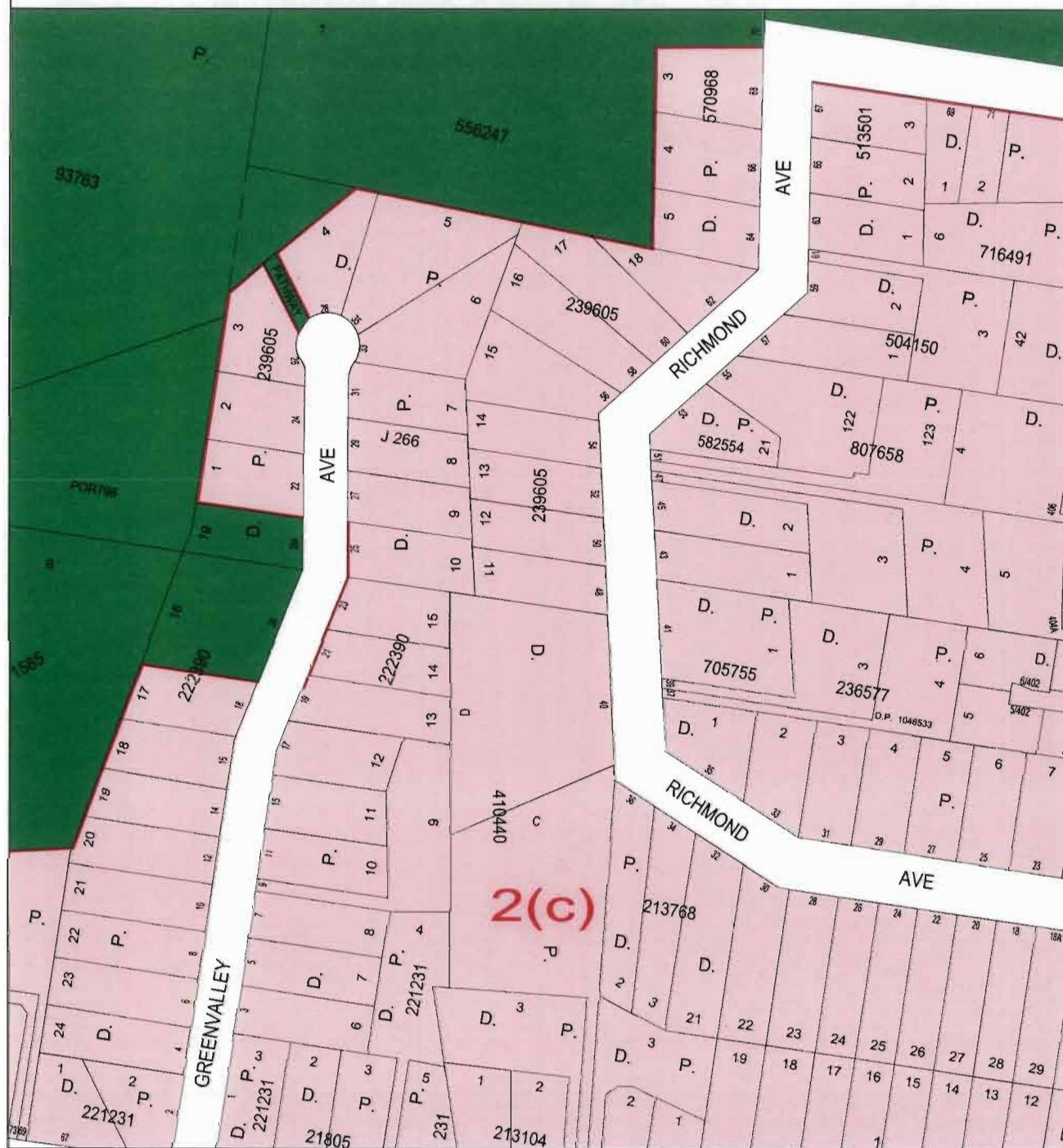
SUBMISSION



































CIRCULATED AREA





**48 Richmond Avenue, ST IVES - DA0761/09**



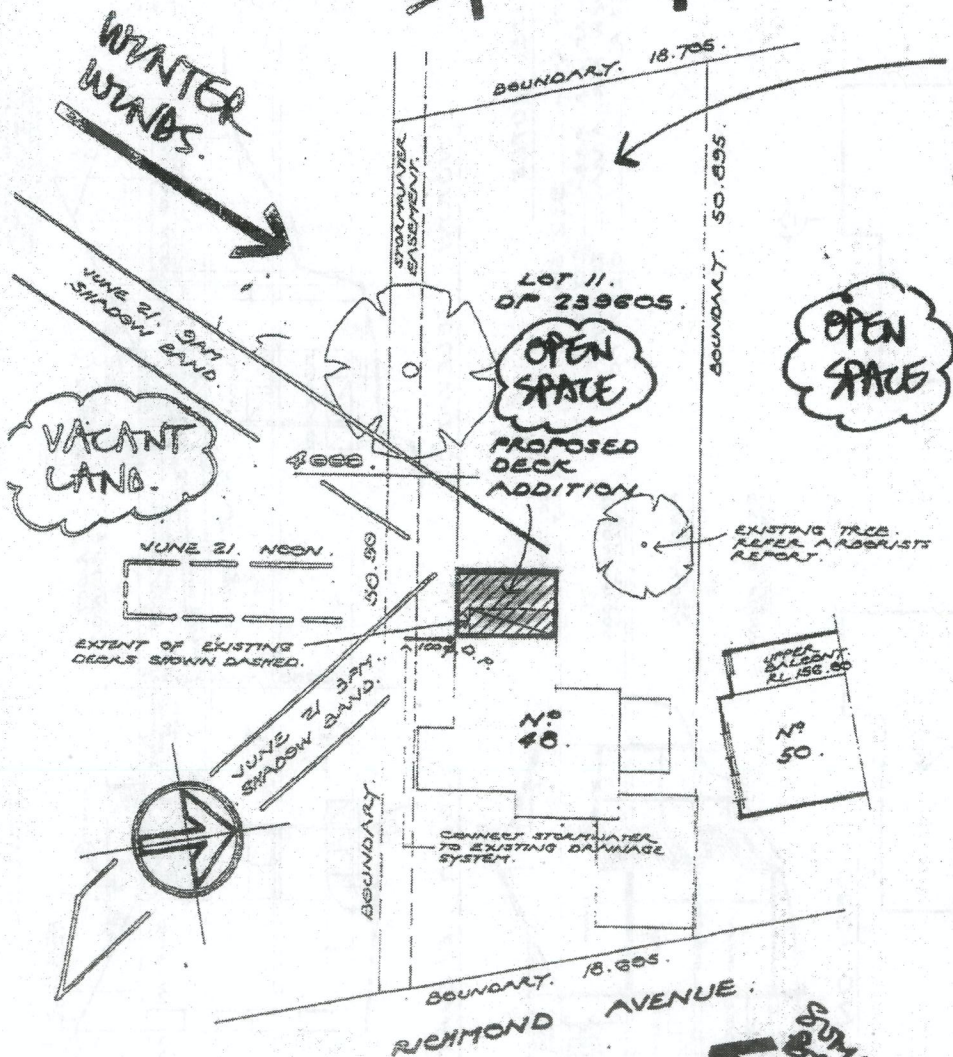
ZONES		RESERVATIONS		GENERAL	
2. RESIDENTIAL		3. BUSINESS		5. SPECIAL USES	
(a) RESIDENTIAL A		(a) RETAIL SERVICES		(a) SPECIAL USES A (Schools etc)	
(b) RESIDENTIAL B		FLOOR SPACE RATIOS		(a1) SPECIAL USES A1	
(c) RESIDENTIAL C		A1 2.0:1		(b) SPECIAL USES (Railway)	
(c1) RESIDENTIAL C1		A2 1.0:1		6. OPEN SPACE	
(c2) RESIDENTIAL C2		A3 0.75:1		(a) RECREATION EXISTING	
(d) RESIDENTIAL D		(b) COMMERCIAL SERVICES		(b) RECREATION PRIVATE	
(d3) RESIDENTIAL D3		FLOOR SPACE RATIOS		(c) RECREATION PROPOSED	
(e) RESIDENTIAL E		B1 1.0:1		OPEN SPACE	
(f) RESIDENTIAL F		B2 1.0:1		(a) OPEN SPACE	
(g) RESIDENTIAL G				(Public Parks & Recreation)	
(h) RESIDENTIAL H				(b) COUNTY OPEN SPACE	
				SPECIAL USES	
				SPECIAL USES (Parking etc)	
				ROADS	
				(a) COUNTY ROAD PROPOSED	
				(b) COUNTY ROAD WIDENING	
				(c) LOCAL ROAD PROPOSED	
				(d) LOCAL ROAD WIDENING	
				EXISTING COUNTY ROAD 	
				OTHER PLANNING INSTRUMENTS 	
					
				Scale: 1:2000	
				Date: 13-01-2010	



NATIONAL  
PARK.

VIEWS.  
DOWN  
SLOPE.

NATURAL  
LANDSCAPED  
AREA. HEAVILY  
TREED.



DRAWING PREPARED BY  
A. BULLEN (S.D.S. DESIGN)  
15.10.09

PROJECT.			
PROPOSED ALTERATIONS AND ADDITIONS TO 48 RICHMOND AVE ST. IVES FOR NC. & AM. SHEPHERD.			
TITLE.			
NOTIFICATION PLAN.			
BUILDING DESIGN.			
ALL WALLS P/L.			
15 FRANKS ST.		0413 757 390.	
FAIRLIGHT		2034. 99774155.	
DRAWN.	A.S.	DRAWING NUMBER.	3.
DATE.	SEPT. 02.		
SCALE.	1:1500		
CHECKED.			
		09065-2	

SITE PLAN.

SHADOW DIAGRAMS.

SITE ANALYSIS PLAN.





SECTION A-A.



BUILDING DESIGN.		DATE	
ALL WALLS P/L.		04/12 757 330.	
18 KAYNES ST.		99774155.	
PARLWENT 2084			
DRAWN.	A. 8	DRAWING NUMBER	A. 8
DATE.	SEPT. 05		
SCALE.	1/100.		
CHECKED.	A	09065-1.	

DRAWING PREPARED BY  
A. BULLEN (OLDG. DESIGN), 8.09.09



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## DEVELOPMENT APPLICATION

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### SUMMARY SHEET

<b>REPORT TITLE:</b>	46 POWELL STREET, KILLARA - MODIFICATION OF DA0161/03 PROPOSING TO WIDEN DRIVEWAY AND VEHICLE TURNING AREA AND DRIVEWAY RESURFACING
<b>WARD:</b>	Gordon
<b>DEVELOPMENT APPLICATION N<sup>o</sup>:</b>	MOD0290/09
<b>SUBJECT LAND:</b>	46 Powell Street, Killara
<b>APPLICANT:</b>	Mrs Jane Esma Singleton
<b>OWNER:</b>	Mrs Jane Esma Singleton
<b>DESIGNER:</b>	Wibsoma Pty Ltd
<b>PRESENT USE:</b>	Residential
<b>ZONING:</b>	Residential 2(b)
<b>HERITAGE:</b>	Yes
<b>PERMISSIBLE UNDER:</b>	Ku-ring-gai Planning Scheme Ordinance
<b>COUNCIL'S POLICIES APPLICABLE:</b>	KPSO, DCP38 - Residential Design Manual, DCP40-Waste Management, DCP43-Car Parking, DCP47-Water Management, DCP56-Notification
<b>COMPLIANCE WITH CODES/POLICIES:</b>	No
<b>GOVERNMENT POLICIES APPLICABLE:</b>	SEPP 55, SREP (Sydney Harbour Catchment) 2005
<b>COMPLIANCE WITH GOVERNMENT POLICIES:</b>	Yes
<b>DATE LODGED:</b>	12 October 2009
<b>40 DAY PERIOD EXPIRED:</b>	21 November 2009
<b>PROPOSAL:</b>	Modification of DA0161/03 proposal to widen driveway, vehicle turning area and driveway resurfacing
<b>RECOMMENDATION:</b>	Refusal.

**DEVELOPMENT APPLICATION N<sup>o</sup>** MOD0290/09  
**PREMISES:** 46 POWELL STREET, KILLARA  
**PROPOSAL:** MODIFICATION OF DA0161/03  
PROPOSING TO WIDEN DRIVEWAY AND  
VEHICLE TURNING AREA AND DRIVEWAY  
RESURFACING  
**APPLICANT:** MRS JANE ESMA SINGLETON  
**OWNER:** MRS JANE ESMA SINGLETON  
**DESIGNER:** WIBSOMA PTY LTD

## PURPOSE FOR REPORT

To determine Section 96 modification application MOD0290/09 which seeks to modify development consent No.0161/03 for alterations and additions to the existing dwelling and garage. The applicant seeks retrospective approval for unauthorised works contrary to conditions of development consent.

This matter was called to full Council for determination by Councillor Keays on 31 December 2009.

## EXECUTIVE SUMMARY

**Issues:** Heritage impacts, landscaping, unauthorised works  
**Submissions:** No submissions received  
**Land & Environment Court:** N/A  
**Recommendation:** Refusal

## HISTORY

Council's records indicate that the site has historically been used for residential purposes.

### Development application history

17 Feb 2003	<b>DA 161/03 – Alterations and additions plus paved terrace area and pergola</b>  This application sought consent for the alteration of the alteration and extension of the existing dwelling and the introduction of a paved terrace area covered by a pergola attached to the rear (north-western) corner of the building. The application was granted consent on 21 January 2004. These works appear to have been completed.  This application also proposed the introduction of a circular driveway within the front property setback to provide dual access points from Powell Street. This element of the proposal was
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Item 5

deleted from the consent. However, Consent Condition No. 28 allowed for the modification of the existing driveway, as stated in the following:

***Condition No. 28***

*For the purpose of providing one car parking bay to be incorporated into the existing turning area, full details of the design, material and samples of finishes shall be submitted for approval to Council's Heritage Advisor prior to the issue of the Construction Certificate. An extra one parking bay may be permitted, subject to the submission of documentary evidence demonstrating that there will not be a significant impact upon the front garden to the satisfaction of Council's Urban Design & Heritage Advisor.*

Additionally, Condition No. 27 stated:

***Condition No. 27***

*For approval to stabilise the existing gravel driveway, a full specification detailing this work shall be submitted for approval to Council's Urban Design and Heritage Adviser, prior to the issue of the Construction Certificate.*

7 Dec 2007

**MOD0543/07 – Section 96 Application to modify DA0161/03**

This application sought consent for the widening of an existing driveway and turning area with associated retaining walls and the erection of 1.8m high entry gates within the front setback of the site. The application was refused on 4 March 2008 for the following reasons:

*Inadequate information*

- 1. Inadequate information has been submitted with the application to allow Council to undertake a comprehensive and accurate assessment of the proposed development***

***Particulars***

- (a) The proposed finished levels of the turning area and the top of wall height for the proposed retaining wall have not been provided.*
- (b) The control of stormwater runoff from the proposed hard pavement area & the requirements of Section 6.4 of Council's Water Management DCP47 have not been addressed.*

Heritage Impact

2. *The proposed development is inconsistent with the provisions of Clause 61D of the Ku-ring-gai Planning Scheme Ordinance*

**Particulars**

- (a) *The extensive hard surface area within the front setback of the property will be of an unreasonable and unnecessary impact upon the heritage character of the property.*

Unreasonable environmental impact and not substantially the same development

3. *The modifications proposed by the application are inconsistent with the provisions of Section 96 of the Environmental Planning & Assessment Act, 1979.*

**Particulars**

- (a) *The proposed development is not of minimal environmental impact; and*  
(b) *The proposed entry gates are not substantially the same development as the development for which the consent was originally granted.*

25 Mar 2008

**Compliance referral**

Council's Compliance Officer is advised of the unauthorised works undertaken on the site. However, the Officer withholds from issuing an Order for rectification works as the applicant indicated they intend to either lodge a Class 1 appeal with the Land and Environment Court against the determination or lodge a further Section 96 application seeking approval for modifications undertaken.

25 Feb 2009

**Pre-DA consultation meeting**

A Pre-DA meeting to discuss the unauthorised works subject application was held at Council. The key issues raised related to:

- The adverse impacts of the excessive driveway and turning area widths and use of materials upon the character of the heritage item
- The adverse impacts of the excessive hard surface area within the front setback of the site upon the character of the streetscape
- The unnecessary provision of additional car parking spaces forward of the building line defined by the existing dwelling

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## THE SITE

Zoning:	Residential 2(b)
Visual Character Study Category:	1920-1945
Lot Number:	B
DP Number:	350085
Area:	1628.8m <sup>2</sup>
Side of Street:	Northern
Stormwater Drainage:	To street
Heritage Affected:	Yes – Local Heritage Item
Within an Urban Conservation Area:	Yes – Urban Conservation Area No. 9
Integrated Development:	No
Bush Fire Prone Land:	No
Endangered Species:	Yes - Sydney Blue Gum High Forrest (no impact)
Urban Bushland:	No
Contaminated Land:	No

## SITE DESCRIPTION

The subject site is described as Lot B of DP 350085 and is known as 46 Powell Street, Killara. The site is rectangular in shape, with a 27.71m frontage to Powell Street and a maximum depth of 59.510m. The site has a total area of 1628.8m<sup>2</sup>. The site's remaining boundaries adjoin residential properties. The site has a gentle fall of approximately 2.5m from the rear property boundary to the street frontage.

The site is currently occupied by a large, two storey residence with a pitched roof (refer **Figure 1**). The dwelling has recently undergone alterations and additions pursuant to DA161/03, as described above. The dwelling sits within an expansive landscape setting. The site is also occupied by a detached, two (2) car garage and an in-ground swimming pool, both located within the rear yard.



**Figure 1:** 46 Powell Street, Killara showing the proposed driveway and vehicle turning area in the site's front setback.

## THE PROPOSAL

The application seeks retrospective approval (for works already undertaken) for the following modifications under Section 96(1A) of the Environmental Planning and Assessment Act, 1979:

- Increase the width of the driveway from 3.0m to 3.75m
- Increase the width of the vehicle parking bay and turning area
- Conversion of the original red gravel driveway to a charcoal bitumen finish
- Modification of the landscaping treatment to the western edge of the driveway, parking bay and turning area
- Construction of a stormwater management system

## CONSULTATION - COMMUNITY

In accordance with Council's Notification DCP, owners of surrounding properties were given notice of the application.

No submissions were received.

## CONSULTATION - WITHIN COUNCIL

### Development Engineer

Council's Team Leader Development Engineers, Kathy Hawken, commented on the proposal as follows:

*The applicant has submitted a review by Varga Traffic Planning, dated 22 June 2009, as well as a survey plan.*

*There are no engineering objections to the proposed modification. However, it appears that the as-constructed driveway and parking/ turning bay could be reduced in width without compromising manoeuvrability.*

*The traffic engineer states that there is insufficient space for two parked cars and a turning bay. I agree with this.*

*The traffic engineer also recommended that a surveyor prepare a CAD drawing of the driveway and turning area so that swept paths could be superimposed, which does not seem to have been done.*

*Overlaying the swept paths which Development Engineers use appears to indicate that the bay could be reduced in width from 7 metres to 5.5 metres, and the driveway from 3.7 metres to 3 metres (minimum width for a domestic driveway under AS2890.1:2004 Off street car parking) without compromising manoeuvrability.*

*There are no issues raised with the vehicular crossing. The traffic engineer's statement that the crossing predates the application is correct.*

## Heritage Advisor

Council's Heritage Advisor, Paul Dignam, commented on the proposal as follows:

### *Heritage status*

*The site is a heritage item in Schedule 7 of the KPSO. Clause 61 D applies to the site and Council must consider the impact of the development on the heritage significance of the item.*

*There are a number of nearby heritage items, including No 40 & 42 Powell and several items in Karranga Avenue. Clause 61 E of the KPSO requires Council to assess and consider impacts on the nearby heritage items.*

*The site is within the National Trust UCA No 9 – Killara. The UCA is non-statutory, but is an indication of the consistency and intactness of the precinct.*

### *Background*

*The owner discussed possible options for the driveway with me in 2007 and I advised that the original gravel drive should be retained because of its heritage significance and rarity. The owner was concerned with the safety of the surface as gravel can be thrown up or washed down from the driveway to the crossover between the boundary and the street and that, due to its slope, can be slippery and a potential hazard to pedestrians. The entrance to the property is on a bend and there are issues with sight lines when exiting the property.*

*I advised the owner that the preferred option would be to keep the gravel, stabilise it and provide a barrier and appropriate drain near the front boundary to prevent gravel being washed down to the street. I also advised that other possible options may be bitumen because it is a traditional finish for driveways but recommended red bitumen to replicate the appearance of the existing gravel driveway. I also referred to a similar red bitumen driveway at No 29 Karranga Avenue as an example. I do not recall any discussion about widening the driveway or turning bay and it was made clear to the applicant that an application would be needed and it would need to be assessed in relation to planning, engineering and landscape issues.*

### *Comments*

*This application was submitted in October 2009. It is slightly different to MOD 543/07 which was refused. The driveway appears to be slightly narrower, the gatepost and gate has been deleted and a drain and pit has been included on the drawings.*

*A site inspection was undertaken on 28/10/09 to determine what has been constructed.*

*The completed works appear very similar to the submitted application. The finish is dark bitumen with some brick edge pavers used to highlight the turning bay. The metal grated*

Item 5

*drain and drainage pit have been constructed. Low retaining walls, topped with bullnose brick edging forming kerbs, have also been put in place.*

*At the site inspection I also noted the driveways to Nos 40 & 42 Powell Street which are heritage items.*

*No 40 has a straight concrete driveway about 3m wide. It appears to have been wheel strips and the centre has been filled in to form a continuous driveway. The lower section near the front boundary is solid concrete. Although long, it is close to the natural grade and is not a major element in the setting of the item.*

*No 42 Powell Street has two driveways, both paved with red brick in a herringbone pattern. The western driveway is the original location and leads to the rear of the property. The garage appears to have been recently demolished as part of alterations and additions. A second driveway on the east side was constructed about 1999 below an extension. It incorporates a single discrete turning bay close to the front boundary. The driveway is about 3m wide. This item is set back in a broad landscaped setting and even though there are two driveways they do not dominate the item or the streetscape. Both No 40 & 42 are on slightly larger sites.*

*The applicant's heritage consultant has provided a letter to support the application. It finds that the driveway is acceptable in the circumstances. It claims that the existing driveway is not "so offensive that it would require removal or substantial modification in relation to heritage values". It claims that the items at No 40 & 42 have prominent driveways. With regard to the finish it claims that the bitumen will fade to become very recessive and in some ways less recessive than red bitumen which tends to be bright and fade unevenly. It also suggests that the box plantings along the driveway should be changed to more informal plantings to soften the edges of the driveway.*

*I do not agree with the heritage consultant's opinion. The work as executed is unacceptable and has a detrimental effect on the setting of the house. The driveway is too wide, the turning bay is too large and reduces the garden setting of the house, placing much more emphasis on the service elements of the item rather than its garden. The retaining walls tend to further emphasise the strong visual effect of the driveway and the dark bitumen is inappropriate. In my opinion, amendments should be made to reduce the adverse effects of the work as completed. I do agree that additional planting would be an advantage in softening the edges of a driveway and would assist in providing an appropriate garden setting to the house but this is not sufficient to mitigate the strong heritage impacts of the unauthorised work.*

### **Conclusions and recommendations**

*In my opinion, as constructed, the development is of a considerable adverse heritage impact and the application is not supported.*



## **PROVISIONS OF RELEVANT LEGISLATION**

### **STATUTORY PROVISIONS**

#### **Section 96 of the Environmental Planning and Assessment Act 1979**

##### **Section 96(1A)**

Under Section 96(1A) of the Environmental Planning and Assessment Act, 1979, Council may modify the consent if:

- (a) It is satisfied that the proposed modification is of minor environmental impact**

For the reasons outlined in this report, the development is of a significant adverse impact upon the heritage significance and setting of the item. In this respect, the modifications are deemed beyond the scope of what may be considered to be of a "minor environmental impact".

- (b) It is satisfied that the development to which the consent, as modified, relates is substantially the same development as the development for which the consent was originally granted**

When considered in the context of the overall works as approved, the modifications are within the scope of "substantially the same development".

- (c) The application has been appropriately notified in accordance with the relevant requirements and considers any submissions received**

The application has been notified in accordance with the requirements of DCP56, as set out by the Environmental Planning and Assessment Regulations, 2000. No submissions were received.

#### **State Environmental Planning Policy No. 55 - Remediation of Land**

The provisions of SEPP55 require Council to consider the potential for a site to be contaminated. The subject site has a history of residential use and, as such, is unlikely to contain any contamination. Therefore, further investigation is not warranted in this case.

#### **Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005**

Matters for consideration include bio-diversity, ecology and environmental protection, public access to and scenic qualities of foreshores and waterways, maintenance of views, control of boat facilities and maintenance of a working harbour.

The proposal is not in close proximity to, or within, views of Sydney Harbour, Middle Harbour, Lane Cove River or any wetland associated with the catchment. The proposed works are relatively minor in scale and will not result in any material detrimental impacts upon harbours, the rivers or any associated wetland, either environmentally or visually.

Therefore, in respect of the above, the application is assessed as being satisfactory having regard to the matters for consideration set out by this instrument.

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**Ku-ring-gai Planning Scheme Ordinance**

Built-upon area

The development standard prescribed by this Clause of the KPSO sets a maximum permissible 60% of built-upon area (BUA) site coverage. At 48.3%, the modifications maintain compliance with this requirement.

Development of heritage items

Clause 61D of the KPSO requires consideration of the extent to which the carrying out of a proposed development would affect the heritage significance of the heritage item and any stylistic or horticultural features of its setting.

As outlined by Council's Heritage Advisor, the works for which retrospective approval is sought are of a considerable adverse impact upon both the heritage significance of the item and the horticultural features of the item's setting. The modifications unduly emphasise the presence of the site's service elements (being the driveway and parking area) in a manner that removes from and dominates the landscape setting of the item. This emphasis is contradictory to the traditional setting of the item that previously placed the driveway and vehicle turning area as secondary and recessive built elements when viewed in the context of the site's visual presentation.

Moreover, the excessive width of the driveway and vehicle turning area / parking space is beyond the scope and intention of the applicable consent condition of DA0161/03. Essentially, this condition sought to ensure any changes made to the existing driveway were of an acceptable impact with regard to the heritage landscape setting of the site's front setback.

Development within the vicinity of heritage items

Clause 61E of the KPSO requires consideration of the effect carrying out a proposed development will have on the heritage significance of heritage items and their settings located within the vicinity of the development site.

Council's Heritage Advisor is satisfied the works undertaken are of no material impact on heritage items located at 40 and 42 Powell Street or 29 and 36 Karranga Avenue.

Aims and objectives for residential zones

The modifications are unsatisfactory having regard to the following objective for development in residential zones, as outlined in Schedule 9 of the KPSO:

*"2(f).....additions to existing dwelling-houses reflect the style of and continue the main stylistic features of the existing structure".*

The visual dominance of the modifications and inconsistency of these built elements with the traditional setting of the heritage item do not reflect, continue or compliment the main stylistic features of the existing structure.

## POLICY PROVISIONS

### Development Control Plan No. 38 - Ku-ring-gai Residential Design Manual

#### Aims of the DCP

With regard to heritage items, Aim 3 of Part 1.2 seeks to:

*"Conserve and protect the natural, built and cultural heritage significance of Ku-ring-gai, including heritage items and conservation areas, and encourage development which respects that significance"*

For the reasons outlined above, the modifications are inconsistent with the heritage significance of the site. As such, the works do not respect the significance of the item.

#### Built-upon area

At 48.3%, the development complies with the maximum 50% BUA permissible for a site of this size, as set out under Part 4.2.7 of DCP38.

#### Cut and fill

The approximately 700mm cut undertaken to accommodate the vehicle parking / turning area complies with the maximum 900mm permissible under Part 4.2.14 of DCP38.

#### External finishes

Part 4.2.15 states:

*"The colour and surface finish of external building materials should minimise the overall visual impact of new development...."*

As noted by Council's Heritage Advisor, the use of black bitumen is contrary to the historical character and setting of the item that previously incorporated a red gravel surface finish to the driveway and vehicle turning area. Visually, the black bitumen separates the driveway, vehicle turning area and parking space from the landscape setting of the front setback in a manner that undermines the heritage significance of the site.

#### Parking design and location

Objective 'C' of Part 4.5 seeks to:

*"minimise the extent of hard surfaces forward of the building line"*

Part 4.5.2 states that the size of parking spaces must reflect the functional requirements associated with the parking of a standard vehicle. Additionally, Part 4.5.5 states that:

*"Access arrangements should retain the heritage significance of heritage items and their settings"*

**Item 5**

Council's Team Leader Development Engineers has confirmed that the width of the driveway and size of the vehicle turning area / parking space significantly exceed what is required for the safe movement and parking of a standard vehicle. In this respect, the driveway and turning area do not minimise the extent of hard surface area forward of the building line. Moreover, due to the adverse impacts of these works on the site, the vehicle access arrangements do not retain the heritage significance of the item or the item's landscape setting.

Driveways

With regard to driveways, Part 4.5.6 specifies that the width of the driveway at the street frontage must not exceed 3.5 metres. The actual driveway width at this location is 4.7m. The additional hard surface area associated with this excessive width contributes to the detrimental impacts on the heritage significance of the site and therefore is not supported.

**Development Control Plan No. 43 – Car Parking (DCP43)**

DCP43 contains assessment criteria for design of parking areas, particularly in terms of parking space sizes and vehicle manoeuvrability.

For the reasons outlined above, Council's Development Engineer, is satisfied the proposed modifications comply with the relevant technical assessment criteria set out within this DCP. However, DCP43 also states that the design of physical works associated with proposed car parking facilities (located in residential areas) is to be consistent with the aims and objectives set out by DCP38. As the modifications fail to achieve the aims of DCP38, they are also unsatisfactory having regard to the aims of DCP43.

**Development Control Plan No. 47 – Water Management (DCP47)**

The purpose of DCP47 is to ensure that stormwater run-off associated with the proposed development is appropriately managed so as not to unduly impact upon both the subject site and downstream properties.

The modifications have been assessed against DCP47 by Council's Development Engineer who is satisfied that the stormwater management measures are consistent with the matters for consideration set out by DCP47.

**Likely Impacts**

The likely impacts of the modifications have been discussed throughout this report.

**Suitability of the Site**

The site is suitable for ancillary residential development. However, the widening of the driveway, vehicle turning / parking area and driveway finish are unsatisfactory for the reasons stated throughout this report.

**Any Submissions**

No submissions have been received.

## Public Interest

The modifications are not in the public interest due to the unsatisfactory impact on the setting of the heritage item.

## Other Relevant Considerations

### Unauthorised works

As outlined above, the works proposed by the application have already been undertaken. In this respect, it is noted that, under the provisions of Section 96 of the Environmental Planning and Assessment Act, 1979, Council may grant retrospective consent to works already undertaken, provided the development satisfies the relevant matters for consideration set out within this section.

For the reasons stated throughout this report, the works subject of this Section 96 application are assessed as being unsatisfactory. As no approval exists for the development proposed by the application, this development is deemed to be unauthorised works. Accordingly, should Council resolve to refuse the application, this matter will be referred to Council's Compliance Officers for appropriate action.

## CONCLUSION

Having regard to the provisions of Section 96 and Section 79C of the Environmental Planning and Assessment Act, 1979, the modifications to the driveway and vehicle turning area are unsatisfactory. Therefore, it is recommended that the application be refused.

## RECOMMENDATION

- A. THAT the Council, as the consent authority, refuse MOD0290/09 for the modification of development consent No.0161/03, in relation to land at 46 Powell Street, Killara, for the following reasons:

1. **The modifications have an adverse impact on the heritage significance of the item and the horticultural features of the item's setting.**

### **Particulars**

- (a) The modifications unduly emphasise the presence of the site's service elements (being the driveway and parking area) in a manner that removes from and dominates the landscape setting of the item.
- (b) The visual dominance of the modifications is contradictory to the traditional setting of the item that previously placed the driveway and vehicle turning area as secondary and recessive built elements when viewed in the context of the site's overall visual presentation.
- (c) The excessive width of the driveway and vehicle turning area / parking space is beyond the scope and intention of the applicable consent condition of DA0161/03. Essentially, this condition seeks to ensure any changes made to the

Item 5

existing driveway were of an acceptable impact with regard to the heritage landscape setting of the site's front setback.

- (d) The use of black bitumen is contrary to the historical character and setting of the item that previously incorporated a red gravel surface finish to the driveway and vehicle turning area.

**2. The application has been incorrectly lodged as a Section 961(A) application under the Environmental Planning and Assessment Act, 1979.**

**Particulars**

- (a) In view that the proposed modifications are of significant adverse impact upon the heritage significance and setting of the item, the appropriate application is one made under Section 96 (2).
- B. That Council require the applicant to complete the following rectification works within 60 days of the date of this determination:
- (a) The width of the driveway be reduced to a maximum 3.0 metres.
  - (b) The width of the vehicle turning area / parking bay be reduced to a maximum 5.5 metres, as measured at the western edge.
  - (c) The black bitumen surface finish be converted to red asphalt.
  - (d) Appropriate landscape plantings, to the satisfaction of Council's landscape assessment officer, be introduced to soften the visual impact of the driveway..

S Ratcliff  
**Senior Development Assessment Officer**

S Garland  
**Team Leader**  
**Development Assessment - South**

C Swanepoel  
**Manager**  
**Development Assessment Services**

M Miocic  
**Director**  
**Development & Regulation**

**Attachments:**

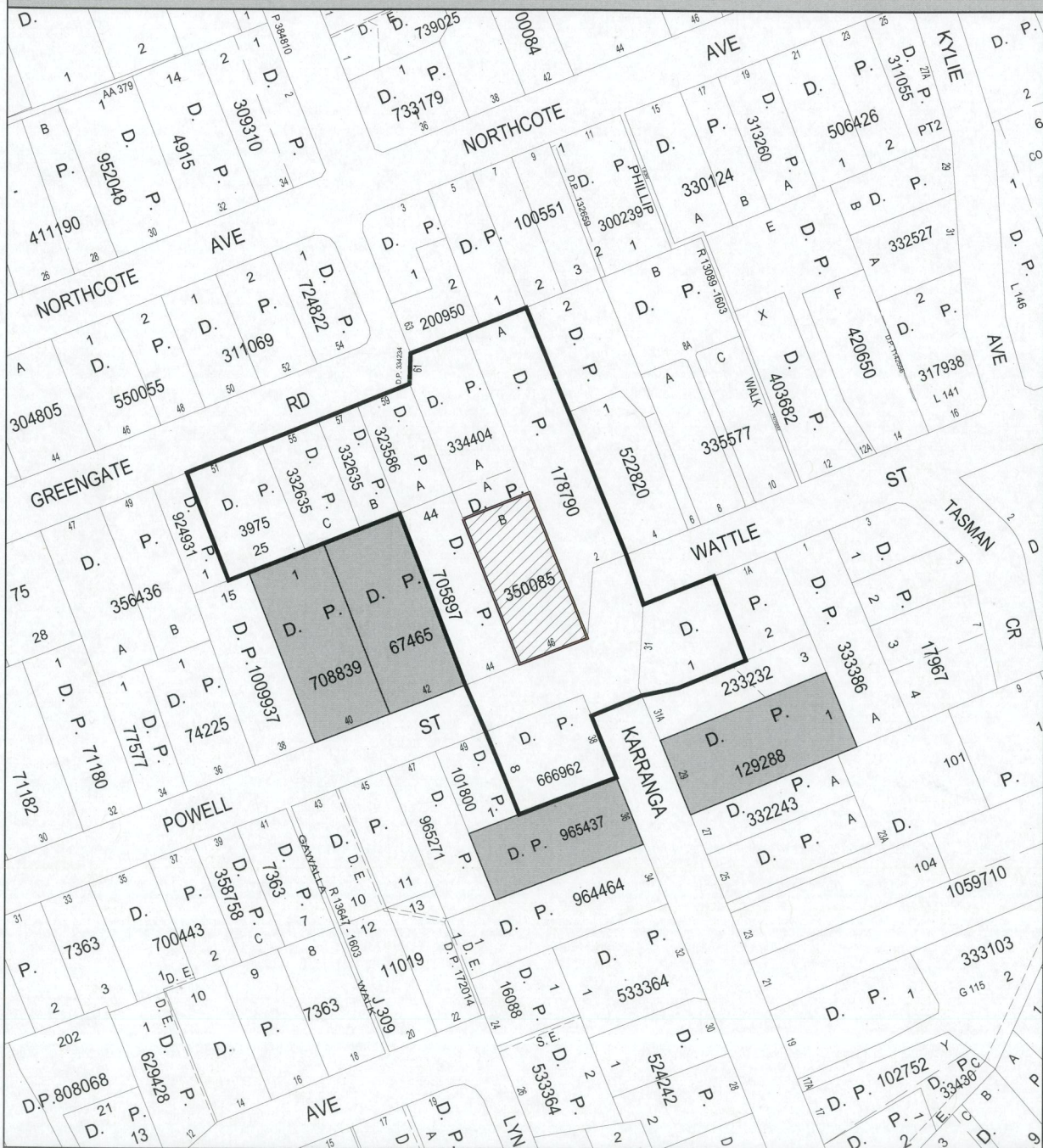
- Location sketch – 2010/010629**
- Zoning extract – 2010/010630**
- Site survey – 2010/010633**
- Site plan – 2010/010634**
- Built-upon area plan – 2010/010637**
- Heritage impact statement – 2010/010627**
- Parking and vehicle manoeuvrability review – 2010/010628**



# LOCATION SKETCH

46 Powell Street, KILLARA

DEVELOPMENT APPLICATION No 0161/03 - MOD0290/09



## No Submissions

- ▲ AGREEMENT
- OBJECTION
- ▣ PETITION
- SUBMISSION

- HERITAGE PROPERTY
- ▨ SUBJECT LAND
- CIRCULATED AREA



Scale : 1:2000

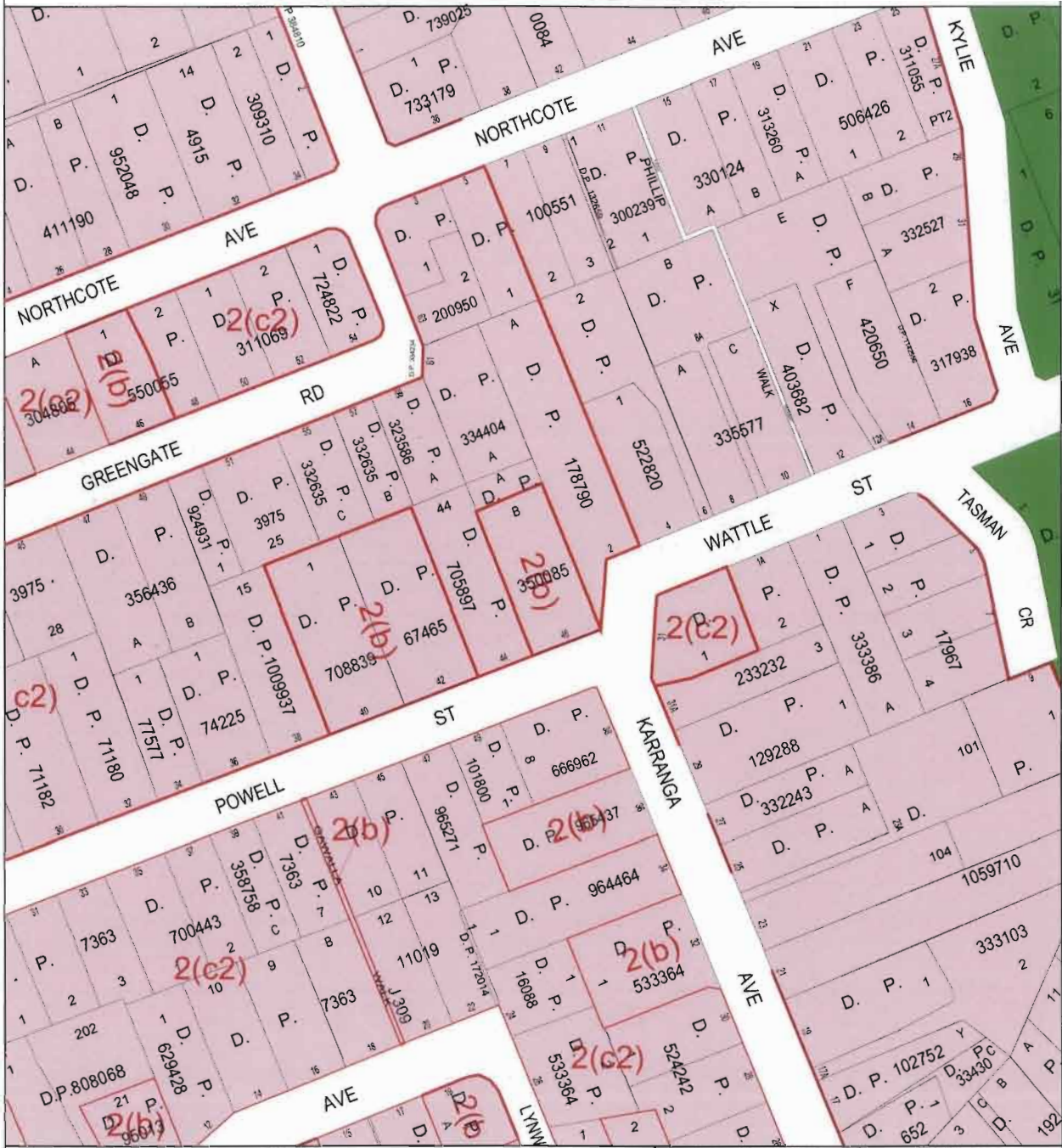
19-01-2010





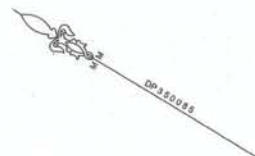
# Zoning Extract

46 Powell Street, KILLARA - DA0161/03 MOD0290/09

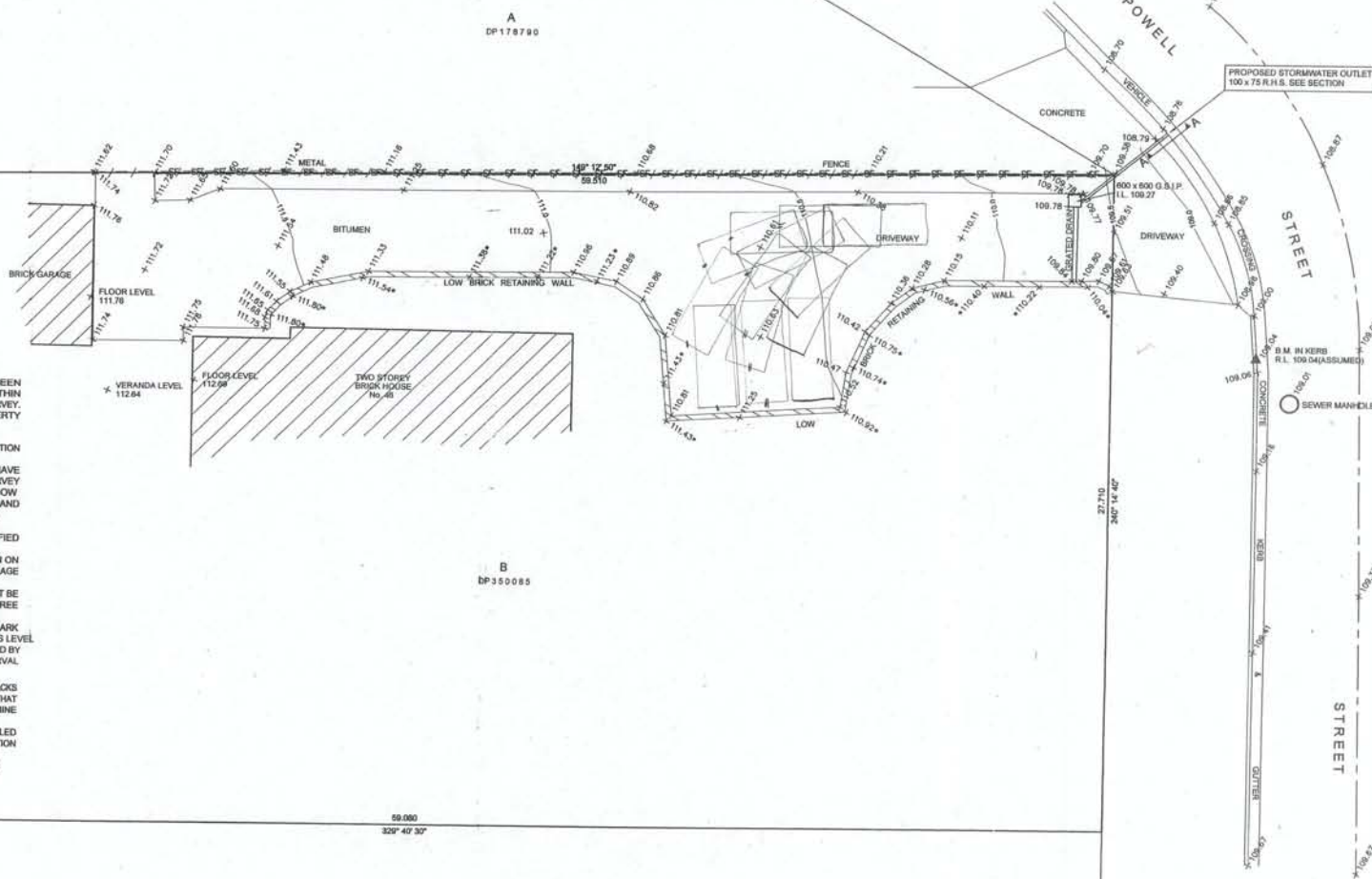


ZONES			RESERVATIONS	GENERAL
<b>2. RESIDENTIAL</b> (a) RESIDENTIAL A (b) RESIDENTIAL B (c) RESIDENTIAL C (c1) RESIDENTIAL C1 (c2) RESIDENTIAL C2 (d) RESIDENTIAL D (d3) RESIDENTIAL D3 (e) RESIDENTIAL E (f) RESIDENTIAL F (g) RESIDENTIAL G (h) RESIDENTIAL H			<b>OPEN SPACE</b> (a) OPEN SPACE (Public Parks & Recreation) (b) COUNTY OPEN SPACE  <b>SPECIAL USES</b> SPECIAL USES (Parking etc)  <b>ROADS</b> (a) COUNTY ROAD PROPOSED (b) COUNTY ROAD WIDENING (c) LOCAL ROAD PROPOSED (d) LOCAL ROAD WIDENING	EXISTING COUNTY ROAD OTHER PLANNING INSTRUMENTS   <b>Scale: 1:2000</b> <b>Date: 19-01-2010</b>
<b>3. BUSINESS</b> (a) RETAIL SERVICES  <b>FLOOR SPACE RATIOS</b> A1 2.0:1 A2 1.0:1 A3 0.75:1  (b) COMMERCIAL SERVICES  <b>FLOOR SPACE RATIOS</b> B1 1.0:1 B2 1.0:1			<b>5. SPECIAL USES</b> (a) SPECIAL USES A (Schools etc) (a1) SPECIAL USES A1 (b) SPECIAL USES (Railway)  <b>6. OPEN SPACE</b> (a) RECREATION EXISTING (b) RECREATION PRIVATE (c) RECREATION PROPOSED	





SECTION A-A  
Scale 1:10



**IMPORTANT NOTES**

- 1 THE LEVELS AND DETAIL ON THIS PLAN HAVE BEEN DETERMINED BY STADIA METHODS AND ARE WITHIN THE GENERALLY ACCEPTED ACCURACY FOR SUCH A SURVEY.
- 2 THE RELATIONSHIP OF IMPROVEMENTS TO PROPERTY BOUNDARIES IS DIAGRAMMATIC ONLY. THE TRUE POSITIONS ARE SUBJECT TO FINAL SURVEY.
- 3 DIMENSIONS HAVE BEEN CALCULATED FROM INFORMATION SUPPLIED AND ARE SUBJECT TO FINAL SURVEY.
- 4 THE SERVICES AND DETAIL SHOWN ON THIS PLAN HAVE BEEN PREPARED FROM A COMBINATION OF FIELD SURVEY AND OFFICE CALCULATION. THE PLAN MAY NOT SHOW THE FULL EXTENT OF ABOVE GROUND STRUCTURES AND SUB SURFACE SERVICES. PRIOR TO ANY EXCAVATION OR CONSTRUCTION IT IS RECOMMENDED THAT THE LOCATION OF STRUCTURES AND SERVICES BE VERIFIED BY FIELD INSPECTION.
- 5 THE SPREAD OF THE CROWN OF THE TREES SHOWN ON THIS PLAN IS DIAGRAMMATIC ONLY, BASED ON THE AVERAGE SPREAD OBSERVED IN THE FIELD.
- 6 PRIOR TO ANY DEVELOPMENT PROPOSAL WHICH MIGHT BE AFFECTED BY TREES IT IS RECOMMENDED THAT THE TREE SPREADS BE VERIFIED BY FIELD INSPECTION.
- 7 ALL LEVELS MUST BE REFERRED BACK TO THE BENCHMARK B.M. IN KERB R.L. 109.04 (ASSUMED). THE ORIGIN OF THIS LEVEL HAS BEEN TAKEN OFF PLAN REF. RAD0711A-1 PREPARED BY RIGHT ANGLE DRAFTING PTY LTD. THE CONTOUR INTERVAL IS 0.5 OF A METRE.
- 8 IF ANY WORK IS PLANNED WHICH RELIES ON CRITICAL SETBACKS FROM THE STREET OR SIDE BOUNDARIES IT IS IMPERATIVE THAT FURTHER SURVEY WORK BE CARRIED OUT TO DETERMINE PROPERTY BOUNDARIES.
- 9 THE BEARINGS SHOWN ON THIS PLAN HAVE BEEN COMPILED FROM PLANS SUPPLIED BY LAND & PROPERTY INFORMATION.

ALL ABOVE NOTES ARE AN INTEGRAL PART OF THIS PLAN

**LEGEND**

- +110.92\* DENOTES LEVEL OF TOP OF RETAINING WALL
- SF—SF— BILT FENCE TO BE ERECTED BEFORE CONSTRUCTION AND MAINTAINED UNTIL COMPLETION OF ALL WORKS



**mepstead & ASSOCIATES**  
REGISTERED SURVEYORS AND  
DEVELOPMENT CONSULTANTS

**Sydney**  
101 Central Avenue, Thornleigh N.S.W. 2120  
Phone: 02 9575 4500 Fax: 02 9575 4533  
**Central Coast**  
43 Bowne Street, Gosford N.S.W. 2250  
Phone: 02 4324 4714 Fax: 02 4324 4639

**Postal**  
PO BOX 208, Putnam Hills N.S.W. 1715  
DR 4702 Putnam Hills  
**Internet**  
mepstead@compuserve.com.au  
www.mepstead.com.au

Designed: C.M.A. Scale: 1:100  
Drawn: B.E. Datum: ASSUMED  
Checked: C.P. Date: 07.08.99  
L.G.A.: KURRUMUNG-GAI

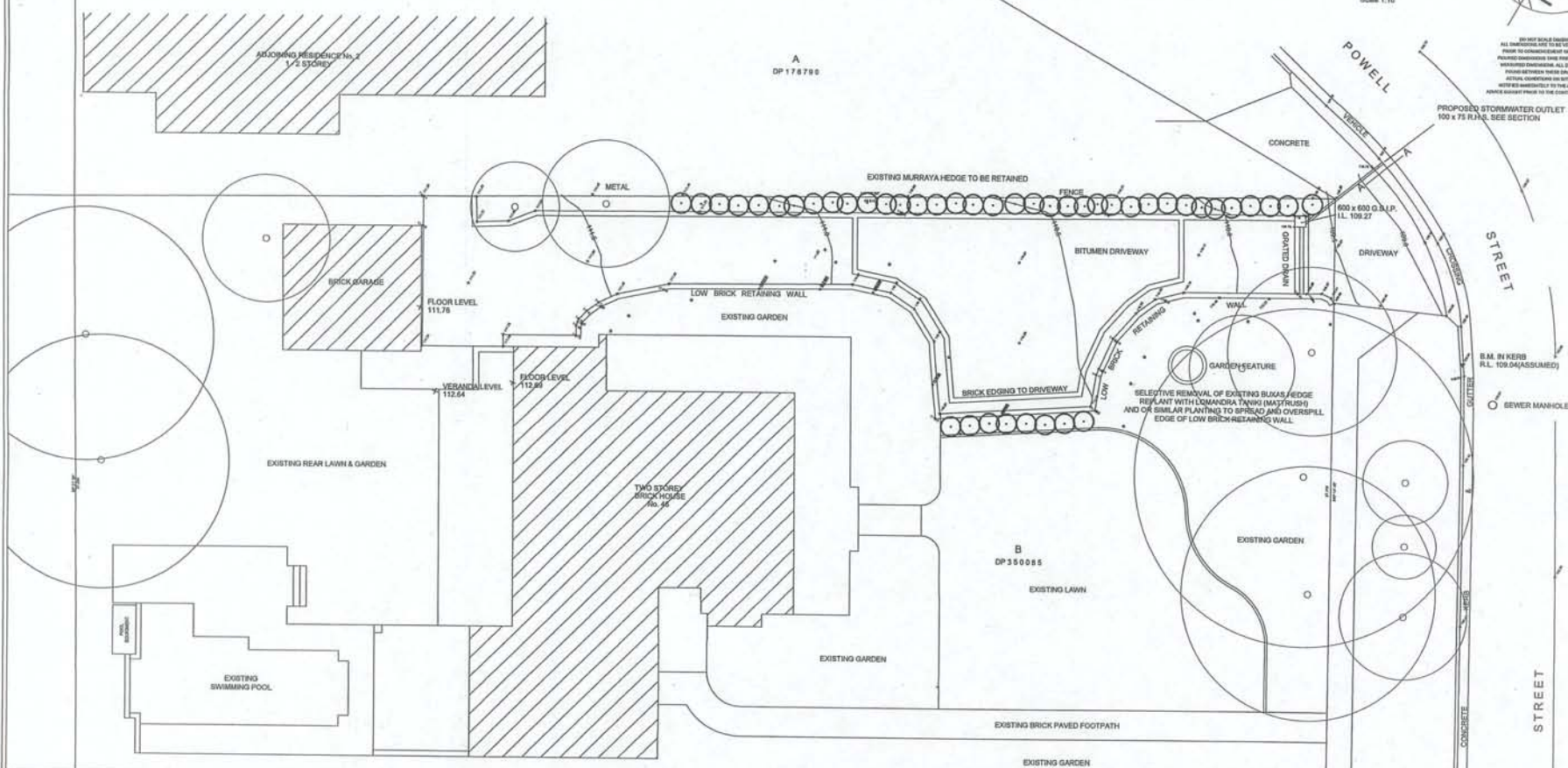
Principal: SINGLETON  
Project: PLAN OF DRIVEWAY, DRAINAGE & SED. & EROSION  
CONTROL OVER LOT B IN D.P. 350085  
No. 46 POWELL STREET KILLARA

Orig. No. 4769  
Sheet No. 1 of 1 sheets  
Our Ref. 4769

RECORDED  
12 OCT 2009  
CLARENCE MARY CHURCH



**DIAL 1100**  
BEFORE YOU DIG



## AS BUILT

44  
DP705897

## OVERALL SITE & GROUND FLOOR PLAN

**JANE SINGLETON**

**ALTERATIONS & ADDITIONS  
TO EXISTING RESIDENCE - DRIVEWAY**

A	ISSUED FOR AS BUILT APPROVAL	28/08/09
REVISION	DESCRIPTION	DATE

### SURVEY DATA



**m · s · a ·**  
**& ASSOCIATES**  
REGISTERED SURVEYORS AND  
DEVELOPMENT CONSULTANTS

**Sydney**  
1014 Central Avenue, Thornleigh N.S.W. 2120  
Phone 02 9876 4500 Fax 02 9875 4833

**Central Coast**  
45 Duane Street, Gosford N.S.W. 2250  
Phone 02 4324 4714 Fax 02 4324 4310

**Postal**  
PO BOX 208, Pennant Hills N.S.W. 1715  
DX 4782 Pennant Hills

**Internet**  
mepistead@mepistead.com.au  
www.mepistead.com.au

DOCUMENTATION

**WISOMAP**  
COMMERCIAL + INDUSTRIAL + RESIDENTIAL  
DESIGN & DOCUMENTATION  
PO BOX 186 PYMBLE NSW 2073 NSW  
TEL: 9067 0059 | FAX: 9067 3361 | EMAIL: [sales@wisomap.com.au](mailto:sales@wisomap.com.au)

1511

46 POWELL STREET, KILLARA, NSW. 2071  
BEING LOT B IN D.P. 350085

SCALE	DRAWN	CHECKED	APPROVED	DATE
1 to 100 @ A1	R.P.	R.B.	J.E.A.	SEPT
JCB		DWG NO.	REV.	
POWELL		AS BUILT 001	A	



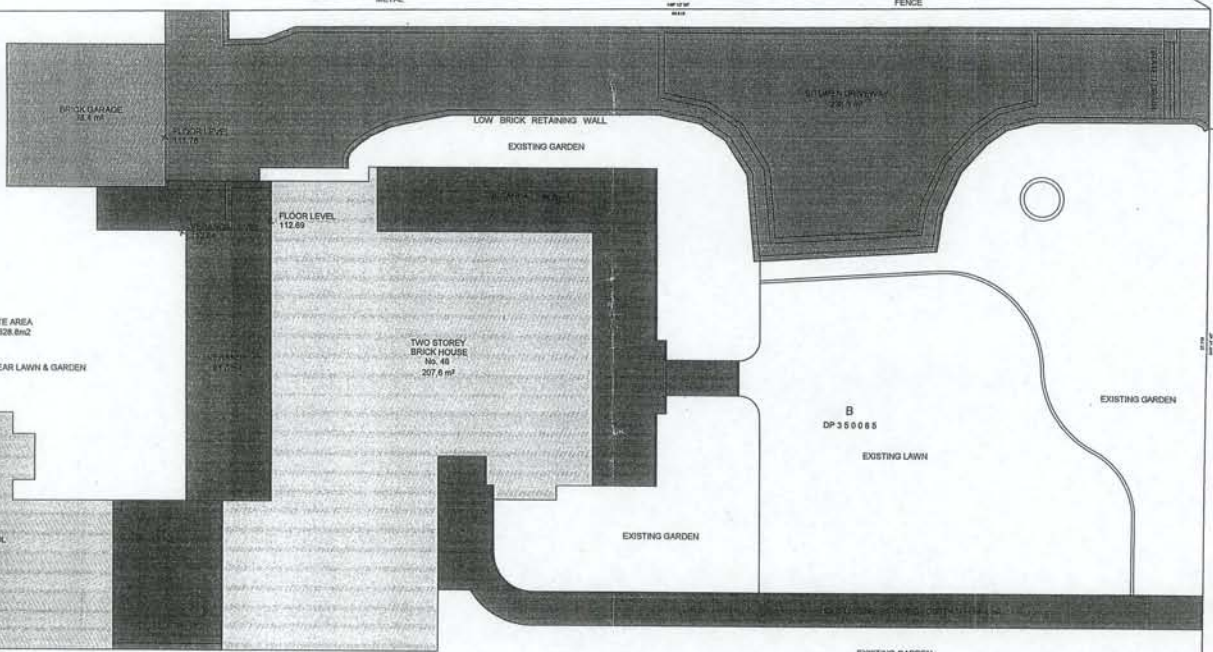


ALL CONSTRUCTION ARE TO BE VERIFIED ON SITE  
PRIOR TO COMMENCEMENT OF ANY WORKS  
FOUNDED ENGINEERING HAVE PROVIDED OVER  
HIGHLIGHTED DIMENSIONS ALL DIMENSIONS  
SHOWN BETWEEN THESE DIMENSIONS AND  
NOTED DIMENSIONS ON SITE ARE TO BE  
NOTED HANDWRITING TO THE ARCHITECT AND  
SHOWN EXACT PRIOR TO THE COMMENCEMENT OF WORKS



A  
DP 178790

DEVELOPMENT STATISTICS  
SITE AREA: 1,528.8m<sup>2</sup>  
DWELLING AREA: 297.6m<sup>2</sup>  
GARAGE AREA: 38.4m<sup>2</sup>  
PATH & VERANDA AREA: 198.8m<sup>2</sup>  
SWIMMING POOL AREA: 103.9m<sup>2</sup>  
DRIVEWAY AREA: 236.3m<sup>2</sup>  
TOTAL BUILT UPON AREA: 786.1m<sup>2</sup>  
BUILT UPON AREA: 48.3%  
LANDSCAPED AREA: 51.7%



SITE AREA  
1,528.8m<sup>2</sup>  
EXISTING REAR LAWN & GARDEN

EXISTING  
SWIMMING POOL  
103.9 m<sup>2</sup>

44  
DP 705897

OVERALL SITE & BUILT UPON AREA PLAN  
No. 48 1/2 STOREY

AS BUILT

ALTERATIONS & ADDITIONS  
TO EXISTING RESIDENCE - DRIVEWAY

JANE SINGLETON

**SURVEY DATA**  
Scale 1:100 (A1)  
Scale 1:200 (A2)

**m.s.a. & ASSOCIATES**  
REGISTERED SURVEYORS AND  
DEVELOPMENT CONSULTANTS

**Sydney**  
108 Central Avenue, Thornleigh N.S.W. 2120  
Phone 02 9875 4500 Fax 02 9875 4533

**Central Coast**  
45 Seaside Street, Gosford N.S.W. 2250  
Phone 02 4324 4774 Fax 02 4324 4755

**Postal**  
PO BOX 206, Pymble N.S.W. 1510  
DX 4722 Pymble Hills

**Internet**  
msa@msa.com.au  
www.msa.com.au

**DOCUMENTATION**  
**WISDOMA PTY LTD**  
COMMERCIAL + INDUSTRIAL + RESIDENTIAL  
DESIGN & DOCUMENTATION  
PO BOX 188 PYMBLE NSW 2073  
TEL: 9467 9999 | FAX: 9467 5577 | EMAIL: info@wisdoma.com.au

**SITE**  
48 POWELL STREET, KILLARA, NSW, 2071  
BEING LOT B IN D.P. 350085

SCALE	DRAWN	CHECKED	APPROVED	DATE
1 to 100 @ A1	R.P.	R.B.	J.E.A.	SEPT 09

JOB	DWG NO.	REV.
POWELL	AS BUILT 002	A

26<sup>th</sup> May 2009

Glendinning Minto and Associates  
PO Box 225 Thornleigh NSW 2120

Attention: Ian Glendinning

Dear Ian,



**Re: DRIVEWAY AT 46 POWELL STREET KILLARA**

I have reviewed the existing driveway at the above property and do not find it so offensive that it would require removal or substantial modification in relation to heritage values. Nearly all of the adjoining houses have similar visually prominent driveways and the subject site has an additional factor of safety, being located on a dangerous bend in the road. No 40 and 42 Powell Street are also listed as heritage items and have prominent driveways.

No. 46 Powell Street is identified as a Local heritage item in the Ku ring gai Planning Scheme Ordinance and there is no statement of significance given for it in the Ku ring gai Heritage Study though it is described there as being unsympathetically modified. The garden is not mentioned as having any significance individually or as part of the setting of the item.

I understand that Council originally suggested the possible use of red bitumen for the driveway in place of the former gravel which was not itself original. While this may be appropriate in some locations, I am of the opinion that it is not necessary in this situation. The current bitumen will in time fade down to be very recessive and in some ways less obvious than red bitumen which tends to be quite bright in colour and to fade unevenly. It would be possible for the area to be treated with a coloured coating, but this would have a limited life given the gradient and the possible use by 4 wheel drive vehicles which wear the surface unevenly. Additional brick banding might be introduced but this would not have a substantial visual benefit.

I consider that box hedging along the driveway is inappropriate and that some additional informal border planting would soften the edges of the driveway as it has been constructed and that this is all that needs to be done to modify any visual impact arising from the work. The driveway has only limited visual impact from the footpath and is not highly visible from surrounding locations.

The setting of the heritage item does not appear to be highly intact and the change that has been created by the driveway is in my opinion acceptable in the circumstances.

Yours sincerely,  
**NBRS+PARTNERS**

ROBERT STAAS  
Director / Heritage Advisor  
Noel Bell Ridley Smith & Partners Architects

Attachments: Photographs and Survey.



Location of Heritage item in relation to the junction of the three intersecting roads.



1987 photograph of 46 Powell Street showing landscaping and setting when listed as an item showing straight driveway to rear garage.





Aerial view showing gravel driveway prior to present works being carried out. The gravel was not an original detail and created a dangerous situation on the footpath due to the steepness of the site. Note dangerous location in relation to intersection.



1942 aerial view of Killara showing the existing site with driveway and lawn.



Existing brick edged bitumen paving showing lack of edge landscape spill to soften driveway edging.



View of heritage item from Karranga Avenue showing limited visual impact in streetscape.





View of driveway from Karranga Avenue showing comparison with adjoining house and driveway.



Concrete driveway at 40 Powell Street, also listed as a heritage item.





Modern brick driveway at 42 Powell Street also listed as a heritage item.

# VARGA TRAFFIC PLANNING Pty Ltd

**Transport, Traffic and Parking Consultants**



ACN 071 762 537 ABN 88 071 762 537

22 June 2009  
Ref 09122

Glendinning Minto & Associates Pty Ltd  
PO Box 225  
THORNLEIGH NSW 2120

Attn: Mr Ian Glendinning  
[planning@glendinningminto.com.au](mailto:planning@glendinningminto.com.au)

Dear Ian,

**REVIEW OF DRIVEWAY  
46 POWELL STREET, KILLARA**



As requested, I have undertaken a site inspection of the subject driveway.

Based on some preliminary measurements and a hand drawn sketch the embayment provided on the side of the driveway, it would appear to me that Council's assessment that the bay could accommodate 2 parked cars plus a turning area, rather than 1 parked car plus a turning area as previously approved, is incorrect.

The attached sketches would seem to suggest that if 2 cars were parked in the bay it would be difficult for the turning bay to be used as intended, as the turning vehicle would need to encroach on the area occupied by one of the parked cars, and/or the opposite garden bed.

I would therefore suggest that a surveyor be engaged to prepare a CAD drawing of the driveway and turning bay so that we can superimpose on that plan the *swept turning path* requirements of a large vehicle using the AutoTURN program, for use as the basis of a submission to Council seeking approval of the as-built turning bay area.

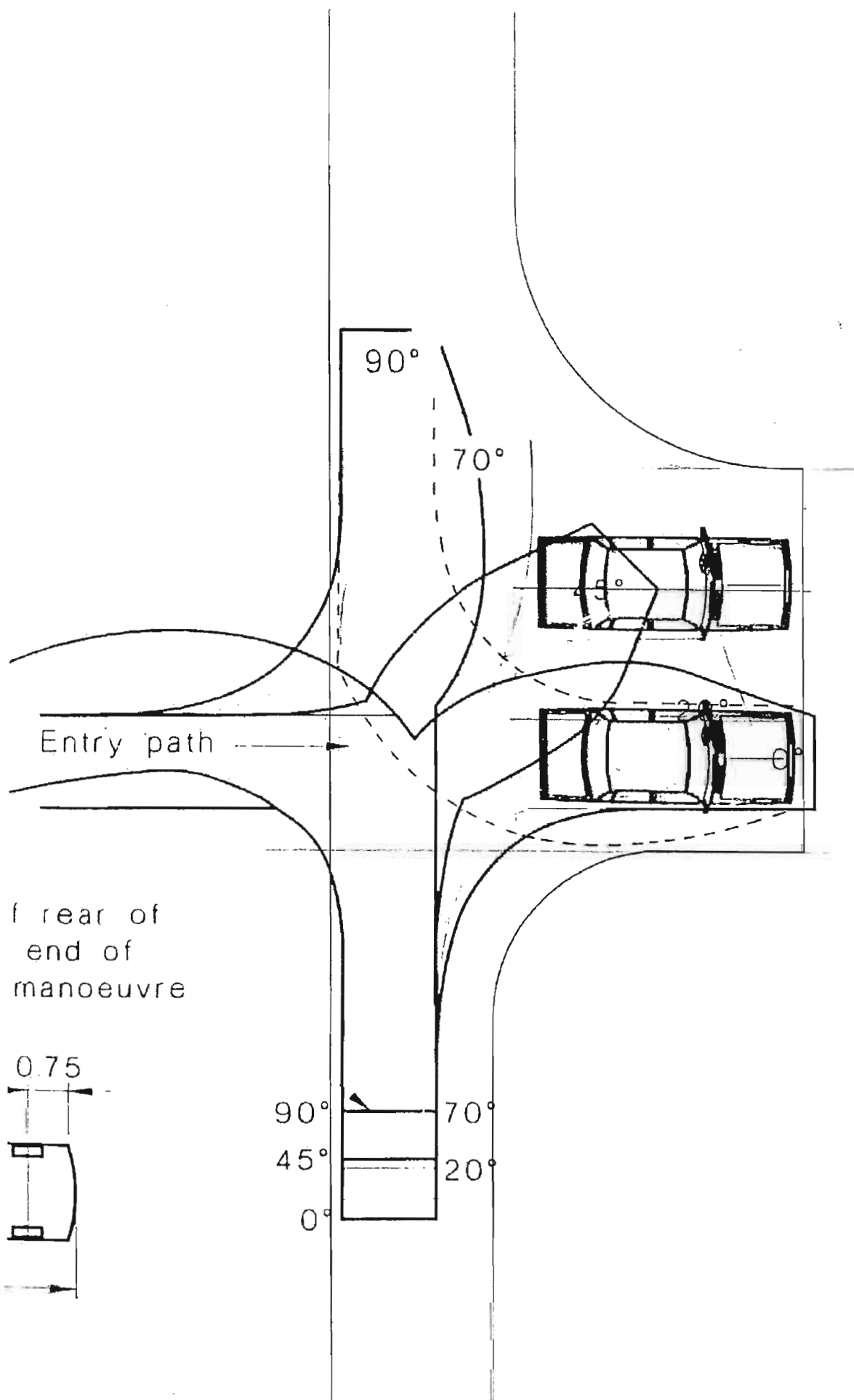
I note that the Council report also suggests that the 6m width of the driveway vehicle crossing in the street was too wide, and should be reduced. However, the subject vehicle crossing encompasses the driveways of both the subject property and the adjacent property to the north, and appears to have been built many years ago. In particular, I note that the kerb and gutter located on either side of the subject vehicle crossing appears to have been reconstructed more recently by the Council, and that the subject vehicle crossing was retained unchanged when that kerb work was carried out.

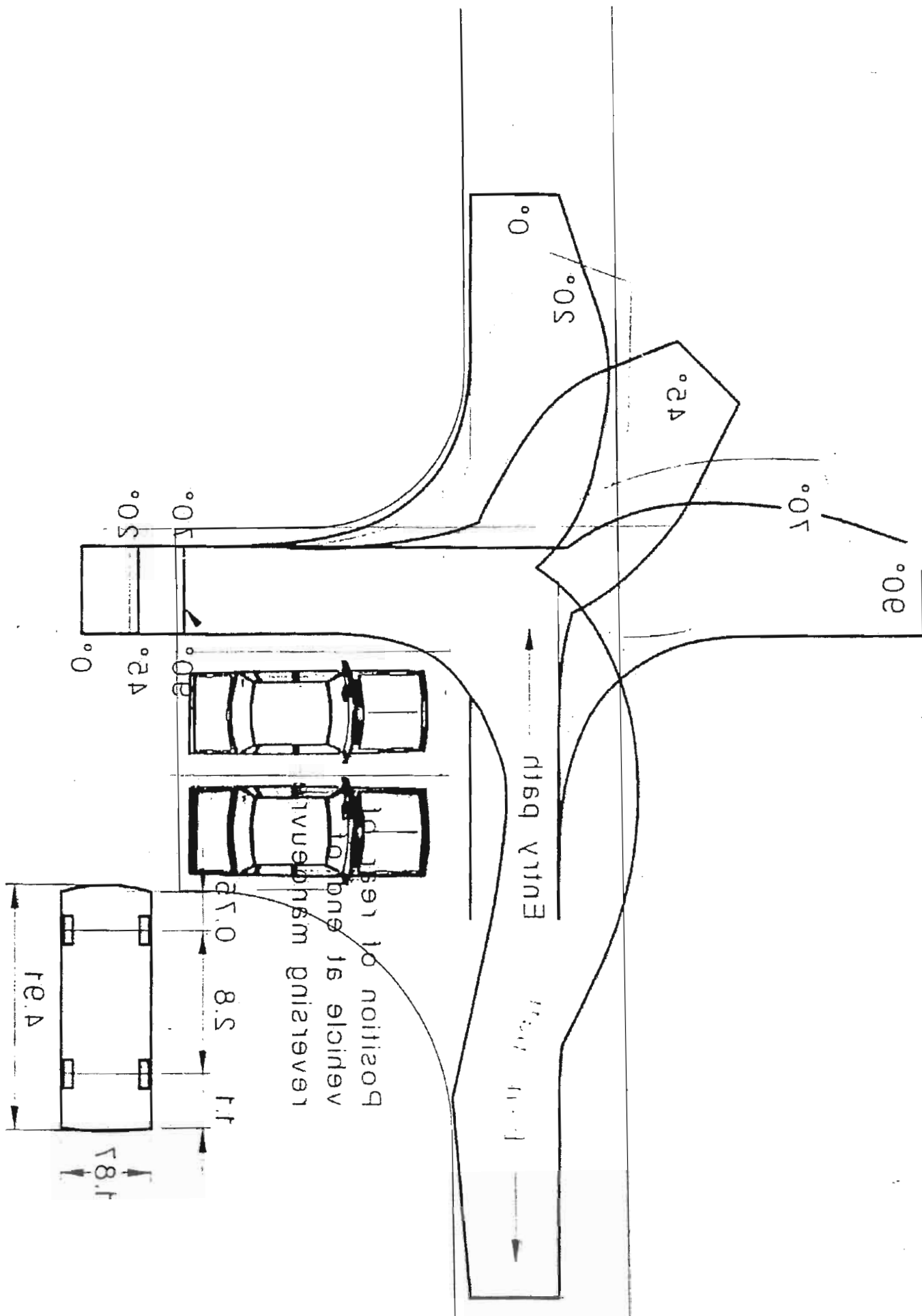
In any event, the subject vehicle crossing would appear to predate the recent works carried out on-site, and does not appear to have been constructed as part of the subject Development Application.

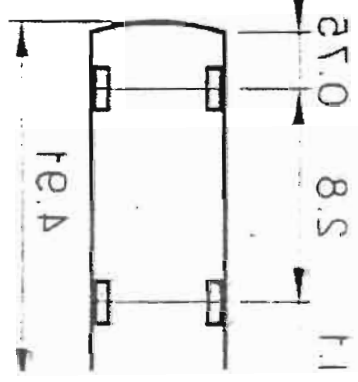
Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely

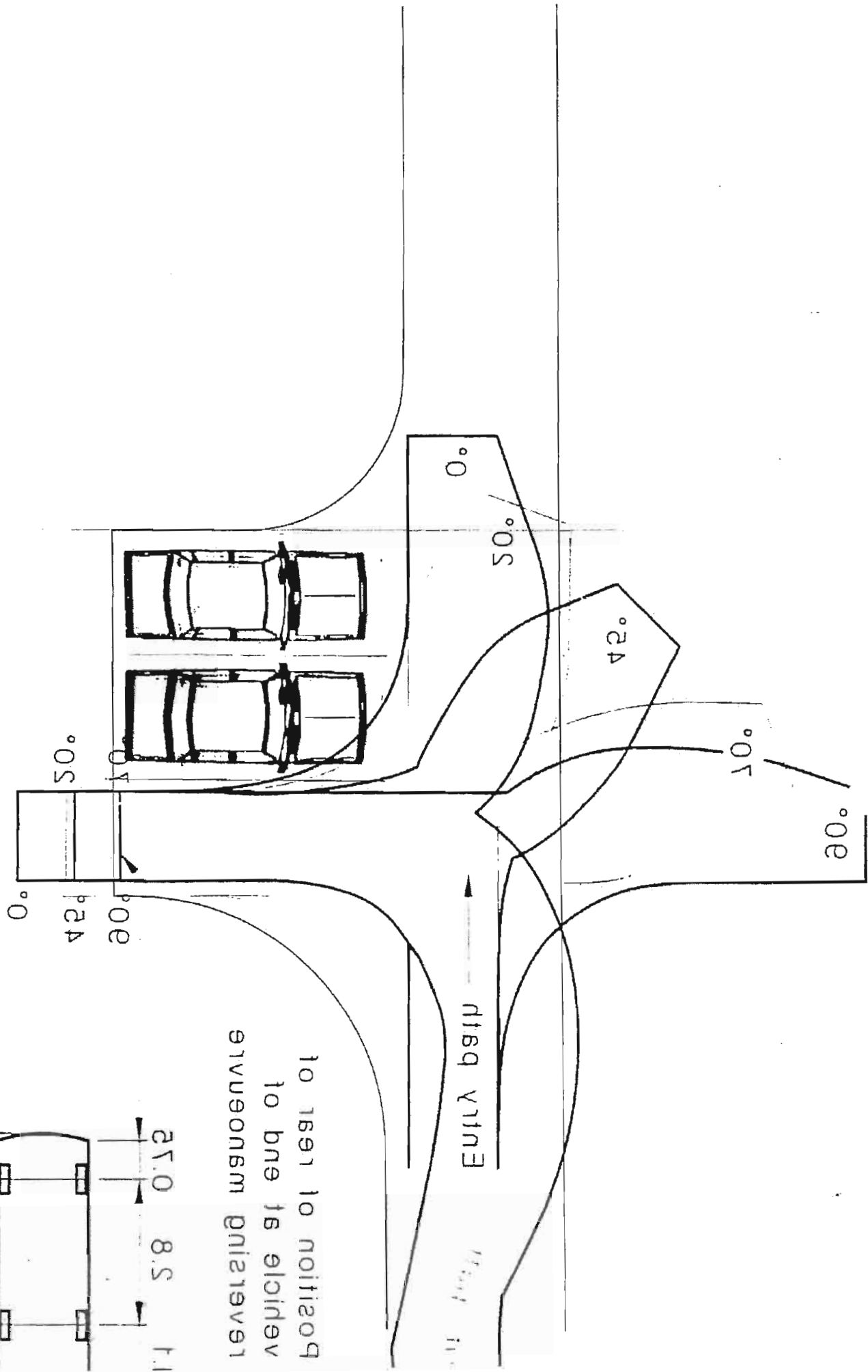
Robert Varga  
Director/Varga Traffic Planning Pty Ltd







to rear to position of  
vehicle at end of  
reversing maneuver



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## HERITAGE REFERENCE COMMITTEE - NOTES OF MEETING HELD 16 NOVEMBER 2009

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### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To advise Council of the notes of the Heritage Reference Committee meeting held on 16 November 2009.

**BACKGROUND:**

The notes were taken at the meeting held on 16 November 2009. Confirmation and acceptance was at the Heritage Reference Committee (HRC) meeting held on 7 December 2009.

**COMMENTS:**

A range of heritage issues were discussed at the Committee's meeting of 16 November 2009 and a number of issues were raised for further consideration.

**RECOMMENDATION:**

That Council receive and note the Heritage Reference Committee meeting notes from 16 November 2009 and Council further consider the heritage assessment of the North Shore Rail Line in the Ku-ring-gai Principal Local Environmental Plan (LEP) process.

## PURPOSE OF REPORT

To advise Council of the notes of the Heritage Reference Committee meeting held on 16 November 2009.

## BACKGROUND

The notes taken at the 16 November 2009 meeting (**Attachment A**) were confirmed and accepted at the Heritage Reference Committee (HRC) meeting held on 7 December 2009.

## COMMENTS

A range of heritage issues were discussed at the Committee meeting of 16 November 2009 and a number of issues were raised for further consideration as outlined below.

### Meeting of the 16 November 2009

#### Item 2: Heritage Awards – scoping paper

The Committee discussed holding the Heritage Awards in 2010. A scoping paper for the awards was reviewed by the Committee and a separate report on the awards will be prepared by staff for Council's consideration.

#### Item 4: Three WWI soldiers Pockley, Maclaurin and Larkin proposed memorial at Roseville

The Committee heard a community request for memorial/interpretive plaque dedicated to the three WWI soldiers to whom the streets surrounding Memorial Park Roseville are dedicated. It was decided that prior to this item being reported back to the HRC that further research be undertaken on the existing Memorial Park, Roseville, and discussions with the soldiers' families and the Roseville RSL on the proposal, including the protocols for memorials and any funding options.

### General Business

Jennifer Harvey presented the Committee with an updated version of the draft heritage inventory form for the North Shore Railway Line. The draft heritage inventory form for the North Shore Railway Line forms **Attachment B** of this report.

The Heritage Reference Committee recommends Council nominate the North Shore Railway Line for the State Heritage Register and include the line on Ku-ring-gai's local heritage list.

### Comment

The stations listed on the Council's Heritage Register are Wahroonga and Gordon Railway Station Groups, and in the draft Ku-ring-gai LEP (Town Centres), the Former Station Master's Residence at Roseville Station (89 Pacific Highway, Roseville) is also identified.

Item 6

S07620  
13 January 2010

The following stations are also on the NSW State Agency Heritage Register (s. 170 Register) - Killara, Lindfield, Pymble, Roseville and Turramurra stations.

The potential heritage listing of the North Shore Railway Line will be assessed and considered as part of Council's Principal Local Environmental Planning process over 2010/2011. This will include further research, policy review and stakeholder consultation with RailCorp, the Department of Planning (Heritage Branch) and a range of other stakeholders including the local community.

## CONSULTATION

The Heritage Reference Committee includes representatives from the community and nominated heritage organisations.

## FINANCIAL CONSIDERATIONS

The cost of running the Committee is covered by the Strategy and Environment Department budget.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Where relevant, consultation with other Departments has occurred in the preparation of this report.

## SUMMARY

The Heritage Reference Committee held its meeting on 16 November 2009. In particular the Committee reviewed and discussed the following key items:

- Proposed three WWI soldiers memorial; and
- Heritage Branch's State Thematic Listings program.

The notes from the Heritage Reference Committee of 16 November 2009 form **Attachment A** of this report.



## **RECOMMENDATION**

- A. That Council receive and note the Heritage Reference Committee meeting notes of 16 November 2009.
- B. That Council further consider the heritage assessment of the North Shore Railway Line in the Ku-ring-gai Principal LEP planning process.

Antony Fabbro  
**Manager Urban & Heritage Planning**

Andrew Watson  
**Director Strategy & Environment**

**Attachments:**      **A. Heritage Reference Committee Notes of 16 November 2009 – 2010/007117**  
                             **B. Draft heritage inventory form for the North Shore Railway Line – 2009/211279**

# Heritage Reference Committee

Notes of 16 November 2009  
Chambers

**Meeting Commenced:** 6. 30 pm

**Attendance:**

Councillor Jennifer Anderson (Chair)  
Councillor Cheryl Szatow  
Jennifer Harvey- *Ku-ring-gai Historical Society*  
Joanne Martens  
Margaret Bergomi – *Institute of Architects*  
Robert Moore- *National Trust*  
Zeny Edwards

**Staff Members:**

Manager Urban & Heritage Planning  
Heritage Adviser  
Heritage Specialist Planner

**Visitor:**

Margaret Hill – *Roseville Neighbourhood Watch* (Item 4)

**Apologies:**

None.

**Declarations of Interest**

None.

**Adoption of notes from the previous meeting**

The notes of the 19 October 2009 meeting were reviewed and accepted by the Committee as being correct.

**Agenda Item 4: Three WWI soldiers Pockley, Maclaurin & Larkin proposed Memorial at Roseville (Item brought forward).**

The Committee heard a request from Margaret Hill of the Roseville Neighbourhood Watch for a proposed new memorial located at Memorial Park Roseville. The requested memorial would be dedicated to the three WWI soldiers to whom the streets surrounding the park are dedicated: Pockley, Maclaurin and Larkin.

**ACTION:**

Undertake further research on the Memorial Park and why the soldiers names were chosen to determine if any other names should be considered. Liaise with the Roseville RSL and any family of the soldiers.

### **Agenda Item 1: Review of Draft Ku-ring-gai Council Chambers Conservation Management Plan**

The Committee deferred discussion on the draft Conservation Management Plan until the December 2009 meeting.

#### **ACTION:**

The Committee will forward their comments on the draft Conservation Management Plan to Council staff.

### **Agenda Item 2: Heritage Awards – scoping paper**

The Committee discussed the Heritage Awards scoping paper. It was decided to change the categories to include adaptive reuse and landscaping, and remove dollar sums in favour of the size of the renovation. In addition, while the categories are nominated by the applicant the judging panel has the option of shifting an application to a category deemed more appropriate.

#### **ACTION:**

Council staff to prepare a report for Council recommending the Heritage Awards proceed and requesting funding of \$5,000.

### **Agenda Item 3: Report on NEERG – Part 2**

Councillor Szatow continued her report to the Committee on the presentations that were given at the NEERG Heritage Seminar. In particular North Sydney Council's experiences with their most recent heritage study and subsequent LEP, and Minister Kristina Keneally's suggestions for what makes a good heritage study: accuracy, using themes, legislative controls and community support.

### **Agenda Item 5: State Heritage Thematic listings – Ku-ring-gai**

The Committee discussed possible sites to be recommended to the Heritage Branch's State Heritage Register (SHR) Thematic Listings Program 2009-2010. The Committee agreed there should be further investigation into:

- St Ives Showground site;
- Sphinx War Memorial in Bobbin Head; and
- Fiddens Wharf steps.

Councillor Anderson suggested the community and the Aboriginal Heritage Office be asked for their recommendations of places for the SHR.

#### **ACTION:**

The Committee recommends Council place a call for nominations for the State Heritage Register on Council's website, with information about this year's themes.

## **General Business**

Council has received a quote from the State Architect's Office for the conservation works on the St Ives Showground Army Relief Map. It was suggested by the Committee to obtain an additional quote from International Conservation Services.

The Committee were notified that a notice of motion regarding Tulkiyan was carried to update the management plan and review staffing. The Committee reiterated their desire for the General Manager to give guidance on the unresolved issue of the Tulkiyan sub-committee.

Jennifer Harvey presented the Committee with an updated version of the draft heritage inventory form for the North Shore Railway Line. The Committee recommended Council nominate the North Shore Railway Line for the State Heritage Register and include the line on Ku-ring-gai's local heritage list.

**Meeting Closed:** 8.35pm.

# NSW State Heritage Inventory form

ITEM DETAILS							
Name of Item	North Shore Railway Line						
Other Name/s Former Name/s	Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee and Wahroonga Railway Stations						
Item type (if known)	Railway Station Group						
Item group (if known)							
Item category (if known)							
Area, Group, or Collection Name							
Street number							
Street name							
Suburb/town						Postcode	
Local Government Area/s	Ku-ring-gai						
Property description	Railway track, platforms, station buildings, footbridges, overhead booking offices, ramps, gardens etc						
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting			Northing	
Owner	Rail Corporation of NSW						
Current use							
Former Use							
Statement significance	<p><i>The North Shore Railway Line is recognised as having Local and State Regional Significance. The SRA rate the line as being comparable and as significant as the Blue Mountains railway. The consistently high standard of the station buildings reflects the high level of importance that the railways placed on the North Shore Line.</i></p> <p><i>The Ku-ring-gai group of station precincts are superb examples of railway architecture and design. As a group they provide a consistent style of high significance as all are in excellent condition, and display a unity of development rarely seen on the railway system.</i></p> <p><i>The station precincts are sited in garden settings which was typical of many stations throughout the State and which now have largely been removed. This gives the sites added significance.</i></p> <p><i>The Ku-ring-gai group are also of interest as they are all island platform structures except for the terminus points such as Lindfield and Gordon where an additional platform is provided.</i></p>						

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	<p><i>The group's consistently high standard of brick station buildings and their beautiful garden settings reflect the importance of the area and how decisions made relating to the railway could be influenced by local politics.</i></p> <p><i>The groups significance is heightened with additional items located at various stations:</i></p> <p><b>Roseville Station</b> is the first of the eight train stations in the Municipality of Ku-ring-gai. It is apparent to all train users, that when approaching Roseville, they are entering a different type of locality: one with more open space and larger gardens. Roseville Station Master's cottage built in 1903 still stands and is located on the Pacific Highway. Unfortunately the original roof of the station building has been replaced.</p> <p><b>Lindfield Station</b> is one of the most interesting and significant stations on the North Shore Line: it contains a side platform as well as an island platform with an overhead booking office. The station's importance is heightened with the addition of a unique pre-cast panelled signal box which is the only one known to exist in the Metropolitan area; the relatively rare 'haunched beams'; the RSJ trestles and Newel posts with the star design.</p> <p><b>Killara Station</b> is listed on the Registers of the National Estate, The National Trust and Section 170 Register of RIC. The station with its surrounding gardens was featured on the front cover of the Sydney Suburban train time-table during the 1960's. This demonstrates the importance of the station with its garden setting to the railways at that time. A series of pathways lead from the surrounding residential areas to the footbridge, a unique feature of this station. The Killara Station contains Newel posts featuring the star design. Unfortunately the station building was damaged by fire and the roof has been replaced with a poorly designed substitute structure.</p> <p><b>Gordon Station</b> with its associated precinct and garden setting is probably the best example of its kind in NSW. Although having undergone some minor sympathetic additions and reconstructions it retains a strong consistent architectural character that compliments the residential character of the North Shore. The precinct contains; a footbridge with an overhead booking office; a brick station building on an island platform and a timber utilitarian waiting shed on a side platform. The group is interesting because of its intact condition, its retention of significant detail and its use as an intermediate terminus with the use of the additional platform. Its significance is heightened with the additional items of intact signal box and fittings. The footbridge constructed of steel containing the oldest "haunched beams" in NSW, a timber booking office and WWI Honour Board. Gordon Station is listed on The Register of National Estate, NSW Heritage Council, National Trust of Australia (NSW), LEP and Section 170 Register of RIC.</p> <p><b>Pymble Station</b> is one of several important and representative station buildings constructed on the North Shore and Blue Mountain line. It is largely intact and retains most of its original features. Its significance is heightened as it contains the relatively rare 'haunched beams" RSJ trestles and Newel posts featuring the very rare knob design. Pymble had the potential to be one of the most dangerous stations because the railway crossed the highway on a level crossing. It was also difficult to stop because of the steep grade. Pymble station is listed on the Section 170 Register of RIC.</p> <p><b>Turrumurra Station</b> is a good representative example of an island station building from the first phase of re-building the North Shore line. Constructed in 1899 it is the oldest brick island station building in Ku-ring-gai. The circular gusset inset in the awning bracket indicates that it was built in the 1890s. It is the only example of its kind on the North Shore line.</p>
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# NSW State Heritage Inventory form

	<p><b>Warrawee Station</b> opened on the 1<sup>st</sup> August 1900. It was the last station to be built in Ku-ring-gai. It is unique in that there is an absence of commercial buildings in the area and it is located in a bushland setting.</p> <p><b>Wahroonga Station</b> and its surroundings are a superb example of the early 1900s Sydney suburban railway station architecture and design, set among gardens tended by State Rail, the Ku-ring-gai Council and local residents. Trees and shrubs planted on the platform added importance to the pleasant visual appearance. At the Northern end of Wahroonga Station is a “free standing” or over railway footbridge that contains Newel posts featuring the star design. The rarer knob design can be found on the Newel posts at the bottom of the access stairs to the platform. The station precinct is listed on the NSW Heritage Council, National Trust of Australia (NSW), LEP and Section 170 Register of RIC.</p>	
Level of Significance	State <input type="checkbox"/>	Local <input type="checkbox"/>

DESCRIPTION	
Designer	State Rail
Builder/ maker	Steel makers Dorman Long & Co Ltd of Middlesborough England appear to have been the principal supplier of Steel used in the construction of footbridges; stairs, ramps, trestles, beam and truss superstructures <sup>1</sup> .
Physical Description and early modifications	<p>When the North Shore line opened its first stations were basic timber utilitarian structures. The majority of these were rectangular in plan with an iron skillion roof that either sloped towards or away from the platform. Gordon Station has the only surviving example of this style of building located on platform 1.</p> <p>With duplication of the line extensive improvements were carried out and the introduction of island platforms with brick station buildings constructed.<sup>2</sup></p> <p><b>Station Buildings</b></p> <p>Every brick station building now existing in Ku-ring-gai is Federation in style and classified as an initial Standard design or Type 12 building<sup>3</sup>. Throughout New South Wales approximately 240 station buildings of this design were constructed over the period 1892-1932. As of 2003 only half of these remain<sup>4</sup>.</p> <p>The station buildings were located on an island or side platform. They were rectangular in plan with a steep gable and corrugated iron roof. The buildings were 11-12 feet in width and ranged in length from Lindfield 57 feet, Roseville, Lindfield and Warrawee 72 feet, Turramurra and Wahroonga 87 feet and Killara 108 feet.<sup>5</sup></p> <p>A typical Federation feature was the double-hung sash windows with multipaned coloured glass in the upper portion. The eaves were finished with an inverted picket fence boarder. Large prefabricated metal brackets supported the cantilevered awnings; these brackets eliminated the need for columns or posts to support the verandah. This not only contributed to safety but also provided extra room on the platform.</p> <p>All the functions were contained within the station building and usually included a booking office, general waiting room, ladies' waiting room with toilet and men's toilets. The men's toilets were always located at the end of the building<sup>6</sup> and were hidden by a vanity screen. Access to the ladies' toilets was via the ladies' waiting room, which acted as an ante-</p>

# NSW State Heritage Inventory form

	<p>chamber. Access was never directly from the platform. The cleaners' passage, which separated the ladies' and men's toilets enabled the toilet pans to be removed without the need to enter the inner sanctum of the ladies' waiting room. Tickets were purchased via the ticket window located in the general waiting room.</p> <p>The station buildings were under the control of the Permanent Way Branch,<sup>7</sup> which specified the materials used in construction. However the Signal Branch had control of the area at the end of the building where the signal box [frame "A"] was located; they dictated the materials used in that part of construction. Timber was the preferred choice of material although in some stations the area was left open. With automation of the signals this area is now used as protection from the elements, ticket office, etc</p> <p>It is interesting to look at each of the buildings in Ku-ring-gai and compare the differences in construction. Although they are of the same basic design, different bricks have been used, the corbels on each of the buildings vary in size and shape and even height. Window treatments vary between station buildings, some have a more elaborate window sill and skirt.</p> <p><b>Overhead Booking Office and Local Platform</b> As well as the platform buildings, Lindfield and Gordon have overhead booking and parcels offices. The addition of these structures at the stations is an indicator of the heightened importance of the places as railway centres. Both locations were terminating stations and also featured additional platforms for this purpose.<sup>8</sup></p> <p><b>Footbridge</b> There are 226 footbridge sites in NSW and of these only 28 contain <b>steel haunched beams</b>. The two footbridges at Gordon contain the oldest steel haunched beams in the State (1909). Lindfield Station footbridge also contains steel haunched beams (1922). There are only 22 sites that contain two footbridges, a street access structure and a platform access structure joined by an overhead booking office<sup>9</sup>. Gordon is a typical example. At the Northern end of Wahroonga Station is a "free standing" or OVER RAILWAY footbridge. This allows the pedestrian access from one side of the railway right of way to the other side without entering onto railway property.</p> <p><b>RSJ Trestles</b> Steel trestles incorporating RSJ posts were built as early as 1909-10 at Gordon, Pymble and Hawkesbury River Stations and at about 20 other stations through to the mid-1920s, for example Lindfield (1922)<sup>10</sup>.</p> <p><b>Newel Post</b> Constructed of cast iron there were two different designs. One design had a star emblem embossed on the front and outer sides and the other had a semi-spherical knob. Only three of the latter survive, at Mt Colah, Pymble (1910) and Wahroonga (1927)<sup>11</sup>. Stations containing Newel Posts that are embossed with a star are Killara(1909), Wahroonga, North end (1910) and Lindfield (1922)<sup>12</sup>.</p> <p><b>Precast Signal Box</b> At Lindfield, the Railway Commissioner decided to build a signal box separate to the other platform buildings. Dating from 1921, this structure is made of pre-cast concrete blocks, officially called units, which were placed between vertical concrete posts with slots in them to accommodate the edges of the units. The building was capped by a roof of "concrete slates", which were similar to traditional slates built of fibro-cement sheeting and laid in a diamond pattern. The use of precast concrete units was relatively rare in Sydney. They were used as a means to lower construction costs and providing a building, which was termite</p>
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	<p>resistant.<sup>13</sup></p> <p><b><u>Roseville Station</u></b>  Opened on 1 January 1890 as <i>Rossville</i> an unattended brick-faced platform, 264' in length, with a timber waiting shed. It was situated on the down side of the line convenient to the Lane Cove Road, at the site of the present station.</p> <p>In 1896 an additional platform on the Up (east side) was built, an example that was unique in the system, and for what reason cannot now be discovered. The guard was instructed to give the dual platforms special attention to avoid accidents and everyone must have felt relieved when duplication removed this freak arrangement. Roseville's two single platforms on the single line were replaced by the standard island platform in 1900. The brick station building, with access from a footbridge at the extreme Milson's Point end was constructed in 1901. <i>NSW Contract Reporter</i> 1 October 1901 Erection of Station Buildings at Roseville. Tender accepted of White and Lechill of 556-14-2 ½ pounds<sup>14</sup>. The station building was a TYPE 12, 72 feet long constructed of brick with a gabled roof. The building contained a Station Masters office, general waiting room, ladies' waiting room and a men's toilet. The cost of the building was 1380 pounds.</p> <p>The Station Master's House which still exists was built in 1903<sup>15</sup>. <i>NSW Contract Reporter</i> 2 June 1903 Station officer's house. Tender accepted of W Refshaw of 578-7-0 pounds.</p> <p>The platform was extended in 1907. When block and interlocking was instituted in 1908, frame "A" was placed under the extension at the Milson's Point end of the building. This eventually was enclosed and when signals became automatic, was converted to a booking office. The platforms were extended in 1927 for electrification.</p> <p>There was a timber overbridge, with brick piers, at Archibald's Road (now Clanville Road).</p> <p><b><u>Lindfield Station</u></b>  Lindfield Station opened on 1 January 1890 taking its name from a house <i>Lindfield</i> near the station built in c 1880 by William List, formerly of Lindfield in Surrey, England</p> <p>Lindfield opened as an unattended brick-faced platform, 264' in length, with a timber waiting shed. It was situated on the Down (west side) of the line with an enclosed vehicular approach from Pacific Highway. This building was a TYPE 7 timber waiting shed 19 feet in length (including tank) with a reversed skillion roof that sloped away from the platform edge and contained a general waiting room.</p> <p>With duplication of the line in 1900 Lindfield was entirely remodelled with a new island platform and standard brick building with access from a new overbridge that crossed the platform at the Sydney end of the building. <i>NSW Contract Reporter</i> 6 November 1900 Erection of Station building<sup>16</sup>. This was a TYPE 12 building constructed of brick with a gable roof and was 72 feet long. The building contained a Station Masters office, postal, general waiting room, ladies' waiting room and a men's toilet. The cost of the building was 1000 pounds. (This station building still contains its original men's water closet with cleaner's passage, 2007).</p> <p>The frame "A" was situated under the extending awning at the Sydney end of the building. A small watertank was installed on the southern extremity of the platform for use by terminating locomotives. A goods siding was constructed on the eastern side of the Up line, with access to the main line from both north and south, and making provision for engines from the siding to shunt around the platform in order to reach the Down line.</p> <p>In 1921 the Construction magazine reported: "The NSW Railway Commissioners have</p>
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	<p>decided to make extensive alterations at Lindfield. The present overhead bridge is to be taken away and a wider structure will take its place. Another platform for local trains will be built on the eastern side of the goods line and access to both platforms will be provided instead of a ramp. Instead of the overhead cartway a subway is to be constructed at about Balfour Street to connect the Lane Cove Road on the west side with Lindfield Ave on the east. The goods yard will be removed to the eastern side of the present station and access is to be provided to the Lane Cove Road<sup>17</sup>.”</p> <p>The second station building and overhead booking office were constructed in 1921. The new TYPE 12 station building was located on a side platform that ran parallel to Lindfield Avenue. Constructed of brick with a gable roof and it was 57 feet long. All functions were contained within the station building; general waiting room, ladies’ waiting room and men’s toilet. R. Kendall approved the construction on 25 August 1921. The overhead booking office was a TYPE 20 and was approved by R. Kendall on 28 July 1921. It was constructed on a new footbridge that was built to replace the former vehicular overbridge. Access stairs to each platform and to the street on either side of the footbridge were provided. Lindfield Station footbridges contain steel “haunched” beams and original Newell posts at the base of the stairs which feature the star design.</p> <p>The side platform has a drinking fountain for engine drivers and firemen located at the southern extremity of the platform. This fountain was designed in such a way that water is always cool.</p> <p>The final main change to the 1922 platform was the construction of a signal station on the main platform. The Railway Commissioners decided to build a signal box that was unique to the Sydney suburban rail system. It was constructed of pre-cast reinforced concrete panels. These were prepared in a railway workshop and brought to Lindfield and slotted into place using a drop-log construction technique with grouted joints. The building was capped by a roof of ‘concrete slates’, which were similar to traditional slates built of fibro-cement sheeting and laid in a diamond pattern. Precast concrete panels was used as a means to lower construction costs and to provided a building which was termite resistant. A second building, used as a maintenance depot was built using the same technique. It is positioned at the southern end of the side platform.</p> <p>A new terminal platform facility was provided at Lindfield, as from the 11 June 1922, to permit of terminating trains standing clear of both main lines. To dispense with opposing movements, the original up main was converted to the terminal road and a new up main platform was erected on the up side, with a new brick building serving it. The terminal road had a dead-end between the main lines, with a crossover for the reversing of engines.</p> <p>In 1927 the Station Master moved from his cottage on the corner of Tryon and Lindfield Ave to further down Tryon Road. The old house was demolished and replaced by the <i>Ramsay Building</i>.</p> <p>There was immediate change at Lindfield after electrification in 1927: the engine crossovers were removed as superfluous and a new system of signals were installed in the signal station.</p> <p>Other changes were to occur: in 1940 the goods siding was closed and removed as Gordon Station took over as an important centre for works activities.</p> <p>The 1900 refuge siding disappeared to make room for the additional main line. Two main crossovers permitted the engines of terminating trains to run round their trains but, such was the influence of the British Board of Trade Regulations at the time, they still had to be transferred to the up platform before departure on their return journey to Milson’s Point.</p>
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	<p>The timber overbridge at Treatt's Road was replaced by a steel one with jack arches. The high level timber overbridge at Springdale Road was given the additional clearance, the brick piers being replaced by steel struts from the face of the cutting.</p> <p>The goods siding made the Lindfield terminus a major focus on the line. Many trains terminated at Lindfield, and in many cases trains sat at the station until the timetable allowed them to return to Milsons Point. Engines, manned by two persons, a driver and a fireman, were called 'tank engines, and could move in either direction. At Lindfield, after pulling in to the platform on the Down line, the engines then used the crossover to track around the carriages to the south end of the line of carriages for the return journey to Milsons Point.</p> <p>Over the years there have been renovations, re-building programs and refurbishments. A fire in the Booking Office in resulted in the re-building of the facility. Other renovations resulted in new stairs from footbridge to platforms, a covered way linking the stairways to the platform buildings, a refurbishment of toilets, and a re-use of waiting rooms.</p> <p><b><u>Killara Station</u></b></p> <p>Killara Station opened on the 10 July 1899 as an unattended station and was placed on the Down (west side) of the line in such a way that it could be readily duplicated by making it an island platform. JG Edwards known as the Father of Killara was instrumental in the establishment of the North Shore Railway and the Killara Station. The word "Killara" means "permanent, always here".</p> <p>Station staff was provided in 1901. A temporary timber building was provided but was replaced by a standard island TYPE 12 brick building in 1906. Construction was brick with a gable roof and it was 108 feet long. All functions were contained within the station building; general waiting room, ticket and parcels office, Station masters office, ladies waiting room, store and men's toilet.</p> <p>For duplication in 1909 the new down line was brought behind the station building thus completing the island allowed for in the original design and a footbridge provided at the Milson's Point end of the building. The frame "A" was placed under the extension of the awning at the same end and, today, the area is in use as a booking office window shelter, as the lever frame was removed with the coming of automatic signalling in 1928.</p> <p>A high level steel jack-arch overbridge replaced the Powell Street crossing and the Greengate Road timber overbridge (originally a private bridge) was replaced by a steel jack-arch structure with brick abutments.</p> <p>A new 30' brick arch underbridge was built to connect Henry Street to Werona Avenue near McIntosh Street.</p> <p><b><u>Gordon</u></b></p> <p>The original station opened on 1 January 1890 with a 264 foot brick-faced platform situated on the down or west side of the line on the site of the present up track<sup>18</sup>. All buildings on the North Shore line except the terminus at St.Leonards were of timber construction. This was a reflection of the depression then gripping NSW.<sup>19</sup></p> <p>The timber station building constructed at this time was a Type 5<sup>20</sup> standard roadside station 37 feet in length. The floor plan was symmetrical, flanked by a detached "wing". The roof form was a gable, with the detached "wing" topped with a transverse gable. The building contained a booking office, general waiting room and ladies' waiting room. Separated by a</p>
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	<p>yard and passage was the detached wing, which housed the men's toilet and a ladies' toilet. The verandah had timber posts and a valance boarding on the gable end. The building was removed to Wollstonecraft 1909.<sup>21</sup></p> <p>At the time of opening of the single line, the safeworking system was staff and ticket, the sections being Hornsby-Gordon and Gordon-Chatswood<sup>22</sup>. The station was a single line passing location and was provided with a 16 lever McKenzie and Holland rocker shaft type interlocking machine to control the fully signalled facility. (An interlocking machine is the collection of levers for operating points and signals, which are so connected that conflicting movements cannot occur. The principal function of a signal box was to house the interlocking machine)<sup>23</sup>.</p> <p>Gordon was closed as a passing facility and converted to an unattended platform on 4 February 1890 when the original Staff and Ticket working was removed to Pymble. On the 20 July 1893, Gordon became manned again.<sup>24</sup> A loop siding was built on the eastern side so that a train which terminated at Gordon could run its engine around the train. A second platform was constructed on the east side of the loop in 1893. This later became the Local platform line, presently No 1 platform<sup>25</sup>.</p> <p>Staff and ticket working was replaced by electric train staff in 1895, using large Webb-Thompson instruments. In 1897 the goods siding<sup>26</sup> holding 15 trucks was constructed on the Down side at the Hornsby end of the station. It connected with the main line by a right hand crossover between the two dead-ends. The goods shed was 36ft x16ft with a 4 ft stage at the front and rear<sup>27</sup>.</p> <p>With the duplication of the line from Gordon-Turramurra on 26 September 1909, and Lindfield-Gordon on 24 October 1909, extensive improvements were carried out both on site and the surrounding area. The level crossing at McIntosh St (Ravenswood) was closed and a public road from the highway to the station was formed. Called Fox St it eventually became St. Johns Avenue.</p> <p>Gordon station was completely remodelled, the old main line became the Up main<sup>28</sup> and the loop and platform<sup>29</sup> now accommodated trains terminating at the station. A new goods loop siding was placed on the down side of the down main, opposite the platform and connected with both lines. The goods siding was repositioned slightly to the west to accommodate the new line.<sup>30</sup></p> <p>The new Down line was taken behind the old station building creating an island platform<sup>31</sup> and a new Standard design /Type 12 station building was constructed. Two steel footbridges to service the platforms were erected on the Hornsby end of the platforms and an overhead booking office was constructed. Park Avenue timber overbridge was replaced by a double-line steel structure.</p> <p>In 1927, in conjunction with provisions for electrification, the goods siding was extended at the southern end to the site of the new sub station to allow delivery of the transformers and other electrical equipment. A siding was laid off the Milson's Point bound line (Up Main) between the station and Mona Vale Road to service under-rail bins for the delivery of gravel for road construction in the area. The siding was for the Ku-ring-gai Shire Council and was known as the Pittwater Siding<sup>32</sup>. On 3 April 1956 the Pittwater Siding was closed and later removed.</p> <p>The last level crossing on the line at Mount William Street remained until 1927 when an eight foot pedestrian subway was substituted. Pittwater Road [Mona Vale Road] had its timber openings replaced by a 35' and 2/19' steel bridges.</p>
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# NSW State Heritage Inventory form

	<p><b><u>Pymble Railway Station</u></b></p> <p>The Pymble Railway Station opened on 1 January 1890 without a loop and as a temporary staff station. The station is named after Robert Pymble and is sited on part of his 600 acre grant. For a few years before the station building was erected the rear part of the old Robert Pymble's house was converted into a temporary station building, with the dining room becoming a waiting room, and the kitchen becoming the railway ticket office. The gatekeeper's house was at the rear.</p> <p>Pymble station seems to have been an after-thought, as it does not conform to the style of others on the original line. It was situated on an unbroken length of 1 in 50 grade, a most unusual thing in new construction. The platform was shorter than the others being only 198' in length. It was situated on the Down (west side), on the St.Leonards' side of Lane Cove Road (Pacific Highway) level crossing at the foot of Pymble Hill. Opposite the more recent loading bank which was abandoned in 1940.</p> <p>In 1895 the level-crossing was closed, and an overhead bridge opened. This was done to avoid employing someone to open and close the gates, for the infrequent occasions when a train would pass. The overhead bridge was not located at the foot of Pymble hill, but just south of the station linking Lane Cove Road (Pacific Highway) with Grandview Street, approximately in line with Station Street. <i>Building Engineering Journal and Builders News Pymble</i> 10<sup>th</sup> August 1895. Erection of bridge over railway line tender Durham and Sons 178 pounds<sup>33</sup>.</p> <p>Around 1895 the first purpose built station building was erected. This was a TYPE 8 station constructed of brick, 54 feet in length and containing; booking office, general waiting room, ladies waiting room and men's toilet. The station was interlocked in 1900 and the platform lengthened in 1904</p> <p>The dead-end goods siding was on the Hornsby side of the crossing under the site of the present overbridge on the down side, while a lie-bye (sic) dead-end siding was on the opposite side of the line, the latter provided to hold portion of a down train while shunting, owing to the danger of a runaway on the steep grade.</p> <p>On duplication in 1909 the island platform was moved slightly nearer to Hornsby, the building being on the site of the old highway level-crossing. The island/platform station building was a TYPE 12 constructed of brick with a gable roof and containing; parcels office, Station Masters office, booking office, ladies waiting room and men's toilet.</p> <p>The original 1 in 50 rising gradient, which made starting of trains difficult was eased to 1 in 70.</p> <p>Leaving Pymble there is a steep climb to Turramurra lifts the line 100' in the one stage and gains the upper portion of the plateau. There was a private level-crossing, after the construction of the railway, approximately opposite Fern Street, linking Grandview Street with Gordon Road. A high timber bridge was provided at Beechworth Road</p> <p><b><u>Turramurra Station</u></b></p> <p>Turramurra Station opened on the 1 January 1890 and was at first called Eastern Road Station after the road that runs directly north of the station. This was changed to Turramurra Station in August 1890. Turramurra is the Aboriginal word for "High Hill"</p> <p>It had a brick-faced platform, 264' in length, on the Down side at the present site of the Up platform. The timber station was approached by that portion of Eastern Road diverted by the railway, and connected with Pacific Highway.</p>
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	<p>The first timber building approved in 1888 was a TYPE 15 (i) awningless building with a gable roof. It was 36 feet long and contained; a general waiting room, ticket office and ladies toilet. There was an absence of awning over the platform which was added later, access to the ladies toilet was via the waiting room.</p> <p>In 1899 a brick station master's residence constructed on the Pacific Highway frontage (now a park). <i>NSW Contract Reporter</i> 10<sup>th</sup> October 1899. Railway Department cottage. Tender accepted of W Johnson<sup>34</sup></p> <p>A goods loop siding , holding 15 trucks, was on the up side, opposite the platform but the goods shed was on the platform. There was a public level crossing at Cherry Road, with gatehouse on the Down side at the St. Leonards side of the gates.</p> <p>Turramurra became a crossing station, on the 5 October 1899, to divide the Gordon-Hornsby section. The down loop was taken round the rear of the station building and the platform converted to an island, the signalling being arranged for down and up working.</p> <p>The present brick building replaced the original on 14 March 1900. It was a TYPE 12 building approved by T Firth on 9 October 1899 and built by TG Quiggin at a cost of 1,460 pounds. Construction was brick with a gable roof and a length of 87 feet. The building contained a Station Masters office, booking office, general waiting room, cleaners passage and men's toilet. This is the only station in Ku-ring-gai that has circular gusset insets in the awning brackets.</p> <p>The new frame "A" was situated at the Milson's Point end of this building under an extending awning, now used to cover the booking windows. Access to the platform was by a footbridge at the Milson's Point end of the station.</p> <p>The Lane Cove Road (Pacific Highway), approaching Turramurra, crossed over a high cutting on a timber overbridge, which was altered for the duplication to take steel struts from the sides of the cutting in place of the original brick piers and timber trestles. In later years the Main Roads Board provided a widened concrete structure in their remodelling of the Pacific Highway.</p> <p>The goods siding was removed in 1940. Cherry Street overbridge, in steel, replaced the original level crossing the road being slightly diverted.</p> <p>The Station Master's cottage was sold and a property was purchased at No 12 Gilroy Avenue to house the Station Master in 1921. This dwelling is still in existence.</p> <p><b><u>Warrawee Station</u></b></p> <p>Warrawee Station opened on the 1<sup>st</sup> August 1900. It was the last station to be built in Ku-ring-gai. It is unique in that there is an absence of commercial buildings in the area. Warrawee is an Aboriginal word meaning "stop here".</p> <p>Arranged to be an island-type station for future duplication, the platform was on the Down side and a timber building was erected. This was a TYPE 15 (i) an awningless building with a gable roof. Construction was of timber, 30 feet long and containing; a general waiting room and ticket office. There was an absence of awning over the platform</p> <p>With duplication Warrawee had the island platform completed for the new down main and a standard brick island-platform-type building replaced the old timber sheds. The footbridge was erected at the Milson's Point end of the building. There were neither block instruments nor signals. The second building was a TYPE 12 brick building 72 feet in length with a</p>
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# NSW State Heritage Inventory form

	<p>gable roof. All functions were contained within the building station building; booking office, general waiting room, ladies waiting room, cleaners passage and men's toilet. The awning supports were metal brackets. The general waiting room and booking office were altered to a booking office and parcels office in 1944.</p> <p><b><u>Wahroonga Station</u></b></p> <p>Wahroonga Station opened on 1 January 1890. During construction of the railway it was known as Noonan's Platform and on opening Pearce's Corner. It was renamed Wahroonga 10 months later and had a brick-faced unattended platform on the Down side, with a timber waiting shed. Wahroonga is an Aboriginal word meaning "our Home".</p> <p>The first building was a TYPE 8 station, constructed of timber and containing three rooms; general waiting room, ticket office and ladies waiting room. The skillion roof sloped towards the platform edge and there was an extended roof with timber braces. Access to the rooms was from the platform. It was relocated to Point Clair in 1905</p> <p>Wahroonga Station at 623' altitude, had the highest station site on the line. It had vehicular approach from Noonan's [Coonabarra] Road, which crossed the line on the level at the Hornsby end of the platform, a resumed building, between the platform and crossing served as a gatehouse.</p> <p>In 1891, a dead end goods siding was added on the down side towards Hornsby beyond the crossing. It is notable as possessing the first instalment of "duplex and bracket lock" on the ball levers of points and catch points on the system. There was a level crossing at Myra Street and Romsey Street and the former was replaced by an RSJ overbridge before 1904 while a level crossing was opened at Leonard Street before that date.</p> <p>In 1906 a standard brick island-type building was erected in anticipation of the duplication of the line. This was a TYPE 12 building constructed in brick with a gable roof and 87 feet in length. The building cost 1,800 pounds and contained; parcels office, booking office, general waiting room, ladies waiting room, cleaners passage and men's toilet.</p> <p>With duplication in 1909 the new down main was taken around it. A new concrete arch overbridge at the Milson's Point end of the platform gave access by a stepway and replaced Coonabarra Road level Crossing at the other end of the platform.</p> <p>A frame "A" was placed under the awning extension at the Milson's Point end of the Wahroonga station building and the block instruments were in the office. Two main crossovers were provided and were operated from frame "A", together with the Up connection to the goods siding. A pedestrian footbridge was provided, for the purpose of crossing the line only, at the site of the Coonabarra Road level crossing.</p> <p>The Station Master's cottage located at No 19 Illoura Avenue still exists and at this stage (2006) appears to be the last one built in the Sydney area.</p>					
<b>Physical condition and Archaeological potential</b>	Excellent physical condition with few intrusive and unsympathetic alterations.					
<b>Construction</b>	<b>Start year</b>	1890s	<b>Finish year</b>	1922	<b>Circa</b>	<input type="checkbox"/>

# NSW State Heritage Inventory form

years						
<b>Modifications and dates</b>	<p><u>General</u> Two of the stations listed have had unsympathetic alterations to their roof line. This however is not irreversible. 1989 saw the emergence of CityRail which was formed to manage urban rail services in Sydney. CityRail announced the upgrading of every railway station in the network under the banner of a \$105 million station upgrading programme<sup>35</sup>.</p> <p><u>Roseville Station</u> At some stage the roof of the Roseville Station was replaced with a poorly designed substitute structure. 1987 - \$400,000 upgrade which included canopies and removal of a temporary booking office. Reconstruction and improvements to the public toilets and repair to the platform surface.</p> <p><u>Lindfield Station</u> 1982 – replacement of the booking office as a fire had destroyed the original. 1992 – \$700,000 upgrade which included: all weather canopies to the footbridge, stairs and along both platforms. Ticket office refurbished and new public toilets provided. The area adjacent to platform three was to be landscaped.</p> <p><u>Killara</u> 1976 – fire damaged the station and the roof was replaced at this time with a poorly designed substitute structure.</p> <p><u>Gordon</u> 1990 – 1991 new 600 car space parking station and signal renewal. 1993 - Gordon Station was upgraded with an extension of the platforms and reconstruction of the platform 1 building. The concessions at either end of the booking office were constructed<sup>36</sup>. NOTE the concession on the Wade Lane end was reconstructed. 2005 – Additional facilities to increase accessibility to the existing station precinct which included two lift shafts, awnings and ramp. These were located at the rear of the station footbridge so that the setting of buildings and traditional views were retained. The stairs to platform 2/3 were widened to their original width. The new canopies were designed to reinforce the angle of the haunched beams. The southern canopy on platform 1 has a glazed roof to minimise its impact.</p> <p><u>Pymble</u> 1990 – \$500,000 upgrade which included all-weather canopies, enhanced security, repainting and resurfacing the platform. First time in CityRail history that local companies had helped sponsor the refurbishment of a railway station. Contributors included Rank Xerox \$100,000, 3M, Pizza Hut Australia and Pirelli. Ku-ring-gai Council designed the plans, specifications, gardening and landscaping free of charge and the Abi Group provided the project management.</p> <p><u>Turrumurra</u> 1978 – footbridge replaced 1991 – \$250,000 upgrade to include all weather canopies, resurfacing the platform and improvement of station lighting. New toilets and the station building repainted.</p> <p><u>Warrawee</u> 1985 - repainted</p>					





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	<p><u>Wahroonga</u></p> <p>1944 - The general waiting room and booking office were altered to a booking office and parcels office.</p> <p>1994 - \$1 million upgrade was reconsidered due to public agitation on heritage grounds.</p>
<b>Further comments</b>	<p>The railway stations located on the North Shore line form part of a group which has few parallels in our state: a succession of station buildings, largely intact, of a high quality and consistency, of similar design, and representative of a particular style and era.</p> <p>They are surrounded by gardens, which have often been awarded for their beauty, and cherished and enjoyed by the suburbs' residents.</p>

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## HISTORY

### Historical notes

North of Sydney Harbour, the Hornsby Plateau forms the spine of the Municipality of Ku-ring-gai. The area, bordered by the waters of Lane Cove River and Middle Harbour rises to a height of over 213 metres above sea-level near Wahroonga<sup>37</sup>. The high lands of the Hornsby Plateau supported a continuous native forest extending from North Sydney to Hornsby and beyond. When Governor Phillip explored these forested highlands he found them difficult to penetrate and decided they were unsuitable for settlement<sup>38</sup>. The land remained undeveloped until the 1810's when Governor Macquarie's extensive public works programme created a building boom and timber-getting became a major industry on the area. Once the timber was felled it was dragged by bullock teams down rough tracks to the Lane Cove River from where it was transported to Sydney. The timber-getters were transient moving on once the land had been cleared and the orchardists moved in creating a more settled population.

The area containing the Gordon Parish was originally described as the District of Hunters Hill. By the beginning of the 19<sup>th</sup> century when settlement on the northern side of the harbour developed local names were adopted and the Lane Cove district replaced Hunters Hill on survey maps. The name Gordon came into existence officially in 1835 when the State of New South Wales was divided into counties and parishes. The parish of Gordon in the County of Cumberland was named after Sir James Willoughby Gordon who had occupied the position of Quartermaster-General in England around the time when the First Fleet was fitted out.

The principal road from the harbourside through the North Shore to Hornsby followed the highest part of the Hornsby Plateau. Originally called the Lane Cove Road (Pacific Highway) it was little more than a track, devoid of metal and badly rutted. The difficulties of transportation hindered the expansion of the area and led to residents of the Ku-ring-gai area agitating for a railway. They established the 'North Shore Railway League'<sup>39</sup> in 1875. The committee formed comprised of WH McKeown, John Waterhouse, Phillip Richardson and JG Edwards. These members were among Sir Henry Parke's best supporters, who declared himself in favour of making a railway.<sup>40</sup>

The difficult nature of the country to be traversed for the North Shore line was not insignificant as the line rose 615 feet from Old Milsons' Point (8 Feet) to Wahroonga (623 feet) over 11 metres 14 chains.<sup>41</sup>

The initial pattern of the railway was to reach inland pastoral centres<sup>42</sup>. Once these were underway attention then focused on linking the Sydney rail network with the isolated Newcastle system. The Railway Commissioners favoured a route from Homebush to Waratah, near Newcastle. In 1881, a suggestion was made in Parliament that the northern line terminus should be located on the north shore of the harbour.

The Legislative Council approved the Great Northern Junction Railway from Homebush to Waratah on 1 December 1881<sup>43</sup> and in the same year surveys for the North Shore Line were completed.<sup>44</sup> In 1882 the branch extension from North Shore to a junction with the Southern and Northern Junction Railway near Pearce's Corner was authorized and an amount of 140,000 pounds was appropriated. Unfortunately these documents were destroyed when the Garden Palace Exhibition Hall burnt down later that year and this necessitated new surveys to be done. These were completed in 1883, the line running from the original Blue's Point to the junction near Pearce's Corner. Plans for the line from Pearce's Corner to North Shore, using Ball's Head terminus were laid before Parliament in August 1884<sup>45</sup> and approved on the 26 August 1884.<sup>46</sup>

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	<p>Tenders were called late in 1885. The contract was for the excavation and forming of culverts etc for the line from "Pearce's Corner to St.Leonards, Crow's Nest with a branch to Ball's Head". The lowest tender was from Messrs. Morton and Hardy for £207,647. 15s<sup>47</sup>. It was proposed after the tenders opened to omit the Ball's Head branch<sup>48</sup> and due to delays Morton and Hardy withdrew their tender.<sup>49</sup> Cabinet then decided to wait before accepting any other tenders until an estimate of the cost of land resumption was completed.</p> <p>Finally the Dibbs Government passed the bill to construct the railway from Pearce's Corner to St. Leonards. Mr E Pritchard's tender of 112,000 pounds<sup>50</sup> was accepted in 1887 and a single line from St. Leonards to Hornsby was opened on 1 January 1890<sup>51</sup>. The stations that opened at this date were Rossville (Roseville), Lindfield, Gordon, Pymble, Eastern Road (Turramurra ) and Pearce's Corner (Wahroonga). Killara Station opened on 10 July 1899 followed by Warrawee on 1 August 1900<sup>52</sup>.</p> <p>The railway brought with it opportunities for the landholders of Ku-ring-gai. Land was subdivided and estates developed. Many farms and orchards were subdivided on the promise of a railway; such as "Gordondale" in 1883. Many more were subsequently developed in the 1890s after the railway came.<sup>53</sup> Special land sale trains were hired by agents eager to promote and sell land in their subdivisions.</p> <p>The railway immediately enhanced lands values in Ku-ring-gai and brought with it new residents. The business people who travelled daily into Sydney now had reliable transport but felt the railway line should be extended to the harbourside. Construction began on the extension from St.Leonards to Milson's Point and on 1 May 1893 it was brought into operation<sup>54</sup>.</p> <p>When Mr Tom Johnson was appointed Chief Commissioner he commenced a vigorous programme of improvements for the North Shore services. To encourage new traffic and new settlement he set about the duplication of the single line. Milson's Point to Lindfield opened on 7 October 1900. The remainder of the line to Hornsby was duplicated in sections. Turramurra-Hornsby 23 May 1909. Gordon-Turramurra 26 September 1909. Lindfield-Gordon 24 October 1909<sup>55</sup>. With duplication, extensive improvements were carried out. Level crossings were replaced with footbridges and subways. New island platforms and station buildings were constructed.</p> <p>A proposal for a railway, from Gordon via St Ives to Narrabeen, was first muted in 1911, and a trial survey was carried out in 1923. The line was to provide a tourist railway to the northern beaches and to open up St.Ives and surrounding crown lands as a residential area. In 1926 the Parliamentary Standing Committee on Public Works resolved: "that it was not expedient that the proposed work be carried out."<sup>56</sup> Yet in the same year Parliament resolved to build a line from St.Leonards to Epping.<sup>57</sup> The Railway Commissioners were of the opinion that it would take years to create an appreciable population to serve the line. They decided to defer the project until after the construction of the Harbour Bridge when Dr. Bradfield's proposed electric railway to Manly would have been built. This project never eventuated.<sup>58</sup></p> <p>Electrification of the line, which commenced in 1927 brought changes with sub-stations being erected at St Leonards and Gordon. 1928 saw the rebuilding of every suburban railway in NSW. All the old carriages and locos went and there was a total new infrastructure.<sup>59</sup></p> <p>Until the construction of the Sydney Harbour Bridge on the 20 March 1932, all citygoers from Sydney's Northern suburbs travelled across the harbour by steam ferry and, at Milson's Point particularly, the huge daily transfer between ferries and train or tram became</p>
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	<p>a marked feature of the North Shore scene.</p> <p>For the next 50 years the changes to the line were minimal. During the 1980s a number of major stations such as Hornsby, Chatswood and North Sydney were expanded with new facilities.</p>
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## THEMES

<b>National historical theme</b>	Australian Theme: Economy; Developing local, regional and national economies.
<b>State historical theme</b>	<p>New South Wales Theme: Transport ; Activities associated with the moving of people and goods from one place to another.</p> <p>Local Theme: The suburbanisation of Ku-ring-gai. How decisions made relating to the railway can be influenced by local politics.</p>

## APPLICATION OF CRITERIA

<b>Historical significance</b> SHR criteria (a)	<p>Criteria (a)</p> <p><i>An item may be important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).</i></p> <p>The station precincts represents a group of high quality station buildings that were constructed on island platforms during duplication of the North Shore Line between 1899 - 1909. They reflect the size and style indicative of the state of development of the area at that time. The advent of duplication saw the alteration of the platforms and the addition of the footbridge and overhead booking offices.</p>
<b>Historical association significance</b> SHR criteria (b)	<p>Criteria (b)</p> <p><i>An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).</i></p> <p>The stations are closely identified with EMG Eddy's building policy of constructing steel overbridges and his immediate successor's policies related to upgrading suburban lines with related station buildings. When Eddy became Chief Commissioner in 1888 he set down a policy of replacing timber bridges with iron or steel superstructures.</p> <p>The North Shore line illustrates that politics has been and still is associated with the railway. It demonstrates how a small group of influential people such as JG Edwards helped to determine the outcome of bringing access to the railway system for the people on the North Shore.</p>
<b>Aesthetic significance</b> SHR criteria (c)	<p>Criteria (c)</p> <p><i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)</i></p>

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	<p>The Ku-ring-gai Station precincts are situated in a garden setting which were part of the railways “beautification leases” and were maintained in conjunction with the local council. The mature trees and plants enhance the streetscape and act as a park like entrance to many of the stations.</p> <p>The high quality of the station buildings reflects the importance of the North Shore line at the time of construction and helps show the significance of the area. It was symbolic as to what materials were used in construction. The buildings built of both brick and timber demonstrate the approach of the railways to use both types of construction jointly on stations.</p>
<b>Social significance</b> SHR criteria (d)	<p>Criteria (d) <i>An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.</i></p> <p>The Gordon Station strongly reflects the connection of the Gordon Community with the placement of the WWI Honour Board on the overhead booking office.</p> <p>The use of the Killara Station on the cover of on the NSW Government Railways suburban timetable in the 1960s demonstrates the importance of the station with its garden setting to the railways at that time.</p> <p>The public outcry (that has been well documented) when changes at the stations have been proposed demonstrates the value the community places on the stations and their curtilages.</p>
<b>Technical/Research significance</b> SHR criteria (e)	<p>Criteria (e) <i>An item has potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the cultural or natural history of the local area)</i></p> <p>The station has the potential to demonstrate the transport activities associated with moving people and goods from one place to another, and the systems for the provisions of such movements.</p> <p>It can help us to understand how the railway contributed to the suburbanisation of the North Shore. It demonstrates the evolution of the Parish of Gordon from a rural area difficult of access from Sydney to a district containing small, rapidly growing low density garden suburbs, from which businessmen could travel daily into Sydney.</p>
<b>Rarity</b> SHR criteria (f)	<p>Criteria (f) <i>An item possesses uncommon, rare or endangered aspects of NSW’s cultural or natural history (or the cultural or natural history of the local area)</i></p> <p>The SRA recognise the North Shore Line as having high regional significance. (this category is no longer used by the SRA)</p> <p>The station precincts are sited in garden settings which was typical of many stations throughout the State and which now have largely been removed. This gives the sites added significance.</p> <p>The groups significance is heightened with additional items located at various stations: Signal box and fittings at Lindfield and Gordon; Overhead booking office at Lindfield and Gordon;</p> <p>The Gordon Station footbridge is of rare heritage significance in that its construction of steel “haunched beams” are the oldest in the NSW. “Haunched beams” are also located at Lindfield and Pymble; RSJ trestles are at Gordon and Pymble 1909-1910, Lindfield 1922; Newel posts at Lindfield, (star design) Wahroonga (star design) Killara (star design)</p>

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	<p>Pymble (knob design) Wahroonga (knob design)</p> <p>Gordon station is also significant in that the footbridge houses a WWI Honour Board, the only one remaining on the North Shore line. The original part of the overhead booking office at Gordon is rare in that there are only 14 examples left in the state and this is one of the most intact.</p>
<p><b>Representativeness</b> SHR criteria (g)</p>	<p>Criteria (g) <i>An item is important in demonstrating the principal characteristics of a class of NSW's</i></p> <ul style="list-style-type: none"> <li>• <i>Cultural or natural places; or</i></li> <li>• <i>Cultural or natural environments</i> <i>(or a class of the local area's</i></li> <li>• <i>Cultural or natural places; or</i></li> <li>• <i>Cultural or natural environments)</i></li> </ul> <p>The stations are able to demonstrate the infrastructure and workings of a suburban passenger station dating from 1890s. The brick buildings are representative of an initial standard design or Type 12 building which evolved between 1892-1932 of which, only half remain.</p> <p>The steel footbridges are also representative dating from the influence of the Railway Commissioner, Edward Eddy.</p>
<p><b>Integrity</b></p>	<p><i>The degree to which the item retains the aspects which make it significant under the criteria above.</i></p> <p>The station precincts are in excellent condition and all contain buildings of a consistently high standard. Roseville and Killara have had their original roofs replaced with unsympathetic new structures.</p>

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## HERITAGE LISTINGS

### Heritage listing/s

#### Register of the National Estate

- Gordon Railway Station Group
- Wahroonga Railway Station group
- Killara Railway Station Group

#### NSW State Heritage Register

- Gordon Railway Station Group
- Wahroonga Railway Station group

#### National Trust of Australia (NSW)

- Gordon Railway Station Group
- Wahroonga Railway Station group
- Killara Railway Station Group

#### Local Government Identification

- The Gordon Railway Station was identified in the Ku-ring-gai Heritage Study 1987 and is included in the Ku-ring-gai Council's Draft LEP 25; Draft LEP 26 and in their Draft UCA 13

#### Institution of Engineers

The Institution of Engineers does not have a listing for Ku-ring-gai Stations. However at this period of time they have abandoned their listings until it has been upgraded.

#### Section 170 Register of Rail Infrastructure Corporation

- Roseville Station Year 1999 Number SRA 933.
- Lindfield Station Year 1999 Number SRA 919
- Killara Station Year 1999 Number SRA 66 The Killara Station listing which includes station buildings, platform faces of brick and pedestrian steps are assessed as historically rare. The item was assessed as socially rare.
- Gordon Station Year 1997 Number SRA 912. The Gordon Station is listed as an item of State, Regional\* and Local Significance.
- The NSW Heritage Office no longer use the category level of Regional significance. Items are assessed as having Local, State or National Significance. An item that has Regional significance can be categorized at another level.
- Pymble Station Year 1999 Number SRA 68. The Pymble Station listing which includes a brick island station building is assessed as historically rare. The item is assessed as architecturally rare. The item is assessed as socially rare.
- Turramurra Station Year 1999 SRA 70 The Turramurra Station which includes the brick island station building and the brick platform faces is assessed as historically rare. The item is assessed as architecturally rare and socially rare.
- Wahroonga Station Year 1999 SRA 2 The Wahroonga Station listing includes the initial island/ side brick building, platform faces of brick 1906; brick arch overbridge 1909; steps-steel fabricated down end c 1900; pedestrian footbridge at North end of station; Landscape whole of station area as landscape precinct as part of larger landscape precinct in Wahroonga area; Brick wall 1909; plantings to platform area and gardens around station area. The item was assessed as historically rare. The item is assessed as architecturally rare and socially rare.



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## INFORMATION SOURCES

Include conservation and/or management plans and other heritage studies.

Type	Author/Client	Title	Year	Repository
<u>State Rail Authority Documents</u>	Fraser Don	<i>Survey of Railway Footbridges.</i> Prepared for the Heritage Manager State Rail Authority of NSW (SRF)	1996	State Rail Authority
		<i>S.R.A. Stations and Tracks</i> , Vol.1 Main Suburban & Branches. (SRA)	1988	
		Signal Historical Studies, Gordon Railway Station Plan for the enhancement of the Signalling Heritage Features, (SHS)	1995	
	David Sheedy PTY Ltd.	<i>Conservation Management Plan for the Gordon Railway Station.</i> Prepared for the State Rail Authority of NSW and the Rail Infrastructure Corporation.. (CMP)	2002	
	Elizabeth Evans	<i>Gordon Station. Statement of Heritage Impact.</i>	2003	
	Sue Haertsch Planning,	<i>Gordon Station Easy Access Upgrading. Statement of Environmental Effects.</i>	2003	
	Form architects (aust) pty ltd. In association with Jennifer Harvey	<i>Statement of Heritage Impact: Gordon Railway Station</i>	2004	
<u>Printed Books and Journals</u>	Singleton C.C.	<i>The North Shore Line.</i> Bulletin No 261-263, The Australian Railway Historical Society, 1959. (ARHS)	1959	Ku-ring-gai Historical Society
	Malcher, Helen	<i>The Advent of the Railway</i> , JG Edwards, 1926/7? Unpublished essay reproduced in 'The Historian' Vol 29 No 2	2000	
	Thorne, Les G:	<i>A History of North Shore Sydney from 1788 to today</i> , 1968	1968	
	Clark, L.A	<i>North of the Harbour: A brief history of transport on the North Shore, Broadmeadow,</i>	1976	
	Beecroft-Cheltenham History Group	<i>Beecroft and Cheltenham-The Shaping of a Sydney Community to 1914.</i>		
<u>Official</u>		Parliamentary Standing Committee on	1889	Mitchell Library and



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<u>Reports and Parliamentary Papers</u>		Public Works Report on the North Shore Railway with Port Jackson, at Milson's Point.  Parliamentary Standing Committee on Public Works Report. Proposed Railway from Gordon to Narrabeen.  Legislative Assembly 1885-6. Appendix to No 38 Minute of Secretary for Public Works 11/5/1886	1926  1886	Ku-ring-gai Historical Society
<u>Thesis and Unpublished Works</u>	Sharp, Stuart Alan  Harper, Glen Alan  Dungey Linda  Ferrie, M  Lumello, Ron	<i>The Railway Stations of NSW 1855-1980</i> , thesis University of Sydney, (Sharp)  The Significance of Style in the Architectural Development of NSW Railway Stations, 1855-1935 thesis University of Sydney 1983. (Harper)  <i>The Effect of Railway Development on Suburban Development in the Parish of Gordon, 1880-1906 Long Essay for Degree of MA</i> 1988  <i>Railway Architecture in NSW- The First Fifty Years Architecture</i> , V 1969 University of Sydney.  <i>Railway station architecture in NSW : the first fifty years</i> , thesis University of NSW 1974. ARCT 725.3109944/3	1982  1983  1988  1969  1974	University of Sydney and  University of NSW
<u>Maps and Drawings and Photographs</u>		Plans and drawings supplied by Rail Infrastructure Corporation (RIC)  State Archives, Kingswood  Photographs, Gordon Library, Ku-ring-gai Ku-ring-gai Historical Society Jennifer Harvey Kerrin Cook		RIC  State Archives, Kingswood  Ku-ring-gai Historical Society



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## RECOMMENDATIONS

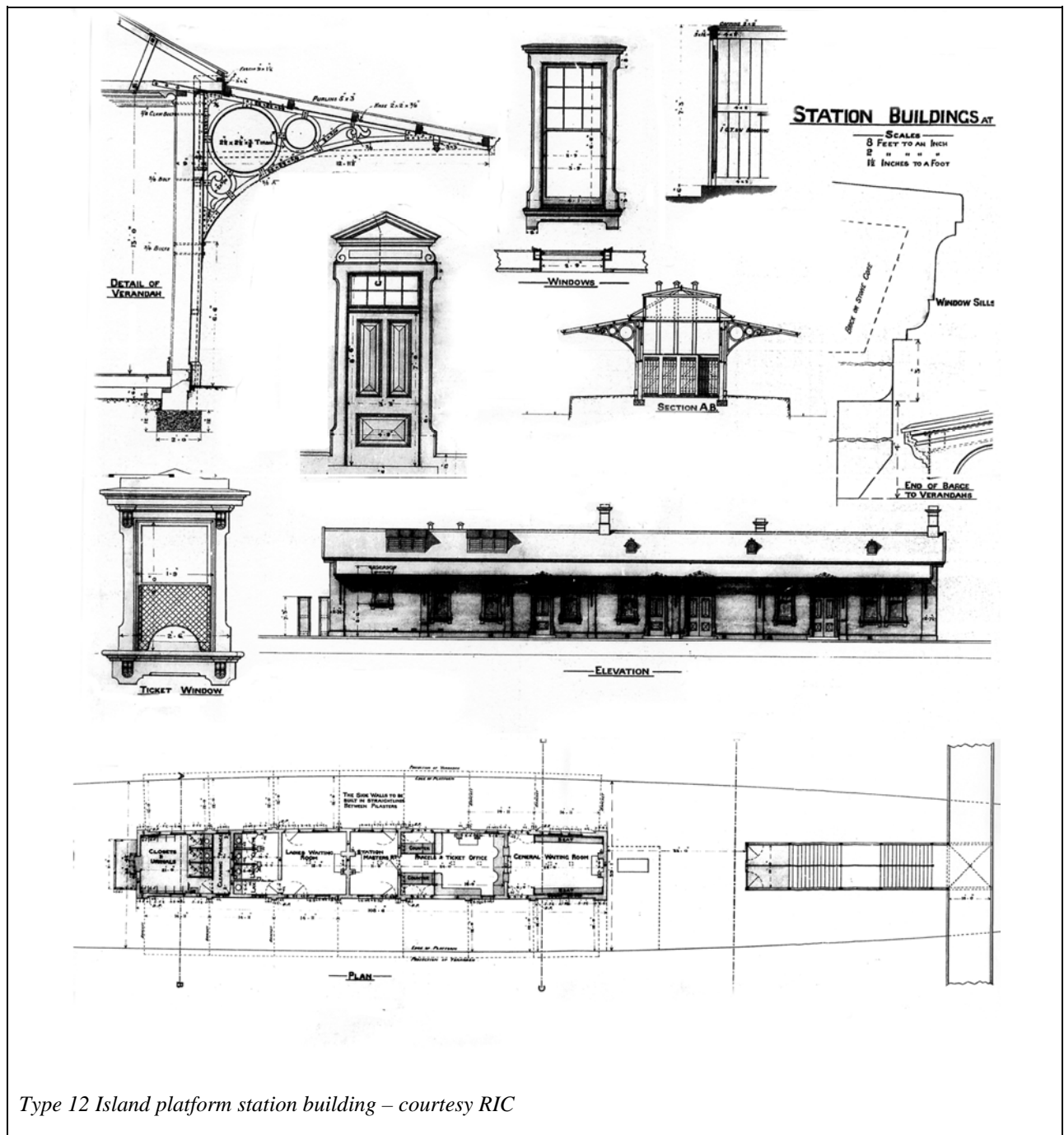
<b>Recommendations</b>	It is recommended that the Ku-ring-gai group of stations on the North Shore railway line be listed as a heritage item as superb examples of railway architecture and design. As a group they provide a consistent style of high significance as all are in excellent condition and display a unity of development rarely seen on the railway system.
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## SOURCE OF THIS INFORMATION

<b>Name of study or report</b>	North Shore railway line (Ku-ring-gai area)	<b>Year of study report</b>	2006
<b>Item number in study or report</b>			
<b>Author of study or report</b>	Jennifer Harvey		
<b>Inspected by</b>			
<b>NSW Heritage Manual guidelines used?</b>	Yes X	No <input type="checkbox"/>	
<b>This form completed by</b>	Jennifer Harvey	<b>Date</b>	2006

## IMAGES - 1 per page

Image caption	Type 12 Island platform station building				
Image year		Image by		Image copyright holder	RIC

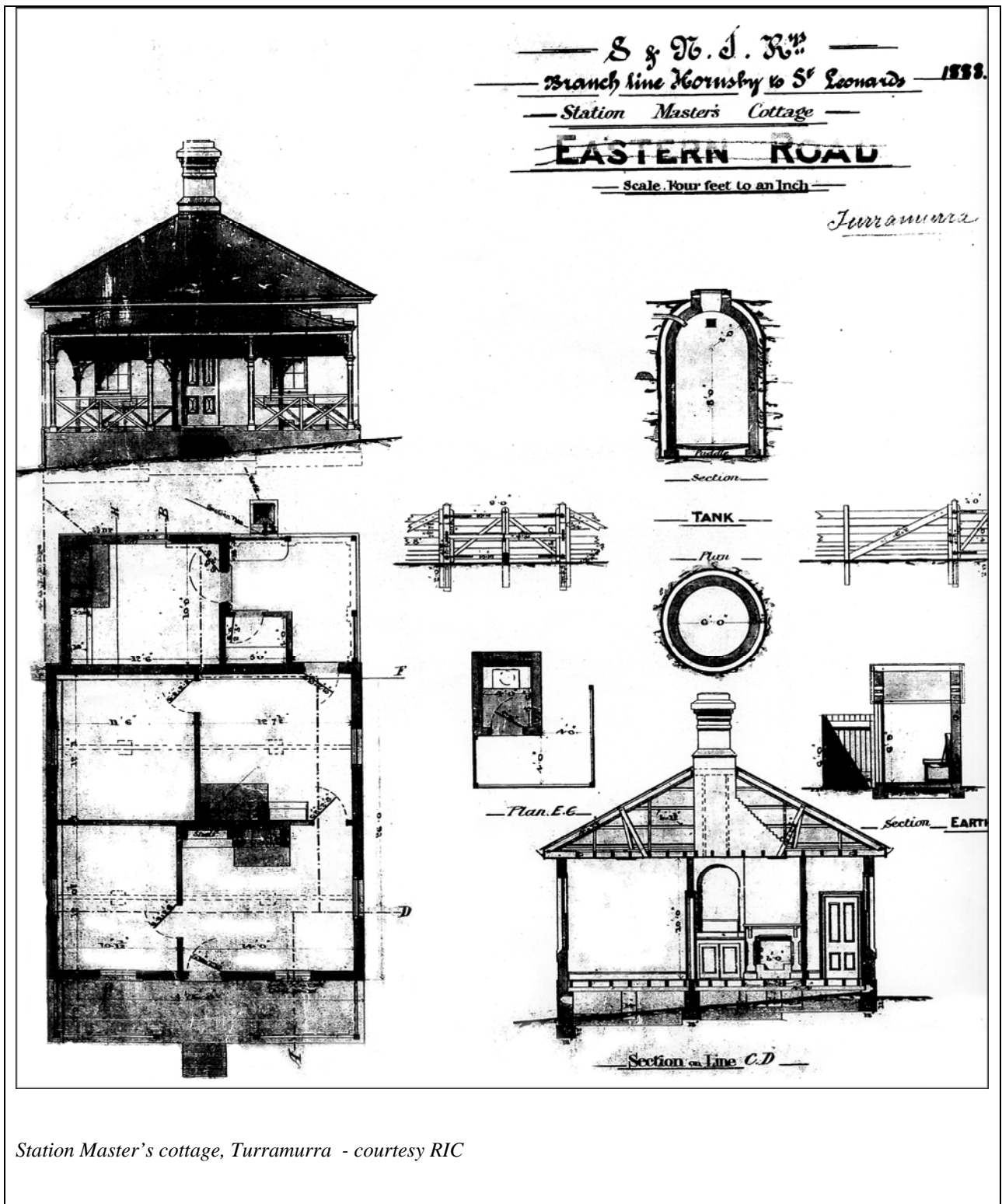


Type 12 Island platform station building – courtesy RIC



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# NSW State Heritage Inventory form



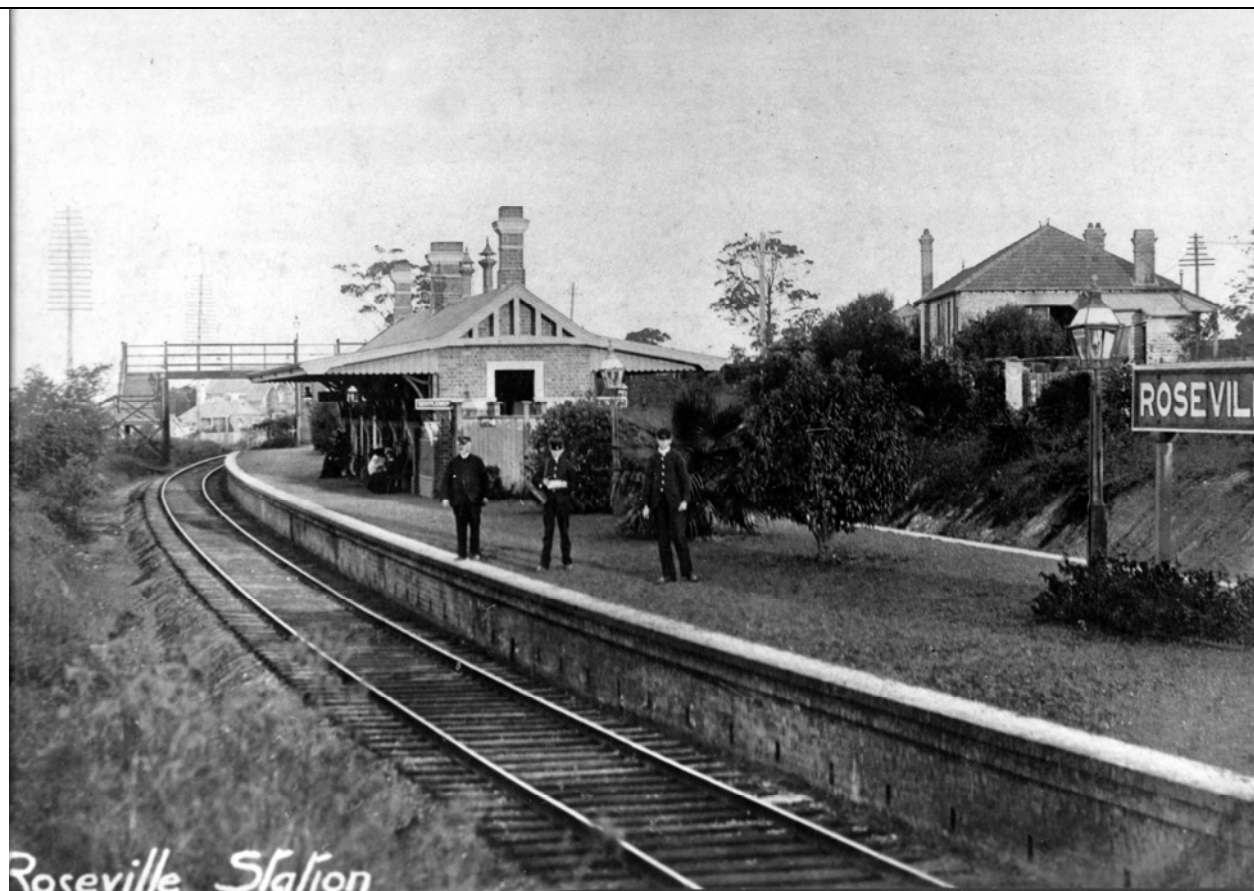
Station Master's cottage, Turrumurra - courtesy RIC





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# *NSW State Heritage Inventory form*

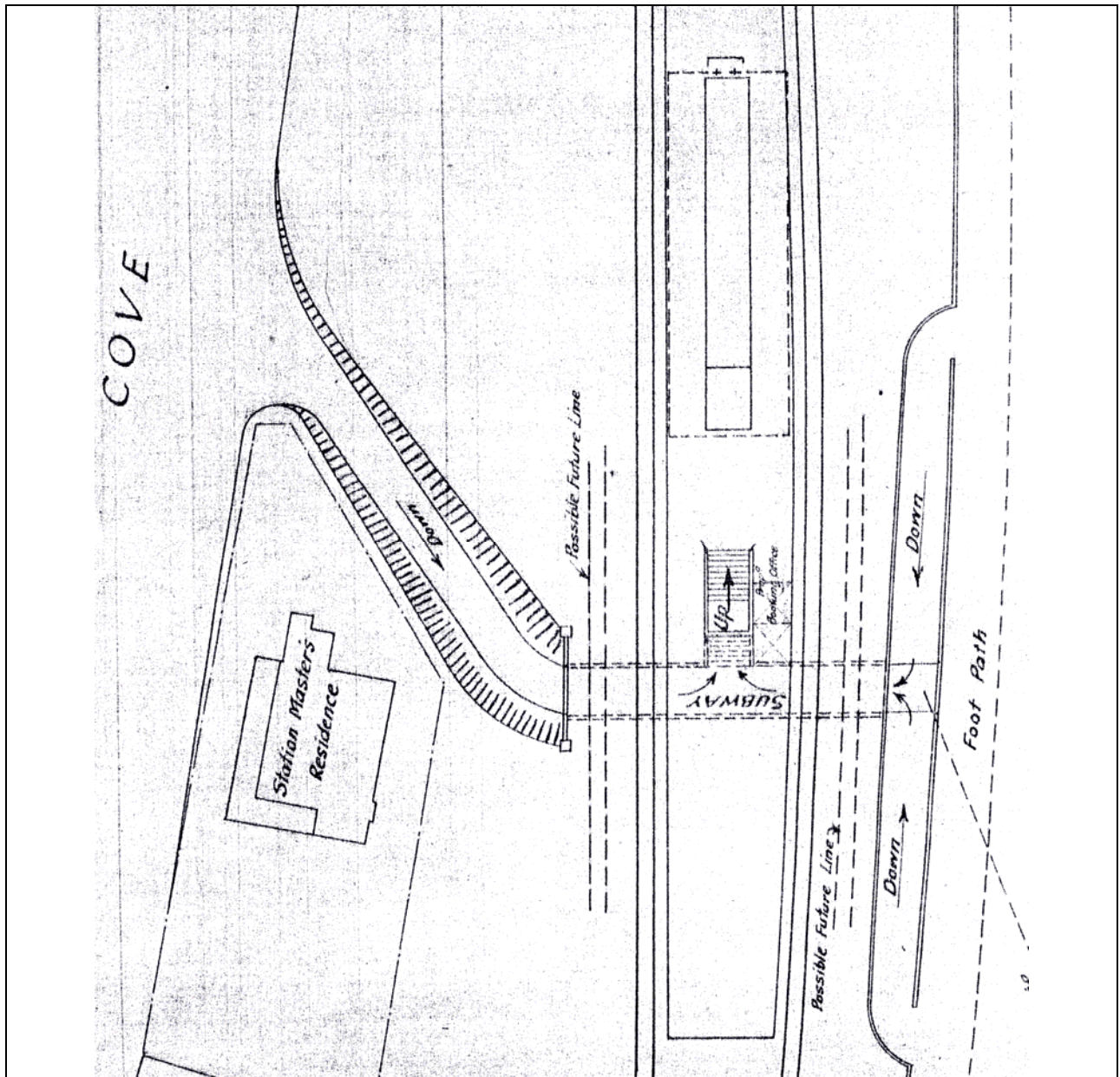


*Roseville Station with the Station Master's cottage on the right— Photo: courtesy of Ku-ring-gai Historical Society*



NSW  
Heritage  
Office

# NSW State Heritage Inventory form

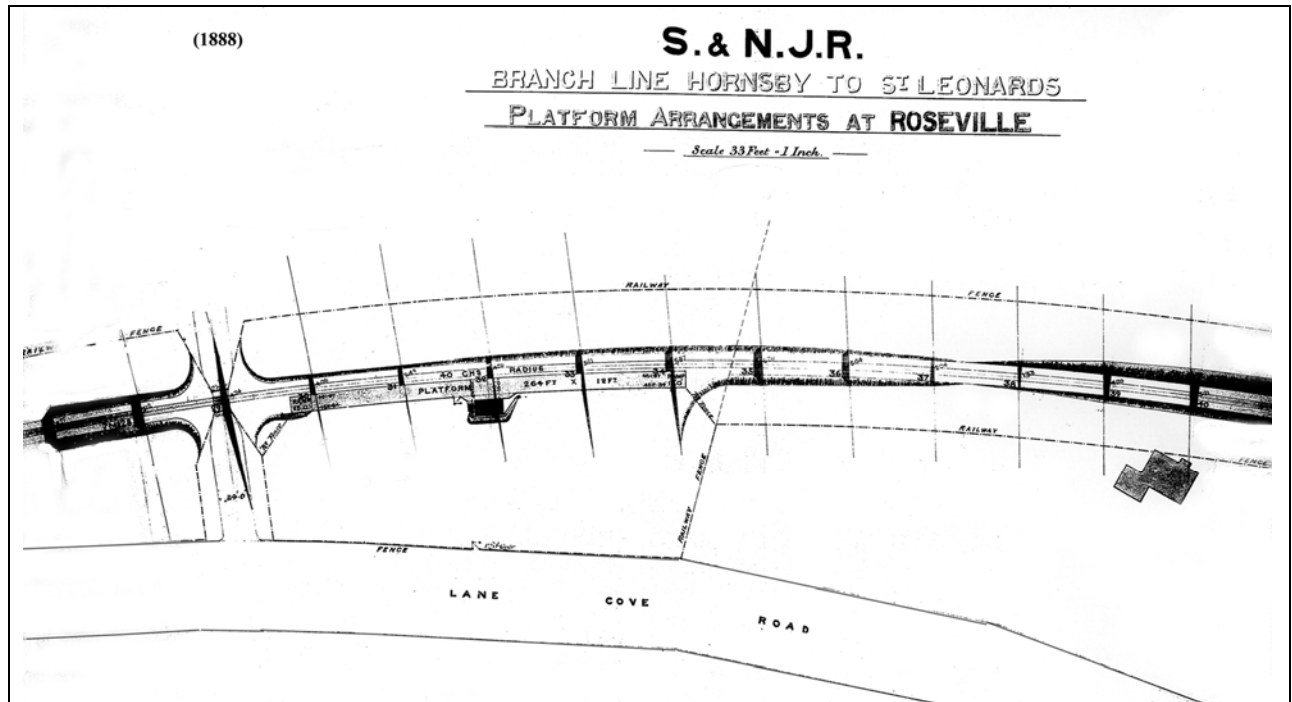


*Drawing of proposed subway for Roseville Station. A footbridge was constructed south of the Station Master's cottage. Roseville is the only station on the North Shore line to still have the Station Master's residence adjacent to the station. Drawing – courtesy of the Gordon Library*

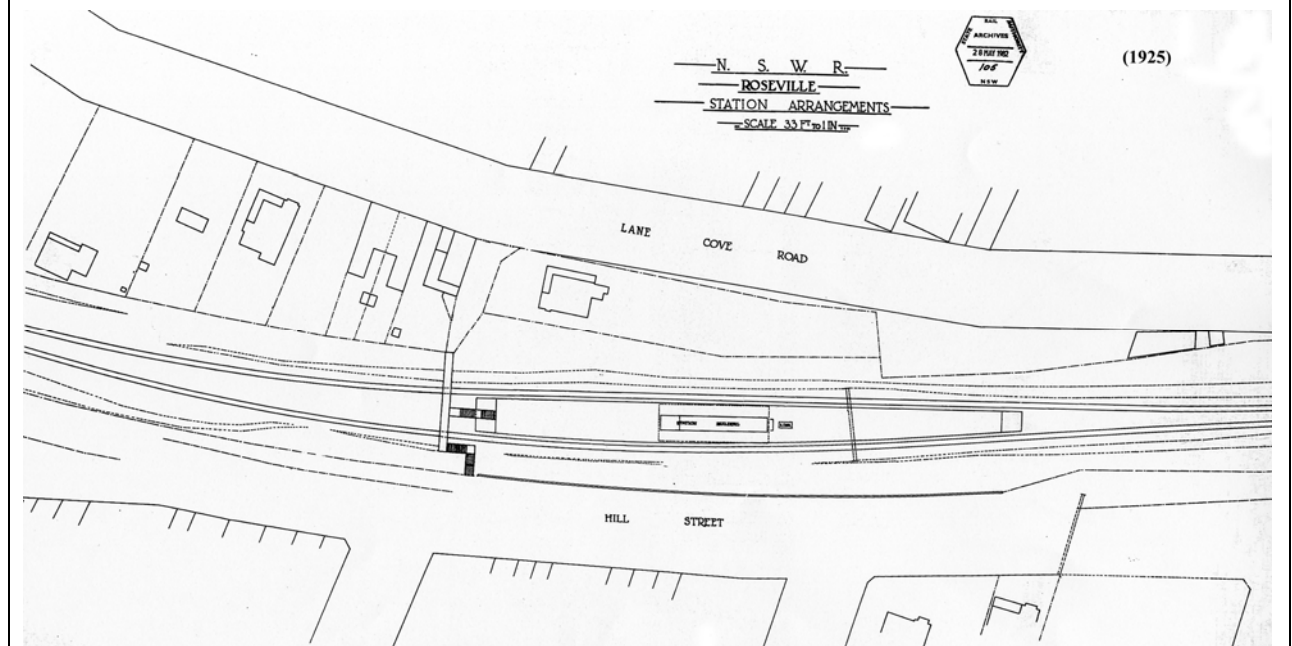


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Roseville Station layout 1888 and 1925 – drawings courtesy of RIC

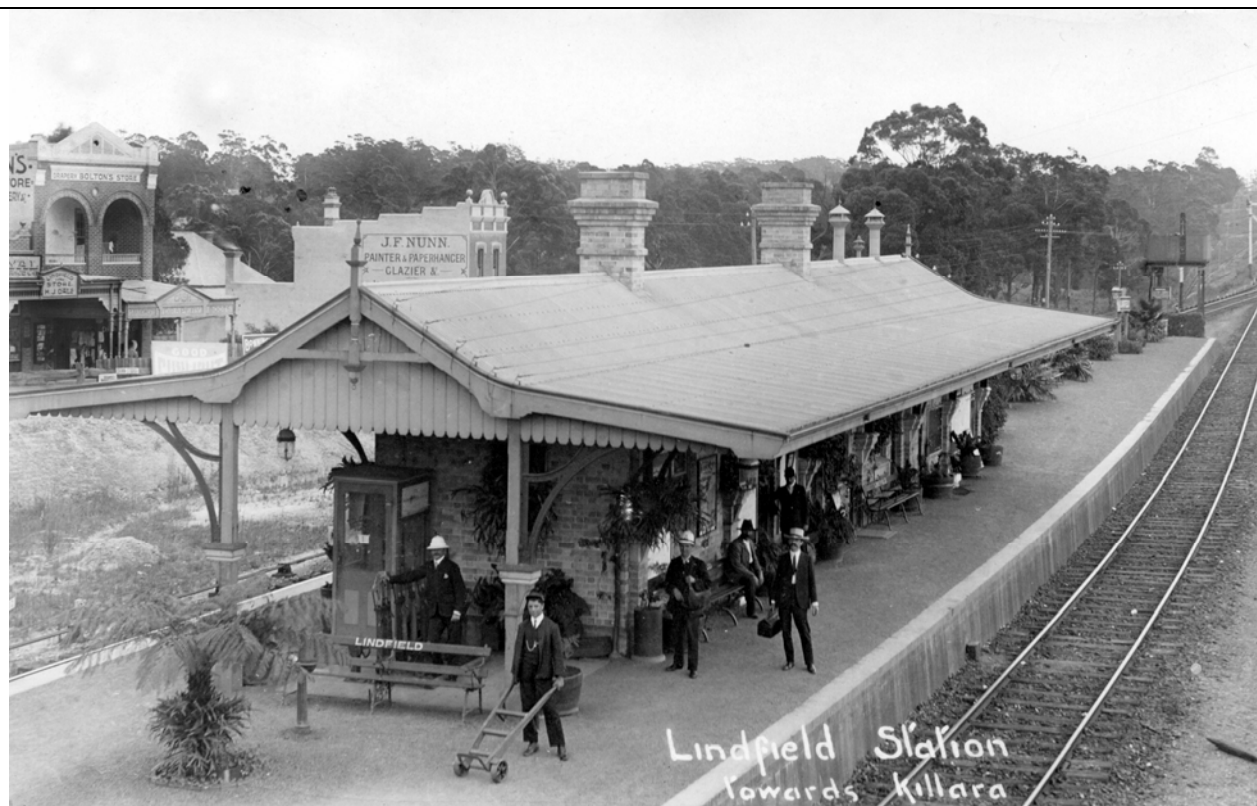






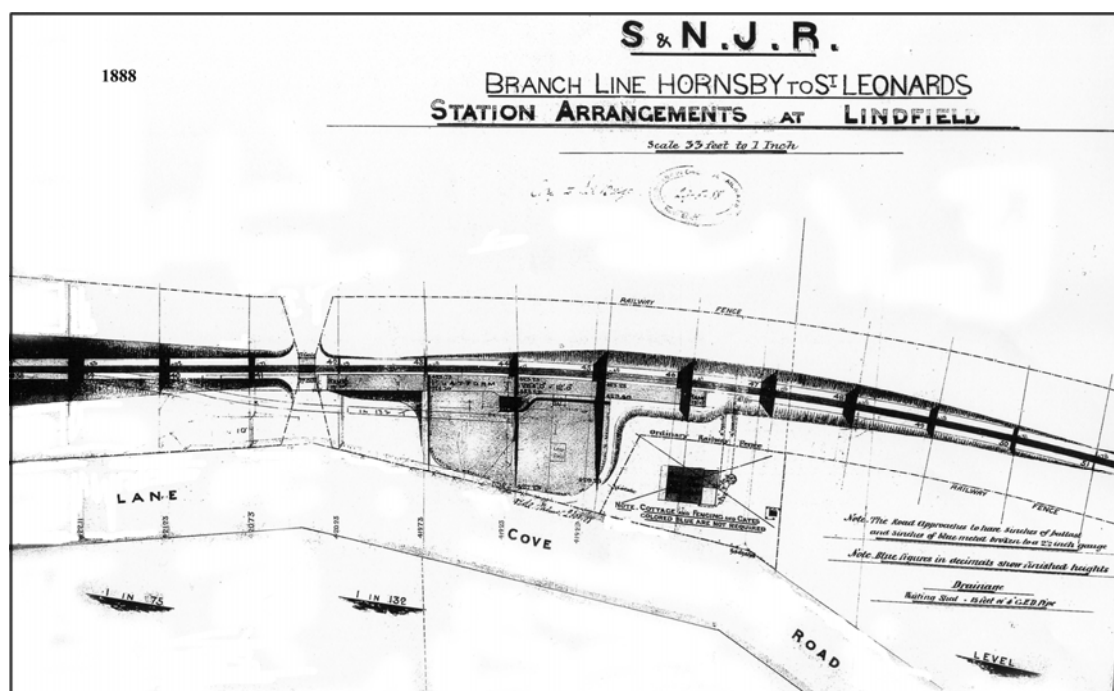
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Lindfield Station courtesy of Ku-ring-gai Historical Society Inc

1888 Drawing of Lindfield Station layout - courtesy of RIC







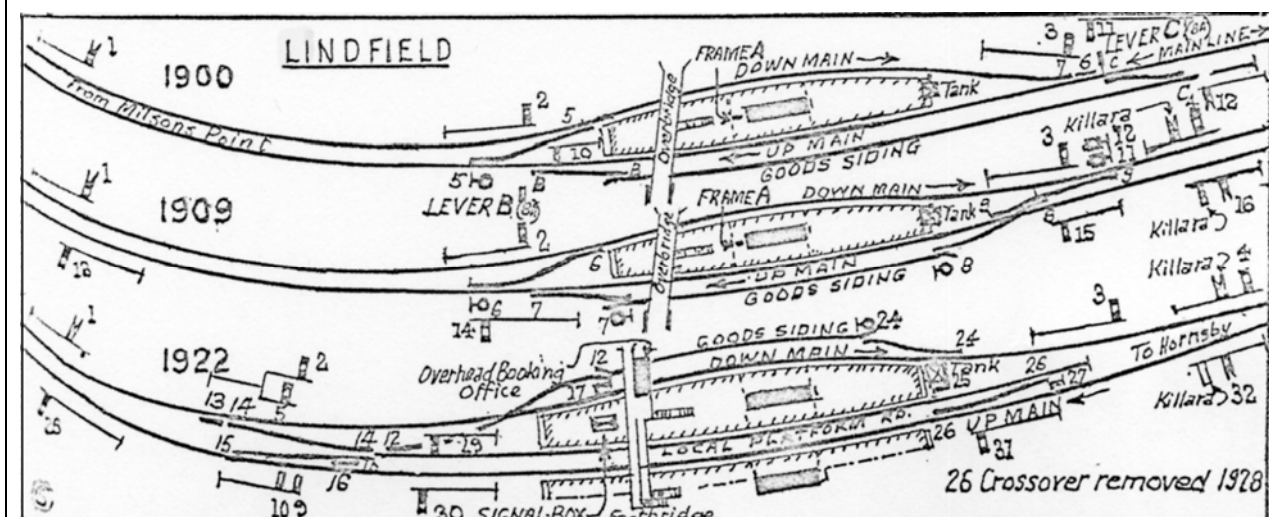
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Lindfield Station showing original overhead booking office, 'haunched beams' and the very rare pre-cast signal box

Lindfield Station layout 1900, 1909 and 1922 – Drawing 'The North Shore Line' by CC Singleton





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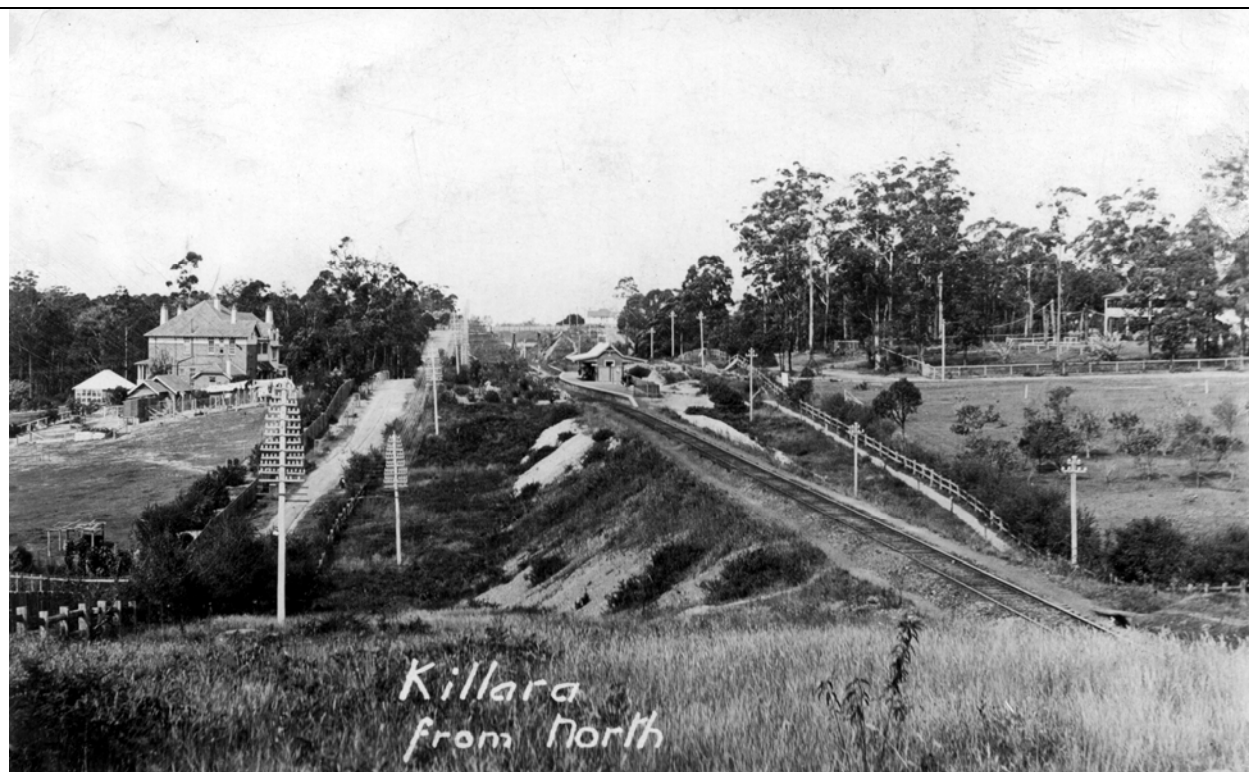
*Lindfield Station showing the very rare 'Star design Newel post' with the rare 'haunched beams' behind*  
*Photo: Jennifer Harvey*





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# *NSW State Heritage Inventory form*



*Killara Station from the North – Photo: courtesy of Ku-ring-gai Historical Society*



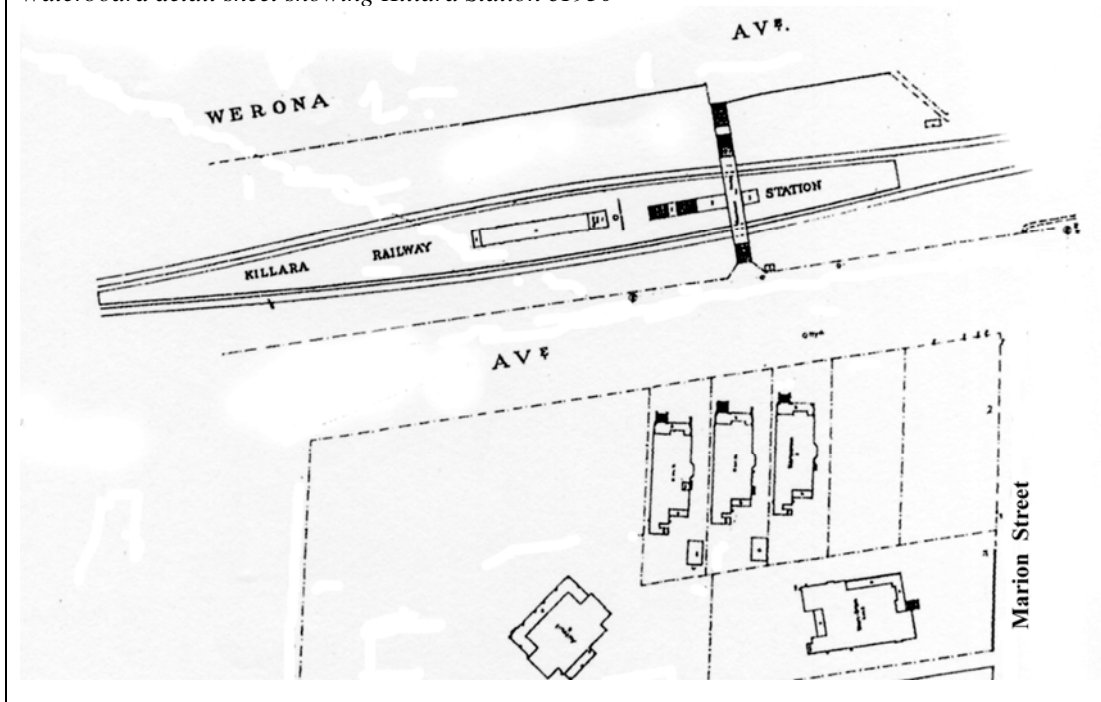
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# NSW State Heritage Inventory form

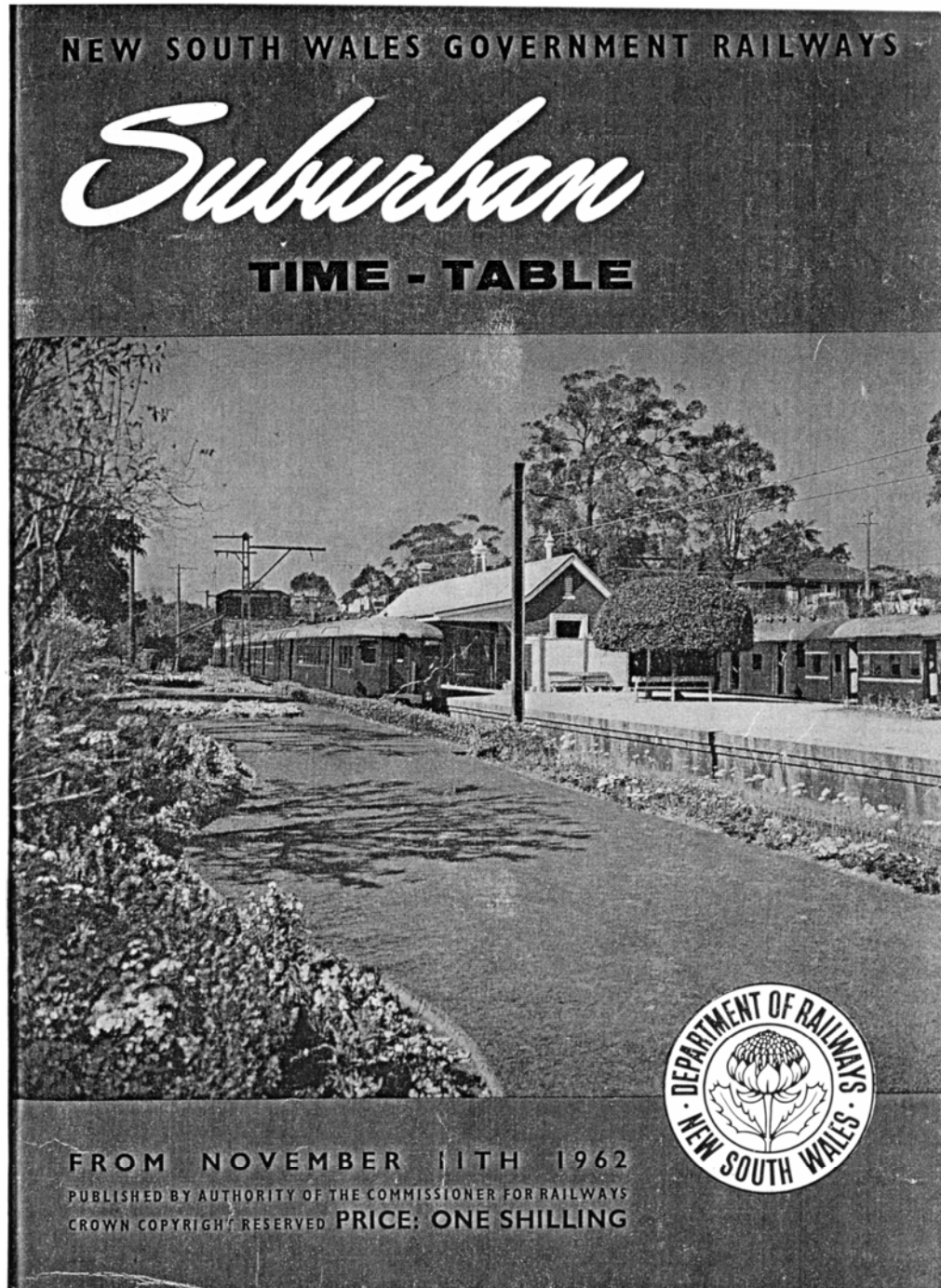


*Killara Station courtesy Ku-ring-gai Historical Society Inc.*

*Waterboard detail sheet showing Killara Station c1930*







*1962 Railway timetable courtesy of RIC*

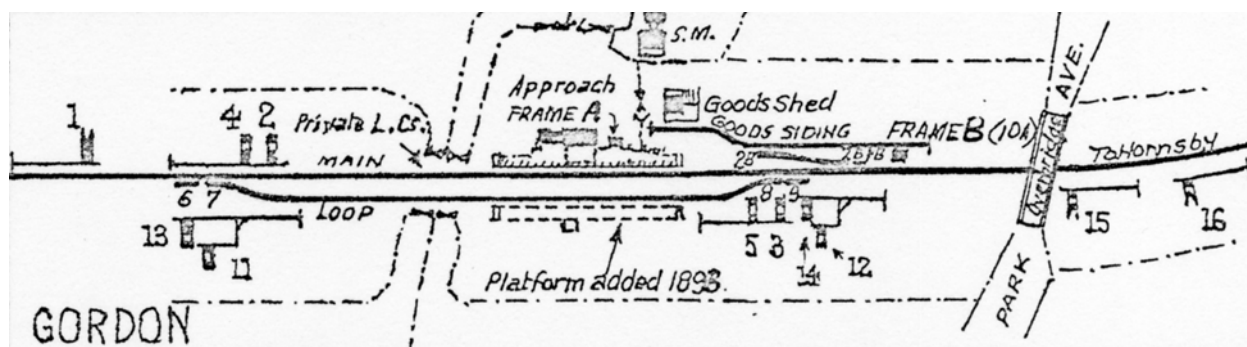


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Gordon Station showing original timber station building and the 1893 waiting shed  
Courtesy of the Ku-ring-gai Historical Society Inc.



Gordon Station layout 1893 – drawing 'The North Shore Line' by CC Singleton





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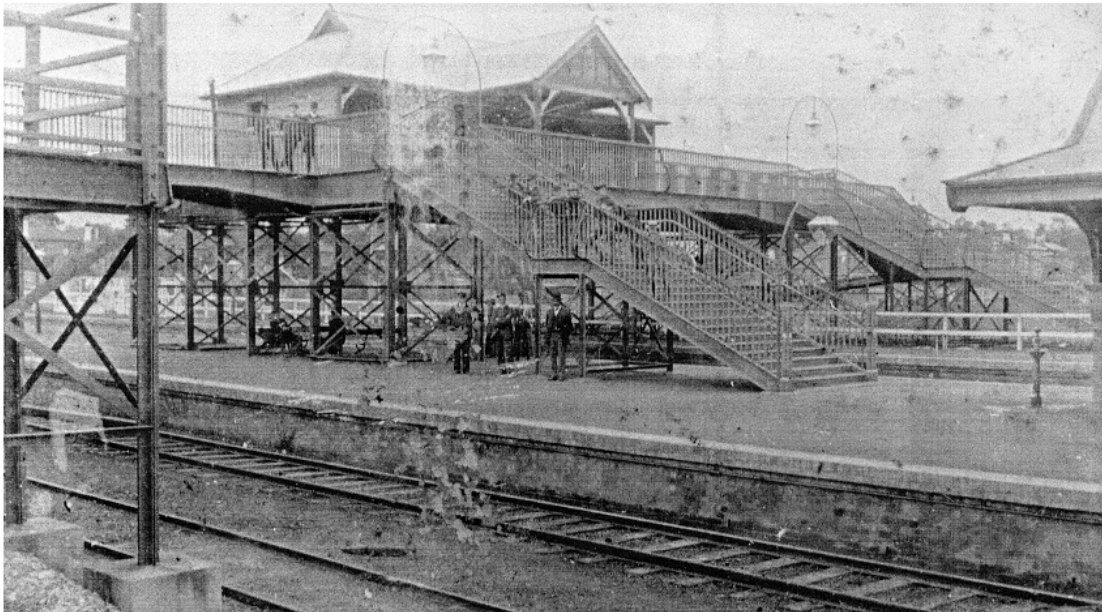
# *NSW State Heritage Inventory form*



*Gordon Station 2004 showing island platform building and 1893 waiting shed – Photo: Jennifer Harvey*



## Gordon Station 1910



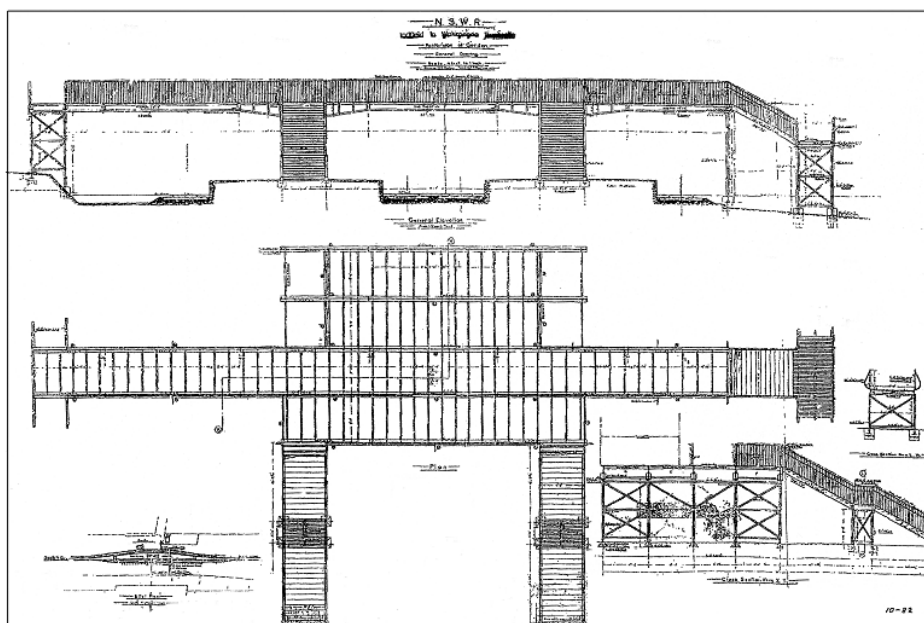
*Gordon Station c1910 showing overhead booking office, RSJ trestles and the rare 'haunched beams'*  
*Photo: courtesy Gordon Library*



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Heritage  
Office

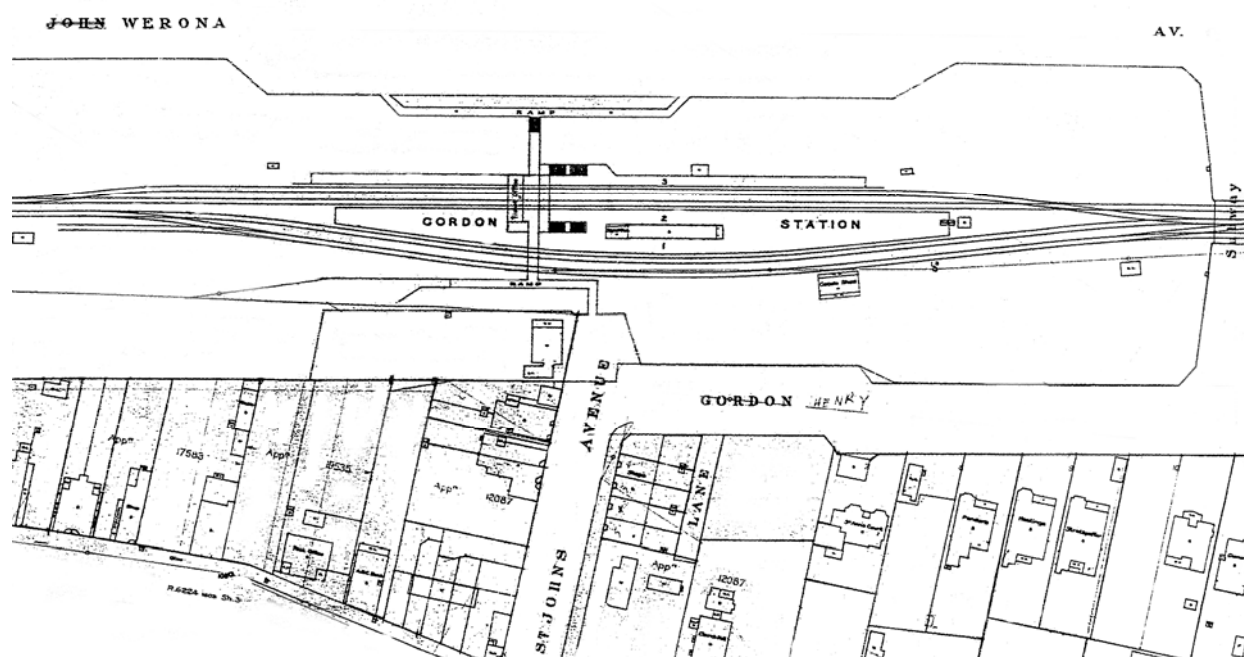
# NSW State Heritage Inventory form

## Footbridge c.1910



*Drawing c1910 of the footbridge at Gordon – courtesy RIC*

*Waterboard detail sheet c1930 showing Gordon Station layout*





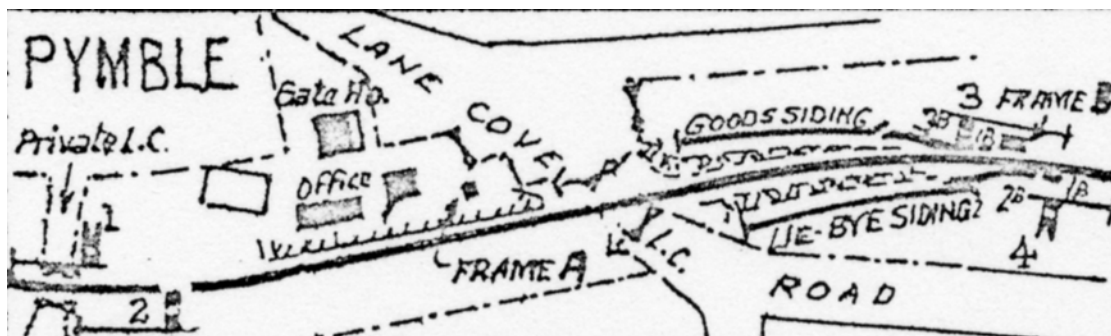
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*Pymble Station – Photo: courtesy of Ku-ring-gai Historical Society*

*Pymble Station layout 1890 - drawing 'The North Shore Line' by CC Singleton*





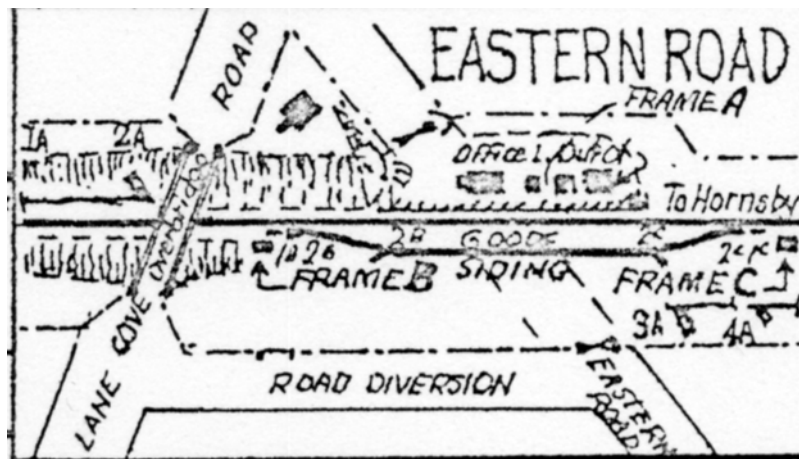


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*Turramurra Station 1890s – Photo: courtesy Ku-ring-gai Historical Society*

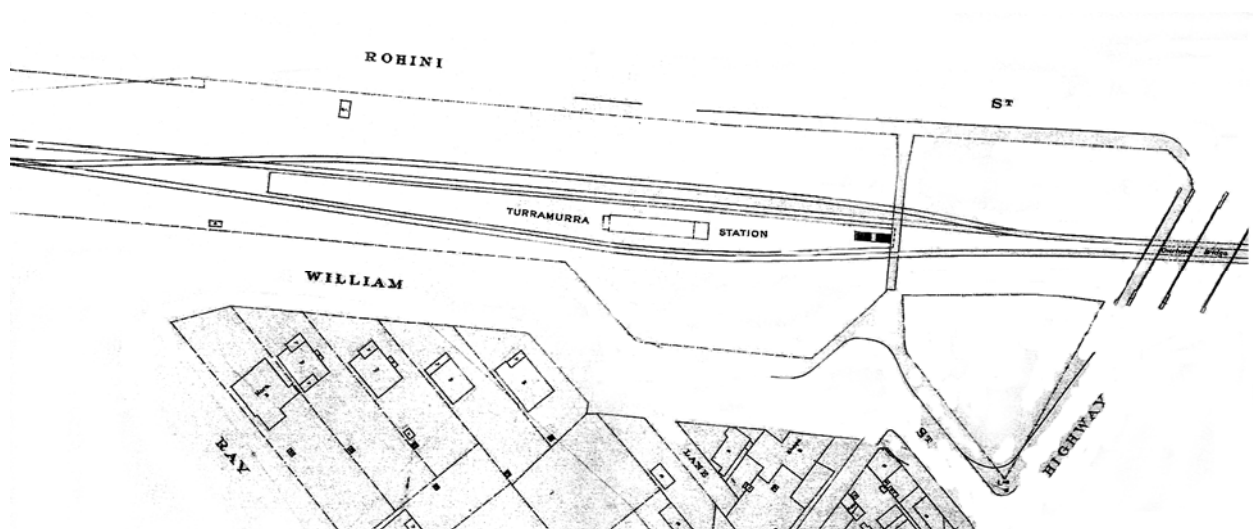


*Turramurra Station c1890 - drawing 'The North Shore Line' by CC Singleton*



*Turrumurra Station after the island platform and new station building were constructed  
Photo: courtesy Ku-ring-gai Historical Society*

*Waterboard detail sheet c1930 showing Turrumurra Station layout*

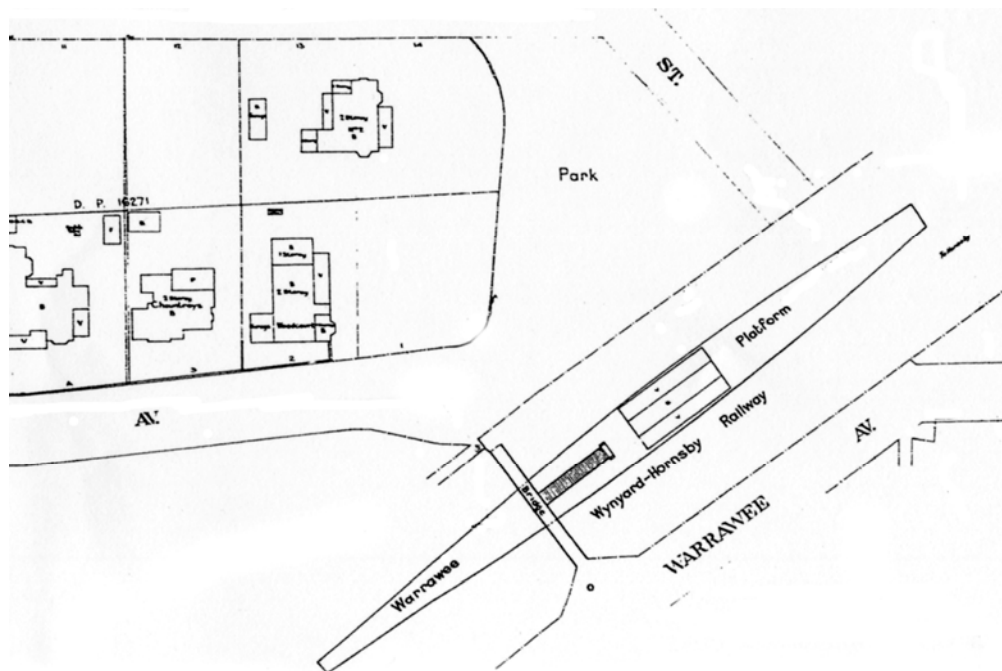






Warrawee Station – Photo: courtesy of Ku-ring-gai Historical Society

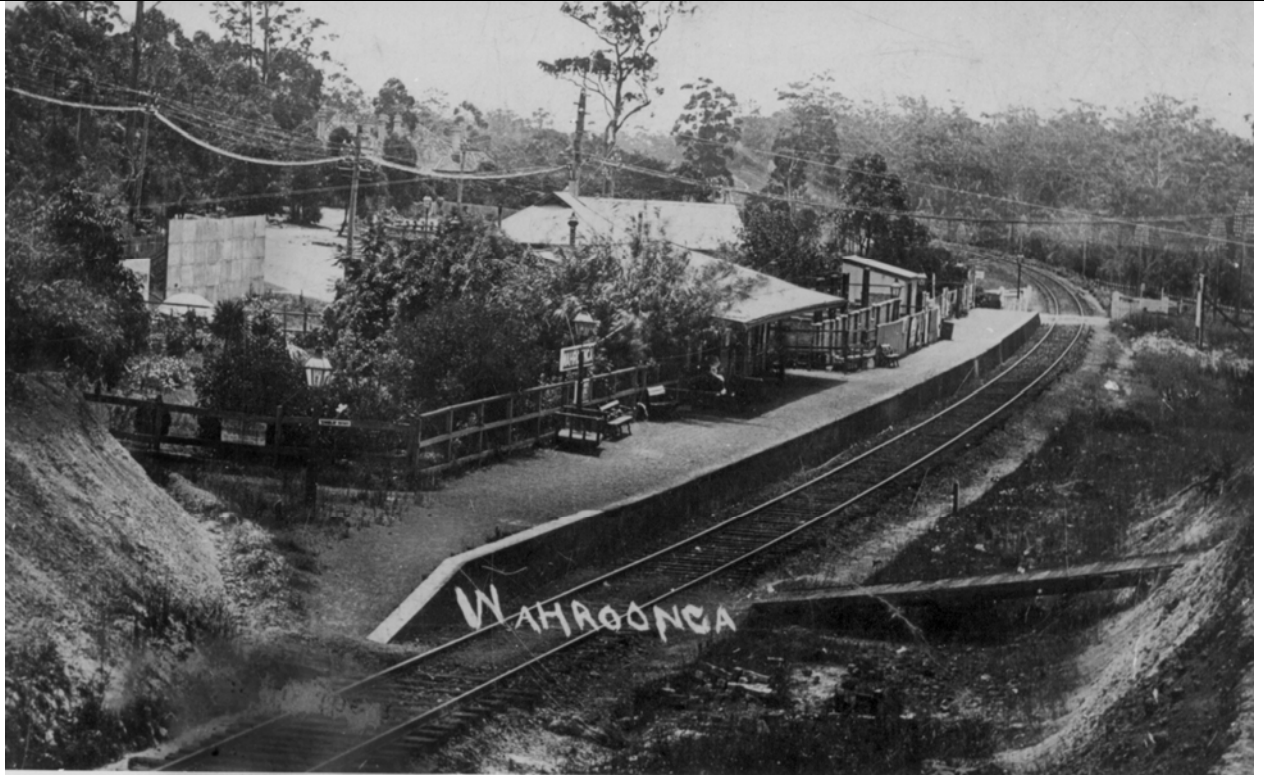
Waterboard detail sheet c1930 showing Warrawee Station layout





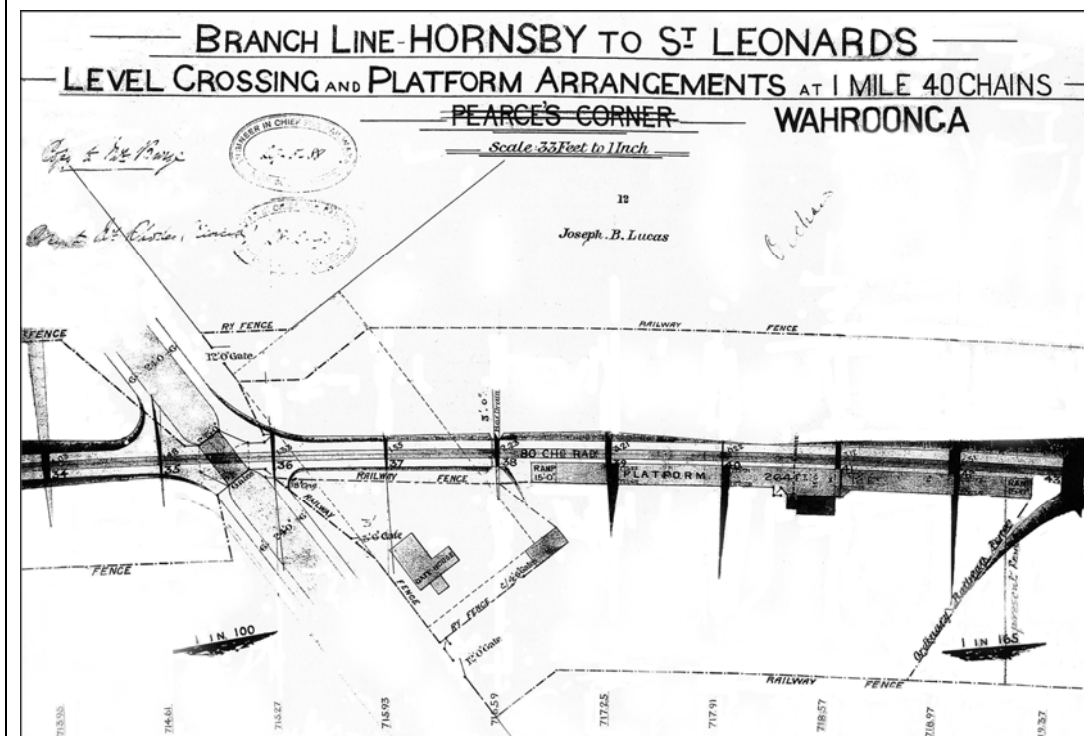
NSW  
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# NSW State Heritage Inventory form



Wahoonga Station – Photo: courtesy of Ku-ring-gai Historical Society Inc

Wahoonga Station layout c1888- drawing courtesy RIC





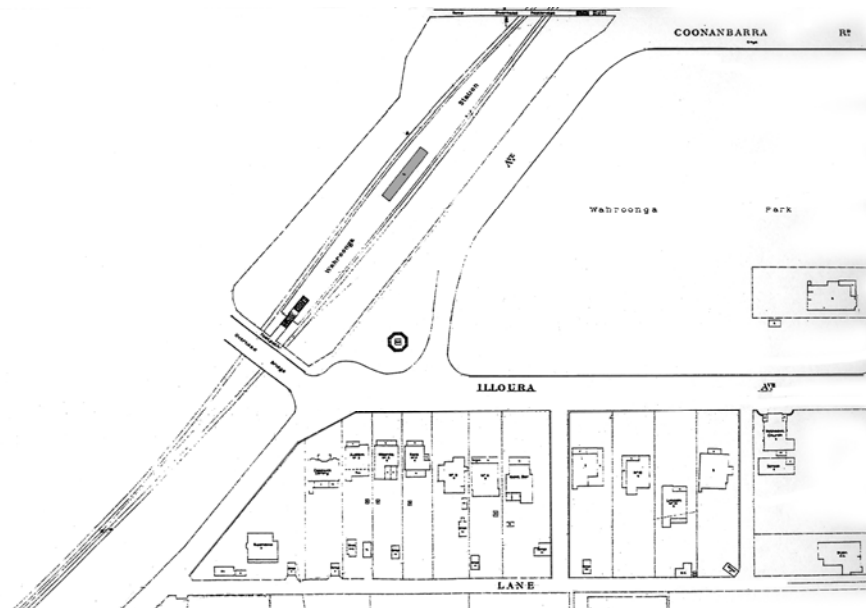


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Wahroonga station – Photo: courtesy Ku-ring-gai Historical Society  
Waterboard detail sheet c1930 showing Wahroonga Station layout





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*Wahroonga Station overhead car and pedestrian bridge built to replace the level crossing –  
Photo: Margaret Holmes collection, KHS*



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# NSW State Heritage Inventory form

NEW SOUTH WALES GOVERNMENT RAILWAYS. (No. 148).

## PASSENGER TRAIN ALTERATIONS. MILSON'S POINT LINE.

COMMENCING ON

**Monday, 27th August, 1900.**

The 5.18 p.m. Train from Milson's Point to Chatswood (Saturdays excepted) will be discontinued.

A new Train will leave Milson's Point at 5.20 p.m. for Hornsby, Saturdays and Sundays excepted, making first stop at Lindfield.

The 5.30 p.m. Train from Milson's Point to Hornsby will be discontinued beyond Lindfield, except on Saturdays, on which days it will run as at present.

For intermediate times see below :—

STATIONS.	TIMES.		
	Saturdays & Sundays excepted.		Saturdays only
Steamer leaves Circular Quay	p.m. 5 10	p.m. 5 20	p.m. 5 20
Milson's Point .....dep.	5 20	5 30	5 30
Bay Road ..... "	.....	5 35	5 35
Edwards Road ..... "	.....	5 38	5 38
St. Leonards ..... "	.....	5 42	5 42
Artarmon ..... "	.....	5 45	5 45
Chatswood ..... "	.....	5 49	5 49
Roseville..... "	.....	5 52	5 52
Lindfield .....arr.	.....	5 55	.....
Do. ....dep.	5 36	.....	5 55
Killara..... "	5 39	.....	5 57
Gordon ..... "	5 42	.....	6 1
Pymble ..... "	5 46	.....	6 5
Turramurra ..... "	5 52	.....	6 9
Warrawee ..... "	5 54	.....	6 11
Wahroonga..... "	5 57	.....	6 13
Waitara ..... "	6 0	.....	6 16
Hornsby .....arr.	6 2	.....	6 18

Further particulars can be obtained from all Station Masters.

*By order of the Commissioners.*

H. McLACHLAN,

Sydney, August, 1900.

Secretary.

- <sup>1</sup> S.R.A. *Survey of Railway Footbridges*, Don Fraser January 1996
- <sup>2</sup> Between 1900 –1910 the rapid increase in the area is shown in the elevation to brick buildings.
- <sup>3</sup> Sharp, Stuart Alan, *The Railway Stations of NSW 1855-1980*, thesis University of Sydney, August 1982
- <sup>4</sup> Ibid
- <sup>5</sup> S.R.A. *Stations and Tracks*, Vol.1 Main Suburban & Branches. 1988 and Singleton C.C. *The North Shore Line*. Bulletin No 261-263, The Australian Railway Historical Society, 1959.
- <sup>6</sup> The men's toilet was nearly always located at the country end of the building away from the city. An exception is Gordon. Information Stuart Sharp. Heritage Officer State Rail.
- <sup>7</sup> After 1932 called the Way and Works Branch.
- <sup>8</sup> Sharp, Stuart. Notes 13 August 2003.
- <sup>9</sup> S.R.A. *Survey of Railway Footbridges*, Don Fraser January 1996
- <sup>10</sup> Ibid.
- <sup>11</sup> Ibid.
- <sup>12</sup> Ibid.
- <sup>13</sup> Ibid.
- <sup>14</sup> *The Harvey Indexes* Built Heritage in Ku-ring-gai 1895-1901 by Jennifer Harvey
- <sup>15</sup> *The Rieth Indexes* 1902-1927 by Kathie Rieth
- <sup>16</sup> *The Harvey Indexes*: Built Heritage in Ku-ring-gai 1895-1901 by Jennifer Harvey
- <sup>17</sup> *The Rieth Indexes* 1902-1927 by Kathie Rieth
- <sup>18</sup> SRA. Platform no.2 at this date 2003
- <sup>19</sup> Sharp, Stuart Allan: *Artarmon the mystery of the moving station buildings*.
- <sup>20</sup> Sharp, Stuart Alan, *The Railway Stations of NSW 1855-1980*, thesis University of Sydney, August 1982 (**Sharp**)  
Harper, Glen Alan: *The Significance of Style in the Architectural Development of NSW Railway Stations, 1855-1935* thesis University of Sydney 1983. (**Harper**)
- <sup>21</sup> Sharp and Harper
- <sup>22</sup> Gordon Railway Station. Plan for the enhancement of the signalling heritage features. March 1995
- <sup>23</sup> SHS
- <sup>24</sup> Singleton C.C. *The North Shore Line*. Bulletin No 261-263, The Australian Railway Historical Society, 1959. (**ARHS**)
- <sup>25</sup> ARHS + site plan
- <sup>26</sup> SHS
- <sup>27</sup> ARHS + plan
- <sup>28</sup> SRA. Platform 2 at this date 2003
- <sup>29</sup> SRA. Platform 1 at this date 2003
- <sup>30</sup> SHS
- <sup>31</sup> ARHS
- <sup>32</sup> SHS
- <sup>33</sup> *The Harvey Indexes* Built Heritage in Ku-ring-gai 1895-1901 by Jennifer Harvey
- <sup>34</sup> Ibid
- <sup>35</sup> CityRail Issue. No.07 April 1990.
- <sup>36</sup> David Sheedy PTY Ltd, *Conservation Management Plan for the Gordon Railway Station*. Prepared for the State Rail Authority of NSW and the Rail Infrastructure Corporation. 2002. (**CMP**)
- <sup>37</sup> Municipality of Ku-ring-gai Heritage Study by Robert Moore, Penelope Pike, Helen Proudfoot and Lester Tropman & Associates. 1987. p.37
- <sup>38</sup> Journal of a Voyage to NSW by Surgeon General John White. (Q991/2A1 Mitchell Library.)
- <sup>39</sup> Also called "the Committee" *Historian*.....
- <sup>40</sup> JG Edwards letter to newspaper: Daily Telegraph 8 January 1923 and 'The Historian' Vol 29 No 2 September 2000. Helen Malcher
- <sup>41</sup> Clark, L.A: *North of the Harbour: A brief history of transport on the North Shore*, Broadmeadow, 1976
- <sup>42</sup> Stuart Sharp.
- <sup>43</sup> NSW Parliamentary Debates Session 1880-1881
- <sup>44</sup> 'The Historian' Vol 29 No 2 September 2000. Helen Malcher
- <sup>45</sup> Legislative Assembly 1885-6 No.9 Memo of John Whitton 4/4/1884
- <sup>46</sup> Victoria, No 23 also in Legislative Assembly 1885-6 No 30 Minute for Cabinet
- <sup>47</sup> This price did not include land to be resumed, stations, gates, houses, engineering etc.
- <sup>48</sup> This bought the cost of Morton and Hardy's tender for a direct line to St.Leonards to £130,161. 0s. 4d.
- <sup>49</sup> Legislative Assembly 1885-6 No 28 Morton and Hardy withdrawing tender. 6/1/1886
- <sup>50</sup> *A History of North Shore Sydney from 1788 to today*, Les G. Thorne, 1968
- <sup>51</sup> It was originally intended to terminate this line near North Sydney Girls' school, however owing to

- 
- the subdivisions being carried out in this area the southern terminus was reduced to St. Leonards. SRA
- <sup>52</sup> *S.R.A. Stations and Tracks*, Vol.1 Main Suburban & Branches. 1988. **(SRA)**
- <sup>53</sup> These subdivisions included; Lindfield, 1893, Springdale 1893, Lorne 1899 Gordon Park and Gordon Heights 1896, Roseville 1891, Pymble Heights 1892 Pymble Station, Druitts and Hamiltons 1894, Wahroonga 1891, Wahroonga Heights, Vanceville Park and Boyd's Orchard 1893, Allowah 1895.
- <sup>54</sup> The line opened as a double track.
- <sup>55</sup> Central Station was being built during this period, 1899-1906.
- <sup>56</sup> Parliamentary Standing Committee on Public Works Report. Proposed Railway from Gordon to Narrabeen. 1926. Copy deposited KHS.
- <sup>57</sup> Sharp, Stuart. Epping station was altered in preparation however the line did not eventuate.
- <sup>58</sup> Parliamentary Standing Committee on Public Works report on the proposed railway from Gordon to Narrabeen. 1926 also SRA
- <sup>59</sup> Signal Historical Studies, Gordon Railway Station Plan for the enhancement of the Signalling Heritage Features, March 1995. **(SHS)**

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## SUSTAINABLE CHOICE PROGRAM

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### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To recommend that Council join the Sustainable Choice program.

**BACKGROUND:**

Sustainable Choice is a procurement program that assists local government to purchase products and services that are more sustainable. By joining the program Council will further reinforce its existing commitments to sustainability and its procurement policy principles.

**COMMENTS:**

Membership to the Local Government and Shires Association's Sustainable Choice program requires a formal commitment by Council. Membership requires Council to report annually on progress as well as general promotion and encouragement of staff to procure the most sustainable products. This program is in line with Council's adopted Purchasing Policy (2009) though provides greater formality to this as a core initiative of the organisation.

**RECOMMENDATION:**

That Council commit to become a member of the Local Government and Shires Association's Sustainable Choice program.



## PURPOSE OF REPORT

To recommend that Council join the Sustainable Choice program.

## BACKGROUND

Purchases made by the public sector account for 10-15 per cent of the gross domestic product within the Organisation for Economic Co-operation and Development (OECD) countries. In Australia alone, non-defence procurement costs across all levels of government are in excess of \$50 billion (TEC, 2009) and in NSW the local government sector spends approximately \$5 billion per annum on products and services. Expenditure of this size presents considerable opportunity to achieve sustainability benefits particularly considering that worsening environmental problems are instigating the need to adopt more sustainable practices to improve environmental performance.

*Sustainable Choice* is a sustainable procurement program that provides support and guidance to Councils' on products and services that help to reduce environmental impact resulting from purchasing choices. Fifty three NSW Councils have joined the Sustainable Choice program since its inception in 2006.

On 20 October 2009 Council adopted a revised Procurement Policy to provide a more comprehensive guide on the internal procedures for the procurement of goods and services. The policy ensures that Council complies with relevant legislation, that procurement practices meet the highest levels of public accountability and that a consistent framework is defined which incorporates the principles of economy, equity, efficiency and environmental sustainability.

Joining the Sustainable Choice program will further reinforce Council's commitment to sustainability and will assist Council in meeting its obligations under section 8 of the *Local Government Act 1993* –

*"to properly manage, develop, protect, restore, enhance and conserve the environment of the area for which it is responsible, in a manner that is consistent with and promotes the principles of ecologically sustainable development (ESD)".*

## COMMENTS

The *Sustainable Choice* program has been established by the Local Government and Shires Association of NSW (LGSA) as a joint initiative with the Department of Environment, Climate Change and Water NSW (DECCW) and participating Councils. *Sustainable Choice* is free to join, however requires a formal commitment from Council in the form of a resolution to procure sustainable products where available and financially viable.

Sustainable products are those that:

- possess long term value for money;
- improve efficiency in energy and water use;
- contain recycled content;

Item 7

S06526  
22 January 2010

- can be reused or recycled;
- minimise unnecessary purchasing;
- are made locally, minimising transport kilometres and supporting the local economy;
- help protect biodiversity and habitat;
- are non-toxic; and
- are an ethically made product.

The benefits of sustainable purchasing include:

- reducing adverse environmental impacts eg. reduced waste and greenhouse gas emissions, recycling and reuse practices;
- more efficient use of public resources – reduces whole of life-cycle costs;
- demonstration of leadership and role modelling;
- achieving long term environmental and social objectives;
- stimulating local and global markets to produce more sustainable products and services;
- stimulating markets for material collected through Council kerbside collection; and
- supporting local communities and businesses.

The benefits of membership include:

- staff training available to educate employees on the products and services available;
- over 1000 suppliers for sustainable/green products and services are listed on an up-to-date online database;
- network of Council's sharing knowledge, experiences and achievements;
- public recognition of Council's achievements;
- use of the Sustainable Choice logo to provide common branding;
- quarterly newsletter showcasing Council achievements and new products; and
- fact sheets on products, services and purchasing issues.

By committing to the Sustainable Choice program Council will be expected to:

- a) *accept in writing the LGSA's invitation (**Attachment A**) to join the program;*
- b) *establish a team with the responsibility to coordinate sustainable procurement in Council;*
- c) *develop, adopt and implement sustainable purchasing policy principles;*
- d) *integrate sustainable procurement principles into Council's purchasing processes;*
- e) *establish a tracking system to monitor the scope and level of purchasing activity;*
- f) *Council participation in the sustainable choice annual reporting questionnaire to record the scope and level of sustainable procurement taking place in NSW local government; and*
- g) *Council staff participate in peer educational forums, workshops etc. to facilitate increased levels of awareness of the benefits of sustainable procurement.*

To-date council's internal sustainability team and procurement manager have been promoting sustainable purchasing as a key initiative. This has involved various product seminars in November 2009 to help inform the choice of alternatives including fair trade products. This initiative is intended to continue throughout 2010 and will also include a review of the Procurement Policy as adopted in 2009 to ensure its compatibility with this program as well as improved tracking and reporting on sustainable purchasing.

## CONSULTATION

No external consultation required.

## FINANCIAL CONSIDERATIONS

There are no budget implications. The *Sustainable Choice* program is free to join.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Membership of this program has been discussed between the Sustainability Reporting Team members and with the Manager of Procurement and Risk Management. Both support Council becoming a member of the *Sustainable Choice* program.

## SUMMARY

There is considerable pressure on the public sector to purchase more sustainably. The Sustainable Choice program, established by the LGSA provides assistance to local government to purchase products and services that are more sustainable. By joining the program, Council will further reinforce its commitment to sustainability and its procurement principles. There is no cost to Council to become a member however a letter of acceptance acknowledging a resolution of Council is required prior to joining.

## RECOMMENDATION

That Council commit to become a member of the Local Government and Shires Associations Sustainable Choice program.

Jennie Cramp  
Sustainability Researcher

Peter Davies  
Manager Corporate Planning  
& Sustainability

Andrew Watson  
Director Strategy &  
Environment

Attachments:      A. Sustainable Choice Invitation – 2009/190964

# Local Government Association of NSW



# Shires Association of NSW

Our ref: R06/0049 Out-17745  
Further contact: Seb Crawford  
23 October 2009

Mr John McKee  
General Manager  
Ku-ring-gai Council  
Locked Bag 1056  
PYMBLE NSW 2073



**Attn: Mayor and Manager of Procurement Services**

Dear Mr McKee

## **Sustainable Choice: sustainable procurement for local government**

I am writing to invite Ku-ring-gai Council to join the Sustainable Choice Program, a sustainable procurement program developed for NSW councils by the Local Government and Shires Associations of NSW (LGSA), with funding from the NSW Department of Environment, Climate Change and Water.

The program is free and offers a range of benefits to assist Local Government to achieve triple bottom line outcomes through procurement.

The program has been in existence for three years and the following councils have already joined:

Ashfield Municipal Council	Great Lakes Council	Penrith Council
Ballina Shire Council	Hornsby Shire Council	Pittwater Council
Bathurst Regional Council	Hurstville City Council	Port Macquarie-Hastings Council
Bellingen Shire Council	Kempsey Shire Council	Randwick City Council
Byron Shire Council	Kiama Municipal Council	Rockdale Council
Cabonne Council	Kogarah Council	Ryde City Council
Camden Council	Lake Macquarie City Council	Shoalhaven City Council
Campbelltown City Council	Lane Cove Council	Strathfield Council
Canterbury City Council	Leichhardt Council	Sutherland Shire Council
Cessnock City Council	Lismore City Council	Sydney City Council
Clarence Valley Council	Marrickville Council	Wagga Wagga City Council
Coolamon Shire Council	Mosman Council	Warringah Council
Cowra Shire Council	Nambucca Shire Council	Waverley Council
Dubbo City Council	North Sydney Council	Willoughby City Council
Fairfield City Council	Orange City Council	Woollahra Council
Forbes Shire Council	Palerang Council	

The program does not commit or restrict councils in terms of where or what to purchase. It is simply designed to provide information and support to your staff to improve the procurement process. Enclosed is a small sample of the tools and resources available and more are available on the website [www.lgsa-plus.net.au/sustainablechoice](http://www.lgsa-plus.net.au/sustainablechoice)

GPO Box 7003 Sydney NSW 2001  
L8, 28 Margaret St Sydney NSW 2000  
Tel: (02) 9242 4000 • Fax: (02) 9242 4111  
[www.lgsa.org.au](http://www.lgsa.org.au) • [lgsa@lgsa.org.au](mailto:lgsa@lgsa.org.au)  
ABN 49 853 913 882

The website also has an electronic database of suppliers listing over 1000 products and services. This helps staff locate suppliers and sustainable products in the market, and can also provide a mechanism for your council to promote sustainable businesses and products from your area to councils elsewhere in NSW.

Sustainable procurement can be integrated into other initiatives already underway at your council to deliver cost savings and environmental benefits.

The Associations invite you to join this free program.

For more information please contact: Seb Crawford on Ph: 9242 4000 or email: [seb.crawford@lgsa.org.au](mailto:seb.crawford@lgsa.org.au)

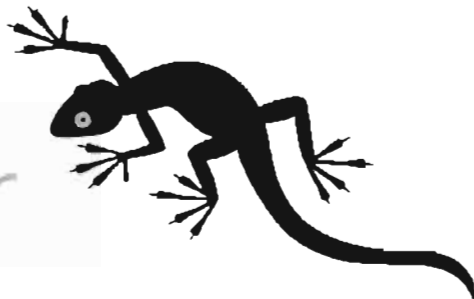
We look forward to working with Council to deliver improved outcomes by harnessing the purchasing power of the Local Government sector.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Bill Gillooly', with a stylized flourish at the end.

Bill Gillooly AM  
**Secretary General**

# Briefing Paper



## Roads and Footpath Construction

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### What are the Environmental Issues?

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Roads and footpaths impact on the environment in a variety of ways - raw material extraction, energy inputs during manufacturing and construction processes, maintenance and disposal at end of life.

A wide range of products are used in road construction including geotextiles, road base, concrete, asphalt, drainage, signage landscaping and safety structures.

While there are opportunities to choose more sustainable products in all of these areas, this product brief focuses on the benefits of choosing recycled concrete, road base and asphalt products.

There are important sustainability benefits associated with the use of recycled materials. Recycling helps the environment by reducing resource extraction and the use of virgin materials, thereby reducing energy use, water and air emissions and helping reduce waste to landfill. Buying recycled products also demonstrates environmental leadership and in some cases can reduce costs.

Both hot and cold asphalt, as well as concrete in some applications can be manufactured using recycled materials. Typically these include:

- Waste asphalt from road reconstruction, which is crushed and re-screened to special sizes and reused in hot and cold asphalt.

- Foundry sand, which can be readily reused in asphalt mixes.
- Recycled and reprocessed crushed concrete aggregates, usually sourced from demolition sites.
- Recycled ground glass incorporated into concrete mixes.
- Shredded and crumbed rubber from tyres incorporated into asphalt mixes.

Rubber incorporated into asphalt has a range of benefits including;

- Reduced reflective cracking
- Reduced rutting
- Reduced maintenance costs
- Improved skid resistance
- Decreased noise levels

You can specify the use of recycled construction materials in tenders and contracts with sub-contractors.

*Recycled rubber and plastics also are increasingly being used in a range of construction applications including; recycled plastic signage, bollards, guideposts, traffic calming devices and rubber matting surfaces.*



## Using recycled concrete and asphalt

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- Ensure design consultants specify recycled content as an alternative to virgin materials at the design stage.
- Use current specifications and the latest products available – not old, out-dated ones.
- Some recycled asphalt products may perform differently to virgin products, so advice should be sought from the supplier about requirements for storage, placement and construction.
- Ensure all materials comply with relevant RTA Specifications, including:
  - Specification R116 - Asphalt (Dense Graded and Open Graded)
  - Technical Direction OSD06 Increased Proportion of Reclaimed Asphalt in Dense Graded Asphalt
  - Materials 3051 - Unbound and Modified base and Sub-base Materials for Surfaced Road Pavements
  - Materials 3052 - Material to be Bound (MTBB) for Base and Sub-base Materials for Surfaced Road Pavements

For the full range of NSW RTA road building Specifications, Technical Direction, and Materials documents see the following sites;

- [www.rta.nsw.gov.au/doingbusinesswithus/specifications/roadworks.html](http://www.rta.nsw.gov.au/doingbusinesswithus/specifications/roadworks.html)
- [www.rta.nsw.gov.au/doingbusinesswithus/engineeringpolicies/technicaldirections](http://www.rta.nsw.gov.au/doingbusinesswithus/engineeringpolicies/technicaldirections)

- [www.rta.nsw.gov.au/doingbusinesswithus/specifications/materials.html](http://www.rta.nsw.gov.au/doingbusinesswithus/specifications/materials.html)

## Buying recycled concrete and asphalt

---

- Purchasers should demand a history of test results from suppliers.
- Where ever possible choose materials recycled locally.

## Comparing products

---

The most sustainable materials will have the following features as well as meeting all your operational requirements.

### Environmental comparison

- The highest possible recycled content that will not compromise the engineering integrity of the structure.
- Sourced locally.
- Supplier demonstrates good environmental management.

### Economic comparison

- Cost is comparable to other products fit for the same purpose.

### Social comparison

- Supplier is committed to recycling.
- Supplier is located near the place where the product is to be used.
- Supplier demonstrates good corporate citizenship.

## Definitions

**Recycled** refers to material that has been reprocessed from recovered material and made, possibly by means of a manufacturing process, into a new product or component of a product.

**Post-consumer** refers to any material generated by households or businesses after it has been used for its intended purpose. This can include material returned from the distribution chain, such as over runs, discards or packaging.

**Pre-consumer** refers to material diverted from the waste stream during the manufacturing process. It does not include materials reabsorbed or reutilised in the normal manufacturing process such as regrind or scrap.

**Recycled asphalt** – mix of bitumen and recycled aggregates (eg. foundry sand or crushed aggregates). Available as hot mix (soft when hot, hardening as it cools) or cold mix (remains workable when cold for up to 2 weeks, often used for pot hole repairs etc.).

## Model Tender Clauses

**[Council]** is committed to purchasing environmentally sustainable products and services whenever possible.

**[Council]** is committed to the purchase of products that facilitate recycling and decrease resource consumption and waste generation.

**[Council]** has determined the following environmental considerations must be met when purchasing concrete and asphalt products.

### Road and foot path construction must:

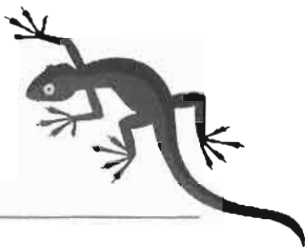
- Utilise recycled materials in concrete and asphalt products where ever possible.
- Incorporate locally produced products where ever possible.
- Utilise recycled content signage, safety equipment and related infrastructure where ever possible.
- Comply with all state and Australian Standards.

### Ask the suppliers to:

- Provide details of how the product complies with relevant NSW RTA Specifications and Australian Standards.
- Specify the percentage of recycled content.
- Identify the source of the recycled materials.
- Specify what guarantees are provided with the product.
- Supply test results for the product in accordance with RTA specifications.
- Provide technical data to support the engineering capabilities of the products being offered.
- Identify options for use of cold asphalt products instead of hot products.
- Provide evidence of the storage life of the product, where relevant.

05/08

# Sustainable Procurement Training



## Overview

Sustainable Choice is offering NSW councils in-house staff training in sustainable procurement. The training is available as a half day course (morning or afternoon) and is delivered by Sustainable Choice staff at your council.

## Who Should Attend?

This course is suitable for all staff involved in purchasing or procurement - from ordering copy paper, to choosing landscape materials, buying cleaning products or assessing vehicle fleets.

The course is relevant to senior managers and finance staff, engineering, operations and environmental staff, purchasing, clerical, stores and outdoor staff. No previous training in procurement is necessary.

## Course Aims

Developed by education and training specialists in collaboration with Sustainable Choice, the training is designed to improve participant's knowledge of sustainable procurement, develop skills to identify sustainable products, and overcome common barriers. The course will help staff harness the power of procurement to achieve positive outcomes for Council - from reduced costs to social and environmental benefits.

The training will cover:

- Introduction to sustainable procurement - what is it?
- The benefits of sustainable procurement for council
- How to implement sustainable procurement
- Overcoming key issues and challenges

## Course Content

The course includes two core modules;

- Introduction to sustainable procurement
- How to integrate sustainable procurement into Council

And your choice of two of the following elective modules;

- Developing policy
- Tendering and contracts
- Assessing supplier claims
- Tracking and recording
- Life cycle analysis
- Life cycle costing and value for money

## Costs

The course is partly subsidised by the Sustainable Choice program. Member Councils are charged \$300 per half day course, for a minimum of 8 and maximum of 15 participants. The venue and morning or afternoon tea is to be provided by Council.

## More Information

For more information or to book training for your council contact Seb Crawford by email:

[seb.crawford@lgsa.org.au](mailto:seb.crawford@lgsa.org.au) or phone (02) 9242 4053.

For more information on Sustainable Choice see:

[www.lgsa-plus.net.au/sustainablechoice](http://www.lgsa-plus.net.au/sustainablechoice).

 **SustainableChoice** **Local Government**  
P R O C U R E M E N T

*Delivered in Collaboration with LGP*

## Solar for Miles at Randwick



Councillors Murray Matson & Margaret Woodsmith with Joe Coco from Solgen Energy, surrounded by PV solar at Randwick Council.

**Randwick City Council has recently completed the installation of the largest roof-top PV solar installation of any local council in Australia. The 36 kW system is additional to an existing 12 kW of panels installed on the roof of Council's Works Depot at Maroubra.**

Designed for long life and high efficiency, the 216 Schott panels cover a massive 326.5 square metres of roof.

Installed over seven days by Solgen Energy the new system includes an internet-based monitoring function which can provide real time data on energy generation.

The system will generate approximately 25% of the building's energy requirements and help

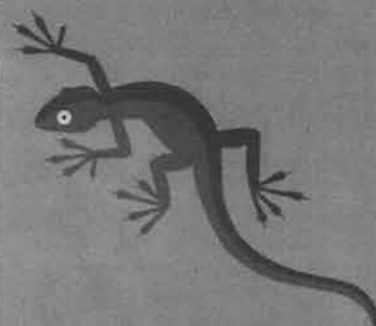


prevent 58 tonnes of CO<sub>2</sub> emissions per annum.

Acting Mayor, Cr. Margaret Woodsmith, said she hoped this latest initiative would encourage other local councils to further their sustainability practices. "This solar panel project is one of the Council's many sustainability initiatives aimed at reducing our environmental impact. We hope these initiatives will encourage other local councils to look into enhanced ways of reducing their carbon footprint," Cr. Woodsmith said.

### In this Issue:

1. Solar PV at Randwick
2. Smart Water Metres
3. Quitting Take-away Food Containers
4. Sandstone Maintenance
5. Thermal Insulation Paint



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[www.lgsa-plus.net.au/subscribe](http://www.lgsa-plus.net.au/subscribe)

## Reducing Take-away Containers at Willoughby

Staff at Willoughby City Council are practicing the "Avoid, Reduce, Re-use" slogan at work. They have negotiated with Council's Chatties Café, (a popular caffeine fix stop for staff) to provide coffee and hot soups in re-usable take away cups.

Customers can bring their own thermos (or buy one there) and have it filled with soup and served with Turkish bread for \$6. As well as reducing takeaway waste, the soups are made, where possible, using local and seasonal vegetables - helping to reduce food miles. To make it easy for staff and promote the deal there is a soup menu on Council's intranet site as well as on a blackboard at the café.

The next step is to introduce a similar offer for summer, so staff can take their own plates and bowls for salads.

"Staff have been encouraged to take their own coffee mugs for quite a while, but this deal with the café is



Tejinder Gill (left) and Liz Drummond collect a coffee from Chatties Café.

designed to help reduce waste further by making it easy for staff to ditch disposable food packaging as well," said Willoughby Mayor Pat Reilly.

"Chatties Café is supporting Council's sustainability initiatives by providing nutritious, affordable take away food with minimal waste and environmental impact," he said.

## Smart Water Meters = Smart Kids at Wyong Shire

Smart water meters are enabling councils across NSW to better monitor water consumption, and in the process improve their overall water management. The meters not only track usage trends but can be linked to computer software so staff are able to monitor water flows in real time. This enables tracking on a daily or weekly basis.

Wyong Shire Council installed smart meters in their main administration building which, in the first few months of operation helped identify the source of irregular consumption spikes over the weekend. The meters enabled staff to identify a faulty irrigation timer as the source of the problem. Once identified, fixing the timer was relatively easy.

Smart meters can also be set to alert staff via SMS to their mobile phone when flows exceed set parameters, alerting them to potential burst mains or unexpected system failures.

Wyong Shire Council has also installed the meters on all six childcare centres and data from these meters has been integrated into the early childhood 'Little Green Steps' environmental education program. Children attending the centres now have a clear demonstration of how their own activities during the day (such as turning the tap off while washing hands, and using the toilet half flush button) helps the centre reduce water consumption.



All centre managers have been trained in using the desktop monitoring software and the integrated system has been very effective at helping to engage staff and kids to work together to improve water efficiency - and hopefully instil the 'water wise' message in the next generation.

"When staff and children see how much water they are using personally, they become more aware of their water consumption and the potential impact on the environment," said Danielle Hargreaves Wyong Shire Council's Environment Officer.

"The combination of smart technology and our education campaigns is helping Council to achieve its *Water Plan 2050 Strategy*," she said.



# Woollahra Improves Sandstone Maintenance

Sandstone is a defining characteristic of the Greater Sydney basin. Used for everything from garden walls and seating to sculptures and historic building facades, keeping it in good condition presents a range of management issues.

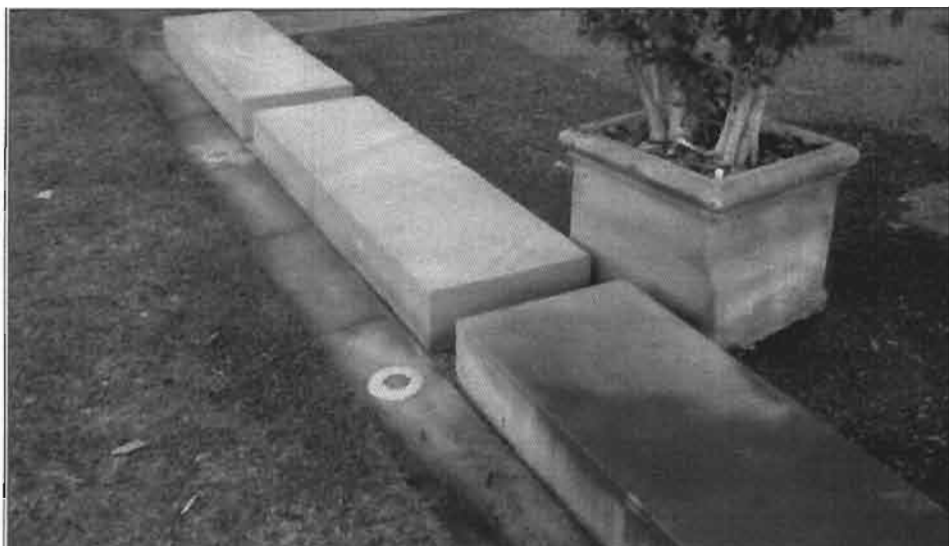
Being porous the surface of sandstone marks easily. In damp shaded areas microscopic algal growth can be a problem leading to staining and in some cases dangerous slippery surfaces.

Woollahra Council experiences just this problem in the paved forecourt area of their main administration building. Traditionally the area has been cleaned with a high pressure hose and the occasional use of detergents for problem stains.

All this has changed with the application of a new water based silicone sealant that protects the surface and inhibits algal growth.

In late 2008 Noble Earth Technologies first cleaned the surface with a high pressure hose and biocide to kill algal spores. Biocides are not generally considered a sustainable product, but in this case were considered necessary to neutralise the established algal bloom. [Natural biocides are available which could make this step more sustainable, and new stone surfaces do not require this preliminary treatment.]

Once the stone was fully cleaned, a water based silicone sealant was applied. The sealant is completely invisible and does not change the



*Before and after - treated sandstone at Woollahra Council.*

colour, feel, or appearance of the stone. At a microscopic level however, the surface has been sealed, making it less susceptible to mould and algal growth. Almost a year later the results have been positive.

Since its been sealed we have not used the high pressure hose once and it still looks great. It has dramatically cut down the time, labour and water necessary to keep the surface looking fresh," he said.

"We are very happy with the result so far," said Wayne Coggins Woollahra Council's Property Service Coordinator.

Woollahra Council are now planning to expand the treated area to incorporate garden walls and public seating areas.



*Cleaning and preparing the sandstone.*



**SustainableNEWS showcases green purchasing initiatives being undertaken in councils throughout NSW.**

Please call Seb Crawford on (02) 9242 4053 or email [seb.crawford@lgsa.org.au](mailto:seb.crawford@lgsa.org.au) if your council has a story to tell.

# Thermal Insulation Paint Reducing Energy Costs

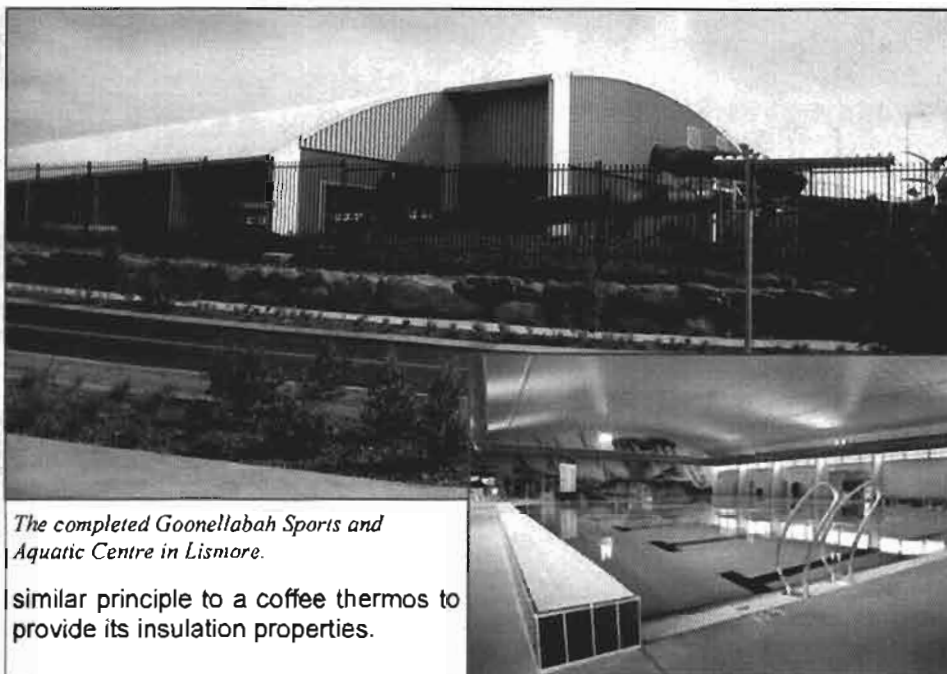
With winter behind us scorching summer days are just around the corner. Summer is a time of peak energy consumption for most councils – driven largely by air-conditioning demand.

Improving the energy efficiency of buildings can help cut air conditioning demand and in the process reduce energy bills and your council's greenhouse footprint.

One of the easiest, quickest and most cost effective ways to do this is by applying insulating paint to the exterior of buildings. This is relatively quick, cost effective, and can be applied to both existing structures or incorporated into new building design.

A number of products are available including Solacoat, GECA certified Thermoshield and Astec Paints. These are all ready-made paints made for a range of specific applications.

One product, Thermilate comes in powder form, and can be added to almost any paint. The powder itself contains millions of tiny ceramic balls, giving the paint a slightly textured finish. Each ball is actually a hollow vacuum meaning the paint relies on a



*The completed Goonellabah Sports and Aquatic Centre in Lismore.*

similar principle to a coffee thermos to provide its insulation properties.

Lismore City Council recently used Thermilate on their new Sports and Aquatic Centre at Goonellabah.

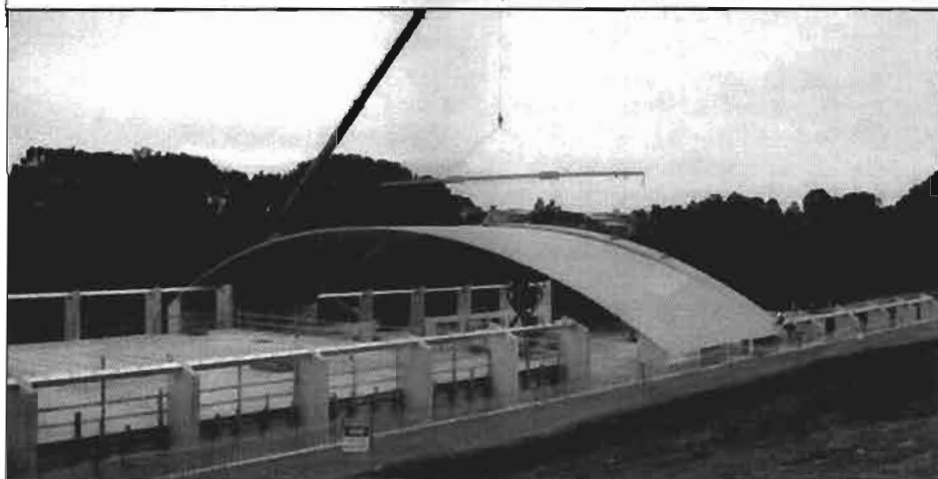
"The building construction is fairly light and incorporates a massive curved roof, so the challenge for us was to incorporate as much passive cooling as possible," said Lismore City Council Special Project Engineer, Lucas Bridgeman.

"The product was added to all the paints used on the exterior of the

building. We haven't yet been able to quantify the benefits but in a new building like this it was considered a cost effective way to add extra insulation," he said.

Precise benefits vary from product to product and with the climatic conditions of the site, but manufacturer tests claim reduced air-conditioning costs of up to 15%. When applied to industrial work sheds, indoor ambient temperatures can fall by as much as 15 degrees.

One word of warning! While insulating paints are effective at blocking summer sun, they are equally effective at blocking winter sun. For most buildings, unwanted thermal heating in summer is a bigger issue than capturing solar heat for winter warming. Nevertheless, always check with a heating expert and the manufacture before painting any building.



*The yet to be painted roof expanse under construction.*

Local Government  
Association of NSW



Shires Association  
of NSW

Department of  
Environment, Climate Change and Water NSW



**Disclaimer:** The views expressed by contributors to this newsletter do not necessarily reflect the views of Sustainable Choice, LGSA or DECC. The mention of any brand or product should not be interpreted as endorsement by Sustainable Choice. Councils are encouraged to undertake their own research in determining which products or services to purchase.

## How to get involved...

Sustainable purchasing is easy when it is fully integrated into existing policies and practices. Sustainable Choice will provide information about products and services to enable councils to choose what will work best in your local area and individual circumstances.

A range of useful information and resources including newsletters, fact sheets, product briefs, and a supplier database are available on the website. Workshops, seminars, and training are also scheduled.

To be kept fully informed of what's happening email [seb.crawford@lgsa.org.au](mailto:seb.crawford@lgsa.org.au) or visit:

[www.lgsa-plus.net.au/SustainableChoice](http://www.lgsa-plus.net.au/SustainableChoice)

Local Government  
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Shires Association  
of NSW

Department of Environment & Climate Change NSW



Sustainable  
Choice is a  
program to help  
Local Government  
purchase more  
sustainable products  
and services.

Every small step  
counts and  
Sustainable Choice  
can make it  
easier.

*An initiative of the Local Government & Shires  
Associations of NSW and the Department of  
Environment & Climate Change NSW.*



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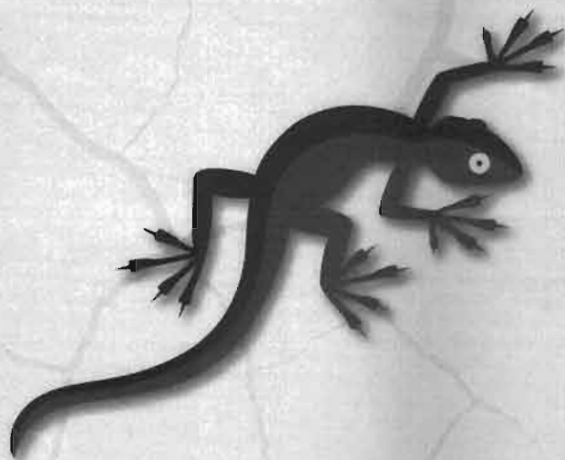
## Sustainable Purchasing

Every product and service we use has an environmental impact. By choosing more sustainable products we can reduce the demand for energy, water and other resources while also reducing pollution.

Sustainable purchasing can also:

- reduce costs
- improve efficiency
- drive innovation
- help meet environmental and service standards
- stimulate the local economy and support your community.

Sustainable purchasing can have social, environmental and economic benefits, helping councils to address the "triple bottom line", consistent with the principles of ecologically sustainable development (ESD). This helps councils to meet their charter obligations under Section 8 of the NSW Local Government Act 1993.



## Sustainable Choice

Sustainable Choice is a sustainable procurement program for Local Government established by the Local Government and Shires Associations, with funding from the Department of Environment and Climate Change NSW (DECC).

Many councils are already practicing some level of sustainable purchasing and some are already quite advanced. However new technologies and innovations in the market mean there are always opportunities to improve performance and reduce costs.

Every organisation has to start somewhere and the important thing to remember is that very significant gains can be made through a series of small steps.

## Making a Difference

The Local Government sector in NSW spends approximately \$5 billion per year purchasing products and services. Even small purchasing choices in such a massive market have the potential to make a major contribution.

Councils can make a difference choosing sustainable products that:

- ✓ Contain recycled content
- ✓ Are recyclable
- ✓ Reduce greenhouse gas emissions
- ✓ Save water or energy
- ✓ Are non-toxic
- ✓ Help protect biodiversity and habitat
- ✓ Are produced locally.

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## ALLAN SMALL OVAL FLOODLIGHT PROPOSAL

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### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To seek Council approval for the installation of floodlights at Allan Small Oval, East Killara, to be funded by Ku-ring-gai District Soccer Association and Gordon Soccer Club.

**BACKGROUND:**

Ku-ring-gai District Soccer Association in partnership with Gordon Soccer Club have raised \$104,000 and requested that Council approve the installation of floodlights at Allan Small Oval East Killara.

**COMMENTS:**

The proposed floodlights at Allan Small Oval will increase the ongoing opportunities for winter sport training and help overcome the shortage of sports fields during the 2010 season and beyond, as identified in Council's Sport in Ku-ring-gai Strategy (adopted May 2006). Community feedback during the consultation period was positive, with two letters of support and one letter of opposition to the proposal.

**RECOMMENDATION:**

That Council approve the installation of floodlights at Allan Small Oval, East Killara, to be funded by the Ku-ring-gai District Soccer Association and Gordon Soccer Club.

## PURPOSE OF REPORT

To seek Council approval for the installation of floodlights at Allan Small Oval, East Killara, to be funded by Ku-ring-gai District Soccer Association and Gordon Soccer Club.

## BACKGROUND

Council has been approached by Gordon Soccer Club (GSC) and Ku-ring-gai District Soccer Association (KDSA) to install floodlights at Allan Small Oval, East Killara to enable winter season mid-week training at the oval.

KDSA in partnership with the local clubs have offered to fully fund this project at a cost of \$104,000 (excl GST) as there is a recognition that if additional night facilities are not provided locally, the condition of nearby ovals will further deteriorate due to overuse, in effect impacting on playing enjoyment and safety at a district level.

Following the approach by these organisations, Council staff organised a lighting consultant to prepare designs for the oval to meet the relevant Australian Standards for lighting levels and control of obtrusive lighting (light spill).

In order to gauge the community response to this proposal, staff wrote to residents in streets surrounding Allan Small Oval, including Kanowar Avenue, Byamee Street, Jindalee Place, Koola Ave (between Redfield and Byamee), Redfield Road and Saiala Road to seek their comment in April 2008.

The proposal and results of the consultation are discussed in the comments section of this report.

## COMMENTS

The proposed lighting at Allan Small Oval will use the latest technology to allow adequate light levels on the field while minimising light spill to surrounding properties. Council will control activation of the lights via the computerised Cloudmaster system. Oval lighting will be available up to four nights per week and will be de-activated no later than 9.30pm.

There are two Australian Standards (AS) for lighting designs which are applicable to the project. AS 4282 for the Control of Obtrusive Lighting recommends various levels of control for light spill. At all locations where lights are being installed or upgraded Council has set the highest level of control (Level 1) as the minimum acceptable. AS 2560 (part 2.3) for Sports Lighting recommends the levels of light required for training, club competition and match practice. This ensures that the levels of light on the field are sufficient and appropriate.

Over the last few years, Council and local sports clubs have worked together to upgrade and install floodlighting at a number of sportsgrounds. Of the 52 sportsfields throughout the Ku-ring-gai Local Government Area (LGA), 23 have lights which enable evening training during the winter season. This number is insufficient to meet the demand for mid-week training, therefore Council is planning for new floodlights at a number of sportsfields in coming years.



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Gordon Soccer Club currently has restricted access to floodlit training facilities with many of the club's junior teams having to train on Sunday afternoons at Allan Small Oval due to the shortage of floodlit facilities between the hours of 5-7pm. Clearly Sunday afternoon training is not a very popular time for many parents, particularly after the children have played their competition matches the day before.

Last season many of the club's older junior teams and senior teams had to travel to either Comenarra Oval, Turrumurra or Samuel King Oval, North Turrumurra to train due to the lack of any local floodlit facilities. The Club President has stated that this situation has been a problem for the local community for many years.

To demonstrate its support for the proposed floodlights, the Gordon Soccer Club has committed \$20,000 towards the project. Ku-ring-gai District Soccer Association has agreed to fund the balance of the \$104,000 for the project, with a total cost of \$104,000.

From the consultation process, three (3) written submissions were received from local residents in relation to the proposed floodlights. Two of the submissions were in support of the proposed floodlights, with those residents stating that they have always struggled to find grounds for training and that the floodlighting and stormwater proposals for the oval are long overdue.

The submission against the proposed floodlights raised a number of concerns including noise that will be generated from soccer training in addition to the noise from the floodlit tennis courts and the basketball half court. This resident was concerned by the megaphone effect that is created by the topography of the area surrounding the oval. The resident did state however that if there was to be a compromise they could accept the lights being installed if they were not used past 8.30pm. This resident also objected to the additional traffic noise that would be created due to the evening training.

After receiving only one submission expressing concern with the proposed floodlights, it is recommended that the floodlights be initially permitted to be used up until 9.30pm on weekdays, which is in accordance with the Generic Sportsgrounds Plan of Management. In practice, most teams throughout Ku-ring-gai are finished training at other ovals between 8-9pm. Training is only permitted up to 4 nights per week in order to sustain the condition of the ovals and to give local residents living around ovals one mid-week evening without any training at the oval.

The situation with regard to the noise impact on local residents after 8.30pm will be monitored closely during the first season of floodlights operation at Allan Small Oval and the operating hours will be reviewed if necessary; specifically, whether it is necessary to reduce the latest de-activation time for the lights from 9.30pm back to 9.00pm or 8.30pm.

As part of the Allan Small Park project, Council has also recently commenced the construction of a stormwater harvesting system to collect and treat stormwater run-off from Redfield Road and to store it for irrigation use in two tanks to be located adjacent to the field. This stormwater will be channelled through sandstone armoured channels into a sedimentation pond. Excess water not required by the storage tanks will be treated before being discharged back into the stormwater system, ultimately discharging downstream of the field.

The stormwater harvesting project will also reduce the weed propagation adjacent to the playing field. In the current situation, untreated stormwater carrying sediments and nutrients is causing a weed plume in the bushland area adjacent to the field, as well as soggy field conditions on the

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western side of the oval. Work on this project has commenced and is being funded in 2009/2010 financial year through the Environmental Levy.

Planning and approval

This proposal falls under the *State Environmental Planning Policy (Infrastructure) 2007*. This policy applies to public reserves and provides development may be carried out by or on behalf of a council without consent on a public reserve under the control of or vested in the council for (d) lighting, if light spill and artificial sky glow is minimised in accordance with AS/NZS 1158: 2007, Lighting for Roads and Public Spaces.

As required under the SEPP (Infrastructure) 2007, a review of environmental factors for this proposal has been prepared for this project and it has not identified any significant environmental impacts (**Attachment 1**).

In accordance with similar development approvals for floodlights at Council reserves in recent years (before the State Environmental Planning Policy (Infrastructure) 2007 came into force), the general conditions of approval that are to be adhered to are as follows:

1. *All building works shall comply with the Building Code of Australia.*
2. *HOURS OF WORK: For the purpose of residential amenity, noise generating work carried out in connection with building and construction operation, including deliveries of building materials and equipment, is restricted to the following hours: Mondays to Fridays inclusive: 7.00am to 5.30pm. Saturdays: 8.00am to 12.00 noon. Sundays and Public Holidays: Not Permitted. The use of the following items of plant on the site is also restricted to the abovementioned hours: compressors, bulldozers, power operated woodworking machines, excavators and loaders, jackhammers, Ramset guns, concrete mixers and concrete delivery wagons, hoists, winches, welding and riveting plant. Whilst work on Saturdays may be performed until 5.30pm, such work or any associated activities shall not involve the use of any noise generating processes or equipment.*
3. *For the purpose of public safety, a sign shall be erected on the site prior to any work commencing which is clearly visible from a public place stating that unauthorised entry to the site is not permitted and showing the name of the builder or another person responsible for the site and a telephone number for contact outside working hours. The sign may only be removed on satisfactory completion of the works.*
4. *All excavations shall be properly guarded and protected with hoardings or fencing to prevent them from being dangerous to life and property.*
5. *To maintain existing ground levels all excavated material shall be removed from the site.*
6. *Any excavation of rock involving hydraulic or compressed air rock hammers or other excavation equipment shall comply with the requirements of Council's Code for the Control and Regulation of Noise on Building Sites.*
7. *The Construction Certificate plans and specifications must comply with the provisions of the Building Code of Australia.*

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8. *All excavations and backfilling associated with the works must be executed safely and in accordance with appropriate professional standards. All excavations associated with the works must be properly guarded and protected to prevent them from being dangerous to life or property.*
9. *To maintain residential amenity, all electrical services to the proposed works are to be provided underground and must not disturb the root system of any trees.*
10. *The applicant shall ensure that at all times during the construction period no activities, storage or disposal of materials shall take place beneath the canopy of any tree protected under Council's Tree Preservation Order.*
11. *All builders' refuse, spoil and/or material unsuitable for use in landscape areas shall be removed from the site on completion of the building works.*

## CONSULTATION

In order to gauge the community response to this proposal, staff wrote to residents in streets surrounding Allan Small Oval, including Kanowar Avenue, Byamee Street, Jindalee Place, Koola Ave (between Redfield and Byamee), Redfield Road and Saiala Road to seek their comment in April 2008.

From the consultation process, three (3) written submissions were received from local residents in relation to the proposed floodlights. Two of the submissions were in support of the proposed floodlights, and one was against the proposal, although this resident did offer to compromise in their submission by stating that they would agree to the floodlights if they were switched off no later than 8.30pm.

## FINANCIAL CONSIDERATIONS

The cost of the lighting at \$104,000 (excl GST) will be paid for by the Gordon Soccer Club and Kuring-gai District Soccer Association.

It is proposed that the staff time to project manage the construction of the floodlights be absorbed into the project management costs aligned to the stormwater and creek rehabilitation works for Allan Small Oval as part of the 2009/2010 Environmental Levy works program to a maximum of \$1,500.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

This report has been prepared in consultation with the Operations and Community Services departments.

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**22 January 2010**

## SUMMARY

Ku-ring-gai District Soccer Association in partnership with Gordon Soccer Club have raised \$104,000 and requested that Council approve the installation of floodlights at Allan Small Oval, East Killara.

Consultation with local residents surrounding Allan Small Oval in relation to the proposed floodlights resulted in three submissions, two in support of the proposal and one against the proposal.

In accordance with Council's adopted strategy to increase the number of playing fields lit for training and games (Sport in Ku-ring-gai Strategy May 2006), it is recommended Council accept the financial contribution from Ku-ring-gai District Soccer Association

## RECOMMENDATION

- A. That Council approve the installation of floodlights at Allan Small Oval, East Killara, to be fully funded by Ku-ring-gai District Soccer Association and Gordon Soccer Club.
- B. That Council formally recognise the financial contribution of Ku-ring-gai District Soccer Association and Gordon Soccer Club to bring this project to fruition, by way of a letter from the Mayor.

Roger Faulkner  
**Team Leader Open Space &  
Recreation Planning**

Peter Davies  
**Manager Corporate Planning  
& Sustainability**

Andrew Watson  
**Director Strategy &  
Environment**

**Attachments:          Review of Environmental Factors - 2010/013114**



## **REVIEW OF ENVIRONMENTAL FACTORS**

### **FOR INSTALLATION OF SPORTSFIELD FLOODLIGHTS ALLAN SMALL OVAL, SAIALA ROAD, EAST KILLARA**

**January 2010**

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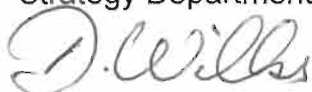
## Assessment Conclusion

Pursuant to the various provisions of the Environmental Planning and Assessment Act 1979 and the Environmental Planning & Assessment Regulation, 1994, an environmental assessment of the proposed activity of **installation of sports field floodlights for Alan Small Oval, East Killara** has been undertaken.

Consideration has been given to the likely impact of the activity on the environment, having regard to all relevant factors. On the basis of the environmental assessment that has been undertaken, it has been decided that the activity is **not likely** to significantly affect the environment.

Officer who prepared the REF

David Wilks  
**Biodiversity Officer**  
Strategy Department



Officer who checked REF

John Whyte  
**Ecological Assessment Officer**  
Development and Regulation



Authorising Officer  
Peter Davies  
**Manager Corporate Planning and Sustainability**

## SECTION 1

SITE DATA, PROPOSAL DETAILS AND POTENTIAL IMPACTS AND AMELIORATION.

### PROJECT OUTLINE

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**Project title:**

For proposed sports field floodlights project for **ALAN SMALL OVAL**

**Proponent Project Manager:**

Manager Corporate Planning & Sustainability

**Department:**

Strategy and Environment

**Division:**

Sport and Recreation

**Telephone:**

Extension 745

**Zoning:**

6a Open Space Recreation Existing

**Is it permissible within the zoning without development consent ?**

Yes

**Is it a defined activity?**

Yes

**Are other consents required (eg. EPA) ?**

No

### SCOPE OF WORKS

---

**Location (attach maps/diagrams):**

Alan Small Oval, off Saiala Road, East Killara

**Description of proposed activity:**

Installation of floodlights onto sports field

**Major elements including any environmental impact mitigation measures:**

Installation of ready made light poles fitted with shades to direct light and reduce light spill

**Any ancillary works:**

None

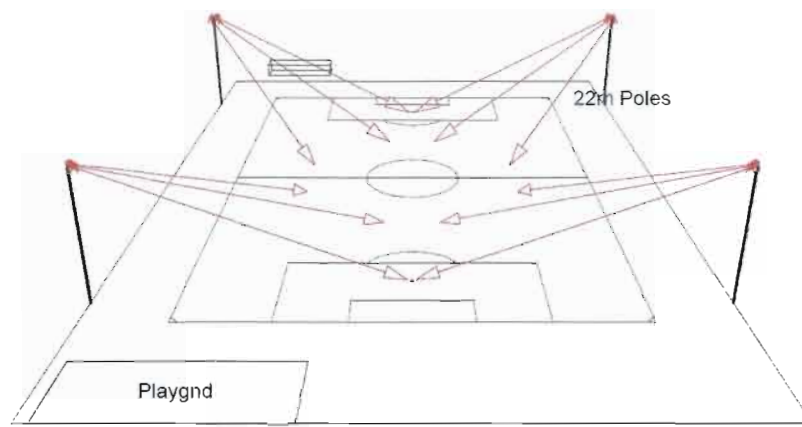
**Objectives of activity (outcomes)**

The proposed floodlights at Alan Small Oval are to comply with the relevant Australian Standards to achieve a safe environment at this sporting venue. The installation of the floodlights will provide sufficient lighting for safe night time sporting events and training.

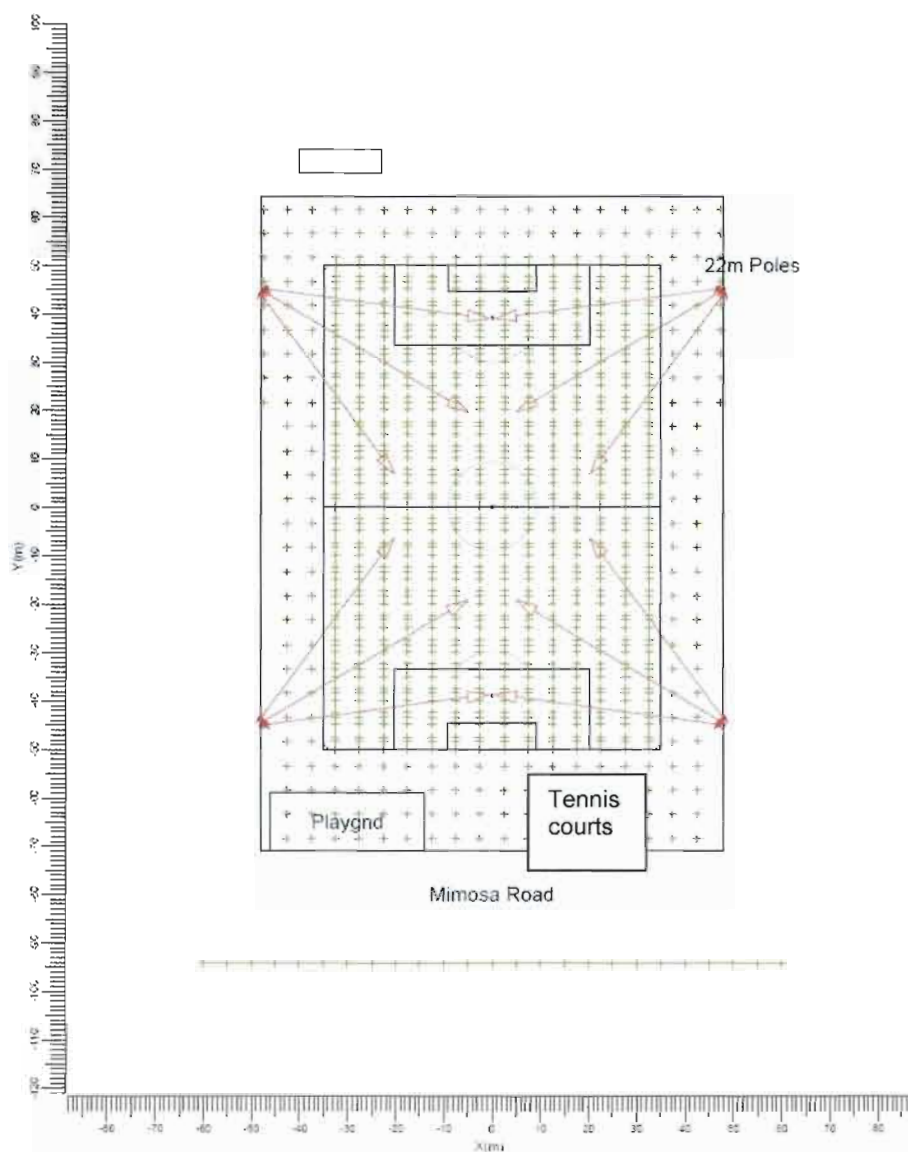
### Location and description of proposed works



**Figure 1: Proposed works area and vegetation communities**



Mimosa Road



**Figure 2: Concept Plan of Proposed Works** – arrows indicate area of illumination and direction of lighting. Approximate location of light poles also shown



## **Description of works, impacts and amelioration**

### **Installation works impacts**

Four 22m high metal light poles will be erected on concrete pads surrounding the edge of the playing field. The poles and concrete pads will be situated within an existing developed / turfed area of the playing field. Concrete pads will be poured on site into small holes excavated for the purpose. The pre-fabricated poles will be assembled on site using a truck and a mobile crane. All trenching and wiring for the lights will be situated within the existing developed area of the field. Access to the site for construction will be via the existing access road in the south east corner off Saiala Road. No natural areas or native wildlife will be impacted directly by the installation works as they will be contained within an existing developed area. There may be minor impacts from dust and noise during construction; however these will be mitigated using appropriate standard practices such as temporary sediment / safety fencing, as required under the Protection of the Environment Operations Act (1997). Standard work practices will reduce potential negative impacts of the proposed works on and off site.

### **Lighting impacts**

The lights to be installed have been designed so that the light emitted is directionally which will limit the amount of light spilling into non-target areas such as surrounding bushland, houses or the night sky. The light emitted will be visible to some neighbours during operation hours but will be much lower than traditional partly or non-directional lighting.

It is possible that foraging activity for some native species such as possums, bandicoots, flying foxes and wallabies may be reduced in areas of bushland lit up from lights. Impacts are unlikely to be significant due to large areas of bushland reserve surrounding Alan Small Oval which will not be illuminated from lights. The lights are likely to attract insects which will benefit insectivorous microbats species such as the Bentwing Bat which is known to forage around lights.

**Operational Summary Table: Amelioration measures/modifications to proposed development area to reduce impacts.**

**Plant Communities**

Is amelioration/modification of activities required	NO
Reduction in size or modification to area to be affected	NO
<b>Details:</b> No significant impacts expected from proposed development.	

**Threatened Ecological Community**

Is amelioration/modification of activities required	NO
<b>Details:</b> No EEC;s occur here. Alan Small Oval is surrounded by Sydney sandstone ridge top woodland to the north and Sydney sandstone gully forest to the east, west and south west.	

**Threatened Fauna Species/Population/Habitat**

Is amelioration/modification of activities required	NO
<b>Details:</b> No There will be no impacts from the installation works. Light spill impacts are not expected to be significant due to the limited amount and duration of light. Microbats are known to hunt insects attracted to the lights of sporting fields	

**Threatened Plant Species/Habitat**

Is amelioration/modification of activities required	NO
<b>Details:</b> There are no trees in the immediate vicinity of the proposed poles or proposed power supply trenches. Refer to Figure 2, Concept Plan of Proposed Works, identifying floodlight pole locations.	

**Significant Fauna Population/Habitat**

Is amelioration/modification of activities required	NO
<b>Details:</b> None present.	

**Aboriginal/European Heritage Site**

Is amelioration/modification of activities required	NO
<b>Details:</b> No Aboriginal heritage site present nor expected to occur. Under Council's 'Heritage Study' 1987, Appendix 10, Mimosa Oval is not listed as having any items of heritage significance in the immediate vicinity.	

**Soil/erosion factors**

Is amelioration/modification of activities required	NO
<b>Details:</b> The excavation for the footings and power supply trenches to supply power will create negligible disturbance for soil erosion to occur. Due to the flat nature of the site, the small area being disturbed and the minimal duration of works, the likelihood of run-off occurring is considered negligible. Soil from footings will be reused as fill material. Works will be contained within existing developed areas. The proposed lighting when complete, will allow training programs to be rotated around the surface areas of the sports field, thereby minimising site specific wear.	

**Water/run-off factors**

Is amelioration/modification of activities required	NO
<b>Details:</b> There will not be any impact on water resources as a result of the proposed works. Best practice works as per the POEO Act will minimise potential negative impacts	

**Transport/traffic factors**

Is amelioration/modification of activities required	YES
<b>Details:</b> It is recognised that installing floodlights will increase the use of the field in evenings in winter.	

**NOTIFICATIONS:**

NOTIFICATIONS REQUIRED	REASON
Sports and user groups	Disruption/access
Residents adjacent to works area	Noise from vehicles during installation of light poles.
Roads and Traffic Authority	Parking restrictions in Mimosa Road



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## ENVIRONMENTAL LEVY SMALL GRANTS SCHEME - ROUND NINE

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### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To seek Council's support to fund the ninth round of the community small grant scheme funded by the Environmental Levy.

**BACKGROUND:**

The community small grants scheme is designed to assist the Ku-ring-gai community to fund small community based environmental projects at a neighbourhood level. As part of a review process an independent small grants panel has been established.

**COMMENTS:**

Nineteen applications were received under round nine of the program. Of these, the small grants panel recommended funding twelve (12) applications with a combined contribution of \$40,069.

**RECOMMENDATION:**

That Council support the decision to fund the twelve projects recommended by the small grants panel as part of the Environmental Levy.

## PURPOSE OF REPORT

To seek Council's support to fund the ninth round of the community small grant scheme funded by the Environmental Levy.

## BACKGROUND

The community small grants scheme is designed to assist the Ku-ring-gai community to fund small community based environmental projects at a neighbourhood level. The scheme was identified in the development of the Environmental Levy with strong support by the residents and Councillors as an opportunity to invest at the local level into projects of direct community benefit.

As part of the scheme it was identified that an independent panel be established to provide a community and peer review of grant applications and funding protocols. This panel would then make recommendations to Council for the funding of projects, the subject of this report.

Membership of Small Grants Panel was sought from the Open Space Committee which was adopted by Council in 2008.

Table 1 below outlines the number of projects and amount of money funded by the Environmental Levy in each round to date.

*Table 1: Summary of grants funded by the Environmental Levy to date*

	Number of successful applications	Funding allocation
Round 1	3	\$12,350
Round 2	12	\$52,349
Round 3	9	\$38,982
Round 4	9	\$41,000
Round 5	10	\$39,926
Round 6	11	\$39,720
Round 7	10	\$42,402
Round 8	11	\$40,636
<b>TOTAL</b>	<b>75</b>	<b>\$307,365.00</b>

A summary of the current status of small grant projects is available on Council's website and also forms **Attachment A**.

## Item 9

S06522  
11 January 2010**COMMENTS**

The ninth round of funding was promoted through advertisements in local newspapers, the Mayor's report, rates notices, posters and flyers displayed in Council libraries and main shopping centres and Council Chambers, St Ives Wildflower Garden and the Community Art Centre.

Additionally, electronic promotion through Council's website, Bushcare News and Kasey was also undertaken.

The panel reviewed and made comments on the applications to make recommendations for funding. Table 2 provides a summary of the applications recommended for funding. These have been ranked in order of highest to lowest as determined by the panel. A summary of the comments on the applications received is provided as **Attachment B**.

Ranking	Applicant	Project Summary	Funding sought	Recommended Funding
1	Ailsa Reichardt	Quarry Masons parkcare group	\$1,848	\$1,848
2	Jane Gye	Longford Abingdon Road Bushland improvement program	\$5,000	\$5,000
3	John Dailey	Stage 1 Turramurra lookout community garden	\$5,000	\$4,500
4	Tony Evans North Shore Group Australian Plant Society	Sustaining and promoting Australian plants through educating our community	\$5,000	\$4,000
5	Julie Carr Wahroonga Public School	Signage Native Bee house	\$900	\$900
6	Glenda Aulsebrook Ku-ring-gai Creative Arts High School	The Ku-ring-gai Native Garden	\$3,000	\$3,000
7	Hugh Lander	Gearys Way bushcare team	\$5,000	\$4,000
8	Donna Glen and Gail Smith Gordon East Public School	Bushland regeneration	\$4,050	\$4,050
9	Jim Watson	Post fire regeneration management of Ormonde Road bushcare site	\$5,000	\$4,000
10	Jill Esler WIRES	Release aviary	\$1,610 + GST	\$1,771
11	Charles Dunn Ku-ring-gai Mini-Wheels training club	Site regeneration, silt and water management Stage One	\$10,000	\$5,000
12	Geoff Ridl	Babbage Road Bushcare Stormwater over land flow remediation	\$4,649	\$2,000
	<b>TOTAL</b>		<b>\$51,218</b>	<b>\$40,069</b>

The project proposed for the Mini-Wheels site will implement remediation at the site in accordance with an approved plan and lease. The benefits derived from these works, are necessary irrespective of the future use of the site under the current draft options paper for the St Ives Showground and precinct.

**Item 9**

**S06522**  
**11 January 2010**

The Babbage Road project will assist with the current Streetcare program. It's low rank is a result of the works benefiting a small number of residents.

Seven applications were not recommended for funding. The small grants panel however has provided these applicants with suggestions and opportunities to support the projects through other means.

## **CONSULTATION**

The advisory panel was selected through seeking volunteers from Council's Open Space Committee, four volunteers from the committee were selected, four Council staff also contribute to assessing the applications. Correspondence was via direct mail (hard copy of each application), email and phone conversations were then used to converse queries and options. This combination of communication methods alleviated the necessity of face to face meetings.

## **FINANCIAL CONSIDERATIONS**

\$80,000 per year has been allocated for the community small grants scheme as part of the Environmental Levy, with two rounds of grants available per year. A total of \$40,069 has been allocated for this round for funds from the 2009/10 financial year.

## **CONSULTATION WITH OTHER COUNCIL DEPARTMENTS**

Operations were consulted during the process of review seeking information from two sections, Bushland maintenance and engineering services. Bushcare section of Strategy was consulted at length.

## **SUMMARY**

This report seeks Council's endorsement for the projects to be funded from the Environmental Levy, round nine of the community grant scheme. A total of \$49,447 was received for this round of which the panel has recommended that twelve (12) projects be funded. The seven applications not to be funded have been provided feedback that may assist further development of their projects.

## RECOMMENDATION

That Council support the following twelve (12) applications for funding under the Environmental Levy Small Grants Scheme – Round Nine.

1	Babbage Road Bushcare	\$2,000
2	Gordon East Public School	\$4,050
3	Gearys way bushcare	\$4,000
4	Ku-ring-gai Creative Arts High School	\$3,000
5	Ku-ring-gai Mini-Wheels training club	\$5,000
6	Longford Abingdon Road Bushland improvement	\$5,000
7	North Shore Group - Australian Plant Society	\$4,000
8	Ormonde Road bushcare group	\$4,000
9	Quarry Masons parkcare group	\$1,848
10	Turramurra lookout community garden	\$4,500
11	Wahroonga Public School	\$900
12	Wires – release aviary	\$1,771
	<b>TOTAL</b>	<b>\$40,069</b>

Mary-Lou Lewis  
**Natural Areas & Environmental  
Levy Program Leader**

Peter Davies  
**Manager Corporate Planning  
& Sustainability**

Andrew Watson  
**Director Strategy &  
Environment**

**Attachments:**      **A. Summary of small grant projects - 2010/007546**  
                             **B. Detailed summary of applications for Round Nine - 2010/004854**

January 2010

Ku-ring-gai Council Environmental Levy  
Small Grants Scheme Report  
Rounds 1-7  
December 2005 – December 2008



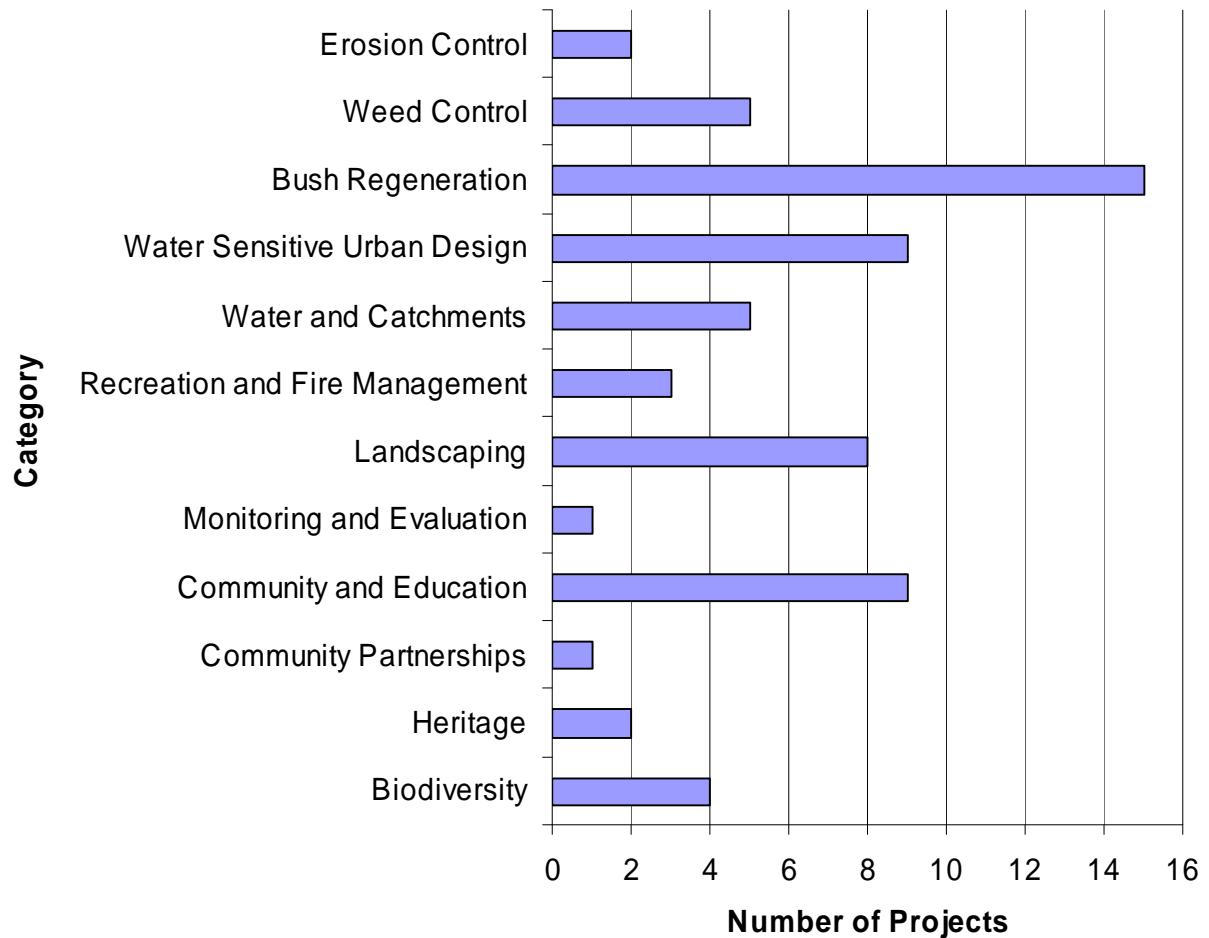


## Introduction

From December 2005 to December 2008, 64 local environmental and/or socially beneficial projects or initiatives were granted financial assistance (up to \$5,000) under the Ku-ring-gai Council Environmental Levy Small Grants Scheme. Within this period, there were 7 rounds of applications (two rounds every 6 months). The Environmental Levy small grants have been distributed to Ku-ring-gai residents and community groups including schools, bushcare groups, university academics to partially or wholly fund a project which reflects their concerns and values. Applications are approved based on the benefit of the proposed project to the environment and the community, and whether the benefits are sustainable.

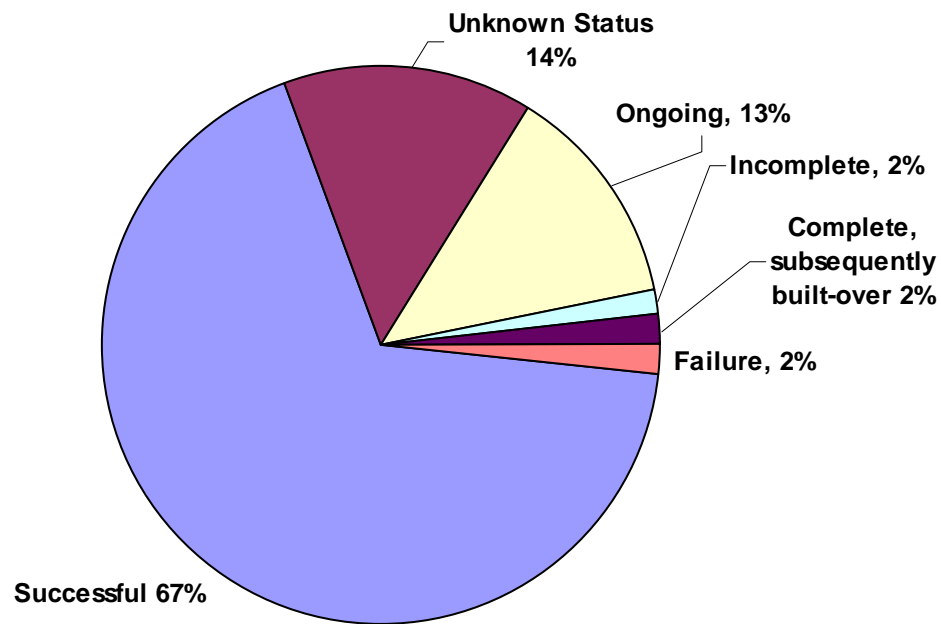
The objective of this report is to document the success of the Small Grant Scheme in delivering the aforementioned benefits to the Ku-ring-gai community, and the obstacles facing the projects which have received small grants from Ku-ring-gai Council from December 2005 to December 2008 (round 1 through to round 7). This report will provide transparency regarding Council and community interactions, and accountability in terms of the responsibility of the applicant to allocate the small grant funds in accordance with their application and report back to Council with the progress and results of their project. In addition, it is hoped that this document will be a source of inspiration for those planning to submit an application to Council. A case study on a highly successful project which has been assisted by a small grant is presented, in addition to information for the projects whose applicants have contacted Council with project feedback.

The projects accepted for the Small Grants Scheme by the Small Grants Panel for Rounds 1-7 are categorised in this report according to the main environmental or social outcomes they proposed to achieve (Table 1). It should be noted that one project can achieve several different types of environmental and social outcomes. Figure 1 depicts the range of environmental and social outcomes for the 64 approved projects.



**Figure 1 The main environmental and/or social outcome each approved project proposed to achieve, rounds 1-7.**

Of the 64 approved applications in this period, 42 projects have been successful, 1 project has failed and 1 remains incomplete (Figure 2). Several projects are ongoing (8) and one project was built-over, having previously been successful (Figure 2). For details of the status of a particular project, refer to Table 1.



**Figure 2 Status of approved projects for Small Grants, rounds 1-7.**

Following Table 1, a brief description detailing the outcome of the projects for which feedback from the applicants was provided to Council is included in this report. Should you have any outstanding reports, information or photos for any of the projects listed, please do not hesitate to contact Mary-Lou Lewis, Council's Environmental Levy Natural Areas Program Leader, so that your achievements can be shared with the community.

**Table 1 Details and status of accepted small grant projects, categorised according to principal environmental/ social category round 1 - round 7**

CATEGORY	APPLICANT AND ORGANISATION (IF APPLICABLE)	PROJECT	PROJECT LOCATION	SUBURB/S	STATUS	ROUND
<b>BIODIVERSITY AND FAUNA ASSISTANCE</b>						
	Mark P Taylor, Macquarie University	Review Riparian Policy – Research Paper	Ku-ring-gai LGA	Ku-ring-gai LGA	Completed	1
	Des Cooper	University of NSW Lyre Bird survey	Lane Cove Catchment/Valley	Many	x	1
	Cameron Web, Westmead Hospital	Research into mosquitoes and frog ponds	Ku-ring-gai LGA	Ku-ring-gai LGA	-	3
	Kerry Edards, WIRES North Shore branch	Rehabilitation costs of Grey Headed Flying Fox, Fauna rescue assistance	Creche material for flying fox	Various	Ongoing	7
<b>HERITAGE</b>						
	Athena Mumbulla and Turramurra public school	Installation of signs to increase awareness of and protect Aboriginal grinding groove sites.	Turramurra	Turramurra	-	7
	John Graham Byrnes	Audit of natural history of KMC LGA – Paper/website	Ku-ring-gai LGA	Ku-ring-gai LGA	Ongoing	7
<b>COMMUNITY PARTNERSHIPS</b>						
	Simon Scott, Turramurra Offroad Cyclists	Marking out of bike trails	North Wahroonga	North Wahroonga	Ongoing	6
<b>COMMUNITY AND EDUCATION</b>						
	Bruce Taylor, Ku-ring-gai Flying Fox Conservation Society	Stoney Creek Environmental Awareness Plan for residents – Surveys, Weed ID Cards	Gordon Park	Gordon	Completed	1
	John Pearman	Composition of Moonview Sustainable House DVD	Moonview House	Gordon	Incomplete	4
	Tony Evans, North Shore Group Plant Society	Interpretive Signs for St Ives Wildflower Garden	St Ives Wild Flower Garden	St Ives	Ongoing	7
	Justine Bednorz, Ku-ring-gai Bushcare Association	Weed displays for community education at shopping centres	St Ives Village Shopping Centre	St Ives	Completed	4
			Cole Turramurra	Turramurra		
			West Pymble Shops	West Pymble		
			Gordon Village Shops	Gordon		
			Coles Lindfield	Lindfield		
			East Lindfield Shops	East Lindfield		
	Julie Carr, Wahroonga Bush School	Outdoor classroom remediation for Outdoor education	Wahroonga Bush School	Wahroonga	Completed	7
	Justine Bednorz and St Ives Park Public School	Outdoor class room & erosion eradication	St Ives Park Public School	St Ives	Completed and ongoing	2
	Peter Brecknock of Permaculture North	Sustainable workshops	Lindfield Library	Lindfield	Completed	3
	Marlen Dyne of Moores Creek Bushcare Group	Community education with Roseville Public School	Roseville Public School	Roseville	Completed	3
	Cara Williams of Masada College	Recycling and waste education	Masada College	St Ives	Completed	5
<b>MONITORING AND EVALUATION</b>						
	John Balint of Murumba Place Bushcare Group	Southern Creek and Northern Creek subcatchments sustainability management study	Northern and Southern Creek	East Killara	Ongoing	5
<b>LANDSCAPING</b>						
	John McEadden, Ku-ring-gai Little	Landscaping around the community building to stop further	Bannockburn Oval	Pymble	Completed	2

	Athletics	erosion				
	Maree Somerville, Beaumont Road OOSH	Landscaping	Beaumont Road Public School OOSH	West Killara	Completed however since built-over	3
	St Ives Community Access Service, The Spastic Centre NSW	Landscaping for special needs participants	St Ives Community Access Service - The Spastic Centre NSW	St Ives	-	4
	Bill Tysoe and Sacred Heart Primary School	Landscaping Blue Gum High Forest	Scared Heart Catholic School	Pymble	-	4
	Jane Gye, Ben Hall,-Marshall Avenue Streetcare Group	Bushland footpath landscaping	Marshall Avenue	Warrawee	Completed	5
	Stephen Dwyer, 1st Gordon Scouts	Improve access to the Scout Hall	1st Gordon Scout Hall	Gordon	Completed	7
	Ben Hall	Marshall Avenue gateway Project stage two- footpath remediation, access and streetcare	Marshall Avenue, Wahroonga	Wahroonga	Completed	7
	St Ives North Primary P&C Association	Tree maintenance-lopping tress	St Ives North Public School	St Ives	-	2
<b>RECREATION AND FIRE MANAGEMENT</b>						
	Julie Antill, Backyard Bushcare Ku-ring-gai Council	Weed control on a fire trail	Fire Trail at Grosvenor Street and Golen Jubilee Field	North Wahroonga	Completed	4
	Jinna Way, Bushcare Group	Prepare the bushcare site for pile burns	Roseville Chase Oval	Roseville Chase	Completed	5
	Bruce Williams, Bushcare Group	Post fire weeding in Blackbutt park	Blackbutt Park	Pymble	Completed	6
<b>WATER AND CATCHMENTS</b>						
	Diane and Bruce Dawbin and others	Stormwater creekline construction	South Turramurra	South Turramurra	Completed	7
	Jill Bilger, Piggibilla Bushcare group	Stormwater outlet protection	St Ives	St Ives	Completed	7
	Anne Cuthbert	Dunoon-Kiparra Bushcare Stormwater improvement	Dunoon - Kiparra Bushcare Site	West Pymble	Completed	3
	John Balint, Murumba Place Bushcare Group	Drainage works	Murrumba Place Bushcare Site	East Killara	Completed	3
	Robert Dash	High Ridge Creek stormwater outlet remediation, Erosion Control and weed removal	High Ridge Creek	St Ives	Completed	5
<b>WATER SENSITIVE URBAN DESIGN</b>						
	Linda Cook, Christ Church St Ives Pre-School	Supply and install a tank and drip irrigation	Christ Church St Ives Pre-School	St Ives	Completed	2
	Maree Shelley Cass, Peter Rabbit Pre-School	Rain water tank	St Paul's Church Hall	Wahroonga	Completed	2
	Walter Gibian, The Eryldene Trust	Rain water tank	Eryldene House and Garden	Gordon	Completed	2
	Laurie Hislop, KU Killara Park Pre-School	Rain water tank	KU Killara Park Pre-School	Killara	Completed	2
	Roslyn Johnston, KU Fox Valley Pre-School	Rain water tank	KU Fox Valley Pre-School	Wahroonga	Completed	2
	Jerome Chudleigh, St Ives High School	Rain water tank	St Ives High School	St Ives	Completed	2
	Ashley King, Turramurra Public School	Fix leaks and taps, Tank provided by Sydney Water	Turramurra Public School	Turramurra	Completed	2
	Elizabeth Tan, Pinjarra Child Care Centre	Rain water tank	Pinjarra Child Care Centre	Gordon	Completed	3
	Mark Taylor, Macquarie University	Study of water quality and quantity in regards to planned retrofit of WSUD	Quarry Creek	West Pymble	Ongoing	5
			Fern Gully	St Ives		

			Coupes Creek	Wahroonga		
			Falls Creek	Lindfield		
<b>BUSH REGENERATION</b>						
	Noel Bell	Buller Street bush regeneration	Buller Street	South Turramurra	Ongoing	6
	Margaret Burgman, Mimosa bushcare group	Bush Regeneration	Mimosa Oval	Turramurra	Completed	6
	Hugh Lander	Bush Regeneration	Geary's Way Reserve	Killara	Completed	6
	Bruce Donnelley, Turramurra Memorial Park Bushcare Group	Turramurra Oval Bush regeneration	Turramurra Memorial Park/Lovers Jump Creek	Turramurra	Completed	6
	Carol Parr	STIF management and natural bush regeneration	St Ives High School	St Ives	Completed	6
	Rolf Beck, Springdale Road/Roper Place Bushcare Group	Bushcare support bush regeneration	Gordon Creek	Killara	Completed	6
	Steven Toombs	Lovers Jump Creek Community Project - bush regeneration in a riparian zone	Lovers Jump Creek	Turramurra	Completed	6
	Jill Johnson	Lower Blackbutt Creek bush regeneration	Lower Blackbutt Creek	Gordon	Completed	2
	Michelle Leishman, Warrawee Public School	Warrawee public school bush regeneration	Warrawee Public School	Warrawee	Completed	4
	Margaret Reidy, Friends of Lane Cove National Park	Bush regeneration along Coupes Creek	Coupes Creek	Wahroonga	-	4
	Graham Hill, Wahroonga public School	Bush regeneration	Wahroonga Public School	Wahroonga	-	5
	Janet Fairley Cunningham	Bush regeneration – weed clearing and native planting	Wombin Reserve Bush care Site	Killara	Completed	3
	Jette Bollerup, Lindfield Public School	Planting native species and tree surgery work	Lindfield Public School	Lindfield	Completed	2
	Graham Hill, Wahroonga Public School	bush regeneration	Wahroonga Public School	Wahroonga	-	5
	Tom MacDonald, Little Blue Gum Creek Bushcare Group	Bush regeneration	Little Blue Gum Creek	Lindfield	Completed	4
<b>WEED CONTROL</b>						
	Sue Macfarlane, Wahroonga Bush School	Weed control/education and site plan protection of Blue Gum High Forest	Wahroonga Bush School	Wahroonga	Ongoing	7
	Nancy Pallin	Weed tree removal in Paddy Pallin Reserve	Paddy Pallin Reserve	Lindfield	Completed	6
	Bruce Taylor, Ku-ring-gai Bat Conservation Society Inc.	Cliff weed removal	Flying Fox Reserve	Gordon	Completed	4
	Margaret Booth, Kingsford Avenue Bushcare Group	Erosion control and weed removal	End of Avenue onto Reserve	South Turramurra	Completed	7
	Robert Pallin	Weed removal	Paddy Pallin Reserve	Lindfield	Completed	5
<b>EROSION MITIGATION</b>						
	Natalie Saville	Construction of Browns Forest walking track for erosion control	Browns Field Oval	Warrawee	Completed	5
	Sarah Bryce, St Ives North Primary School	Construction of erosion control sandstone sculptures purchased	St Ives North Public School	St Ives	-	6



## **Environmental Levy Small Grants: A Case Study**

To demonstrate the good work that can be achieved with the assistance of a Small Grant from Council, a case study of a particularly successful project is presented:

**Project: Weed clearing and native species revival and planting in the Wahroonga Bush School Bush classroom, for the main purpose of youth outdoor education.**

**Project Location: Wahroonga Public School, also referred to as Wahroonga Bush School**

**Applicant: Mrs. Julie Carr, Class 2C, Wahroonga Bush School**

### **Round 7**

**Project Status: Successful and ongoing (bush classroom maintenance and continued education and awareness).**

Mary-Lou Lewis visited Wahroonga Public School on October 28<sup>th</sup> 2009, to find out about all the work the Year 2C class, led by Mrs. Julie Carr had accomplished with the assistance of the Environmental Levy Small Grant awarded to them by Ku-ring-gai Council. Mrs. Julie Carr applied for this Small Grant on behalf of Wahroonga Public School in December 2008 to assist the funding of the recovery of the outdoor bush classroom for the purpose of outdoor environmental education. The recovery of the bush classroom involved extensive weed clearing of the area by Class 2C, Mrs. Carr and Mr. Carr, as well as expert bush regenerator Sue MacFarlane. Sue and Scientist Michael assisted in educating the class in the differentiation of native plants and weeds, and about the critically endangered Blue Gum High Forest community onsite (of which we have one of the purest communities in the Ku-ring-gai area). The students are now able to identify Blue Gum and Blackbutt trees based on whether the trees have 'short socks' or 'long stockings'.

The involvement of the students presented many benefits including reduced costs of labor, the ongoing education of the students regarding their local bushland, increased pride in their school grounds, and the desire to teach other students in the school about what they have learnt.

### **Community Education**

On the visit the students of Class 2C showed tremendous enthusiasm and shared their extensive knowledge of the local bushland. The students have translated their wealth of knowledge regarding local native plants and weeds (such as trad and morning glory), and local fauna onto a Wikipedia page. The Wikipedia page also documents the progress of Class 2C, aided by Sue and Michael, to remove weeds to recover the bush classroom and native plants that were being suffocated and 'squished' by the weeds. Mrs. Carr and the students have spent many hours creating and regularly adding to the Wiki page to educate the school and wider community about the Blue Gum High Forest.



*Mrs. Carr shows Mary-Lou the Wiki site:  
**[bushclassroom.ictcentre.wikispaces.net](http://bushclassroom.ictcentre.wikispaces.net)***

### The Bush Classroom

Mrs. Carr, Mr. Carr, and Sue MacFarlane completed preliminary clearing of the bush classroom site to prevent the children coming into contact with the creepy-crawlies lurking underneath the morning glory. Once the adults deemed an area safe, the students of 2C cleared the area for a whole day in Term 1, 2009. Then in Term 2 for several lunchtimes a week, a group of 6 students at a time were quite willing to give up their lunchtimes to clear the area. Most of the weed waste was composted onsite, rendering the project more sustainable. Due to the large volume of weeds removed however, some waste was also taken to a rubbish dump.



*Left: Students enthusiastically removing morning glory. Right: A student explains the composting system.*

The students also conducted weekly visits to the bush classroom to observe changes and practice differentiating between native plants and weeds. The work was supervised by Barry the Bush Turkey and Barbara the lady Bush Turkey, who are protective of the bush classroom. The bush classroom is also visited by the RFF (relief from face to face teacher), who takes classes to the bush classroom to observe Barry and Barbara. Mrs. Carr believes that as the weed clearing and native planting continues the bush classroom will be used increasingly for lessons and recreation.



*Left: Students examine a plant specimen; Right: The Bush Classroom.*



### The Boardwalk

In October 2009 Mrs. Carr organised a boardwalk to be installed to provide a safe pathway into the bush classroom, to prevent the trampling of native species by students entering the bush classroom and to prevent erosion of the hill slope through disruption of the topsoil. This boardwalk prevents such damage, and adds a rustic feel to the bush classroom environment. Barry the Bush Turkey however does not care much for the boardwalk in his time of nest-building and guarding his young.



*The new Boardwalk that leads into the Bush Classroom.*

### Obstacles

Despite multiple efforts on behalf of Mrs. Carr and Class 2C including obvious signage, visitors to the tennis court would continue to park on the regeneration area adjacent to the bush classroom, killing native plants and thwarting regeneration efforts. Even when the visitors were informed by Year 2C that they were squashing native plants they continued to park in that area. These tennis players have since received a life-ban from the courts.

### Future Plans

Mrs. Julie Carr is considering placing a sign created by the students at the end of the bush classroom, which could inform visitors about such things as native plants, weeds and local fauna. The sign would be changed monthly to inform visitors about different topics or current issues.

### Other work being instigated by class 2C

Class 2C are using their knowledge of the local flora and fauna, and the damage that weeds do to native species, to educate other classes to ensure that others show the same respect for their bushland, with the result that even more good work is carried out.



“This year, it [the bush classroom] has been transformed from a weed infested mosquito trap, to an open attractive area. The children have been involved all the way”. Julie Carr

*Class 2C and Mrs. Julie Carr.*

## Biodiversity and Fauna Assistance

**Project: Review Riparian Policy in the Ku-ring-gai LGA: Linking Council investigation of riparian width and biodiversity value to Council's riparian policy.**

**Project Location: Ku-ring-gai LGA**

**Applicant: Mark Taylor, Department of Geography, Macquarie University.**

### **Round 1**

#### **Project Status: Successful**

Christopher Ives, Mark Taylor, Peter Davies and David Wilks wrote a paper discussing the relationship between riparian buffer width and biodiversity among the urban creek systems in the Ku-ring-gai LGA. This paper can be found on the Council website at the following address and is entitled, "How wide is wide enough? The relationship between riparian buffer width, condition and biodiversity: an assessment of urban creek systems in the Ku-ring-gai Local Government Area, North Sydney, NSW".

[http://www.kmc.nsw.gov.au/resources/documents/Howwide\[1\].pdf\\_Paper\\_3.pdf](http://www.kmc.nsw.gov.au/resources/documents/Howwide[1].pdf_Paper_3.pdf)

## Biodiversity and Fauna Assistance

### **Project: Rehabilitation costs of Grey Headed Flying Fox including crèche: Fauna rescue assistance.**

**Applicant: Kerry Edards, WIRES North Shore branch.**

**Project Location: Various suburbs in the Ku-ring-gai LGA**

**Round 7**

**Status: Ongoing**

A Small Grant was awarded to the North Shore Branch of WIRES to assist the ongoing project of fauna rescue assistance to the Grey Headed Flying Fox species which are native to the Ku-ring-gai area. The grant money will be used to cover the care and rehabilitation of the species including medicinal costs, several custom-built aviaries to house the fauna, and fauna release fees to alternate facilities. The project is still in its infancy, due to the project being based on wildlife care and rehabilitation which will occur primarily in Spring and Summer of 2009/2010.

The project has been delayed as the custom-built aviaries were damaged on delivery. Regarding the care and rehabilitation aspect of the project, 3 adults have come into the care of WIRES so far - two of these were pregnant mothers. All 3 were transferred to alternate facilities which incurred release fees. Kerry Edards and the team have seen elevated numbers of babies coming into care for this point in the season (November 2009), with 4 babies currently being hand-reared. Their mothers were fatally electrocuted on power lines. Three of these babies have pneumonia requiring antibiotics and 2 of them have burn blisters on their wing membranes. The fourth baby only came into care recently. This grant will significantly assist in caring for this threatened species.



*Left: The first pup of the season; Right: Damaged Aviary Photos courtesy of Kerry Edards.*

## Heritage

### **Project: Audit of Natural History of the Ku-ring-gai LGA area and surrounding suburbs**

**Project Location: Ongoing**

**Applicant: John Graham Byrnes**

**Round 7**

**Project Status: Ongoing**

John Graham Byrnes' natural history audit is ongoing, and he foresees it will be completed in 2011. As part of this project he aims to make a DVD recording the natural history of the Ku-ring-gai LGA, with relevant links and information.

## Community Partnerships

### **Project: Identify needs and opportunities for the Off-road Cycling Community in Ku-ring-gai Council bushland**

**Project Location: Golden Jubilee and Surrounding reserves, North Wahroonga**

**Applicant: Simon Scott, Turramurra Off-road Cyclists**

**Round 6**

**Project Status: Ongoing**

This project to identify the needs and opportunities for the off road cycling community in Ku-ring-gai Council bushland is ongoing. Simon Scott has commenced marking out potential off-road cycling trails.



## Community and Education

### Project: Stoney Creek Environmental Awareness Plan

**Project Location: Gordon Park, Stoney Creek, Gordon**

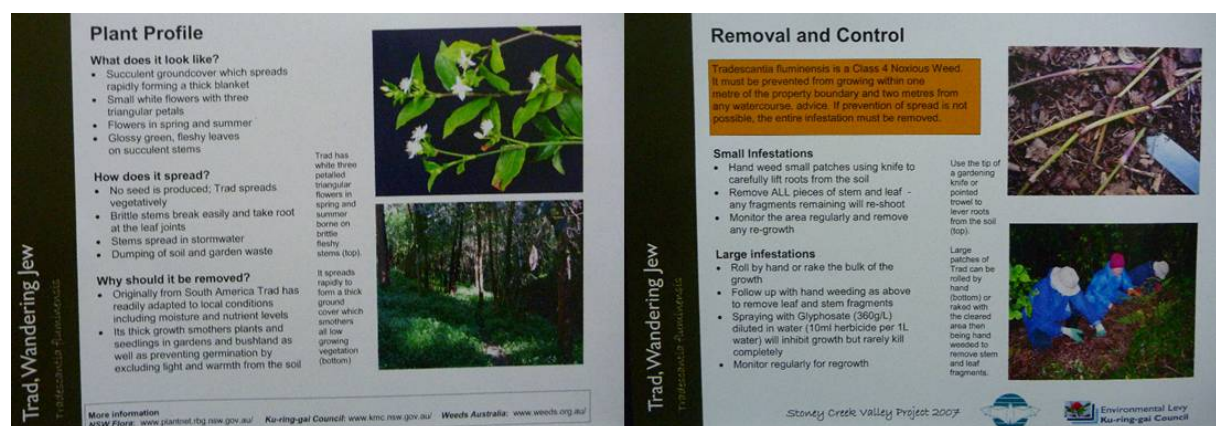
**Applicant: Bruce Taylor, Ku-ring-gai Flying Fox Conservation Society**

#### **Round 1**

#### **Project Status: Successful**

The small grant funded a *Stoney Creek Environmental Awareness Plan* which aimed to educate neighbours of the Ku-ring-gai Flying Fox Reserve about weed identification, the impact of weeds on the local environment and the optimal method of weed removal according to weed type. A preliminary survey was conducted to research the existing knowledge of the residents about local weeds. While the survey indicated considerable support by residents for conservation of the bush, in the end only some five out of about 130 neighbours accepted the invitation for an at-home demonstration of weed identification and removal. The identification and demonstrations were carried out by an experienced bushcare consultant.

Weed Identification Cards (WID) were prepared for residents for each offending weed. The series of WIDs (e.g. Asparagus fern, Privet, Madeira, Ochna – some 6 - 8 cards in all) were prepared using Ku-ring-gai Bat Conservation Society expertise including photographs. The WIDs were distributed via the weed awareness display, by Council Bushcare staff, and *Greenstyle*, the program which took over *Backyard Bushcare*. Some copies have been mailed to Lands Edge (Headquarters at Chowder Bay – used the Asparagus Fern card). Recipients of the cards like them as they are a useful tool to distribute to residents and others. The Small Grant was used to fund the production of these Cards. The Society aims to develop cards on additional species.



*An example of the Weed Information Cards (WIDs) produced by the Ku-ring-gai Flying Fox Conservation Society with the aid of the Small Grant.*

*Left: Front of WID;*

*Right: Back of WID.*

**Project: Installation of Interpretive plant signs at Wild Flower Garden, St Ives**

**Project Location: Wildflower Garden, St Ives**

**Applicant and Organisation: Tony Evans, North Shore Group Australian Plant Society, St Ives**

**Round 7**

**Project Status: This project is partway completed.**

The group have completed the botanical signage phase of the project, which will provide valuable information to the inquisitive visitors of the Ku-ring-gai Wildflower Garden regarding the flora and other natural features that can be found there. As the signs are being installed, a talk on each plant or area of interest is delivered. These talks are part of the Wild Flower Garden's Walks & Talks program.



*Left: A Walks & Talks group visiting a signed plant, and Right: an installed sign, both at the Ku-ring-gai Wildflower Garden. Photos Courtesy of Tony Evans*

**Project: Weed education at local shopping centres in the Ku-ring-gai LGA**

**Project Location: Shopping Centres in the Ku-ring-gai LGA**

**Applicant: Justine Bednorz, Ku-ring-gai Bushcare Association**

**Round 4**

**Project Status: Successful**

The small grant was used to create weed displays at local shopping centres within the Ku-ring-gai LGA (Refer to table 1) to educate local residents about the weeds they might find in their backyard, and how to remove them correctly. The funds were used to create a display area, for staff to man the display, for council information cards, educational 'bush enemy' and 'bush vandals' posters, and the publication 'Making your Garden Bush Friendly'. Weed education, including weed identification and optimal weed removal is continuing.



*Weed displays inside a shopping centre. Photos courtesy of David Wilks.*

**Project: Production of a DVD regarding the property known as Moonview House in Gordon, a house operating on sustainable principles**

**Project Location: 32 Taylor Street, Gordon.**

**Applicant: John Pearman**

**Round 4**

**Project Status: Incomplete**

John Pearman's house in Gordon operates on sustainable principles and practices, including solar power to produce electricity, a composting toilet and a regenerated bush backyard. The purpose of the DVD will be to inspire, inform and share information about how to make one's house more sustainable. This project has not yet commenced.



## **Project: Outdoor classroom and Erosion Eradication**

**Project Location: St Ives Park Public School**

**Applicant: Justine Bednorz and St Ives Public School**

### **Round 2**

### **Project Status: Successful**

#### **The Bush Classroom:**

Justine Bednorz reports that everyone who has visited the bush classroom has given it (literally) the thumbs up. Mrs King (Principal) and the teachers are all very pleased with the outcome. Justine Bednorz has ideas of having informative signs made and installed in the future.

#### **Erosion Eradication:**

The garden was divided into two areas by an existing footpath. Year 1 planted the lower garden; Year 2 planted the upper garden. Stuart Sutton, the Landscape Gardener, explained to the children why they were planting, how to plant, and then a small group of parents helped them plant. At the end of planting he explained how to look after the plants, and encouraged them to guard them and encourage other children not to trample on them. Justine Bednorz reports that she often see some of the children showing their parents which plants are theirs, indicating that they are proud of their garden.



*Clockwise from Top left: Bush classroom; Stuart Sutton educates students about planting; Stuart demonstrates how to plant with the aid of students; a day's successful planting. Photos courtesy of Justine Bednorz.*

**Project: 'How-to-Do-It-Yourself-Day', a series of Sustainable Workshops.**

**Project location: Lindfield Library, Lindfield.**

**Applicant: Peter Brecknock of Permaculture North**

**Round 3**

**Project Status: Successful**

The small grant was used to fund a 'How-to-Do-It-Yourself-Day' (DIY Day). A series of participatory workshops and talks with a sustainability message were conducted by staff and members of Permaculture North, and by specialised speakers. The small grant funds were used to pay for the speakers and for the necessary props for the workshops which aimed to demonstrate and teach sustainable practices to the community in a variety of interesting and practical settings. The objective of these workshops was to bring both immediate and long-term benefits to residents of the Ku-ring-gai LGA. A benefit of this project was that Permaculture North was able to sustain the project without further Council funding. Participants were charged a small fee per session, and refreshments, sourced from local sources, were provided. Kids were welcome, making it a day in which the whole family could participate.

The workshops included tasks such as making a solar oven, a solar scarecrow; caring for chickens; shoe-making; propagating plants; seed saving; spinning your own wool; making hand-made paper, home brew; designing a permaculture garden; preserving garden produce and weaving with plants. A bio-diesel car was also on show, with the opportunity to learn how to convert your car to run on vegetable oil. Barry Thompson estimates that there were 100 people in attendance.



*Councillor Ebbeck opened the event.*



*DIY Day Bike Maintenance Workshop*



*DIY Day Planning for Year-Round Food Production*



**Project: 'How-to-Do-It-Yourself-Day', a series of Sustainable Workshops.**



*DIY Day Getting crafty with herbs*



*DIY Day Solar Hot Water from Fridge*



*DIY Day First Aid Workshop*



*DIY Day Kiddies Corner*

*Photos courtesy of Mary-Lou Lewis and Barry Thompson*



## Landscaping

### **Project: Landscaping around the community building at Bannockburn Oval to prevent further erosion.**

**Project Location: Bannockburn Oval, Pymble.**

**Applicant: John McFadden, Ku-ring-gai Little Athletics**

**Round 2**

**Project Status: Successful**

John McFadden led this project which entailed landscaping around the community building to prevent further erosion that affects the Bannockburn Oval. This project was especially important as sporting activities are adversely affected by the eroded playing surface and the sporting activities in turn increase the rate of erosion at the Oval.

### **Project: Landscaped corner for beautification**

**Project Location: Beaumont Road Public School OOSH, West Killara**

**Applicant: Maree Somerville**

**Round 3**

**Project Status: Completed, however has been built-over since.**

The project was completed using the small grant funds however due to renovations at the school, the landscaped corner achieved by the grant was being built over.

### **Project: Warrawee Bushland footpath landscaping**

**Project Location: 3 Marshall Avenue, Warrawee**

**Applicant: Jane Gye and Ben Hall, Marshall Avenue Streetcare Group**

**Round 5**

**Project Status: Successful**

Bush rehabilitation was carried out at Blackbutt Park near Cassius College, where honeysuckle and passionfruit were treated, increasing footpath access.

## Landscaping

### **Project: Bushland Access to 1st Gordon Scout Hall**

**Project Location: 1st Gordon Scout Hall, Cawarra place, Gordon**

**Applicant: Stephen Dwyer**

**Round 7**

**Project Status: Successful**

The small grant was used to restore and improve the path that leads down the side of the Scout Hall towards Blackbutt Creek. The grant money allowed for two labourers to replace the broken steps with new steps using second-hand stone and cutting into some existing boulders to make other parts of the path safe. The contractors have made the steps appear like they have been there for years according to Stephen Dwyer, which was the desired effect. It is hoped that this measure will reduce the event of vandalism and theft. Feedback from scouts, parents and neighbours has been positive. The 1<sup>st</sup> Gordon team is committed to maintaining the pathway and is confident that the path will be used for many decades to come.



*The restored pathway providing improved access to the Scout Hall.  
Photo courtesy of Stephen Dwyer.*

## Recreation and Fire Management

### **Project: Prepare the bushcare site for pile burns**

**Project Location: Roseville Chase Oval Cardigan Road, Roseville Chase**

**Applicant: Jinna Way, Bushcare Group**

**Round 5**

**Project Status: Successful**

This project is complete. The main species that were chain-sawed (September 2008) were Allocasuarina, Blueberry Ash and Pittosporum undulatum. They were cut and put in piles in readiness for a burn the following year and also to prevent over-shading (2009). Many piles were prepared on both sides of the access road and hand weeding was conducted by the bushcare group. Some re-shooting Camphor Laurels were cut and poisoned.

## Water and catchments

### **Project: Remediation of a stormwater outlet at Kissing Point Reserve: Stormwater creek line construction.**

**Project Location:** Kissing Point Reserve, 5000 Kissing Point Road, South Turramurra

**Applicant:** Diane and Bruce Dawbin and others

**Round 7**

**Project Status:** Successful

The small grant contributed to a tree planting day which was successful. The establishment of ground cover has not been so successful, however while some trees are struggling others have grown well. The area is now more visually appealing, however rabbits have recently been spotted near the recently planted trees. The grant also contributed to the remediation of the stormwater outlet with boulder structures.



*Photos of the stormwater outlet remediation, with the emplacement of boulders. Photos by Mary-Lou Lewis.*

### **Project: Stormwater outlet protection**

**Project Location:** Richmond Avenue St Ives

**Applicant:** Jill Bilger, Piggibilla Bushcare group

**Round 7**

**Project Status:** Successful

The small grant contributed to the planting of 400 tubestocks in the drainage line and the adjacent area, including *Lomandra longifolia*, *Dianella caerulea*, *Carex appressa* and other ground covers.

**Project: Dunoon/Kiparra Stormwater Improvement**

**Project Location: Dunoon-Kiparra Bushcare Site, Dunoon Avenue and Kiparra Street, West Pymble**

**Applicant: Anne Cuthbert**

**Round 3**

**Project Status: Successful**

The stormwater improvement was carried out at the bushcare site. Boulders and mulch were put in place, and vegetation was planted to trap contaminants, slow and direct water flow and restore habitats.



*Stormwater Improvement, photo provided by Ku-ring-gai Council, May 2008.*



**Project: Murrumba Place Bushcare site drainage works**

**Project Location: Walar Crescent, East Killara**

**Applicant: John Balint, Murrumba Place Bushcare Group**

**Round 3**

**Project Status: Successful**

The purpose of the project was to rehabilitate the soil profile which was disturbed through urbanisation. A rock lined, open and dry drainage system was created through which storm water would be channelled. Plants were placed along the borders of the channel to catch gross pollutants such as leaves and litter, to break the surface for filtration of water into the soil and to take up any nutrients made available to the plants. The main weeds present onsite (Grass-couch, paspulum and privets) were sprayed prior to the work being carried out. The native plants required included 50 *Acacia longifolia* and or *terminalis* for the canopy; *Dianella* for the understorey *Danthonia* and *Juncus usitatus* for the ground layer.



*The new drainage system behind houses at 6 and 8 Walar Crescent, East Killara  
Photo courtesy of Erica Kubizniak.*



**Project: Weed removal and erosion control through construction of a rock channel**

**Project Location: High Ridge Creek Stormwater Outlet behind Blair Place, 5-7 Blair Place, St Ives**

**Applicant: Robert Dash**

**Round 5**

**Project Status: Successful**

The small grant funds were used to carry out stormwater control works in High Ridge Creek. A stormwater ditch was constructed and remains in working condition since February 2008. Previous to its construction the relatively flat area below the cliff line was being scoured by stormwater directed onto the area by a drainage pipe from Blair Place. Since the ditch was constructed, scouring has ceased and the area is now covered with ferns, grasses, shrub and tree seedlings.



*Left: The scoured stormwater channel prior to the ditch construction; Right: the improved stormwater ditch lined with stone pavers. Photos provided by Robert Dash.*



*An extended view of the rock channel. Photo by Craig Roberts.*

## Water Sensitive Urban Design

### **Project: Rainwater tank and drip irrigation installation**

**Applicant: Linda Cook**

**Project Location: Christ Church St Ives Pre-School, St Ives**

**Round 2**

**Project Status: Successful**

The small grant assisted the installation of a rainwater tank and drip irrigation system at Christ Church St Ives Pre-School. A creative sensory garden was created around this system to educate and entertain the pre-school students.

### **Project: Rainwater tank installation**

**Applicant: Maree Shelley Cass**

**Project Location: Peter Rabbit Pre-School, Wahroonga**

**Round 2**

**Project Status: Successful**

The rainwater tank was installed and a small river was created for the children to observe, around which a garden was constructed.

### **Project: Rainwater tank installation**

**Project Location: Pinjarra Child Care Centre, Gordon**

**Applicant: Elizabeth Tan**

**Round 3**

**Project Status: Successful**

The rainwater tank was completed and its unveiling was conducted by the Mayor of Ku-ring-gai Council. An article appeared in the North Shore Times reporting on the installation of the rainwater tank.

**Project: Study of water quality and quantity in regards to planned retrofit of WSUD**

**Project Location: Various**

**Applicant: Mark P. Taylor, Department of Geography, Macquarie University.**

**Round: 5**

**Project Status: Ongoing**

Mark Taylor plans to use the small grant funds in 2010.

## Bush Regeneration

### **Project: Lady Game Drive and Grosvenor Road Project: Lindfield Bush regeneration**

**Project Location: Little Blue Gum Creek**

**Applicant: Tom MacDonald**

**Round 4**

**Project Status: Successful**

The small grant was used to fund the treatment and removal of weeds. Weeds including privet, Ochna, Balloon Vine, Asparagus Fern and Madeira Vine, Honeysuckle, Cassia and Lantana were treated. Madeira Vine continued to sprout from tubes exposed after balloon Vine removal due to increased light exposure. Madeira Vine propagules were bagged and removed. Approximately 100 hours was dedicated to the treatment and removal of weeds.

### **Project: Bush Regeneration at Mimosa Bushcare Site**

**Project Location: Mimosa Oval, Turramurra**

**Applicant: Margaret Burgman, Mimosa bushcare group**

**Round 6**

**Status: Successful**

The small grant was used to purchase plants and weed removal spray. Planting was conducted in areas predetermined with the Bushcare Group. The plants were staked, guarded and watered. Bladey Grass was transplanted along the edge of Bushland/weedy interface. Weeds were sprayed and subsequently removed.

### **Project: Bush regeneration**

**Project Location: Gordon Creek, Springdale Road, Killara**

**Applicant: Rolf Beck, Springdale Road/Roper Place Bushcare Group**

**Round 6**

**Project Status: Successful**

The small grant funded bush regeneration and bush habitat restoration at Springdale Avenue. With the aid of bushcare volunteers, weeds were removed from a variety of settings in this location to allow native flora and fauna to thrive.



**Project: Sydney Turpentine Ironbark Forest (STIF) management and natural regeneration**

**Project Location: St Ives High School, St Ives**

**Applicant: Carol Parr**

**Round 6**

**Status: Successful**

Preliminary work included native plant species identification and assessment. Work conducted at the school included weed treatment and removal and bush regeneration of the Sydney Turpentine Ironbark Forest (STIF) site. This regeneration work allowed for the establishment of native ground cover including Lomandras and Dianellas. The preliminary survey revealed only one native shrub species recorded. Presently there are 19 specimens at various stages of growth from seedlings to flowering plants in an area of 10m<sup>2</sup>. Efforts have been made to cease dumping mulch near or to native trees and grasses due to a natural mulch layer already in existence.

Part of the grant money went towards preparing a plan for the future, for effective weed control and removal to provide growth and regeneration. There has been evidence of some rabbit activity on the site which may cause problems in the future.



Clockwise from Top Left: STIF site prior to works; STIF site after weed removal (two images); *Hardenbergia violacea*, a native scrambler with rich purple-pea flowers, at the base of an Ironbark.

## **Project: Bush Regeneration at Lower Blackbutt Creek**

**Project Location: Lower Blackbutt Creek, Vale Street, Gordon**

**Applicant: Jill Johnson**

### **Round 2**

**Project Status: Successful**

The bush habitat restoration site was at the head of the Lower Blackbutt Creek track, off Vale Street, Gordon. The small grant funds were used for primary weeding of a section between the track and the creek (south side).

### **Context**

In the period 1995-2003 the area between the track and the creek was restored twice by volunteers; once when the grove of coral trees was removed (in 1995), and the second time in 2000, after extensive creek-bank stabilisation works. In 2004, widening of the track as a fire trail resulted in destruction of trees both within the re-vegetated area and near the track edge. This substantial clearing and the subsequent removal of felled timber along with removal of the log barrier along the track edge, had a disastrous impact on the re-vegetated area and particularly on the track edges, where the disturbance and increased light led to an enormous weed invasion, which in itself could inflict further and ongoing damage to the re-vegetated areas.

### **Current Project**

The contractors used the rollback method to rake the major weed, *Tradescantia albiflora* (Trad), which was retained on site as a rolled edge. The rollback method has proved not to be successful in the long term as the rolled edge has required constant maintenance.



*The rolled Trad edge. Photo courtesy of Jill Johnson.*



Transplanting was the more successful technique, with natives such as *Plectanthrus parviflora*, *Microlaena stipoides* *Dichondra repens* transplanted to areas with weeded groundcovers. The transplanting of *Grevillea linearifolia* has also been successful (Right).

Right: *Grevillea linearifolia* successfully transplanted into weeded groundcover. Photo courtesy of Jill Johnson.



Spontaneous regeneration of various groundcovers, creepers and shrubs has occurred. A small number of shrubs and trees from the Council nursery have also been planted into the site. Ongoing maintenance is required to control the continuing (but decreasing) reappearance of *Tradescantia albiflora* and *Erharta erecta*. Removed weeds are now stored as piles which are normally covered in black plastic.

#### Future plans

The group was awarded a small grant in 2009 to complete the primary weeding. This time, the *Tradescantia albiflora* and other removed weeds, will be taken off-site. It is intended to continue the strategy of transplanting into the cleared areas and establishing cover, such that the area becomes self-sustaining. Once this stage is reached, the site will constitute an appropriate entrance to the Blackbutt Creek track which is one of Ku-ring-gai Council's Environmental Awareness tracks.

**Project: Weed removal and bush regeneration**

**Project Location: Wombin Reserve Bushcare Site , Nelson Road, Killara**

**Applicant: Janet Fairley Cunningham**

**Round 3**

**Project Status: Successful**

The small grant was used by the Wombin Group to fund weed removal, fell dead trees and plant some native seedlings. Weeds removed from the area included 3m high Bamboo plants, Trad and morning glory. Once the weeds were removed native species were discovered in the groundcover.

The group also hired contractors to fell and remove dead trees; however wet weather inhibited some of this work, with the contractors failing to complete the work. The Wombin Group removed the Coral trees however they remain a problem as they sprout even once they are felled. The weeds were removed and underneath the weeds native species were revealed. David Brigden of the Wombin Group is looking to apply for another grant, however is concerned that neglect of riparian areas upstream will affect the good work being conducted downstream.

Right: Wombin Reserve prior to weed removal.



The weeds that were sprayed included *Ehrharta erecta*, *Setaria geniculata* and *alstroemeria* regrowth. The weeds that were removed included *Ehrharta erecta*, *Lonicera japonica*, *Crassocephalum*, *Nephrolepis cordifolia*, *cardiospermum grandiflorum* and *ipoea indica*.

**Project: Weed tree removal in Paddy Pallin Reserve**

**Project Location:** Paddy Pallin Reserve, 47-49A Highfield Road to Provincial Road, Lindfield

**Applicant:** Nancy Pallin

**Round 6**

**Project Status:** Successful

The small grant funds were employed to remove weeds and non-native trees in Paddy Pallin Reserve.



*Photos of Paddy Pallin Reserve courtesy of Bushcare, Ku-ring-gai Council, April 2009.*

**Project: Weed removal in Paddy Pallin Reserve**

**Project Location:** Paddy Pallin Reserve, 47-49A Highfield Road to Provincial Road Lindfield

**Applicant:** Robert Pallin

**Round 5**

**Project Status:** Successful

The small grant funds were used to hand-weed over previously raked areas of Tradescantia, Ehrharta grass, Ivy, Ochna seedlings, Sacred Bamboo and Asparagus Seed. Celtus and exotic palms were cut and painted. The weeds were collected into piles to facilitate their removal. This weed removal achieved with the small grant is threatened if the neighbouring properties do not monitor their weeds or remove them from their properties.



**Project: Cliff weed removal**

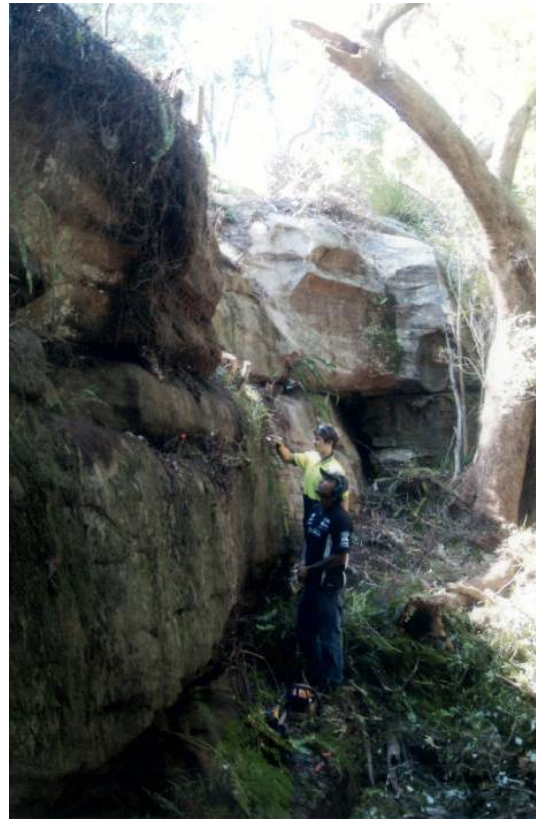
**Project Location: Flying Fox Reserve, Gordon**

**Applicant: Bruce Taylor, Ku-ring-gai Bat Conservation Society Inc.**

**Round 4**

**Project Status: Successful**

This project was successful and entailed the removal of weeds on the cliff face, and approximately two metres behind the cliff face at the back of the properties along Taylor Street. A contractor was hired with the small grants funds to undertake this work.



*Left: The cliff face before weed removal; Right: The cliff face after weed removal*

**Project: Erosion control and weed removal**

**Project Location:** Ulm Avenue, South Turramurra

**Applicant:** *Margaret Booth, Kingsford Avenue Bushcare Group*

**Round 6**

**Project Status:** Successful

This project was successful, with the hand-weeding of vines, herbaceous and woody weeds.

## Conclusion

While a small number of grants distributed via the Environmental Levy Small Grants Scheme have not been employed to successfully execute the objectives outlined in their respective applications, it is evident that the funds provided by this Scheme have largely assisted the fruition of a range of projects, with numerous ongoing environmental and social benefits to the Ku-ring-gai community. The successful recipients of the small grants should be proud of what they have achieved with the aid of this program. These successful projects will be a source of inspiration to the Ku-ring-gai community for future projects to be conducted in the Ku-ring-gai area.



Thank you to those who have contributed to this report with information and photos. Should you have any questions regarding the Small Grants Scheme and how it can help you proceed with a positive social and/or environmental initiative in our local area, please contact Mary-Lou Lewis.



Prepared by G. Pezzimenti



Suburb	DH	DH rating	Street	Street rating	NP	NP rating	MB	MB rating	PD	PD Rating	ML	ML rating	Bushcare	bushcare rating JC	bushcare rating PC	bushcare average	Advisory committee average priority rating	Summary of comments by advisory committee and Council staff
Roseville	No itemised costing for the amount requested, unclear whether this is for contractors or materials. Benefit described as mainly to 5 families	1	Not clear what the grant money is for. Needs more input from Council and more detail.	1	More info on status of land; bushland or road reserve? Further assessment required.	1	Reduce weeds to downhill rainforest. Close proximity to park bushland.	4	not sure of the details of the drainage works that would seem to be critical for the long term success of the project.	3.5	Similar project to Marshall Avenue (Footpath in bushcare site) Material used must be inert. More scope for education of regeneration area. Possible selective bush neighbours day	3	No - The private road should be maintained by the residents	5	0	3	16	checking with roads/engineer staff as the property the applicant is referring to is council owned and managed
St Ives	Part of a longer on-going program \$10,000 from NPWS. No indication of the volunteer hours to be contributed but does ask for paid labour.	3	Good to involve KMC and Lane Cove National Park (LCNP), good project description. Vague on expenditure of grant monies.	4	Highest conservation Blue Gum High Forest most secure reserve; baseline data + community participation. There is a volunteer bushcare group of 6 to 8 people working 1 morning a month with excellent regeneration results.	5	Important to baseline study of area. BGHF high priority.	5	fauna survey - not	2	This application is very worthwhile, however I think the funds should be sort from the monitoring line of the Levy. I would encourage involvement by those suggested in the application, including neighbours to develop and implement the fauna survey.	1	Yes - will allow for meaningful decisions to be made	4	4	4	24	This project can be support from environmental levy monitoring line.
Gordon	Consulted with environmental science Macquarie Uni. No indication of volunteer hours contributed but will pay a contractor. No indication of any financial contribution. Assists applied learning as per guidelines	3	Well documented application. Whipper snipper for weeds?	4	Student /teacher involvement valuable but concern for long term management; does school have whole school management plan which includes this teaching resource?	3	Good educational. Not contiguous with other bushland	4	solid with clear results building on earlier grants	4	A sound Project. Continued support from the bushcare program is encouraged. Assessment of stormwater remediation work is required. On agreement that the planting and weeding can be achieved successfully prior to any stormwater works I would support this work	4	No - it's a landscape job unlikely to be maintained	4	0	2	24	This site impacts to the greater bushland of Richmond Park, the benefits would be substantial. Council staff has spent hours advising the school to achieve best practice, which they are striving to do.
Gordon	\$1200 P&C contribution. No details of volunteer contribution. Assists with applied learning as per guidelines.	2	Cost effective.	4	Agree with Marg's comments; good to encourage hands on gardening.	4	Not a large amount of funding. Good educational component.	4	largely funding materials for future expansion of projects. Funding sought is low but I would like to see a program of how the tools will contribute by way of results	3.5	Support the purchase of tools for the use in the vegetable and native gardens. I would prefer and seek commitment from the school to address the weeds in the in tact bushland verge on Ryde Road	3	No - this sort of project has possible funding from other sources	4	0	2	22	
Killara	\$4,000 previous grant from Environmental Levy. Log of volunteer time kept (540 hrs). Previous work showing growth spontaneously and from seedlings grown by volunteers and Wildflower Nursery	4	Excellent work and application. Would be just as cost effective with less money.	4	Site will need decades long community commitment like other bush regeneration sites in Ku-ring-gai; encouragement needed but better to have smaller amount over longer time & use to leverage other funding sources; these sites need multi-year funding. Natural regeneration increases over time	3	Difficult site not contiguous with other bushland, Poor sustainability outlook.	3	would want to check with Bushcare as to value for money in terms of investing in this project before signoff	4	Good site and volunteers to assist. I would like to see the balloon vine removed from upstream. Assist with half the funds sort the other half committed to twice a year removal of morning glory up stream adjacent to Tasman Cres	3	Yes - support a group that is doing very well	4	5	5	26	Application direction requires a little re working for best results
St Ives	mural & garden no details of volunteer labour but no paid labour requested. Applied learning as per guidelines	5	Meets criteria well. Itemised budget.	5	Suggest P&C of School seek other community grants e.g. Commonwealth small equipment	3	Perhaps not as urgent as some others but needs doing and TAFE help will be good.	3	not really sure how this project fits into the levy program, irrespective of its merit. Further the application does not go into a lot of detail regarding long term utilisation of the garden as part of environmental teaching	3	Great to support this school.	5	No - this should be easily funded by the school	4	0	2	26	support
St Ives	Contributing \$1800 and 100 volunteer hours. Funding goes towards materials and machine hire \$6800. 120 members of organisation	4	Requires 5 times present funding to complete. Need to establish plans for the sensitive area first. Motorised off-roading is inherently dangerous to participants, destructive to bush and antipathetic to environmental values. Questionable whether public environmental funds should be allocated.	1	Duffys Forest Endangered Ecological Community (EEC) across whole site: Not mentioned in application; needs Council to assess & map before application considered. Works needed to avoid further damage to EEC.	2	Good idea , needs doing BUT undetermined future with reorganisation of St Ives Precinct. This may become a camping area and required work will be different	0	project is solid however any funding must be subject to Council's decision as to options paper. There may be some elements on the site that will need closure and revegetation that would be acceptable to fund.	3	Requested ten thousand I support five. Good project Need very high support the group to do the right thing	5	No - they need to pay for it themselves	5	0	3	18	although this application scored low I would like to support remediation work financially, as the work is urgent.
Ku-ring-gai	Maths isn't clear but seems to be 195 hours work by T Le Compte to be funded with \$5,000. valued @ \$30 per hour so some is considered volunteer. Also some value attributed to Community Volunteer Coordinator (is this a Council position?)	0	More information needed. What is long term effect of such conversions	2	Not clear about community involvement; appears mostly undertaken by Council officer	3	Necessary baseline research	4	this is better funded through the environmental monitoring program of the levy	2	Better funded through the levy monitoring project line as per Browns Forest/Dalrymple -Hay	1	Yes - to ascertain the biodiversity worth of the Pool to Pond program.		5	5	17	The community volunteer coordinator is a council position who oversees this Wildthings program. This funding is to a coordinator who is skilled to do the testing
Roseville	Local residents encouraged to participate - applied learning.	3	Would like to see the plan advanced further before grant.	4	Decades long & ongoing involvement of residents; proximity to national park bushland.	5	Good sustainability as group meets weekly. Tracks so good visibility and educational component	5	would want to check with Bushcare as to value for money in terms of investing in this project before signoff	4	Fund this project with assistance from staff from Bushcare and the bush neighbours programs. Check for sustainability and longevity of boundary regeneration	5	Yes - to support a long term group that meets on a weekly basis.	3	4	4	30	High ranking .Needs recruitment push

[illegible]

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## BURNS ROAD AND BOBBIN HEAD ROAD INTERSECTION

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Ward: Wahrenga

### EXECUTIVE SUMMARY

#### PURPOSE OF REPORT:

To consider resident feedback regarding proposed intersection improvements at Burns Road/Bobbin Head Road and endorsement of the concept plan for the work.

#### BACKGROUND:

\$500,000 in funding has been made available by the Federal and State Governments to address safety concerns at the intersection of Burns Road and Bobbin Head Road. Additional funding has also been provided through the Roads to Recovery program to complete the works this financial year. Resident consultation has recently been undertaken.

#### COMMENTS:

Resident consultation has resulted in a number of concerns and suggestions expressed which are collated in an attachment to this report. Resident concerns were further considered at a resident meeting. Some changes have been made to the concept plan to accommodate some of the residents' concerns.

#### RECOMMENDATION:

That Council proceeds with the upgrade works at the intersection of Burns Road and Bobbin Head Road in accordance with the amended plan.

## PURPOSE OF REPORT

To consider resident feedback regarding proposed intersection improvements at Burns Road/Bobbin Head Road and endorsement of the concept plan for the work.

## BACKGROUND

Council has been successful in attracting Black Spot funding for improvements to the Burns Road and Bobbin Head Road intersection and Council resolved to accept the grant for this work.

Under the Federal Nation Building Black Spot program, \$300,000 has been made available for completion by June 2010. That funding has been provided for:

*Burns Road: Upgrade to two through lanes in each direction. Incorporate pedestrian/cycle phase into the northern leg of the intersection.*

*Bobbin Head Road: Fully controlled right turns with protected right turn bay on both approaches, with dedicated bicycle lane markings and potentially, bicycle lanterns at the traffic signals.*

There is an ongoing history of an adverse number of accidents at this intersection involving vehicles turning right from Bobbin Head Road into Burns Road under filter right turn movement. There are also a number of accidents involving vehicles turning right from Burns Road to Bobbin Head Road (presumably under the filter right turn phase). Due to a right turn restriction at Burns Road (easterly) into Bobbin Head Road (southerly), accidents occur at the intersection of Burns Road and The Chase Road, as well as at the intersection of Bobbin Head Road and Nambucca Street since this is currently a route from Burns Rd (easterly) to Bobbin Head Road in a southerly direction.

The proposed upgrade seeks to improve road safety at the intersection of Burns Road and Bobbin Head Road by addressing the accident history through the introduction of fully controlled right turn movements and dedicated right turn bays on all approaches. To accommodate the right turns, capacity improvement (through localised road widening) is required on Burns Road.

The Roads and Traffic Authority (RTA) has reviewed Council's estimate and considers that the cost of intersection improvements would be about \$825,000.

The Authority has allocated \$200,000 towards the detailed design costs and traffic signal upgrade that would be required. The balance of the work would have to be funded by Council.

The 2010/11 Roads to Recovery program has provided an additional amount of \$325,000 for the works.

The Mayor and Councillors were updated on the proposal, by memo dated 18 November 2009 (copy **attached** to this report).

That memorandum informed Councillors of resident consultation which was to be undertaken. Councillors were informed that the outcome of the consultation would be reported to Council in early February 2010.

## Item 10

TM10  
22 December 2009**COMMENTS**

Residents who would be most directly affected by the proposal, including those at the intersection to Nambucca Street, as well as those in McRae Place, Spurwood Road/The Mall and Apps Avenue were letterboxed with a description of the proposed work, including a preliminary layout of the proposed arrangements.

Comments on the proposal were invited by 11 December 2009.

Responses received agree with aspects of the proposed work but express concerns with the loss in access for residents and alternative routes that would be needed to be taken.

Residents of McRae Place, in particular, question the need for a right turn facility in Burns Road (eastbound) turning into Bobbin Head Road (southbound), which would require a right turn bay in Burns Road. Resident concerns relate to the right turn bay in Burns Road impacting on access into and out of McRae Place. Most consider that right turns out of The Chase Road/Nambucca Street into Burns Road, which would be their alternative access, particularly during peak periods, would be hazardous and difficult. Some suggest that signalisation should be considered at The Chase Road/Nambucca Street.

There are also concerns regarding Apps Avenue, Spurwood Road and access to properties on Burns Road and Bannockburn Lane at the intersection. A number of residents have also expressed concern that increased traffic volumes may result in Bannockburn Road.

A copy of the **attached** collation of responses received has been forwarded to the RTA to allow it to consider the concerns expressed, during the design stage.

Council staff have undertaken peak period traffic counts to observe the numbers of movements into and out of The Chase Road/Nambucca Street at Burns Road. These counts, carried out on Thursday, 3 December 2009, show:

Time	Movement A	Movement B	Comments
7.30am – 7.45am	14	13	Maximum delay in The Chase Road was observed 5 min (only 1 vehicle). Average waiting was 1-2 minutes
7.45am – 8.00am	19	11	
8.00am – 8.15am	16	16	
8.15am – 8.30am	36	7	
8.30am – 8.45am	26	13	
8.45am – 9.0am	19	11	
3.45pm – 4.00pm	13	10	Maximum delays observed in The Chase Road was 2 minutes. No major delays on Burns Road. Average delay was about 1-2 minutes.
4.00pm – 4.15pm	12	13	
4.15pm – 4.30pm	20	15	
4.30pm – 4.45pm	18	15	
4.45pm – 5.00pm	16	12	

Movement A

Vehicles turning right from The Chase Road into Burns Road.

Movement B

Vehicles turning right from Burns Road into The Chase Road.

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The above counts demonstrate that approximately 100 vehicles per hour can make right turns from The Chase Road/Nambucca Street into Burns Rd during peak periods. Turns can be made when vehicles are held at the red signal in Burns Road at Bobbin Head Road. The proposed work may alter the length of time that vehicles are held at the signals.

In view of the resident concerns that have been expressed, a resident meeting was held at the Council Chambers on 21 January 2010 to further discuss issues and other aspects of the proposal. Notes of the meeting are **attached**.

The outcomes of that meeting and discussions held with the RTA, both prior to and subsequent to the residents' meeting are that the Authority:

- 1 Will permit right turns from Burns Road into McRae Place, during all times, as a trial. Council would have to monitor safety and if safety conditions deteriorate, Council is to report the matter to the RTA and take appropriate action.
- 2 Right turns will be permitted from McRae Place, also subject to monitoring, in non-peak periods. Right turns will not be permitted 7am-9am and 4pm-6pm, Mondays to Fridays.
- 3 Because of their proximity to the signals and residents of both streets having alternative access, right turns will not be permitted into or out of either Spurwood Road or Apps Ave.
- 4 The RTA concessions are based on safety being maintained at intersections. Council is to monitor safety and report any safety concerns to the RTA. Some restrictions on turning movements may have to be made.
- 5 Design issues to be considered, include access to properties at 180-184 Burns Rd, Bannockburn Lane and the Bowling Club at Apps Avenue.
- 6 Discussions to be held with the Bowling Club about access to the club by vehicles, including delivery vehicles.
- 7 Consideration to be given to a pedestrian path in The Mall, because of existing pedestrian demand and impact of the proposed works.
- 8 Monitoring of traffic patterns to be undertaken, including volumes in Bannockburn Road.

## CONSULTATION

This report discusses the result of consultation undertaken with residents. A meeting was subsequently held with residents on 21 January 2010, where residents expressed their concerns to Council and the proposal was further discussed. Notes from that meeting are attached.

## FINANCIAL CONSIDERATIONS

A total of \$500,000 is available from Federal and State Governments for the work. Of this amount, \$300,000 is available from the Federal Government for infrastructure work and \$200,000 from the



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Roads and Traffic Authority for detailed design costs and traffic signal upgrading work. The balance of around \$325,000 has been approved under the 2010/11 Roads to Recovery Program.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Staff from the Strategy department have been involved in the submissions for this work and in the meeting with residents and in the preparation of this report.

## SUMMARY

\$825,000 in funding has been made available by the Federal and State Governments to address safety concerns at the intersection of Burns Road and Bobbin Head Road. Councillors have been informed of progress with the project. Resident consultation has resulted in a number of concerns and suggestions being expressed. Resident concerns were further discussed at a resident meeting on 21 January 2010. Discussions with the RTA have resulted in concessions being made to residents of McRae Place, subject to monitoring safety of the movements of concern.

## RECOMMENDATION

- A. That Council note the responses received to its community consultation undertaken during November/December 2009, the comments made and the outcome of the residents' meeting held on 21 January 2010.
- B. That Council endorse the **attached** concept plan with the following traffic measures:
  - 1. Right turns being permitted at all times from Burns Road into McRae Place;
  - 2. Right turns being permitted out of McRae Place outside of peak periods of 7.00-9.00am and 4.00-6.00pm Mondays to Fridays;
  - 3. Left in and left out traffic movements at Apps Avenue and Spurwood Avenue, subject to further monitoring of traffic movements.
- C. That, on completion of the works, the operation of the intersection and associated works be monitored by Council and the RTA, in terms of access and safety as a six month trial.

George Koolik  
Manager Traffic and Transport

Greg Piconi  
Director Operations

Attachments:

- 1. Memo dated 18 November 2009 - 2009/203461
- 2. List of submissions - 2009/223925
- 3. Concept Plan - 2010/013174
- 4. Notes from residents' meeting held on 21 January 2010 - 2010/012617
- 5. Resident attendance list - under separate cover as Confidential

88/05155/01  
2009/203461  
18 November 2009

## MEMORANDUM

TO: Mayor and Councillors

COPY TO: General Manager

FROM: Director Operations

SUBJECT: **Upgrade of the Intersection of Bobbin Head Road and Burns Road North Turramurra**

The design of the intersection of Bobbin Head Road and Burns Road North Turramurra is currently being finalised by the Roads and Traffic Authority under the federal Blackspot Program.

Before work can commence on site, it will be necessary to consult with nearby residents.

Please find **attached** a copy of the letter being distributed by letterbox drop to directly affected residents. Also **attached** is a copy of the proposed improvements superimposed on an aerial photograph of the site.

The outcome of the consultation will be reported to Council in early February 2010.

Subject to satisfactory consultation with the residents, the work is proposed to commence in early February 2010, with the traffic signal upgrade work to be project managed by the Roads and Traffic Authority.

Council staff will then manage the localised road widening work.

The work is required to be completed by 30 June 2010.

Greg Piconi  
**Director Operations**

## Burns Rd / Bobbin Head Rd. Proposed Intersection Improvements – Collation of Submissions

<i>Name</i>	<i>Address</i>	<i>Comments</i>	<i>Trim No.</i>
David Hollister	189 Burns Road	Opposed to upgrading work. Peak through traffic should use Pacific Highway. Bobbin Head Road is a local road.	2009/205392
Jeremy Swift	182 Burns Road	Disputes 'black spot' status of the intersection. Work will increase traffic volumes, allowing more development. Will effectively create a second Pacific Highway and would impact on nearby residents.	2009/218005
Lorraine van de Weide	180 Burns Road	Acknowledges benefits but suggests more analysis may be required. Concerned re impacts on McRae Place access with the introduction of right turns from Burns to Bobbin Head Road.	2009/218591
Mark & Anita Seeto	179-181 Burns Road	Object. Safety would not be improved. Will become even more difficult to exit their driveway. Speeds will increase.	2009/222246
Martha & Gerard Roberts	190 Bobbin Head Rd	Access of Bannockburn Lane, near the McRae Place and Burns Rd intersection would be affected. Direct access off Bobbin head Road difficult (angle of driveway). Concerned re access from The Chase Rd to Burns Rd and increased noise.	2009/222341
Geoff & Elena Crittenden	6 McRae Place	Concerned about lack of right turn into McRae Place. Blackspot would be transferred to Burns/ The Chase. Turning right from The Chase Road into Burns is dangerous. Suggests consideration of a pedestrian crossing at The Chase/Nambucca.	2009/205857 2009/223215
Stephen & Jo Ellis	14 McRae Place	Agree that the intersection needs focus. Right turn from The Chase to Burns is dangerous – should be signalised. Suggest improvements only on Bobbin Head Road and retaining right turns at McRae Place	2009/206340 2009/212296
F & J Clarke	8 McRae Place	Highly dangerous to turn right out of The Chase Road. Signalisation would be necessary. Need to be able to exit McRae and access right turn bay on Burns to travel south on Bobbin Head Road.	2009/206536
Alice & John Birrell	20 McRae Place	Petition with 39 signatures, mainly from McRae Place residents acknowledging benefits of proposed changes. Changes would be detrimental to access into/out of McRae Place. Right turn from The Chase Road is not a reasonable alternative. Request proposed changes at McRae Place not be implemented. Petition considered by Council on 8 December 2009.	2009/208424 2009/214929 2009/220412
Graeme Harvey	18 McRae Place	Concerned re access at McRae Place and turning right from The Chase Road. Suggests signals on Burns at The Chase Rd or priority changes/movement ban at this intersection.	2009/211194
Willie & Carol Lusted	4 McRae Place	Upgrade will improve safety at the intersection. Concerned re left in/left out at McRae Place and access/safety out of The Chase Rd. Detour of 1km would be required. Proposal would assist through traffic at the expense of local residents.	2009/211673
L Hindmarsh	5 McRae Place	Suggests review of the proposal in close consultation with residents, suggests a roundabout at Burns/Bobbin Head Rds and signals in Burns at The Chase/Nambucca, or add green phases to existing signals without any roadworks. Concerned that some night work undertaken on 2/12/09 (see also 2009/223983).	2009/217571 2009/217768 2009/220118

## Burns Rd / Bobbin Head Rd. Proposed Intersection Improvements – Collation of Submissions

Chris & Jan Harvey	27 McRae Place	Acknowledges benefits but questions the basis of the proposed provision of right turn from Burns to Bobbin Head Road. Suggests this turn bay is unnecessary, and would increase risks for minimal benefit. Requests further information re the basis of the proposal. Has had discussions with staff.	2009/218489 2009/218535
Nicolas & Anne Lampe	22 McRae Place	Welcomes right turn facilities in Bobbin Head Road. Concerned re left in/left out arrangement at McRae Place. Request right turns from Burns to Bobbin Head Road remain unchanged (see also 2009/223411).	2009/219235 2009/221495
Herbert & Marilyn Brenner	10 McRae Place	Concerned that right turn Burns to Bobbin Head Road will result in left in/left out at McRae Place. Difficult to turn right safely from The Chase Road to Burns Rd.	2009/217795 2009/219752
Timmothy Shea	3 McRae Place	Congratulations on the proposal, but banning right turn movements into McRae Place is not a 'practical solution'. Dangerous exiting The Chase Rd at Burns.	2009/220232
Nick Palethorpe	28 McRae Place	Sees some merit in the proposal, but concerned re impact on access into/out of McRae Place. Requests existing arrangements are retained.	2009/221663
Barry Nock	24 McRae Place	Urges right turn be allowed to continue at McRae Place. Discusses concerns with collisions at both Bobbin Head Road and The Chase Road.	2009/221732
Lachlan Smith	28 Apps Avenue	Supports right turn restriction into Apps from Bobbin Head Rd – will reduce speeding rat-running down Apps.	2009/205411
Jin Bi	1 Apps Avenue	Access into own driveway would become difficult. Requests driveway reconstruction to assist access .	2009/211954
John Nobel	No address given (evidently Apps Ave)	Suggests reducing speed limit on Burns Road (to 50km/hr) to address safety concerns. Asks for info – what traffic modelling has been undertaken, impacts of work on pollution and noise levels, impacts on trees, evacuation, bus services and extent of work. Comments on impacts on Apps Avenue and suggests a tunnel between Mona Vale Road and Hornsby (see 2009/213325).	2009/208761
Peter Myerscough	39 Apps Avenue	Agrees with what is proposed and all the details of the proposal. It should improve safety and traffic flows. Could Burns Road/Ellalong Road be reassessed, and also be made left in/left out at Ellalong.	2009/214495
Greg Harragon	14 Apps Avenue	Bowling Club traffic would be forced into Apps Ave, creating additional conflicts. Suggests relocating the Bowling Club's driveway to Bobbin Head Rd.	2009/218652
Martin Gemperle	5 Apps Avenue	Supports the upgrade, but concerned that vehicles may enter property via rear fence and increased noise levels. Requests safety and sound measures.	2009/215173
David Yates	31 Spurwood Rd	Requests that the left in/left out restriction in Burns Rd at Spurwood be reconsidered because of the inconvenience it would cause. Some residents may perform "U" turns in Bobbin Head Road.	2009/219902
Diane Conolly	30 Spurwood Rd	Objects to intersection works because Spurwood Rd would become a one way access road. Residents and users of Kent Oval would be inconvenienced. Asks what modelling has been done.	2009/214537

## Burns Rd / Bobbin Head Rd. Proposed Intersection Improvements – Collation of Submissions

Graham & Fran Monteith	8 The Mall	Welcome the proposed upgrade but request a footpath in The Mall and traffic calming with increased traffic. Area currently unsuitable for pedestrians.	2009/218550
Robert & Jocelyn Hellyer	11 Nambucca Street	Request no right turns from Burns into The Chase as this turn is relocated to Bobbin Head Road. Make The Chase Road/Nambucca at Burns Road northbound (exit) only, maintaining resident access from Bobbin Head Road.	2009/206546
Mark Prince	141 Bannockburn Rd	Concerned that introducing right turns from Burns to Bobbin Head Rd would increase use of Bannockburn Rd. Has assessment of likely traffic diversions been made?	2009/217765
Geoff & Eva Morris	132 Bannockburn Rd	Signed form letter (from M Prince) expressing concerns with impacts on Bannockburn Rd from diverting traffic. Concerned with current conditions in the street, particularly near the shops	2009/210283
R Hall	190 Bannockburn Rd	Upgrade is much needed, but will result in additional traffic in Bannockburn Rd. Concerned with further impacts following future development	2009/212483
John Hutchison Erika Tukdens C Petherbridge George Roberts Chris Dow Timothy Ebbeck Peter Lewis Ron Unsworth Ric Wilson Peta Walker	174 Bannockburn Rd 170 Bannockburn Rd 162 Bannockburn Rd 192A Bannockburn Rd 101 Bannockburn Rd 197 Bannockburn Rd 45 Bannockburn Rd 125 Bannockburn Rd 192 Bannockburn Rd 143 Bannockburn Rd	Signed form letter expressing concern that additional traffic would be diverted into local Bannockburn Road. Request assessment of impact on Bannockburn Road and pre/post counts be made.	2009/209841 2009/211259 2009/211899 2009/213220 2009/213253 2009/214771 2009/218508 2009/220496 2009/222945 2009/222887
David & Judy Nicholls	17 Coolabah Avenue	Concerned that traffic volumes will increase in Bannockburn Rd. Refer to existing speeds in that street and enclose a submission from Project Planning Associates to LEC of 27/9/2004 regarding a DA at 93 Bannockburn.	2009/221591
Mr Hung	No address given	Asks Mayor to read two attached documents from Mark Prince (141 Bannockburn Rd), and asks whether their contents are true.	2009/214460
Dimitri De Angelis	No address given	Initially questioned blockspot status of the intersection but is satisfied with the explanation given. No longer interested.	2009/218467 2009/221243

## Burns Rd / Bobbin Head Rd. Proposed Intersection Improvements – Collation of Submissions

Mr O'Farrell MP representing:		John Nobel of 17 Apps Ave Willie and Carol Lusted of 4 McRae Place Lorraine van de Weide of 180 Burns Rd	2009/213325 2009/218511 2009/223816
<b>LATE:</b>			
David & Julia Green	129 Bannockburn Rd	Agree that work will improve safety, but concerned re impacts on Bannockburn Rd. Suggest consideration of measures (options) to reduce flows in Bannockburn Rd - Impede access to Bannockburn at The Mall, Narrow entry to Bannockburn Rd at The Mall and traffic calming, No southbound access into Bannockburn at The Mall (divert via Surrey/ Sandford) or close Bannockburn Rd at The Mall.	2009/233031





MON - FRI  
7 AM - 4 PM  
NO  
RIGHT  
TURN

UPGRADE AT THE INTERSECTION OF  
BOBBIN HEAD ROAD AND BURNS ROAD  
TURRAMURRA  
KU-RING-GAI COUNCIL AREA



## Meeting with Residents

### Bobbin Head Road and Burns Road - Proposed Intersection Improvements

21 January 2010  
Council Chambers, Level 3

Meeting Commenced 5.00pm

#### Attendance

Cr Cross, Mayor, Wahroonga Ward  
Cr McDonald, Wahroonga Ward  
Cr Keays, Chairperson, KTC  
Greg Piconi, Director Operations  
George Koolik, Manager Traffic & Transport  
Joseph Piccoli, Strategic Transport Engineer  
Residents of Burns Road (3), Bobbin Head Road (1), McRae Place (20), The Mall (2), Apps Avenue (2) and Bannockburn Road (2) (resident attendance sheet is attached – 2010/013163).

#### Introduction:

The Director Operations introduced the Mayor, Councillors and staff present.

He explained the proposal and how improving the intersection has been on Council's agenda for many years, but could not be funded. Council has been successful with obtaining external funding to improve road safety at the intersection, which is conditional on those funds being spent by June 2010. Roadworks will not commence until considered and agreed to by Council.

Council's resident consultation has identified concerns with access and movement in nearby streets. As a result of the feedback received, there have been further discussions with the RTA about improvements which might be considered, without compromising safety. He discussed technical (Level of Service or congestion) and safety reasons for the need for some turn restrictions in the proposal, but has had discussions with the RTA to minimise impacts on residents. Based on its design and safety criteria, the RTA favours left in/ left out arrangements at each of the intersections with McRae Place, Apps Ave and Spurwood Rd. However, the Authority has agreed, on a trial basis, to allow some right turn movements at McRae Place because it is further from the signalised intersection and does not have alternative access routes, as do Apps Ave and Spurwood Road. The RTA may allow right turn movements into and out of McRae Place in non-peak times. Details of movements that are likely to be allowed were discussed, and further discussions with the RTA are proposed, to try to clarify and improve outcomes.

Both Apps Ave and Spurwood Rd are closer to the signalised intersection and residents of both streets have alternative routes that could be taken.

He indicated that approval of additional movements will be conditional on monitoring of traffic patterns and safety by Council. Some of the movements that are being allowed may have to be reviewed as a consequence of the monitoring. One movement which may well be reviewed following future monitoring is the right turn movement from Burns Rd into The Chase Rd/ Nambucca Ave.

The proposed intersection improvements, including the outcome of this meeting, will be referred to Council for consideration at its meeting on 2 February 2010.

The Mayor and Councillors present asked for discussion and resident feedback.

### **Resident Feedback and Concerns;**

#### **1      McRae Place**

-Maintaining the right turn from Burns Rd into McRae Place is the main request for many residents.

-Residents could accept right turn ban out of McRae Place during peak traffic periods (as right turns could be made at Bobbin Head Rd to assist with northbound access).

-If no dedicated right turn lane is provided in Burns Rd at McRae Pl, would be concerned with hazard of rear ender accidents. Residents would like this facility to be provided.

-Concerned with safety of turning right out of The Chase Rd into Burns Rd to access McRae Place.

-“Resident concerns are not about inconvenience, but about safety”.

#### **2      Burns Rd and Bannockburn Lane**

-Access to their properties is currently obtained from MacRae Place at Burns Rd and the service lane to Bannockburn Lane. Access needs to be considered, including for emergency vehicles to the lane.

-One resident cannot gain access to their property off Bannockburn Lane, if driving up (southerly) in the lane. Need to consider this access issue in the design of the work.

-One way access, down Bannockburn Lane was suggested (in effect a one way loop, turning left).

-Driveway access for property Nos 180-184 Burns Rd (near Bobbin Head Rd) needs to be considered.

#### **3      Spurwood Rd and The Mall**

-Residents welcome the proposed right turn movement at the signals (rather than using Nambucca).

-Request monitoring traffic and safety in The Mall. Concerned that no existing footpath in their street, so additional traffic in The Mall would be an additional hazard to pedestrians. Footpath wear confirms pedestrian demand.

4      Apps Avenue

-Proposed restrictions would reduce traffic volumes in the street, but may increase commercial traffic from the Club. Discuss their access options with the Club.

5      Bannockburn Road

-Concerned that additional traffic in Bobbin Head Rd will divert off Bobbin Head Rd into Bannockburn Rd, to access Pentecost Ave. Patterns at the southern end of the street and northern vary. Council to monitor impact (have data on current volumes).

The residents present expressed gratitude for the consultation undertaken by Council, efforts by Council staff and the improvements which are being made.

The meeting ended at 6.15 pm.

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## COMPLIANCE OF TRANSPORT FACILITIES WITH DISABILITY DISCRIMINATION ACT REQUIREMENTS

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### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To advise Council on the consultant submissions to audit bus stops and prepare an action plan for compliance with disability requirements and seek approval to fund the work.

**BACKGROUND:**

Performance Standards under the Disability Discrimination Act obligate Council to ensure that Ku-ring-gai's bus stops are progressively upgraded to become accessible and compatible with easy-access buses. An updated brief to audit Ku-ring-gai's bus stops and to develop an action plan for the bus stops upgrade has been circulated to consultants. Two study submissions have been received. The fee for the preferred proposal is \$53,240.

**COMMENTS:**

The proposed study will identify the level of bus stop compliance and will recommend an action plan, to enable Council to comply with future targets. Upgrading of bus stops will require significant future budget allocations.

**RECOMMENDATION:**

That the study proposal submitted by Strategic Transport Advisors be accepted and funded from the recurrent traffic services budget.

## PURPOSE OF REPORT

To advise Council on the consultant submissions to audit bus stops and prepare an action plan for compliance with disability requirements and seek approval to fund the work.

## BACKGROUND

On 28 February 2008, Council considered a report discussing consultant submissions to audit bus stops in Ku-ring-gai and to prepare an action plan for compliance with disability requirements. Targets under these statutory requirements are that 55% of bus stop infrastructure would comply by 31 December 2012, progressing to 100% by 2022.

At the time, standards or guidelines were not available showing exactly what had to be done to bus stops so they would comply with the Disability Discrimination Act, but were expected. A fee proposal of \$18,000, funded from the Street Furniture Reserve, was approved by Council for the study in early 2008. That study was to specify what was required of Council to comply with disability requirements.

The study did not proceed at the time because guidelines for assessing whether bus stops comply with standards were not available.

In August 2009, the Australian Human Rights Commission (previously HREOC) issued draft guidelines for assessing compliance of bus stops with Disability Standards for Accessible Public Transport. AHRC had indicated that it expected that the standards would be finalised during 2009. Finalisation is now expected in March/ April 2010.

With statutory requirements that bus stops be progressively upgraded, it was proposed that this Council engage a consultant to undertake our study.

Council's January 2008 consultant brief has been upgraded (**Attachment 1**) and new consultant study/fee proposals have been invited from:

1. Strategic Transport Advisors (John Stott)
2. Accessibility Solutions (Mark Relf)
3. Access Design Solutions (Murray Mountain)
4. Eagle Consulting (Rod Edwards)
5. Healthy Buildings International (Leigh Robertson)
6. Funktion Access Consulting (Jen Barling)

The objectives of the study are to audit and determine gaps in the compliance level of infrastructure at each bus stop and to recommend an action plan, including sketches for each bus stop and costing (based on unit costs provided by Council), identifying and prioritising upgrading works at individual stops.

The brief was distributed beyond the more recognised consultants 1-3 above, when Access Design Solutions advised it would not make a study submission. Consultants 4-6 above, were selected from a list displayed on the Association of Consultants in Access Australia website ([www.access.asu.au](http://www.access.asu.au)).



Of the six consultants invited to make a study submission, submissions have been received from only Strategic Transport Advisors and Accessibility Solutions. The proposals are:

1. Strategic Transport Advisors – **Attachment 2**

The study proposal details how each task referred to in Council's brief would be undertaken including consultations with bus operators, Australian Human Rights Commission (AHRC) and Council. A fee of \$89,127 (including GST) would apply for a conforming bid (Option 1) which would include individual sketches for the approximate 790 bus stops. If a generic (simplified) approach is taken, where a single sketch is provided for each group of like stops (Option 2), a total fee of \$53,240 (including GST) is indicated. The study could be completed by May 2010, if approval is given in February 2010. This is a detailed submission suggesting a high quality study.

2, Accessibility Solutions (combined with Funktion Access Consulting) – **Attachment 3**

The proposal is to develop 10 typical AutoCAD layout plans from a sample audit of 50 bus stops, as a pilot phase of the project, at a cost of \$10,000. The fee to complete the audit, prepare an action plan, with prioritising locations into four priority levels, and preparing a final report would be \$49,000. The fee for preparing A4 AutoCAD drawings for upgrading all remaining bus stops would be a further \$35,000. The total cost of this study, preparing sketch plans and prioritised action plan would be \$94,000 (inclusive of GST).

## COMMENTS

Study costs are higher than previously expected because the work required is more complex, including sketch plans for required work, in accordance with the updated brief. Plans would make it easier to undertake upgrading works in future.

While either group is considered capable of undertaking the study, the bid by Strategic Transport Advisors to undertake its Option 2 study, is considered better value while meeting disability requirements. The bid provides details of the proposed study process including consultations and suggests a generic approach to treat similar stops in groups. The AHRC would be consulted during the process.

It is considered that with Council staff's local knowledge, generic plans would be adequate to upgrade individual bus stops.

Discussions to clarify the proposed study, have been held with Strategic Transport Advisors. The consultant confirmed the following:

- a. Discussions would be held with bus operators to confirm approved and rationalise bus stops, which would result in more efficient services, and minimise infrastructure provision.
- b. Prioritisation would be based on a needs basis, while attempting to meet compliance target requirements.

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- c. Recommended works at bus stops and action plan would not be completed until AHRC guidelines have been finalised to maximise bus stop compliance levels.
- d. Council's public domain plan for location guidelines and style options for passenger shelters in town centres will be considered in the study.

For the approximate 790 bus stops thought to be in Ku-ring-gai, the study fee represents a unit audit cost per bus stop of approximately \$75.

Bus stop infrastructure improvements are legislated Council's responsibility, even though the State is normally responsible for the provision of public transport and its infrastructure.

## CONSULTATION

Council has been consulting the Australian Human Rights Commission about disability guidelines and infrastructure requirements. Bus operators have been made aware of the study. No public consultation has been undertaken.

## FINANCIAL CONSIDERATIONS

The study fee of \$53,240 (inclusive of GST) could be funded from the traffic management budget GL2952.2184 in 2009/2010, where income has significantly exceeded budget.

The ongoing upgrading of bus stop infrastructure will have significant financial implications for Council in future budgets. It is expected that allocations will have to be made annually to progressively upgrade bus stop and bus terminal infrastructure. This will need to be considered as part of future capital works programs.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

The Strategy Department has provided input into this report, particularly into public domain issues of passenger shelter provision.

Community Department has previously advised (28 February 2008 report):

*Community has the responsibility for overseeing the implementation of Council's Access Policy and the Disability Discrimination Act Action Plan 2005-2009. This Plan commits "Council to develop a maintenance program to upgrade bus shelters and taxi ranks to bring them up to Australian Accessible Transport Standards".*

## SUMMARY

The Disability Discrimination Act places obligations on Council to ensure that Ku-ring-gai's bus stops are progressively upgraded to become accessible and compatible with easy-access buses. An updated brief to audit Ku-ring-gai's bus stops and to develop an action plan for their upgrade has been circulated to consultants. Two study submissions have been received. The fee for the preferred proposal is \$53,240, which would include the provision of generic sketch plans. The

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recommended study will identify the level of bus stop compliance with AHRC guidelines and will recommend an action plan, to enable Council to comply with future targets. Upgrading of bus stops will require significant future budget allocations.

## **RECOMMENDATION**

- A. That Council notes the study submissions received to undertake an audit and prepare an action plan to address Council's obligations under the Disability Discrimination Act 1992, and the Disability Standards for Accessible Public Transport under that Act.
- B. That Council offers the audit study to Strategic Transport Advisors at a fee of \$53,240, subject to confirmation of several study details, and that the study be funded from the recurrent budget for Traffic Management from the income received for work zones. This will be covered in the second quarter budget review.
- C. That bus operators be informed of Council's decision and advised that any future changes to bus routes and bus stops will require them to fund the installation of infrastructure that complies with Disability Standards for Accessible Public Transport.

George Koolik  
**Manager Traffic and Transport**

Greg Piconi  
**Director Operations**

**Attachments:**

- 1. Audit Study Brief - 2009/185816**
- 2. Strategic Transport Advisors' study proposal - 2009/202903**
- 3. Accessibility Solutions' study proposal - 2009/204614**

# Ku-ring-gai Council



## Compliance of Ku-ring-gai's Transport Facilities Under Disability Standards for Accessible Public Transport 2002

### Traffic Study

## **a Background**

The Disability Standards for Accessible Public Transport (DSAPT) under the Disability Discrimination Act (DDA) set out performance requirements for the operation of transport services and for access to them. As a transport infrastructure provider, Council has to comply with DDA requirements.

The Standards specify that by 31 December 2007, 25% of bus stops, for example, were required to be compliant with the DSAPT, in terms of being accessible and compatible with easy-access buses. By 2012, 55% are to comply. All existing bus stops are required to comply with the DSAPT by 31 December 2022.

The Australian Human Rights Commission (AHRC) is finalising Guidelines, which give infrastructure providers, such as Ku-ring-gai Council, information to assess the compliance status of transport/ bus stops.

The Standards are currently in draft form, but are expected to be finalised by the AHRC shortly. The audit study can commence prior to the release of the finalised Guidelines.

The AHRC's website provides background information regarding requirements of transport infrastructure providers and the Guidelines referred to above;

[http://www.humanrights.gov.au/disability\\_rights/transport/busstops.htm](http://www.humanrights.gov.au/disability_rights/transport/busstops.htm)

[http://humanrights.gov.au/disability\\_rights/transport/Bus%20stop%20guideline%20final%20draft.htm](http://humanrights.gov.au/disability_rights/transport/Bus%20stop%20guideline%20final%20draft.htm)

## **b Study Objective**

The objectives of this audit study are to;

- 1 Undertake an audit of all bus stops within Ku-ring-gai, to determine gaps in the level of compliance of each individual stop with the DSAPT so that Ku-ring-gai's bus stops and terminals could be upgraded to comply with DSAPT, and
- 2 Recommend an Action Plan, including sketches and costings, identifying infrastructure gaps and prioritising the upgrading of individual bus stops and any other affected facilities, to comply with the DSAPT and Guidelines, including time constraints (completion of upgrades by 31 December 2022).

There are approximately 790 bus stops in the Ku-ring-gai LGA (precise number to be confirmed by the audit) on services operated by Transdev TSL (Shorelink), Forest Coach Lines and Sydney Buses. Some stops may be on roads which no longer have bus services.

The operators have been made aware of the proposed audit. Some preliminary information has been obtained from bus operators about general bus stop locations. Information on routes is available from operators' websites. Council also has a map of roads which are approved for services.

## **c Tasks**

The study tasks to complete the audit are proposed to be;

1. Confirm with bus operators the location of all bus stops in use. Audit and include in the Action Plan, but note any stops which may be located on roads which have not been approved for use by route services. Check with operators whether all stops are used and necessary, keeping in mind guidelines for stop spacing, as well as impacts on passengers, should any stops be rationalised or consolidated.
2. Audit all bus stops and bus terminal facilities in Ku-ring-gai, including on State roads, for compliance with DSAPT. Differentiate between stops on route services and those on school routes.
3. Assess what needs to be done at each individual bus stop or facility to make them compliant with DSAPT and Guidelines. The Guidelines provide a checklist for assessing compliance with DSAPT. Prepare A4 size sketch plans (in AutoCAD or equivalent), for each individual stop, showing precisely what work is required to make each stop compliant with the guidelines. Sketches should note each item listed in the checklist (section 9) of the Draft Guidelines, including footpath gradients, any existing kerb, distance to edge of bitumen (width of unsealed shoulder), footpaths, poles/ lighting, service or drainage lids, driveways as well as details of tactile ground surface indicators and ramps which would be required to provide access to existing paved footpaths.

Consideration should be given to adjusting the stop location to suit footpath gradients and conditions, subject to consultation with any newly directly affected residents and they not objecting.

Consideration should also be given to Council's draft Town Centres Parking Management Plan and Public Domain Plan during assessment, with regard to location, type of stop and other design elements. Council will make these documents available to the successful consultant.

4. Estimate the quantities and costs of work recommended for individual bus stops, based on current (2009) unit costs. Typical unit construction costs can be provided by Council. Note that some stops in town centres may be funded by development contributions – liaise with Council's Infrastructure Co-ordinator.
5. Where it is not possible to provide a fully compliant bus stop in the vicinity, where one is currently situated, work recommended should be to make the stop as close to compliant as possible (Refer to **c3**, above). Costed alternative treatment recommendations are to be provided, where this is the case.
6. Prioritise work, in terms of an Action Plan that could be used by Council to upgrade bus stops. Priorities should take into account demand from disabled passengers or known prospective passengers (take into account operator's knowledge of passenger needs). Consider grouping upgrading work for practicality of construction for completion by 2022. Distinguish bus stops on



scheduled route services from stops used only by school children on school routes. Consider timing of projects with respect to Council's Town Centre priorities.

7. Present the Action Plan in a readable spreadsheet, in recommended priority, by year to 2022, showing all requested or relevant information. The Action Plan to be accompanied by sketch plans of work required at individual stops, with costings, referred to above, in priority order.

**d Other**

- 1 The study process is to consider and recommend to Council whether facilities beyond the basic facilities addressed in the Guidelines should be considered for installation, as well as the implications of providing additional facilities beyond the basics.
- 2 It is recognised that a number of transport providers (Councils) may be seeking to have audits of their transport facilities undertaken, with the impending finalisation of the AHRC's guidelines. Timeframes shown in this brief may therefore not be achievable. Should this be the case, your submission should make clear the length of time the audit study process will take and when this study will be commenced and completed and when the report will be presented to Council.
- 3 Electronic mapping base plans and a map of Council approved bus routes will be made available for use on this project. Use of this and any other information provided by Ku-ring-gai Council is restricted to this study only, unless Council's written concurrence is obtained for its use for any other purpose.
- 4 Sydney Buses has provided some audit information about bus stops it uses in the East Lindfield and Roseville area to suit larger articulated buses. This information (Council's ref no 2008/054978) will be made available to the successful consultant to assist in the audit process for the stops involved. Recommendations for the stops used by Sydney Buses are to include facilities (including signs) for the longer buses.
- 5 Alternative aspects of the study or even changes to the study process may be proposed as long as the study objectives are met. Submissions to undertake the study may therefore propose a variation, or an additional or alternative study option, which may be more cost effective while ensuring compliance with the DSAPT and Guidelines. Study methodologies and study cost details of undertaking both the requested study and variation/ alternative study proposals should be clearly shown. Cost and time details are to be provided for undertaking each individual task shown in Section c, above.
- 6 The prioritised Action Plan, sketches, detailed costings and recommendations referred to in this brief are to be presented to Council in the form of a report by 30 May 2010 (subject to d2, above). Submissions should detail either cost savings or otherwise, as well as providing full details (including sketches), for variations suggested to the proposed audit study.

**e General**

- 1 Council's contact is George Koolik, Manager Traffic and Transport, telephone 9424 0937, email [koolik@kmc.nsw.gov.au](mailto:koolik@kmc.nsw.gov.au)
- 2 Submissions are to offer to undertake all the required work for a fixed lump sum (including GST). The length of time of individual components of the study will take (in weeks) and the total study time is to be specified. A schedule of hourly rates for all personnel who would work on this study audit is to be provided, as well as their curriculum vitae.
- 3 Submissions will be evaluated at the absolute discretion of Ku-ring-gai Council. Council retains the right to engage a consultant or consultants to undertake part of the work or a variation of the proposed study.
- 4 Five paper copies of the Final Report and Action Plan are to be provided, as well as an electronic copy.
- 5 Written submissions to undertake this study, received by 16 November 2009, are to be addressed to:

General Manager  
Ku-ring-gai Council  
Locked Bag 1056  
PYMBLE NSW 2073

(re: Bus Stop Study)

or email to [koolik@kmc.nsw.gov.au](mailto:koolik@kmc.nsw.gov.au)



## STRATEGIC TRANSPORT ADVISERS

Level 2, 99 Queen St, Melbourne, Vic. 3000  
PO Box 321, Collins St West, Vic. 8007

Tel: 03 9670 0715

Fax: 03 9670 0796

**General Manager  
Ku-ring-gai Council  
Locked Bag 1056  
Pymble NSW 2073**

15 November 2009

Dear Sir,

In response to your call for bids for the conduct of a study of the compliance of Ku-ring-gai's transport facilities under the Disability Standards for Accessible Public Transport, we are pleased to submit our proposal.

Please feel free to contact me on 02 9716 7198 or 0412 166 696, or by email at [john.stott@stadvisers.com](mailto:john.stott@stadvisers.com), if you require any further information.

Yours sincerely

John Stott



AP Article Id:  
510434138014





STRATEGIC TRANSPORT ADVISERS

## **PROPOSAL**

### **AUDIT OF COMPLIANCE OF KU-RING-GAI'S TRANSPORT FACILITIES UNDER THE DISABILITY STANDARDS FOR ACCESSIBLE PUBLIC TRANSPORT 2002**



**NOVEMBER 2009**

**Strategic Transport Advisers Pty Ltd**  
**PO Box 533, Summer Hill, NSW, 2130**  
**ABN 32 104 528 341**  
**[www.stadvisers.com](http://www.stadvisers.com)**

## **1. INTRODUCTION**

This proposal constitutes an offer to audit bus infrastructure and recommend an action plan for the upgrading of such facilities. It is submitted in response to Ku-ring-gai Council's brief, "Compliance of Ku-ring-gai's Transport Facilities under Disability Standards for Accessible Public Transport 2002".

## **3. BACKGROUND**

The Commonwealth Government's Disability Discrimination Act 1992, made it illegal to discriminate, directly or indirectly, against people with disabilities in the provision of services and facilities. The process for ensuring compliance with the legislation is through resolution of complaints, lodged with the Australian Human Rights Commission (AHRC – formerly the Human Rights and Equal Opportunity Commission – HREOC), by people who consider that they have suffered discrimination.

The Act does not specify how providers should design or modify their services and facilities and this has given rise to uncertainty in the public transport industry and among infrastructure providers. The Act provided for the issue of standards to clarify how discrimination may be avoided. Draft standards for accessible public transport were prepared in 1995 but did not become formal requirements until 2002. To further clarify how bus infrastructure may be made compliant with the Act, AHRC has now exhibited a draft guideline and this is anticipated to be finalised and published in 2010.

Local government does not usually provide public transport services, but it does have ownership and control of most bus infrastructure; this is mainly bus stops but may include bus/rail and bus/ferry interchanges. The Standards set targets for these facilities as follows:

25% to comply by 31 December 2007  
55% to comply by 31 December 2012  
90% to comply by 31 December 2017  
Compliance in full by 31 December 2022

### **3. RESPONSE TO THE BRIEF**

The following responses correlate to the study tasks specified in section c of Council's brief:

#### **Task 1 – Confirm stop locations**

We have good contacts with all three local operators and will be able to quickly confirm the locations of all stops in use, identifying them as route service stops, school service stops and major interchanges. We will do this using our in-house GIS data base of bus routes and bus stops as the core information and modifying it as necessary in the light of advice from the operators. We will double-check this information during our physical audit of the stops.

In discussions with operators, we will enquire about any proposed changes to bus routes or bus stop locations and we will invite their views on any issues relating to the current network.

#### **Task 2 – Audit all bus stops and other facilities in Ku-ring-gai.**

A team of assessors will conduct standardised, on-site inspections of all bus boarding points in use in Ku-ring-gai LGA and produce a description of each, in standardised format including photographic images. We will classify each facility according to type, quality, condition, usage and compliance with the specified requirements of the Standards and will assemble this information in tabular form as an appendix to our report. Audit personnel will be contractors recruited, trained and managed directly by our Project Manager, Lyall Kennedy.

#### **Task 3 – Assess what needs to be done at each bus stop to make it compliant.**

Each individual bus stop report will include a summary of works required both at the stop itself and in respect of connections to the adjoining area. This information will also be consolidated to give an indication of the numbers of stops requiring similar works thereby offering scope for economies of scale.

We note Council's requirement for a CAD sketch plan of each individual stop and can furnish these plans, but caution that approximately 790 sketches will be costly. Our recommendation is that a single sketch be provided for each group of like stops and for each major interchange. In our opinion, such a 'generic' approach would provide an adequate basis for budget estimates and, coupled with an on-site inspection by the contractor should enable the preparation of an accurate quotation for the individual works required.

We also note that, given the overall timeframe allowed by the Disability Standards for Accessible Public Transport for compliance, it is inevitable that



some of the stops are likely to have been deleted before they are due for upgrading, in which case the cost of some working sketches will have been unnecessary. A better alternative would be to produce sketches individually as the works fall due. If Council wishes, we can undertake such work on request as and when needed.

#### **Task 4 – Estimate quantities and costs of work recommended.**

We can cost each individual site, or we can determine a representative cost for each generic stop. In either case we would proceed by applying Council's unit costs to our assessment of the works required. We consider the generic approach to be quite satisfactory for budgetary purposes and recommend this as we consider that the costs of carrying detailed cost estimates of 790 individual stops to be prohibitive.

#### **Task 5 – Sites where full compliance might not be achievable.**

We acknowledge that there might be locations where, because of topography, lack of space, or similar issues, full compliance with the disability standards presents challenges. In such cases, we will note what can be done and advise whether this is likely to be a defensible approach (given the DDA's provision for recognition of "unjustifiable hardship") and we will canvass alternative approaches such as relocation of the stops or modification of the adjoining streetscapes. In costing alternatives we will rely primarily on Council's unit cost information.

#### **Task 6 - Prioritise works and build into an action plan**

We propose to prioritise works in accordance with the principles in the AHRC draft guideline, but with attention also given to any safety issues that might be relevant. In doing this, we will give priority to the need to meet the 2007 target (should this not have been achieved), and will have particular regard to bus services with scheduled accessible buses. We will also seek to identify bus stops in Ku-ring-gai which are likely to be of particular importance to people with disabilities (such as healthcare, educational and residential institutions). In doing this, we will communicate with representative organisations for people with disabilities and we will seek to identify individual people and groups with immediate need for upgrade of their local stops.

We will build the outcomes of this work into a recommendation for an action plan suitable for submission to AHRC as a supplement to Council's current Action Plan and we will consult with AHRC to ensure that it is appropriate.

We note Council's interest in whether facilities beyond the AHRC guidelines might be desirable in some cases and will advise on this on the basis of our observations and discussions with bus operators and other interested parties. We anticipate that such upgrades might be location-specific, relating to interchanges and major terminals, rather than generic across the network but we will consider both perspectives.

#### **Task 7 – Present the information in a readable spreadsheet.**

We will submit a formal report on our work with all necessary observations and recommendations and will include spreadsheets showing the results of the audits, the works required and the estimated costs. As mentioned above, we will also provide a concise individual report on each facility inspected. We will consult with Council on preferred format.

The proposed Action Plan will be a separate document in a format suitable for circulation to a wider audience than the project report, and suitable for submission to AHRC.

We note Council's requirement for hard and soft copies of our reports and will be pleased to comply with this.

### **4. PROGRAM**

We note Council's comments at sections d and e of its brief, understand and appreciate the resources available to the study and acknowledge the conditions and requirements specified. We consider that Council's proposed completion date of 30 May 2010 for this assignment is readily achievable provided we are authorised to proceed not later than 5 February 2010.

Our program is as follows:

#### **Weeks 1 and 2**

- Preparation of procedural manual and data-capture systems and briefing of audit staff.

#### **Weeks 3 to 6**

- Conduct of audits, concurrent compilation of data and categorisation of works required.

#### **Weeks 6 to 9**

- Analysis of audit data, estimation of costs and preparation of draft action plan.

#### **Week 10**

- Consult with Council to review findings and draft plan.

#### **Weeks 11 to 13**

- Finalise presentation of data, action plan and covering report to Council.

Assuming a commencement date of 8 February 2010, the project would be completed and fully reported to Council on 9 May 2010.

Our proposal assumes that Council will require regular updates on progress with the study and our normal practice is to furnish a weekly update report. We will be available for meetings with the council's project manager as necessary and for presentations to Council and/or Council's Access Committee both during and after the study.

The program is illustrated at Appendix 1.

## 5. OUR CREDENTIALS

Strategic Transport Advisers is a specialist public transport consultancy with offices in Sydney and Melbourne. Our consultants have extensive experience in public transport management and operations, as well as in regulation and strategic planning and our Project Director has particular expertise in access issues having led the National DDA Taskforce which originally developed the Disability Standards for Accessible Public Transport.

Our Project Director for this study will be **Mr John Stott PSM**, our Sydney Principal. John was awarded the Public Service Medal for his work with the DDA Taskforce and for his subsequent initiatives, as Chief Executive of the State Transit Authority, in the introduction of accessible buses and services. John has had a lengthy and distinguished career in the public transport industry as both a regulator and an operator and is recognised internationally for his knowledge and experience.

Most recently, John has assisted the Australian Human Rights Commission with its preparation of the draft Bus Stop Guideline, and with the review of public consultations on the draft. He is therefore particularly well-qualified to ensure that proposed upgrades will meet the requirements of the DDA. John will be responsible for the overall conduct of the project, the interpretation of the data, the development of our observations and recommendations, and will take the lead role in the preparation of the proposed Action Plan.

The audit, information gathering and processing, compilation of observations and definition of works required will be led by our Senior Associate, **Mr Lyall Kennedy**. Lyall has had a lengthy career in the bus industry, both public and private sector (which should be a particular advantage in Ku-ring-gai LGA which has both government and private buses); he has worked both as an operator and as a planner and, in the former role, has extensive experience of the provision of bus infrastructure. Lyall was also involved in the development of the new strategic corridor system for Sydney's buses and has a detailed knowledge of the Sydney network. As a General Manager with Sydney Buses, he was closely involved in the introduction of low-floor buses and the establishment of timetabled accessible services. Most recently he has worked with John on the development of the draft bus stop guidelines.

Lyall will lead the team of contractors which will conduct the bus stop audits and will be responsible the quality of the information recorded. We anticipate

that this will involve about ten people who he will specifically train for the work and will personally supervise.

Our Melbourne Principal, **Mr John Wilson**, will be responsible for quality assurance across the project and will peer-review the final report prior to its completion. John has a wide-ranging background in bus, tram and rail transport and has conducted a DDA audit of bus infrastructure for the Victoria Department of Infrastructure; he has also carried out similar audits of the Sydney Airport Rail Link, TransAdelaide's bus and train systems, Yarra Trams and the Brisbane ferry system.

A curriculum vitae for each of our consultants is appended to this proposal as Appendix 2.

## **6. COST OF PROJECT**

As outlined earlier in this proposal, the project as defined indicates significant costs for sketches and costs of individual bus stops. In the cost proposal below, we offer a price for a fully conforming bid. We also submit a modified proposal which is based on our recommended approach of allocating stops to generic groups based on their physical and locational attributes and producing generic costs which may then be aggregated for budgetary purposes.

### **Option 1 – Conforming bid**

Strategic Transport Advisers offers to provide the works as described in Council's Brief and this proposal for a fixed sum of \$81025 plus GST, a total of \$89127; this cost includes the following times and hourly rates (which are quoted exclusive of GST):

John Stott	40 hours at \$250 per hour
John Wilson	4 hours at \$250 per hour
Lyall Kennedy	130 hours at \$200 per hour
Audit team	300 hours at \$30 per hour
Auto-CAD	790 items at 0.5 hours per item and \$75 per hour.

The balance of the fee is accounted for by materials, travel and communication, printing and administration expenses.

### **Option 2 – Alternative Proposal**

Strategic Transport Advisers offers to provide the works as described in Council's Brief but with a simplified approach to specification and costing of works, as outlined in the foregoing response to the brief, for a fixed sum of

\$48400 plus GST, a total of \$53240; this cost includes the following times and hourly rates (which are quoted exclusive of GST):

John Stott	40 hours at \$250 per hour
John Wilson	4 hours at \$250 per hour
Lyall Kennedy	120 hours at \$200 per hour
Audit team	300 hours at \$30 per hour
Auto-CAD	Included in overheads

The balance of the fee is accounted for by materials, travel and communication, printing and administration expenses (including CAD).

#### **Terms of payment**

We propose that 20% of the lump sum fee be paid on appointment, 50% on submission of our report in draft, and the balance on acceptance of the final report. A schedule for the work is attached to this proposal.

Any expansion of the study or any works required following its conclusion would be at the above rates.

### **7. DISCLAIMER**

The works outlined in this proposal are offered in good faith and Strategic Transport Advisers will perform the works to the best of its ability. Strategic Transport Advisers is confident that its audit will be a reliable summary of the state of bus infrastructure in the Ku-ring-gai LGA but notes that remedial works required and the associated costs may vary according to site conditions not verifiable by visual inspection. The cost estimates in our report therefore should be regarded as indicative only in this regard.

### **8. AUTHORISATION**

This proposal is prepared by Strategic Transport Advisers Pty Ltd and constitutes a binding offer to Ku-ring-gai Council; it is valid for a period of 28 days from date of preparation.



John Stott  
Director  
Strategic Transport Advisers Pty Ltd

## APPENDIX 1 - TIMELINE

Task	Description	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	Week 9	Week 10	Week 11	Week 12	Week 13
1	Prepare procedural manuals and brief audit staff	■ ■ ■	■ ■ ■											
2	Conduct audit, compile data and categorise works			■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■							
3	Analysis of data, cost estimates and draft action plan						■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■				
4	Review findings and draft action plan										■ ■ ■			
5	Finalise data, prepare action plan and report											■ ■ ■	■ ■ ■	■ ■ ■



## **Appendix 2 - KEY PERSONNEL**

### **JOHN STOTT B.Sc. (Technology) PSM Director, Strategic Transport Advisers Pty Ltd**

John Stott has extensive management experience in all modes of transport: road, rail, marine and aviation. He has over 25 years experience as a senior executive in the NSW transport administration including five years in public transport regulation, eight as Chief Executive of the State Transit Authority which, at the time operated 2000 buses in Sydney and Newcastle, and ferry services on Sydney Harbour, and two years as Chief Executive of the NSW Public Transport Ticketing Corporation which is setting up and will operate the Sydney integrated ticketing system. He is one of the few public sector executives in Australia with hands-on experience in all transport modes: road, rail, marine and aviation.

Between 1994 and 1996, Mr Stott led the national task force which developed the draft Disability Standards for Accessible Public Transport for the Australian Transport Council. This work involved extensive consultation and negotiation with organisations representing people with disability, with transport providers, and with State and Federal agencies. He was later awarded the Public Service Medal for this work.

Mr Stott has strong expertise in the development and implementation of public policy and in change management and in the associated public consultation processes. Major initiatives with which he has been associated include rail reform, a major intrastate aviation review involving consultations in some 20 regional centres, bus service network reviews in Sydney and Newcastle, and the introduction of major regulatory changes in road and marine transport. Prior to joining State Transit, he represented the NSW government in facilitating one of the first mediations to be conducted by the Human Rights and Equal Opportunity Commission which resulted in the first major order of accessible low-floor buses in Australia. Subsequently, as Chief Executive of that agency, he introduced the first timetabled accessible services.

Mr Stott has also worked as a senior executive in the NSW road and traffic administration with responsibility for technical standards of public vehicles and personal motor vehicles; in this role, he represented NSW on a range of ATC advisory committees with representation from the Commonwealth, the States, the automotive industry, and vehicle users. Prior to joining government, as a road safety researcher, he was a professional engineer in the private sector working in design and manufacture in the aviation, marine and motor vehicle industries.

Mr Stott's key areas of expertise are in business strategy, policy analysis, review and implementation, commercial and industrial negotiation, transport planning and general operational management. He has an excellent knowledge of State and Federal government structures and operations as well

as of the transport industry, both public and private sector. He has served on several Government agency Boards and Advisory committees, and has an excellent appreciation of corporate governance. He has excellent communication skills and extensive experience of presenting at senior levels in industry and government, and to parliamentary committees and reviews.

Mr Stott is a strong supporter of the public transport industry. He negotiated the establishment of UITP, the International Public Transport Association, in Australia and was its Chairman for the maximum allowable two terms; he remains Deputy Chairman of the Australian Division, a Vice Chairman of the Asia-Pacific Division and a member of the International Executive Committee. He speaks regularly on transport, urban planning and environmental issues at the Association's international conferences and at other national and international events.

John Stott's original discipline is in engineering (B.Sc. (Technology) from the University of NSW) and is supplemented by several management and executive development programs throughout his career.

#### **LYALL KENNEDY B.Ec. M.Trans. Ec.**

##### **Senior Associate, Strategic Transport Advisers Pty Ltd**

Lyall Kennedy has more than thirty years experience in the bus industry and, having worked at all levels from driver to senior executive, and in both the public and private sectors, is exceptionally well-qualified to assess the needs of passengers, operators and infrastructure providers. He is well-known and respected in the bus industry.

Mr Kennedy has particular expertise in service planning, community consultation, policy development, economic analysis and project management. He was one of the original Community Transport Coordinators employed by the State Government to address the issue of transport disadvantage in NSW. This involved close interaction with the disability groups and advocates and has given him a good appreciation of the issues arising from transport disadvantage, and the transport and associated infrastructure needs of people with disabilities.

In senior management positions in the Busways organisation and a Sydney Buses, Mr Kennedy has had extensive contact with local government agencies. He has had direct experience of the bus boarding facilities across the Sydney metropolitan area and is well-qualified to audit and assess their status in relation to the requirements of the Disability Discrimination Act. He has also had extensive first-hand experience of adapting services to meet the needs of people with disabilities in affordable, cost-effective ways. Mr Kennedy's practical experience is underpinned by sound academic qualifications. He holds degrees as Bachelor of Economics degree and Master of Transport Economics.

**JOHN WILSON B. Business**  
**Director, Strategic Advisers Pty Ltd**

John Wilson has extensive experience in metropolitan and long-distance bus and coach management, light rail, metropolitan and country passenger rail services as well as rail freight and shipping. His professional background includes appointments as Managing Director of Met Bus, the Melbourne public sector bus operator, and CEO of Yarra Trams, both of which he restructured and prepared for transfer to the private sector. Subsequently he was a Principal of WD & Associates, a transport consultancy specialising in public transport. John's recent assignments include project management of major fleet acquisition programs, business transition management, business planning, due diligence, financial modelling, and risk assessment. He also managed Sydney's Airport Rail Link business through a period of receivership and prepared it for a return to profitable operation. John has a Business degree from Deakin University, is a Fellow of the Association of Certified Practising Accountants (FCPA), a Fellow of the Australian Institute of Company Directors (FAICD Dip) and a Senior Fellow of the Corporate Directors Association (FCDA).

-ooOoo-

Ku-Ring-Gai Council

Bus Stops Audit & Planning Project  
DDA Transport Standard

16<sup>TH</sup> November 2009

General Manager  
Ku-ring-gai Council  
Locked Bag 1056  
PYMBLE NSW 2073

[koolik@kmc.nsw.gov.au](mailto:koolik@kmc.nsw.gov.au)  
ph 9424 0937

## Re: Bus Stop Study

We are pleased to present the following fee proposal to provide access advisory services to undertake an accessibility audit of the bus stops within the municipality and prepare a report and Action Plan as required by the Tender Brief.

In accordance with the Brief this proposal provides:

1. Audit Methodology which incorporates the tasks of the Brief.
2. Data collection processes, spreadsheet data storage and planning documentation, which includes audit data, costings for upgrade work to meet DDA Transport Guidelines for Bus stops infrastructure and A4 data sheets and sketch plans.
3. Project plan including timelines.
4. Project experience, personnel profiles and rates as requested.

The project methodology is broadly based upon two primary stages of;

- Pilot Phase incorporating Inception meetings with Council, Bus Operators and Ministry of Transport to establish known data sources and undertake a sample audit of 50 bus stops and prepare the data collection spreadsheet planning document for agreement with Council.
- Data Collection and Reporting Phase that will incorporate all data collection and spreadsheet preparation including the Final Report and Action Plan.

A further stage of the project is the preparation of an A4 CAD drawing of each bus stop with proposed building works. This stage is optional depending on the availability of funds.

## Audit Methodology

Timeline	Tasks	Cost
Weeks 1 to 4	<p><b>Task 1</b> – Meet with Council, Bus Operators and Ministry of Transport to obtain known data sources of current bus stops being used for both route services and schools services.</p> <p><b>Task 2</b> – Develop data collection checklist and sketch pad that incorporates the DDA Transport Standard Bus Stop Guidelines prepared by the Australian Human Rights Commission and related Australian Standards.</p> <p><b>Task 3</b> – Review Council Public Domain Plan, costing schedules and other relevant documents.</p> <p><b>Task 4</b> – Undertake a sample audit of 50 bus stops, develop 10 Typical Bus Stop installation layouts and proposed upgrade work to comply with the DDA Transport Standard Bus Stop Guidelines.</p> <ul style="list-style-type: none"><li>• Sample audit shall capture bus stop location, photographic record, sketch verge area, verge slopes, kerbing and footpaths (where</li></ul>	



Timeline	Tasks	Cost
	<p>available), bus shelters, seating, signposts, power poles, driveway crossovers and other unique features of street trees, street furniture and the like.</p> <ul style="list-style-type: none"> <li>Where a bus stop can not be made accessible due to unmovable objects, inappropriate topography or other reason develop a checklist protocol for recommending relocation of the bus stop.</li> <li>Prepare costings for the associated building works and compile the audit findings and proposed works into a spreadsheet for Action Planning.</li> <li>Prepare 10 Typical Bus Stop installations in Autocad.</li> </ul> <p><b>Task 5</b> – Present draft spreadsheet format, Typical Bus Stop layouts and costing schedules to Council for agreement to conclude the Pilot Phase of the project.</p>	
	<b>Pilot Phase Cost (incl GST)</b>	<b>\$10,000</b>
Weeks 5 to 25	<p><b>Task 6</b> – Continue the field audit of the 700 plus bus stops.</p> <p><b>Task 7</b> – Complete the data input into the spreadsheet Action Plan including priorities for upgrade, such 1 – Urgent 1-2 years, 2 - important 2-5 years, 3 moderate importance -5-8 years and 4 least importance 8-12 years.</p> <p><b>Task 8</b> – Prepare Final Report including scanned images of the bus stop sketch plans.</p>	
	<b>Final Report Costs (incl GST)</b>	<b>\$49,000</b>
	<b>Total Project Cost (incl GST)</b>	<b>\$59,000</b>

*Payment to be made on a monthly basis.*

<b>Optional</b>	<b>Task 9</b> – Prepare A4 Autocad drawings for 100 high priority bus stops with proposed building works.	<b>\$5,500</b>
<b>Optional</b>	<b>Task 10</b> – Prepare A4 Autocad drawings for all bus stops with proposed building works.	<b>\$35,000</b>

## Project Experience and Expertise

The project team shall encompass Accessibility Solutions and Funktion personnel in proposed structure of;

Mark Relf (Accessibility Solutions) – Project Director (\$135 / hr incl GST)

- Primary role shall include technical advisor, project manager who will review processes and prepare final reports. Mark shall also participate in field audits.

Jen Barling (Funktion) – Project Consultant (\$132 / hr incl GST)

- Primary role shall include field audits, data collection and data input, report preparation.





Monique Jack (Funktion) – Project Consultant (\$132 / hr incl GST)

- Primary role shall include field audits, data collection and data input, report preparation.

David Trinder (Accessibility Solutions) – Auto Cad Architect (\$80 / hr incl GST)

- Primary role shall include Autocad designer and field audits.

Should you require further information regarding this proposal then do not hesitate to call me on **0417-467-007 or 9695-1940.**

Yours sincerely



Mark Relf, Access Consultant

## CONSULTANCY PROFILE & STATEMENT OF EXPERTISE

Accessibility Solutions consultancy offers a range of services to provide advice for clients to develop new and modify existing buildings, facilities and services to be accessible to people with disabilities to comply with legislation and regulations relevant to people with disabilities.

Relevant legislation and regulations that underpins advice includes the Disability Discrimination Act (DDA) Building Code of Australia, Australian Standards 1428, HREOC Advisory Notes on Premises, DDA Transport Standard, State Environment Planning Policy No. 5 Housing for Older People or People With a Disability (SEPP 5) / Seniors Living Policy, SEPP 65 – Residential Flat Buildings Design Code and various local government DCP's.

The scope of services provided by Accessibility Solutions includes:

- Plan Appraisals and design advice
- Access Reports for development applications and construction certificates
- Expert Reports for Court evidence
- Access Auditing of existing buildings, facilities, transport conveyances and infrastructure
- Policy and document reviews and development of Disability Action Plans
- Staff training in access auditing

The services consider issues concerning people with all types of disability including; physical; vision; hearing, intellectual and other cognitive impairments that may affect access for people with a disability consistent with the Disability Discrimination Act.

As principle consultant Mark Relf has considerable experience and expertise in a wide range of access related projects and is a recognised Access Adviser approved by the NSW Ageing and Disability Department and has attained accreditation with the Association of Consultants in Access Australia for the purposes of providing advice concerning access to the built environment and services for people with disabilities.

His expertise has been gained over 20 years working in management and advocacy roles within the disability sector and since 1994 providing advice to clients on access issues. Mark also participates on various key committees concerning access for people with disabilities. His qualifications and affiliations are:

- Accredited Member of the Association of Consultants in Access Australia.
- Accredited Member of the Access Institute of NSW.
- Member, Standards Australia ME/64 Committee responsible for the AS1428 suite and AS4299 – Adaptable Housing.
- Member, NSW Heritage Office's – Fire, Access and Services Advisory Panel.



## EXAMPLE PROJECTS

Mark Relf has been involved in the following projects and related activities.

### TRANSPORT INFRASTRUCTURE AND SERVICES

- Liverpool to Parramatta Bus Transitway (design and documentation to construction)
- Bus Rail Interchanges – Parramatta, Epping, Hornsby, Ashfield, Hurstville, Liverpool, Woy Woy, Newcastle and Padstow Bus/Rail Interchanges.
- Epping to Chatswood Rail Link (Delhi Road, Macquarie Park, Macquarie Uni, Epping stations)
- Lindfield, St James, Picton, Newtown, Cronulla, Woollooware, Kirrawee, Revesby, Burwood Station easy access upgrades.
- Town Hall Station review(s).
- State Rail Authority – Disability Access Study to compile data for 306 Railcorp City Network and develop a priority rating system for all 306 stations to be upgraded to DDA Transport Standards.
- Access Appraisal of the Millennium Train, V-set & XPT upgrade, Endeavor & Xplorer Train upgrades, Hunter Rail & Outer Suburban Rail trains, PPP Double Deck suburban Train (2007).
- Review Sydney Buses wheelchair access 1994-95 - ongoing.

### PUBLIC DOMAIN FACILITIES

- Bondi Junction – Oxford Street Mall and footpath upgrade.
- Oxford Street upgrade – City of Sydney (Hyde Park to Taylor Square)
- George Street project – The Rocks.
- Prince Henry Site Little Bay – Public domain streetscape infrastructure (design and documentation to construction).
- Randwick Council public domain infrastructure audit (south, west and north wards).
- Ermington subdivision and parkland redevelopment.
- Ku-Ring-Gai Council Public Domain Manual [2009] – Assisting Hassell architects in the development of the Manual.

### STANDARDS AUSTRALIA & GUIDELINES

- Mark is a member of the ASI428 committee, which is current finalising a review of part 1 and Part 4 which includes new tactile ground surface indicator requirements for Bus Stops.
- Mark Relf participated in the review of the State Transit Bus Stop Style Guide.



## Personal Details

Name: David Trinder  
Address: 28/67 Flora Street Kirrawee  
Phone: 9542 1465 / 0417 113 006  
Email: dt28@tpg.com.au

## Education

Bachelor of Architecture, University of New South Wales  
Graduate Diploma in Urban Estate Management, University of Technology Sydney  
Basic Skills in Autocad, St George TAFE 2004  
Certificate IV in Property (Access Consulting), The Independent Living Centre 2008

## Registration

Board of Architects of New South Wales Registration number 2121  
Associate member of the Association of Consultants in Access, Australia Inc  
Number 252  
Accredited member of the Association of Building Sustainability Assessors number  
20764

## Work Experience

20 years employed as architect for Architectural Companies  
20 years running my own companies doing design and construction.  
5 years intensively using Autocad  
1 and a half years working as Access Consultant, currently working with  
Accessibility Solutions

## Computer programs and Drafting

- Expert in Autocad, Word and Excel and AccuRate

## Recreational Organisations

- Management committee of the Sydney Bush Walkers club, an 82 year old club with 700 members
- President 2007 to 2009, currently Vice President





"We are passionate about making everyday life better through products, services and environments that are more usable by more people."



## Making Life Fit By Creating Accessible Environments

funktion investigates how people interact with products, services and environments and integrates those insights into design and business solutions that put people first.

**We provide** access and usability solutions for buildings, environments and services across the planning, design + construction process.

**We identify** opportunities and develop innovation-driven strategies that are accessible, usable and meaningful.

**The result** is intuitive services and environments that connect with people, more informed designs, best practise solutions, greater cost effectiveness and more satisfied customers.

funktion specialise in a **user-centred approach** and work with organisations that strive to make their products, services, environments and experiences accessible for more people. We work with corporations, government and councils, not for profits and building industry professionals.

From our in depth knowledge of how people carry out their tasks in their environment, we understand how people engage and interact with the world around them. This enables us to identify genuine need and develop specific solutions that fit better and therefore feel better.

**We collaborate** with end users, staff, managers, design professionals and decision-

makers to help define the problem, understand the needs and co-design solutions.

Our understanding of a range of end user capabilities leads to clear design requirements that improve the way the environment fits people's needs and ensures compliance with legislation is achieved. Our approach can be applied to improve services, public spaces, buildings, healthcare facilities, homes, shop fronts, parklands, transport interchanges, pedestrian thoroughfares and way finding.

— FUNKTION MAKING LIFE FIT: 02 9011 8128



# Monique Jack

Access Consultant

## Qualifications

BAppSo Occupational Therapy (1998)

## Membership

Occupational Therapy Australia NSW Association (2008/09)

## Other Qualifications

2008 Certificate IV in Business (Small Business Management)  
2008 Inclusive Technology Training  
2007 NSW Business Enterprise Workshop  
2006 Manual Handling Training for Carers  
2004 Best Practice in Transport  
2004 Senior First Aid

## Contact Details

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Manly, NSW 1565  
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monique@funktion-makinglifeit.com

## Profile

Monique specialises in access + usability solutions. She has over ten years experience investigating, analysing and identifying the real needs of people in a wide variety of environments. Her breadth of skills includes person-environment interaction, sensory and motor performance, information processing and cognition and psychosocial influences relating to products, services and environments. Monique has worked with people with a range of different abilities, ages and cultures and has an excellent understanding of how people interact with the world around them and how to develop best fit solutions.

## Experience

### Director, funktion: 2008-present

Preparation of access and usability reports for audits, transport, seniors living, education, health, commercial and retail. Best practice research and development of user needs profiles.

### Accessibility Specialist, Accessibility Online: 2007-2008

Development of accessible product database including product selection, database categorization, and marketing descriptions. Products included access + built environment, mobility devices, hospital equipment and independent living resources. Specification documentation was prepared for over 2000 products.

### Inclusive Technology Consultant, Ability Technology: 2006-2008

Assessment, implementation and training in inclusive technology. Customisation of devices and technology systems - environmental control systems, vision and hearing software programs, computer access, voice output and powered mobility.

### Inclusive Technology Consultant, The Spastic Centre of NSW: 2002-2004

Design and development of inclusive technology products in collaboration with rehabilitation engineers. Provision of environmental interventions to promote integration of children with disabilities into the home, school and community.

### Clinical Occupational Therapist, School Therapy Services, NT: 1999-2002

Assessment and intervention of school aged children with mild to severe physical + learning disabilities in central Darwin and aboriginal communities. Design and provision of building modifications and implementation of AS 1428 to create inclusive learning environments for children in the school, community and home settings.

## Education

University of Sydney - Bachelor of Applied Science in Occupational Therapy, 1998







# Jen Barling

Access Consultant

## Qualifications

BAppSc Occupational Therapy (1998)

## Membership

Occupational Therapy Australia NSW  
Association (2008/09)

## Other Qualifications

2009 Certificate in Access Appraisals  
2008 Certificate IV in Business (Small  
Business Management)  
2008 Diploma of Freelance Journalism -  
Cengage Education 2  
2007 NSW Business Enterprise Workshop  
2008 Certificate in Environmental  
Modifications in the Home

## Contact Details

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## Profile

Jen specialises in access and usability solutions. For more than 10 years Jen has been providing consulting services to the commercial, health and not for profit sectors, developing and implementing best-fit solutions for clients and the built environment. Jen is skilled at identifying barriers to access and the impact this has on social inclusion. She has built a broad knowledge base in accessibility and usability through analysing and developing a wide range of solutions in a diversity of environments and services.

## Experience

### Director, funktion: 2008-present

Preparation of DDA and BCA compliance reports for all project types: audits, transport, seniors living, education, health, small to large complex commercial, retail and industrial projects. Best practice research into access and user needs.

### Accessibility Specialist, Accessibility Online: 2007-2008

Development of accessible product database including product selection, database categorization, and marketing descriptions. Products included access + built environment, mobility devices, hospital equipment and independent living resources. Specification documentation was prepared for over 2000 products.

### Specialised Mobility Consultant, UK National Health Service: 2005-2007

Provision of occupational therapy assessment and intervention to people with mobility impairments, their families and carers, as well as other professionals. Prescription and customisation of specialised manual and powered mobility devices.

### Senior Occupational Therapist, Multiple Sclerosis Society of NSW: 2002-2004

Access and safety audits for workplaces and homes. Residential modifications and implementation of AS1428. Provision of occupational therapy assessment and intervention to people with Multiple Sclerosis, their families and carers. Prescription of specialised equipment such as manual and powered mobility aids, seating and pressure care, and splints.

### Occupational Therapist, Total Health & Rehab: 2001-2002

Home + community access assessments and solutions, education and training clients, carers and other professionals regarding manual handling, ergonomic layouts and equipment use.

## Education

University of Sydney - Bachelor of Applied Science in Occupational Therapy, 1998



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## ASSET MANAGEMENT PLAN FOR ROAD INFRASTRUCTURE

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### EXECUTIVE SUMMARY

<b>PURPOSE OF REPORT:</b>	To seek Council's endorsement of the Asset Management Plan for Council's road infrastructure.
<b>BACKGROUND:</b>	The Local Government Code of Accounting Practice and Financial Reporting requires councils to report in the annual financial statements the condition of Council's assets. Section 8 of the Local Government Act 1993 specifies that councils are to have regard to the long term and cumulative affects of their decisions, and are to bear in mind that the councils are the custodians and trustees of public assets and must effectively account for and manage the assets for which they are responsible.
<b>COMMENTS:</b>	The Long Term Financial Plan adopted by Council commits Council to \$5.25 million per annum for the next 20 years. This amount is necessary to ensure Council's roads are renewed at an appropriate rate and enables Council to gradually reduce the cost to bring Council's roads to a satisfactory standard. As shown in the Asset Management Plan, the cost to bring Council's road infrastructure to a satisfactory standard is estimated at approximately \$66.35 million. This is determined to be funding required to renew roads rated worse than fair condition.
<b>RECOMMENDATION:</b>	That Council adopts the Asset Management Plan for road infrastructure as attached to the report and that funding for roads be maintained at the level identified in the Long Term Financial Plan.

## PURPOSE OF REPORT

To seek Council's endorsement of the Asset Management Plan for Council's road infrastructure.

## BACKGROUND

The Local Government Code of Accounting Practice and Financial Reporting requires councils to report in the annual financial statements the condition of Council's assets. Section 8 of the Local Government Act 1993 specifies that councils are to have regard to the long term and cumulative affects of their decisions, and are to bear in mind that councils are the custodians and trustees of public assets and must effectively account for and manage the assets for which they are responsible.

The code also requires councils to revalue the following assets using fair value methodology by 30 June 2010:

- Roads
- Bridges
- Footpaths
- Kerb and gutter
- Road furniture
- Road structures
- Drainage structures

Council has for a number of years used a Pavement Management System (PMS) to manage its road assets and has successfully been granted approval to a special rate variation for its road infrastructure upgrade based on the data from the PMS and also the demand from the community to ensure Council's roads are maintained at a satisfactory standard.

## COMMENTS

Given that the current accounting standards require the above assets to be re-valued using the fair value methodology, it is considered appropriate to develop asset management plans for each of the infrastructure assets under Council's care and control.

The purpose of the calculation of the fair value and the development of the asset management plans is to assist with Council's future financial planning and to provide an indication of the annual funding requirements as indicated in the Long Term Financial Plan.

The calculation of the fair value of Council's road assets was based on the condition rating developed by the Pavement Management System, current unit rates as detailed in Council's road tenders and a straight line depreciation model to determine the annual depreciation or level of consumption for Council's roads.

A spreadsheet listing all of Council's road assets was developed and separated into the components of road surface, road pavement and road formation. The definition of each of these components is included in the **attached** Asset Management Plan (AMP) for Roads.

As indicated in the AMP for Roads, the annual depreciation requirements indicate that Council should allocate **\$5.13 million** per annum for renewal of road assets.

As Council has successfully applied for and twice been granted a special rate levy for its road infrastructure assets, the Long Term Financial Plan adopted by Council commits Council to \$5.25 million per annum for the next 20 years. This amount is necessary to ensure Council's roads are renewed at an appropriate rate and enables Council to gradually reduce the cost to bring Council's roads to a satisfactory standard. As shown in the Asset Management Plan, the cost to bring Council's road infrastructure to a satisfactory standard is estimated at approximately **\$66.35 million**. This is determined to be funding required to renew roads rated worse than fair condition.

## CONSULTATION

Consultation on Council's roads has been undertaken in the past when the application for the infrastructure levy was being prepared. There was general community support for the levy and for the upgrade of Council's road network. However, further consultation will be required when the asset strategy has been developed.

## FINANCIAL CONSIDERATIONS

The Asset Management Plan indicates that Council should allocate approximately \$5.13 million annually to its road renewal program. This is consistent with the Long Term Financial Plan adopted by Council. As there are minimal new roads in Council's network, the level of maintenance funding provided in the recurrent budget is sufficient to ensure that the roads are reasonably safe and trafficable. However, it should be noted that the amount of funds required to bring Council's roads up to a satisfactory standard is estimated to be in excess of \$66.35 million and while it is impractical for Council to provide this level of funding in one year, it is important that the level of funding not be reduced in future years.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Consultation has taken place between Strategy, Operations and Corporate in the preparation of this report and the Asset Management Plans for all of Council's assets. Further reports will be presented to Council over the next four (4) months to ensure that Council complies with the DLG requirements and the Accounting Code.

## SUMMARY

The Local Government Code of Accounting Practice and Financial Reporting requires councils to report in the annual financial statements the condition of Council's assets. Section 8 of the Local Government Act 1993 specifies that councils are to have regard to the long term and cumulative affects of their decisions, and are to bear in mind that councils are the custodians and trustees of public assets and must effectively account for and manage the assets for which they are responsible.

Item 12

**S06232**  
**4 January 2010**

The calculation of the fair value of Council's road assets was based on the condition rating developed by the Pavement Management System, current unit rates as detailed in Council's road tenders and a straight line depreciation model to determine the annual depreciation or level of consumption for Council's roads.

As indicated in the AMP for Roads, the annual depreciation requirements indicate that Council should allocate **\$5.13 million** per annum for renewal of road assets.

As Council has successfully applied for and twice been granted a special rate levy for its road infrastructure assets, the Long Term Financial Plan adopted by Council commits Council to \$5.25 million per annum for the next 20 years. This amount is necessary to ensure Council's roads are renewed at an appropriate rate and enables Council to gradually reduce the cost to bring Council's roads to a satisfactory standard. As shown in the Asset Management Plan, the cost to bring Council's road infrastructure to a satisfactory standard is estimated at approximately **\$66.35 million**. This is determined to be funding required to renew roads rated worse than fair condition.

## RECOMMENDATION

- A. That Council adopts the Asset Management Plan for Roads as attached.
- B. That Council maintains the level of funding for the renewal of Council's roads in accordance with the Long Term Financial Plan adopted by Council in December 2009.
- C. That Council notes the cost to bring Council's roads to a satisfactory standard is currently in excess of \$66.35 million.
- D. That a review of the asset management plan for roads be undertaken in early 2012 following the proposed completion of the asset management plans for all of Council's assets.

Deborah Silva  
**Manager Strategic Assets & Services**

Greg Piconi  
**Director Operations**

**Attachments:**      **1. Asset management plan for roads - 2009/162164**  
                             **2. Fair Value Calculations for Roads - 2010/013923**

## Ku-ring-gai Council



## ROADS



# ASSET MANAGEMENT PLAN





Version 1/09

September 2009

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The Institute of Public Works Engineering Australia.

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## ABBREVIATIONS

<b>AAAC</b>	Average annual asset consumption
<b>AMP</b>	Asset management plan
<b>ARI</b>	Average recurrence interval
<b>BOD</b>	Biochemical (biological) oxygen demand
<b>CRC</b>	Current replacement cost
<b>CWMS</b>	Community wastewater management systems
<b>DA</b>	Depreciable amount
<b>DoH</b>	Department of Health
<b>EF</b>	Earthworks/formation
<b>IRMP</b>	Infrastructure risk management plan
<b>LCC</b>	Life Cycle cost
<b>LCE</b>	Life cycle expenditure
<b>MMS</b>	Maintenance management system
<b>PCI</b>	Pavement condition index
<b>RV</b>	Residual value
<b>SS</b>	Suspended solids
<b>vph</b>	Vehicles per hour

## GLOSSARY

### **Annual service cost (ASC)**

An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

### **Asset class**

Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

### **Asset condition assessment**

The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

### **Asset management**

The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

### **Assets**

Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12).

Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 month.

### **Average annual asset consumption (AAAC)\***

The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

### **Brownfield asset values\*\***

Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

### **Capital expansion expenditure**

Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretionary expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, eg. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

### **Capital expenditure**

Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

### **Capital funding**

Funding to pay for capital expenditure.

### **Capital grants**

Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

### **Capital investment expenditure**

See capital expenditure definition

### **Capital new expenditure**

Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

### **Capital renewal expenditure**

Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, eg. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

### **Capital upgrade expenditure**

Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, eg. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade

expenditures, the total project cost needs to be allocated accordingly.

#### **Carrying amount**

The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

#### **Class of assets**

See asset class definition

#### **Component**

An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

#### **Cost of an asset**

The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

#### **Current replacement cost (CRC)**

The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

#### **Current replacement cost "As New" (CRC)**

The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

#### **Cyclic Maintenance\*\***

Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, cycle, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

#### **Depreciable amount**

The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

#### **Depreciated replacement cost (DRC)**

The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

#### **Depreciation / amortisation**

The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

#### **Economic life**

See useful life definition.

#### **Expenditure**

The spending of money on goods and services. Expenditure includes recurrent and capital.

#### **Fair value**

The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arms length transaction.

#### **Greenfield asset values \*\***

Asset (re)valuation values based on the cost to initially acquire the asset.

#### **Heritage asset**

An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

#### **Impairment Loss**

The amount by which the carrying amount of an asset exceeds its recoverable amount.

#### **Infrastructure assets**

Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, eg. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no market value.

#### **Investment property**

Property held to earn rentals or for capital appreciation or both, rather than for:

- (a) use in the production or supply of goods or services or for administrative purposes; or
- (b) sale in the ordinary course of business (AASB 140.5)

#### **Level of service**

The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

### **Life Cycle Cost \*\***

The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

### **Life Cycle Expenditure \*\***

The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Expenditure to give an initial indicator of life cycle sustainability.

### **Loans / borrowings**

Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

### **Maintenance and renewal gap**

Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (eg 5, 10 and 15 years).

### **Maintenance and renewal sustainability index**

Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (eg 5, 10 and 15 years).

### **Maintenance expenditure**

Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

### **Materiality**

An item is material if its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

### **Modern equivalent asset.**

A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

### **Non-revenue generating investments**

Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, eg. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

### **Operating expenditure**

Recurrent expenditure, which is continuously required excluding maintenance and depreciation, eg power, fuel, staff, plant equipment, on-costs and overheads.

### **Pavement management system**

A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

### **Planned Maintenance\*\***

Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

### **PMS Score**

A measure of condition of a road segment determined from a Pavement Management System.

### **Rate of annual asset consumption\***

A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

### **Rate of annual asset renewal\***

A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

### **Rate of annual asset upgrade\***

A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

### **Reactive maintenance**

Unplanned repair work that carried out in response to service requests and management/supervisory directions.

### **Recoverable amount**

The higher of an asset's fair value, less costs to sell and its value in use.



**Recurrent expenditure**

Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

**Recurrent funding**

Funding to pay for recurrent expenditure.

**Rehabilitation**

See capital renewal expenditure definition above.

**Remaining life**

The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

**Renewal**

See capital renewal expenditure definition above.

**Residual value**

The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

**Revenue generating investments**

Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, eg public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

**Risk management**

The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

**Section or segment**

A self-contained part or piece of an infrastructure asset.

**Service potential**

The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

**Service potential remaining\***

A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (DRC/DA).

**Strategic Management Plan (SA)\*\***

Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

**Sub-component**

Smaller individual parts that make up a component part.

**Useful life**

Either:

- (a) the period over which an asset is expected to be available for use by an entity, or
- (b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

**Value in Use**

The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary

Note: Items shown \* modified to use DA instead of CRC  
Additional glossary items shown \*\*

# 1. EXECUTIVE SUMMARY

## What Council Provides

Ku-ring-gai Council provides a road network in partnership with the Roads and Traffic Authority of NSW to enable vehicles and other road users to safely travel throughout the Council area.

The road assets are classified according to their function and have various responsibilities. Local roads are used mainly by local traffic and generally have low traffic volumes and fully maintained and constructed by Council. Collector roads are those roads that provide a link between either state roads or regional roads and carry higher amounts of traffic and fully maintained by Council. Regional roads provide a link across regions and state roads with funding provided by the Roads and Traffic Authority of NSW and Council generally on a shared basis and maintained by Council. State Roads or main roads are fully maintained and controlled by the Roads and Traffic Authority

## What does it Cost?

There are two key indicators of cost to provide the road maintenance and construction service.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long term financial plan.

The life cycle cost to provide the road service is estimated at \$7.5 million per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is \$7 million which gives a life cycle sustainability index of 0.933.

The total maintenance and capital renewal expenditure required to provide the road service the in the next 10 years is estimated at \$75 million. This is an average of \$7.5 million per annum.

Council's maintenance and capital renewal expenditure for year 1 of the asset management plan of \$7.0 million giving a 10 year sustainability index of 0.933.

## Plans for the Future

Council plans to operate and maintain the road network to achieve the following strategic objectives.

1. Ensure the road network is maintained at a safe and functional standard as set out in this asset management plan.

2. Ensure sufficient funding is maintained to keep the road network at a satisfactory level and aim to achieve all roads rated at either fair or good standard.
3. Keep the Pavement Management System updated to ensure equity in the distribution of funding for road works and making sure that roads that rated in a good standard remain in a good standard.

## Measuring our Performance

### Quality

Road assets will be maintained in a reasonably usable condition. Defects found or reported that are outside our service standard will be repaired. See our maintenance response service levels for details of defect prioritisation and response time.

### Function

Our intent is that an appropriate road network is maintained in partnership with other levels of government and stakeholders to ensure the road network is maintained at a safe and functional standard as set out in this asset management plan.

Road asset attributes will be maintained at a safe level and associated signage and equipment be provided as needed to ensure public safety. We need to ensure key functional objectives are met:

- Ensure sufficient funding is maintained to keep the road network at a satisfactory level and aim to achieve all roads rated at either fair or good standard.
- Keep the Pavement Management System updated to ensure equity in the distribution of funding for road works and making sure that roads that rated in a good standard remain in a good standard.

The main functional consequence of the road network and ensuring the roads are maintained at a safe standard is to prevent ongoing liabilities for Council.

### Safety

We inspect all road assets regularly and prioritise and repair defects in accordance with Council's adopted policy and inspection schedule to ensure they are safe.

## The Next Steps

This actions resulting from this asset management plan are:

- Identifying the annual depreciation required to achieve sufficient funding for road works.
- Identifying the levels of service required.
- Identifying the risks associate with not providing funding.
- Identifying priorities for funding.

## 2. INTRODUCTION

### 2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding required to provide the required levels of service.

The asset management plan is to be read with the following associated planning documents:

Asset Management Policy and Asset Management Strategy.

This asset management plan covers the following infrastructure assets:

Road and road shoulder assets

### ASSET MANAGEMENT CRITERIA FOR ROADS

The components for Council's road network are as follows:

**A. Wearing Surface**

The road wearing surface being the layer on top of the pavement. For most roads around Ku-ring-gai, this is usually the top 50mm layer of asphalt.

**B. Pavement**

The layer of material between the natural subgrade and the wearing surface. The layer of pavement will be dependent on the road type based on the various road classifications and traffic volumes.

**C. Formation**

This is the area of road under the pavement that is required to support the road pavement.

The road types and the typical pavement construction are as described below:

**1. Local Roads**

Local roads are those roads which normally carry less than 2000 vehicles per day and heavy vehicles are usually confined to waste collection and removalist vans. The pavement construction generally consists of 40mm to 50mm of asphaltic concrete and 10mm to 150 mm of Dense Graded Base material nominally 20mm aggregate. The cost to replace these roads is estimated at \$58 per square metre which is \$16/m<sup>2</sup> for the wearing surface and \$42/m<sup>2</sup> for the pavement.

**2. Collector Roads**

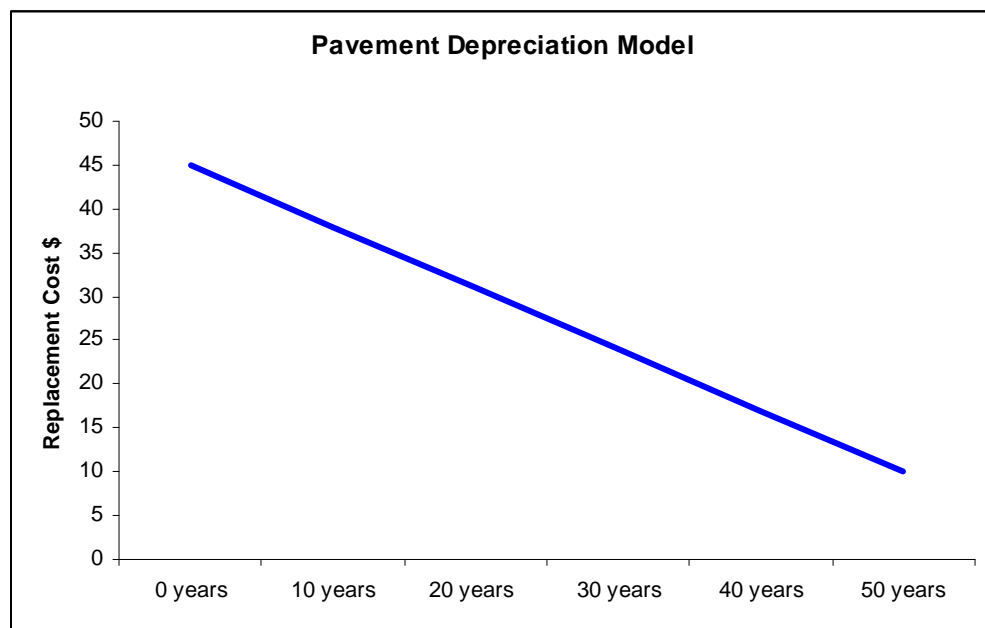
Collector roads are those roads which normally carry traffic volumes between 2000 and 15000 vehicles per day. The heavy vehicle component of these roads is generally around 5% of the traffic volume. The pavement construction generally consists of 50mm of asphaltic concrete and 150 to 200 mm of Dense Graded Base material nominally 20mm aggregate. The cost to replace these roads is estimated at \$61.50 per square metre which is \$16.5/m<sup>2</sup> for the wearing surface and \$45/m<sup>2</sup> for the pavement.

### 3. Regional Roads

Regional roads are those roads which normally carry traffic volumes between 5000 and 20000 vehicles per day. The heavy vehicle component of these roads is generally greater than 5% of the traffic volume. The pavement construction generally consists of 50mm of asphaltic concrete and 200 to 250 mm of Dense Graded Base material nominally 20mm aggregate. The cost to replace these roads is estimated at \$74.40 per square metre which is \$19.40/m<sup>2</sup> for the wearing surface and \$55/m<sup>2</sup> for the pavement..

#### Fair Value estimates for roads:

The fair value estimates for roads is based on a straight line depreciation model where a road found to be in a good condition has a fair value equivalent to its replacement value. A road that has depreciated and considered to be in a poor condition will have a lower fair value based on the depreciated amount of the wearing surface and pavement. As the wearing surface and pavement have different useful lives, the total fair value is based on the cumulative cost for each component. An example of this can be shown in the graphs below:



The total fair value of a road is equivalent the sum of the depreciation of the pavement, wearing surface and formation based on its condition and age. The annual depreciation is calculated on the amount of depreciation per year for each of the components. For accounting purposes, the depreciation will be based on a straight line depreciation, however, in practice a road does not depreciate in a straight line format.

The **remaining useful life** of a road asset is based on its condition and time from construction or reconstruction. The remaining useful life for the wearing surface and pavement needs to be determined separately as they both have different useful lives.

Residual values for both the wearing surface and the pavement is determined by calculating the difference in cost for the actual treatment of the roads such as stabilisation and resheeting less the cost of fully replacing a road pavement and surface.

**Table 2.1. Assets covered by this Plan**

Asset category	Dimension	Replacement Value (\$M)
Local Roads	2,884,498 square metres	\$170,185,360
Collector Roads	499,225 square metres	\$32,699,241
Regional Roads	390,281 square metres	\$31,378,611
Walkways	779 square metres	\$36,622
Private Roads	10,417 square metres	\$614,615
<b>TOTAL</b>	<b>3,785,200 square metres</b>	<b>\$234,914,450</b>

Key stakeholders in the preparation and implementation of this asset management plan are:

Director Operations	Preparation and direction of AMP
Manager Engineering Services	Management of works and budgets
Pavements Engineer	Development of programs and specifications for works and updating PMS system.
Civil Works Co-ordinator	Development of maintenance programs and quality of works
Pavements Co-ordinator	Supervision of construction works
Roads Supervisor	Supervision of maintenance works
Road Rating Officer	Inspection and recording of data for PMS system.

## 2.2 Goals and Objectives of Asset Management

The Council exists to provide services to its community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach,
- Developing cost-effective management strategies for the long term,

- Providing a defined level of service and monitoring performance,
- Understanding and meeting the demands of growth through demand management and infrastructure investment,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.<sup>1</sup>

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision is:

Ku-ring-gai will be a creative, vibrant place where citizens respect each other and conserve the magnificent environment and society for our children and grandchildren

Council's mission is:

Ensure its assets are sustainable and sufficient funding is provided to maintain them at a satisfactory standard.

Relevant Council goals and objectives and how these are addressed in this asset management plan are:

**Table 2.2. Council Goals and how these are addressed in this Plan**

Goal	Objective	How Goal and Objectives are addressed in IAMP
Sustainable assets	An established program that provides funding to maintain Council's assets at a sustainable standard.	Adopt an asset management plan for all Council's assets and an agreed profile in accordance with the Long Term Financial Plan.
Asset management strategy	Development of an asset management strategy that integrates into Council's Long Term Financial Plan and capital works program.	Development of program that bring Council's assets to a satisfactory standard.
Increased use of recycled materials	20% increase in the use of recycled materials compared with 2007 levels.	Increase the use of recycled materials in road construction works.

## 2.3 Plan Framework

Key elements of the plan are

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan

A road map for preparing an asset management plan is shown below.

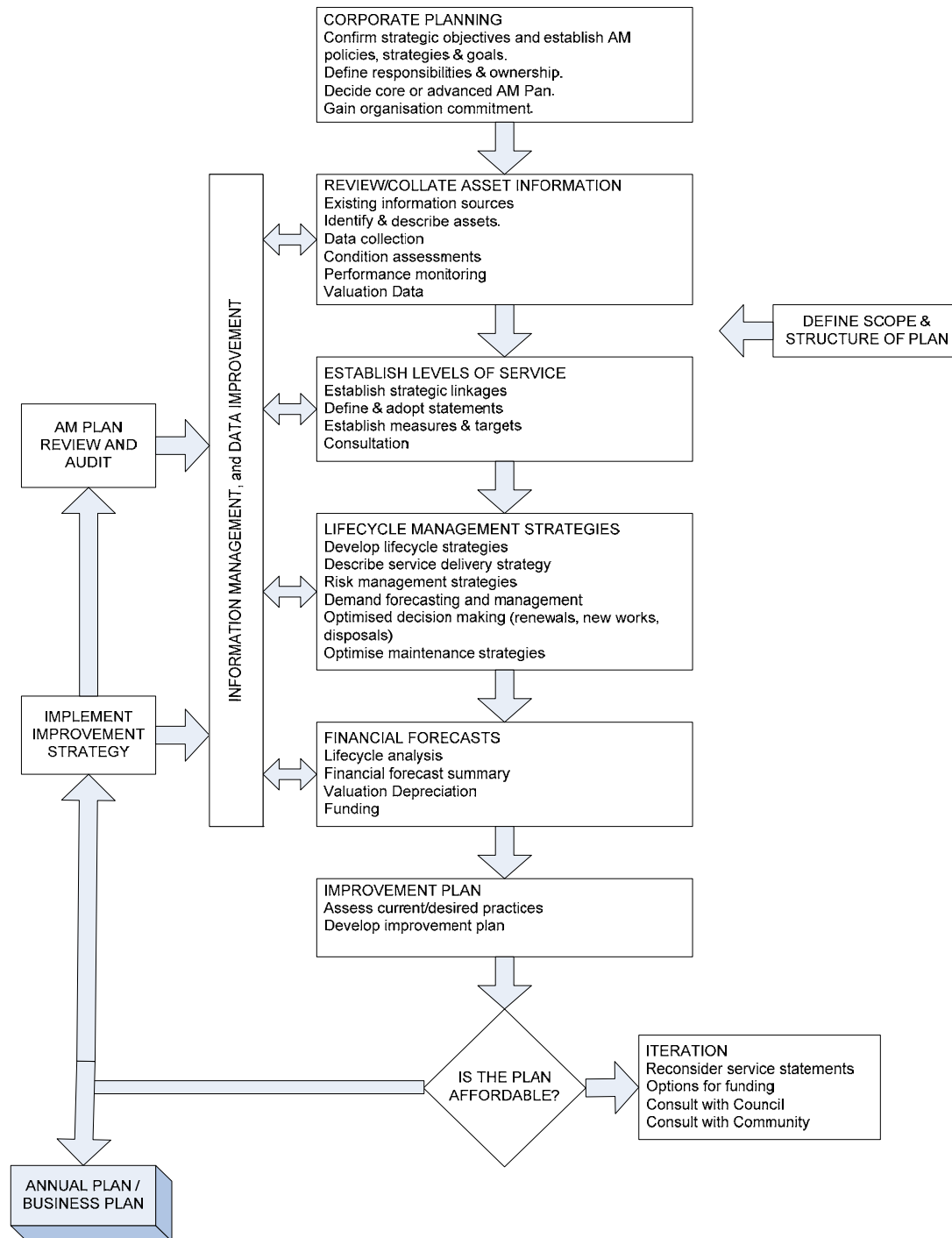
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<sup>1</sup> IIMM 2006 Sec 1.1.3, p 1.3



## Road Map for preparing an Asset Management Plan

Source: IIMM Fig 1.5.1, p 1.11



## 2.4 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will move towards 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs to meet agreed service levels.

## 3. LEVELS OF SERVICE

### 3.1 Customer Research and Expectations

Council has undertaken a number of surveys of the community with regard to roads through the customer feedback register and telephone survey polls. The last survey was done in 2008. The outcomes of these surveys are listed below:

**Table 3.1. Community Satisfaction Survey Levels**

Performance Measure	Satisfaction Level				
	Very Satisfied	Fairly Satisfied	Satisfied	Somewhat satisfied	Not satisfied
Community satisfaction with local roads	4%	15%	38%	28%	15%

Council uses this information in developing the Strategic Management Plan and in allocation of resources in the budget.

### 3.2 Legislative Requirements

Council has to meet many legislative requirements including Australian and State legislation and State regulations. These include:

**Table 3.2. Legislative Requirements**

Legislation	Requirement
Local Government Act	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery.
Roads Act	Sets out role, purpose, responsibilities and powers of local governments relating to the management and control of road assets.

### 3.3 Current Levels of Service

Council has defined service levels in two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	Smoothness of roads
Quantity	Area of roads constructed
Availability	Distance from a dwelling to a sealed road
Safety	Number of injury accidents

Council's current service levels are detailed in Table 3.3.

**Table 3.3. Current Service Levels**

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
<b>COMMUNITY LEVELS OF SERVICE</b>				
Quality	Provide a smooth riding surface	Surveys	Satisfaction ratings greater than 50%	57%
Function	Minimal delays	Customer service requests	Number of reports on traffic delays	Not recorded
Safety	Provide a safe road free of hazards	Customer service requests	Number of reports on potholes	9267 potholes repaired
<b>TECHNICAL LEVELS OF SERVICE</b>				
Condition	Carry out routine maintenance as per Council policy	See Council policy on inspections	Priority 1 – 30 days Priority 2 & 3 – 365 days  Priority 4, 5 & 6 – 1095 days  Priority 7 to 10 – As resources permit.	As per performance measure
Cost effectiveness	Carry out repairs in accordance with maintenance schedule	Completion of annual program	85% of program	85%
Efficiency	Carry out reconstruction in accordance with PMS system	Completion of 95% of annual program	12 kilometres of road reconstruction per year.	12 km
Safety	Provide clear signage and pothole repairs	Annual survey	Not specified	Not recorded

### 3.4 Desired Levels of Service

At present, indications of desired levels of service are obtained from various sources including the 2008 Customer Satisfaction survey, residents' feedback to Councillors and staff, service requests and correspondence. Council has yet to quantify all of its desired levels of service. This will be done in future revisions of this asset management plan.

## 4. FUTURE DEMAND

### 4.1 Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, environmental awareness, etc.

Demand factor trends and impacts on service delivery are summarised in Table 4.1.

**Table 4.1. Demand Factors, Projections and Impact on Services**

Demand factor	Present position	Projection	Impact on services
Population	108,135	118,000	Additional demand on roads and transport services
Demographics	32.2% born overseas	40% born overseas	Likely to have more impact on public transport.

### 4.2 Changes in Technology

Technology changes are forecast to have little effect on the delivery of services covered by this plan.

**Table 4.2. Changes in Technology and Forecast effect on Service Delivery**

Technology Change	Effect on Service Delivery
Improvements to use of recycling materials	Could result in savings in road construction costs
Asset data collection	Likely to improve asset data information

### 4.3 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this asset management plan.

**Table 4.3. Demand Management Plan Summary**

<b>Service Activity</b>	<b>Demand Management Plan</b>
Public transport	While this Council is not proposing major increases to its road network, further initiatives need to be considered to improve access to public transport. This will include further discussions and lobbying with the State Government on bus services and increased rail services.
Cycling	Further investigation is required on the provision of bike stations to allow more use and emphasis on cycling to work.

#### 4.4 New Assets from Growth

The new assets required to meet growth will be acquired from land developments and constructed by Council. Essentially there will be limited new assets from growth apart from the new link roads proposed in the town centres associated with the LEP and some minor sub-division approvals.

These future costs associated with these new roads is expected to have a minimal effect on Council's roads maintenance budget.

## 5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

### 5.1 Background Data

#### 5.1.1 Physical parameters

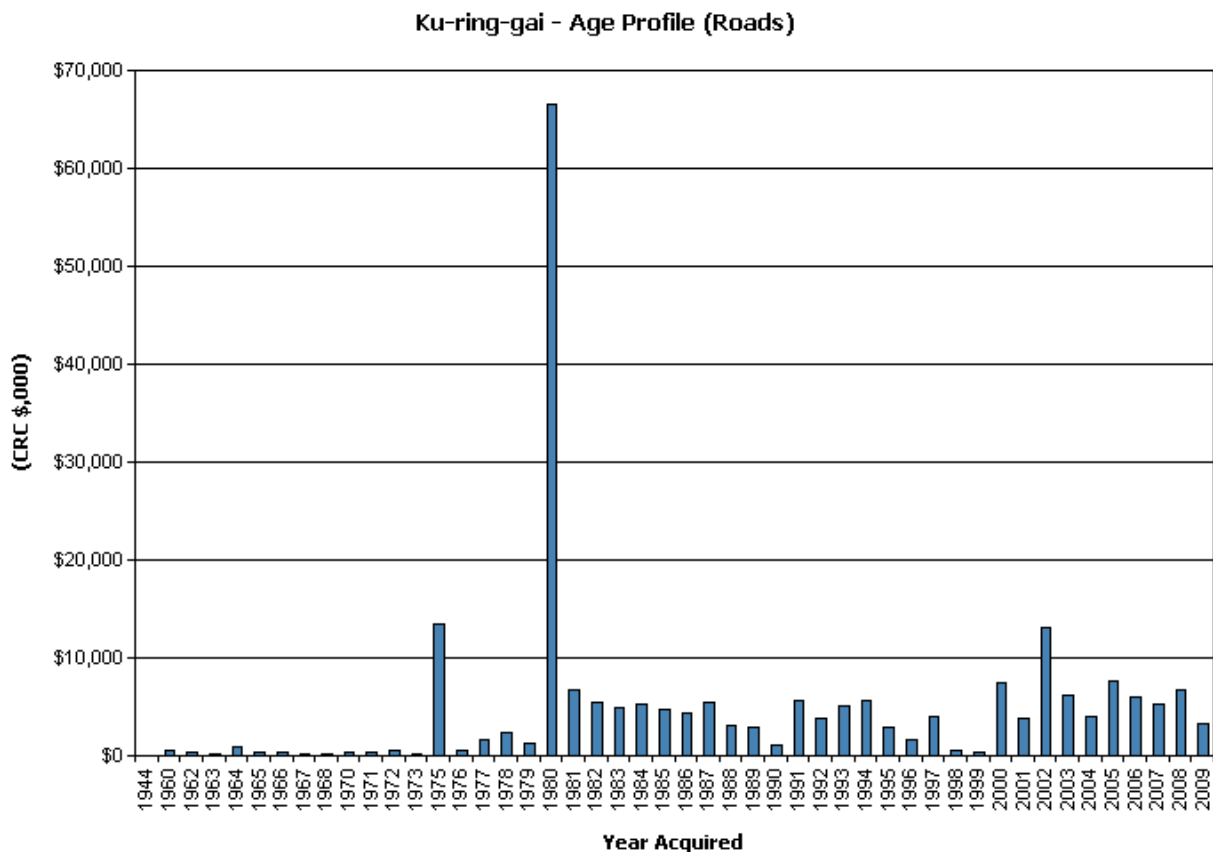
The assets covered by this asset management plan are shown below.

Local Roads	Surface, pavement and formation
Collector Roads	Surface, pavement and formation
Regional Roads	Surface, pavement and formation
Walkways	Surface, pavement and formation
Private Roads	Surface, pavement and formation

Most of Council's roads are made of flexible pavements which includes base pavement material dependent on the age of the road and asphalt surface. Council does not have any full depth concrete roads.

The age profile of Council's assets is shown below.

**Fig 2. Asset Age Profile**





### 5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available.

Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

**Table 5.1.2. Known Service Performance Deficiencies**

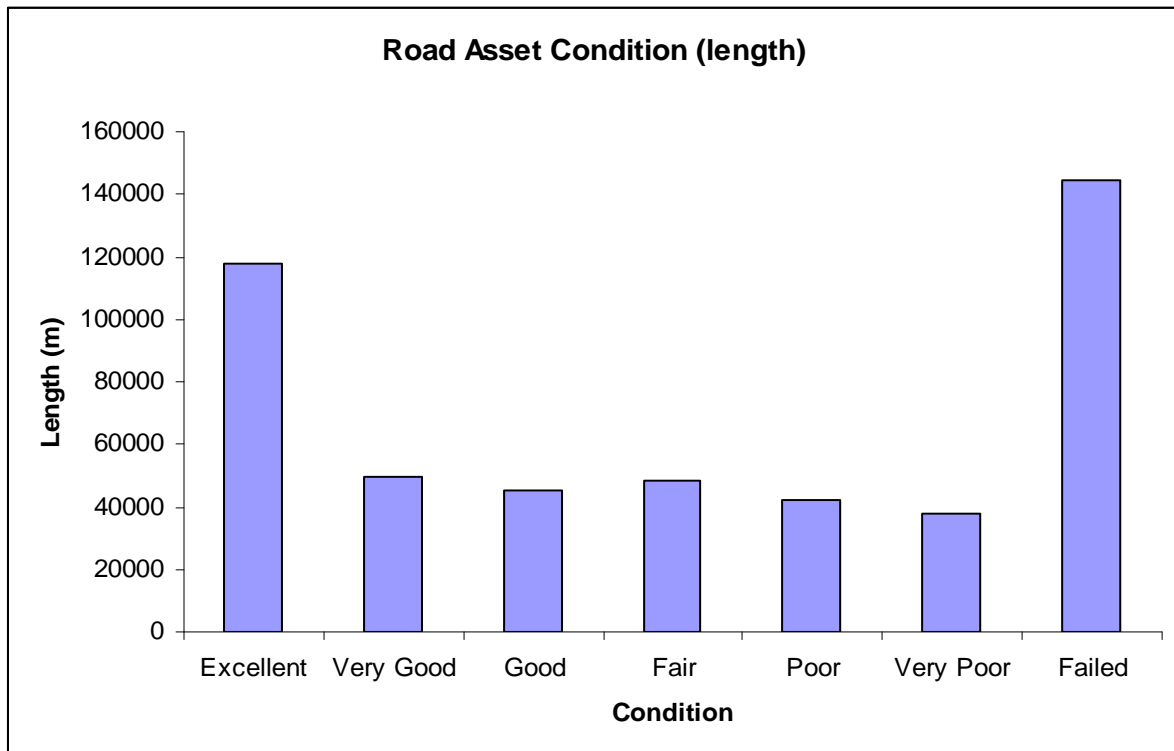
Location	Service Deficiency
Local Roads	Percentage of roads rated as failed or poor
Collector Roads	Percentage of roads rated as failed or poor
Regional Roads	Percentage of roads rated as failed or poor

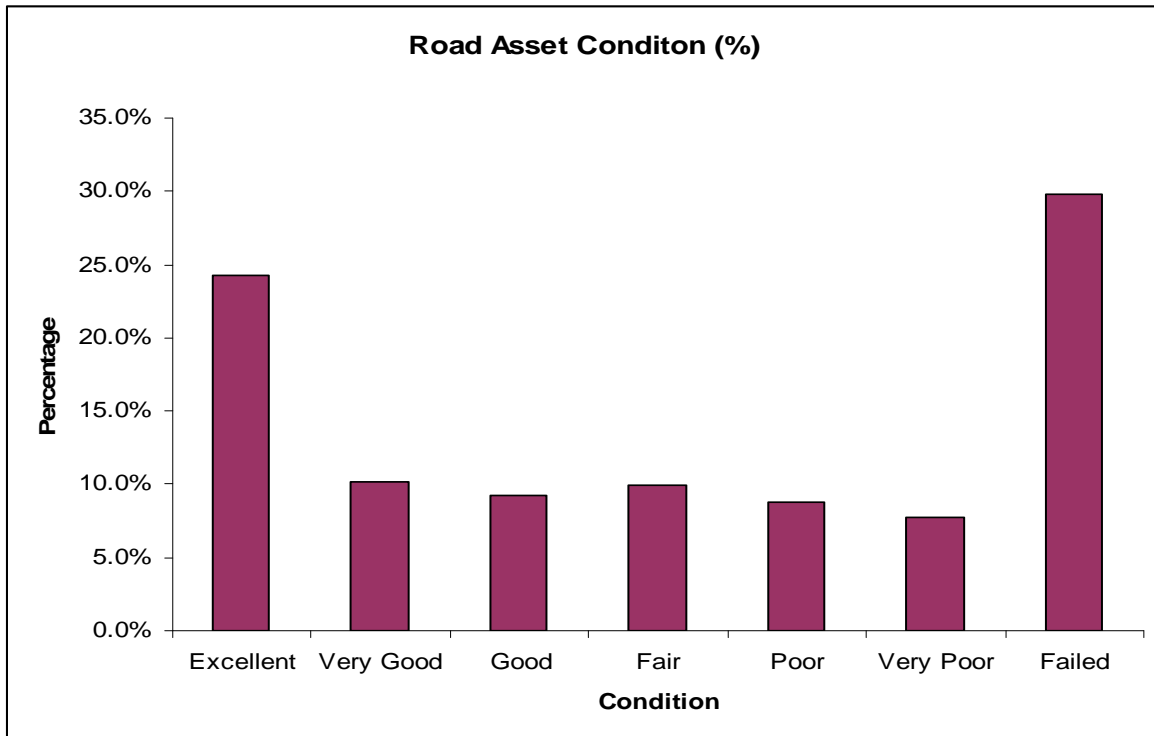
The above service deficiencies were identified from Council's Pavement Management System

### 5.1.3 Asset condition

The condition profile of Council's assets is shown below.

**Fig 3. Asset Condition Profile**





Condition is measured using a 1 – 7 rating system.<sup>2</sup>

Rating	Description of Condition
1	Excellent condition: Only planned maintenance required.
2	Very good: Minor maintenance required plus planned maintenance.
3	Good: Minimal maintenance required.
4	Fair: Reasonable condition but maintenance required
5	Poor: Significant maintenance and renewal required.
6	Very Poor: Unserviceable and upgrade required.
7	Failed: Unserviceable and significant renewal required.

#### 5.1.4 Asset valuations

The value of assets as at 30<sup>th</sup> June 2009 covered by this asset management plan is summarised below. Assets were last revalued at 30<sup>th</sup> June 2009. Assets are valued at brownfield rates ie. replacement value.

Current Replacement Cost	\$234,914,450
Fair Value (Depreciable Amount)	\$146,416,510

<sup>2</sup> IIMM 2006, Appendix B, p B:1-3 ('cyclic' modified to 'planned')

Depreciated Replacement Cost	\$88,497,940
Annual Depreciation Expense	\$5,133,260

Council's sustainability reporting reports the rate of annual asset consumption and compares this to asset renewal and asset upgrade and expansion.

Asset Consumption	2.0%
Asset renewal	1.85%
Annual Upgrade/expansion	0.2%

## 5.2 Risk Management Plan

An assessment of risks<sup>3</sup> associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

**Table 5.2. Critical Risks and Treatment Plans**

Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan
Local roads rated as poor or failed	Damage to vehicles	Low	Scheduled repairs in accordance with policy
Local roads rated as poor or failed	Injury to pedestrians	Low	Scheduled repairs in accordance with policy
Collector roads rated as poor or failed	Damage to vehicles	Medium	Scheduled repairs but more frequently carried out.
Collector roads rated as poor or failed	Injury to pedestrians	Medium	Scheduled repairs but more frequently carried out.
Regional roads rated as poor or failed	Damage to vehicles	High	More frequent repairs and planned patching.

## 5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

### 5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.

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<sup>3</sup> Risk Management Plan 2009/162222

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Cyclic maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, etc. This work generally falls below the capital/maintenance threshold.

Maintenance expenditure trends are shown in Table 5.3.1

**Table 5.3.1. Maintenance Expenditure Trends**

Year	Maintenance Expenditure		
	Reactive	Planned	Renewal
2006/07	\$511,264	\$632,010	\$5,052,800
2007/08	\$526,600	\$650,970	\$4,545,000
2008/09	\$542,400	\$670,500	\$5,853,700

Planned maintenance work is maintenance work planned following inspections whereas reactive work relates to potholes patching.

Maintenance expenditure levels are considered to be adequate OR inadequate to meet required service levels. Future revision of this asset management plan will include linking required maintenance expenditures with required service levels.

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

OR

Reactive maintenance is carried out in accordance with response levels of service detailed in Appendix A.

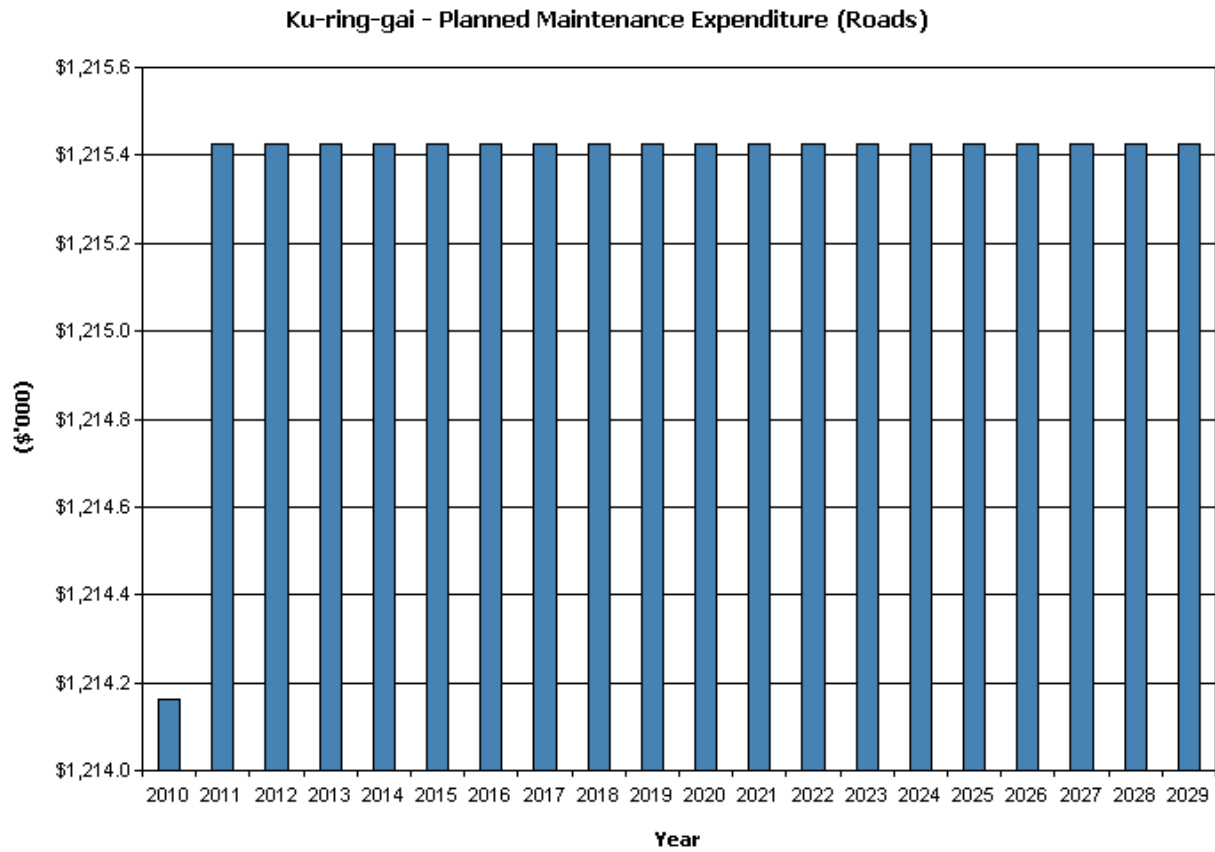
#### 5.3.2 Standards and specifications

Maintenance work is carried out in accordance with the following the Aus Spec Standards and Specifications.

#### 5.3.3 Summary of future maintenance expenditures

Future maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Fig 4. Note that all costs are shown in current 2009/10 dollar values.

**Fig 4. Planned Maintenance Expenditure**



Deferred maintenance, ie works that are identified for maintenance and unable to be funded are to be included in the risk assessment process in the infrastructure risk management plan.

Maintenance is funded from Council's operating budget and grants where available. This is further discussed in Section 6.2.

## 5.4 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

### 5.4.1 Renewal plan

Assets requiring renewal are identified from estimates of remaining life obtained from the asset register worksheets on the '*Planned Expenditure template*'. Candidate proposals are inspected to verify accuracy of remaining life estimate and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes.

The ranking of renewal projects is determined by the SMEC Pavement Management System and the future program is included in the Long Term Financial Plan.

Renewal will be undertaken using 'low-cost' renewal methods where practical. The aim of 'low-cost' renewals is to restore the service potential or future economic benefits of the asset by renewing the assets at a cost less than replacement cost.

Examples of low cost renewal include heavy patching and lime or cement stabilisation works. Stabilisation involves the mixing of either cement or lime additives to the existing pavement which is milled and mixed in to form a new pavement. On completion of the stabilisation works, a new asphalt layer is placed on the surface.

#### 5.4.2 Renewal standards

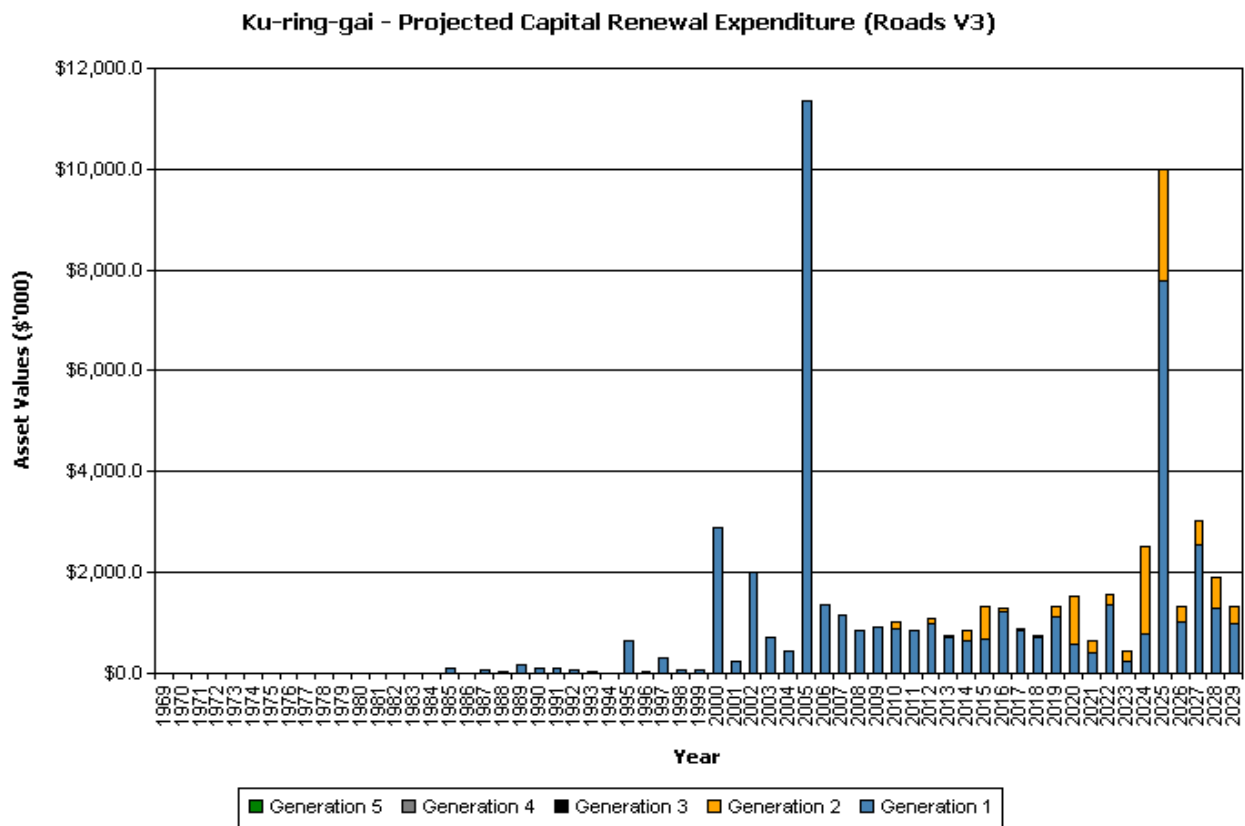
Renewal work is carried out in accordance with the Aus Spec and NSROC Standards and Specifications.

#### 5.4.3 Summary of future renewal expenditure

Projected future renewal expenditures are forecast to increase over time as the asset stock ages. The costs are summarised in Fig 5. Note that all costs are shown in current 2009/10 dollar values.

The projected capital renewal program is shown in Appendix B.

**Fig 5. Projected Capital Renewal Expenditure**



Deferred renewal, ie those assets identified for renewal and not scheduled for renewal in capital works programs are to be included in the risk assessment process in the risk management plan.

Renewals are to be funded from Council's capital works program and grants where available. This is further discussed in Section 6.2.



## 5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4.

### 5.5.1 Selection criteria

New assets and upgrade/expansion of existing assets are mainly associated with new developments such as sub divisions. New link roads are planned in the town centres associated with the development contributions plan..

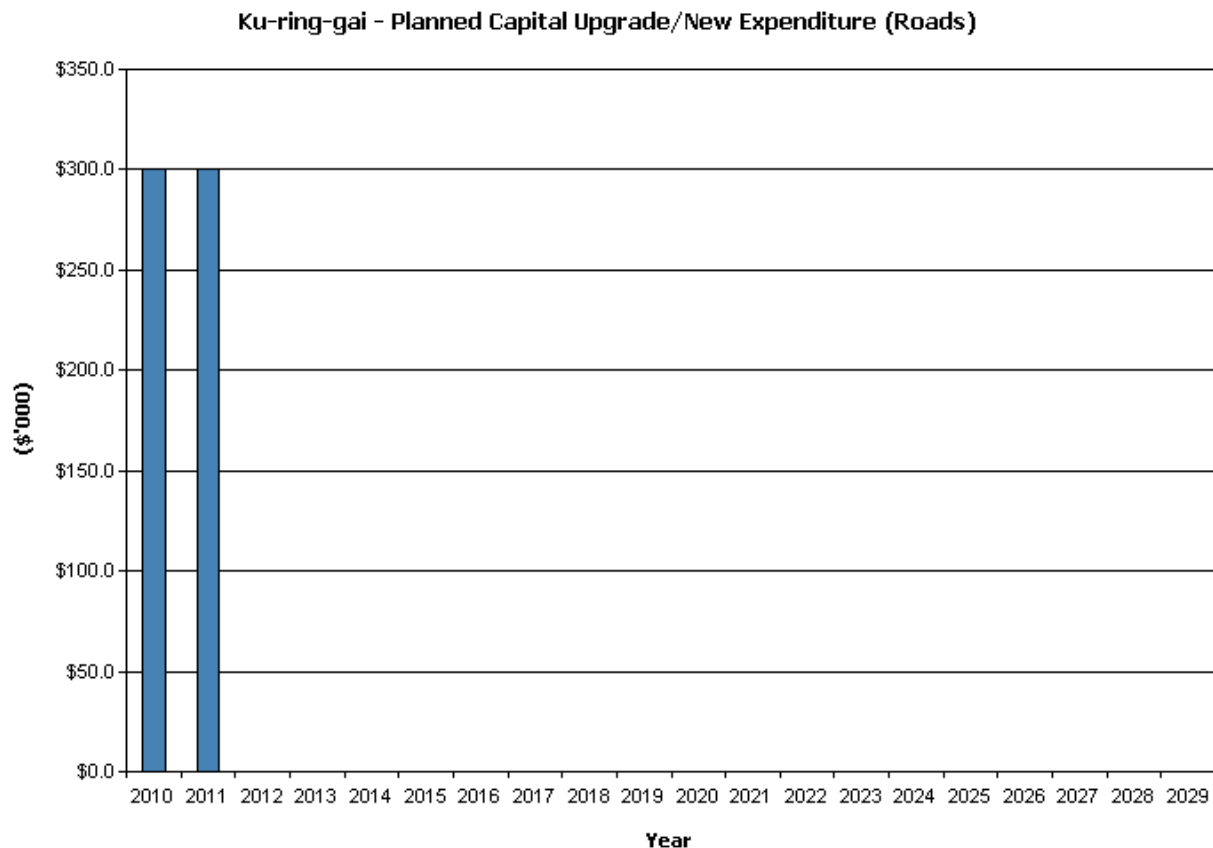
### 5.5.2 Standards and specifications

Standards and specifications for new assets and for upgrade/expansion of existing assets are the same as those for renewal shown in Section 5.4.2.

### 5.5.3 Summary of future upgrade/new assets expenditure

Planned upgrade/new asset expenditures are summarised in Fig 6. The planned upgrade/new capital works program include the new sub division at the St Columbans site and the widening of Burns Road at the intersection of Bobbin Head Road associated with the traffic signal upgrade. All costs are shown in current 2009/10 dollar values.

**Fig 6. Planned Capital Upgrade/New Asset Expenditure**



New assets and services are to be funded from Council's capital works program and grants where available. This is further discussed in Section 6.2.

## 5.6 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. Assets identified for possible decommissioning and disposal are shown in Table 5.6. These assets will be further reinvestigated to determine the required levels of service and see what options are available for alternate service delivery, if any.

***Table 5.6 Assets identified for Disposal***

Asset	Reason for Disposal	Timing	Cashflow from disposal
Balfour Lane	Incorporated in development	2011/12	TBD

Where cashflow projections from asset disposals are not available, these will be developed in future revisions of this asset management plan.

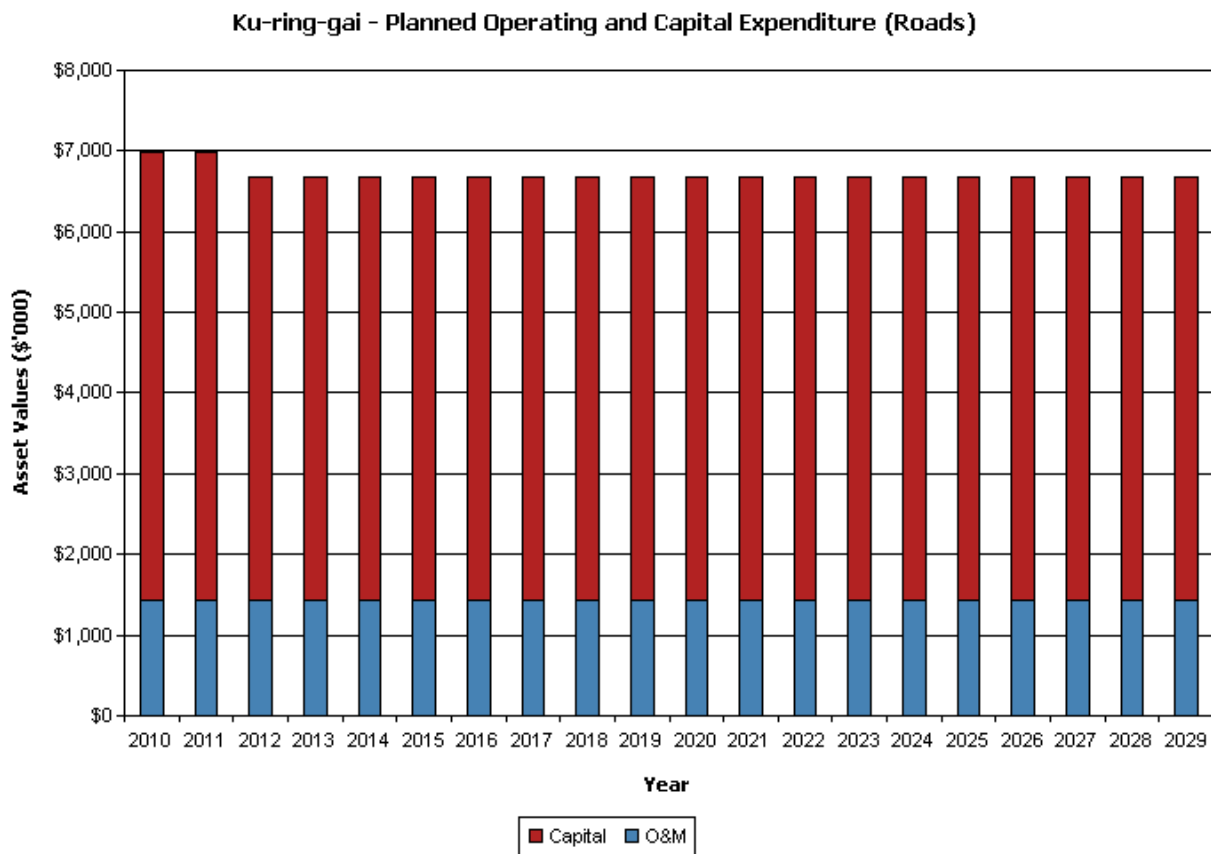
## 6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

### 6.1 Financial Statements and Projections

The financial projections are shown in Fig 7 for planned operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets).

**Fig 7. Planned Operating and Capital Expenditure**



Note that all costs are shown in current 2009/10 dollar values.

#### 6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium term costs over the 10 year financial planning period.

##### Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is 20 years.

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is \$5.421 million per annum.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets they are consuming each year. The purpose of this road asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long term financial plans to provide the service in a sustainable manner.

The life cycle gap for services covered by this asset management plan is \$0 per annum. The life cycle sustainability index is 1 because Council has allocated sufficient funds in its long term financial plan for both renewal and maintenance.

#### Medium term – 10 year financial planning period

This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 20 year period for input into a 10 year financial plan and funding plan to provide the service in a sustainable manner.

This may be compared to existing or planned expenditures in the 20 year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

Fig 8 shows the projected asset renewals in the 20 year planning period from the asset register. The projected asset renewals are compared to planned renewal expenditure in the capital works program and capital renewal expenditure in year 1 of the planning period as shown in Fig 8. Table 6.1.1 shows the annual and cumulative funding gap between projected and planned renewals.

**Fig 8. Projected and Planned Renewals and Current Renewal Expenditure**

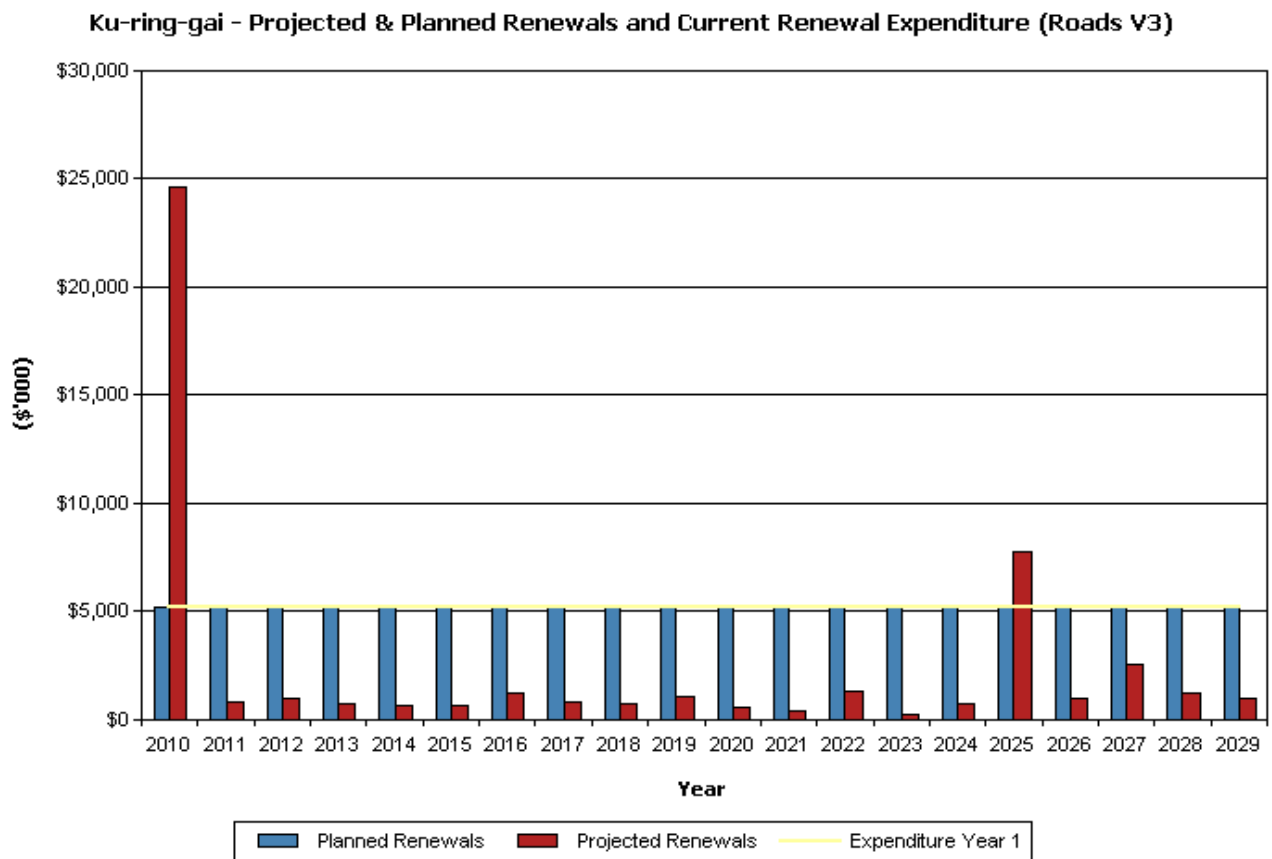


Table 6.1.1 shows the gap between projected and planned renewals.

**Table 6.1.1 Projected and Planned Renewals and Expenditure Gap**

Year End Jun- 30	Total	Total	Projected	Planned	Planned	Planned	Shortfall in	Cumulative
	Operation s	Maintenan ce	Capital	Capital	Disposals	Capital	Renewal Expenditure (Projected - Planned)	Renewal
	Expenditu re	Expenditu re	Renewal	Upgrade /New	(\$'000)	Renewal		Funding
	(\$'000)	(\$'000)	Expenditu re (\$'000)	Expendit ure (\$'000)		Expenditure (\$'000)	(\$'000)	Shortfall (\$'000)
2010	\$225.23	\$1,214.16	\$24,625.59	\$300.00	\$0.00	\$5,241.50	\$19,384.09	\$19,384.09
2011	\$225.47	\$1,215.43	\$842.80	\$300.00	\$0.00	\$5,241.50	-\$4,398.70	\$14,985.39
2012	\$225.47	\$1,215.43	\$997.92	\$0.00	\$0.00	\$5,241.50	-\$4,243.58	\$10,741.81
2013	\$225.47	\$1,215.43	\$721.73	\$0.00	\$0.00	\$5,241.50	-\$4,519.77	\$6,222.04
2014	\$225.47	\$1,215.43	\$635.64	\$0.00	\$0.00	\$5,241.50	-\$4,605.86	\$1,616.18
2015	\$225.47	\$1,215.43	\$670.80	\$0.00	\$0.00	\$5,241.50	-\$4,570.70	-\$2,954.52
2016	\$225.47	\$1,215.43	\$1,225.66	\$0.00	\$0.00	\$5,241.50	-\$4,015.84	-\$6,970.36
2017	\$225.47	\$1,215.43	\$862.48	\$0.00	\$0.00	\$5,241.50	-\$4,379.02	-\$11,349.38
2018	\$225.47	\$1,215.43	\$707.10	\$0.00	\$0.00	\$5,241.50	-\$4,534.40	-\$15,883.78
2019	\$225.47	\$1,215.43	\$1,115.02	\$0.00	\$0.00	\$5,241.50	-\$4,126.48	-\$20,010.26
2020	\$225.47	\$1,215.43	\$590.39	\$0.00	\$0.00	\$5,241.50	-\$4,651.11	-\$24,661.37
2021	\$225.47	\$1,215.43	\$421.69	\$0.00	\$0.00	\$5,241.50	-\$4,819.81	-\$29,481.18
2022	\$225.47	\$1,215.43	\$1,347.51	\$0.00	\$0.00	\$5,241.50	-\$3,893.99	-\$33,375.16
2023	\$225.47	\$1,215.43	\$225.68	\$0.00	\$0.00	\$5,241.50	-\$5,015.82	-\$38,390.98
2024	\$225.47	\$1,215.43	\$773.46	\$0.00	\$0.00	\$5,241.50	-\$4,468.04	-\$42,859.02
2025	\$225.47	\$1,215.43	\$7,775.48	\$0.00	\$0.00	\$5,241.50	\$2,533.98	-\$40,325.03
2026	\$225.47	\$1,215.43	\$1,024.61	\$0.00	\$0.00	\$5,241.50	-\$4,216.89	-\$44,541.92
2027	\$225.47	\$1,215.43	\$2,554.24	\$0.00	\$0.00	\$5,241.50	-\$2,687.26	-\$47,229.18
2028	\$225.47	\$1,215.43	\$1,280.43	\$0.00	\$0.00	\$5,241.50	-\$3,961.07	-\$51,190.25
2029	\$225.47	\$1,215.43	\$992.65	\$0.00	\$0.00	\$5,241.50	-\$4,248.85	-\$55,439.10

While the above table shows a significant gap in the year 2010, this is based on the age of the pavements in a number of areas and the fact that there are a lot of roads rated as poor and failed. While it would be desirable to fix all these roads up in one year it is not practical for both resources and funding to do it in one year.

Providing services in a sustainable manner will require matching of projected asset renewals to meet agreed service levels with planned capital works programs and available revenue.

A gap between projected asset renewals, planned asset renewals and funding indicates that further work is required to manage required service levels and funding to eliminate any funding gap.

Council will manage the 'gap' by developing this asset management plan to provide guidance on future service levels and resources required to provide these services, and provided that Council maintains the funding levels as shown in the Long Term Financial Plan, then the gap of good roads to poor roads will significantly reduce over the next 20 years.

Council's long term financial plan covers the first 10 years of the 20 year planning period. The total maintenance and capital renewal expenditure required over the 10 years is \$5.24 million.

## 6.2 Funding Strategy

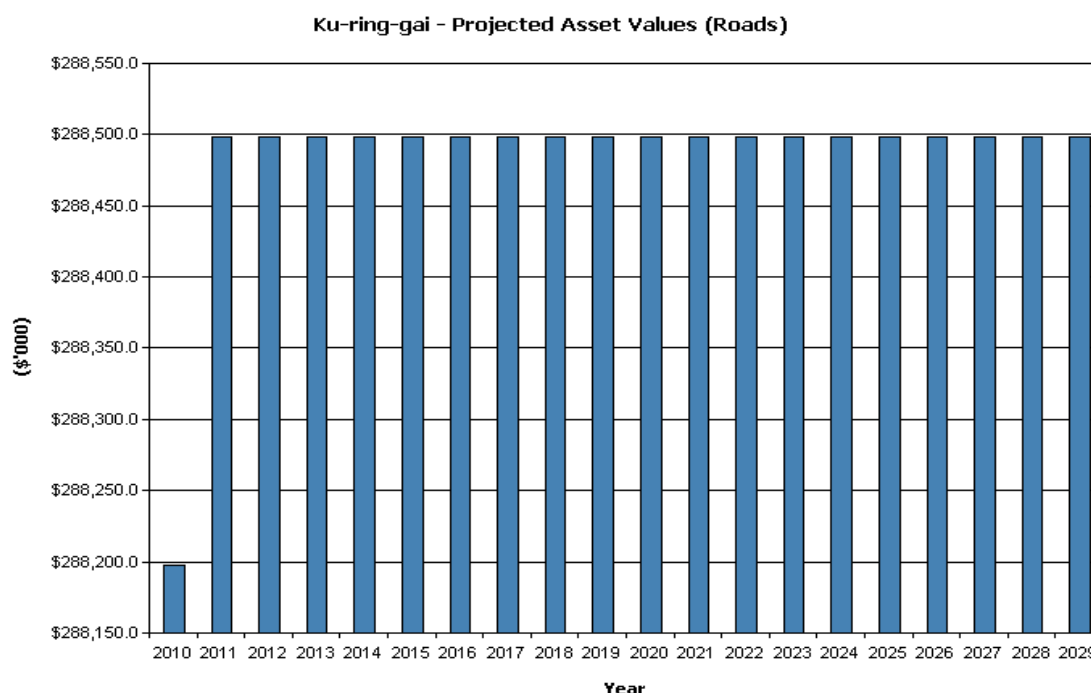
Projected expenditure identified in Section 6.1 is to be funded from Council's operating and capital budgets. The funding strategy is detailed in the Council's 10 year long term financial plan.

Achieving the financial strategy will require Council to maintain its current level of funding over the next 20 years provided the amounts are indexed with the relevant CPI indices.

## 6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council. Fig 9 shows the projected replacement cost asset values over the planning period in current 2009 dollar values.

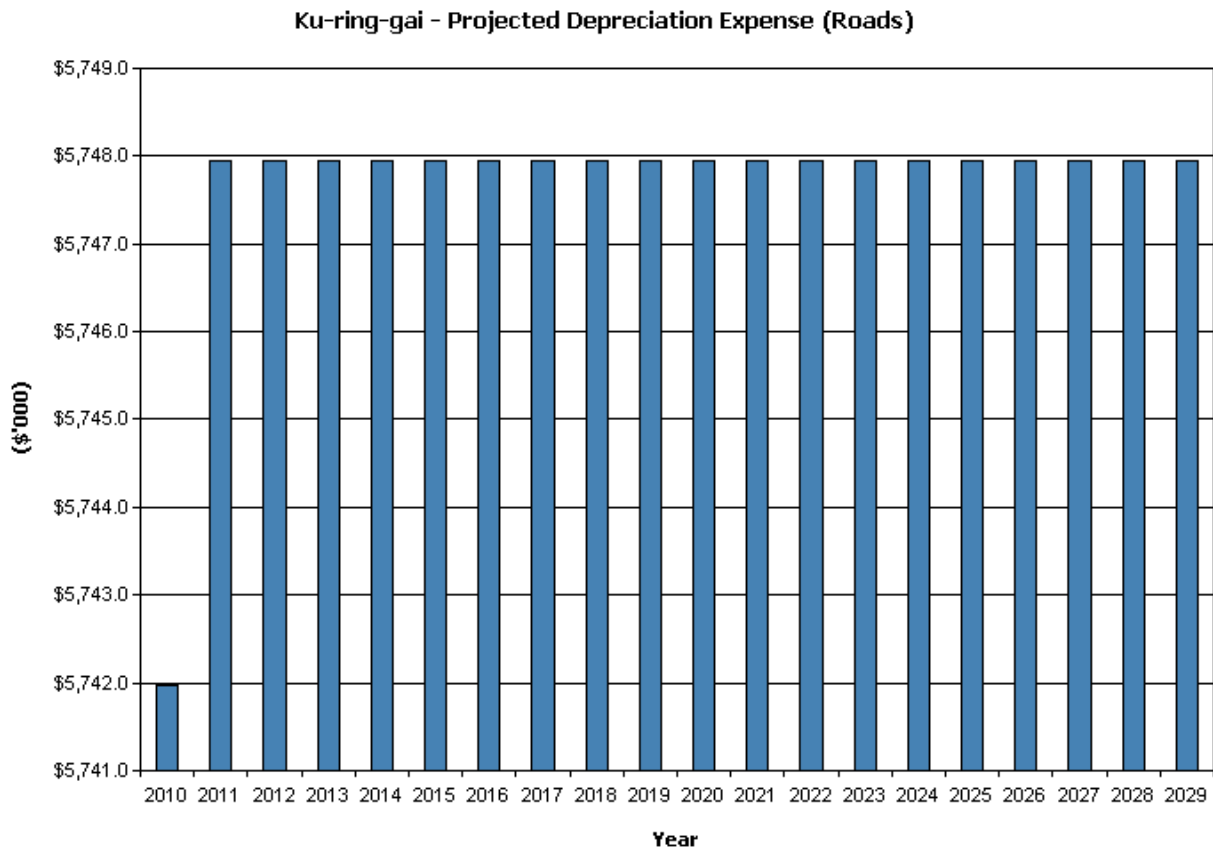
**Fig 9. Projected Asset Values**





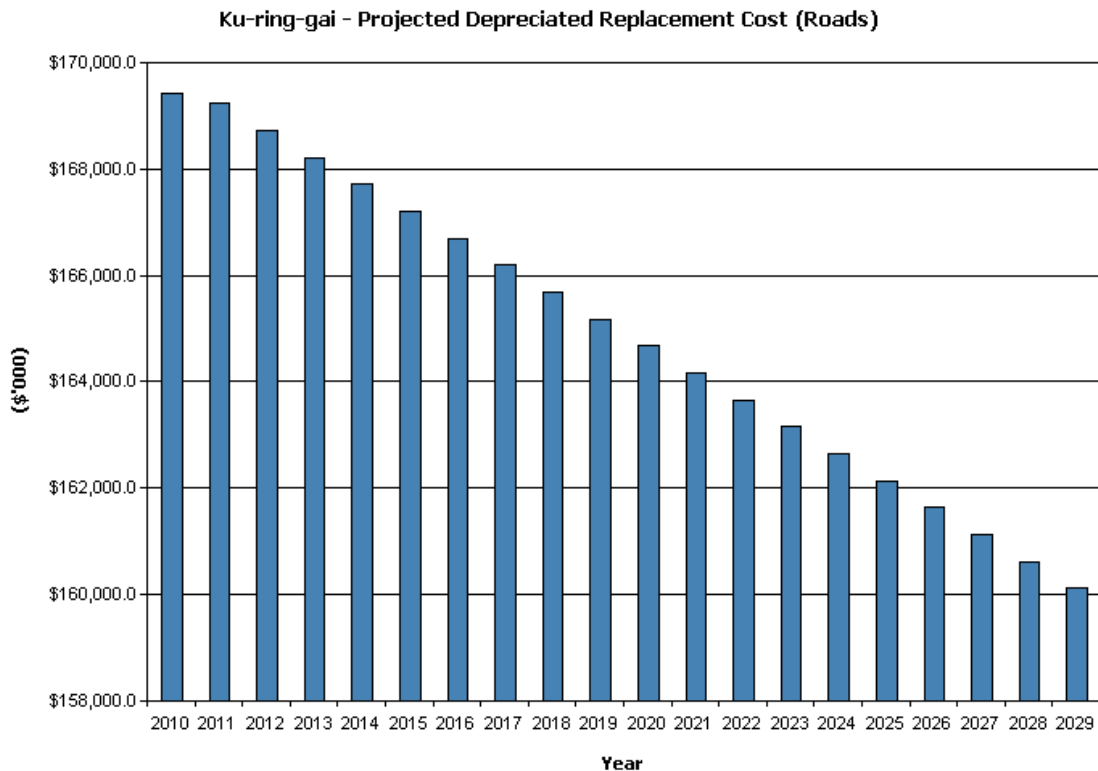
Depreciation expense values are forecast in line with asset values as shown in Fig 10.

**Fig 10. Projected Depreciation Expense**



The depreciated replacement cost (current replacement cost less accumulated depreciation) will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets. Forecast of the assets' depreciated replacement cost is shown in Fig 11.

**Fig 11. Projected Depreciated Replacement Cost**



#### 6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- That Council continues to provide the same level of funding.
- That the infrastructure levy continues beyond 2013.
- That the assumptions used by the Pavement Management System are consistent with reality.
- That the pavements do not deteriorate faster than predicted due to increased construction activity.

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- A review of assumptions with the PMS system.
- A review of pavement useful lives
- More accurate unit costs become available.
- Better construction techniques are employed.

## 7. ASSET MANAGEMENT PRACTICES

### 7.1 Accounting/Financial Systems

Tech One financial systems for recording of actual costs against assets.

Both Operations and Corporate staff are responsible for recording and allocating costs against assets.

Compliance with International Accounting Standards.

Continued allocation for both renewal and maintenance until roads are in good condition.

### 7.2 Asset Management Systems

The Pavement Management System will be used to determine the rolling works programs.

When the Asset Management System has been developed, both the PMS and the Asset system will need to be linked.

Operations staff will be responsible for the maintenance of data and recording of costs against assets.

### 7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets.

### 7.4 Standards and Guidelines

This plan is developed in accordance with Council's Asset Management Policy.

## 8. PLAN IMPROVEMENT AND MONITORING

### 8.1 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cashflows identified in this asset management plan are incorporated into council's long term financial plan and Strategic Management Plan;
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan;

### 8.2 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown in Table 8.2.

**Table 8.2      *Improvement Plan***

<b>Task No</b>	<b>Task</b>	<b>Responsibility</b>	<b>Resources Required</b>	<b>Timeline</b>
1.	Review of pavement condition assumptions	CWC	SMEC	June 10
2.	Review of useful life	PE	SMEC	Sep 10
3.	Review of remaining useful lives	PE	SMEC	Sep 10
4.	Update of data based on completed works	PE	None	Aug 10
5.				
6.				
7.				
8.				
9.				
10.				

### 8.3 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

## 9. CONCLUSION

From the calculation of the fair value for roads, the following table provides a summary of the condition of Council's roads as at 30 June 2009:

Road Condition	Replacement Cost \$	Fair Value \$
Excellent	56840699	53824783
Very Good	25836458	21716204
Good	22428827	16468390
Fair	24295118	15240421
Poor	21516089	11212901
Very Poor	17987678	7485309
Failed	66009581	20468502
<b>Total</b>	<b>234914450</b>	<b>146416510</b>

The cost to bring Council's roads to a satisfactory standard is based on roads rated at a condition less than fair and is the difference between the replacement cost and the fair value for these roads.

Road Condition	Replacement Cost \$	Fair Value \$
Poor	21516089	11212901
Very Poor	17987678	7485309
Failed	66009581	20468502
<b>Total</b>	<b>105513348</b>	<b>39166712</b>

Therefore the cost to bring Council's roads to a satisfactory standard is **\$66,346,636**

For the long term financial plan the annual depreciation amount for the rate of consumption of Council's roads is \$5.133 million,.

**Consequently, over the next 15 years, Council must allocate more than \$5.2 million to its road renewal program in order to keep Council's roads at a satisfactory level. This amount is consistent with Council's current annual allocation for roads in accordance with its 20 year long term financial model.**

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## **APPENDICES**

Appendix A Long Term Financial Plan Funding for Roads

Appendix B Capital Works Program for Roads

Appendix C SMEC Prediction Model

Appendix D Fair Value Calculations for Roads

Appendix E Asset Management and Road Maintenance Policies.

Appendix F Risk Management Plan and Template for Roads



This report includes 2,929 sections representing a total length of 480.61 Kms as defined in the sub network table.

Pavement Asset Valuation Report - Detailed																								
Date of Valuation	30/06/2009																							
Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life - Surface	Residual value - Surface	Useful life - Pavement	Remaining Useful Life - Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
10	1	ABINGDON ROAD	ROSEVILLE	Local	119	Rejuvenation	1998	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,891.10	19,646.90	1376.29
10	2	ABINGDON ROAD	ROSEVILLE	Local	231	Rejuvenation	1998	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	111,894.09	34,408.11	2410.34
10	3	ABINGDON ROAD	ROSEVILLE	Local	207	Spray Seal	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	89,154.90	84,405.73	1920.51
10	4	ABINGDON ROAD	ROSEVILLE	Local	237	Spray Seal	2001	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	111,864.00	93,987.43	2409.69
10	5	ABINGDON ROAD	ROSEVILLE	Local	131	Spray Seal	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,150.70	60,733.47	1381.89
15	1	ACACIA CLOSE	TURRAMURRA	Local	93	Spray Seal	1944	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	29,465.19	15,339.02	634.72
20	1	ACRON ROAD	ST IVES	Collector	175	Spray Seal	1986	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	81,613.00	26,655.50	1822.97
20	2	ACRON ROAD	ST IVES	Collector	160	Spray Seal	1986	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	69,587.20	22,727.77	1554.35
20	3	ACRON ROAD	ST IVES	Collector	309	Spray Seal	1986	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	197,537.52	64,517.43	4412.35
20	4	ACRON ROAD	ST IVES	Local	215	Spray Seal	1986	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	105,285.50	77,243.36	2267.98
20	5	ACRON ROAD	ST IVES	Local	238	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	106,859.62	101,167.34	2301.89
25	1	ADA AVENUE	WAHROONGA	Collector	261	AC Overlay	2002	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	158,988.15	134,281.70	3551.28
25	2	ADA AVENUE	WAHROONGA	Collector	265	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	161,424.75	153,063.05	3605.71
25	3	ADA AVENUE	WAHROONGA	Collector	126	AC Overlay	2002	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	75,102.30	63,431.55	1677.54
25	4	ADA AVENUE	WAHROONGA	Collector	250	AC Overlay	2002	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	149,012.50	125,856.25	3328.46
30	1	ADA AVENUE SOUTH	WAHROONGA	Local	204	Spray Seal	1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	90,270.00	27,758.57	1944.53
30	2	ADA AVENUE SOUTH	WAHROONGA	Local	194	Spray Seal	1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	91,568.00	57,424.00	1972.49
35	1	ADAIR PLACE	EAST KILLARA	Local	82	Spray Seal	1993	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	38,994.28	24,454.04	839.99
40	1	ADAMS AVENUE	TURRAMURRA	Local	213	Rejuvenation	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	95,509.20	29,369.66	2057.39
40	2	ADAMS AVENUE	TURRAMURRA	Local	246	AC Overlay	1986	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	108,274.44	67,900.92	2332.37
45	1	ADDISON AVENUE	ROSEVILLE	Local	207	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	135,564.30	128,342.96	2920.22
45	2	ADDISON AVENUE	ROSEVILLE	Local	210	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	137,529.00	130,203.00	2962.55
45	3	ADDISON AVENUE	ROSEVILLE	Local	175	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	120,802.50	114,367.50	2602.24
45	4	ADDISON AVENUE	ROSEVILLE	Local	160	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	110,448.00	104,564.57	2379.19
50	1	ADELAIDE AVENUE	EAST LINDFIELD	Local	178	Reconstruction	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	95,568.20	90,477.40	2058.66
50	2	ADELAIDE AVENUE	EAST LINDFIELD	Local	184	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	98,789.60	93,527.20	2128.05
60	1	ADELONG PLACE	WAHROONGA	Local	95	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	40,916.50	25,659.50	881.39
65	1	AILS CLOSE	EAST LINDFIELD	Local	185	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	84,918.70	53,254.10	1829.25
70	1	AINSLIE CLOSE	ST IVES CHASE	Local	50	AC Overlay	1989	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	25,458.50	18,677.79	548.41
75	1	ALANA PLACE	ST IVES CHASE	Local	79	Slurry seal	1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,008.34	11,380.29	797.21
80	1	ALBANY CRESCENT	EAST KILLARA	Local	252	Rejuvenation	1987	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	108,536.40	91,191.60	2338.01
80	2	ALBANY CRESCENT	EAST KILLARA	Local	213	Rejuvenation	1987	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	91,739.10	77,078.61	1976.17
85	1	ALBERT DRIVE	KILLARA	Local	206	Spray Seal	1977	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	77,785.60	32,206.63	1675.60
85	2	ALBERT DRIVE	KILLARA	Local	208	Spray Seal	1977	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	78,540.80	32,519.31	1691.87
85	3	ALBERT DRIVE	KILLARA	Local	204	Spray Seal	1977	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	77,030.40	56,513.83	1659.33
85	4	ALBERT DRIVE	KILLARA	Local	205	Spray Seal	1977	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	77,408.00	32,050.29	1667.46
85	5	ALBERT DRIVE	KILLARA	Local	196	Spray Seal	1977	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,492.08	25,674.32	1798.52
90	1	ALBION AVENUE	PYMBLE	Local	182	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	77,528.36	73,398.52	1670.06
93	1	ALDER DRIVE	ST IVES	Private	134	AC Overlay	1980	Failed	0.5	30	2.1	4	70	5.0	10	100	100	0	16	42	15	45,064.20	13,857.51	860.43
95	1	ALETA CLOSE	WAHROONGA	Local	73	Spray Seal	1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	22,611.75	6,953.25	487.09
100	1	ALEXANDER PARADE	ROSEVILLE	Local	145	Spray Seal	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	65,018.00	26,920.29	1400.57
100	2	ALEXANDER PARADE	ROSEVILLE	Local	160	Spray Seal	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	63,814.40	26,421.94	1374.64
105	1	ALFRED PLACE	SOUTH TURRAMURRA	Local	81	Slurry seal	1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,724.26	13,137.97	920.33
115	1	ALICE STREET	TURRAMURRA	Local	193	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	62,856.24	59,507.97	1354.00
115	2	ALICE STREET	TURRAMURRA	Local	180	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	65,844.00		

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
165	2	ALLARD AVENUE	ROSEVILLE CHASE	Local	200	Spray Seal	1996	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	74,576.00	46,768.00	1606.46
165	3	ALLARD AVENUE	ROSEVILLE CHASE	Local	140	Spray Seal	1996	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	42,952.00	26,936.00	925.24
170	1	ALLAWAH ROAD	PYMBLE	Local	129	Spray Seal	1986	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	52,515.90	21,743.87	1131.26
170	2	ALLAWAH ROAD	PYMBLE	Local	102	AC Overlay	2002	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	44,473.02	18,413.77	958.00
175	1	ALMA STREET	PYMBLE	Local	162	AC Overlay	2000	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	49,701.60	20,578.63	1070.63
175	2	ALMA STREET	PYMBLE	Local	109	AC Overlay	2000	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	33,441.20	20,971.60	720.37
175	3	ALMA STREET	PYMBLE	Local	170	AC Overlay	2000	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	52,156.00	16,038.29	1123.51
180	1	ALSTON WAY	ROSEVILLE	Local	128	Spray Seal	1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	27,187.20	8,360.23	585.65
185	1	ALVONA AVENUE	ST IVES	Local	218	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	91,577.44	86,699.22	1972.69
185	2	ALVONA AVENUE	ST IVES	Local	105	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	45,223.50	42,814.50	974.17
185	3	ALVONA AVENUE	ST IVES	Local	212	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	91,308.40	86,444.51	1966.90
185	4	ALVONA AVENUE	ST IVES	Local	67	Spray Seal	1982	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	31,149.64	16,215.91	671.00
185	5	ALVONA AVENUE	ST IVES	Local	173	Spray Seal	1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,697.40	25,737.46	1802.95
185	6	ALVONA AVENUE	ST IVES	Local	208	Spray Seal	1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	107,625.44	90,426.22	2318.39
190	1	AMARNA PARADE	ROSEVILLE	Local	228	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	68,874.24	65,205.39	1483.64
190	2	AMARNA PARADE	ROSEVILLE	Local	149	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	44,130.82	37,078.44	950.63
195	1	AMAROO AVENUE	WAHROONGA	Local	162	Spray Seal	1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	79,331.40	24,394.89	1708.90
195	2	AMAROO AVENUE	WAHROONGA	Local	177	Spray Seal	1992	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	86,676.90	35,888.01	1867.13
200	1	AMESBURY AVENUE	ST IVES	Local	132	Spray Seal	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,852.40	53,823.94	1224.67
205	1	AMINYA PLACE	ST IVES	Local	123	Spray Seal	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	66,474.12	41,687.16	1431.94
210	1	ANATOL PLACE	PYMBLE	Local	108	Spray Seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	50,211.36	15,440.30	1081.62
220	1	ANCONA ROAD	TURRAMURRA	Local	225	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	76,331.25	72,635.18	1644.27
220	2	ANCONA ROAD	TURRAMURRA	Local	105	Spray Seal	1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,285.45	13,925.55	975.50
225	1	ANDERSON AVENUE	SOUTH TURRAMURRA	Local	110	Slurry seal	1988	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	55,229.90	40,519.76	1189.72
230	1	ANDREW AVENUE	WEST PYMBLE	Local	160	Mill & Resheet	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	69,856.00	66,134.86	1504.79
230	2	ANDREW AVENUE	WEST PYMBLE	Local	168	Mill & Resheet	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,348.80	69,441.60	1580.02
235	1	ANEMBO CRESCENT	KILLARA	Local	179	Spray Seal	1996	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	76,461.64	31,658.45	1647.08
240	1	ANNABELLE PLACE	PYMBLE	Local	114	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,278.82	51,387.45	1169.23
250	1	ANNE PLACE	WAHROONGA	Local	148	AC Overlay	1979	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	71,777.04	60,306.62	1546.17
245	1	ANNE MARIE CLOSE	ST IVES	Local	52	AC Overlay	1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	22,089.60	18,559.54	475.84
255	1	ANTHONY CLOSE	ST IVES	Local	53	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	27,830.30	17,452.90	599.50
260	1	ANTOINETTE CLOSE	WARRAWEE	Local	147	Cold Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,052.71	19,389.09	1358.23
265	1	APLIN CLOSE	ST IVES CHASE	Local	48	Rejuvenation	1981	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	27,725.28	20,340.82	597.24
270	1	APOLLO AVENUE	WEST PYMBLE	Local	101	AC Overlay	1982	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	46,837.74	34,362.80	1008.94
275	1	APPS AVENUE	NORTH TURRAMURRA	Local	158	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,593.00	57,365.29	1305.25
275	2	APPS AVENUE	NORTH TURRAMURRA	Local	155	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	59,442.50	56,276.07	1280.47
275	3	APPS AVENUE	NORTH TURRAMURRA	Local	165	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,277.50	59,906.79	1363.08
280	1	ARCHBOLD ROAD	EAST LINDFIELD	Regional	149	Mill & Resheet	1998	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	142,557.24	119,608.26	3290.87
280	2	ARCHBOLD ROAD	EAST LINDFIELD	Regional	157	Mill & Resheet	2000	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	150,211.32	126,030.18	3467.56
280	3	ARCHBOLD ROAD	EAST LINDFIELD	Regional	291	Mill & Resheet	2001	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	278,417.16	233,597.34	6427.14
280	4	ARCHBOLD ROAD	ROSEVILLE	Regional	296	Mill & Resheet	2001	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	283,200.96	237,611.04	6537.57
280	5	ARCHBOLD ROAD	ROSEVILLE	Regional	152	Reconstruction	2002	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	145,427.52	122,016.48	3357.13
280	6	ARCHBOLD ROAD	ROSEVILLE	Regional	171	Reconstruction	2002	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	164,980.80	156,127.89	3808.51
280	7	ARCHBOLD ROAD	ROSEVILLE	Regional	210	Mill & Resheet	2000	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	202,608.00	191,736.00	4677.12
280	8	ARCHBOLD ROAD	ROSEVILLE	Regional	193	Mill & Resheet	2000	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	186,206.40	176,214.51	4298.50
280	9	ARCHBOLD ROAD	ROSEVILLE	Regional	134	AC Overlay	2002	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	172,377.60	144,628.11	3979.26
285	1	ARDEN ROAD	PYMBLE	Local	148	Spray Seal	1986	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	65,490.00	34,092.86	1410.74
290	1	ARILLA ROAD	PYMBLE	Local	169	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	84,753.50	44,121.07	1825.70
295	1	ARNOLD STREET	KILLARA	Local	202	Spray Seal	1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	108,453.80	33,350.20	2336.23
295	2	ARNOLD STREET	KILLARA	Local	222	Spray Seal	1997	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	111,333.00	46,096.71	2398.25
295	3	ARNOLD STREET	KILLARA	Local	231	Spray Seal	1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	115,846.50	35,623.50	2495.48
295	4	ARNOLD STREET	KILLARA	Local	164	Spray Seal	1997	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	90,664.12	56,857.16	1953.02
295	5	ARNOLD STREET	KILLARA	Local	153	Spray Seal	1997	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	89,006.22	55,817.46	1917.30
300	1	ARONIA AVENUE	ST IVES	Local	107	Spray Seal	1997	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	46,084.90	28,900.70	992.73
300	2	ARONIA AVENUE	ST IVES	Local	108	Spray Seal	1997	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	46,515.60	29,170.80	1002.00
300	3	ARONIA AVENUE	ST IVES	Local	101	Spray Seal	1997	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	43,500.70	27,280.10	937.06
305	1	ARRUNGA AVENUE	ROSEVILLE	Local	150	Reconstruction	1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	56,640.00	17,417.14	1220.10
310	1	ARTHUR STREET	KILLARA	Local	245	AC Overlay	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0						

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
335	2	ASHMORE AVENUE	PYMBLE	Local	169	Spray Seal	1987	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	54,840.50	22,706.36	1181.33
340	1	ATHENA AVENUE	ST IVES	Local	151	Rejuvenation	1982	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	73,053.80	45,813.40	1573.67
340	2	ATHENA AVENUE	ST IVES	Local	158	Rejuvenation	1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	76,440.40	64,224.74	1646.62
340	3	ATHENA AVENUE	ST IVES	Local	125	Rejuvenation	1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	60,475.00	50,810.71	1302.71
340	4	ATHENA AVENUE	ST IVES	Local	143	Rejuvenation	1982	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	69,183.40	36,015.57	1490.30
340	5	ATHENA AVENUE	ST IVES	Local	152	Rejuvenation	1982	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	73,537.60	53,951.31	1584.09
340	6	ATHENA AVENUE	ST IVES	Local	241	Rejuvenation	1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	116,595.80	97,963.06	2511.62
345	1	ATTUNGA ROAD	ROSEVILLE CHASE	Local	48	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	15,745.92	9,874.56	339.19
350	1	AULUBA LANE	SOUTH TURRAMURRA	Local	82	Reconstruction	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	18,868.20	17,863.11	406.44
350	2	AULUBA LANE	SOUTH TURRAMURRA	Local	56	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	18,964.96	17,954.72	408.53
355	1	AULUBA ROAD	SOUTH TURRAMURRA	Local	137	Spray Seal	1994	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	80,183.36	58,827.02	1727.25
355	2	AULUBA ROAD	SOUTH TURRAMURRA	Local	252	Spray Seal	1994	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	144,070.92	105,698.52	3103.47
360	1	AUSTRAL AVENUE	LINDFIELD	Collector	110	Rejuvenation	1998	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	59,081.00	43,779.21	1319.68
370	1	AVALON STREET	TURRAMURRA	Local	150	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	39,559.50	12,164.79	852.16
375	1	AVERIL PLACE	LINDFIELD	Local	60	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	27,364.20	14,245.29	589.46
380	1	AVOCA ROAD	TURRAMURRA	Local	202	AC Overlay	2006	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	75,321.76	63,284.87	1622.52
385	1	AVON CLOSE	PYMBLE	Local	37	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	19,647.00	12,321.00	423.22
390	1	AVON ROAD	PYMBLE	Local	140	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	71,036.00	67,252.00	1530.20
390	2	AVON ROAD	PYMBLE	Local	186	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	104,253.00	98,699.57	2245.74
390	3	AVON ROAD	PYMBLE	Local	174	AC Overlay	1989	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	90,546.12	76,076.28	1950.48
390	4	AVON ROAD	PYMBLE	Local	172	AC Overlay	1989	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	75,704.08	55,540.77	1630.76
390	5	AVON ROAD	PYMBLE	Local	2320	Spray Seal	1991	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	1,119,678.40	940,746.74	2419.26
390	6	AVON ROAD	PYMBLE	Local	225	Spray Seal	1991	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	106,731.00	44,191.29	2299.12
390	7	AVON ROAD	PYMBLE	Local	44	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	14,901.04	4,582.16	320.99
392	1	AVONDALE PLACE	WEST PYMBLE	Local	108	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	53,078.76	50,251.32	1143.38
395	1	AWATEA ROAD	ST IVES CHASE	Local	169	AC Overlay	2001	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	53,843.40	45,238.89	1159.85
395	2	AWATEA ROAD	ST IVES CHASE	Local	187	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	67,963.28	64,342.96	1464.01
395	3	AWATEA ROAD	ST IVES CHASE	Local	190	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	80,599.90	76,306.44	1736.22
400	1	AYRES ROAD	ST IVES	Local	132	AC Overlay	1972	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	33,021.12	20,708.16	711.32
400	2	AYRES ROAD	ST IVES	Local	231	Spray Seal	1997	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	113,120.70	70,940.10	2436.76
400	3	AYRES ROAD	ST IVES	Local	112	Spray Seal	1997	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	54,846.40	22,708.80	1181.46
400	4	AYRES ROAD	ST IVES	Local	232	AC Overlay	1977	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	124,834.56	38,387.38	2689.09
400	5	AYRES ROAD	ST IVES	Local	304	Spray Seal	1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	150,662.40	46,329.60	3245.46
400	6	AYRES ROAD	ST IVES	Local	107	Spray Seal	1985	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	51,892.86	27,014.44	1117.84
400	7	AYRES ROAD	ST IVES	Local	64	Spray Seal	1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	21,938.56	13,758.08	472.58
405	1	AZALEA GARDENS	WAHROONGA	Local	89	AC Overlay	1977	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	43,320.75	22,551.96	933.18
410	1	BABBAGE ROAD	ROSEVILLE CHASE	Local	257	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	113,570.87	34,923.73	2446.46
410	2	BABBAGE ROAD	ROSEVILLE CHASE	Local	96	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	36,249.60	22,732.80	780.86
410	3	BABBAGE ROAD	ROSEVILLE CHASE	Local	166	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	62,681.60	32,630.86	1350.24
410	4	BABBAGE ROAD	ROSEVILLE CHASE	Local	285	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	120,731.70	114,300.47	2600.71
410	5	BABBAGE ROAD	ROSEVILLE CHASE	Local	202	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	77,467.00	73,340.43	1668.74
410	6	BABBAGE ROAD	ROSEVILLE CHASE	Local	258	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	152,981.10	47,042.61	3295.40
410	7	BABBAGE ROAD	ROSEVILLE CHASE	Local	183	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	117,471.36	36,123.15	2530.48
420	1	BADARENE PLACE	EAST LINDFIELD	Local	86	Slurry seal	1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	41,200.88	12,669.52	887.52
425	1	BAKER PLACE	LINDFIELD	Local	63	AC Overlay	1981	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	31,259.97	26,264.43	673.38
430	1	BALDWIN STREET	GORDON	Local	124	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,113.72	53,124.61	1208.76
430	2	BALDWIN STREET	GORDON	Local	131	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	43,050.53	40,752.28	927.36
430	3	BALDWIN STREET	GORDON	Local	127	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	40,162.48	38,023.07	865.15
430	4	BALDWIN STREET	GORDON	Local	213	Spray Seal	1973	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	81,685.50	42,523.93	1759.61
430	5	BALDWIN STREET	GORDON	Local	219	Spray Seal	1973	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	87,087.54	45,336.13	1875.97
435	1	BALFOUR LANE	LINDFIELD	Local	93	Reconstruction	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	39,122.31	37,038.31	842.74
440	1	BALFOUR STREET	LINDFIELD	Collector	294	AC Overlay	1983	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	206,435.04	152,969.04	4611.09
445	1	BALMARINGA AVENUE	SOUTH TURRAMURRA	Local	195	Spray Seal	1994	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	101,359.05	63,564.15	2183.40
445	2	BALMARINGA AVENUE	SOUTH TURRAMURRA	Local	193	Spray Seal	1994	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	84,263.80	70,797.91	1815.15
450	1	BANCROFT AVENUE	ROSEVILLE	Local	183	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	96,093.30	29,549.27	2069.97
450	2	BANCROFT AVENUE	ROSEVILLE	Local	182	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	95,568.20	29,387.80	2058.66
450	3	BANCROFT AVENUE	ROSEVILLE	Local	212	Mill & Resheet	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	112,572.00	106,575.43	2424.94
450	4	BANCROFT AVENUE	ROSEVILLE	Local	142	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,402.00	23,186.57	1624.25
450																								

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
475	1	BANKS AVENUE	NORTH TURRAMURRA	Local	195	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,986.50	79,512.64	1809.17
475	2	BANKS AVENUE	NORTH TURRAMURRA	Local	183	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,818.10	74,619.56	1697.84
480	1	BANNOCKBURN LANE	NORTH TURRAMURRA	Local	203	Spray Seal	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	42,518.35	17,604.45	915.90
485	1	BANNOCKBURN ROAD	PYMBLE	Local	207	Rejuvenation	1978	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	112,359.60	82,433.31	2420.37
485	2	BANNOCKBURN ROAD	PYMBLE	Local	191	Rejuvenation	1978	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	103,674.80	76,061.66	2233.28
485	3	BANNOCKBURN ROAD	PYMBLE	Local	200	Rejuvenation	1978	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	108,560.00	68,080.00	2338.52
485	4	BANNOCKBURN ROAD	PYMBLE	Local	210	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	113,988.00	107,916.00	2455.44
485	5	BANNOCKBURN ROAD	PYMBLE	Local	106	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	57,536.80	54,471.89	1239.41
485	6	BANNOCKBURN ROAD	PYMBLE	Local	207	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	112,359.60	106,374.34	2420.37
485	7	BANNOCKBURN ROAD	PYMBLE	Local	219	AC Overlay	2000	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	118,873.20	61,883.14	2560.68
485	8	BANNOCKBURN ROAD	TURRAMURRA	Local	164	Slurry seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	89,019.20	27,373.94	1917.58
485	9	BANNOCKBURN ROAD	TURRAMURRA	Local	220	Slurry seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	119,416.00	36,721.14	2572.37
485	10	BANNOCKBURN ROAD	TURRAMURRA	Local	245	AC Overlay	2001	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	131,540.50	110,519.50	2833.55
485	11	BANNOCKBURN ROAD	TURRAMURRA	Local	235	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	132,826.70	125,751.19	2861.25
490	1	BANOO L AVENUE	ST IVES	Local	247	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	68,784.56	65,120.49	1481.70
490	2	BANOO L AVENUE	ST IVES	Local	153	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	51,634.44	48,883.94	1112.27
495	1	BANYULA PLACE	KILLARA	Local	90	AC Overlay	1971	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	41,577.30	21,644.36	895.63
500	1	BARANA PARADE	ROSEVILLE CHASE	Local	231	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	97,038.48	91,869.36	2090.33
505	1	BARCLAY CLOSE	PYMBLE	Local	111	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	41,651.64	34,995.45	897.23
510	1	BARCOO PLACE	ST IVES	Local	75	AC Overlay	1981	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	43,276.50	31,750.07	932.23
515	1	BARDIA PLACE	EAST LINDFIELD	Local	51	Slurry seal	1987	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	27,201.36	11,262.55	585.95
520	1	BAREENA AVENUE	WAHROONGA	Local	1684	AC Overlay	1981	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	894,204.00	656,038.29	19262.27
520	2	BAREENA AVENUE	WAHROONGA	Local	176	AC Overlay	1981	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	93,456.00	68,564.57	2013.16
520	3	BAREENA AVENUE	WAHROONGA	Local	116	AC Overlay	1988	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	64,812.68	54,455.21	1396.15
530	1	BARELLAN AVENUE	TURRAMURRA	Local	188	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	93,172.80	88,209.60	2007.06
530	2	BARELLAN AVENUE	TURRAMURRA	Local	76	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	30,849.92	25,919.91	664.55
535	1	BARRA BRUI CRESCENT	ST IVES	Local	145	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	57,575.15	54,508.19	1240.24
535	2	BARRA BRUI CRESCENT	ST IVES	Local	155	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	59,442.50	56,276.07	1280.47
535	3	BARRA BRUI CRESCENT	ST IVES	Local	84	Mill & Resheet	1975	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	45,644.76	33,487.56	983.24
540	1	BARRIE STREET	EAST KILLARA	Local	220	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	110,330.00	104,452.86	2376.65
540	2	BARRIE STREET	EAST KILLARA	Local	254	Spray Seal	1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	124,383.80	38,248.77	2679.38
540	3	BARRIE STREET	EAST KILLARA	Local	234	Spray Seal	1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	114,589.80	35,237.06	2468.41
540	4	BARRIE STREET	EAST KILLARA	Local	143	Spray Seal	1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,027.10	21,533.76	1508.47
540	5	BARRIE STREET	EAST KILLARA	Local	144	Spray Seal	1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,954.24	23,356.39	1636.15
545	1	BARTON CRESCENT	NORTH WAHROONGA	Local	104	AC Overlay	1972	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,306.96	70,348.72	1600.66
545	2	BARTON CRESCENT	NORTH WAHROONGA	Local	234	AC Overlay	1972	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	113,209.20	107,178.69	2438.67
545	3	BARTON CRESCENT	NORTH WAHROONGA	Local	202	AC Overlay	1972	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	115,604.60	109,446.49	2490.27
550	1	BARWON AVENUE	SOUTH TURRAMURRA	Local	134	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,666.80	58,381.89	1328.38
550	2	BARWON AVENUE	SOUTH TURRAMURRA	Local	125	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	48,748.75	46,151.96	1050.11
550	3	BARWON AVENUE	SOUTH TURRAMURRA	Local	136	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	43,329.60	41,021.49	933.37
550	4	BARWON AVENUE	SOUTH TURRAMURRA	Local	128	AC Overlay	2001	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	46,067.20	38,705.37	992.34
550	5	BARWON AVENUE	SOUTH TURRAMURRA	Local	191	AC Overlay	2001	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	83,390.60	61,180.03	1796.34
555	1	BASS PLACE	ST IVES	Local	79	Reconstruction	1990	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	34,211.74	25,099.65	736.96
555	2	BASS PLACE	ST IVES	Local	112	Reconstruction	1990	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	44,934.40	37,753.60	967.94
565	1	BAYSWATER LANE	LINDFIELD	Local	22	Rejuvenation	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	6,490.00	1,995.71	139.80
570	1	BAYSWATER ROAD	LINDFIELD	Local	104	Rejuvenation	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	56,451.20	17,359.09	1216.03
570	2	BAYSWATER ROAD	LINDFIELD	Local	228	Rejuvenation	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	123,758.40	38,056.46	2665.91
570	3	BAYSWATER ROAD	LINDFIELD	Local	258	Rejuvenation	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	121,014.90	37,212.81	2606.81
575	1	BEACONSFIELD PARADE	LINDFIELD	Local	195	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	105,846.00	32,548.29	2280.05
575	2	BEACONSFIELD PARADE	LINDFIELD	Local	172	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	93,361.60	28,709.26	2011.12
575	3	BEACONSFIELD PARADE	LINDFIELD	Local	85	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,052.70	15,699.01	1099.74
575	4	BEACONSFIELD PARADE	LINDFIELD	Local	132	Spray Seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,055.20	12,932.23	905.92
575	5	BEACONSFIELD PARADE	LINDFIELD	Local	146	Spray Seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	50,305.76	15,469.33	1083.65
580	1	BEAUMONT ROAD	KILLARA	Local	187	Mill & Resheet	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	89,367.30	27,480.99	1925.08
580	2	BEAUMONT ROAD	KILLARA	Local	168	Slurry seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	80,287.20	24,688.80	1729.49
580	3	BEAUMONT ROAD	KILLARA	Local	215	Slurry seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	116,702.00	35,886.57	2513.91
580	4	BEAUMONT ROAD	KILLARA	Local	135	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	87,615.00	82,947.86	1887.34
585	1	BEDFORD AVENUE	NORTH TURRAMURRA	Local	186	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0						



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
590	7	BEECHWORTH ROAD	PYMBLE	Local	244	Spray Seal	1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	127,404.60	39,177.69	2744.45
595	1	BELGIUM AVENUE	ROSEVILLE	Local	155	Spray Seal	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,219.50	25,590.50	1792.65
595	2	BELGIUM AVENUE	ROSEVILLE	Local	116	Spray Seal	1981	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	62,280.40	25,786.80	1341.60
600	1	BELL AVENUE	LINDFIELD	Local	95	Spray Seal	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	50,557.10	20,932.84	1089.06
605	1	BELL STREET	GORDON	Local	216	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,739.52	61,290.93	1394.57
605	2	BELL STREET	GORDON	Local	146	Spray Seal	1996	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	49,961.20	20,686.11	1076.23
610	1	BELTANA PLACE	WAHROONGA	Local	40	Spray Seal	1992	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	10,808.80	7,929.94	232.83
615	1	BENAROO AVENUE	ST IVES	Local	218	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	104,053.58	98,510.77	2241.44
615	2	BENAROO AVENUE	ST IVES	Local	209	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	93,715.60	88,723.49	2018.75
615	3	BENAROO AVENUE	ST IVES	Local	201	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	90,128.40	85,327.37	1941.48
620	1	BENNING AVENUE	SOUTH TURRAMURRA	Local	187	Slurry seal	1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	99,407.33	30,568.36	2141.36
620	2	BENNING AVENUE	SOUTH TURRAMURRA	Local	186	Slurry seal	1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	91,084.20	28,008.94	1962.07
625	1	BENT LANE	LINDFIELD	Local	67	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	15,535.29	8,087.38	334.65
630	1	BENT STREET	LINDFIELD	Collector	292	Stabilisation	2002	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	178,063.06	150,392.41	3977.35
630	2	BENT STREET	LINDFIELD	Collector	188	AC Overlay	1988	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	117,721.84	38,448.95	2629.52
630	3	BENT STREET	LINDFIELD	Collector	145	Mill & Resheet	2009	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	48,627.20	46,108.34	1086.17
630	4	BENT STREET	LINDFIELD	Collector	185	AC Overlay	1986	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	89,669.50	38,576.46	2002.93
630	5	BENT STREET	LINDFIELD	Collector	221	AC Overlay	1986	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	109,724.29	81,306.06	2450.89
630	6	BENT STREET	LINDFIELD	Collector	204	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	103,956.36	98,571.49	2322.05
630	7	BENT STREET	LINDFIELD	Collector	159	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	79,358.49	75,247.77	1772.61
635	1	BENWERRIN CLOSE	EAST KILLARA	Local	71	Slurry seal	1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	47,712.71	14,671.95	1027.79
640	1	BERILDA AVENUE	WARRAWEE	Local	191	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	78,883.00	41,065.00	1699.24
640	2	BERILDA AVENUE	WARRAWEE	Local	179	AC Overlay	1981	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	76,039.20	47,685.60	1637.98
645	1	BERRILLIE LANE	TURRAMURRA	Local	185	AC Overlay	1972	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	47,589.40	19,704.09	1025.13
650	1	BERRILLIE STREET	TURRAMURRA	Local	190	Rejuvenation	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,623.00	21,717.00	1521.31
660	1	BETTOWYND ROAD	PYMBLE	Local	236	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	62,101.04	52,176.90	1337.73
660	2	BETTOWYND ROAD	PYMBLE	Local	129	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	32,727.30	27,497.27	704.99
665	1	BIARA PLACE	TURRAMURRA	Local	92	Spray Seal	1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	43,315.44	13,319.76	933.07
670	1	BILLABONG AVENUE	TURRAMURRA	Local	155	Stabilisation	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,525.80	69,609.17	1583.84
675	1	BILLYARD AVENUE	WAHROONGA	Local	255	Spray Seal	1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	112,837.50	34,698.21	2430.66
675	2	BILLYARD AVENUE	WAHROONGA	Local	138	Spray Seal	1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	61,065.00	18,777.86	1315.42
675	3	BILLYARD AVENUE	WAHROONGA	Local	187	AC Overlay	2001	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	79,437.60	66,742.97	1711.18
675	4	BILLYARD AVENUE	WAHROONGA	Local	130	AC Overlay	2000	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	55,837.60	35,016.80	1202.81
675	5	BILLYARD AVENUE	WAHROONGA	Local	178	AC Overlay	2000	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	87,796.72	73,766.25	1891.25
675	6	BILLYARD AVENUE	WAHROONGA	Local	163	AC Overlay	1983	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	87,514.70	73,529.30	1885.18
690	1	BIMBIL PLACE	KILLARA	Local	47	Spray Seal	1977	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	22,267.19	16,336.46	479.66
695	1	BIMBURRA AVENUE	ST IVES	Local	238	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	115,144.40	109,010.80	2480.35
695	2	BIMBURRA AVENUE	ST IVES	Local	113	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	48,002.40	45,445.37	1034.03
695	3	BIMBURRA AVENUE	ST IVES	Local	217	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,257.40	70,301.80	1599.60
695	4	BIMBURRA AVENUE	ST IVES	Local	154	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	50,881.60	48,171.20	1096.05
700	1	BINALONG STREET	WEST PYMBLE	Local	167	Spray Seal	1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	82,765.20	25,450.80	1782.87
700	2	BINALONG STREET	WEST PYMBLE	Local	171	Spray Seal	1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	101,293.56	31,148.38	2181.99
705	1	BINGARA STREET	WEST PYMBLE	Local	238	Spray Seal	1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	98,294.00	30,226.00	2117.37
710	1	BINNOWEE AVENUE	ST IVES	Local	120	AC Overlay	1981	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	46,444.80	29,126.40	1000.48
720	1	BIRUBI AVENUE	PYMBLE	Local	144	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,819.84	13,167.36	922.39
720	2	BIRUBI AVENUE	PYMBLE	Local	144	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	38,232.00	11,796.57	823.56
725	1	BLACKBURN STREET	ST IVES	Local	102	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	43,931.40	41,591.23	946.34
725	2	BLACKBURN STREET	ST IVES	Local	206	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	90,547.30	85,723.96	1950.50
730	1	BLAIR PLACE	ST IVES	Local	75	AC Overlay	1971	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	36,108.00	22,644.00	777.81
735	1	BLAMEY PLACE	ST IVES	Local	103	Spray Seal	1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	46,671.36	29,268.48	1005.36
740	1	BLAXLAND ROAD	KILLARA	Local	181	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,433.26	60,054.25	1366.43
740	2	BLAXLAND ROAD	KILLARA	Local	188	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,006.00	57,756.29	1314.15
745	1	BLENHHEIM ROAD	LINDFIELD	Local	111	Spray Seal	1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	55,142.58	16,956.68	1187.84
745	2	BLENHHEIM ROAD	LINDFIELD	Local	159	Spray Seal	1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	67,543.20	20,769.94	1454.96
750	1	BLIGH STREET	EAST KILLARA	Local	135	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	50,976.00	48,260.57	1098.09
755	1	BLOOMSBURY AVENUE	PYMBLE	Local	160	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	53,902.40	45,288.46	1161.12
760	1	BLUEGUM PLACE	ROSEVILLE	Local	126	AC Overlay	1971	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	62,296.92	58,978.44	1341.95
765	1	BLYTHESWOOD AVENUE	WARRAWEE	Local	259	AC Overlay	1965	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	123,164.86	37,873.94	2653.12

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
770	5	BOBBIN HEAD ROAD	TURRAMURRA	Regional	237	AC Overlay	1975	Very poor	1.5	20	4.3	4	50	10.7	10	100	100	0	19.4	55	20	165,776.76	67,924.88	3826.89
770	6	BOBBIN HEAD ROAD	TURRAMURRA	Regional	171	AC Overlay	1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	163,605.96	102,151.98	3776.77
770	7	BOBBIN HEAD ROAD	TURRAMURRA	Regional	246	AC Overlay	1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	178,203.38	53,891.64	4113.75
770	8	BOBBIN HEAD ROAD	TURRAMURRA	Regional	354	AC Overlay	1996	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	267,539.04	80,908.22	6176.03
770	9	BOBBIN HEAD ROAD	TURRAMURRA	Regional	193	AC Overlay	1975	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	186,051.23	96,199.20	4294.91
770	10	BOBBIN HEAD ROAD	TURRAMURRA	Regional	281	AC Overlay	1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	280,145.76	84,720.70	6467.05
770	11	BOBBIN HEAD ROAD	TURRAMURRA	Regional	140	AC Overlay	1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	171,766.56	51,945.04	3965.16
770	12	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	201	Reconstruction	2008	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	186,491.02	176,483.86	4305.07
770	13	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	167	Reconstruction	2008	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	132,522.52	125,411.32	3059.23
770	14	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	128	Reconstruction	2008	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	98,075.14	92,812.40	2264.02
770	15	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	141	AC Overlay	1981	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	109,736.35	56,740.01	2533.22
770	16	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	97	AC Overlay	1981	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	93,585.60	58,432.80	2160.38
770	17	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	145	AC Overlay	1997	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	138,730.20	116,397.30	3202.53
770	18	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	296	AC Overlay	1994	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	233,224.32	220,709.44	5383.88
770	19	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	286	AC Overlay	1994	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	209,249.04	198,020.68	4830.43
770	20	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	290	AC Overlay	1996	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	209,844.00	198,583.71	4844.16
770	21	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	172	AC Overlay	1997	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	145,202.40	137,410.80	3351.94
770	22	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	258	AC Overlay	1997	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	207,432.00	129,516.00	4788.48
770	23	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	206	AC Overlay	1997	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	165,624.00	85,637.14	3823.36
770	24	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	197	AC Overlay	1997	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	164,723.52	85,171.54	3802.57
770	25	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	68	AC Overlay	1996	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	79,274.40	49,497.20	1830.02
770	26	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	150	AC Overlay	1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	108,540.00	67,770.00	2505.60
770	27	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	162	AC Overlay	1975	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	106,282.37	77,766.67	2453.48
770	28	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	191	AC Overlay	1975	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	150,953.41	126,652.81	3484.70
770	29	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	137	AC Overlay	1975	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	119,510.58	87,445.73	2758.85
770	30	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	230	AC Overlay	1975	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	236,697.60	173,191.31	5464.06
770	31	BOBBIN HEAD ROAD	NORTH TURRAMURRA	Regional	207	AC Overlay	1975	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	169,590.13	124,088.87	3914.92
775	1	RAINFOREST CLOSE	WAHROONGA	Local	146	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	71,237.78	67,443.03	1534.55
780	1	BOLTON PLACE	PYMBLE	Local	58	Spray Seal	1970	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	24,569.96	12,790.66	529.27
785	1	BOLWARRA AVENUE	WEST PYMBLE	Local	187	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	78,334.30	24,088.27	1687.42
785	2	BOLWARRA AVENUE	WEST PYMBLE	Local	182	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,239.80	23,444.20	1642.30
785	3	BOLWARRA AVENUE	WEST PYMBLE	Local	141	AC Overlay	2002	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	58,233.00	36,519.00	1254.41
785	4	BOLWARRA AVENUE	WEST PYMBLE	Local	148	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	71,165.80	67,374.89	1533.00
790	1	BONNEY CLOSE	ST IVES	Local	66	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	35,707.98	33,805.86	769.19
795	1	BONTOU ROAD	ST IVES	Local	100	AC Overlay	1970	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	43,070.00	13,244.29	927.78
800	1	BOOLARONG ROAD	PYMBLE	Local	136	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	43,650.56	13,422.81	940.29
800	2	BOOLARONG ROAD	PYMBLE	Local	202	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	65,310.64	20,083.42	1406.87
800	3	BOOLARONG ROAD	PYMBLE	Local	239	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	131,139.30	124,153.67	2824.90
805	1	BOOMERANG STREET	TURRAMURRA	Collector	218	AC Overlay	1960	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	132,937.49	43,418.52	2969.39
805	2	BOOMERANG STREET	TURRAMURRA	Collector	205	AC Overlay	1960	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	126,218.50	41,224.04	2819.31
805	3	BOOMERANG STREET	TURRAMURRA	Collector	244	Rejuvenation	1994	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	143,838.00	46,978.71	3212.88
810	1	BOONDAH PLACE	WARRAWE	Local	120	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	51,967.20	32,589.60	1119.44
815	1	BOONGIL STREET	WEST PYMBLE	Local	92	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	38,538.80	36,485.89	830.17
820	1	BOORABA AVENUE	LINDFIELD	Local	88	Spray Seal	1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	35,824.80	11,016.34	771.71
820	2	BOORABA AVENUE	LINDFIELD	Local	169	Spray Seal	1986	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	79,468.87	32,903.58	1711.86
825	1	BORAMBIL STREET	WARRAWE	Local	147	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	55,507.20	52,550.40	1195.69
825	2	BORAMBIL STREET	WARRAWE	Local	158	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,576.04	60,189.42	1369.51
830	1	BORONGA AVENUE	WEST PYMBLE	Local	137	Spray Seal	1982	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	58,197.60	30,296.57	1253.65
830	2	BORONGA AVENUE	WEST PYMBLE	Local	221	Spray Seal	1982	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	91,273.00	57,239.00	1966.13
830	3	BORONGA AVENUE	WEST PYMBLE	Local	158	Spray Seal	1982	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	65,254.00	27,018.00	1405.65
830	4	BORONGA AVENUE	WEST PYMBLE	Local	140	Spray Seal	1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,472.00	18,288.00	1281.10
835	1	BORONIA AVENUE	TURRAMURRA	Local	167	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	73,010.73	22,451.24	1572.74
835	2	BORONIA AVENUE	TURRAMURRA	Local	93	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	44,444.70	13,667.01	957.39
840	1	BOUNDARY ROAD	WAHROONGA	Local	150	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,605.00	61,163.57	1391.67
840	2	BOUNDARY ROAD	WAHROONGA	Local	150	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,605.00	61,163.57	1391.67
840	4	BOUNDARY ROAD	WAHROONGA	Local	130	AC Overlay	1981	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	61,360.00	38,480.00	1321.77
840	5	BOUNDARY ROAD	WAHROONGA	Local	188	AC Overlay	1989	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	78,642.28	57,696.39	1694.05
840	6	BOUNDARY ROAD	WAHROONGA	Local	1																			

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life - Surface	Residual value - Surface	Useful life - Pavement	Remaining Useful Life - Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
845	5	BOUNDARY STREET	ROSEVILLE CHASE	Local	53	AC Overlay	1964	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	13,070.86	6,804.44	281.56
845	6	BOUNDARY STREET	ROSEVILLE CHASE	Local	65	AC Overlay	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	13,806.00	4,245.43	297.40
845	7	BOUNDARY STREET	ROSEVILLE CHASE	Local	58	AC Overlay	1964	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	10,266.00	4,250.57	221.14
855	1	BOURKE STREET	PYMBLE	Local	141	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	41,927.76	39,694.32	903.18
860	1	BOWATER CLOSE	NORTH WAHROONGA	Local	118	AC Overlay	1964	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	58,898.52	18,111.65	1268.75
865	1	BOWEN AVENUE	SOUTH TURRAMURRA	Local	160	Slurry seal	1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	68,912.00	21,190.86	1484.45
865	2	BOWEN AVENUE	SOUTH TURRAMURRA	Local	162	Slurry seal	1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	69,773.40	21,455.74	1503.01
865	3	BOWEN AVENUE	SOUTH TURRAMURRA	Local	194	Slurry seal	1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	94,772.88	29,143.23	2041.53
870	1	BOWES AVENUE	KILLARA	Local	219	AC Overlay	1962	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,986.50	25,826.36	1809.17
870	2	BOWES AVENUE	KILLARA	Local	100	AC Overlay	1962	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	46,610.00	29,230.00	1004.04
875	1	BOYD STREET	TURRAMURRA	Local	43	AC Overlay	1981	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	19,027.50	7,878.21	409.88
875	2	BOYD STREET	TURRAMURRA	Local	176	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	52,958.40	16,285.03	1140.79
880	1	BOYNE PLACE	WAHROONGA	Local	86	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	39,932.38	37,805.23	860.19
885	1	BRADFIELD LANE	LINDFIELD	Local	160	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	44,556.80	42,183.31	959.81
890	1	BRADFIELD ROAD	LINDFIELD	Local	137	AC Overlay	1981	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	73,797.79	30,555.50	1589.70
890	2	BRADFIELD ROAD	LINDFIELD	Local	129	Slurry seal	1994	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	70,021.20	28,991.83	1508.34
890	3	BRADFIELD ROAD	LINDFIELD	Local	118	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	51,170.70	48,444.90	1102.28
890	4	BRADFIELD ROAD	LINDFIELD	Local	180	Rejuvenation	1981	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	96,642.00	91,494.00	2081.79
890	5	BRADFIELD ROAD	LINDFIELD	Local	167	Rejuvenation	1981	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	89,662.30	65,781.30	1931.44
890	6	BRADFIELD ROAD	LINDFIELD	Local	249	Rejuvenation	1981	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	133,688.10	98,081.10	2879.81
890	7	BRADFIELD ROAD	LINDFIELD	Local	265	Rejuvenation	1981	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	143,842.00	120,855.14	3098.54
890	8	BRADFIELD ROAD	LINDFIELD	Local	112	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	79,758.56	75,509.92	1718.10
890	9	BRADFIELD ROAD	LINDFIELD	Local	199	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	135,021.50	127,829.07	2908.53
890	10	BRADFIELD ROAD	LINDFIELD	Local	102	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	52,898.22	50,080.40	1139.49
895	1	BRADFORD STREET	PYMBLE	Local	210	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	69,507.90	21,374.10	1497.29
900	1	BRAEMAR PLACE	ROSEVILLE	Local	105	AC Overlay	1970	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	44,727.90	32,814.90	963.49
905	1	BRAESIDE STREET	WAHROONGA	Local	147	Stabilisation	2003	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	40,763.10	34,248.90	878.09
905	2	BRAESIDE STREET	WAHROONGA	Local	149	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	50,020.79	47,356.24	1077.51
905	3	BRAESIDE STREET	WAHROONGA	Local	181	AC Overlay	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	66,209.80	20,359.91	1426.24
905	4	BRAESIDE STREET	WAHROONGA	Local	191	AC Overlay	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	69,867.80	21,484.77	1505.04
905	5	BRAESIDE STREET	WAHROONGA	Local	191	AC Overlay	1972	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,910.43	22,420.40	1570.58
905	6	BRAESIDE STREET	WAHROONGA	Local	220	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	67,496.00	63,900.57	1453.95
905	7	BRAESIDE STREET	WAHROONGA	Local	213	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,551.50	53,539.07	1218.19
910	1	BRALLAS AVENUE	ST IVES CHASE	Local	125	Rejuvenation	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,837.50	16,555.36	1159.73
910	2	BRALLAS AVENUE	ST IVES CHASE	Local	167	Rejuvenation	1981	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	80,991.66	42,162.73	1744.66
915	1	BRANDON PLACE	ST IVES	Local	146	Rejuvenation	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	71,237.78	44,674.54	1534.55
920	1	BRENTWOOD AVENUE	TURRAMURRA	Collector	206	Rejuvenation	1994	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	124,135.60	53,404.03	2772.79
920	2	BRENTWOOD AVENUE	WARRAWEE	Local	292	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	160,220.40	151,685.66	3451.35
920	3	BRENTWOOD AVENUE	WARRAWEE	Local	245	Spray Seal	1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	92,656.55	28,492.45	1995.94
925	1	BRIAR STREET	ST IVES	Local	160	AC Overlay	2004	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	60,416.00	50,761.14	1301.44
935	1	BRIDGE STREET	PYMBLE	Local	165	Reconstruction	1994	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	117,793.50	98,969.36	2537.42
935	2	BRIDGE STREET	PYMBLE	Local	127	Mill & Resheet	1994	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	90,665.30	76,176.41	1953.04
930	1	BRIDGE PASSAGE LANE	ROSEVILLE CHASE	Local	85	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	11,283.75	3,469.82	243.07
930	2	BRIDGE PASSAGE LANE	ROSEVILLE CHASE	Local	100	AC Overlay	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	21,712.00	8,989.71	467.70
940	1	BRISBANE AVENUE	EAST LINDFIELD	Local	179	Reconstruction	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	98,428.52	93,185.35	2120.27
940	2	BRISBANE AVENUE	EAST LINDFIELD	Local	184	Reconstruction	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	90,104.80	85,305.03	1940.97
950	1	BRISTOL AVENUE	PYMBLE	Local	161	Spray Seal	1970	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	60,793.60	38,124.80	1309.57
950	2	BRISTOL AVENUE	PYMBLE	Local	93	Spray Seal	1970	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	40,164.84	20,909.06	865.20
955	1	BROMBOROUGH ROAD	ROSEVILLE	Local	108	Spray Seal	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	57,985.20	17,830.80	1249.07
955	2	BROMBOROUGH ROAD	ROSEVILLE	Local	99	Spray Seal	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,153.10	16,344.90	1144.98
955	3	BROMBOROUGH ROAD	ROSEVILLE	Local	150	Spray Seal	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	80,535.00	24,765.00	1734.82
955	4	BROMBOROUGH ROAD	ROSEVILLE	Local	143	Spray Seal	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	82,007.64	25,217.85	1766.55
960	1	BROMLEY AVENUE	PYMBLE	Local	222	AC Overlay	1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	108,189.48	90,900.12	2330.54
960	2	BROMLEY AVENUE	PYMBLE	Local	217	AC Overlay	1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	104,984.60	88,207.40	2261.50
965	1	BROOKFIELD PLACE	ST IVES	Local	121	AC Overlay	1968	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	58,111.46	17,869.63	1251.79
970	1	BROULA ROAD	WAHROONGA	Local	118	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	45,253.00	42,842.43	974.81
985	1	BROWNING ROAD	NORTH TURRAMURRA	Local	159	AC Overlay	1977	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,100.30	18,173.70	1273.09
985	2	BROWNING ROAD	NORTH TURRAMURRA	Local	158	AC Overlay	1977	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	58,728.60	36,829.80	1265.09



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
995	1	BRYCE AVENUE	ST IVES	Local	148	Spray Seal	1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	55,884.80	17,184.91	1203.83
1005	1	BUCKINGHAM ROAD	KILLARA	Local	243	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,799.88	98,270.59	2235.98
1005	2	BUCKINGHAM ROAD	KILLARA	Local	215	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	77,378.50	48,525.50	1666.83
1010	1	BUCKRA STREET	TURRAMURRA	Local	144	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	57,687.84	17,739.36	1242.67
1010	2	BUCKRA STREET	TURRAMURRA	Local	146	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	55,991.00	17,217.57	1206.12
1010	3	BUCKRA STREET	TURRAMURRA	Local	150	Spray Seal	1994	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	71,685.00	52,592.14	1544.18
1010	4	BUCKRA STREET	TURRAMURRA	Local	139	Spray Seal	1994	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	56,422.88	23,361.53	1215.42
1020	1	BULLER STREET	SOUTH TURRAMURRA	Local	106	Spray Seal	1994	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	34,709.70	14,371.33	747.69
1020	2	BULLER STREET	SOUTH TURRAMURRA	Local	137	Spray Seal	1994	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	45,911.44	28,791.92	988.99
1025	1	BUNA CLOSE	NORTH TURRAMURRA	Local	65	AC Overlay	1970	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	35,972.30	30,223.70	774.89
1030	1	BUNDAH AVENUE	ST IVES	Local	242	AC Overlay	1979	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	101,373.80	74,373.51	2183.72
1030	2	BUNDAH AVENUE	ST IVES	Local	78	Spray Seal	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	22,365.72	6,877.59	481.79
1030	3	BUNDAH AVENUE	ST IVES	Local	67	Spray Seal	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	15,812.00	4,862.29	340.61
1030	4	BUNDAH AVENUE	ST IVES	Local	77	Spray Seal	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	25,486.23	7,837.17	549.01
1035	1	BUNDARRA AVENUE SOUTH	WAHROONGA	Local	173	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,200.60	18,204.54	1275.25
1035	2	BUNDARRA AVENUE SOUTH	WAHROONGA	Local	37	AC Overlay	1989	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	22,506.73	16,512.20	484.82
1040	1	BUNGALOW AVENUE	PYMBLE	Local	206	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	87,387.26	26,872.11	1882.43
1040	2	BUNGALOW AVENUE	PYMBLE	Local	216	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	85,129.92	26,177.97	1833.80
1045	1	BUNYANA AVENUE	WAHROONGA	Local	148	Spray Seal	1996	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	56,758.00	41,640.86	1222.64
1045	2	BUNYANA AVENUE	WAHROONGA	Local	154	Spray Seal	1996	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	80,592.82	59,127.42	1736.07
1050	1	BURDEKIN CRESCENT	ST IVES	Local	212	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,803.60	79,339.49	1805.23
1050	2	BURDEKIN CRESCENT	ST IVES	Local	217	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,219.50	78,786.50	1792.65
1050	3	BURDEKIN CRESCENT	ST IVES	Local	216	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	82,836.00	78,423.43	1784.39
1055	1	BURGOYNE LANE	GORDON	Local	30	AC Overlay	1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	7,434.00	5,454.00	160.14
1060	1	BURGOYNE STREET	GORDON	Local	80	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	25,063.20	23,728.11	539.89
1060	2	BURGOYNE STREET	GORDON	Local	44	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	19,729.60	18,678.63	425.00
1060	3	BURGOYNE STREET	GORDON	Local	83	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	37,217.20	35,234.69	801.70
1060	4	BURGOYNE STREET	GORDON	Local	226	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	65,469.94	61,982.44	1410.30
1065	1	BURLEIGH STREET	LINDFIELD	Local	92	Spray Seal	1966	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	39,298.72	12,084.59	846.54
1070	1	BURNLEY AVENUE	NORTH TURRAMURRA	Local	114	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	43,046.40	40,753.37	927.27
1070	2	BURNLEY AVENUE	NORTH TURRAMURRA	Local	118	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	52,354.24	49,565.39	1127.78
1075	1	BURNS ROAD	ST IVES	Regional	296	Reconstruction	1982	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	171,348.48	143,764.66	3955.51
1075	2	BURNS ROAD	TURRAMURRA	Regional	263	Reconstruction	1982	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	162,606.59	136,430.05	3753.70
1075	3	BURNS ROAD	TURRAMURRA	Regional	253	AC Overlay	1991	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	139,744.04	117,247.93	3225.93
1075	4	BURNS ROAD	TURRAMURRA	Regional	266	AC Overlay	1991	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	188,841.91	138,175.37	4359.34
1075	5	BURNS ROAD	TURRAMURRA	Regional	211	AC Overlay	1980	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	191,867.36	99,206.47	4429.18
1075	6	BURNS ROAD	TURRAMURRA	Regional	259	AC Overlay	1980	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	184,288.86	55,731.99	4254.23
1075	7	BURNS ROAD	TURRAMURRA	Regional	308	Mill & Resheet	1992	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	235,250.40	146,885.20	5430.66
1075	8	BURNS ROAD	WAHROONGA	Regional	296	Mill & Resheet	1993	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	195,146.88	100,902.17	4504.88
1075	9	BURNS ROAD	WAHROONGA	Regional	310	Mill & Resheet	1993	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	209,361.60	108,252.00	4833.02
1075	10	BURNS ROAD	WAHROONGA	Collector	278	AC Overlay	1975	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	149,313.80	48,767.16	3335.19
1075	11	BURNS ROAD	WAHROONGA	Collector	277	Mill & Resheet	2006	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	148,776.70	141,070.16	3323.19
1075	12	BURNS ROAD	WAHROONGA	Collector	250	AC Overlay	2006	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	139,187.50	131,977.68	3109.00
1075	13	BURNS ROAD	WAHROONGA	Collector	243	AC Overlay	2006	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	135,290.25	128,282.30	3021.95
1075	14	BURNS ROAD	WAHROONGA	Collector	321	AC Overlay	1975	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	180,819.30	59,057.12	4038.92
1075	15	BURNS ROAD	WAHROONGA	Local	174	AC Overlay	1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,135.90	19,414.67	1360.03
1085	1	BURRAGA PLACE	LINDFIELD	Local	168	AC Overlay	1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	80,881.92	67,956.48	1742.30
1080	1	BURRANEER AVENUE	ST IVES	Local	100	Spray Seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	41,890.00	12,881.43	902.36
1080	2	BURRANEER AVENUE	ST IVES	Local	255	Spray Seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	94,783.50	29,146.50	2041.75
1080	3	BURRANEER AVENUE	ST IVES	Local	258	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	117,209.40	110,965.80	2524.84
1080	4	BURRANEER AVENUE	ST IVES	Local	298	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	135,381.40	128,169.80	2916.28
1080	5	BURRANEER AVENUE	ST IVES	Local	243	Slurry seal	1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	111,398.49	34,255.71	2399.66
1090	1	BUSHLANDS AVENUE	GORDON	Local	160	AC Overlay	1977	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,198.40	22,816.46	1598.33
1090	2	BUSHLANDS AVENUE	GORDON	Local	132	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	51,089.28	48,367.82	1100.53
1090	3	BUSHLANDS AVENUE	GORDON	Local	144	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,171.20	57,912.69	1317.70
1090	4	BUSHLANDS AVENUE	GORDON	Local	127	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	54,923.69	16,889.37	1183.12
1090	5	BUSHLANDS AVENUE	GORDON	Local	143	Spray Seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	62,433.80	19,198.77	1344.90
1095	1	BUXTON PLACE	NORTH TURRAMURRA	Local	102	Stabilisation	2006	Excellent	6.5	25	23.2													

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
1135	2	CALVERT AVENUE	KILLARA	Local	134	Spray Seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	36,367.60	11,183.26	783.40
1135	3	CALVERT AVENUE	KILLARA	Local	138	Slurry seal	1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	65,950.20	20,280.09	1420.65
1135	4	CALVERT AVENUE	KILLARA	Local	142	Slurry seal	1977	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,440.92	15,818.39	1108.10
1140	1	CAMBOURNE AVENUE	ST IVES	Local	141	Spray Seal	1997	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	69,713.22	58,572.61	1501.71
1140	2	CAMBOURNE AVENUE	ST IVES	Local	199	Spray Seal	1997	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	96,276.20	60,376.60	2073.91
1140	3	CAMBOURNE AVENUE	ST IVES	Local	162	Spray Seal	1997	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	78,375.60	65,850.69	1688.31
1140	4	CAMBOURNE AVENUE	ST IVES	Local	183	Spray Seal	1997	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	89,615.10	65,746.67	1930.42
1140	5	CAMBOURNE AVENUE	ST IVES	Local	185	Spray Seal	1997	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	90,594.50	66,465.21	1951.52
1140	6	CAMBOURNE AVENUE	ST IVES	Local	182	Spray Seal	1997	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	89,125.40	74,882.60	1919.87
1140	7	CAMBOURNE AVENUE	ST IVES	Local	233	Spray Seal	1997	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	108,051.42	90,784.12	2327.56
1145	1	CAMBRIDGE STREET	SOUTH TURRAMURRA	Local	131	Spray Seal	1994	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	42,509.50	31,187.36	915.71
1150	1	CAMDEN GARDENS	NORTH TURRAMURRA	Local	105	AC Overlay	1967	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	55,507.20	40,723.20	1195.69
1155	1	CAMELOT PLACE	ST IVES	Local	57	AC Overlay	1970	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	33,630.00	21,090.00	724.43
1160	1	CAMERON ROAD	PYMBLE	Local	171	AC Overlay	2000	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	87,168.96	63,952.05	1877.73
1160	2	CAMERON ROAD	PYMBLE	Local	109	AC Overlay	2000	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	54,213.33	45,549.70	1167.82
1165	1	CAMIRA STREET	WEST PYMBLE	Local	163	Spray Seal	1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	77,513.02	32,093.77	1669.73
1170	1	CAMPBELL DRIVE	WAHROONGA	Local	199	AC Overlay	1976	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	95,102.10	69,772.24	2048.62
1170	2	CAMPBELL DRIVE	WAHROONGA	Local	185	AC Overlay	1976	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	89,503.00	56,129.00	1928.01
1170	3	CAMPBELL DRIVE	WAHROONGA	Local	248	AC Overlay	1962	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	121,445.60	102,037.83	2616.09
1170	4	CAMPBELL DRIVE	WAHROONGA	Local	242	AC Overlay	1964	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	118,507.40	86,943.69	2552.80
1170	5	CAMPBELL DRIVE	WAHROONGA	Local	261	AC Overlay	1964	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	127,811.70	39,302.87	2753.22
1170	6	CAMPBELL DRIVE	WAHROONGA	Local	278	AC Overlay	1964	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	136,136.60	41,862.83	2932.55
1170	7	CAMPBELL DRIVE	WAHROONGA	Local	333	AC Overlay	1964	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	161,105.40	83,868.43	3470.41
1170	8	CAMPBELL DRIVE	WAHROONGA	Local	308	AC Overlay	1964	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	149,010.40	93,447.20	3209.87
1175	1	CANBERRA AVENUE	TURRAMURRA	Local	206	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,011.82	25,526.64	1788.18
1180	1	CANBERRA CRESCENT	EAST LINDFIELD	Local	158	Spray Seal	1979	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	64,321.80	26,632.03	1385.57
1180	2	CANBERRA CRESCENT	EAST LINDFIELD	Local	191	Spray Seal	1979	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,854.58	23,633.25	1655.54
1185	1	CANISIUS CLOSE	PYMBLE	Local	151	AC Overlay	1977	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	63,432.08	53,295.23	1366.41
1190	1	CANOON ROAD	SOUTH TURRAMURRA	Local	209	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	96,181.80	91,058.31	2071.88
1190	2	CANOON ROAD	SOUTH TURRAMURRA	Local	222	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	102,164.40	96,722.23	2200.75
1190	3	CANOON ROAD	SOUTH TURRAMURRA	Local	160	AC Overlay	1979	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	74,576.00	38,822.86	1606.46
1190	4	CANOON ROAD	SOUTH TURRAMURRA	Local	137	AC Overlay	1979	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,855.70	19,636.01	1375.53
1190	5	CANOON ROAD	SOUTH TURRAMURRA	Local	137	AC Overlay	1979	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	72,019.53	52,837.57	1551.39
1195	1	CAPPER STREET	LINDFIELD	Local	90	Spray Seal	1979	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	32,868.90	10,107.39	708.04
1195	2	CAPPER STREET	LINDFIELD	Local	126	Spray Seal	1979	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,436.10	15,201.90	1064.92
1200	1	CARBEEN AVENUE	ST IVES	Local	216	AC Overlay	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	103,226.40	31,742.74	2223.62
1200	2	CARBEEN AVENUE	ST IVES	Local	236	AC Overlay	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	119,746.40	36,822.74	2579.49
1200	3	CARBEEN AVENUE	ST IVES	Local	176	AC Overlay	1981	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	89,302.40	46,489.14	1923.68
1200	4	CARBEEN AVENUE	ST IVES	Local	93	AC Overlay	1979	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	38,957.70	11,979.73	839.20
1205	1	CARCOOLA ROAD	ST IVES	Local	181	AC Overlay	1978	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	54,783.27	40,192.08	1180.10
1205	2	CARCOOLA ROAD	ST IVES	Local	148	AC Overlay	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,901.52	18,420.08	1290.35
1210	1	CARDIGAN ROAD	ROSEVILLE CHASE	Local	202	Spray Seal	1963	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	57,206.40	17,591.31	1232.30
1210	2	CARDIGAN ROAD	ROSEVILLE CHASE	Local	202	Spray Seal	1963	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	62,331.14	32,448.41	1342.69
1215	1	CARINA ROAD	TURRAMURRA	Local	202	AC Overlay	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	87,001.40	36,022.37	1874.12
1215	2	CARINA ROAD	TURRAMURRA	Local	199	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	85,709.30	53,749.90	1846.28
1220	1	CARINGAL PLACE	ST IVES	Local	131	AC Overlay	1973	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	63,996.12	53,769.14	1378.56
1225	1	CARINYA ROAD	PYMBLE	Local	196	Spray Seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	54,235.16	16,677.64	1168.29
1230	1	CARISSA AVENUE	ST IVES	Local	115	Rejuvenation	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	68,257.10	20,989.47	1470.34
1230	2	CARISSA AVENUE	ST IVES	Local	141	Rejuvenation	1980	poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	60,728.70	31,614.21	1308.17
1235	1	CARLOTTA AVENUE	GORDON	Collector	162	AC Overlay	1989	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	114,280.47	61,003.59	2552.66
1235	2	CARLOTTA AVENUE	GORDON	Collector	161	AC Overlay	1989	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	101,658.62	75,329.37	2270.72
1235	3	CARLOTTA AVENUE	GORDON	Local	222	Spray Seal	1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	87,101.70	26,784.30	1876.28
1235	4	CARLOTTA AVENUE	GORDON	Local	70	Spray Seal	1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	19,824.00	6,096.00	427.03
1240	1	CARLYLE ROAD	EAST LINDFIELD	Local	149	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	72,965.30	69,078.53	1571.76
1240	2	CARLYLE ROAD	EAST LINDFIELD	Local	182	Spray Seal	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	88,051.60	27,076.40	1896.74
1240	3	CARLYLE ROAD	EAST LINDFIELD	Local	177	Spray Seal	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	85,632.60	26,332.54	1844.63
1240	4	CARLYLE ROAD	EAST LINDFIELD	Local	199	Spray Seal	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	96,276.20	29,605.51	2073.91
1240	5	CARLYLE ROAD	EAST LINDFIELD	Local	109	Mill & Resheet	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100								

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
1255	2	CARRAMAR ROAD	LINDFIELD	Local	161	Spray Seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	60,128.67	18,489.93	1295.25
1255	3	CARRAMAR ROAD	LINDFIELD	Local	47	AC Overlay	1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	23,847.80	17,496.09	513.71
1260	1	CARRINGTON ROAD	WAHROONGA	Local	185	Stabilisation	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	84,154.65	79,671.84	1812.80
1260	2	CARRINGTON ROAD	WAHROONGA	Local	200	Stabilisation	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,942.00	74,736.86	1700.51
1260	3	CARRINGTON ROAD	WAHROONGA	Local	183	Stabilisation	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	71,260.20	67,464.26	1535.03
1260	4	CARRINGTON ROAD	WAHROONGA	Local	202	AC Overlay	1982	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	85,809.60	62,954.74	1848.45
1260	5	CARRINGTON ROAD	WAHROONGA	Local	192	AC Overlay	1982	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	95,155.20	69,811.20	2049.76
1260	6	CARRINGTON ROAD	WAHROONGA	Local	140	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	59,472.00	56,304.00	1281.10
1260	7	CARRINGTON ROAD	WAHROONGA	Local	209	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,918.40	74,714.51	1700.00
1265	1	CARSON STREET	ROSEVILLE CHASE	Local	123	Spray Seal	1996	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	42,961.44	26,941.92	925.44
1270	1	CARTER STREET	GORDON	Local	188		1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	98,053.28	82,383.75	2112.19
1275	1	CASSANDRA AVENUE	ST IVES	Local	202		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	88,193.20	55,307.60	1899.79
1275	2	CASSANDRA AVENUE	ST IVES	Local	198		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	88,315.92	27,157.68	1902.43
1275	3	CASSANDRA AVENUE	ST IVES	Local	111		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	48,462.60	14,902.54	1043.94
1280	1	CATALPA CRESCENT	TURRAMURRA	Local	256		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	122,342.40	37,621.03	2635.41
1280	2	CATALPA CRESCENT	TURRAMURRA	Local	221		1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	105,615.90	32,477.53	2275.10
1280	3	CATALPA CRESCENT	TURRAMURRA	Local	226		1991	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	106,672.00	66,896.00	2297.85
1280	4	CATALPA CRESCENT	TURRAMURRA	Local	182		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,394.80	15,189.20	1064.03
1290	1	CATHERINE STREET	ST IVES	Local	250	Spray seal	1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	78,175.00	24,039.29	1683.99
1290	2	CATHERINE STREET	ST IVES	Local	208	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,814.40	60,415.09	1374.64
1290	3	CATHERINE STREET	ST IVES	Local	162	Spray Seal	1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	52,377.84	32,847.12	1128.28
1295	1	CAWARRA PLACE	GORDON	Local	120		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	53,737.20	45,149.66	1157.57
1300	1	CECIL STREET	GORDON	Local	211	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	117,269.58	111,022.77	2526.13
1300	2	CECIL STREET	GORDON	Collector	192		1980	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	114,441.60	61,089.60	2556.25
1300	3	CECIL STREET	GORDON	Collector	177		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	105,500.85	34,457.48	2356.55
1300	4	CECIL STREET	GORDON	Local	297	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	159,284.07	150,799.20	3431.18
1305	1	CHALLIS AVENUE	TURRAMURRA	Local	180		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	94,942.80	29,195.49	2045.19
1305	2	CHALLIS AVENUE	TURRAMURRA	Local	169		1993	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	89,838.71	56,339.53	1935.24
1310	1	CHAPALA CLOSE	ST IVES	Local	94	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	44,700.76	42,319.61	962.91
1315	1	CHAPMAN LANE	LINDFIELD	Local	67		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	32,414.60	20,327.80	698.25
1320	1	CHARLES STREET	LINDFIELD	Local	246	AC Overlay	1977	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	125,110.68	51,801.27	2695.04
1320	2	CHARLES STREET	KILLARA	Local	155	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,829.90	74,630.73	1698.09
1320	3	CHARLES STREET	KILLARA	Local	157	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	75,956.60	71,910.49	1636.20
1320	4	CHARLES STREET	KILLARA	Local	88	AC Overlay	1981	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	38,836.16	16,079.86	836.58
1325	1	CHARLTON AVENUE	TURRAMURRA	Local	246		1982	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	117,563.40	73,726.20	2532.46
1325	2	CHARLTON AVENUE	TURRAMURRA	Local	204		1989	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	97,491.60	50,752.29	2100.09
1330	1	CHASE AVENUE	ROSEVILLE CHASE	Local	260		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	79,768.00	24,529.14	1718.30
1330	2	CHASE AVENUE	ROSEVILLE CHASE	Local	67		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	22,690.22	6,977.38	488.78
1335	1	CHATHAM PLACE	NORTH TURRAMURRA	Local	107	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	48,862.62	46,259.77	1052.56
1340	1	CHAUVEL CLOSE	WAHROONGA	Local	125		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	65,858.75	48,317.68	1416.68
1345	1	CHELMSFORD AVENUE	LINDFIELD	Local	157	AC Overlay	1970	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	78,087.09	24,012.25	1682.09
1345	2	CHELMSFORD AVENUE	LINDFIELD	Local	130	AC Overlay	1970	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	63,661.00	33,140.71	1371.34
1345	3	CHELMSFORD AVENUE	LINDFIELD	Local	263	AC Overlay	1960	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	142,756.40	59,107.37	3075.15
1345	4	CHELMSFORD AVENUE	LINDFIELD	Local	141	AC Overlay	1960	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,534.80	23,534.91	1648.65
1345	5	CHELMSFORD AVENUE	LINDFIELD	Local	200	Mill & Resheet	2007	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	110,566.00	81,117.43	2381.73
1345	6	CHELMSFORD AVENUE	LINDFIELD	Local	196	Mill & Resheet	2007	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	117,143.32	98,423.08	2523.41
1345	7	CHELMSFORD AVENUE	EAST LINDFIELD	Local	154	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,591.20	79,138.40	1800.66
1345	8	CHELMSFORD AVENUE	EAST LINDFIELD	Local	173	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	97,987.20	92,767.54	2110.77
1350	1	CHERRY STREET	WARRAWEE	Collector	157	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	73,012.85	69,230.83	1630.87
1350	2	CHERRY STREET	WARRAWEE	Collector	49	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	19,257.00	18,259.50	430.14
1350	3	CHERRY STREET	WARRAWEE	Collector	18	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	8,724.60	8,272.67	194.88
1350	4	CHERRY STREET	WARRAWEE	Collector	143	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	66,783.15	63,323.82	1491.72
1350	5	CHERRY STREET	WARRAWEE	Collector	140	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	64,006.60	60,691.10	1429.70
1350	6	CHERRY STREET	WARRAWEE	Collector	207	Stabilisation	2001	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	94,909.50	89,993.25	2119.97
1350	7	CHERRY STREET	WARRAWEE	Collector	151	Stabilisation	2001	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	57,364.90	48,450.51	1281.35
1350	8	CHERRY STREET	WARRAWEE	Collector	155	Stabilisation	2001	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	58,884.50	55,834.32	1315.29
1350	9	CHERRY STREET	WARRAWEE	Local	35	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	12,390.00	11,730.00	266.90
1355	1	CHERRYWOOD AVENUE	WAHROONGA	Local	99		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,966.50	11,674.93	

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
1375	1	CHISHOLM STREET	SOUTH TURRAMURRA	Local	132		1995	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	40,887.00	34,353.00	880.76
1375	2	CHISHOLM STREET	SOUTH TURRAMURRA	Local	139		1995	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	45,269.52	28,389.36	975.16
1375	3	CHISHOLM STREET	SOUTH TURRAMURRA	Local	205		1995	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	68,457.70	57,517.73	1474.66
1375	4	CHISHOLM STREET	SOUTH TURRAMURRA	Local	198		1995	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	95,792.40	90,689.66	2063.49
1380	1	CHUNOOMA ROAD	NORTH WAHROONGA	Local	193	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,352.84	78,912.74	1795.52
1385	1	CHURCH STREET	PYMBLE	Local	165		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	81,774.00	25,146.00	1761.51
1385	2	CHURCH STREET	PYMBLE	Local	175		1995	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	76,405.00	39,775.00	1645.86
1385	3	CHURCH STREET	PYMBLE	Local	188		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	80,971.60	24,899.26	1744.23
1383	1	CHURCH HILL LANE	GORDON	Local	94		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	25,511.60	7,844.97	549.55
1390	1	CHURCHILL ROAD	EAST KILLARA	Local	186		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	80,110.20	50,238.60	1725.67
1390	2	CHURCHILL ROAD	EAST KILLARA	Local	194		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	83,555.80	52,399.40	1799.90
1390	3	CHURCHILL ROAD	EAST KILLARA	Local	208		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	89,585.60	56,180.80	1929.79
1390	4	CHURCHILL ROAD	EAST KILLARA	Local	152		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	65,466.40	55,004.46	1410.23
1395	1	CLANVILLE ROAD	ROSEVILLE	Collector	22	Mill & Resheet	1997	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	15,274.60	4,988.81	341.19
1395	2	CLANVILLE ROAD	ROSEVILLE	Collector	28	Mill & Resheet	1997	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	13,571.60	7,244.60	303.15
1395	3	CLANVILLE ROAD	ROSEVILLE	Collector	256	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	191,322.88	62,487.68	4273.53
1395	4	CLANVILLE ROAD	ROSEVILLE	Collector	255	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	122,429.33	39,986.46	2734.67
1395	5	CLANVILLE ROAD	ROSEVILLE	Collector	280	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	167,077.40	158,422.90	3731.97
1395	6	CLANVILLE ROAD	ROSEVILLE	Collector	216	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	130,161.60	123,419.31	2907.39
1395	7	CLANVILLE ROAD	ROSEVILLE	Collector	122	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	72,718.10	68,951.35	1624.29
1400	1	CLARENCE AVENUE	KILLARA	Local	77		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	35,617.12	10,952.48	767.24
1405	1	CLARKE PLACE	KILLARA	Local	91		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	58,522.10	17,995.90	1260.64
1405	2	CLARKE PLACE	KILLARA	Local	138		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	28,659.84	17,973.12	617.37
1410	1	CLERMISTON AVENUE	ROSEVILLE	Local	167		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	90,647.60	27,874.69	1952.66
1410	2	CLERMISTON AVENUE	ROSEVILLE	Local	167		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	84,341.68	25,935.58	1816.82
1415	1	CLEVELAND STREET	WAHROONGA	Local	267		1989	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	127,599.30	66,425.79	2748.65
1415	2	CLEVELAND STREET	WAHROONGA	Collector	214		1980	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	130,358.10	69,585.92	2911.78
1415	3	CLEVELAND STREET	WAHROONGA	Collector	214		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	130,358.10	42,576.06	2911.78
1420	1	CLIFF AVENUE	NORTH WAHROONGA	Local	130		1985	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	50,468.60	31,649.80	1087.16
1420	2	CLIFF AVENUE	NORTH WAHROONGA	Local	147		1985	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	56,027.58	29,166.90	1206.90
1425	1	CLIFFORD STREET	GORDON	Local	203		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	98,211.40	40,663.80	2115.60
1425	2	CLIFFORD STREET	GORDON	Local	118		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	57,088.40	29,719.14	1229.76
1430	1	CLIPSHAM LANE	GORDON	Local	81		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	20,119.59	6,186.90	433.40
1435	1	CLISSOLD ROAD	WAHROONGA	Local	177	AC Overlay	1977	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	83,648.43	43,545.79	1801.89
1435	2	CLISSOLD ROAD	WAHROONGA	Local	95	Slurry seal	1987	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	43,046.40	26,995.20	927.27
1435	3	CLISSOLD ROAD	WAHROONGA	Local	234	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,545.00	98,029.29	2230.49
1435	4	CLISSOLD ROAD	WAHROONGA	Local	160	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	70,800.00	67,028.57	1525.12
1435	5	CLISSOLD ROAD	WAHROONGA	Local	163	Slurry seal	1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	66,741.98	20,523.56	1437.71
1435	6	CLISSOLD ROAD	WAHROONGA	Local	221	AC Overlay	1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	92,968.07	68,206.60	2002.65
1445	1	CLOPTON DRIVE	KILLARA	Local	106		1966	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	39,024.96	12,000.41	840.65
1450	1	CLWYDON PLACE	WAHROONGA	Local	70		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,043.40	12,928.60	905.67
1455	1	CLYDE PLACE	WAHROONGA	Local	77	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	38,433.78	36,386.46	827.91
1460	1	CLYDESDALE PLACE	PYMBLE	Local	71	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	34,433.58	32,599.35	741.74
1465	1	COCUPARA AVENUE	LINDFIELD	Local	193		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	80,733.83	24,826.14	1739.11
1465	2	COCUPARA AVENUE	LINDFIELD	Local	187		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	85,726.41	26,361.39	1846.65
1470	1	COILA STREET	TURRAMURRA	Local	146		1984	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	48,755.24	20,186.79	1050.25
1475	1	COLERIDGE STREET	PYMBLE	Local	197		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,016.53	21,838.01	1529.78
1480	1	COLETTE PLACE	EAST KILLARA	Local	70		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	33,866.00	10,414.00	729.52
1485	1	COLLEGE CRESCENT	ST IVES	Local	216	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	93,031.20	88,075.54	2004.01
1485	2	COLLEGE CRESCENT	ST IVES	Local	215	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	92,600.50	87,667.79	1994.73
1490	1	COLLINS ROAD	ST IVES	Local	156	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	66,084.72	55,523.97	1423.55
1490	2	COLLINS ROAD	ST IVES	Collector	214	AC Overlay	2000	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	135,544.39	58,312.17	3027.62
1490	3	COLLINS ROAD	ST IVES	Collector	195	AC Overlay	2000	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	116,996.10	86,694.49	2613.31
1490	4	COLLINS ROAD	ST IVES	Collector	223	AC Overlay	1981	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	129,997.85	55,926.01	2903.73
1490	5	COLLINS ROAD	ST IVES	Collector	123	AC Overlay	1985	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	74,119.80	31,886.87	1655.60
1490	6	COLLINS ROAD	ST IVES	Collector	198	AC Overlay	1985	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	119,314.80	63,690.94	2665.11
1490	7	COLLINS ROAD	ST IVES CHASE	Local	239	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	133,254.45	126,156.15	2870.47
1490	8	COLLINS ROAD	ST IVES CHASE	Local	138	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,906.40	70,916.23	1613.58
1490	9																							



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life - Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
1515	2	COOK ROAD	KILLARA	Local	175		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	93,957.50	28,892.50	2023.96
1515	3	COOK ROAD	LINDFIELD	Local	184		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	85,545.28	53,647.04	1842.75
1520	1	COOLABAH AVENUE	TURRAMURRA	Local	199		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	108,017.20	79,247.49	2326.82
1525	1	COOLABAH PLACE	TURRAMURRA	Local	56		1995	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	32,709.60	13,543.20	704.61
1530	1	COONANBARRA ROAD	WAHROONGA	Local	238		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	127,782.20	52,907.40	2752.59
1530	2	COONANBARRA ROAD	WAHROONGA	Local	243		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	143,656.74	44,175.32	3094.54
1530	3	COONANBARRA ROAD	WAHROONGA	Local	146		1982	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	71,496.20	37,219.57	1540.12
1530	4	COONANBARRA ROAD	WAHROONGA	Local	152		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,941.84	19,662.50	1377.39
1530	5	COONANBARRA ROAD	WAHROONGA	Local	176		1988	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	59,915.68	37,574.24	1290.66
1530	6	COONANBARRA ROAD	WAHROONGA	Local	189		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	86,866.29	72,984.51	1871.21
1530	7	COONANBARRA ROAD	WAHROONGA	Local	181	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	81,160.40	76,837.09	1748.30
1530	8	COONANBARRA ROAD	WAHROONGA	Local	149		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	50,108.70	15,408.73	1079.40
1530	9	COONANBARRA ROAD	WAHROONGA	Local	59		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	23,531.56	7,236.10	506.90
1535	1	COOPER CRESCENT	WAHROONGA	Local	170	AC Overlay	1964	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	48,946.40	15,051.31	1054.37
1535	2	COOPER CRESCENT	WAHROONGA	Local	208	AC Overlay	1964	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	69,827.68	28,911.70	1504.18
1540	1	COOPERNOOK AVENUE	EAST LINDFIELD	Local	175	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,787.50	53,762.50	1223.27
1540	2	COOPERNOOK AVENUE	EAST LINDFIELD	Local	138	Spray seal	1983	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	56,179.80	23,260.89	1210.18
1545	1	COPPINS CLOSE	ST IVES	Local	116		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	52,904.12	16,268.34	1139.62
1550	1	COREE PLACE	ST IVES	Local	66		1981	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	33,215.82	24,368.99	715.51
1555	1	CORNWALL AVENUE	TURRAMURRA	Local	187	AC Overlay	1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	81,644.20	59,898.77	1758.72
1555	2	CORNWALL AVENUE	TURRAMURRA	Local	98	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	42,786.80	40,507.60	921.68
1555	3	CORNWALL AVENUE	TURRAMURRA	Local	129	Spray seal	1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	55,560.30	40,762.16	1196.84
1555	4	CORNWALL AVENUE	TURRAMURRA	Local	140	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	58,646.00	36,778.00	1263.31
1560	1	CORONA AVENUE	ROSEVILLE	Local	107	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	40,403.20	38,250.97	870.34
1560	2	CORONA AVENUE	ROSEVILLE	Local	173	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	65,324.80	61,845.03	1407.18
1565	1	CORONGA CRESCENT	KILLARA	Local	200		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,780.00	25,762.86	1804.73
1565	2	CORONGA CRESCENT	KILLARA	Local	196		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	82,104.40	25,247.60	1768.63
1565	3	CORONGA CRESCENT	KILLARA	Local	204		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	85,455.60	26,278.11	1840.82
1570	1	COURALLIE AVENUE	PYMBLE	Local	200		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	84,960.00	44,228.57	1830.14
1570	2	COURALLIE AVENUE	PYMBLE	Local	147		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	69,297.27	50,840.37	1492.75
1570	3	COURALLIE AVENUE	PYMBLE	Local	55		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	26,933.50	16,890.50	580.18
1580	1	COVE STREET	SOUTH TURRAMURRA	Local	135		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	38,311.65	24,025.95	825.28
1580	2	COVE STREET	SOUTH TURRAMURRA	Local	121		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	38,836.16	28,492.39	836.58
1590	1	COVENTRY PLACE	WEST PYMBLE	Local	72		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	31,520.16	23,124.96	678.98
1600	1	COWAN ROAD	ST IVES	Local	171	AC Overlay	1978	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	96,148.17	70,539.70	2071.15
1600	2	COWAN ROAD	ST IVES	Local	171	Rejuvenation	1978	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	116,326.17	85,343.41	2505.81
1600	3	COWAN ROAD	ST IVES	Local	90	Rejuvenation	1978	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	57,719.70	30,047.79	1243.35
1600	4	COWAN ROAD	ST IVES	Local	185	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	106,639.55	100,958.99	2297.15
1600	5	COWAN ROAD	ST IVES	Local	70	Rejuvenation	1978	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	50,509.90	20,913.30	1088.05
1605	1	CRAIG STREET	ST IVES CHASE	Local	123		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,919.51	16,580.58	1161.49
1605	2	CRAIG STREET	ST IVES CHASE	Local	187		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	90,470.60	27,820.26	1948.85
1610	1	CRAIGLANDS AVENUE	GORDON	Local	195		1984	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	69,030.00	28,581.43	1486.99
1610	2	CRAIGLANDS AVENUE	GORDON	Local	192		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	67,968.00	20,900.57	1464.12
1610	3	CRAIGLANDS AVENUE	GORDON	Local	176		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	65,107.68	47,766.65	1402.50
1615	1	CRANA AVENUE	EAST LINDFIELD	Local	175	AC Overlay	1989	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	89,001.50	46,332.50	1917.20
1615	2	CRANA AVENUE	EAST LINDFIELD	Local	186	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,621.88	79,167.45	1801.32
1615	3	CRANA AVENUE	EAST LINDFIELD	Local	260	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	127,322.00	120,539.71	2742.67
1620	1	CRANBROOK AVENUE	ROSEVILLE	Local	254		1988	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	113,593.88	59,134.83	2446.95
1620	2	CRANBROOK AVENUE	ROSEVILLE	Local	81		1988	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	39,044.43	20,325.79	841.07
1625	1	CRANFORD AVENUE	ST IVES	Local	166	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,661.00	60,269.86	1371.34
1625	2	CRANFORD AVENUE	ST IVES	Local	69		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	34,522.08	10,615.75	743.65
1630	1	CRESCENT CLOSE	WARRAWEE	Local	97	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	44,238.79	41,882.24	952.96
1640	1	CRESTA CLOSE	ST IVES	Local	66		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	35,746.92	26,225.95	770.03
1645	1	CRETE PLACE	EAST LINDFIELD	Local	113		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	50,135.84	15,417.07	1079.99
1650	1	CROSS STREET	PYMBLE	Local	262		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	140,667.80	88,215.40	3030.16
1660	1	CROWN ROAD	PYMBLE	Local	173	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	86,759.50	82,137.93	1868.91
1660	2	CROWN ROAD	PYMBLE	Local	233	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	120,836.13	114,399.34	2602.96
1665	1	CUDGEE STREET	TURRAMURRA	Local	170		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	50,751.80	15,606.49	1093.26
1670	1	CULTOW																						

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
1685	2	CURAGUL ROAD	NORTH TURRAMURRA	Local	138	Stabilisation	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	58,622.40	55,499.66	1262.80
1685	3	CURAGUL ROAD	NORTH TURRAMURRA	Local	206	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	80,216.40	75,943.37	1727.96
1685	4	CURAGUL ROAD	NORTH TURRAMURRA	Local	115	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	52,176.65	49,397.26	1123.95
1685	5	CURAGUL ROAD	NORTH TURRAMURRA	Local	144	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,948.48	63,382.22	1442.15
1685	6	CURAGUL ROAD	NORTH TURRAMURRA	Local	164	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	30,963.20	29,313.83	666.99
1690	1	CURRONG PLACE	SOUTH TURRAMURRA	Local	84		1986	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	39,301.08	20,459.40	846.59
1695	1	CURTIN AVENUE	NORTH WAHROONGA	Local	141	AC Overlay	1993	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	62,392.50	45,774.64	1344.01
1695	2	CURTIN AVENUE	NORTH WAHROONGA	Local	251	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	111,067.50	105,151.07	2392.53
1695	3	CURTIN AVENUE	NORTH WAHROONGA	Local	253	Slurry seal	1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	125,386.80	38,557.20	2700.99
1695	4	CURTIN AVENUE	NORTH WAHROONGA	Local	180	Slurry seal	1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	87,084.00	26,778.86	1875.90
1695	5	CURTIN AVENUE	NORTH WAHROONGA	Local	199	Slurry seal	1987	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	96,628.43	50,302.94	2081.50
1695	6	CURTIN AVENUE	NORTH WAHROONGA	Local	143	AC Overlay	1993	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	70,027.10	43,915.30	1508.47
1695	7	CURTIN AVENUE	NORTH WAHROONGA	Local	182	AC Overlay	1993	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	104,695.50	54,502.50	2255.27
1700	1	CYNTHIA STREET	PYMBLE	Local	168		1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	72,357.60	53,085.60	1558.67
1700	2	CYNTHIA STREET	PYMBLE	Local	160		1985	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	68,912.00	43,216.00	1484.45
1710	1	CYRUS AVENUE	WAHROONGA	Local	184		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	66,438.72	20,430.31	1431.17
1715	1	DAINTON AVENUE	ST IVES	Local	159		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	60,976.50	18,750.64	1313.51
1720	1	DAKARA CLOSE	PYMBLE	Local	191		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	98,378.37	61,694.91	2119.19
1720	2	DAKARA CLOSE	PYMBLE	Private	82		1980	Good	4.5	30	19.3	4	70	45.0	10	100	100	0	16	42	15	20,319.60	14,907.60	387.97
1725	1	DALLAS PLACE	ST IVES	Local	46		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	27,465.68	8,445.66	591.64
1730	1	DALRYMPLE CRESCENT	PYMBLE	Local	247		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	98,950.67	30,427.93	2131.52
1735	1	DALTON ROAD	ST IVES CHASE	Local	195	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	95,721.60	90,622.63	2061.96
1735	2	DALTON ROAD	ST IVES CHASE	Local	179	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	80,263.60	75,988.06	1728.98
1735	3	DALTON ROAD	ST IVES CHASE	Local	224	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,084.80	97,593.60	2220.57
1735	4	DALTON ROAD	ST IVES CHASE	Local	160	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	59,944.00	56,750.86	1291.27
1735	5	DALTON ROAD	ST IVES CHASE	Local	105	AC Overlay	2001	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	35,311.50	29,668.50	760.65
1740	1	DALY AVENUE	NORTH WAHROONGA	Local	219		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	82,694.40	51,859.20	1781.34
1740	2	DALY AVENUE	NORTH WAHROONGA	Local	211		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	85,898.10	81,322.41	1850.35
1745	1	DAMOUR AVENUE	EAST LINDFIELD	Local	171	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,560.70	60,174.90	1369.18
1745	2	DAMOUR AVENUE	EAST LINDFIELD	Local	131	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,267.12	53,269.84	1212.06
1750	1	DANGAR STREET	LINDFIELD	Local	135		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,923.05	16,581.66	1161.57
1755	1	DARLING STREET	ST IVES	Local	103		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,831.40	15,323.46	1073.43
1760	1	DARNLEY STREET	GORDON	Local	138		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,879.20	58,582.97	1332.95
1760	2	DARNLEY STREET	GORDON	Local	153		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	68,605.20	64,950.69	1477.84
1760	3	DARNLEY STREET	GORDON	Local	155		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	69,502.00	65,799.71	1497.16
1760	4	DARNLEY STREET	GORDON	Local	173		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	77,573.20	73,440.97	1671.02
1760	5	DARNLEY STREET	GORDON	Local	189		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	90,211.59	85,406.13	1943.27
1765	1	DARRI AVENUE	WAHROONGA	Local	172	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,888.00	57,644.57	1311.60
1765	2	DARRI AVENUE	WAHROONGA	Local	197	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	63,926.50	33,278.93	1377.06
1770	1	DAVID CLOSE	ST IVES CHASE	Local	83		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,799.78	13,161.19	921.96
1775	1	DAVIDSON AVENUE	WARRAWE	Local	231		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	106,306.20	77,992.20	2289.97
1785	1	DAWSON PLACE	TURRAMURRA	Local	152		1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	61,968.88	25,657.82	1334.89
1790	1	DE BURGH ROAD	KILLARA	Local	244		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	96,597.16	50,286.66	2080.82
1795	1	DEAKIN PLACE	EAST KILLARA	Local	129		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	55,636.41	17,108.53	1198.48
1800	1	DELA CLOSE	ST IVES CHASE	Local	80		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	38,232.00	11,756.57	823.56
1805	1	DELAWARE AVENUE	ST IVES	Local	185		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	79,679.50	66,946.21	1716.40
1810	1	DELRAY AVENUE	WAHROONGA	Local	190		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	79,142.60	66,495.11	1704.83
1815	1	DENLEY LANE	ST IVES	Local	152		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	61,341.12	18,862.77	1321.36
1820	1	DENMAN STREET	TURRAMURRA	Local	149		1982	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	62,416.10	39,142.30	1344.52
1820	2	DENMAN STREET	TURRAMURRA	Local	150		1982	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	62,835.00	39,405.00	1353.54
1825	1	DENNIS AVENUE	WAHROONGA	Local	167		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,237.19	21,905.87	1534.54
1835	1	DERBY STREET	ST IVES	Local	157		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	64,655.74	19,882.03	1392.77
1840	1	DERWENT AVENUE	NORTH WAHROONGA	Local	245		1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	92,512.00	38,304.00	1992.82
1845	1	DEVON STREET	WAHROONGA	Local	95		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	30,827.50	16,048.21	664.06
1850	1	DIANA AVENUE	WEST PYMBLE	Local	121	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,970.30	52,042.10	1184.13
1855	1	DOBELL PLACE	ST IVES	Local	91		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	42,307.72	31,039.32	911.36
1860	1	DONCASTER AVENUE	WEST PYMBLE	Local	298		1975	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	200,434.80	104,342.57	4317.61
1865	1	DORMAN CRESCENT	LINDFIELD	Local	103		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	50,439.10	37,004.96	1086.52
1865	2	DORMAN CRESCENT	LINDFIELD																					

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
1875	4	DOUGLAS STREET	ST IVES	Local	136	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	70,450.72	59,192.25	1517.60
1875	5	DOUGLAS STREET	ST IVES	Local	211	AC Overlay	1994	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	100,961.39	95,583.30	2174.83
1875	6	DOUGLAS STREET	ST IVES	Local	249	Rehabilitate	1999	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	115,765.08	97,265.09	2493.72
1875	7	DOUGLAS STREET	ST IVES	Local	130	Rehabilitate	1999	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	56,988.10	47,881.04	1227.59
1875	8	DOUGLAS STREET	ST IVES	Local	150	Rehabilitate	1999	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	62,746.50	52,719.21	1351.64
1875	9	DOUGLAS STREET	ST IVES	Local	150	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,870.00	51,947.14	1181.97
1875	10	DOUGLAS STREET	ST IVES	Local	119	Spray seal	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	46,338.60	29,059.80	998.19
1875	11	DOUGLAS STREET	ST IVES	Local	70	AC Overlay	1971	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,583.00	11,557.00	809.58
1875	12	DOUGLAS STREET	ST IVES	Local	76	AC Overlay	1971	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	40,804.40	38,630.80	878.98
1877	1	DOYLE PLACE	GORDON	Local	105		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	52,595.55	44,190.45	1132.97
1880	1	DROVERS WAY	LINDFIELD	Local	109		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	43,280.63	13,309.06	932.32
1880	2	DROVERS WAY	LINDFIELD	Local	233		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	99,528.28	41,209.05	2143.96
1880	3	DROVERS WAY	LINDFIELD	Local	144		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,230.88	15,753.81	1103.58
1885	1	DRYDEN ROAD	NORTH WAHROONGA	Local	148		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	66,887.12	20,568.19	1440.83
1890	1	DU FAUR STREET	NORTH TURRAMURRA	Local	169		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	96,918.12	91,755.41	2087.74
1890	2	DU FAUR STREET	NORTH TURRAMURRA	Local	161		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,021.26	78,598.82	1788.38
1895	1	DUDLEY AVENUE	ROSEVILLE	Local	198	Spray seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	84,928.14	26,115.92	1829.46
1895	2	DUDLEY AVENUE	ROSEVILLE	Local	211	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	102,081.80	96,644.03	2198.97
1900	1	DUFF STREET	TURRAMURRA	Local	158		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	71,313.30	44,721.90	1536.18
1900	2	DUFF STREET	TURRAMURRA	Local	144		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	62,020.80	25,679.31	1336.01
1900	3	DUFF STREET	TURRAMURRA	Local	227		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	91,072.40	66,815.83	1961.81
1900	4	DUFF STREET	TURRAMURRA	Local	178		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	67,212.80	34,989.71	1447.85
1905	1	DUMARESQ STREET	GORDON	Collector	126		1994	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	98,210.70	72,774.45	2193.71
1905	2	DUMARESQ STREET	GORDON	Collector	243		1994	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	182,084.76	59,470.43	4067.18
1905	3	DUMARESQ STREET	GORDON	Collector	254		1994	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	153,060.40	49,990.83	3418.87
1910	1	DUNEB A VENUE	WEST PYMBLE	Local	222		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	91,686.00	67,266.00	1975.03
1910	2	DUNEB A VENUE	WEST PYMBLE	Local	226		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	93,338.00	38,646.00	2010.62
1915	1	DUNEB LANE	WEST PYMBLE	Local	142		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,701.00	11,593.29	812.13
1920	1	DUNOON AVENUE	WEST PYMBLE	Local	197		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	82,523.30	51,751.90	1777.65
1920	2	DUNOON AVENUE	WEST PYMBLE	Local	218		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	91,320.20	76,726.66	1967.15
1920	3	DUNOON AVENUE	WEST PYMBLE	Local	229		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	95,928.10	80,598.19	2066.41
1925	1	DUNTRON AVENUE	ROSEVILLE	Local	204		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	111,934.80	94,046.91	2411.21
1925	2	DUNTRON AVENUE	ROSEVILLE	Local	190		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	104,253.00	76,485.86	2245.74
1925	3	DUNTRON AVENUE	ROSEVILLE	Local	158		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	85,762.40	72,057.03	1847.43
1925	4	DUNTRON AVENUE	ROSEVILLE	Local	175		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	94,990.00	69,690.00	2046.20
1925	5	DUNTRON AVENUE	ROSEVILLE CHASE	Local	222		1984	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	125,740.80	52,062.17	2708.61
1925	6	DUNTRON AVENUE	ROSEVILLE CHASE	Local	178	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	98,718.80	93,460.17	2126.53
1930	1	DURACK PLACE	ST IVES	Local	86		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,953.52	11,670.94	817.57
1935	1	DURHAM AVENUE	ST IVES	Local	58		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	28,060.40	14,607.71	604.46
1940	1	EARL STREET	ROSEVILLE	Local	218	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	107,140.46	101,433.22	2307.94
1940	2	EARL STREET	ROSEVILLE	Local	264	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	131,149.92	124,163.73	2825.13
1950	1	EASTBOURNE AVENUE	GORDON	collector	246		1982	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	106,023.54	78,563.79	2368.22
1965	1	EASTERN ROAD	TURRAMURRA	Regional	254		1988	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	232,806.24	70,404.45	5374.23
1965	2	EASTERN ROAD	TURRAMURRA	Regional	180		1988	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	164,980.80	49,892.91	3808.51
1965	3	EASTERN ROAD	TURRAMURRA	Regional	223	AC Overlay	2005	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	200,807.04	168,480.96	4635.55
1965	4	EASTERN ROAD	TURRAMURRA	Regional	294	Rehabilitate	2005	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	264,741.12	250,535.04	6111.44
1965	5	EASTERN ROAD	TURRAMURRA	Regional	248		1988	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	227,306.88	68,741.35	5247.28
1965	6	EASTERN ROAD	TURRAMURRA	Regional	192		1988	Very poor	1.5	20	4.3	4	50	10.7	10	100	100	0	19.4	55	20	175,979.52	72,105.33	4062.41
1965	7	EASTERN ROAD	TURRAMURRA	Regional	267		1987	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	202,431.92	104,668.96	4673.06
1965	8	EASTERN ROAD	TURRAMURRA	Regional	242		1987	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	179,002.56	92,554.63	4132.20
1965	9	EASTERN ROAD	WAHROONGA	Regional	172		1987	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	126,118.66	65,210.61	2911.40
1965	10	EASTERN ROAD	WAHROONGA	Regional	172		1987	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	112,013.28	57,917.31	2585.78
1965	11	EASTERN ROAD	WAHROONGA	Regional	161		1987	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	118,052.93	73,709.66	2725.20
1965	12	EASTERN ROAD	WAHROONGA	Local	171		1987	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	71,631.90	52,553.19	1543.04
1965	13	EASTERN ROAD	WAHROONGA	Local	210		1987	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	91,686.00	57,498.00	1975.03
1955	1	EASTERN ARTERIAL ROAD	ST IVES	Regional	235		1980	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	248,267.16	208,300.91	5731.14
1955	2	EASTERN ARTERIAL ROAD	ST IVES	Regional	231		1980	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	238,841.06	174,759.68	5513.54
1955	3	EASTERN ARTERIAL ROAD	ST IVES	Regional	211	AC Overlay	2005	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	216,296.10	135,050.55	4993.10
1955																								



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
1955	12	EASTERN ARTERIAL ROAD	EAST KILLARA	Regional	312		1987	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	253,858.18	158,503.49	5860.21
1955	13	EASTERN ARTERIAL ROAD	EAST KILLARA	Regional	294		1987	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	290,742.48	181,533.24	6711.67
1955	14	EASTERN ARTERIAL ROAD	EAST KILLARA	Regional	289		1980	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	290,677.36	212,688.23	6710.16
1955	15	EASTERN ARTERIAL ROAD	EAST KILLARA	Regional	235		1980	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	232,396.20	145,103.10	5364.77
1955	16	EASTERN ARTERIAL ROAD	EAST KILLARA	Regional	257		1980	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	247,953.60	128,206.29	5723.90
1955	17	EASTERN ARTERIAL ROAD	EAST KILLARA	Regional	331		1980	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	319,348.80	267,939.77	7372.03
1955	18	EASTERN ARTERIAL ROAD	LINDFIELD	Regional	332		1980	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	320,313.60	199,996.80	7394.30
1970	1	EASTGATE AVENUE	EAST KILLARA	Local	211		1993	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,326.70	97,822.61	2225.79
1970	2	EASTGATE AVENUE	EAST KILLARA	Local	141		1993	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	62,142.93	52,212.10	1338.64
1970	3	EASTGATE AVENUE	EAST KILLARA	Local	230		1993	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	100,418.00	84,370.57	2163.13
1970	4	EASTGATE AVENUE	EAST KILLARA	Local	228		1993	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	98,199.60	40,658.91	2115.34
1975	1	ECHO STREET	ROSEVILLE	Local	162		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,465.12	19,515.91	1367.12
1980	1	EDEN AVENUE	SOUTH TURRAMURRA	Local	192	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,827.20	79,361.83	1805.74
1980	2	EDEN AVENUE	SOUTH TURRAMURRA	Local	190	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	82,954.00	78,535.14	1786.93
1985	1	EDEN LANE	SOUTH TURRAMURRA	Local	72		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	19,540.80	10,172.57	420.93
1990	1	EDENBOROUGH ROAD	LINDFIELD	Local	74		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	32,483.04	9,988.73	699.73
1995	1	EDENHOLME STREET	WEST PYMBLE	Local	216		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	99,148.32	51,614.74	2135.78
2000	1	EDGEcombe ROAD	ST IVES	Local	104	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	58,353.36	55,244.95	1257.00
2005	1	EDGEWOOD PLACE	ST IVES	Local	154		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	73,778.32	46,267.76	1589.28
2005	2	EDGEWOOD PLACE	ST IVES	Private	172		1980	Failed	0.5	30	2.1	4	70	5.0	10	100	100	0	16	42	15	34,503.20	10,609.94	658.78
2015	1	EDMUND STREET	LINDFIELD	Local	155		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	58,528.00	42,939.43	1260.77
2015	2	EDMUND STREET	LINDFIELD	Local	189		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	79,729.65	24,517.35	1717.48
2015	3	EDMUND STREET	LINDFIELD	Local	133		2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	51,711.73	48,957.11	1113.93
2020	1	EDWARD STREET	GORDON	Local	158	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,898.00	79,428.86	1807.27
2020	2	EDWARD STREET	GORDON	Local	141	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,871.00	70,882.71	1612.81
2025	1	EDWARDS LANE	KILLARA	Local	166		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,217.20	11,444.51	801.70
2030	1	ELEGANS AVENUE	ST IVES	Local	136		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	59,377.60	37,236.80	1279.07
2030	2	ELEGANS AVENUE	ST IVES	Local	130		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	61,053.20	44,792.06	1315.16
2035	1	ELEHAM ROAD	LINDFIELD	Local	24		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	5,664.00	4,155.43	122.01
2040	1	ELGIN STREET	GORDON	Local	145	AC Overlay	1977	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	60,826.05	44,625.41	1310.27
2040	2	ELGIN STREET	GORDON	Local	178	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	71,623.64	67,808.34	1542.86
2040	3	ELGIN STREET	GORDON	Local	176	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	69,988.16	58,803.61	1507.63
2040	4	ELGIN STREET	GORDON	Local	188	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,552.00	63,006.86	1433.61
2040	5	ELGIN STREET	GORDON	Local	188	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	55,570.92	52,610.73	1197.07
2045	1	ELIZABETH STREET	WAHROONGA	Local	169		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,855.00	15,330.71	1073.94
2050	1	ELIZABETHAN PLACE	ST IVES CHASE	Local	100	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	41,300.00	39,100.00	889.65
2050	2	ELIZABETHAN PLACE	ST IVES CHASE	Local	77	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	31,801.00	9,779.00	685.03
2055	1	ELLALONG ROAD	NORTH TURRAMURRA	Local	200	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	101,008.00	95,627.43	2175.84
2055	2	ELLALONG ROAD	NORTH TURRAMURRA	Local	162	AC Overlay	1978	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	79,331.40	32,846.66	1708.90
2055	3	ELLALONG ROAD	NORTH TURRAMURRA	Local	157	AC Overlay	1978	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	76,882.90	40,023.79	1656.15
2060	1	ELLERY CLOSE	ST IVES CHASE	Local	37		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	17,769.62	9,250.53	382.78
2065	1	ELLISON PLACE	PYMBLE	Local	72		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	36,830.16	11,325.50	793.37
2070	1	ELLSMORE AVENUE	KILLARA	Local	265		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	117,575.20	86,259.77	2532.72
2075	1	ELVA AVENUE	KILLARA	Local	200		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,520.00	23,222.86	1626.79
2075	2	ELVA AVENUE	KILLARA	Local	211		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	79,673.60	41,476.57	1716.27
2080	1	ENDEAVOUR STREET	WAHROONGA	Local	107		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,201.08	13,899.61	973.69
2085	1	EPPLESTON PLACE	WEST PYMBLE	Local	116		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	55,778.60	17,152.26	1201.54
2090	1	ERIC STREET	WAHROONGA	Local	135	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,906.00	63,342.00	1441.24
2095	1	EROLA CIRCLE	LINDFIELD	Local	24		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	13,806.00	11,599.71	297.40
2100	1	ESK STREET	NORTH WAHROONGA	Local	239		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	113,090.02	107,065.85	2436.10
2105	1	ESSEX STREET	KILLARA	Local	205	AC Overlay	2000	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	78,617.50	66,053.93	1693.52
2105	2	ESSEX STREET	KILLARA	Local	213	Stabilisation	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	76,658.70	72,575.19	1651.32
2110	1	ETON ROAD	LINDFIELD	Local	79	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	39,851.55	37,728.71	858.45
2110	2	ETON ROAD	LINDFIELD	Local	239	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	100,540.13	95,184.48	2165.76
2110	3	ETON ROAD	LINDFIELD	Local	201	Spray seal	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	107,916.90	102,168.30	2324.66
2110	4	ETON ROAD	LINDFIELD	Local	205	Spray seal	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	110,064.50	104,201.50	2370.93
2110	5	ETON ROAD	LINDFIELD	Local	159	Spray seal	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	85,367.10	80,819.70	1838.91
2110	6	ETON ROAD	LINDFIELD	Collector	206	AC Overlay	1980	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	119,143.19	100,628.57	2661.27
2110	7	ETON ROAD	LINDFIELD	Collector	67																			

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
2130	1	EUSTACE PARADE	KILLARA	Local	209		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	102,347.30	85,991.56	2204.69
2130	2	EUSTACE PARADE	KILLARA	Local	131		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	64,150.70	40,230.10	1381.89
2135	1	EVANS STREET	WEST PYMBLE	Local	182		1981	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	79,461.20	66,762.80	1711.69
2140	1	EVELYN AVENUE	TURRAMURRA	Local	213		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	80,428.80	24,732.34	1732.54
2140	2	EVELYN AVENUE	TURRAMURRA	Local	188		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	77,644.00	23,876.00	1672.55
2143	1	EVERETT WAY	WAHROONGA	Local	180		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	47,790.00	35,061.43	1029.46
2145	1	EVERTON STREET	PYMBLE	Local	160	AC Overlay	2001	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	106,672.00	78,260.57	2297.85
2150	1	EXETER ROAD	WAHROONGA	Local	237		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	107,669.10	33,108.90	2319.33
2150	2	EXETER ROAD	WAHROONGA	Local	242		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	104,229.40	32,051.17	2245.23
2150	3	EXETER ROAD	WAHROONGA	Local	42		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	15,115.80	9,479.40	325.61
2155	1	FADDEN PLACE	NORTH WAHROONGA	Local	142		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,710.32	21,743.85	1523.19
2160	1	FAIRBAIRN AVENUE	EAST KILLARA	Local	207	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	89,154.90	84,405.73	1920.51
2160	2	FAIRBAIRN AVENUE	EAST KILLARA	Local	118	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	50,822.60	48,115.34	1094.78
2165	1	FAIRLAWN AVENUE	TURRAMURRA	Local	153		1986	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	49,016.61	20,295.01	1055.88
2165	2	FAIRLAWN AVENUE	TURRAMURRA	Local	156		1986	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	44,179.20	22,998.86	951.67
2165	3	FAIRLAWN AVENUE	TURRAMURRA	Local	220	Stabilisation	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,006.00	57,756.29	1314.15
2165	4	FAIRLAWN AVENUE	TURRAMURRA	Local	163		1986	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	56,547.96	23,413.32	1218.11
2165	5	FAIRLAWN AVENUE	TURRAMURRA	Local	161		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,199.61	15,744.19	1102.90
2170	1	FAIRLIGHT AVENUE	EAST KILLARA	Local	150		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	62,746.50	19,294.93	1351.64
2170	2	FAIRLIGHT AVENUE	EAST KILLARA	Local	137		1993	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	66,765.58	48,982.98	1438.21
2175	1	FAIRVIEW AVENUE	ST IVES CHASE	Local	68		1988	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	36,830.16	23,096.88	793.37
2180	1	FAIRWAY AVENUE	PYMBLE	Local	208	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	88,972.00	84,232.57	1916.57
2180	2	FAIRWAY AVENUE	PYMBLE	Local	79	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	35,423.60	10,892.97	763.07
2185	1	FERN STREET	PYMBLE	Local	156		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	73,171.80	22,500.77	1576.21
2185	2	FERN STREET	PYMBLE	Local	125		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	52,510.00	16,147.14	1131.13
2185	3	FERN STREET	PYMBLE	Local	122		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,018.38	15,073.45	1055.92
2190	1	FIDDENS WHARF ROAD	KILLARA	Collector	145	AC Overlay	2001	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	85,857.40	72,515.33	1917.78
2190	2	FIDDENS WHARF ROAD	KILLARA	Collector	227	Rehabilitate	2005	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	133,816.50	126,884.89	2989.03
2190	3	FIDDENS WHARF ROAD	KILLARA	Collector	214	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	128,956.40	42,118.26	2880.47
2190	4	FIDDENS WHARF ROAD	KILLARA	Collector	193	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	98,603.70	32,204.81	2202.49
2190	5	FIDDENS WHARF ROAD	KILLARA	Collector	133	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	68,472.39	64,925.57	1529.45
2190	6	FIDDENS WHARF ROAD	KILLARA	Collector	292	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	148,609.02	140,911.17	3319.44
2190	7	FIDDENS WHARF ROAD	KILLARA	Collector	81	AC Overlay	2002	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	46,688.40	34,596.26	1042.87
2190	8	FIDDENS WHARF ROAD	KILLARA	Collector	173	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	99,717.20	32,568.49	2227.36
2190	9	FIDDENS WHARF ROAD	KILLARA	Local	162	Slurry seal	1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	105,424.74	32,418.75	2270.98
2190	10	FIDDENS WHARF ROAD	KILLARA	Local	279	AC Overlay	1979	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	134,980.20	55,887.69	2907.64
2190	11	FIDDENS WHARF ROAD	KILLARA	Local	190	AC Overlay	1979	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	74,322.30	30,772.67	1600.99
2192	1	FIELD PLACE	WAHROONGA	Local	122		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,416.88	51,518.16	1172.21
2195	1	FIELD OF MARS AVENUE	SOUTH TURRAMURRA	Local	142		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	48,759.96	30,578.28	1050.35
2200	1	FIG LANE	PYMBLE	Local	51		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	9,327.90	2,868.39	200.93
2205	1	FINCHLEY PLACE	TURRAMURRA	Local	178		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	81,075.44	59,481.50	1746.47
2210	1	FINLAY ROAD	WARRAWEE	Collector	275		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	146,081.38	47,711.42	3262.98
2210	2	FINLAY ROAD	WARRAWEE	Collector	221		1980	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	112,908.90	83,665.86	2522.02
2210	3	FINLAY ROAD	WARRAWEE	Collector	217		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	110,865.30	36,209.55	2476.37
2210	4	FINLAY ROAD	WARRAWEE	Collector	235		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	115,443.75	37,704.91	2578.64
2210	5	FINLAY ROAD	WARRAWEE	Local	106	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	46,905.00	44,406.43	1010.39
2215	1	FIONA AVENUE	WAHROONGA	Local	224	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	84,582.40	80,076.80	1822.01
2220	1	FISHER AVENUE	NORTH WAHROONGA	Local	163	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	53,855.20	50,986.40	1160.11
2220	2	FISHER AVENUE	NORTH WAHROONGA	Local	180	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	59,472.00	56,304.00	1281.10
2225	1	FITZROY AVENUE	PYMBLE	Local	234		1986	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	83,940.48	52,640.64	1808.18
2230	1	FITZROY LANE	PYMBLE	Local	53		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	7,817.50	5,735.36	168.40
2235	1	FITZROY STREET	KILLARA	Local	190		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	65,802.70	20,234.73	1417.47
2240	1	FITZSIMONS LANE	GORDON	Local	186		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	84,060.84	25,849.22	1810.77
2240	2	FITZSIMONS LANE	GORDON	Local	99		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	58,410.00	36,630.00	1258.22
2245	1	FLINDERS AVENUE	ST IVES	Local	126	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,702.20	58,415.40	1329.14
2245	2	FLINDERS AVENUE	ST IVES	Local	62		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	19,899.52	6,119.22	428.66
2245	3	FLINDERS AVENUE	ST IVES	Local	95		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,961.00	14,133.29	990.06
2245	4	FLINDERS AVENUE	ST IVES	Local	189		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	77,945.49	32,272.83	1679.04
2245	5	FL																						

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
2280	1	FOX VALLEY ROAD	WAHROONGA	Regional	267	Reconstruction	2003	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	205,007.94	172,005.60	4732.52
2280	2	FOX VALLEY ROAD	WAHROONGA	Regional	106	AC Overlay	2004	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	72,014.28	60,421.36	1662.42
2280	3	FOX VALLEY ROAD	WAHROONGA	Regional	158	AC Overlay	2005	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	128,302.32	121,417.58	2961.80
2280	4	FOX VALLEY ROAD	WAHROONGA	Regional	191	AC Overlay	2005	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	155,099.64	146,776.95	3580.41
2280	5	FOX VALLEY ROAD	WAHROONGA	Regional	299	AC Overlay	2005	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	242,799.96	229,771.25	5604.93
2280	6	FOX VALLEY ROAD	WAHROONGA	Regional	58	AC Overlay	2005	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	91,865.04	86,935.54	2120.67
2280	7	FOX VALLEY ROAD	WAHROONGA	Regional	223	AC Overlay	2005	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	184,670.76	174,761.28	4263.05
2280	8	FOX VALLEY ROAD	WAHROONGA	Regional	205	AC Overlay	2005	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	169,764.60	160,654.99	3918.94
2280	9	FOX VALLEY ROAD	WAHROONGA	Regional	243	AC Overlay	2003	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	207,485.06	196,351.36	4789.70
2280	10	FOX VALLEY ROAD	WAHROONGA	Regional	273	AC Overlay	2003	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	232,661.52	220,176.84	5370.89
2280	11	FOX VALLEY ROAD	WAHROONGA	Regional	262	AC Overlay	2003	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	223,286.88	211,305.25	5154.48
2280	12	FOX VALLEY ROAD	WAHROONGA	Collector	106		1987	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	65,680.78	35,060.79	1467.10
2280	13	FOX VALLEY ROAD	WAHROONGA	Collector	48		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	30,182.40	9,857.83	674.18
2280	14	FOX VALLEY ROAD	WAHROONGA	Local	185		1987	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	76,841.60	31,815.77	1655.26
2285	1	FRANCES STREET	LINDFIELD	Local	183		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	60,679.14	18,659.20	1307.10
2285	2	FRANCES STREET	LINDFIELD	Local	144		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	73,745.28	54,103.68	1588.56
2290	1	FREDERICK STREET	KILLARA	Local	210		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	102,837.00	64,491.00	2215.24
2295	1	GANMAIN ROAD	PYMBLE	Local	173	AC Overlay	1977	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	90,842.30	68,003.24	1956.86
2295	2	GANMAIN ROAD	PYMBLE	Local	156	AC Overlay	1977	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	81,915.60	68,824.97	1764.56
2295	3	GANMAIN ROAD	PYMBLE	Local	159	AC Overlay	1977	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	88,744.26	74,562.37	1911.66
2300	1	GARDEN SQUARE	GORDON	Local	115		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	46,680.80	14,354.63	1005.56
2305	1	GARNET CRESCENT	KILLARA	Local	71		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	34,726.81	29,177.25	748.06
2310	1	GARNET STREET	KILLARA	Local	155		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,120.55	15,719.88	1101.20
2310	2	GARNET STREET	KILLARA	Local	131		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	48,692.70	14,973.30	1048.90
2315	1	GARRETT AVENUE	SOUTH TURRAMURRA	Local	155		1995	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	51,212.00	43,028.00	1103.17
2320	1	GARRICK ROAD	ST IVES	Local	160	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,416.00	57,197.71	1301.44
2320	2	GARRICK ROAD	ST IVES	Local	175	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	70,829.50	67,056.50	1525.76
2325	1	GAWLER PLACE	NORTH TURRAMURRA	Local	72		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	35,768.16	26,241.53	770.49
2330	1	GEMAS PLACE	ST IVES CHASE	Local	66	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	32,514.90	30,782.87	700.41
2335	1	GEOFFREY STREET	SOUTH TURRAMURRA	Local	104	AC Overlay	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	46,142.72	43,684.75	993.97
2335	2	GEOFFREY STREET	SOUTH TURRAMURRA	Local	214	Spray seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	96,967.68	29,818.15	2088.80
2335	3	GEOFFREY STREET	SOUTH TURRAMURRA	Local	193	Spray seal	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	92,804.05	58,199.15	1999.11
2335	4	GEOFFREY STREET	SOUTH TURRAMURRA	Local	219	Spray seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	97,811.97	30,077.77	2106.99
2340	1	GEORGANN STREET	TURRAMURRA	Local	96		1993	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	50,013.12	36,692.43	1077.34
2345	1	GEORGINA CLOSE	WAHROONGA	Local	103	AC Overlay	1962	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	44,240.56	37,170.64	953.00
2350	1	GERALD AVENUE	ROSEVILLE	Local	140	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,717.80	74,524.60	1695.68
2350	2	GERALD AVENUE	ROSEVILLE	Local	137	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	48,498.00	45,914.57	1044.71
2355	1	GIBRAN PLACE	ST IVES	Local	158		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	69,448.90	50,951.61	1496.02
2360	1	GILDA AVENUE	WAHROONGA	Local	197	Mill & Resheet	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	99,260.42	93,972.94	2138.19
2360	2	GILDA AVENUE	WAHROONGA	Local	193		1987	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	92,690.18	38,377.77	1996.66
2365	1	GILLIAN PARADE	WEST PYMBLE	Local	204	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	89,066.40	84,321.94	1918.60
2365	2	GILLIAN PARADE	WEST PYMBLE	Local	191	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,615.98	79,161.86	1801.19
2367	1	GILLOTT WAY	ST IVES	Local	79		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	26,567.70	22,322.01	572.30
2370	1	GILROY LANE	TURRAMURRA	Local	186		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	70,892.04	52,010.38	1527.10
2375	1	GILROY ROAD	TURRAMURRA	Local	111		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,595.90	18,326.10	1283.77
2375	2	GILROY ROAD	TURRAMURRA	Local	207		1983	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	112,359.60	70,462.80	2420.37
2375	3	GILROY ROAD	TURRAMURRA	Local	186		1983	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	100,960.80	63,314.40	2174.82
2375	4	GILROY ROAD	TURRAMURRA	Local	51	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	28,976.67	27,433.12	624.19
2380	1	GIPPS CLOSE	TURRAMURRA	Local	80		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	26,432.00	13,760.00	569.38
2385	1	GLADSTONE AVENUE	WARRAWEE	Local	114	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	49,906.92	47,248.44	1075.06
2390	1	GLADSTONE PARADE	LINDFIELD	Local	192	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	94,022.40	89,013.94	2025.36
2390	2	GLADSTONE PARADE	LINDFIELD	Local	205	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	100,388.50	95,040.93	2162.49
2395	1	GLADYS LANE	WAHROONGA	Local	25		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	6,047.50	2,503.93	130.27
2400	1	GLADYS AVENUE	WAHROONGA	Local	143	Reconstruction	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,083.88	57,830.02	1315.82
2405	1	GLEN ROAD	ROSEVILLE	Local	247		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	138,443.50	101,569.93	2982.25
2410	1	GLENCROFT ROAD	ROSEVILLE	Local	139	Mill & Resheet	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,428.10	62,889.56	1430.94
2415	1	GLENDALE ROAD	TURRAMURRA	Local	130		1993	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	64,811.50	33,739.64	1396.12
2415	2	GLENDALE ROAD	TURRAMURRA	Local	132		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,86		

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
2440	1	GLENVIEW STREET	GORDON	Local	139	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	59,375.24	49,886.70	1279.02
2440	2	GLENVIEW STREET	GORDON	Local	144	Spray seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	44,179.20	13,585.37	951.67
2440	3	GLENVIEW STREET	GORDON	Local	140	Spray seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	41,382.60	12,725.40	891.43
2445	1	GLOUCESTER AVENUE	WEST PYMBLE	Local	201		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	87,756.60	26,985.69	1890.39
2445	2	GLOUCESTER AVENUE	WEST PYMBLE	Local	194		1983	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	84,700.40	53,117.20	1824.55
2445	3	GLOUCESTER AVENUE	WEST PYMBLE	Local	211		1983	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	101,708.33	42,111.68	2190.92
2450	1	GODFREY AVENUE	TURRAMURRA	Local	183		1991	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	71,260.20	44,688.60	1535.03
2455	1	GOLF LINKS ROAD	KILLARA	Local	250		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	103,987.50	31,976.79	2240.02
2455	2	GOLF LINKS ROAD	KILLARA	Local	166		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	68,362.12	28,304.90	1472.61
2460	1	GOLFERS LANE	ROSEVILLE	Local	166		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	39,176.00	20,394.29	843.90
2465	1	GOLFERS PARADE	PYMBLE	Local	167		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	79,415.18	66,724.13	1710.70
2465	2	GOLFERS PARADE	PYMBLE	Local	143		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	64,964.90	54,583.10	1399.42
2465	3	GOLFERS PARADE	PYMBLE	Local	151		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	68,599.30	57,636.70	1477.71
2465	4	GOLFERS PARADE	PYMBLE	Local	165		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	74,959.50	39,022.50	1614.72
2465	5	GOLFERS PARADE	PYMBLE	Local	100		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	45,430.00	33,330.00	978.62
2475	1	GOULBURN STREET	ST IVES	Local	145		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	62,451.50	19,204.21	1345.28
2480	1	GOULD AVENUE	ST IVES	Local	210		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	90,447.00	27,813.00	1948.34
2480	2	GOULD AVENUE	ST IVES	Local	216		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	93,031.20	28,607.66	2004.01
2480	3	GOULD AVENUE	ST IVES	Local	185		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	84,372.95	70,889.62	1817.50
2480	4	GOULD AVENUE	ST IVES	Local	184		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	88,150.72	27,106.88	1898.88
2485	1	GOWRIE CLOSE	ST IVES	Local	95	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	49,604.25	46,961.89	1068.54
2490	1	GRAHAM AVENUE	PYMBLE	Local	149		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	46,592.30	14,327.41	1003.66
2490	2	GRAHAM AVENUE	PYMBLE	Local	144		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,028.80	13,846.63	969.98
2495	1	GRANDVIEW LANE	PYMBLE	Local	52		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	15,340.00	11,254.29	330.44
2495	2	GRANDVIEW LANE	PYMBLE	Local	25		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	9,587.50	3,969.64	206.53
2500	1	GRANDVIEW STREET	PYMBLE	Local	175	Concrete	1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	137,012.75	42,132.25	2951.42
2500	2	GRANDVIEW STREET	PYMBLE	Local	191	AC Overlay	1983	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	135,453.38	70,514.47	2917.83
2500	3	GRANDVIEW STREET	PYMBLE	Local	145	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	70,322.10	59,084.19	1514.83
2500	4	GRANDVIEW STREET	PYMBLE	Local	131	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,832.00	58,538.29	1331.94
2500	5	GRANDVIEW STREET	PYMBLE	Local	166	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	71,006.50	36,964.64	1529.57
2500	6	GRANDVIEW STREET	PYMBLE	Local	93	Spray seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	35,226.54	10,832.37	758.82
2505	1	GRANT PLACE	ST IVES	Local	41		1982	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	22,303.18	11,610.61	480.44
2510	1	GRASSMERE ROAD	KILLARA	Local	217		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	95,894.47	29,488.13	2065.69
2510	2	GRASSMERE ROAD	KILLARA	Local	184		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	78,163.20	49,017.60	1683.73
2515	1	GRAYLING ROAD	WEST PYMBLE	Local	206	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	82,647.20	69,439.66	1780.32
2515	2	GRAYLING ROAD	WEST PYMBLE	Local	29	AC Overlay	1989	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	13,003.60	9,540.17	280.11
2515	3	GRAYLING ROAD	WEST PYMBLE	Local	145	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,162.50	60,744.64	1382.14
2515	4	GRAYLING ROAD	WEST PYMBLE	Local	140	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,602.00	60,214.00	1370.07
2520	1	GREENDALE AVENUE	PYMBLE	Local	189		1995	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	79,172.10	32,780.70	1705.47
2520	2	GREENDALE AVENUE	PYMBLE	Local	181		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,820.90	23,315.39	1633.28
2520	3	GREENDALE AVENUE	PYMBLE	Local	242		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	102,801.60	31,612.11	2214.47
2525	1	GREENGATE LANE	KILLARA	Local	160		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	38,326.40	11,785.60	825.60
2525	2	GREENGATE LANE	KILLARA	Local	155		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	40,238.00	12,373.43	866.78
2530	1	GREENGATE ROAD	KILLARA	Local	169		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	91,733.20	28,208.51	1976.05
2530	2	GREENGATE ROAD	KILLARA	Local	151		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	81,962.80	33,936.17	1765.58
2530	3	GREENGATE ROAD	KILLARA	Local	53	Stabilisation	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	22,889.64	21,670.34	493.07
2530	4	GREENGATE ROAD	KILLARA	Local	207	Stabilisation	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	116,023.50	109,843.07	2499.29
2530	5	GREENGATE ROAD	KILLARA	Local	208	Stabilisation	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,698.40	98,174.51	2233.79
2535	1	GREENHILL CRESCENT	ST IVES CHASE	Local	150		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,570.00	22,315.71	1563.25
2535	2	GREENHILL CRESCENT	ST IVES CHASE	Local	189		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	91,438.20	28,117.80	1969.69
2535	3	GREENHILL CRESCENT	ST IVES CHASE	Local	92		1988	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	44,509.60	27,912.80	958.79
2540	1	GREENVALLEY AVENUE	ST IVES	Local	236		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	104,986.96	32,284.13	2261.55
2540	2	GREENVALLEY AVENUE	ST IVES	Local	98		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	44,810.50	28,101.50	965.27
2545	1	GREENWAY DRIVE	PYMBLE	Local	108		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	47,152.80	14,499.77	1015.73
2545	2	GREENWAY DRIVE	PYMBLE	Local	258		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	118,427.16	36,417.07	2551.07
2545	3	GREENWAY DRIVE	PYMBLE	Local	253		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	123,894.10	38,098.19	2668.83
2550	1	GREGORY STREET	ROSEVILLE	Local	205	Mill & Resheet	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	94,341.00	89,315.57	2032.22
2555	1	GREVILLEA AVENUE	ST IVES	Local	197		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	87,869.88	45,743.40	1892.83
2555	2	GREVILLEA AVENUE	ST IVES	Local	137		1982	Very poor	1.5	25	5.4	4	60	12.9	10	10								



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
2560	5	GRIFFITH AVENUE	ROSEVILLE CHASE	Local	199	AC Overlay	1979	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,879.10	18,413.19	1289.87
2560	6	GRIFFITH AVENUE	ROSEVILLE CHASE	Local	193	AC Overlay	1979	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	69,346.83	21,324.57	1493.82
2570	1	GROSVENOR LANE	LINDFIELD	Local	29		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	9,239.40	2,841.17	199.03
2575	1	GROSVENOR ROAD	LINDFIELD	Collector	204		1983	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	133,620.00	43,641.43	2984.64
2575	2	GROSVENOR ROAD	LINDFIELD	Collector	204		1983	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	133,620.00	43,641.43	2984.64
2575	3	GROSVENOR ROAD	LINDFIELD	Collector	23		1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	15,065.00	6,481.07	336.50
2575	4	GROSVENOR ROAD	LINDFIELD	Collector	216		1980	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	141,480.00	90,180.00	3160.20
2575	5	GROSVENOR ROAD	LINDFIELD	Collector	19		1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	12,445.00	5,353.93	277.98
2575	6	GROSVENOR ROAD	LINDFIELD	Collector	106		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	61,792.70	20,182.02	1380.25
2575	7	GROSVENOR ROAD	LINDFIELD	Collector	19	AC Overlay	2002	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	12,445.00	7,932.50	277.98
2575	8	GROSVENOR ROAD	LINDFIELD	Collector	191	AC Overlay	2002	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	100,959.74	85,270.79	2255.11
2575	9	GROSVENOR ROAD	LINDFIELD	Collector	180	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	96,678.00	91,670.14	2159.47
2575	10	GROSVENOR ROAD	LINDFIELD	Collector	219	Reconstruction	2006	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	103,710.74	87,594.29	2316.56
2575	11	GROSVENOR ROAD	LINDFIELD	Collector	214	Reconstruction	2006	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	105,968.52	89,501.22	2366.99
2580	1	GROSVENOR STREET	WAHROONGA	Collector	178	AC Overlay	2005	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	114,258.20	108,339.70	2552.16
2580	2	GROSVENOR STREET	WAHROONGA	Collector	160	AC Overlay	2005	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	96,416.00	91,421.71	2153.62
2580	3	GROSVENOR STREET	WAHROONGA	Collector	175	AC Overlay	2005	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	107,403.63	101,840.19	2399.05
2580	4	GROSVENOR STREET	WAHROONGA	Collector	182	AC Overlay	1978	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	109,077.15	46,925.78	2436.43
2580	5	GROSVENOR STREET	WAHROONGA	Collector	202	AC Overlay	1978	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	120,402.10	64,271.35	2689.39
2580	6	GROSVENOR STREET	NORTH WAHROONGA	Collector	322	AC Overlay	1978	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	190,029.91	121,125.94	4244.65
2580	7	GROSVENOR STREET	NORTH WAHROONGA	Local	223	Stabilisation	1999	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	110,913.51	93,188.83	2389.21
2580	8	GROSVENOR STREET	NORTH WAHROONGA	Local	158	Stabilisation	1999	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	80,169.20	75,898.69	1726.94
2580	9	GROSVENOR STREET	NORTH WAHROONGA	Local	217	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	104,984.60	32,283.40	2261.50
2580	10	GROSVENOR STREET	NORTH WAHROONGA	Local	242	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	117,079.60	36,002.69	2522.04
2585	1	GURIN AVENUE	KILLARA	Local	78		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	34,054.80	24,984.51	733.58
2585	2	GURIN AVENUE	KILLARA	Local	185		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	88,520.65	55,512.95	1906.84
2590	1	GUYONG STREET	LINDFIELD	Local	103		1986	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	51,229.11	32,126.73	1103.54
2595	1	GWYDIR AVENUE	NORTH TURRAMURRA	Local	135	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	58,941.00	55,801.29	1269.66
2595	2	GWYDIR AVENUE	NORTH TURRAMURRA	Local	124	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	59,991.20	56,795.54	1292.29
2600	1	GWYN CLOSE	ST IVES	Local	66		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	29,750.16	9,148.35	640.86
2605	1	HAIG STREET	ROSEVILLE	Local	156	Stabilisation	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	80,811.12	76,506.41	1740.77
2610	1	HAITE CLOSE	WEST PYMBLE	Local	42		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	23,045.40	19,362.60	496.43
2615	1	HALCYON AVENUE	WAHROONGA	Local	250		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	77,880.00	23,948.57	1677.63
2625	1	HAMILTON PARADE	PYMBLE	Local	176	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,827.52	51,906.93	1181.05
2625	2	HAMILTON PARADE	PYMBLE	Local	184	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,280.00	51,388.57	1169.26
2635	1	HAMPDEN AVENUE	WAHROONGA	Local	147	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	65,047.50	33,862.50	1401.20
2635	2	HAMPDEN AVENUE	WAHROONGA	Local	193	AC Overlay	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	85,402.50	35,360.36	1839.68
2635	3	HAMPDEN AVENUE	WAHROONGA	Local	174	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	86,029.08	26,454.46	1853.17
2635	4	HAMPDEN AVENUE	WAHROONGA	Local	199	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	100,737.78	95,371.60	2170.02
2635	5	HAMPDEN AVENUE	WAHROONGA	Local	219	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	107,244.30	101,531.53	2310.18
2640	1	HAMPSHIRE AVENUE	WEST PYMBLE	Local	250	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	118,590.00	112,272.86	2554.58
2645	1	HANDLEY AVENUE	TURRAMURRA	Local	252		1981	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	129,946.32	67,647.60	2799.21
2650	1	HANDLEY LANE	TURRAMURRA	Local	50		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	8,850.00	2,721.43	190.64
2655	1	HARCOURT STREET	EAST KILLARA	Local	209		1993	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	102,347.30	42,376.24	2204.69
2655	2	HARCOURT STREET	EAST KILLARA	Local	64		1993	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	40,252.16	20,954.51	867.08
2660	1	HARRINGTON AVENUE	WARRAWEE	Local	150		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,330.00	15,784.29	1105.71
2660	2	HARRINGTON AVENUE	WARRAWEE	Local	180		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	61,596.00	18,941.14	1326.85
2665	1	HARTLEY CLOSE	NORTH TURRAMURRA	Local	198		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	92,054.16	77,343.33	1982.96
2670	1	HASSELL STREET	ST IVES	Local	228		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	111,382.56	57,983.66	2399.32
2675	1	HASTINGS ROAD	WARRAWEE	Local	150	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	46,905.00	44,406.43	1010.39
2675	2	HASTINGS ROAD	WARRAWEE	Local	149	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	46,592.30	44,110.39	1003.66
2675	3	HASTINGS ROAD	WARRAWEE	Local	160	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	47,200.00	44,685.71	1016.75
2675	4	HASTINGS ROAD	WARRAWEE	Local	149	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	43,955.00	41,613.57	946.85
2675	5	HASTINGS ROAD	WARRAWEE	Local	142	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	44,403.40	42,038.09	956.50
2680	1	HAVELOCK STREET	SOUTH TURRAMURRA	Local	104		1995	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	30,373.20	19,047.60	654.28
2680	2	HAVELOCK STREET	SOUTH TURRAMURRA	Local	54		1995	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	11,151.00	5,805.00	240.21
2680	3	HAVELOCK STREET	SOUTH TURRAMURRA	Private	75		1995	Failed	0.5	30	2.1	4	70	5.0	10	100	100	0	16	42	15	13,275.00	4,082.14	253.46
2685	1	HAVILAH LANE	LINDFIELD	Local	95		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	19,057		

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
2705	1	HEATH CLOSE	EAST KILLARA	Local	104		1993	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	47,308.56	39,748.35	1019.09
2720	1	HENRY STREET	GORDON	Local	172		1997	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	99,856.32	73,260.21	2151.03
2720	2	HENRY STREET	GORDON	Local	92		1997	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,250.80	57,041.31	1297.88
2720	3	HENRY STREET	GORDON	Local	231	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	113,393.28	107,352.96	2442.63
2725	1	HERBER PLACE	WAHROONGA	Local	83		1992	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	37,217.20	31,269.66	801.70
2730	1	HEREFORD PLACE	WEST PYMBLE	Local	104		1991	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	54,242.24	22,458.65	1168.45
2735	1	HESPERUS STREET	PYMBLE	Local	161		1985	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	77,891.80	48,847.40	1677.89
2735	2	HESPERUS STREET	PYMBLE	Local	157		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,327.12	23,471.05	1644.18
2740	1	HEYDON AVENUE	WARRAWEE	Local	144	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,923.20	53,890.97	1226.20
2740	2	HEYDON AVENUE	WARRAWEE	Local	135	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	47,790.00	45,244.29	1029.46
2740	3	HEYDON AVENUE	WARRAWEE	Local	167		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,518.08	22,299.75	1562.13
2745	1	HEYSEN CLOSE	PYMBLE	Local	112	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	42,819.84	35,976.96	922.39
2750	1	HICKS AVENUE	SOUTH TURRAMURRA	Local	144		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	62,870.40	46,125.26	1354.31
6190	1	HIGGS (F.WILLIAM) LANE	TURRAMURRA	Local	47		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	11,923.90	3,666.67	256.86
2755	1	HIGHBRIDGE ROAD	KILLARA	Local	151		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	65,035.70	19,998.87	1400.95
2760	1	HIGHFIELD LANE	LINDFIELD	Local	188		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	39,820.28	12,244.98	857.78
2760	2	HIGHFIELD LANE	LINDFIELD	Local	170		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	30,090.00	9,252.86	648.18
2760	3	HIGHFIELD LANE	LINDFIELD	Local	104		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	20,555.60	6,320.97	442.79
2765	1	HIGHFIELD ROAD	LINDFIELD	Collector	232	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	138,803.20	45,660.91	3122.75
2765	2	HIGHFIELD ROAD	LINDFIELD	Collector	206	AC Overlay	1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	124,135.60	53,404.03	2772.79
2765	3	HIGHFIELD ROAD	LINDFIELD	Collector	180	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	104,577.30	34,155.84	2335.92
2765	4	HIGHFIELD ROAD	LINDFIELD	Collector	164	AC Overlay	2002	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	93,455.40	69,250.76	2087.49
2765	5	HIGHFIELD ROAD	LINDFIELD	Collector	310	AC Overlay	2002	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	175,638.25	130,148.52	3923.19
2765	6	HIGHFIELD ROAD	LINDFIELD	Collector	259	AC Overlay	1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	140,805.35	60,575.48	3145.14
2765	7	HIGHFIELD ROAD	LINDFIELD	Collector	219	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	130,104.62	42,493.27	2906.12
2770	1	HIGHGATE ROAD	LINDFIELD	Local	198		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	110,511.72	45,756.67	2380.56
2775	1	HIGHLANDS AVENUE	GORDON	Local	244		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	124,237.48	77,911.64	2676.23
2775	2	HIGHLANDS AVENUE	GORDON	Local	196		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	60,479.72	18,597.88	1302.81
2775	3	HIGHLANDS AVENUE	GORDON	Local	94		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	36,825.44	11,324.05	793.27
2785	1	HILL STREET	ROSEVILLE	Collector	244		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	166,532.44	54,390.91	3719.80
2785	2	HILL STREET	ROSEVILLE	Collector	233		1980	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	203,741.03	129,865.46	4550.91
2785	3	HILL STREET	ROSEVILLE	Collector	108		1980	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	82,482.84	44,029.83	1842.40
2785	4	HILL STREET	ROSEVILLE	Collector	139		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	85,127.08	27,803.23	1901.46
2790	1	HILLARY STREET	WEST PYMBLE	Local	215		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	98,689.30	40,861.67	2125.89
2795	1	HILLCREST STREET	WAHROONGA	Local	104		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	33,134.40	10,189.03	713.76
2800	1	HILLSIDE AVENUE	ST IVES CHASE	Local	167		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,912.20	22,420.94	1570.62
2800	2	HILLSIDE AVENUE	ST IVES CHASE	Local	133		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	65,130.10	20,027.90	1402.98
2805	1	HINKLER AVENUE	SOUTH TURRAMURRA	Local	154		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	64,783.18	47,528.58	1395.51
2805	2	HINKLER AVENUE	SOUTH TURRAMURRA	Local	82		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	16,255.68	11,926.08	350.17
2810	1	HOBERT AVENUE	EAST LINDFIELD	Local	176	Mill & Resheet	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,764.80	70,782.17	1610.53
2810	2	HOBERT AVENUE	EAST LINDFIELD	Local	188	Mill & Resheet	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	79,862.40	75,608.23	1720.34
2820	1	HOLFORD CRESCENT	GORDON	Local	242		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	104,229.40	32,051.17	2245.23
2820	2	HOLFORD CRESCENT	GORDON	Local	89		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	21,319.06	15,640.86	459.24
2820	3	HOLFORD CRESCENT	GORDON	Local	129		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	30,444.00	9,361.71	655.80
2820	4	HOLFORD CRESCENT	GORDON	Local	85		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	25,075.00	7,710.71	540.15
2825	1	HOLMES STREET	TURRAMURRA	Local	216		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	105,138.00	65,934.00	2264.80
2825	2	HOLMES STREET	TURRAMURRA	Local	232	Very good	1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	112,378.48	94,419.69	2420.77
2825	3	HOLMES STREET	TURRAMURRA	Local	190	Good	1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	102,571.50	75,252.21	2209.52
2830	1	HOLT AVENUE	NORTH WAHROONGA	Local	264		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	153,112.08	144,955.99	3298.22
2830	2	HOLT AVENUE	NORTH WAHROONGA	Local	248		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	119,132.11	119,132.11	2710.65
2835	1	HOPE STREET	PYMBLE	Local	118		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	52,911.20	16,270.51	1139.77
2835	2	HOPE STREET	PYMBLE	Local	203		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	91,504.28	28,138.12	1971.12
2835	3	HOPE STREET	PYMBLE	Local	242		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	118,221.84	36,353.93	2546.65
2840	1	HOPKINS PLACE	NORTH TURRAMURRA	Local	127	Stabilisation	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,099.46	51,217.65	1165.37
2845	1	HORACE STREET	ST IVES	Regional	323		1990	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	315,525.78	230,869.79	7283.78
2845	2	HORACE STREET	ST IVES	Regional	298	Very good	1990	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	285,114.48	239,216.52	6581.75
2845	3	HORACE STREET	ST IVES	Regional	217		1990	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	209,361.60	153,189.60	4833.02
2845	4	HORACE STREET	ST IVES	Regional	263		1990	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	262,834.84	135,900.74	6067.43
2850	1	HORWOOD AVENUE	KILLARA	Local	105		1980	Failed	0.5	25	1.8													

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
2885	2	HUME AVENUE	ST IVES	Local	106		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	40,025.60	29,365.03	862.20
2890	1	HUNTER AVENUE	ST IVES	Collector	201		1984	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	107,430.48	68,476.68	2399.65
2890	2	HUNTER AVENUE	ST IVES	Local	97		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	47,500.90	29,788.70	1023.23
2890	3	HUNTER AVENUE	ST IVES	Local	162		1984	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	79,331.40	66,653.74	1708.90
2890	4	HUNTER AVENUE	ST IVES	Local	137		1984	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	67,088.90	56,367.67	1445.18
2890	5	HUNTER AVENUE	ST IVES	Local	200		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	97,940.00	71,854.29	2109.75
2890	6	HUNTER AVENUE	ST IVES	Local	234		1984	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	114,589.80	96,277.63	2468.41
2890	7	HUNTER AVENUE	ST IVES	Local	176		1984	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	86,187.20	72,413.94	1856.58
2890	8	HUNTER AVENUE	ST IVES	Local	160		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	78,352.00	57,483.43	1687.80
2890	9	HUNTER AVENUE	ST IVES	Local	76		1984	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	37,217.20	31,269.66	801.70
2890	10	HUNTER AVENUE	ST IVES	Local	186		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	41,701.20	12,823.37	898.30
2895	1	HUON STREET	NORTH WAHROONGA	Local	158		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	70,847.20	67,073.26	1526.14
2895	2	HUON STREET	NORTH WAHROONGA	Local	136		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,278.24	62,747.68	1427.72
2900	1	IGNATIUS ROAD	LINDFIELD	Local	247		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	78,985.66	24,288.57	1701.45
2905	1	IKARA PLACE	ST IVES	Local	50		1981	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	27,464.50	23,075.50	591.62
2910	1	ILLEROY AVENUE	KILLARA	Local	192	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,632.00	69,709.71	1586.12
2910	2	ILLEROY AVENUE	KILLARA	Local	186	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	71,111.52	67,323.50	1531.83
2910	3	ILLEROY AVENUE	KILLARA	Local	74	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	27,069.20	14,091.71	583.10
2910	4	ILLEROY AVENUE	KILLARA	Local	193	AC Overlay	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	71,738.10	29,702.70	1545.33
2910	5	ILLEROY AVENUE	KILLARA	Local	55	Spray seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	13,304.50	4,091.21	286.60
2915	1	ILLOURA AVENUE	WAHROONGA	Collector	179	AC Overlay	2000	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	114,900.10	85,141.35	2566.50
2915	2	ILLOURA AVENUE	WAHROONGA	Local	184	Spray seal	1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,616.16	19,562.35	1370.37
2920	1	ILLOURA LANE	WAHROONGA	Local	154		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	33,709.06	10,365.74	726.14
2920	2	ILLOURA LANE	WAHROONGA	Local	142		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	33,344.44	10,253.62	718.28
2925	1	ILUKA PLACE	ST IVES	Local	76		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	34,751.00	21,793.00	748.58
2930	1	INVERALLAN AVENUE	WEST PYMBLE	Local	190	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,534.00	57,309.43	1303.98
2930	2	INVERALLAN AVENUE	WEST PYMBLE	Local	46		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	30,993.88	22,738.85	667.65
2930	3	INVERALLAN AVENUE	WEST PYMBLE	Local	225		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,092.00	21,553.71	1509.87
2930	4	INVERALLAN AVENUE	WEST PYMBLE	Local	159		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,595.50	15,865.93	1111.43
2935	1	IONA AVENUE	WEST PYMBLE	Local	234		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,209.12	23,434.77	1641.64
2945	1	IVEY STREET	LINDFIELD	Local	225		1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	97,173.00	40,233.86	2093.23
2945	2	IVEY STREET	LINDFIELD	Local	147		1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	71,292.06	29,518.02	1535.72
2950	1	JACANA CLOSE	WAHROONGA	Local	164		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	74,795.48	62,842.69	1611.19
2955	1	JEFFERSON AVENUE	ST IVES	Local	145		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	63,307.00	32,956.43	1363.71
2960	1	JERSEY STREET	TURRAMURRA	Local	131	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	40,731.83	12,525.28	877.41
2960	2	JERSEY STREET	TURRAMURRA	Local	143	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	48,512.75	40,760.11	1045.02
2965	1	JESSICA GARDENS	ST IVES	Local	161		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	84,731.08	62,163.48	1825.21
2970	1	JINDALEE PLACE	EAST KILLARA	Local	104		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	44,792.80	13,774.06	964.89
2975	1	JOALAH CLOSE	ST IVES	Local	63		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	31,929.03	20,023.29	687.79
2980	1	JOHNSON STREET	LINDFIELD	Local	169	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	75,779.60	71,742.91	1632.39
2980	2	JOHNSON STREET	LINDFIELD	Local	174	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,021.60	73,865.49	1680.68
2985	1	JOHORE PLACE	EAST LINDFIELD	Local	91		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,952.00	13,208.00	925.24
2990	1	JORDAN ROAD	WAHROONGA	Local	239		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	104,347.40	87,672.03	2247.77
2990	2	JORDAN ROAD	WAHROONGA	Local	218		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	102,252.90	85,912.24	2202.65
2995	1	JUBILEE AVENUE	PYMBLE	Local	160	AC overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	78,352.00	65,830.86	1687.80
3000	1	JUGIONG STREET	WEST PYMBLE	Local	100		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	43,660.00	18,077.14	940.49
3000	2	JUGIONG STREET	WEST PYMBLE	Local	209		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	96,305.11	29,614.40	2074.53
3005	1	JUNCTION LANE	WAHROONGA	Local	149		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	45,713.20	38,407.94	984.72
3005	2	JUNCTION LANE	WAHROONGA	Local	147		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,359.79	13,948.41	977.11
3010	1	JUNCTION ROAD	WAHROONGA	Regional	285	AC Overlay	1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	220,432.68	137,633.34	5088.60
3010	2	JUNCTION ROAD	WAHROONGA	Regional	285	AC Overlay	1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	215,391.60	65,137.97	4972.22
3010	3	JUNCTION ROAD	WAHROONGA	Regional	205	AC Overlay	1980	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	141,745.20	42,866.09	3272.13
3010	4	JUNCTION ROAD	WAHROONGA	Regional	198	AC Overlay	1980	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	138,178.66	41,787.50	3189.80
3010	5	JUNCTION ROAD	WAHROONGA	Regional	143	AC Overlay	2003	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	135,666.96	113,827.18	3131.81
3010	6	JUNCTION ROAD	WAHROONGA	Regional	222	AC Overlay	2003	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	210,615.84	176,710.73	4861.98
3010	7	JUNCTION ROAD	WAHROONGA	Regional	111	AC Overlay	2003	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	106,200.36	89,104.14	2451.59
3010	8	JUNCTION ROAD	WAHROONGA	Regional	45	AC Overlay	1985	Very poor	1.5	20	4.3	4	50	10.7	10	100	100	0	19.4	55	20	46,672.20	19,123.33	1077.41
3015	1	KALANG AVENUE	KILLARA	Local	188		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	55,570.92	17,088.39	1197.07
3015	2	KALANG AVENUE	KILLARA	Local																				



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
3035	2	KANOONA AVENUE	ST IVES	Local	58		1995	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	29,976.72	12,411.67	645.74
3040	1	KANOWAR AVENUE	EAST KILLARA	Local	140		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	60,298.00	50,662.00	1298.89
3040	2	KANOWAR AVENUE	EAST KILLARA	Local	141		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	67,716.66	56,895.11	1458.70
3045	1	KAPITI STREET	ST IVES CHASE	Local	188		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	90,288.88	75,860.15	1944.93
3050	1	KARDELLA AVENUE	KILLARA	Local	215	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	84,989.50	80,462.21	1830.78
3050	2	KARDELLA AVENUE	KILLARA	Local	179	Spray seal	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	72,448.46	37,715.30	1560.63
3055	1	KARDELLA LANE	KILLARA	Local	113		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	28,401.42	8,733.61	611.80
3060	1	KAREN ROAD	ST IVES	Local	94		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	31,279.44	9,618.62	673.80
3060	2	KAREN ROAD	ST IVES	Local	96		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,042.56	11,390.81	797.94
3065	1	KARLOO STREET	TURRAMURRA	Local	92	AC Overlay	2002	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	27,140.00	17,020.00	584.63
3065	2	KARLOO STREET	TURRAMURRA	Local	203	Spray seal	1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	64,196.72	19,740.88	1382.88
3070	1	KAROO AVENUE	EAST LINDFIELD	Local	151	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	57,908.50	54,823.79	1247.42
3070	2	KAROO AVENUE	EAST LINDFIELD	Local	143	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	62,686.91	59,347.66	1350.35
3075	1	KAROOM AVENUE	ST IVES	Local	110	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	32,255.30	30,537.10	694.82
3075	2	KAROOM AVENUE	ST IVES	Local	172	AC Overlay	2006	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	72,558.20	60,962.94	1562.99
3080	1	KARRANGA AVENUE	KILLARA	Local	195		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	105,846.00	32,548.29	2280.05
3080	2	KARRANGA AVENUE	KILLARA	Local	175		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	85,387.75	35,354.25	1839.36
3080	3	KARRANGA AVENUE	KILLARA	Local	156		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	81,915.60	42,643.71	1764.56
3085	1	KARUAH ROAD	TURRAMURRA	Local	202	Stabilisation	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,057.34	69,165.67	1573.75
3085	2	KARUAH ROAD	TURRAMURRA	Local	170		1993	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	81,243.00	42,293.57	1750.08
3085	3	KARUAH ROAD	TURRAMURRA	Local	83		1993	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	41,624.50	17,234.36	896.64
3085	4	KARUAH ROAD	TURRAMURRA	Local	197	AC overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	81,361.00	77,027.00	1752.62
3090	1	KATE STREET	TURRAMURRA	Local	203		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	74,736.48	46,868.64	1609.92
3095	1	KATHY CLOSE	PYMBLE	Local	53		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	28,486.97	17,864.71	613.64
3100	1	KATINA STREET	TURRAMURRA	Local	170		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	81,243.00	24,982.71	1750.08
3100	2	KATINA STREET	TURRAMURRA	Local	243		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	116,129.70	85,199.27	2501.58
3105	1	KEATS ROAD	NORTH TURRAMURRA	Local	216	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	81,561.60	77,216.91	1756.94
3105	2	KEATS ROAD	NORTH TURRAMURRA	Local	169	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,814.40	60,415.09	1374.64
3110	1	KEDUMBA CRESCENT	NORTH TURRAMURRA	Local	237		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	102,075.90	74,888.61	2198.84
3110	2	KEDUMBA CRESCENT	NORTH TURRAMURRA	Local	239		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	104,347.40	76,555.11	2247.77
3110	3	KEDUMBA CRESCENT	NORTH TURRAMURRA	Local	139		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	68,068.30	35,435.07	1466.28
3110	4	KEDUMBA CRESCENT	NORTH TURRAMURRA	Local	152		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	73,806.64	46,285.52	1589.89
3110	5	KEDUMBA CRESCENT	NORTH TURRAMURRA	Local	162		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	73,787.76	22,690.18	1589.48
3115	1	KEITH STREET	LINDFIELD	Local	104	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	46,756.32	44,265.67	1007.19
3120	1	KELBURN ROAD	ROSEVILLE	Local	253	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	149,867.08	141,883.85	3228.32
3125	1	KELVIN ROAD	ST IVES	Local	208		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	107,134.56	67,186.08	2307.81
3125	2	KELVIN ROAD	ST IVES	Local	198		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	88,783.20	27,301.37	1912.50
3125	3	KELVIN ROAD	ST IVES	Local	150		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,888.50	21,798.64	1527.03
3130	1	KENDALL STREET	PYMBLE	Collector	191	AC Overlay	1984	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	122,227.59	65,245.80	2730.17
3130	2	KENDALL STREET	PYMBLE	Collector	187	AC Overlay	1984	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	112,686.20	83,500.84	2517.04
3130	3	KENDALL STREET	WEST PYMBLE	Collector	203	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	122,327.80	115,991.30	2732.41
3130	4	KENDALL STREET	WEST PYMBLE	Collector	233	AC Overlay	2000	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	169,250.04	142,948.91	3780.50
3130	5	KENDALL STREET	WEST PYMBLE	Collector	151	AC Overlay	2000	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	112,751.70	71,868.45	2518.51
3135	1	KENILWORTH ROAD	LINDFIELD	Local	224		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	95,155.20	29,260.80	2049.76
3140	1	KENNEDY PLACE	ST IVES	Local	75		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	35,842.50	30,114.64	772.09
3150	1	KENT ROAD	TURRAMURRA	Local	94		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	44,922.60	28,171.80	967.69
3155	1	KENTHURST ROAD	ST IVES	Local	162		1982	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	73,787.76	54,134.85	1589.48
3155	2	KENTHURST ROAD	ST IVES	Local	167		1982	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,882.80	70,893.89	1613.07
3155	3	KENTHURST ROAD	ST IVES	Local	155		1982	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	69,502.00	65,799.71	1497.16
3155	4	KENTHURST ROAD	ST IVES	Local	156		1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	72,435.48	60,859.83	1560.35
3160	1	KENWYN CLOSE	ST IVES	Local	49	AC Overlay	1971	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	35,848.40	22,481.20	772.22
3165	1	KERELA AVENUE	WAHROONGA	Local	246		1992	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	65,022.72	33,849.60	1400.67
3170	1	KERRAWAH AVENUE	ST IVES	Local	111	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	43,550.85	41,230.95	938.14
3175	1	KHARTOUM AVENUE	GORDON	Local	227		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	126,028.13	38,754.41	2714.80
3180	1	KHARTOUM LANE	GORDON	Local	219		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	56,077.14	17,244.06	1207.97
3180	2	KHARTOUM LANE	GORDON	Local	61		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	15,115.80	11,089.80	325.61
3185	1	KIAMALA CRESCENT	KILLARA	Local	230	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	94,990.00	89,930.00	2046.20
3190	1	KILLARA AVENUE	KILLARA	Local	227		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	121,876.30	50,462.10	2625.37
3190	2	KILLARA AVENUE	KILLARA	Local	234																			

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
3200	7	KILLEATON STREET	ST IVES	Local	202		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	139,321.42	87,371.06	3001.16
3200	8	KILLEATON STREET	ST IVES	Collector	200		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	145,541.00	47,534.93	3250.91
3200	9	KILLEATON STREET	ST IVES	Collector	198		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	118,017.90	38,545.65	2636.14
3200	10	KILLEATON STREET	ST IVES	Collector	224		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	120,897.28	39,486.08	2700.45
3200	11	KILLEATON STREET	ST IVES	Collector	221		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	118,699.10	38,768.14	2651.35
3200	12	KILLEATON STREET	ST IVES	Collector	177		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	95,066.70	31,049.59	2123.48
3205	1	KILPA PLACE	ST IVES	Local	145	Spray seal	1983	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	88,629.80	36,696.60	1909.20
3210	1	KIMBARRA ROAD	PYMBLE	Local	161		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,282.18	22,842.22	1600.13
3210	2	KIMBARRA ROAD	PYMBLE	Local	134		1987	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	56,290.72	23,306.81	1212.57
3215	1	KIMBERLEY STREET	EAST KILLARA	Local	234		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	100,783.80	84,677.91	2171.01
3215	2	KIMBERLEY STREET	EAST KILLARA	Local	174		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,941.80	70,949.74	1614.34
3215	3	KIMBERLEY STREET	EAST KILLARA	Local	222		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	95,615.40	90,522.09	2059.67
3220	1	KIMO STREET	ROSEVILLE	Local	75		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	28,762.50	27,230.36	619.58
3230	1	KING STREET	TURRAMURRA	Local	138		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,161.08	21,882.46	1532.90
3225	1	KING EDWARD STREET	PYMBLE	Local	140	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	67,732.00	64,124.00	1459.03
3225	2	KING EDWARD STREET	PYMBLE	Local	214	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,533.20	98,018.11	2230.23
3235	1	KINGS AVENUE	ROSEVILLE	Local	180	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	81,774.00	77,418.00	1761.51
3240	1	KINGSFORD AVENUE	TURRAMURRA	Local	208		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,814.40	19,623.31	1374.64
3245	1	KINTORE STREET	WAHROONGA	Local	147	AC Overlay	2002	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	51,170.70	37,541.70	1102.28
3245	2	KINTORE STREET	WAHROONGA	Local	148	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	48,899.20	46,294.40	1053.35
3245	3	KINTORE STREET	WAHROONGA	Local	183	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	51,825.60	49,064.91	1116.39
3245	4	KINTORE STREET	WAHROONGA	Local	167	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	45,323.80	42,909.46	976.33
3245	5	KINTORE STREET	WAHROONGA	Local	230	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	62,422.00	59,096.86	1344.65
3245	6	KINTORE STREET	WAHROONGA	Local	207	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,179.80	53,187.17	1210.18
3245	7	KINTORE STREET	WAHROONGA	Local	194	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	52,651.60	49,846.91	1134.18
3250	1	KIOGLE LANE	WAHROONGA	Walkway	92		1980	Failed	0.5	30	2.1	4	70	5.0	10	100	100	0	16	30	15	21,620.00	7,951.43	450.60
3255	1	KIOGLE STREET	WAHROONGA	Local	137		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	47,689.70	14,664.87	1027.30
3255	2	KIOGLE STREET	WAHROONGA	Local	151		1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	48,821.32	20,214.15	1051.67
3260	1	KIPARRA STREET	WEST PYMBLE	Local	180	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,340.00	22,860.00	1601.38
3260	2	KIPARRA STREET	WEST PYMBLE	Local	168	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	59,472.00	56,304.00	1281.10
3260	3	KIPARRA STREET	WEST PYMBLE	Local	169	AC Overlay	2002	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	60,224.84	44,184.33	1297.32
3260	4	KIPARRA STREET	PYMBLE	Local	140	AC Overlay	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	38,987.20	20,296.00	839.83
3260	5	KIPARRA STREET	PYMBLE	Local	139	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	36,822.49	23,092.07	793.20
3265	1	KIRBY PLACE	ST IVES	Local	113		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	51,669.25	32,402.75	1113.02
3270	1	KIRKPATRICK STREET	NORTH TURRAMURRA	Local	174		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,154.60	78,725.06	1791.25
3270	2	KIRKPATRICK STREET	NORTH TURRAMURRA	Local	190		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	90,801.00	76,290.43	1955.97
3270	3	KIRKPATRICK STREET	NORTH TURRAMURRA	Local	195		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	92,615.25	87,681.75	1995.05
3275	1	KISSING POINT ROAD	TURRAMURRA	Regional	139	Reconstrction	2000	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	114,773.41	96,297.10	2649.50
3275	2	KISSING POINT ROAD	TURRAMURRA	Regional	172	AC Overlay	2001	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	124,459.20	104,423.66	2873.09
3275	3	KISSING POINT ROAD	TURRAMURRA	Regional	234	AC Overlay	2001	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	169,322.40	142,064.74	3908.74
3275	4	KISSING POINT ROAD	TURRAMURRA	Regional	282	AC Overlay	2001	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	148,506.84	124,600.09	3428.22
3275	5	KISSING POINT ROAD	TURRAMURRA	Regional	178	AC Overlay	1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	97,459.27	29,473.29	2249.81
3275	6	KISSING POINT ROAD	TURRAMURRA	Regional	231	AC Overlay	1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	165,294.36	49,987.74	3815.75
3275	7	KISSING POINT ROAD	TURRAMURRA	Regional	195	AC Overlay	1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	120,093.48	74,983.74	2772.31
3275	8	KISSING POINT ROAD	TURRAMURRA	Regional	217	AC Overlay	1975	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	137,829.72	71,265.90	3181.74
3275	9	KISSING POINT ROAD	TURRAMURRA	Regional	233	AC Overlay	1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	159,232.20	99,421.10	3675.81
3275	10	KISSING POINT ROAD	TURRAMURRA	Regional	185	AC Overlay	1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	139,964.34	42,327.52	3231.02
3275	11	KISSING POINT ROAD	SOUTH TURRAMURRA	Collector	167	AC Overlay	1994	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	101,728.05	54,303.03	2272.28
3275	12	KISSING POINT ROAD	SOUTH TURRAMURRA	Collector	278	AC Overlay	2000	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	173,895.95	146,872.86	3884.27
3275	13	KISSING POINT ROAD	SOUTH TURRAMURRA	Collector	316	AC Overlay	1996	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	178,002.80	168,782.37	3976.01
3275	14	KISSING POINT ROAD	SOUTH TURRAMURRA	Collector	264	AC Overlay	1996	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	146,982.00	139,368.43	3283.10
3275	15	KISSING POINT ROAD	SOUTH TURRAMURRA	Collector	267	AC Overlay	1997	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	152,149.95	128,506.15	3398.54
3275	16	KISSING POINT ROAD	SOUTH TURRAMURRA	Collector	209	AC Overlay	1997	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	116,360.75	110,333.34	2599.12
3275	17	KISSING POINT ROAD	SOUTH TURRAMURRA	Local	44	AC Overlay	1996	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	12,590.60	6,554.43	271.22
3275	18	KISSING POINT ROAD	SOUTH TURRAMURRA	Local	116	Concrete	1999	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	21,900.80	20,734.17	471.77
3280	1	KITCHENER STREET	ST IVES	Local	260		1989	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	119,498.60	74,939.80	2574.15
3280	2	KITCHENER STREET	ST IVES	Local	206		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	78,514.84	57,602.90	1691.31
3280	3	KITCHENER STREET	ST IVES	Local	198		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	4				

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life - Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
3310	1	KOKODA AVENUE	WAHROONGA	Local	240		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	106,200.00	32,657.14	2287.68
3310	2	KOKODA AVENUE	WAHROONGA	Local	209		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	90,016.30	27,680.56	1939.06
3310	3	KOKODA AVENUE	WAHROONGA	Local	253		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	113,594.47	34,930.99	2446.97
3315	1	KONDA PLACE	TURRAMURRA	Local	202	Spray seal	1986	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	98,919.40	40,956.94	2130.85
3320	1	KOOLA AVENUE	KILLARA	Regional	165		1975	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	127,751.58	66,054.92	2949.09
3320	2	KOOLA AVENUE	EAST KILLARA	Collector	189		1975	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	137,412.45	59,115.83	3069.35
3320	3	KOOLA AVENUE	EAST KILLARA	Collector	274		1975	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	245,873.90	105,776.72	5492.03
3320	4	KOOLA AVENUE	EAST KILLARA	Collector	323	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	228,067.07	216,253.35	5094.28
3320	5	KOOLA AVENUE	EAST KILLARA	Local	287		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	154,090.30	47,383.70	3319.30
3320	6	KOOLA AVENUE	EAST KILLARA	Local	214		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	114,896.60	35,331.40	2475.02
3320	7	KOOLA AVENUE	EAST KILLARA	Local	205		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	110,064.50	33,845.50	2370.93
3320	8	KOOLA AVENUE	EAST KILLARA	Local	186		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	109,740.00	33,745.71	2363.94
3320	9	KOOLA AVENUE	EAST KILLARA	Local	184		1975	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	108,560.00	102,777.14	2338.52
3320	10	KOOLA AVENUE	EAST KILLARA	Local	163		1975	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	96,170.00	91,047.14	2071.62
3325	1	KOOLONA CRESCENT	WEST PYMBLE	Local	136		1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	56,970.40	23,588.23	1227.21
3325	2	KOOLONA CRESCENT	WEST PYMBLE	Local	246		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	103,049.40	31,688.31	2219.81
3325	3	KOOLONA CRESCENT	WEST PYMBLE	Local	220		1985	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	92,158.00	47,975.71	1985.20
3325	4	KOOLONA CRESCENT	WEST PYMBLE	Local	206		1985	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	86,293.40	44,922.71	1858.87
3325	5	KOOLONA CRESCENT	WEST PYMBLE	Local	154		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	64,510.60	19,837.40	1389.64
3330	1	KOOMBALAH AVENUE	SOUTH TURRAMURRA	Local	205		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	80,431.75	33,302.25	1732.60
3330	2	KOOMBALAH AVENUE	SOUTH TURRAMURRA	Local	255		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	91,172.70	28,036.16	1963.97
3335	1	KOONAWARRA AVENUE	LINDFIELD	Local	155		1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	65,844.00	48,306.86	1418.36
3335	2	KOONAWARRA AVENUE	LINDFIELD	Local	167		1985	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	70,941.60	44,488.80	1528.17
3340	1	KOONGARA ROAD	ROSEVILLE CHASE	Local	141		1986	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	58,233.00	30,315.00	1254.41
3345	1	KOORA AVENUE	WAHROONGA	Local	204	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	77,993.28	73,898.67	1680.07
3345	2	KOORA AVENUE	WAHROONGA	Local	203	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,059.70	69,167.90	1573.80
3345	3	KOORA AVENUE	WAHROONGA	Local	45	AC Overlay	1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	13,806.00	11,599.71	297.40
3350	1	KOORYONG STREET	PYMBLE	Local	165		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	66,003.30	20,296.41	1421.79
3355	1	KORANGI ROAD	PYMBLE	Local	149		1995	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	66,811.60	34,780.86	1439.20
3355	2	KORANGI ROAD	PYMBLE	Local	112		1995	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	50,220.80	36,844.80	1081.82
3355	3	KORANGI ROAD	PYMBLE	Local	97		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,350.20	13,022.94	912.28
3355	4	KORANGI ROAD	PYMBLE	Local	65	Spray seal	1994	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	32,712.55	20,514.65	704.67
3365	1	KULGOA ROAD	PYMBLE	Local	133		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	56,498.40	35,431.20	1217.05
3365	2	KULGOA ROAD	PYMBLE	Local	137	AC Overlay	2003	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	44,456.50	32,615.79	957.85
3365	3	KULGOA ROAD	PYMBLE	Local	120	Stabilisation	2003	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	36,108.00	30,337.71	777.81
3365	4	KULGOA ROAD	PYMBLE	Local	81		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,055.20	12,932.23	905.92
3365	5	KULGOA ROAD	PYMBLE	Local	221		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	99,096.40	72,702.69	2134.66
3365	6	KULGOA ROAD	PYMBLE	Local	188		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	89,734.28	56,274.04	1932.99
3365	7	KULGOA ROAD	PYMBLE	Local	114		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	36,656.70	11,272.16	789.63
3365	8	KULGOA ROAD	PYMBLE	Local	38		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	10,313.20	3,171.37	222.16
3360	1	KU-RING-GAI AVENUE	TURRAMURRA	Local	199		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	103,320.80	64,794.40	2225.66
3360	2	KU-RING-GAI AVENUE	TURRAMURRA	Local	140		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	73,514.00	53,934.00	1583.58
3360	3	KU-RING-GAI AVENUE	TURRAMURRA	Local	142		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	74,564.20	38,816.71	1606.21
3360	4	KU-RING-GAI AVENUE	TURRAMURRA	Local	167		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	87,691.70	36,308.19	1888.99
3360	5	KU-RING-GAI AVENUE	TURRAMURRA	Local	191	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	100,294.10	94,951.56	2160.46
3370	1	KURUK PLACE	TURRAMURRA	Local	99	Spray seal	1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,150.93	13,884.18	972.61
3375	1	KYLIE AVENUE	KILLARA	Local	143	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,121.20	60,705.54	1381.25
3375	2	KYLIE AVENUE	KILLARA	Local	135	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,534.00	57,309.43	1303.98
3375	3	KYLIE AVENUE	KILLARA	Local	112	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	39,648.00	37,536.00	854.07
3375	4	KYLIE AVENUE	KILLARA	Local	168	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	67,401.60	63,811.20	1451.91
3380	1	KYWONG AVENUE	PYMBLE	Local	227		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	88,527.73	46,085.86	1907.00
3385	1	LACHLAN AVENUE	WEST PYMBLE	Local	104	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	42,952.00	36,088.00	925.24
3385	2	LACHLAN AVENUE	WEST PYMBLE	Local	136	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	56,168.00	47,192.00	1209.93
3390	1	LADY GAME DRIVE	WEST PYMBLE	Regional	150		2003	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	181,503.00	113,326.50	4189.92
3390	2	LADY GAME DRIVE	WEST PYMBLE	Regional	203	Reconstruction	2002	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	114,248.40	108,117.80	2637.38
3390	3	LADY GAME DRIVE	WEST PYMBLE	Regional	200	Reconstruction	2002	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	109,344.00	103,476.57	2524.16
3390	4	LADY GAME DRIVE	WEST PYMBLE	Regional	16	Reconstruction	2002	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	8,490.24	7,123.47	195.99
3390	5	LADY GAME DRIVE	KILLARA	Regional	199	Reconstruction	2002	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	105,597.36	99,930.98	2437.67

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
3390	14	LADY GAME DRIVE	LINDFIELD	Regional	248	Reconstruction	2008	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	119,635.20	113,215.54	2761.73
3390	15	LADY GAME DRIVE	LINDFIELD	Regional	217	Reconstruction	2008	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	114,799.94	108,639.75	2650.11
3390	16	LADY GAME DRIVE	LINDFIELD	Regional	87	AC Overlay	2000	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	67,220.03	34,756.62	1551.75
3390	17	LADY GAME DRIVE	LINDFIELD	Regional	332		2003	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	152,148.96	46,012.35	3512.29
3390	18	LADY GAME DRIVE	LINDFIELD	Regional	171		2003	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	88,677.18	26,817.44	2047.08
3390	19	LADY GAME DRIVE	LINDFIELD	Regional	149		1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	97,154.56	29,381.14	2242.77
3390	20	LADY GAME DRIVE	LINDFIELD	Regional	16		1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	9,390.72	5,863.36	216.78
3390	21	LADY GAME DRIVE	KILLARA	Local	232	Spray seal	1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	98,964.24	30,432.10	2131.81
3390	22	LADY GAME DRIVE	KILLARA	Local	160	Spray seal	1975	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	58,716.80	30,566.86	1264.83
3390	23	LADY GAME DRIVE	LINDFIELD	Local	143	Spray seal	1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	30,879.42	10,495.61	665.18
3395	1	LAGONDA AVENUE	KILLARA	Local	96		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	38,911.68	11,965.58	838.21
3400	1	LAING AVENUE	KILLARA	Local	120		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	48,356.40	14,869.89	1041.66
3405	1	LAMOND DRIVE	TURRAMURRA	Local	129		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	54,570.87	22,594.72	1175.52
3410	1	LANCASTER AVENUE	ST IVES	Local	245		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	110,002.55	80,704.05	2369.59
3410	2	LANCASTER AVENUE	ST IVES	Local	225		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	98,235.00	72,070.71	2116.10
3415	1	LARBERT AVENUE	WAHROONGA	Local	117		1993	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	36,585.90	15,148.16	788.11
3420	1	LARCHMONT AVENUE	EAST KILLARA	Local	107		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	64,013.82	19,684.64	1378.94
3420	2	LARCHMONT AVENUE	EAST KILLARA	Local	209		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	87,056.86	26,770.51	1875.31
3425	1	LARKIN LANE	ROSEVILLE	Local	68		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	24,072.00	7,402.29	518.54
3425	2	LARKIN LANE	ROSEVILLE	Local	76		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	22,509.68	11,718.11	484.89
3425	3	LARKIN LANE	ROSEVILLE	Local	31		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	7,316.00	2,249.71	157.60
3430	1	LARKIN STREET	ROSEVILLE	Local	192		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	82,014.72	42,695.31	1766.70
3435	1	LARNOCK AVENUE	PYMBLE	Local	177	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	77,173.77	73,062.82	1662.42
3440	1	LAROOL AVENUE	LINDFIELD	Local	224		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	117,490.24	61,163.20	2530.89
3450	1	LATONA STREET	PYMBLE	Local	212		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,548.32	23,231.57	1627.40
3455	1	LAUREL AVENUE	TURRAMURRA	Local	66	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	33,527.34	31,741.38	722.22
3460	1	LAURENCE AVENUE	TURRAMURRA	Local	145		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	43,202.75	13,285.11	930.64
3460	2	LAURENCE AVENUE	TURRAMURRA	Local	139		1993	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	46,335.65	19,184.98	998.13
3465	1	LAWLEY CRESCENT	PYMBLE	Local	172		1987	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	71,036.00	52,116.00	1530.20
3465	2	LAWLEY CRESCENT	PYMBLE	Local	173		1987	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	71,449.00	52,419.00	1539.10
3465	3	LAWLEY CRESCENT	PYMBLE	Local	107		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	36,236.62	18,864.10	780.58
3470	1	LAWSON PARADE	ST IVES	Local	161	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,743.50	58,454.50	1330.03
3470	2	LAWSON PARADE	ST IVES	Local	151	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	57,908.50	54,823.79	1247.42
3470	3	LAWSON PARADE	ST IVES	Local	161	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,793.60	57,555.20	1309.57
3470	4	LAWSON PARADE	ST IVES	Local	149	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,811.60	63,252.63	1439.20
3475	1	LAWSON ROAD	ST IVES	Local	43		1992	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	12,964.07	5,367.69	279.26
3475	2	LAWSON ROAD	ST IVES	Local	36		1992	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	11,894.40	8,726.40	256.22
3480	1	LEAL COURT	PYMBLE	Local	62		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	27,617.90	20,262.04	594.92
3485	1	LEE PLACE	ST IVES CHASE	Local	42		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	24,532.20	20,611.80	528.45
3490	1	LEEDS PLACE	TURRAMURRA	Local	213		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	89,100.03	74,861.28	1919.33
3495	1	LENNOX STREET	GORDON	Local	132	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	43,457.04	41,142.14	936.12
3495	2	LENNOX STREET	GORDON	Local	148		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	48,375.28	14,875.69	1042.06
3495	3	LENNOX STREET	GORDON	Local	146		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	44,792.80	13,774.06	964.89
3500	1	LEONORA AVENUE	ST IVES	Local	99		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	43,924.32	22,866.17	946.18
3505	1	LEUNA AVENUE	WAHROONGA	Local	218		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	91,320.20	28,081.51	1967.15
3505	2	LEUNA AVENUE	WAHROONGA	Local	134		1992	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	47,594.12	34,917.72	1025.24
3510	1	LEVERTON CLOSE	ST IVES	Local	154		1982	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	64,510.60	33,583.00	1389.64
3515	1	LIGHTCLIFF AVENUE	LINDFIELD	Local	152		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	64,928.32	19,965.85	1398.64
3520	1	LINCOLN ROAD	EAST KILLARA	Local	162		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	61,171.20	18,810.51	1317.70
3525	1	LINDEL PLACE	LINDFIELD	Local	124		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	57,284.28	29,821.11	1233.97
3530	1	LINDEN AVENUE	PYMBLE	Local	192		1986	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	81,221.76	42,282.51	1749.62
3530	2	LINDEN AVENUE	PYMBLE	Private	80		1980	Very good	5.5	30	23.6	4	70	55.0	10	100	100	0	16	42	15	18,738.40	15,743.89	357.78
3535	1	LINDFIELD AVENUE	LINDFIELD	Collector	244	AC Overlay	1983	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	99,088.40	32,363.11	2213.31
3535	2	LINDFIELD AVENUE	LINDFIELD	Collector	204	AC Overlay	1983	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	107,296.86	35,044.07	2396.66
3535	3	LINDFIELD AVENUE	LINDFIELD	Collector	243	AC Overlay	2000	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	184,631.40	155,940.04	4124.07
3535	4	LINDFIELD AVENUE	LINDFIELD	Collector	133	AC Overlay	2000	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	98,439.95	52,547.83	2198.83
3535	5	LINDFIELD AVENUE	LINDFIELD	Collector	180	AC Overlay	2000	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	108,703.80	91,811.44	2428.09
3540	1	LINDSAY CLOSE	PYMBLE	Local	134		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	58,346.28	42,806.11	1256.85
3545	1	LINIGEN PLACE	ST IVES	Local	95		1980	Fair	3.5	25	12.5	4	60	30.0										



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
3565	2	LISTER STREET	NORTH WAHROONGA	Local	141		1986	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	45,005.79	33,018.78	969.48
3570	1	LIVINGSTONE AVENUE	PYMBLE	Collector	83	Stabilisation	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	62,519.75	59,281.27	1396.49
3570	2	LIVINGSTONE AVENUE	PYMBLE	Collector	229	Stabilisation	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	113,996.20	108,091.27	2546.31
3570	3	LIVINGSTONE AVENUE	PYMBLE	Collector	222	Stabilisation	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	109,057.50	103,408.39	2435.99
3570	4	LIVINGSTONE AVENUE	PYMBLE	Collector	179	AC Overlay	1983	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	85,588.85	36,820.94	1911.78
3570	5	LIVINGSTONE AVENUE	PYMBLE	Collector	182	AC Overlay	1983	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	87,023.30	28,422.55	1943.82
3570	6	LIVINGSTONE AVENUE	PYMBLE	Collector	260	AC Overlay	1988	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	92,643.20	59,051.20	2069.35
3570	7	LIVINGSTONE AVENUE	PYMBLE	Collector	203	Spray seal	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	117,541.06	38,389.91	2625.49
3570	8	LIVINGSTONE AVENUE	PYMBLE	Collector	217	Spray seal	1980	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	129,342.85	82,443.73	2889.10
3570	9	LIVINGSTONE AVENUE	PYMBLE	Collector	288	AC Overlay	1994	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	171,662.40	127,202.40	3834.38
3570	10	LIVINGSTONE AVENUE	PYMBLE	Local	108	Spray seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	20,900.16	6,426.93	450.22
3575	1	LLEWELYN LANE	LINDFIELD	Local	83	Spray seal	1966	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	21,155.04	6,505.30	455.71
3580	1	LLEWELYN STREET	LINDFIELD	Local	98	Spray seal	1966	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,099.60	13,868.40	971.50
3585	1	LOCHVILLE STREET	WAHROONGA	Local	188		1985	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	84,299.20	43,884.57	1815.91
3585	2	LOCHVILLE STREET	WAHROONGA	Local	190		1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	85,196.00	62,504.57	1835.23
3585	3	LOCHVILLE STREET	WAHROONGA	Local	56		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	28,711.76	18,005.68	618.49
3590	1	LOCKLEY PARADE	ROSEVILLE CHASE	Local	225	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	86,287.50	81,691.07	1858.74
3600	1	LOCKSLEY STREET	KILLARA	Local	142		1996	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,402.00	23,186.57	1624.25
3600	2	LOCKSLEY STREET	KILLARA	Local	145		1996	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	76,995.00	31,879.29	1658.57
3605	1	LOFBERG ROAD	WEST PYMBLE	Local	169		1984	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	96,918.12	50,453.74	2087.74
3605	2	LOFBERG ROAD	WEST PYMBLE	Local	150		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	70,800.00	44,400.00	1525.12
3605	3	LOFBERG ROAD	WEST PYMBLE	Local	176		1987	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	74,764.80	38,921.14	1610.53
3605	4	LOFBERG ROAD	WEST PYMBLE	Local	178		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	79,815.20	58,556.91	1719.32
3605	5	LOFBERG ROAD	WEST PYMBLE	Local	197		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	88,334.80	55,396.40	1902.84
3610	1	LONGFORD STREET	ROSEVILLE	Local	186		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,402.40	25,646.74	1796.59
3610	2	LONGFORD STREET	ROSEVILLE	Local	158		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,847.20	21,785.94	1526.14
3615	1	LONSDALE AVENUE	PYMBLE	Local	108	AC Overlay	2002	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	33,835.32	24,823.49	728.85
3620	1	LOOMBAH AVENUE	EAST LINDFIELD	Local	235		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	113,693.00	34,961.29	2449.09
3625	1	LOORANA STREET	ROSEVILLE CHASE	Local	211		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	103,326.70	42,781.76	2225.79
3625	2	LOORANA STREET	ROSEVILLE CHASE	Local	72		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	31,732.56	9,757.95	683.56
3630	1	LORD STREET	ROSEVILLE	Local	204	Spray seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	128,303.76	39,454.18	2763.82
3630	2	LORD STREET	ROSEVILLE	Local	202	Mill & Resheet	2007	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	116,796.40	48,358.80	2515.94
3630	3	LORD STREET	ROSEVILLE	Local	251	Spray seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	133,429.09	41,030.25	2874.23
3630	4	LORD STREET	ROSEVILLE	Local	227	Spray seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	122,010.23	37,518.88	2628.25
3635	1	LORNE AVENUE	KILLARA	Local	185		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	106,967.00	32,893.00	2304.20
3635	2	LORNE AVENUE	KILLARA	Local	205		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	115,144.40	35,407.60	2480.35
3640	1	LOVAT STREET	WEST PYMBLE	Local	122		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	48,370.56	35,487.36	1041.96
3645	1	LOWANA AVENUE	ROSEVILLE	Local	154		1989	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	58,150.40	42,662.40	1252.63
3650	1	LOWRY CRESCENT	ST IVES	Local	150	AC Overlay	2002	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	57,879.00	36,297.00	1246.79
3650	2	LOWRY CRESCENT	ST IVES	Local	166	AC Overlay	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	71,496.20	29,602.54	1540.12
3650	3	LOWRY CRESCENT	ST IVES	Local	136	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	58,575.20	36,733.60	1261.78
3655	1	LOWTHER PARK AVENUE	WARRAWEE	Local	165		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,162.85	21,883.01	1532.94
3660	1	LUCIA AVENUE	ST IVES	Local	158	Stabilisation	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,787.90	61,336.73	1395.61
3665	1	LUCINDA AVENUE	WAHROONGA	Collector	272		1994	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	163,907.20	53,533.49	3661.16
3665	2	LUCINDA AVENUE	WAHROONGA	Collector	206		1994	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	126,834.20	41,425.13	2833.07
3665	3	LUCINDA AVENUE	WAHROONGA	Collector	205		1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	123,533.00	53,144.79	2759.33
3665	4	LUCINDA AVENUE	WAHROONGA	Collector	311		1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	187,408.60	80,624.53	4186.10
3665	5	LUCINDA AVENUE	WAHROONGA	Collector	131		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	78,940.60	25,782.67	1763.28
3670	1	LUCINDA AVENUE SOUTH	WAHROONGA	Collector	206	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	110,642.60	104,911.39	2471.40
3670	2	LUCINDA AVENUE SOUTH	WAHROONGA	Local	221	Spray seal	1987	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	73,931.13	46,363.59	1592.57
3670	3	LUCINDA AVENUE SOUTH	WAHROONGA	Local	188	Spray seal	1987	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	80,195.16	33,204.29	1727.50
3675	1	LUMEAH ROAD	LINDFIELD	Local	107		1982	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	48,610.10	35,663.10	1047.12
3680	1	LUTON PLACE	ST IVES	Local	82		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	35,462.54	10,904.95	763.91
3685	1	LUXOR PARADE	ROSEVILLE	Local	246		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,021.40	22,762.03	1594.51
3685	2	LUXOR PARADE	ROSEVILLE	Local	158		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,228.62	16,368.12	1146.61
3695	1	LYLE AVENUE	LINDFIELD	Local	184		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	80,660.08	33,396.79	1737.52
3700	1	LYNBARA AVENUE	ST IVES	Local	219		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	108,536.40	44,938.80	2338.01
3700	2	LYNBARA AVENUE	ST IVES	Local	232		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	114,157.92	83,752.66	2459.10

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
3715	1	LYON AVENUE	SOUTH TURRAMURRA	Local	163		1995	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	54,143.71	39,722.87	1166.32
3720	1	LYON CLOSE	KILLARA	Local	63		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	26,502.21	22,266.99	570.89
3725	1	MACARTHUR STREET	ST IVES	Local	170		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	64,192.00	19,739.43	1382.78
3730	1	MACKENZIE STREET	LINDFIELD	Local	206		1994	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	92,370.40	28,404.46	1989.77
3733	1	MACLAURIN PARADE	ROSEVILLE	Local	121	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	69,248.30	58,181.99	1491.69
3733	2	MACLAURIN PARADE	ROSEVILLE	Local	152	Spray seal	1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	62,237.92	25,769.21	1340.68
3735	1	MACLEAY AVENUE	WAHROONGA	Local	254		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	111,196.12	34,193.48	2395.30
3740	1	MACQUARIE ROAD	PYMBLE	Local	168		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,357.60	22,250.40	1558.67
3740	2	MACQUARIE ROAD	PYMBLE	Local	204		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	87,862.80	27,018.34	1892.67
3745	1	MAHRATTA AVENUE	WAHROONGA	Local	153		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	55,064.70	34,532.10	1186.16
3745	2	MAHRATTA AVENUE	WAHROONGA	Local	207		1992	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	73,155.87	38,083.56	1575.87
3745	3	MAHRATTA AVENUE	WAHROONGA	Local	207		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	87,078.69	26,777.22	1875.78
3755	1	MAITLAND STREET	KILLARA	Local	213		1991	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	104,306.10	54,299.79	2246.88
3760	1	MAJURA CLOSE	ST IVES CHASE	Local	69	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	33,341.49	31,565.43	718.22
3770	1	MALGA AVENUE	ROSEVILLE CHASE	Collector	251	Stabilisation	2009	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	126,591.85	120,034.48	2827.65
3770	2	MALGA AVENUE	ROSEVILLE CHASE	Collector	305		1986	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	165,213.93	53,960.27	3690.34
3775	1	MALORY AVENUE	WEST PYMBLE	Local	251		1985	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	125,876.50	78,939.50	2711.54
3775	2	MALORY AVENUE	WEST PYMBLE	Local	251		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	122,914.70	37,797.01	2647.74
3780	1	MALVERN AVENUE	ROSEVILLE	Local	143		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,027.10	21,533.76	1508.47
3780	2	MALVERN AVENUE	ROSEVILLE	Local	148		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	72,475.60	37,729.43	1561.21
3780	3	MALVERN AVENUE	ROSEVILLE CHASE	Local	218		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	106,754.60	89,694.54	2299.63
3785	1	MANNING ROAD	KILLARA	Local	180	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,021.40	70,078.37	1594.51
3785	2	MANNING ROAD	KILLARA	Local	185	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,222.00	70,268.29	1598.83
3790	1	MAPLES AVENUE	KILLARA	Local	107		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	46,653.07	14,346.10	1004.97
3795	1	MARANOVA PLACE	WAHROONGA	Local	35		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	16,354.80	5,029.20	352.30
3800	1	MARCOALA PLACE	ST IVES	Local	108		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	48,936.96	15,048.41	1054.16
3810	1	MARGARET STREET	ROSEVILLE	Local	146		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	64,605.00	40,515.00	1391.67
3810	2	MARGARET STREET	ROSEVILLE	Local	143		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	69,436.51	50,942.52	1495.75
3815	1	MARIAN STREET	KILLARA	Local	204		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	108,324.00	56,391.43	2333.43
3815	2	MARIAN STREET	KILLARA	Local	199		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	121,519.35	63,260.68	2617.68
3820	1	MARIANA CLOSE	ST IVES	Local	49		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	23,532.74	14,757.82	506.92
3825	1	MARJORIE STREET	ROSEVILLE	Local	177		1997	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	76,964.91	72,865.08	1657.92
3825	2	MARJORIE STREET	ROSEVILLE	Local	101		1997	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	43,798.65	41,465.55	943.48
3825	3	MARJORIE STREET	ROSEVILLE	Local	74		1997	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	34,491.40	32,654.09	742.99
3825	4	MARJORIE STREET	ROSEVILLE	Local	103		1997	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	48,008.30	30,106.90	1034.16
3825	5	MARJORIE STREET	ROSEVILLE	Local	112	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,806.88	63,248.16	1439.10
3827	1	MARLBOROUGH PLACE	ST IVES	Local	172	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,947.20	61,487.54	1399.04
3827	2	MARLBOROUGH PLACE	ST IVES	Local	173	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	76,960.78	72,861.17	1657.83
3827	3	MARLBOROUGH PLACE	ST IVES	Local	120	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,374.40	51,477.94	1171.29
3827	4	MARLBOROUGH PLACE	ST IVES	Local	66		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	30,606.84	25,715.67	659.31
3830	1	MARSHALL AVENUE	WARRAWEE	Local	151	Spray seal	1977	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,168.63	13,889.63	972.99
3830	2	MARSHALL AVENUE	WARRAWEE	Local	153	Reconstruction	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	39,718.80	37,603.03	855.59
3830	3	MARSHALL AVENUE	WARRAWEE	Local	231	Reconstruction	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	89,951.40	85,159.80	1937.66
3830	4	MARSHALL AVENUE	WARRAWEE	Local	122	Reconstruction	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	35,486.14	33,595.84	764.42
3835	1	MARTIN LANE	ROSEVILLE	Local	120	Mill & Resheet	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	48,852.00	46,249.71	1052.33
3840	1	MASSEY PLACE	ST IVES CHASE	Local	78		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,092.12	11,406.05	799.01
3845	1	MATONG STREET	GORDON	Local	227		1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	96,161.74	80,794.49	2071.44
3850	1	MATTHEW CLOSE	ST IVES	Local	60	Stabilisation	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	26,443.80	25,035.17	569.63
3855	1	MAUNDER AVENUE	ST IVES	Local	237		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	99,279.30	41,105.96	2138.60
3860	1	MAWSON STREET	ST IVES	Local	201		1995	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	74,355.93	38,708.29	1601.72
3860	2	MAWSON STREET	ST IVES	Local	119		1995	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	53,078.76	27,631.80	1143.38
3860	3	MAWSON STREET	ST IVES	Local	217		1995	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	101,911.88	63,910.84	2195.31
3860	4	MAWSON STREET	ST IVES	Local	108		1995	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	56,073.60	35,164.80	1207.90
3865	1	MAX ALLEN DRIVE	LINDFIELD	Private	51		1980	Good	4.5	30	19.3	4	70	45.0	10	100	100	0	16	42	15	37,522.23	27,528.42	716.43
3865	2	MAX ALLEN DRIVE	LINDFIELD	Private	14		1980	Fair	3.5	30	15.0	4	70	35.0	10	100	100	0	16	42	15	4,873.40	3,056.20	93.05
3865	3	MAX ALLEN DRIVE	LINDFIELD	Private	195		1980	Failed	0.5	30	2.1	4	70	5.0	10	100	100	0	16	42	15	68,109.60	20,944.11	1300.44
3865	4	MAX ALLEN DRIVE	LINDFIELD	Private	142		1980	Failed	0.5	30	2.1	4	70	5.0	10	100	100	0	16	42	15	43,565.60	13,396.69	831.81
3865	5	MAX ALLEN DRIVE	LINDFIELD	Private	200		1980	Failed	0.5	30	2.1	4	70	5.0	10	100	100	0	16	42	15	54,280.00	16,691.43	1036.39
3865	6	MAX ALLEN DRIVE	LINDFIELD	Private	247		1980	Failed	0.5	30	2.1	4	70											

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
3870	4	MAXWELL STREET	SOUTH TURRAMURRA	Local	237		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	106,270.80	89,288.06	2289.21
3870	5	MAXWELL STREET	SOUTH TURRAMURRA	Local	156		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	76,117.08	63,953.09	1639.66
3870	6	MAXWELL STREET	SOUTH TURRAMURRA	Local	183		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	103,543.23	75,965.13	2230.45
3870	7	MAXWELL STREET	SOUTH TURRAMURRA	Local	129		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	56,321.40	41,320.54	1213.23
3875	1	MAY STREET	TURRAMURRA	Local	212		1983	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	69,794.64	28,898.02	1503.46
3880	1	MAYFAIR PLACE	EAST LINDFIELD	Local	77		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	29,711.22	9,136.38	640.02
3885	1	MAYFIELD AVENUE	PYMBLE	Local	141	Stabilisation	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	51,023.87	51,023.87	1308.17
3890	1	MAYTONE AVENUE	KILLARA	Local	191		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,951.08	18,435.32	1291.42
3895	1	MCINTOSH STREET	GORDON	Collector	163		1982	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	84,557.88	27,617.32	1888.75
3895	2	MCINTOSH STREET	GORDON	Local	197	stabilisation	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	88,334.80	83,629.31	1902.84
3895	3	MCINTOSH STREET	GORDON	Local	194	Stabilisation	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,899.18	79,429.97	1807.29
3895	4	MCINTOSH STREET	GORDON	Local	232		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	99,922.40	30,726.74	2152.45
3895	5	MCINTOSH STREET	GORDON	Local	60		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	20,355.00	6,259.29	438.47
3900	1	MCINTYRE LANE	GORDON	Local	42		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	13,381.20	12,668.40	288.25
3905	1	MCINTYRE STREET	GORDON	Local	27	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	23,735.70	14,885.10	511.30
3905	2	MCINTYRE STREET	GORDON	Local	133	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,929.00	52,003.00	1183.24
3905	3	MCINTYRE STREET	GORDON	Local	133	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	55,713.70	46,810.30	1200.14
3905	4	MCINTYRE STREET	GORDON	Local	188	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	111,030.92	34,142.68	2391.74
3905	5	MCINTYRE STREET	GORDON	Local	194	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	105,303.20	32,381.37	2268.36
3920	1	MCLEOD AVENUE	ROSEVILLE	Local	113	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,002.70	51,126.04	1163.29
3920	2	MCLEOD AVENUE	ROSEVILLE	Local	158	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,957.34	74,751.38	1700.84
3925	1	MCRAE PLACE	NORTH TURRAMURRA	Local	220		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,072.00	25,545.14	1789.47
3925	2	MCRAE PLACE	NORTH TURRAMURRA	Local	164		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	70,634.80	44,296.40	1521.56
3930	1	MCTAGGART ROAD	NORTH TURRAMURRA	Local	57		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	27,240.30	22,887.13	586.79
3935	1	MEADWAY CLOSE	PYMBLE	Local	90		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	40,727.70	12,524.01	877.33
3940	1	MELALEUCA DRIVE	ST IVES	Local	222		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	107,403.60	33,027.26	2313.61
3940	2	MELALEUCA DRIVE	ST IVES	Local	220		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	114,873.00	72,039.00	2474.51
3940	3	MELALEUCA DRIVE	ST IVES	Local	197		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	103,793.39	42,974.99	2235.84
3940	4	MELALEUCA DRIVE	ST IVES	Local	155		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	75,903.50	55,687.07	1635.06
3950	1	MELBOURNE ROAD	EAST LINDFIELD	Collector	216	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	136,952.64	129,858.58	3059.08
3950	2	MELBOURNE ROAD	EAST LINDFIELD	Local	249	Mill & Resheet	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	119,290.92	112,936.44	2569.67
3950	3	MELBOURNE ROAD	EAST LINDFIELD	Local	114	AC Overlay	1967	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	55,153.20	28,711.71	1188.07
3950	4	MELBOURNE ROAD	EAST LINDFIELD	Local	219	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,368.00	97,861.71	2226.68
3955	1	MELKIN END	GORDON	Local	76		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	42,687.68	35,865.92	919.55
3960	1	MEMORIAL AVENUE	ST IVES	Collector	107	AC Overlay	2002	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	78,495.20	50,033.20	1753.33
3960	2	MEMORIAL AVENUE	ST IVES	Collector	131	AC Overlay	2002	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	96,959.65	41,712.74	2165.76
3960	3	MEMORIAL AVENUE	ST IVES	Collector	143	AC Overlay	2002	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	105,841.45	78,428.86	2364.16
3960	4	MEMORIAL AVENUE	ST IVES	Local	153	AC Overlay	1987	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	90,270.00	37,375.71	1944.53
3960	5	MEMORIAL AVENUE	ST IVES	Local	168	AC Overlay	1987	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	82,269.60	42,828.00	1772.19
3960	6	MEMORIAL AVENUE	ST IVES	Local	94	AC Overlay	1987	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	45,477.20	28,519.60	979.64
3960	7	MEMORIAL AVENUE	ST IVES	Local	219	AC Overlay	1987	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	105,952.20	43,868.83	2282.34
3960	8	MEMORIAL AVENUE	ST IVES	Local	167	AC Overlay	1989	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	81,779.90	51,285.70	1761.64
3960	9	MEMORIAL AVENUE	ST IVES	Local	151	AC Overlay	1989	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	73,944.70	54,249.99	1592.86
3960	10	MEMORIAL AVENUE	ST IVES	Local	104	Slurry seal	1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	47,983.52	14,755.22	1033.62
3965	1	MERLIN STREET	ROSEVILLE	Local	143		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	64,121.20	26,548.97	1381.25
3965	2	MERLIN STREET	ROSEVILLE	Local	195		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	79,729.65	24,517.35	1717.48
3970	1	MERRIVALE LANE	TURRAMURRA	Local	176		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	67,184.48	34,974.97	1447.24
3970	2	MERRIVALE LANE	TURRAMURRA	Local	172		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	64,947.20	26,890.97	1399.04
3970	3	MERRIVALE LANE	TURRAMURRA	Local	155		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	58,528.00	17,997.71	1260.77
3970	4	MERRIVALE LANE	TURRAMURRA	Local	69		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	18,726.60	5,758.54	403.39
3975	1	MERRIVALE ROAD	PYMBLE	Local	155	AC Overlay	1978	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	98,766.00	51,415.71	2127.54
3975	2	MERRIVALE ROAD	PYMBLE	Local	145	AC Overlay	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	80,417.00	24,728.71	1732.28
3975	3	MERRIVALE ROAD	PYMBLE	Local	122	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,221.60	62,694.06	1426.50
3975	4	MERRIVALE ROAD	PYMBLE	Local	176	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	94,494.40	89,460.80	2035.53
3975	5	MERRIVALE ROAD	PYMBLE	Local	192	AC Overlay	1978	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	104,897.28	54,607.54	2259.62
3975	6	MERRIVALE ROAD	PYMBLE	Local	82	AC Overlay	1978	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	47,412.40	29,733.20	1021.32
3975	7	MERRIVALE ROAD	PYMBLE	Local	110	AC Overlay	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	58,410.00	17,961.43	1258.22
3975	8	MERRIVALE ROAD	PYMBLE	Local	177	AC Overlay	1978	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	94,195.86	28,965.80	2029.10
3975	9	MERRIVALE ROAD																						



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
3995	4	MIDDLE HARBOUR ROAD	LINDFIELD	Local	194	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	98,435.60	93,192.06	2120.43
3995	5	MIDDLE HARBOUR ROAD	LINDFIELD	Local	184		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	98,789.60	30,378.40	2128.05
3995	6	MIDDLE HARBOUR ROAD	LINDFIELD	Local	204		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	109,527.60	33,680.40	2359.36
3995	7	MIDDLE HARBOUR ROAD	EAST LINDFIELD	Local	155	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	82,305.00	77,920.71	1772.95
3995	8	MIDDLE HARBOUR ROAD	EAST LINDFIELD	Local	163	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	91,938.52	87,041.07	1980.47
4000	1	MILBURN PLACE	ST IVES CHASE	Local	216	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	105,775.20	100,140.69	2278.53
4000	2	MILBURN PLACE	ST IVES CHASE	Local	224	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	109,692.80	103,849.60	2362.92
4005	1	MILDRED STREET	WARRAWEE	Local	178		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	62,276.86	19,150.51	1341.52
4005	2	MILDRED STREET	WARRAWEE	Local	179		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	66,111.86	27,373.19	1424.13
4010	1	MILDURA STREET	KILLARA	Local	202	AC Overlay	2000	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	89,385.00	56,055.00	1925.46
4015	1	MILFORD PLACE	TURRAMURRA	Local	116		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	57,558.04	42,227.81	1239.87
4020	1	MILLEWA AVENUE	WAHROONGA	Collector	304	AC Overlay	2004	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	110,909.84	105,164.78	2477.37
4020	2	MILLEWA AVENUE	WAHROONGA	Collector	296	Stabilisation	2000	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	154,522.36	82,484.95	3451.53
4020	3	MILLEWA AVENUE	WAHROONGA	Collector	302	Slurry seal	1994	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	179,215.86	58,533.42	4003.10
4020	4	MILLEWA AVENUE	WAHROONGA	Collector	225	Slurry seal	1994	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	121,437.00	39,662.36	2712.51
4020	5	MILLEWA AVENUE	WAHROONGA	Collector	39	AC Overlay	1986	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	20,180.55	14,953.85	450.77
4025	1	MILLEWA LANE	WAHROONGA	Local	58		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	9,239.40	4,809.86	199.03
4035	1	MILRAY STREET	LINDFIELD	Local	131		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	69,561.00	36,212.14	1498.43
4035	2	MILRAY STREET	LINDFIELD	Local	134		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,577.08	21,377.89	1563.40
4040	1	MILTON ROAD	NORTH TURRAMURRA	Local	130	Stabilisation	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	42,645.20	40,373.54	918.63
4040	2	MILTON ROAD	NORTH TURRAMURRA	Local	184	Stabilisation	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	75,992.00	71,944.00	1636.96
4045	1	MIMOSA ROAD	TURRAMURRA	Local	206		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	100,878.20	63,262.60	2173.04
4045	2	MIMOSA ROAD	TURRAMURRA	Local	218		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	90,934.34	66,714.54	1958.84
4045	3	MIMOSA ROAD	TURRAMURRA	Local	106		1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	37,524.00	27,529.71	808.31
4050	1	MINNAMURRA AVENUE	PYMBLE	Local	231	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,187.73	69,289.11	1576.55
4050	2	MINNAMURRA AVENUE	PYMBLE	Local	220	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	72,168.80	68,324.46	1554.61
4055	1	MINNAMURRA PLACE	PYMBLE	Local	218	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	89,776.76	84,994.46	1933.90
4060	1	MINNS ROAD	GORDON	Local	149		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	80,613.47	24,789.13	1736.51
4060	2	MINNS ROAD	GORDON	Local	127		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,015.42	11,382.47	797.36
4065	1	MIOWERA ROAD	NORTH TURRAMURRA	Local	240	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	101,952.00	96,521.14	2196.17
4065	2	MIOWERA ROAD	NORTH TURRAMURRA	Local	165	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,862.15	23,020.56	1612.62
4065	3	MIOWERA ROAD	NORTH TURRAMURRA	Local	181	Spray seal	1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	81,160.40	24,957.31	1748.30
4065	4	MIOWERA ROAD	NORTH TURRAMURRA	Local	146	Spray seal	1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	61,159.40	38,354.20	1317.45
4070	1	MIRI COURT	ST IVES	Local	29		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	21,147.96	8,756.18	455.55
4075	1	MIRROOL STREET	NORTH TURRAMURRA	Local	98		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	42,786.80	40,507.60	921.68
4080	1	MITCHELL CRESCENT	WARRAWEE	Local	217		1983	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	129,182.27	67,249.85	2782.75
4080	2	MITCHELL CRESCENT	WARRAWEE	Local	207		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	110,649.78	92,967.25	2383.53
4085	1	MOCATTA AVENUE	PYMBLE	Local	130		1981	Fair	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	69,336.80	21,321.49	1493.60
4090	1	MONA STREET	WAHROONGA	Local	212		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,044.80	21,539.20	1508.85
4100	1	MONASH AVENUE	EAST KILLARA	Local	133		1993	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	39,078.06	24,506.58	841.79
4100	2	MONASH AVENUE	EAST KILLARA	Local	142		1993	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	41,722.44	30,609.93	898.75
4105	1	MONMOUTH AVENUE	EAST KILLARA	Local	144	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	62,020.80	58,717.03	1336.01
4110	1	MONTAH AVENUE	KILLARA	Local	239		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	82,913.88	25,496.52	1786.07
4110	2	MONTAH AVENUE	KILLARA	Local	97		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	32,850.02	10,101.58	707.63
4115	1	MONTEITH LANE	WARRAWEE	Local	57		1987	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	10,089.00	8,476.71	217.33
4115	2	MONTEITH LANE	WARRAWEE	Local	76		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	14,348.80	7,469.71	309.09
4115	3	MONTEITH LANE	TURRAMURRA	Local	154		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	26,349.40	10,260.60	567.60
4120	1	MONTEITH STREET	TURRAMURRA	Local	130	Spray seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,690.00	16,510.00	1156.55
4120	2	MONTEITH STREET	TURRAMURRA	Local	193	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	80,847.70	67,927.73	1741.56
4120	3	MONTEITH STREET	TURRAMURRA	Local	171	Spray seal	1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	60,534.00	31,512.86	1303.98
4120	4	MONTEITH STREET	WARRAWEE	Local	192	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	86,092.80	81,506.74	1854.55
4120	5	MONTEITH STREET	WARRAWEE	Local	185	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	82,954.00	78,535.14	1786.93
4125	1	MONTEREVY STREET	ST IVES	Local	227		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	105,001.12	77,034.72	2261.85
4130	1	MONTREAL AVENUE	KILLARA	Local	210		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	99,120.00	51,600.00	2135.17
4135	1	MONTROSE STREET	TURRAMURRA	Local	105		1983	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	34,692.00	25,452.00	747.31
4140	1	MOONA PARADE	WAHROONGA	Local	142		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,701.00	11,593.29	812.13
4140	2	MOONA PARADE	WAHROONGA	Local	126		1992	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	31,891.86	13,204.62	686.99
4145	1	MOONAH CLOSE	ST IVES CHASE	Local	64		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	32,851.20	10,101.94	707.66
4150	1	MOORE AVENUE	LINDFIELD	Collector																				

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
4165	1	MOORINA ROAD	PYMBLE	Local	200		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	62,658.00	19,267.71	1349.73
4170	1	MOREE STREET	GORDON	Local	214		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	142,421.28	58,968.62	3067.93
4170	2	MOREE STREET	GORDON	Local	219		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	121,457.40	50,288.66	2616.34
4170	3	MOREE STREET	GORDON	Local	217		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	123,420.92	37,952.68	2658.64
4175	1	MORIAL LANE	PYMBLE	Local	54		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	13,986.54	8,771.22	301.29
4180	1	MORNA PLACE	TURRAMURRA	Local	97		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	43,666.49	41,340.43	940.63
4185	1	MORONA AVENUE	WAHROONGA	Local	116		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	39,695.20	24,893.60	855.08
4185	2	MORONA AVENUE	WAHROONGA	Local	207		1992	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	58,622.40	30,517.71	1262.80
4185	3	MORONA AVENUE	WAHROONGA	Local	112		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	31,718.40	19,891.20	683.25
4185	4	MORONA AVENUE	WAHROONGA	Local	103		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	32,937.34	10,128.43	709.51
4185	5	MORONA AVENUE	WAHROONGA	Local	68		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	25,275.60	18,543.60	544.47
4190	1	MORRIS AVENUE	WAHROONGA	Local	143	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	53,153.10	50,321.70	1144.98
4190	2	MORRIS AVENUE	WAHROONGA	Local	201	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,711.70	70,731.90	1609.38
4195	1	MT IDA STREET	GORDON	Local	159	AC Overlay	2002	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	54,972.66	40,331.03	1184.18
4200	1	MT PLEASANT AVENUE	WAHROONGA	Local	239		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	149,611.61	109,763.48	3222.82
4200	2	MT PLEASANT AVENUE	WAHROONGA	Local	197		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	115,765.08	72,598.44	2493.72
4205	1	MT WILLIAM STREET	GORDON	Local	149		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	64,174.30	33,407.93	1382.39
4205	2	MT WILLIAM STREET	GORDON	Local	146		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	62,882.20	19,336.66	1354.56
4205	3	MT WILLIAM STREET	GORDON	Local	169		1981	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	68,600.48	43,020.64	1477.74
4205	4	MT WILLIAM STREET	GORDON	Local	168		1981	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	65,419.20	27,086.40	1409.21
4205	5	MT WILLIAM STREET	GORDON	Local	27		1981	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	10,338.57	5,382.06	222.71
4210	1	MUDIES ROAD	ST IVES	Collector	165	AC Overlay	1975	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	78,894.75	25,767.70	1762.25
4210	2	MUDIES ROAD	ST IVES	Collector	30	Mill & Resheet	1989	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	25,545.00	8,343.21	570.59
4210	3	MUDIES ROAD	ST IVES	Collector	155	Stabilisation	2005	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	75,128.50	71,236.89	1678.13
4210	4	MUDIES ROAD	ST IVES	Collector	20	Stabilisation	2005	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	19,388.00	18,383.71	433.07
4210	5	MUDIES ROAD	ST IVES	Collector	224	AC Overlay	1980	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	105,638.40	67,334.40	2359.62
4210	6	MUDIES ROAD	ST IVES	Collector	230	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	106,961.50	101,420.96	2389.17
4210	7	MUDIES ROAD	ST IVES	Collector	186	AC Overlay	1976	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	99,900.60	32,628.39	2231.46
4215	1	MUNDERAH STREET	WAHROONGA	Local	240		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	115,262.40	35,443.89	2482.90
4220	1	MUNGARRA AVENUE	ST IVES	Local	215		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	81,945.10	51,389.30	1765.20
4220	2	MUNGARRA AVENUE	ST IVES	Local	175		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	68,351.50	21,018.50	1472.38
4225	1	MURCHISON STREET	ST IVES	Local	156		1995	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	64,428.00	40,404.00	1387.86
4225	2	MURCHISON STREET	ST IVES	Local	182		1995	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	84,293.30	61,842.30	1815.78
4235	1	MURDOCH STREET	TURRAMURRA	Local	163		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	82,610.03	51,806.29	1779.52
4235	2	MURDOCH STREET	TURRAMURRA	Local	140		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	66,080.00	48,480.00	1423.45
4235	3	MURDOCH STREET	TURRAMURRA	Local	191		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	81,136.80	59,526.51	1747.79
4235	4	MURDOCH STREET	TURRAMURRA	Local	180		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	77,526.00	56,877.43	1670.01
4235	5	MURDOCH STREET	TURRAMURRA	Local	216		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	101,187.36	63,456.48	2179.70
4240	1	MURRUA ROAD	NORTH TURRAMURRA	Local	138	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	44,943.84	42,549.74	968.15
4240	2	MURRUA ROAD	NORTH TURRAMURRA	Local	229	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	81,876.66	77,515.19	1763.73
4240	3	MURRUA ROAD	NORTH TURRAMURRA	Local	180	AC Overlay	1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	88,464.60	83,752.20	1905.64
4245	1	MURRUMBA PLACE	EAST KILLARA	Local	175		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	80,225.25	67,404.75	1728.15
4250	1	MUSGRAVE STREET	TURRAMURRA	Local	87		1989	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	28,385.49	11,752.83	611.46
4255	1	MUTTAMA STREET	WAHROONGA	Local	138		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	35,824.80	11,016.34	771.71
4260	1	MYALL AVENUE	WAHROONGA	Local	154	Mill & Resheet	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,051.44	69,160.08	1573.62
4265	1	MYCUMBENE AVENUE	EAST LINDFIELD	Local	222		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	100,592.64	30,932.85	2166.89
4270	1	MYOORA STREET	PYMBLE	Local	220		1987	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	102,152.60	42,295.63	2200.49
4270	2	MYOORA STREET	PYMBLE	Local	75		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	24,780.00	12,900.00	533.79
4275	1	MYRTLE PLACE	ST IVES	Local	198	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	80,021.70	75,759.04	1723.77
4280	1	NADENE PLACE	PYMBLE	Local	129		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	53,353.11	33,458.73	1149.29
4285	1	NAGLE PLACE	NORTH TURRAMURRA	Local	138		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	72,056.70	60,541.59	1552.19
4290	1	NAMBUCCA STREET	TURRAMURRA	Local	190		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	95,845.50	29,473.07	2064.63
4290	2	NAMBUCCA STREET	TURRAMURRA	Local	116		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	48,866.16	15,026.64	1052.64
4295	1	NAMOI PLACE	EAST LINDFIELD	Local	111		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	50,427.30	15,506.70	1086.27
4300	1	NAPIER STREET	LINDFIELD	Local	125		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	54,575.00	40,039.29	1175.61
4300	2	NAPIER STREET	LINDFIELD	Local	129		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	60,964.11	51,221.66	1313.24
4305	1	NARA PLACE	ST IVES	Local	38		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	21,568.04	18,121.33	464.60
4310	1	NARELLE AVENUE	PYMBLE	Local	199		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	73,263.84	22,529.07	1578.19
4310	2	NARELLE AVENUE	PYMBLE	Local	191		1980	Failed	0.5	2														

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
4320	3	NELSON STREET	GORDON	Local	99	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,073.60	53,086.63	1207.90
4320	4	NELSON STREET	GORDON	Local	125	AC Overlay	2005	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	40,341.25	33,894.46	869.00
4320	5	NELSON STREET	GORDON	Local	195	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	57,525.00	54,460.71	1239.16
4325	1	NENTOURA PLACE	NORTH TURRAMURRA	Local	157	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	62,525.25	59,194.61	1346.87
4330	1	NERANG STREET	WAHROONGA	Local	74	Slurry seal	1988	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	35,801.20	18,637.43	771.20
4335	1	NERINGAH AVENUE NORTH	WAHROONGA	Local	162		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	68,244.12	20,985.48	1470.06
4340	1	NERINGAH AVENUE SOUTH	WAHROONGA	Local	148		1981	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	78,588.00	40,911.43	1692.88
4340	2	NERINGAH AVENUE SOUTH	WAHROONGA	Local	122		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	57,296.08	17,618.89	1234.23
4350	1	NEWARK CRESCENT	LINDFIELD	Local	214	Stabilisation	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	72,599.50	68,732.21	1563.88
4355	1	NEWHAVEN PLACE	ST IVES	Local	191		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	91,278.90	57,242.70	1966.26
4360	1	NEWLYN CLOSE	ST IVES	Local	62	AC Overlay	1971	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	35,628.92	33,731.01	767.49
4365	1	NIBLUCK AVENUE	ROSEVILLE	Local	56		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	18,304.16	5,628.64	394.29
4370	1	NICHOLSON AVENUE	ST IVES	Local	133		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	65,130.10	33,905.50	1402.98
4370	2	NICHOLSON AVENUE	ST IVES	Local	141		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	69,047.70	58,013.44	1487.37
4370	3	NICHOLSON AVENUE	ST IVES	Local	232		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	113,610.40	83,350.97	2447.31
4370	4	NICHOLSON AVENUE	ST IVES	Local	125		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	61,212.50	31,866.07	1318.59
4375	1	NIMBRIN STREET	TURRAMURRA	Local	221		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	96,488.60	60,509.80	2078.48
4380	1	NIÖBE LANE	TURRAMURRA	Local	89		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	14,860.33	4,569.64	320.11
4385	1	NIÖKA PLACE	ST IVES CHASE	Local	38		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	25,155.24	23,815.25	541.88
4390	1	NITHDALE STREET	PYMBLE	Local	114		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	43,719.00	22,759.29	941.76
4390	2	NITHDALE STREET	PYMBLE	Local	139		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	53,306.50	22,071.21	1148.29
4395	1	NOLA LANE	ROSEVILLE	Local	56		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	11,696.16	3,596.64	251.95
4395	2	NOLA LANE	ROSEVILLE	Local	61		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	2,987.17	2,191.56	64.35
4400	1	NOLA ROAD	ROSEVILLE	Local	87		1997	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	26,742.93	19,620.12	576.08
4405	1	NORFOLK STREET	KILLARA	Local	238	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	98,294.00	93,058.00	2117.37
4405	2	NORFOLK STREET	KILLARA	Local	167		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	73,897.50	38,469.64	1591.84
4405	3	NORFOLK STREET	KILLARA	Local	169		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	74,782.50	54,864.64	1610.91
4405	4	NORFOLK STREET	KILLARA	Local	173		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	78,593.90	24,168.10	1693.01
4405	5	NORFOLK STREET	KILLARA	Local	175		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	102,217.50	31,432.50	2201.89
4410	1	NORMAC STREET	ROSEVILLE CHASE	Local	203		1989	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	52,698.80	27,434.00	1135.20
4410	2	NORMAC STREET	ROSEVILLE CHASE	Local	171		1989	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	54,278.82	28,256.53	1169.23
4415	1	NORMURRA AVENUE	NORTH TURRAMURRA	Local	137	Reconstruction	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,179.02	60,760.28	1382.50
4415	2	NORMURRA AVENUE	NORTH TURRAMURRA	Local	177	Reconstruction	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,746.60	61,297.63	1394.72
4415	3	NORMURRA AVENUE	NORTH TURRAMURRA	Local	180	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	78,588.00	24,166.29	1692.88
4420	1	NORTHCOTE AVENUE	KILLARA	Local	199		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	92,753.90	38,404.16	1998.03
4420	2	NORTHCOTE AVENUE	KILLARA	Local	189		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	88,092.90	36,474.30	1897.63
4420	3	NORTHCOTE AVENUE	KILLARA	Local	232		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	106,766.40	32,831.31	2299.88
4425	1	NORTHCOTE ROAD	LINDFIELD	Local	181		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	89,810.39	56,321.77	1934.63
4425	2	NORTHCOTE ROAD	LINDFIELD	Local	241		1994	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	119,723.98	62,326.04	2579.00
4425	3	NORTHCOTE ROAD	LINDFIELD	Local	113		1994	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	47,335.70	34,728.13	1019.67
4430	1	NORWOOD AVENUE	LINDFIELD	Local	216		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	100,295.28	30,841.41	2160.48
4430	2	NORWOOD AVENUE	LINDFIELD	Local	145		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	65,959.05	20,282.81	1420.84
4435	1	NULLA NULLA STREET	TURRAMURRA	Local	170		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,918.10	22,422.76	1570.75
4440	1	NYORA STREET	KILLARA	Local	140		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	69,714.40	28,864.80	1501.73
4445	1	OAKHILL CLOSE	ST IVES	Local	96		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	47,237.76	34,656.27	1017.56
4450	1	OBERON CRESCENT	GORDON	Local	103		1981	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	47,825.99	24,897.31	1030.23
4455	1	OLINDA PLACE	ST IVES	Local	60		1982	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	26,089.80	19,140.94	562.01
4460	1	OLIVE LANE	TURRAMURRA	Local	42		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	7,582.68	2,331.72	163.34
4460	2	OLIVE LANE	TURRAMURRA	Local	51		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	15,737.07	4,839.24	339.00
4465	1	OLIVER LANE	ROSEVILLE	Local	58		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	12,524.52	5,185.70	269.79
4470	1	OLIVER ROAD	ROSEVILLE	Local	163		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,667.90	25,728.39	1802.31
4470	2	OLIVER ROAD	ROSEVILLE	Local	111		1981	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	56,976.30	29,660.79	1227.34
4470	3	OLIVER ROAD	ROSEVILLE	Local	137		1981	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	70,322.10	29,116.41	1514.83
4475	1	ONSLÖW LANE	GORDON	Local	69		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	26,990.73	11,175.34	581.41
4480	1	ONTARIO AVENUE	ROSEVILLE	Local	233		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	94,166.95	49,021.54	2028.47
4485	1	ORANA AVENUE	PYMBLE	Local	147		1995	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	40,763.10	16,877.70	878.09
4485	2	ORANA AVENUE	PYMBLE	Local	188		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,453.12	18,282.19	1280.69
4485	3	ORANA AVENUE	PYMBLE	Local	101		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,124.57	11,416.03	799.71
4495	1	ORCHARD STREET	PYMBLE	Local	213		1984	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	4				

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
4515	4	ORMONDE ROAD	ROSEVILLE CHASE	Local	191	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,345.00	53,343.57	1213.74
4515	5	ORMONDE ROAD	ROSEVILLE CHASE	Local	118	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	44,139.08	41,787.85	950.81
4515	6	ORMONDE ROAD	ROSEVILLE CHASE	Local	88		1988	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	32,294.24	27,133.42	695.66
4520	1	OROYA PARADE	ROSEVILLE	Local	131		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	28,210.85	8,675.01	607.70
4525	1	ORTONA ROAD	LINDFIELD	Local	100		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	54,870.00	28,564.29	1181.97
4525	2	ORTONA ROAD	LINDFIELD	Local	195		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	94,341.00	59,163.00	2032.22
4530	1	OSWALD CLOSE	WARRAWEE	Local	139		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,967.80	19,670.49	1377.95
4535	1	OTAKI PLACE	ST IVES CHASE	Local	144		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	71,706.24	60,247.13	1544.64
4540	1	OTTWAY CLOSE	ST IVES	Local	44		1984	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	23,675.52	9,802.70	510.00
4545	1	OVENS PLACE	ST IVES CHASE	Local	175	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,013.00	78,591.00	1788.20
4550	1	OWEN STREET	LINDFIELD	Local	169	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	93,727.40	88,734.66	2019.00
4550	2	OWEN STREET	LINDFIELD	Local	172	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	92,346.80	87,427.60	1989.26
4550	3	OWEN STREET	EAST LINDFIELD	Local	157		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	76,882.90	31,832.87	1656.15
4550	4	OWEN STREET	EAST LINDFIELD	Local	155		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,903.50	23,340.79	1635.06
4555	1	OXFORD PLACE	ST IVES	Local	85	Reconstruction	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	38,765.95	36,700.94	835.07
4560	1	OXLEY AVENUE	ST IVES	Local	213		1984	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	91,739.10	77,078.61	1976.17
4560	2	OXLEY AVENUE	ST IVES	Local	67		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	28,856.90	18,096.70	621.61
4560	3	OXLEY AVENUE	ST IVES	Local	251		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	109,586.60	68,723.80	2360.63
4570	1	PAGE AVENUE	NORTH WAHROONGA	Local	117		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,604.60	53,589.34	1219.33
4570	2	PAGE AVENUE	NORTH WAHROONGA	Local	128		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	61,926.40	52,030.17	1333.97
4570	3	PAGE AVENUE	NORTH WAHROONGA	Local	125		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	60,475.00	50,810.71	1302.71
4575	1	PALM STREET	ST IVES	Local	210		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	68,268.90	35,539.50	1470.60
4575	2	PALM STREET	ST IVES	Local	152		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	75,331.20	47,241.60	1622.73
4575	3	PALM STREET	ST IVES	Local	153		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	79,437.60	66,742.97	1711.18
4580	1	PAR CLOSE	PYMBLE	Local	55		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	27,030.85	11,191.95	582.28
4585	1	PARK AVENUE	GORDON	Collector	70		1989	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	42,686.35	18,363.98	953.47
4585	2	PARK AVENUE	GORDON	Collector	24		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	8,646.00	2,823.86	193.12
4585	3	PARK AVENUE	GORDON	Collector	65		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	39,765.05	12,987.60	888.22
4585	4	PARK AVENUE	GORDON	Collector	158	Rehabilitate	2005	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	95,210.80	90,278.94	2126.70
4585	5	PARK AVENUE	GORDON	Collector	101	Rehabilitate	2005	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	61,391.84	58,211.78	1371.29
4590	1	PARK AVENUE	ROSEVILLE	Local	187	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	100,400.30	95,052.10	2162.75
4590	2	PARK AVENUE	ROSEVILLE	Local	265	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	142,278.50	134,699.50	3064.86
4590	3	PARK AVENUE	ROSEVILLE	Local	111	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,250.80	57,041.31	1297.88
4590	4	PARK AVENUE	ROSEVILLE	Local	111	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,250.80	57,041.31	1297.88
4590	5	PARK AVENUE	ROSEVILLE	Local	120	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,578.40	60,191.66	1369.56
4595	1	PARK CRESCENT	PYMBLE	Local	128		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,231.36	11,448.87	802.01
4595	2	PARK CRESCENT	PYMBLE	Local	158		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,660.80	18,346.06	1285.17
4595	3	PARK CRESCENT	PYMBLE	Local	137		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	41,708.28	12,825.55	898.45
4595	4	PARK CRESCENT	PYMBLE	Local	156		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,283.68	13,925.01	975.47
4605	1	PARK LANE	GORDON	Local	238	AC Overlay	2004	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	48,164.06	40,467.14	1037.51
4600	1	PARK GROVE LANE	TURRAMURRA	Local	51		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	8,365.02	5,245.86	180.19
4610	1	PARKER AVENUE	WEST PYMBLE	Local	228		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	98,199.60	61,582.80	2115.34
4615	1	PARKINSON AVENUE	SOUTH TURRAMURRA	Local	176		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	75,803.20	47,537.60	1632.90
4615	2	PARKINSON AVENUE	SOUTH TURRAMURRA	Local	185		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	79,679.50	49,968.50	1716.40
4615	3	PARKINSON AVENUE	SOUTH TURRAMURRA	Local	139		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	66,674.13	56,019.18	1436.24
4620	1	PARKWOOD GROVE	WEST PYMBLE	Local	134		1988	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	77,715.98	32,177.80	1674.10
4625	1	PARNELL STREET	EAST KILLARA	Local	219		1993	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	94,323.30	59,151.90	2031.84
4625	2	PARNELL STREET	EAST KILLARA	Local	227		1993	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	97,788.90	71,728.76	2106.06
4630	1	PAROO PLACE	SOUTH TURRAMURRA	Local	52		1995	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	25,280.32	18,547.06	544.57
4635	1	PATTERSON AVENUE	WEST PYMBLE	Local	144	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,374.40	51,477.94	1171.29
4635	2	PATTERSON AVENUE	WEST PYMBLE	Local	112	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	53,194.40	50,360.80	1145.87
4640	1	PAUL AVENUE	ST IVES	Local	245		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	61,433.75	18,891.25	1323.36
4645	1	PEACE AVENUE	PYMBLE	Local	184		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	61,336.40	18,861.31	1321.26
4645	2	PEACE AVENUE	PYMBLE	Local	157		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	58,079.01	17,859.65	1251.09
4650	1	PEARSON AVENUE	GORDON	Collector	114	AC Overlay	1989	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	70,637.82	37,706.88	1577.82
4650	2	PEARSON AVENUE	GORDON	Collector	155	Reconstruction	2007	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	114,317.15	108,395.60	2553.47
4650	3	PEARSON AVENUE	GORDON	Collector	168	Reconstruction	2007	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	90,232.80	85,558.80	2015.51
4655	1	PEMBROKE AVENUE	TURRAMURRA	Local	177		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	79,888.95	67,122.19	1720.91
4655	2	PEMBROKE AVENUE	TURRAMURRA	Local	180		1980	Good	4.5	25</														

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
4670	6	PENTECOST AVENUE	PYMBLE	Collector	222	Reconstruction	2007	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	146,864.10	139,256.64	3280.47
4670	7	PENTECOST AVENUE	PYMBLE	Collector	319	Reconstruction	2007	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	215,840.19	204,659.80	4821.17
4670	8	PENTECOST AVENUE	ST IVES	Local	259	AC Overlay	1982	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	126,526.68	65,867.40	2725.54
4670	9	PENTECOST AVENUE	ST IVES	Local	193	AC Overlay	1982	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	87,679.90	54,985.70	1888.73
4675	1	PERTH AVENUE	EAST LINDFIELD	Local	175		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	50,902.25	15,652.75	1096.50
4675	2	PERTH AVENUE	EAST LINDFIELD	Local	189		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,546.34	18,310.86	1282.70
4685	1	PHILIP LANE	WEST PYMBLE	Local	152		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	38,562.40	11,858.17	830.68
4685	2	PHILIP LANE	WEST PYMBLE	Local	148		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,547.60	11,546.11	808.82
4685	3	PHILIP LANE	WEST PYMBLE	Local	14		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	4,377.80	1,346.20	94.30
4695	1	PHILLIP ROAD	ST IVES CHASE	Local	235		1989	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	127,558.00	107,173.43	2747.76
4700	1	PIBRAC AVENUE	WARRAWEE	Local	170	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,219.00	69,318.71	1577.23
4700	2	PIBRAC AVENUE	WARRAWEE	Local	115	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	27,140.00	25,694.29	584.63
4710	1	PILDRA AVENUE	ST IVES	Local	104		1982	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	40,497.60	25,396.80	872.37
4710	2	PILDRA AVENUE	ST IVES	Local	91		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	35,435.40	22,222.20	763.32
4710	3	PILDRA AVENUE	ST IVES	Local	52		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	21,230.56	6,528.53	457.33
4715	1	PINDARI AVENUE	ST IVES	Local	244		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	137,481.80	42,276.49	2961.53
4715	2	PINDARI AVENUE	ST IVES	Local	114		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	57,372.78	42,091.89	1235.88
4720	1	PLEASANT AVENUE	EAST LINDFIELD	Local	215	Mill & Resheet	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	114,799.25	108,684.04	2472.92
4720	2	PLEASANT AVENUE	EAST LINDFIELD	Local	176	Mill & Resheet	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	87,433.28	82,775.82	1883.42
4720	3	PLEASANT AVENUE	EAST LINDFIELD	Local	187	Mill & Resheet	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	90,470.60	85,651.34	1948.85
4720	4	PLEASANT AVENUE	EAST LINDFIELD	Local	218	Mill & Resheet	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	105,468.40	99,850.23	2271.92
4725	1	PLYMOUTH CLOSE	WAHROONGA	Local	58		1993	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	24,638.40	15,451.20	530.74
4730	1	POCKLEY AVENUE	ROSEVILLE	Local	192		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	44,179.20	13,585.37	951.67
4735	1	POLDING ROAD	LINDFIELD	Local	197		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	94,611.22	39,173.17	2038.04
4735	2	POLDING ROAD	LINDFIELD	Local	223		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	85,520.50	53,631.50	1842.22
4735	3	POLDING ROAD	LINDFIELD	Local	105		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	45,223.50	33,178.50	974.17
4735	4	POLDING ROAD	LINDFIELD	Local	122	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	51,537.68	48,792.33	1110.19
4735	5	POLDING ROAD	LINDFIELD	Local	114	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	47,754.60	45,210.77	1028.69
4740	1	PORTERS LANE	ST IVES	Local	64		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	21,145.60	15,513.60	455.50
4740	2	PORTERS LANE	ST IVES	Local	235		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	88,736.00	27,286.86	1911.48
4745	1	POST OFFICE LANE	PYMBLE	Local	185		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,737.10	15,909.47	1114.48
4745	2	POST OFFICE LANE	PYMBLE	Local	21		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	6,690.60	2,057.40	144.12
4750	1	POST OFFICE STREET	PYMBLE	Local	82		1997	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	44,509.60	37,396.69	958.79
4755	1	POWELL STREET	KILLARA	Local	176	AC Overlay	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	79,541.44	75,304.37	1713.42
4755	2	POWELL STREET	KILLARA	Local	128	AC Overlay	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	58,830.08	55,696.27	1267.27
4755	3	POWELL STREET	KILLARA	Local	40	AC Overlay	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	17,747.20	16,801.83	382.30
4755	4	POWELL STREET	KILLARA	Local	175	Reconstruction	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	85,697.50	81,132.50	1846.03
4755	5	POWELL STREET	KILLARA	Local	188	Reconstruction	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	92,063.60	87,159.49	1983.16
4760	1	PRESTON PLACE	ROSEVILLE	Local	73		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	28,684.62	14,932.67	617.90
4765	1	PRIESTLEY CLOSE	ST IVES	Local	94		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	36,381.76	15,063.63	783.71
4770	1	PRIMULA STREET	LINDFIELD	Local	107		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,281.72	16,384.45	1147.75
4770	2	PRIMULA STREET	LINDFIELD	Local	107		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,620.18	15,258.51	1068.88
4770	3	PRIMULA STREET	LINDFIELD	Local	203		1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	93,181.06	38,581.02	2007.24
4770	4	PRIMULA STREET	LINDFIELD	Local	133		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,872.61	18,411.19	1289.73
4775	1	PRINCE ROAD	KILLARA	Local	148	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	41,040.40	38,854.23	884.06
4775	2	PRINCE ROAD	KILLARA	Local	150	AC Overlay	2002	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	43,807.50	32,139.64	943.67
4780	1	PRINCES LANE	TURRAMURRA	Local	123		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	25,980.06	19,060.43	559.64
4785	1	PRINCES STREET	TURRAMURRA	Local	71		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	34,768.70	10,691.59	748.96
4785	2	PRINCES STREET	TURRAMURRA	Local	230		1991	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	107,067.30	44,330.53	2306.36
4785	3	PRINCES STREET	TURRAMURRA	Local	184		1991	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	79,574.48	32,947.30	1714.13
4790	1	PRIORY CLOSE	ST IVES CHASE	Local	140		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	70,705.60	29,275.20	1523.09
4795	1	PROVINCIAL ROAD	LINDFIELD	Local	232		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	96,637.28	29,716.55	2081.69
4795	2	PROVINCIAL ROAD	LINDFIELD	Local	264		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	109,966.56	33,815.38	2368.82
4795	3	PROVINCIAL ROAD	LINDFIELD	Local	171		1984	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	74,255.04	30,744.82	1599.55
4795	4	PROVINCIAL ROAD	LINDFIELD	Local	199		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	95,923.97	60,155.71	2066.32
4795	5	PROVINCIAL ROAD	LINDFIELD	Local	249		1984	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	87,999.09	36,435.46	1895.61
4795	6	PROVINCIAL ROAD	LINDFIELD	Local	144		1984	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	50,126.40	20,754.51	1079.78
4795	7	PROVINCIAL ROAD	LINDFIELD	Local	187		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	85,505.75	26,293.54	1841.90
4800	1	PUTARRI AVENUE	ST IVES	Local	211		1982	Good	4.5	25	16.1	4</												



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
4815	1	QUEBEC AVENUE	KILLARA	Local	217		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,219.50	25,590.50	1792.65
4815	2	QUEBEC AVENUE	KILLARA	Local	123		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	47,170.50	29,581.50	1016.11
4820	1	RADFORD PLACE	GORDON	Local	40		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	18,832.80	17,829.60	405.68
4825	1	RADNOR PLACE	SOUTH TURRAMURRA	Local	51		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	35,897.37	22,511.91	773.27
4830	1	RAGLAN STREET	TURRAMURRA	Local	253		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	95,084.99	29,239.21	2048.25
4835	1	RAILWAY AVENUE	WAHROONGA	Local	110		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	87,225.60	26,822.40	1878.95
4835	2	RAILWAY AVENUE	WAHROONGA	Collector	69	Reconstruction	2008	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	44,743.05	42,425.39	999.41
4845	1	RALEIGH CRESCENT	ST IVES CHASE	Local	215		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	106,554.00	32,766.00	2295.31
4850	1	RAMSAY AVENUE	WEST PYMBLE	Local	197		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	98,911.73	30,415.96	2130.68
4850	2	RAMSAY AVENUE	WEST PYMBLE	Local	74		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	40,429.16	12,432.21	870.89
4855	1	RAND AVENUE	PYMBLE	Local	112		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	35,352.80	10,871.20	761.54
4865	1	RANDOLPH STREET	WAHROONGA	Local	224		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	77,445.76	23,815.04	1668.28
4870	1	RAVENHILL ROAD	TURRAMURRA	Local	212	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	92,559.20	87,628.69	1993.84
4870	2	RAVENHILL ROAD	TURRAMURRA	Local	218	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	95,178.80	90,108.74	2050.27
4875	1	RAVENSWOOD AVENUE	GORDON	Local	145		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	81,358.05	33,685.78	1752.55
4880	1	RAWHITI STREET	ROSEVILLE	Local	91	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	42,092.96	39,850.72	906.73
4880	2	RAWHITI STREET	ROSEVILLE	Local	74	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	34,491.40	32,654.09	742.99
4885	1	RAWSON CRESCENT	PYMBLE	Local	212	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	77,924.84	65,471.96	1678.60
4890	1	RAY STREET	TURRAMURRA	Local	183	Reconstruction	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	122,006.10	115,506.99	2628.16
4895	1	RAYMOND AVENUE	WARRAWEE	Local	235		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,203.55	18,205.45	1275.32
4900	1	READING AVENUE	EAST KILLARA	Local	103	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	50,439.10	47,752.27	1086.52
4910	1	RECREATION AVENUE	ROSEVILLE	Local	108		1991	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	26,889.84	11,133.57	579.24
4920	1	REDBANK ROAD	KILLARA	Local	164		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	74,505.20	38,786.00	1604.93
4925	1	REDFIELD ROAD	EAST KILLARA	Local	150		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,225.00	23,132.14	1620.44
4925	2	REDFIELD ROAD	EAST KILLARA	Local	150		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,225.00	23,132.14	1620.44
4925	3	REDFIELD ROAD	EAST KILLARA	Local	117		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	61,436.70	18,892.16	1323.42
4925	4	REDFIELD ROAD	EAST KILLARA	Local	122	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	48,154.62	45,589.48	1037.31
4930	1	REDGUM AVENUE	KILLARA	Local	169		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	62,817.30	26,009.10	1353.16
4930	2	REDGUM AVENUE	KILLARA	Local	170		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	62,186.00	38,998.00	1339.56
4935	1	REDLEAF AVENUE	WAHROONGA	Collector	190	Reconstruction	2008	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	172,363.25	163,434.95	3850.04
4940	1	REDLEAF LANE	WAHROONGA	Local	137	Stabilisation	2000	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	32,412.83	13,420.32	698.21
4940	2	REDLEAF LANE	WAHROONGA	Local	26	Stabilisation	2000	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	6,136.00	5,155.43	132.18
4945	1	REELY STREET	PYMBLE	Local	202	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	80,804.04	76,499.71	1740.62
4950	1	REID STREET	LINDFIELD	Local	98		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	33,882.52	24,858.12	729.87
4960	1	RESERVOIR ROAD	PYMBLE	Local	196		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	66,261.72	20,375.88	1427.36
4960	2	RESERVOIR ROAD	PYMBLE	Local	196		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	67,533.76	20,767.04	1454.76
4960	3	RESERVOIR ROAD	PYMBLE	Local	198		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	67,288.32	20,691.57	1449.47
4960	4	RESERVOIR ROAD	PYMBLE	Local	73		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	24,894.46	7,655.20	536.26
4960	5	RESERVOIR ROAD	PYMBLE	Local	149		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	26,373.00	8,109.86	568.11
4960	6	RESERVOIR ROAD	PYMBLE	Local	45	AC Overlay	2003	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	19,116.00	14,024.57	411.78
4965	1	RETIMO CLOSE	ST IVES CHASE	Local	102	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	46,097.88	43,642.30	993.01
4975	1	REYNOLDS STREET	PYMBLE	Local	160		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,654.40	15,269.03	1069.62
4975	2	REYNOLDS STREET	PYMBLE	Local	210		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	59,843.70	18,402.30	1289.11
4975	3	REYNOLDS STREET	PYMBLE	Local	27		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	6,977.34	2,145.57	150.30
4980	1	RHONDA CLOSE	WAHROONGA	Local	105		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	37,975.35	11,677.65	818.04
4985	1	RICHARD ROAD	ST IVES	Local	111		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	50,427.30	15,506.70	1086.27
4985	2	RICHARD ROAD	ST IVES	Local	245		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	112,749.00	34,671.00	2428.75
4983	1	RICHARD PORTER WAY	PYMBLE	Local	72		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	21,240.00	13,320.00	457.54
4990	1	RICHMOND AVENUE	ST IVES	Local	172	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,570.88	63,024.73	1434.02
4990	2	RICHMOND AVENUE	ST IVES	Local	216		1984	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	75,062.16	63,066.75	1616.93
4990	3	RICHMOND AVENUE	ST IVES	Local	211		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	88,387.90	83,679.59	1903.99
4990	4	RICHMOND AVENUE	ST IVES	Local	221		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	95,445.48	80,192.69	2056.01
4990	5	RICHMOND AVENUE	ST IVES	Local	160	AC Overlay	2005	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	55,412.80	46,557.49	1193.66
4995	1	RIDDLES LANE	PYMBLE	Local	174		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	40,037.40	12,311.74	862.46
4995	2	RIDDLES LANE	PYMBLE	Local	183		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,108.30	12,948.56	907.07
5000	1	RIDGE STREET	GORDON	Collector	168		1980	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	102,887.40	65,580.90	2298.17
5000	2	RIDGE STREET	GORDON	Local	205		1983	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	91,922.00	67,439.14	1980.11
5000	3	RIDGE STREET	GORDON	Local	205		1983	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	91,922.00	47,852.86	1980.11
5000	4	RIDGE STREET	GORDON	Local	190		1983	Poor	2.5	25	8.9	4	60	21.4</										



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life - Surface	Residual value - Surface	Useful life - Pavement	Remaining Useful Life - Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
5035	1	ROBINSON PLACE	SOUTH TURRAMURRA	Local	47		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	23,847.80	7,333.34	513.71
5040	1	ROBINSON STREET	EAST LINDFIELD	Local	162	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	72,258.48	68,409.36	1556.54
5040	2	ROBINSON STREET	EAST LINDFIELD	Local	212	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,065.92	97,575.73	2220.17
5040	3	ROBINSON STREET	EAST LINDFIELD	Local	168		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	82,269.60	25,298.40	1772.19
5040	4	ROBINSON STREET	EAST LINDFIELD	Local	140		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	68,558.00	28,386.00	1476.82
5040	5	ROBINSON STREET	EAST LINDFIELD	Local	190		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	93,043.00	28,611.29	2004.26
5040	6	ROBINSON STREET	EAST LINDFIELD	Local	166		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	81,290.20	59,639.06	1751.09
5040	7	ROBINSON STREET	EAST LINDFIELD	Local	138		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	66,764.40	20,530.46	1438.19
5040	8	ROBINSON STREET	EAST LINDFIELD	Local	105		2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	50,799.00	48,093.00	1094.27
5040	9	ROBINSON STREET	EAST LINDFIELD	Local	169		2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	81,762.20	77,406.83	1761.26
5045	1	ROHINI STREET	TURRAMURRA	Regional	182		1975	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	191,104.37	139,830.81	4411.56
5045	2	ROHINI STREET	TURRAMURRA	Local	167		1975	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	92,027.02	47,907.53	1982.38
5045	3	ROHINI STREET	TURRAMURRA	Collector	76		1975	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	49,481.32	36,665.82	1105.25
5050	1	ROLAND AVENUE	WAHROONGA	Collector	276	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	138,839.04	131,647.27	3101.21
5050	2	ROLAND AVENUE	WAHROONGA	Collector	287	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	137,229.05	130,120.68	3065.25
5050	3	ROLAND AVENUE	WAHROONGA	Collector	235	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	110,826.00	105,085.29	2475.49
5050	4	ROLAND AVENUE	WAHROONGA	Collector	268	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	122,175.84	115,847.21	2729.01
5050	5	ROLAND AVENUE	WAHROONGA	Local	76	AC Overlay	2000	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	24,392.96	20,494.81	525.45
5060	1	ROMA ROAD	ST IVES	Local	230		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	104,353.30	65,441.90	2247.90
5060	2	ROMA ROAD	ST IVES	Local	164		1989	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	73,537.60	53,951.31	1584.09
5060	3	ROMA ROAD	ST IVES	Local	103		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	41,323.60	12,707.26	890.16
5060	4	ROMA ROAD	ST IVES	Local	201		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	94,872.00	39,281.14	2043.66
5065	1	ROMNEY ROAD	ST IVES CHASE	Local	145		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	71,006.50	59,659.21	1529.57
5065	2	ROMNEY ROAD	ST IVES CHASE	Local	131		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	64,150.70	47,064.56	1381.89
5065	3	ROMNEY ROAD	ST IVES CHASE	Local	209		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	102,347.30	31,472.41	2204.69
5065	4	ROMNEY ROAD	ST IVES CHASE	Local	174		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	85,207.80	44,357.57	1835.48
5070	1	ROPER PLACE	EAST KILLARA	Local	162		1993	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	80,573.94	33,361.12	1735.66
5075	1	ROSEBERY ROAD	KILLARA	Local	224		1975	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	110,353.60	92,718.40	2377.15
5075	2	ROSEBERY ROAD	KILLARA	Local	65	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	33,441.20	31,659.83	720.37
5075	3	ROSEBERY ROAD	KILLARA	Local	158		1975	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	83,898.00	52,614.00	1807.27
5075	4	ROSEBERY ROAD	KILLARA	Regional	285		1975	Very poor	1.5	20	4.3	4	50	10.7	10	100	100	0	19.4	55	20	213,100.20	87,315.04	4919.33
5075	5	ROSEBERY ROAD	KILLARA	Local	192	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,971.84	70,031.45	1593.45
5075	6	ROSEBERY ROAD	KILLARA	Local	100	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	24,780.00	23,460.00	533.79
5075	7	ROSEBERY ROAD	KILLARA	Walkway	76		1975	Very poor	1.5	30	6.4	4	70	15.0	10	100	100	0	16	30	15	15,002.40	6,976.80	312.68
5075	8	ROSEBERY ROAD	KILLARA	Local	150		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	48,586.50	14,940.64	1046.61
5080	1	ROSEDALE ROAD	GORDON	Collector	196	AC Overlay	2002	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	118,109.60	87,519.60	2638.19
5080	2	ROSEDALE ROAD	GORDON	Collector	163	Reconstruction	2008	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	98,223.80	93,135.87	2194.00
5080	3	ROSEDALE ROAD	GORDON	Collector	160	Reconstruction	2008	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	95,263.20	90,328.63	2127.87
5080	4	ROSEDALE ROAD	GORDON	Collector	225	Reconstruction	2008	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	133,963.88	127,024.63	2992.32
5080	5	ROSEDALE ROAD	GORDON	Collector	98	AC Overlay	1980	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	46,858.70	39,576.95	1046.67
5080	6	ROSEDALE ROAD	GORDON	Collector	268	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	170,800.42	55,784.87	3815.13
5080	7	ROSEDALE ROAD	GORDON	Collector	253	AC Overlay	1980	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	167,372.15	89,344.24	3738.55
5080	8	ROSEDALE ROAD	GORDON	Collector	188	AC Overlay	1977	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	112,426.82	36,719.56	2511.25
5080	9	ROSEDALE ROAD	GORDON	Collector	227	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	119,691.43	39,092.24	2673.52
5080	10	ROSEDALE ROAD	PYMBLE	Local	184	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	86,088.08	81,502.27	1854.44
5080	11	ROSEDALE ROAD	ST IVES	Local	211	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	90,877.70	86,036.76	1957.62
5080	12	ROSEDALE ROAD	ST IVES	Local	149	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,833.72	57,593.18	1310.43
5080	13	ROSEDALE ROAD	ST IVES	Local	147	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,578.30	58,298.10	1326.47
5080	14	ROSEDALE ROAD	ST IVES	Local	199	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	106,843.10	32,854.90	2301.53
5080	15	ROSEDALE ROAD	ST IVES	Local	275	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	138,886.00	131,487.71	2991.78
5080	16	ROSEDALE ROAD	GORDON	Local	30	Rehabilitate	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	15,045.00	14,243.57	324.09
5085	1	ROSETTA AVENUE	KILLARA	Local	118		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,430.20	15,200.09	1064.79
5085	2	ROSETTA AVENUE	EAST KILLARA	Local	167		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	69,956.30	21,511.99	1506.95
5090	1	ROSEVILLE AVENUE	ROSEVILLE	Local	230		1991	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	147,913.00	92,759.00	3186.23
5090	2	ROSEVILLE AVENUE	ROSEVILLE	Local	98		1991	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	54,177.34	22,431.78	1167.05
5090	3	ROSEVILLE AVENUE	ROSEVILLE	Local	178	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	88,636.88	83,915.30	1909.35
5090	4	ROSEVILLE AVENUE	ROSEVILLE	Local	212		1991	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	108,819.60	68,242.80	2344.11
5090	5	ROSEVILLE AVENUE	ROSEVILLE	Local	202		1991	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	103,686.60	76,070.31	

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
5125	2	ROTHWELL ROAD	TURRAMURRA	Local	52		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	21,476.00	6,604.00	462.62
5125	3	ROTHWELL ROAD	TURRAMURRA	Local	228	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,311.36	97,808.09	2225.46
5125	4	ROTHWELL ROAD	WARRAWEE	Local	79		1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	41,529.51	30,468.38	894.60
5125	5	ROTHWELL ROAD	WARRAWEE	Local	122		1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	68,381.00	50,168.14	1473.01
5125	6	ROTHWELL ROAD	WARRAWEE	Local	158		1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	67,677.72	49,652.18	1457.86
5130	1	ROWE STREET	ROSEVILLE CHASE	Local	200		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	82,600.00	25,400.00	1779.31
5130	2	ROWE STREET	ROSEVILLE CHASE	Local	225		1986	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	110,182.50	45,620.36	2373.47
5135	1	ROYSTON CLOSE	PYMBLE	Local	88		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	45,533.84	33,406.18	980.86
5140	1	RUSHALL STREET	PYMBLE	Local	156		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,475.24	16,443.96	1151.92
5140	2	RUSHALL STREET	PYMBLE	Local	175	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	93,957.50	88,952.50	2023.96
5140	3	RUSHALL STREET	PYMBLE	Local	107	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	57,448.30	54,388.10	1237.51
5140	4	RUSHALL STREET	PYMBLE	Local	205	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	97,969.50	92,750.79	2110.38
5140	5	RUSHALL STREET	PYMBLE	Local	238		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	126,939.68	39,034.72	2734.44
5155	1	RUSSELL AVENUE	LINDFIELD	Local	252		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	135,298.80	41,605.20	2914.50
5160	1	RUSSELL LANE	LINDFIELD	Local	64		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	15,141.76	4,656.18	326.17
5165	1	RUTLAND PLACE	NORTH WAHROONGA	Local	108		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	46,005.84	38,653.82	991.02
5175	1	SABINA PLACE	ST IVES	Local	63	Rejuvenation	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	30,851.10	9,486.90	664.57
5180	1	SADDINGTON STREET	SOUTH TURRAMURRA	Local	136		1994	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	48,866.16	30,644.88	1052.64
5180	2	SADDINGTON STREET	SOUTH TURRAMURRA	Local	161		1994	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	52,244.50	43,895.50	1125.41
5180	3	SADDINGTON STREET	SOUTH TURRAMURRA	Local	234		1994	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	81,869.58	60,064.12	1763.57
5185	1	SAGE STREET	ST IVES	Collector	246		1983	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	153,879.15	114,024.95	3437.16
5190	1	SAIALA ROAD	EAST KILLARA	Local	155		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	69,502.00	21,372.29	1497.16
5190	2	SAIALA ROAD	EAST KILLARA	Local	158		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,965.84	22,129.93	1550.23
5190	3	SAIALA ROAD	EAST KILLARA	Local	248		1993	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	119,982.40	75,243.20	2584.57
5190	4	SAIALA ROAD	EAST KILLARA	Local	186		1993	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	89,986.80	66,019.37	1938.43
5190	5	SAIALA ROAD	EAST KILLARA	Local	201		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	97,243.80	29,903.06	2094.75
5190	6	SAIALA ROAD	EAST KILLARA	Local	102		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,347.60	15,174.69	1063.01
5195	1	SALERNO PLACE	ST IVES CHASE	Local	130		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	53,690.00	50,830.00	1156.55
5205	1	SANDFORD ROAD	TURRAMURRA	Local	122		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	53,985.00	39,606.43	1162.90
5205	2	SANDFORD ROAD	TURRAMURRA	Local	190		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	84,075.00	61,682.14	1811.08
5205	3	SANDFORD ROAD	TURRAMURRA	Local	146		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	64,605.00	54,280.71	1391.67
5205	4	SANDFORD ROAD	TURRAMURRA	Local	128		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	60,869.12	51,141.85	1311.20
5210	1	SARNIA CRESCENT	KILLARA	Local	64	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	27,300.48	25,846.22	588.09
5215	1	SATTERLEY AVENUE	TURRAMURRA	Local	161		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	79,031.68	66,401.92	1702.44
5220	1	SAVOY AVENUE	EAST KILLARA	Local	155		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	66,392.70	20,416.16	1430.18
5225	1	SCOTT PLACE	ST IVES	Local	102		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	46,639.50	34,217.36	1004.67
5230	1	SCULLIN PLACE	NORTH WAHROONGA	Local	165		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	80,800.50	67,888.07	1740.54
5230	2	SCULLIN PLACE	NORTH WAHROONGA	Local	169		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	90,436.97	56,714.71	1948.12
5235	1	SEATON AVENUE	WAHROONGA	Local	92		1986	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	29,039.80	18,211.40	625.55
5240	1	SELWYN STREET	PYMBLE	Local	186		1982	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	87,792.00	45,702.86	1891.15
5240	2	SELWYN STREET	PYMBLE	Local	189		1982	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	94,671.99	59,370.57	2039.35
5240	3	SELWYN STREET	PYMBLE	Local	177		1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	84,588.30	71,070.56	1822.14
5245	1	SEQUOIA CLOSE	WEST PYMBLE	Local	57		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	27,105.78	19,886.32	583.89
5250	1	SEYMOUR CLOSE	WAHROONGA	Local	149		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,910.38	22,112.88	1549.04
5255	1	SHADDOCK AVENUE	PYMBLE	Local	162		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	70,729.20	51,890.91	1523.59
5255	2	SHADDOCK AVENUE	PYMBLE	Local	143		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	62,433.80	52,456.49	1344.90
5260	1	SHAND CRESCENT	TURRAMURRA	Local	92	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	46,626.52	44,142.78	1004.39
5265	1	SHANNON STREET	ST IVES	Local	160		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	60,416.00	37,888.00	1301.44
5270	1	SHEATHER AVENUE	ST IVES	Local	200		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,340.00	22,860.00	1601.38
5275	1	SHELBY ROAD	ST IVES CHASE	Local	119		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	58,274.30	17,919.70	1255.30
5275	2	SHELBY ROAD	ST IVES CHASE	Local	153		1989	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,924.10	23,039.61	1613.96
5280	1	SHELLEY ROAD	NORTH TURRAMURRA	Local	100		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	37,760.00	15,634.29	813.40
5285	1	SHERWOOD PLACE	ST IVES	Local	46		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	28,876.96	8,879.84	622.05
5290	1	SHINFIELD AVENUE	ST IVES	Local	170		1986	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	103,710.20	42,940.54	2234.05
5290	2	SHINFIELD AVENUE	ST IVES	Local	195		1986	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	81,915.60	42,643.71	1764.56
5290	3	SHINFIELD AVENUE	ST IVES	Local	127		1986	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	49,453.80	25,744.71	1065.30
5290	4	SHINFIELD AVENUE	ST IVES	Local	109		1986	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	42,444.60	31,139.74	914.31
5295	1	SHIRLEY ROAD	ROSEVILLE	Collector	187		1980	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	112,686.20	95,174.99	2517.04
5295	2	SHIRLEY ROAD	ROSEVILLE	Collector	116		1980	Very good	5.5	22	17.3	4	55	43.2										

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
5305	1	SIXTH_MILE LANE	ROSEVILLE	Local	48		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	12,744.00	10,707.43	274.52
5305	2	SIXTH_MILE LANE	ROSEVILLE	Local	46		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	7,599.20	3,956.00	163.70
5310	1	SKINNER PARADE	ROSEVILLE	Local	62		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	28,312.92	8,706.39	609.90
5315	1	SLADE AVENUE	LINDFIELD	Local	151		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	57,106.69	17,560.65	1230.15
5315	2	SLADE AVENUE	LINDFIELD	Local	167		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	63,059.20	26,109.26	1358.37
5320	1	SMITH STREET	LINDFIELD	Local	175		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	68,145.00	35,475.00	1467.93
5325	1	SNOWDEN PLACE	ST IVES CHASE	Local	81		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	36,033.66	11,080.57	776.21
5330	1	SOLANDER CLOSE	TURRAMURRA	Local	77		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	41,477.59	34,849.21	893.48
5335	1	SOMERSET AVENUE	NORTH TURRAMURRA	Local	150		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	57,525.00	17,689.29	1239.16
5335	2	SOMERSET AVENUE	NORTH TURRAMURRA	Local	198		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	85,862.70	26,403.30	1849.59
5335	3	SOMERSET AVENUE	NORTH TURRAMURRA	Local	213		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	104,306.10	32,074.76	2246.88
5335	4	SOMERSET AVENUE	NORTH TURRAMURRA	Local	139		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,840.76	22,091.47	1547.54
5345	1	SPEARMAN STREET	ROSEVILLE	Local	98		1991	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	55,160.28	22,838.76	1188.22
5350	1	SPENCER ROAD	KILLARA	Collector	230	AC Overlay	2006	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	135,585.00	114,515.36	3028.53
5350	2	SPENCER ROAD	KILLARA	Collector	234	AC Overlay	2006	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	139,475.70	117,801.45	3115.44
5350	3	SPENCER ROAD	KILLARA	Local	132		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,092.00	21,553.71	1509.87
5350	4	SPENCER ROAD	KILLARA	Local	123		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	66,764.40	34,756.29	1438.19
5350	5	SPENCER ROAD	KILLARA	Local	205		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	99,179.00	30,498.14	2136.44
5350	6	SPENCER ROAD	KILLARA	Local	197		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	99,841.57	30,701.89	2150.71
5355	1	SPRINGDALE ROAD	KILLARA	Regional	285		1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	229,140.00	69,295.71	5289.60
5355	2	SPRINGDALE ROAD	KILLARA	Regional	244		1975	Very poor	1.5	20	4.3	4	50	10.7	10	100	100	0	19.4	55	20	178,520.16	73,146.32	4121.06
5355	3	SPRINGDALE ROAD	KILLARA	Regional	281		1975	Very poor	1.5	20	4.3	4	50	10.7	10	100	100	0	19.4	55	20	205,590.84	84,238.18	4745.98
5355	4	SPRINGDALE ROAD	KILLARA	Local	152		1975	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	81,608.80	42,484.00	1757.95
5355	5	SPRINGDALE ROAD	KILLARA	Local	135		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,481.50	22,288.50	1561.34
5355	6	SPRINGDALE ROAD	EAST KILLARA	Local	186		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	89,986.80	27,671.49	1938.43
5355	7	SPRINGDALE ROAD	EAST KILLARA	Local	190		1975	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	91,922.00	57,646.00	1980.11
5355	8	SPRINGDALE ROAD	EAST KILLARA	Local	164		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	77,988.56	23,981.95	1679.97
5355	9	SPRINGDALE ROAD	EAST KILLARA	Local	126		1975	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	53,970.84	22,346.28	1162.60
5360	1	SPURWOOD ROAD	TURRAMURRA	Local	94		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	49,803.08	36,538.34	1072.82
5360	2	SPURWOOD ROAD	TURRAMURRA	Local	210		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	94,164.00	69,084.00	2028.41
5360	3	SPURWOOD ROAD	TURRAMURRA	Local	252		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	119,538.72	100,435.68	2575.01
5362	1	ST ANDREWS DRIVE	PYMBLE	Local	135		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	46,993.50	39,483.64	1012.30
5362	2	ST ANDREWS DRIVE	PYMBLE	Local	158		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	57,330.30	35,952.90	1234.97
5370	1	ST JAMES LANE	TURRAMURRA	Local	141		1983	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	47,917.44	35,154.93	1032.20
5370	2	ST JAMES LANE	TURRAMURRA	Local	147		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	47,701.50	14,668.50	1027.55
5375	1	ST JOHNS AVENUE	GORDON	Collector	109		1997	Good	4.5	22	14.1	4	55	35.4	10	100	100	0	16.5	45	18	98,596.50	73,060.33	2202.33
5375	2	ST JOHNS AVENUE	GORDON	Collector	214		1975	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	104,987.33	56,042.86	2345.08
5375	3	ST JOHNS AVENUE	GORDON	Collector	305		1975	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	109,876.25	35,886.52	2454.28
5375	4	ST JOHNS AVENUE	GORDON	Collector	107		1975	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	38,546.75	12,589.70	861.01
5375	5	ST JOHNS AVENUE	GORDON	Collector	39		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	29,376.75	9,594.70	656.18
5375	6	ST JOHNS AVENUE	GORDON	Local	209		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	124,543.10	104,640.33	2682.81
5375	7	ST JOHNS AVENUE	GORDON	Local	195		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	116,200.50	97,630.93	2503.10
5375	8	ST JOHNS AVENUE	GORDON	Local	210		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	125,139.00	78,477.00	2695.65
5375	9	ST JOHNS AVENUE	GORDON	Local	210		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	125,139.00	78,477.00	2695.65
5375	10	ST JOHNS AVENUE	GORDON	Local	128		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	71,895.04	60,405.76	1548.71
5375	11	ST JOHNS AVENUE	GORDON	Local	183		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	101,275.86	85,091.34	2181.61
5380	1	ST JOHNS LANE	GORDON	Local	44		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	16,484.60	5,069.11	355.10
5390	1	STADDON CLOSE	ST IVES	Local	47	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	25,899.82	24,520.17	557.91
5395	1	STAFFORD PLACE	NORTH TURRAMURRA	Local	64		1982	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	28,282.24	23,762.56	609.23
5400	1	STAINSBY CLOSE	TURRAMURRA	Local	99		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,442.98	13,973.99	978.90
5405	1	STANHOPE ROAD	KILLARA	Regional	330		1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	244,094.40	73,818.17	5634.82
5405	2	STANHOPE ROAD	KILLARA	Regional	48		1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	30,294.72	9,161.62	699.34
5405	3	STANHOPE ROAD	KILLARA	Regional	172		1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	124,459.20	37,638.51	2873.09
5405	4	STANHOPE ROAD	KILLARA	Local	255		1975	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	138,414.00	72,055.71	2981.61
5405	5	STANHOPE ROAD	KILLARA	Local	153		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	82,145.70	25,260.30	1769.52
5405	6	STANHOPE ROAD	KILLARA	Local	160	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	80,240.00	75,965.71	1728.47
5405	7	STANHOPE ROAD	KILLARA	Local	102		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,949.40	15,359.74	1075.97
5405	8	STANHOPE ROAD	KILLARA	Local	168		1975	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	69,284.88	21,305.52	1492.48
5405	9	STANHOPE ROAD	KILLARA	Local	171		1975	Fair	3.5	25	12.5	4	60	30.										

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
5425	1	STATION STREET	PYMBLE	Local	77	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	41,341.30	39,139.10	890.54
5425	2	STATION STREET	PYMBLE	Local	238	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	99,136.52	93,855.64	2135.52
5425	3	STATION STREET	PYMBLE	Local	142	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	65,683.52	62,184.64	1414.90
5425	4	STATION STREET	PYMBLE	Local	164	AC Overlay	1994	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	66,280.60	27,443.06	1427.77
5425	5	STATION STREET	PYMBLE	Local	93	AC Overlay	1994	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	40,055.10	29,386.67	862.84
5425	6	STATION STREET	PYMBLE	Local	155	AC Overlay	1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,074.50	22,778.36	1595.66
5425	7	STATION STREET	PYMBLE	Local	157	AC Overlay	1981	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	75,030.30	31,065.81	1616.25
5425	8	STATION STREET	PYMBLE	Local	218	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	90,162.62	56,542.66	1942.21
5425	9	STATION STREET	PYMBLE	Local	196	AC Overlay	1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	73,547.04	46,122.72	1584.29
5430	1	STELLA CLOSE	EAST KILLARA	Local	101		1993	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	58,576.97	36,734.71	1261.82
5435	1	STEPHANIE PLACE	NORTH TURRAMURRA	Local	67		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	36,565.25	26,826.32	787.66
5440	1	STOKES PLACE	LINDFIELD	Local	61		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	31,167.34	26,186.60	671.38
5445	1	STONECROP ROAD	NORTH TURRAMURRA	Local	160		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	67,212.80	34,989.71	1447.85
5445	2	STONECROP ROAD	NORTH TURRAMURRA	Local	114		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	35,647.80	22,355.40	767.90
5455	1	STRATFORD PLACE	ST IVES	Local	100		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	43,660.00	36,682.86	940.49
5460	1	STRATHWOOD COURT	PYMBLE	Private	96		1980	Failed	0.5	30	2.1	4	70	5.0	10	100	100	0	16	42	15	26,620.80	8,186.06	508.28
5465	1	STRICKLAND AVENUE	LINDFIELD	Collector	61	AC Overlay	1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	43,950.50	14,354.61	981.71
5465	2	STRICKLAND AVENUE	LINDFIELD	Collector	22	AC Overlay	1981	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	9,368.50	3,059.18	209.22
5465	3	STRICKLAND AVENUE	LINDFIELD	Collector	142	AC Overlay	1983	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	78,035.39	25,487.02	1743.06
5465	4	STRICKLAND AVENUE	LINDFIELD	Local	294	AC Overlay	2000	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	142,584.12	74,226.60	3071.44
5470	1	STRICKLAND LANE	LINDFIELD	Local	58	AC Overlay	2000	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	20,874.20	15,314.49	449.66
5475	1	STRONE AVENUE	WAHROONGA	Local	246		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	85,922.88	26,421.81	1850.89
5480	1	STUART LANE	WAHROONGA	Local	72		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	17,331.84	9,022.63	373.35
5485	1	STUART STREET	WAHROONGA	Local	117	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	63,507.60	60,124.63	1368.03
5485	2	STUART STREET	WAHROONGA	Collector	45		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	44,212.50	14,440.18	987.56
5485	3	STUART STREET	WAHROONGA	Collector	159		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	95,813.40	31,293.47	2140.16
5490	1	STURT PLACE	ST IVES	Local	49		1987	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	30,471.14	25,601.66	656.39
5490	2	STURT PLACE	ST IVES	Local	75		1987	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	50,666.25	47,967.32	1091.41
5495	1	SUAKIN STREET	PYMBLE	Local	98		1981	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	69,788.74	51,200.94	1503.34
5500	1	SUFFOLK CLOSE	ST IVES	Local	92		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	38,321.68	11,784.15	825.50
5505	1	SURREY ROAD	TURRAMURRA	Local	236		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	105,822.40	32,541.03	2279.55
5510	1	SURVEY PLACE	ST IVES	Local	40		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	26,479.20	13,784.57	570.39
5515	1	SUSSEX ROAD	ST IVES	Local	178		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	75,614.40	31,307.66	1628.83
5520	1	SUTHERLAND AVENUE	WAHROONGA	Local	246		1989	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	82,439.52	34,133.55	1775.85
5525	1	SUTTON PLACE	ST IVES	Local	36		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	21,070.08	15,458.19	453.88
5530	1	SWINDON CLOSE	TURRAMURRA	Local	73		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,639.30	13,111.84	918.50
5535	1	SYDNEY ROAD	EAST LINDFIELD	Local	224	AC Overlay	1979	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	107,049.60	32,918.40	2305.98
5535	2	SYDNEY ROAD	EAST LINDFIELD	Local	206	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	98,447.40	93,203.23	2120.68
5535	3	SYDNEY ROAD	EAST LINDFIELD	Local	150		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	72,570.00	30,047.14	1563.25
5535	4	SYDNEY ROAD	EAST LINDFIELD	Local	156		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	78,234.00	24,057.43	1685.26
5540	1	SYLVAN AVENUE	EAST LINDFIELD	Local	103		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	60,770.00	18,687.14	1309.06
5540	2	SYLVAN AVENUE	EAST LINDFIELD	Local	154		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	90,860.00	27,940.00	1957.24
5540	3	SYLVAN AVENUE	EAST LINDFIELD	Local	173		1983	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	83,697.40	34,654.37	1802.95
5540	4	SYLVAN AVENUE	EAST LINDFIELD	Local	242		1983	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	117,079.60	73,422.80	2522.04
5540	5	SYLVAN AVENUE	EAST LINDFIELD	Local	147		1983	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	71,118.60	37,023.00	1531.98
5545	1	TALGAI AVENUE	WAHROONGA	Local	102		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	36,108.00	22,644.00	777.81
5550	1	TALLONG PLACE	TURRAMURRA	Local	189	Stabilisation	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	81,513.81	77,171.67	1755.91
5555	1	TAMAR PLACE	NORTH TURRAMURRA	Local	230		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	110,188.40	92,579.60	2373.60
5560	1	TAMBOON AVENUE	TURRAMURRA	Local	208		1986	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	70,318.56	44,098.08	1514.75
5565	1	TAMBU STREET	ST IVES	Local	96		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	41,913.60	12,888.69	902.87
5570	1	TANDERRA STREET	WAHROONGA	Local	155	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,929.50	61,470.79	1398.66
5570	2	TANDERRA STREET	WAHROONGA	Local	72	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	25,063.20	23,728.11	539.89
5575	1	TARAGO PLACE	EAST LINDFIELD	Local	59		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	22,626.50	6,957.79	487.40
5580	1	TAROOK AVENUE	SOUTH TURRAMURRA	Local	97		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	46,012.92	33,757.66	991.18
5585	1	TASMAN CRESCENT	KILLARA	Local	85		1986	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	35,656.65	26,159.72	768.09
5595	1	TAUNTON STREET	PYMBLE	Local	222		1995	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,396.64	22,877.42	1602.60
5600	1	TAYLOR AVENUE	TURRAMURRA	Local	205		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,803.25	23,617.46	1654.44
5605	1	TAYLOR STREET	GORDON	Local	149		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	42,372.62	13,029.84	912.76
5605	2	TAYLOR STREET	GORDON	Local	103		1980	Failed	0.5	25	1.8	4	60	4.3	10	1								



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life - Surface	Residual value - Surface	Useful life - Pavement	Remaining Useful Life - Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
5615	1	TENNYSON AVENUE	TURRAMURRA	Local	220		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	94,624.20	69,421.63	2038.32
5615	2	TENNYSON AVENUE	TURRAMURRA	Local	231		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	80,956.26	42,144.30	1743.90
5615	3	TENNYSON AVENUE	TURRAMURRA	Local	218		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	81,030.60	59,448.60	1745.50
5620	1	TENNYSON LANE	TURRAMURRA	Local	54		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	16,248.60	4,996.54	350.02
5625	1	TERRACE ROAD	KILLARA	Local	176		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,689.60	14,049.83	984.21
5625	2	TERRACE ROAD	KILLARA	Local	145		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	58,002.90	17,836.24	1249.45
5625	3	TERRACE ROAD	KILLARA	Local	242		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	117,079.60	36,002.69	2522.04
5630	1	TERRELL AVENUE	WAHROONGA	Local	185		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	88,957.25	74,741.32	1916.25
5635	1	TERRIGAL AVENUE	TURRAMURRA	Local	238		1994	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	91,273.00	37,791.00	1966.13
5640	1	THE BROADWAY	WAHROONGA	Collector	307		1992	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	216,568.55	70,733.13	4837.44
5640	2	THE BROADWAY	WAHROONGA	Collector	246		1992	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	104,734.50	34,207.18	2339.43
5640	3	THE BROADWAY	WAHROONGA	Local	112		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	44,868.32	23,357.60	966.52
5640	4	THE BROADWAY	WAHROONGA	Local	53		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	14,071.50	7,325.36	303.12
5648	1	THE CLOISTERS	ST IVES	Local	147		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	55,854.12	46,928.28	1203.17
5648	2	THE CLOISTERS	ST IVES	Local	34		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	16,609.68	13,955.35	357.79
5655	1	THE CREST	KILLARA	Local	241		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	135,933.64	41,800.42	2928.18
5660	1	THE GLADE	WAHROONGA	Local	225		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	96,907.50	29,799.64	2087.51
5670	1	THE GROVE	ROSEVILLE	Local	217		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	100,119.46	73,453.26	2156.70
5675	1	THE KINGSWAY	ROSEVILLE CHASE	Local	208		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	69,336.80	21,321.49	1493.60
5679	1	THE MALL	ST IVES CHASE	Local	84		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	28,893.48	8,884.92	622.40
5680	1	THE MALL	TURRAMURRA	Local	215		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	86,131.15	26,485.85	1855.37
5685	1	THE RIFLEWAY	ROSEVILLE	Local	47		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	10,648.32	6,677.76	229.38
5645	1	THE CHASE ROAD	TURRAMURRA	Collector	248		1982	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	142,947.20	46,687.77	3192.98
5645	2	THE CHASE ROAD	TURRAMURRA	Collector	251	AC Overlay	2004	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	146,484.86	138,897.04	3272.00
5645	3	THE CHASE ROAD	TURRAMURRA	Collector	294	AC Overlay	2004	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	171,387.30	162,509.55	3828.24
5645	4	THE CHASE ROAD	TURRAMURRA	Collector	301		1982	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	181,185.45	96,717.86	4047.10
5650	1	THE COMENARRA PARKWAY	WEST PYMBLE	Regional	239		1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	224,438.21	140,134.30	5181.06
5650	2	THE COMENARRA PARKWAY	WEST PYMBLE	Regional	186		1975	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	173,919.67	145,921.94	4014.86
5650	3	THE COMENARRA PARKWAY	WEST PYMBLE	Regional	220	Reconstruction	2002	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	179,710.08	170,066.79	4148.53
5650	4	THE COMENARRA PARKWAY	WEST PYMBLE	Regional	203		1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	161,579.88	48,864.42	3730.00
5650	5	THE COMENARRA PARKWAY	TURRAMURRA	Regional	210		1975	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	162,255.24	83,895.30	3745.59
5650	6	THE COMENARRA PARKWAY	TURRAMURRA	Regional	178		1975	Very poor	1.5	20	4.3	4	50	10.7	10	100	100	0	19.4	55	20	142,539.55	58,403.73	3290.47
5650	7	THE COMENARRA PARKWAY	TURRAMURRA	Regional	283		1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	257,111.16	160,534.58	5935.30
5650	8	THE COMENARRA PARKWAY	TURRAMURRA	Regional	231		1975	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	211,539.64	154,783.27	4883.30
5650	9	THE COMENARRA PARKWAY	TURRAMURRA	Regional	248		1975	Failed	0.5	20	1.4	4	50	3.6	10	100	100	0	19.4	55	20	220,128.77	66,570.57	5081.58
5650	10	THE COMENARRA PARKWAY	TURRAMURRA	Regional	163	Reconstruction	2004	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	159,883.44	134,145.27	3690.84
5650	11	THE COMENARRA PARKWAY	TURRAMURRA	Regional	255	Reconstruction	2004	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	233,722.80	196,097.91	5395.39
5650	12	THE COMENARRA PARKWAY	TURRAMURRA	Regional	213	Reconstruction	2006	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	196,597.30	186,047.83	4538.37
5650	13	THE COMENARRA PARKWAY	TURRAMURRA	Regional	131	Reconstruction	2006	Excellent	6.5	20	18.6	4	50	46.4	10	100	100	0	19.4	55	20	117,541.58	111,234.27	2713.40
5650	14	THE COMENARRA PARKWAY	TURRAMURRA	Regional	262		1975	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	202,011.43	104,451.54	4663.35
5650	15	THE COMENARRA PARKWAY	WAHROONGA	Regional	263		1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	194,535.84	121,463.92	4490.78
5650	16	THE COMENARRA PARKWAY	WAHROONGA	Regional	263		1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	186,077.76	116,182.88	4295.53
5650	17	THE COMENARRA PARKWAY	WAHROONGA	Regional	262		1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	195,270.70	121,922.75	4507.74
5650	18	THE COMENARRA PARKWAY	WAHROONGA	Regional	230		1975	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	190,467.60	98,482.71	4396.86
5650	19	THE COMENARRA PARKWAY	WAHROONGA	Regional	230		1975	Fair	3.5	20	10.0	4	50	25.0	10	100	100	0	19.4	55	20	199,528.68	124,581.34	4606.04
5650	20	THE COMENARRA PARKWAY	WAHROONGA	Regional	270	Reconstruction	2002	Very good	5.5	20	15.7	4	50	39.3	10	100	100	0	19.4	55	20	209,265.12	175,577.45	4830.80
5650	21	THE COMENARRA PARKWAY	WAHROONGA	Regional	254		1975	Poor	2.5	20	7.1	4	50	17.9	10	100	100	0	19.4	55	20	181,548.02	93,870.78	4190.96
5650	22	THE COMENARRA PARKWAY	WAHROONGA	Regional	259		1975	Good	4.5	20	12.9	4	50	32.1	10	100	100	0	19.4	55	20	158,259.36	115,798.16	3653.35
5690	1	THOMAS AVENUE	ROSEVILLE	Local	166		1984	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	78,645.82	32,562.80	1694.13
5690	2	THOMAS AVENUE	ROSEVILLE	Local	176		1984	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	80,995.20	42,164.57	1744.74
5695	1	TIMARU STREET	TURRAMURRA	Local	154		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	80,411.10	24,726.90	1732.16
5700	1	TIMBARRA ROAD	ST IVES CHASE	Local	233	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	65,298.25	61,819.89	1406.61
5700	2	TIMBARRA ROAD	ST IVES CHASE	Local	220	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	54,516.00	51,612.00	1174.34
5700	3	TIMBARRA ROAD	ST IVES CHASE	Local	208		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,542.40	15,849.60	1110.29
5700	4	TIMBARRA ROAD	ST IVES CHASE	Local	204		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,734.56	22,058.81	1545.25
5705	1	TINTAGEL PLACE	TURRAMURRA	Local	40		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	21,122.00	17,746.57	454.99
5710	1	TOBRUK AVENUE	ST IVES CHASE	Local	157		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	73,177.70	45,891.10	1576.34
5715	1	TODMAN AVENUE	WEST PYMBLE	Local	214		1985	Failed	0.5	25	1.8	4	60	4.3										

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
5730	6	TOOLANG ROAD	ST IVES	Local	57	Slurry seal	1989	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	27,240.30	14,180.79	586.79
5730	7	TOOLANG ROAD	ST IVES	Local	78	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	19,328.40	5,943.60	416.36
5735	1	TOONGARAH ROAD	ROSEVILLE	Local	157		1982	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	66,045.19	27,345.59	1422.70
5740	1	TOROKINA AVENUE	ST IVES	Local	200		2005	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	76,700.00	31,757.14	1652.21
5740	2	TOROKINA AVENUE	ST IVES	Local	171		1983	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	76,676.40	48,085.20	1651.70
5740	3	TOROKINA AVENUE	ST IVES	Local	163	AC Overlay	2005	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	99,535.95	73,025.16	2144.13
5740	4	TOROKINA AVENUE	ST IVES	Local	156	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	95,537.52	90,448.35	2058.00
5740	5	TOROKINA AVENUE	ST IVES	Local	159		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	94,185.24	79,133.85	2028.87
5745	1	TORRENS STREET	ST IVES	Local	128		1992	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	54,827.52	40,224.55	1181.05
5750	1	TORRES PLACE	ST IVES	Local	79		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	34,165.13	21,425.59	735.96
5750	2	TORRES PLACE	ST IVES	Local	104		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	42,215.68	35,469.35	909.38
5755	1	TOWRI CLOSE	ST IVES	Local	139		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	61,507.50	18,913.93	1324.95
5760	1	TRAFALGAR AVENUE	LINDFIELD	Local	147		1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	74,674.53	30,918.51	1608.58
5760	2	TRAFALGAR AVENUE	LINDFIELD	Local	126		1989	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	67,649.40	64,045.80	1457.25
5760	3	TRAFALGAR AVENUE	ROSEVILLE	Local	235		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	127,558.00	79,994.00	2747.76
5760	4	TRAFALGAR AVENUE	ROSEVILLE	Local	54		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	29,629.80	12,268.03	638.26
5760	5	TRAFALGAR AVENUE	ROSEVILLE	Local	167	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	89,662.30	84,886.10	1931.44
5760	6	TRAFALGAR AVENUE	ROSEVILLE	Local	132	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	70,870.80	67,095.60	1526.65
5760	7	TRAFALGAR AVENUE	ROSEVILLE	Local	122		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	67,661.20	49,640.06	1457.51
5765	1	TREATTS ROAD	LINDFIELD	Local	125	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	69,325.00	65,632.14	1493.35
5765	2	TREATTS ROAD	LINDFIELD	Local	255	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	135,104.10	127,907.27	2910.31
5765	3	TREATTS ROAD	LINDFIELD	Local	129		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	70,021.20	28,991.83	1508.34
5765	4	TREATTS ROAD	LINDFIELD	Local	250		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	135,700.00	41,728.57	2923.15
5770	1	TREGENNA CLOSE	ST IVES	Local	91		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	48,857.90	15,024.10	1052.46
5775	1	TRENTINO ROAD	TURRAMURRA	Local	183		1993	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	61,650.87	32,094.28	1328.04
5775	2	TRENTINO ROAD	TURRAMURRA	Local	96		1993	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	35,456.64	18,458.06	763.78
5775	3	TRENTINO ROAD	TURRAMURRA	Local	163		1993	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	77,897.70	32,253.04	1678.01
5775	4	TRENTINO ROAD	TURRAMURRA	Local	133		1993	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	63,560.70	33,088.50	1369.18
5780	1	TREVALGAN PLACE	ST IVES	Local	116		1984	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	45,033.52	23,443.60	970.08
5785	1	TRISTANIA PLACE	WEST PYMBLE	Local	136		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	59,618.32	37,387.76	1284.25
5787	1	TROON PLACE	PYMBLE	Local	116		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	51,261.56	32,147.08	1104.24
5790	1	TRUSCOTT PLACE	EAST KILLARA	Local	131		1993	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	38,413.13	19,997.15	827.47
5790	2	TRUSCOTT PLACE	EAST KILLARA	Local	147		1993	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	38,161.20	27,997.20	822.04
5795	1	TRYON LANE	LINDFIELD	Local	54	Reconstruction	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	11,947.50	11,311.07	257.36
5795	2	TRYON LANE	LINDFIELD	Local	134	Reconstruction	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	27,671.00	26,197.00	596.07
5795	3	TRYON LANE	LINDFIELD	Local	155	Reconstruction	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	32,922.00	31,168.29	709.18
5800	1	TRYON PLACE	LINDFIELD	Local	154		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,062.24	16,316.96	1143.03
5805	1	TRYON ROAD	LINDFIELD	Collector	170		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	107,230.05	35,022.25	2395.17
5805	2	TRYON ROAD	LINDFIELD	Collector	192		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	118,340.16	38,650.90	2643.34
5805	3	TRYON ROAD	LINDFIELD	Collector	180	Stabilisation	2003	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	120,258.00	114,028.71	2686.17
5805	4	TRYON ROAD	LINDFIELD	Collector	214		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	124,751.30	40,744.84	2786.54
5805	5	TRYON ROAD	LINDFIELD	Collector	164		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	89,158.60	29,119.96	1991.51
5805	6	TRYON ROAD	LINDFIELD	Collector	174		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	94,595.10	30,895.56	2112.95
5805	7	TRYON ROAD	EAST LINDFIELD	Collector	303		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	184,572.45	60,282.93	4122.75
5805	8	TRYON ROAD	EAST LINDFIELD	Collector	191		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	115,096.60	37,591.53	2570.89
5805	9	TRYON ROAD	EAST LINDFIELD	Collector	191		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	113,845.55	37,182.93	2542.94
5805	10	TRYON ROAD	EAST LINDFIELD	Local	207		1987	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	107,596.53	78,938.86	2317.76
5805	11	TRYON ROAD	EAST LINDFIELD	Local	196		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	94,824.80	29,159.20	2042.64
5805	12	TRYON ROAD	EAST LINDFIELD	Local	235		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	122,289.30	37,604.70	2634.26
5805	13	TRYON ROAD	EAST LINDFIELD	Local	158		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,440.40	23,505.89	1646.62
5805	14	TRYON ROAD	EAST LINDFIELD	Local	155		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	77,641.05	23,875.09	1672.48
5805	15	TRYON ROAD	EAST LINDFIELD	Local	51		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	8,936.73	3,700.20	192.51
5810	1	TUDOR PLACE	ST IVES CHASE	Local	249		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	111,798.51	82,021.67	2408.28
5815	1	TURRA STREET	SOUTH TURRAMURRA	Local	106		1981	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	35,585.26	22,316.18	766.55
5820	1	TURRAMURRA AVENUE	TURRAMURRA	Local	176		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	95,013.60	29,217.26	2046.71
5820	2	TURRAMURRA AVENUE	TURRAMURRA	Local	176		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	92,417.60	48,110.86	1990.79
5820	3	TURRAMURRA AVENUE	TURRAMURRA	Local	182		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	75,810.28	39,465.40	1633.05
5820	4	TURRAMURRA AVENUE	TURRAMURRA	Local	177		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	83,544.00	52,392.00	1799.64
5825	1	TURUGA STREET	TURRAMURRA	Local	192		1983	Good	4.5	25	16.1	4	60	38										



Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life - Surface	Residual value - Surface	Useful life - Pavement	Remaining Useful Life - Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
5845	5	VALE STREET	GORDON	Local	64		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	30,812.16	9,474.93	663.73
5850	1	VALLEY LANE	LINDFIELD	Local	115	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	28,497.00	26,979.00	613.86
5850	2	VALLEY LANE	LINDFIELD	Local	57	Reconstruction	2005	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	8,743.80	4,551.86	188.35
5860	1	VALLEY ROAD	LINDFIELD	Local	131		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	68,015.20	35,407.43	1465.13
5860	2	VALLEY ROAD	LINDFIELD	Local	96		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	38,401.92	11,808.82	827.23
5855	1	VALLEY_PARK CRESCENT	NORTH TURRAMURRA	Local	59		1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	21,582.20	15,833.91	464.91
5855	2	VALLEY_PARK CRESCENT	NORTH TURRAMURRA	Local	93		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	39,177.18	20,394.90	843.93
5855	3	VALLEY_PARK CRESCENT	NORTH TURRAMURRA	Local	115		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	48,173.50	30,210.50	1037.72
5855	4	VALLEY_PARK CRESCENT	NORTH TURRAMURRA	Local	62		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	27,069.20	8,323.94	583.10
5865	1	VALLEY_VIEW CLOSE	ROSEVILLE	Local	143		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	64,121.20	53,874.23	1381.25
5865	2	VALLEY_VIEW CLOSE	ROSEVILLE	Local	130		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,192.10	62,666.13	1425.86
5875	1	VALS COURT	ST IVES	Local	45		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	32,922.00	27,660.86	709.18
5880	1	VASEY CLOSE	ST IVES CHASE	Local	37		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	17,769.62	14,929.92	382.78
5885	1	VERNON STREET	SOUTH TURRAMURRA	Local	202		1995	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	76,156.02	63,985.81	1640.50
5885	2	VERNON STREET	SOUTH TURRAMURRA	Local	142		1995	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	46,916.80	34,420.80	1010.65
5885	3	VERNON STREET	SOUTH TURRAMURRA	Local	172		1995	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	56,828.80	35,638.40	1224.16
5890	1	VICTORIA AVENUE	WEST PYMBLE	Local	246		1981	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	92,889.60	38,460.34	2000.96
5895	1	VICTORIA STREET	ROSEVILLE	Local	227		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	112,501.20	34,594.80	2423.42
5895	2	VICTORIA STREET	ROSEVILLE	Local	146		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,185.32	22,197.42	1554.96
5895	3	VICTORIA STREET	ROSEVILLE	Local	201	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	98,429.70	93,186.47	2120.30
5900	1	VISTA STREET	PYMBLE	Local	269	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	111,097.00	105,179.00	2393.17
5900	2	VISTA STREET	PYMBLE	Local	141	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	59,896.80	56,706.17	1290.25
5900	3	VISTA STREET	PYMBLE	Local	183	AC Overlay	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,818.10	74,619.56	1697.84
5905	1	WADE LANE	GORDON	Local	250		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,700.00	23,585.71	1652.21
5910	1	WAHROONGA AVENUE	WAHROONGA	Local	168	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	52,830.96	50,016.72	1138.04
5910	2	WAHROONGA AVENUE	WAHROONGA	Local	175		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,560.00	15,240.00	1067.58
5910	3	WAHROONGA AVENUE	WAHROONGA	Local	151	AC Overlay	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	47,395.88	44,871.16	1020.97
5910	4	WAHROONGA AVENUE	WAHROONGA	Local	174	Reconstruction	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	50,303.40	47,623.80	1083.60
5910	5	WAHROONGA AVENUE	WAHROONGA	Local	196	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	74,240.88	70,286.16	1599.24
5915	1	WAIMEA ROAD	LINDFIELD	Local	137		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	73,797.79	38,417.74	1589.70
5915	2	WAIMEA ROAD	LINDFIELD	Local	246		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	124,530.12	38,293.77	2682.53
5920	1	WAIPORI STREET	ST IVES CHASE	Local	204		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	88,584.96	27,240.41	1908.23
5920	2	WAIPORI STREET	ST IVES CHASE	Local	126		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	61,702.20	51,841.80	1329.14
5920	3	WAIPORI STREET	ST IVES CHASE	Local	143		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	70,027.10	58,836.33	1508.47
5920	4	WAIPORI STREET	ST IVES CHASE	Local	152		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	84,926.96	71,355.10	1829.43
5925	1	WALAR CRESCENT	EAST KILLARA	Local	117		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	50,391.90	36,970.33	1085.50
5930	1	WALKER AVENUE	ST IVES	Local	211		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	92,122.60	28,328.26	1984.44
5930	2	WALKER AVENUE	ST IVES	Local	86		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	44,346.76	13,636.90	955.28
5935	1	WALLACE PARADE	LINDFIELD	Local	165		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	58,410.00	17,961.43	1258.22
5940	1	WALLALONG CRESCENT	WEST PYMBLE	Local	222		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	77,278.20	23,763.51	1664.67
5940	2	WALLALONG CRESCENT	WEST PYMBLE	Local	204		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,012.40	21,836.74	1529.70
5940	3	WALLALONG CRESCENT	WEST PYMBLE	Local	231		1985	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	83,000.61	34,365.87	1787.94
5940	4	WALLALONG CRESCENT	WEST PYMBLE	Local	89		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	41,587.92	17,219.21	895.86
5940	5	WALLALONG CRESCENT	WEST PYMBLE	Local	80		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	42,480.00	22,114.29	915.07
5940	6	WALLALONG CRESCENT	WEST PYMBLE	Local	186		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	100,960.80	52,558.29	2174.82
5940	7	WALLALONG CRESCENT	WEST PYMBLE	Local	218		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	117,044.20	85,870.20	2521.28
5940	8	WALLALONG CRESCENT	WEST PYMBLE	Local	210		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	112,749.00	58,695.00	2428.75
5940	9	WALLALONG CRESCENT	WEST PYMBLE	Local	215		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	117,336.25	36,081.61	2527.57
5940	10	WALLALONG CRESCENT	WEST PYMBLE	Local	170		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	44,733.80	13,755.91	963.62
5940	11	WALLALONG CRESCENT	WEST PYMBLE	Local	179		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,412.30	13,964.56	978.24
5940	12	WALLALONG CRESCENT	WEST PYMBLE	Local	203		1986	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	59,405.92	37,254.56	1279.68
5945	1	WALLAROO CLOSE	KILLARA	Local	98		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	40,878.74	12,570.46	880.58
5950	1	WALLIS PLACE	ST IVES	Local	37		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	21,568.04	8,930.11	464.60
5955	1	WALPOLE PLACE	WAHROONGA	Local	180		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	79,650.00	24,492.86	1715.76
5960	1	WALTON CLOSE	PYMBLE	Local	35		1995	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	16,024.40	10,049.20	345.19
5965	1	WAMBOOL STREET	TURRAMURRA	Local	146		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	46,515.60	14,303.83	1002.00
5965	2	WAMBOOL STREET	TURRAMURRA	Local	147		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	46,834.20	14,401.80	1008.87
5965	3	WAMBOOL STREET	TURRAMURRA	Local	85		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	23,871.40	7,340.60	514.22
5970	1	WANDEEN PLACE	ST IVES CHASE	Local	97		1980	Failed	0.5															

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
5990	2	WARATAH ROAD	TURRAMURRA	Local	128		1985	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	53,619.20	39,338.06	1155.02
5990	3	WARATAH ROAD	TURRAMURRA	Local	144		1985	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	60,661.44	38,041.92	1306.72
5990	4	WARATAH ROAD	TURRAMURRA	Local	121		1985	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	52,828.60	33,129.80	1137.99
5990	5	WARATAH ROAD	TURRAMURRA	Local	117		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	55,914.30	41,021.87	1204.46
5995	1	WARD STREET	PYMBLE	Local	150		1997	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,685.00	22,043.57	1544.18
6005	1	WARNER AVENUE	SOUTH TURRAMURRA	Local	103		1995	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	29,169.60	21,400.46	628.35
6010	1	WARRABINA AVENUE	ST IVES	Local	124	Spray seal	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	46,749.24	14,375.67	1007.04
6010	2	WARRABINA AVENUE	ST IVES	Local	203	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	86,234.40	81,640.80	1857.60
6010	3	WARRABINA AVENUE	ST IVES	Local	70	AC Overlay	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	34,774.60	29,217.40	749.09
6015	1	WARRABRI PLACE	WEST PYMBLE	Local	104		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	39,577.20	12,170.23	852.54
6015	2	WARRABRI PLACE	WEST PYMBLE	Local	117		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	43,488.90	13,373.10	936.80
6020	1	WARRAGAL ROAD	TURRAMURRA	Local	44	Mill & Resheet	2006	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	17,730.68	14,897.21	381.94
6020	2	WARRAGAL ROAD	TURRAMURRA	Local	22		1991	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	9,345.60	6,856.46	201.32
6020	3	WARRAGAL ROAD	TURRAMURRA	Local	200	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,116.00	73,954.86	1682.72
6020	4	WARRAGAL ROAD	TURRAMURRA	Local	212	AC Overlay	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	88,306.48	83,602.50	1902.23
6020	5	WARRAGAL ROAD	TURRAMURRA	Local	143		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	45,981.65	14,139.64	990.50
6020	6	WARRAGAL ROAD	TURRAMURRA	Local	160		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	49,654.40	15,269.03	1069.62
6020	7	WARRAGAL ROAD	TURRAMURRA	Local	136		1991	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	43,249.36	27,122.48	931.64
6020	8	WARRAGAL ROAD	TURRAMURRA	Local	137		1991	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	42,274.09	31,014.65	910.64
6025	1	WARRANE ROAD	ROSEVILLE CHASE	Local	210		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	101,598.00	85,362.00	2188.55
6025	2	WARRANE ROAD	ROSEVILLE CHASE	Local	145		1986	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	71,006.50	44,529.50	1529.57
6025	3	WARRANE ROAD	ROSEVILLE CHASE	Local	95		1986	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	46,521.50	29,174.50	1002.13
6025	4	WARRANE ROAD	ROSEVILLE CHASE	Local	128		1986	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,814.40	19,623.31	1374.64
6030	1	WARRANGI STREET	TURRAMURRA	Local	205		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,021.40	22,762.03	1594.51
6030	2	WARRANGI STREET	TURRAMURRA	Local	212		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	81,051.84	33,558.99	1745.96
6030	3	WARRANGI STREET	TURRAMURRA	Local	208		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	84,799.52	26,076.37	1826.69
6030	4	WARRANGI STREET	TURRAMURRA	Local	215		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	86,258.00	26,524.86	1858.10
6030	5	WARRANGI STREET	TURRAMURRA	Local	235		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	112,306.50	58,464.64	2419.22
6035	1	WARRAWEE AVENUE	WARRAWEE	Local	243		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	83,584.71	25,702.80	1800.52
6035	2	WARRAWEE AVENUE	WARRAWEE	Local	258		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	102,900.72	31,642.59	2216.61
6045	1	WARREGO PLACE	EAST KILLARA	Local	158	Stabilisation	2006	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	71,872.62	68,044.05	1548.23
6050	1	WARRIMOO AVENUE	ST IVES	Local	238	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	112,897.68	106,883.76	2431.96
6050	2	WARRIMOO AVENUE	ST IVES	Local	219	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	88,767.27	84,038.75	1912.16
6050	3	WARRIMOO AVENUE	ST IVES	Local	201	Stabilisation	2003	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	75,897.60	71,854.63	1634.93
6050	4	WARRIMOO AVENUE	ST IVES	Local	190	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	79,142.60	74,926.77	1704.83
6050	5	WARRIMOO AVENUE	ST IVES	Local	154	AC Overlay	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,964.90	61,504.30	1399.42
6050	6	WARRIMOO AVENUE	ST IVES	Local	178	AC Overlay	1979	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	86,116.40	54,005.20	1855.05
6050	7	WARRIMOO AVENUE	ST IVES	Local	137	AC Overlay	1979	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	66,280.60	41,565.80	1427.77
6050	8	WARRIMOO AVENUE	ST IVES CHASE	Collector	182	AC Overlay	1976	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	90,599.60	29,590.60	2023.70
6050	9	WARRIMOO AVENUE	ST IVES CHASE	Collector	190	AC Overlay	1976	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	101,551.20	33,167.49	2268.32
6050	10	WARRIMOO AVENUE	ST IVES CHASE	Collector	182	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	113,249.50	107,383.25	2529.63
6050	11	WARRIMOO AVENUE	ST IVES CHASE	Collector	172	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	104,210.50	98,812.46	2327.73
6050	12	WARRIMOO AVENUE	ST IVES CHASE	Collector	221	AC Overlay	2000	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	123,476.02	117,080.04	2758.05
6050	13	WARRIMOO AVENUE	ST IVES CHASE	Collector	227	AC Overlay	2000	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	112,405.86	48,357.81	2510.78
6050	14	WARRIMOO AVENUE	ST IVES CHASE	Local	187	AC Overlay	1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	79,216.94	24,359.69	1706.43
6050	15	WARRIMOO AVENUE	ST IVES CHASE	Local	225	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	102,084.75	96,646.82	2199.03
6050	16	WARRIMOO AVENUE	ST IVES CHASE	Local	214	AC Overlay	1977	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	84,467.94	43,972.41	1819.54
6050	17	WARRIMOO AVENUE	ST IVES CHASE	Local	212	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,566.24	98,049.39	2230.95
6055	1	WARRINGTON AVENUE	EAST KILLARA	Local	245		1993	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	119,976.50	49,675.50	2584.44
6055	2	WARRINGTON AVENUE	EAST KILLARA	Local	201		1993	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	105,663.69	88,777.97	2276.13
6060	1	WARROWA AVENUE	WEST PYMBLE	Local	159		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	77,862.30	23,943.13	1677.25
6060	2	WARROWA AVENUE	WEST PYMBLE	Local	159		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	77,862.30	23,943.13	1677.25
6060	3	WARROWA AVENUE	WEST PYMBLE	Local	140		1987	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	78,883.00	24,257.00	1699.24
6069	1	WARWICK PLACE	WAHROONGA	Local	108		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	44,157.96	37,101.24	951.22
6070	1	WARWICK STREET	KILLARA	Local	170		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,222.00	22,823.71	1598.83
6070	2	WARWICK STREET	KILLARA	Local	162		1984	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	70,729.20	21,749.66	1523.59
6070	3	WARWICK STREET	KILLARA	Local	173		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	75,531.80	23,226.49	1627.05
6070	4	WARWICK STREET	KILLARA	Local	172		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16					

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
6085	2	WATERHOUSE AVENUE	ST IVES	Local	195		1992	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	83,986.50	34,774.07	1809.17
6085	3	WATERHOUSE AVENUE	ST IVES	Local	184	Stabilisation	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	79,248.80	75,027.31	1707.12
6085	4	WATERHOUSE AVENUE	ST IVES	Local	185	Stabilisation	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	80,771.00	76,468.43	1739.91
6085	5	WATERHOUSE AVENUE	ST IVES	Local	189	Stabilisation	2001	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	83,297.97	78,860.79	1794.34
6090	1	WATSON AVENUE	NORTH WAHROONGA	Local	168	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	64,428.00	60,996.00	1387.86
6095	1	WATTLE PLACE	TURRAMURRA	Local	134	Spray seal	1994	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	43,166.76	22,471.80	929.87
6100	1	WATTLE STREET	KILLARA	Local	201		1983	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	109,102.80	56,796.86	2350.21
6100	2	WATTLE STREET	KILLARA	Local	215		1983	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	97,293.95	29,918.48	2095.83
6100	3	WATTLE STREET	KILLARA	Local	189	Reconstruction	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	95,787.09	90,684.63	2063.37
6100	4	WATTLE STREET	KILLARA	Local	81		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	28,387.26	17,802.18	611.50
6110	1	WAUGOOLA STREET	GORDON	Local	231		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	109,713.45	57,114.75	2363.36
6110	2	WAUGOOLA STREET	GORDON	Local	195		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	82,720.95	34,250.08	1781.91
6110	3	WAUGOOLA STREET	GORDON	Local	136		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	47,421.84	24,686.91	1021.53
6115	1	WELLESLEY ROAD	PYMBLE	Local	166		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	74,434.40	22,889.03	1603.41
6115	2	WELLESLEY ROAD	PYMBLE	Local	239		1981	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	107,167.60	32,954.69	2308.52
6120	1	WELLINGTON LANE	EAST LINDFIELD	Local	90		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	21,771.00	6,694.71	468.97
6125	1	WELLINGTON ROAD	EAST LINDFIELD	Collector	220		1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	123,926.00	53,313.86	2768.11
6125	2	WELLINGTON ROAD	EAST LINDFIELD	Collector	216		1980	Poor	2.5	22	7.9	4	55	19.6	10	100	100	0	16.5	45	18	119,692.08	63,892.34	2673.53
6125	3	WELLINGTON ROAD	EAST LINDFIELD	Collector	199		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	106,882.90	34,908.86	2387.42
6125	4	WELLINGTON ROAD	EAST LINDFIELD	Collector	184		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	108,468.00	35,426.57	2422.82
6125	5	WELLINGTON ROAD	EAST LINDFIELD	Collector	191		1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	135,238.51	58,180.58	3020.79
6125	6	WELLINGTON ROAD	EAST LINDFIELD	Local	161		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	48,340.70	45,988.50	1902.97
6130	1	WEMBURY ROAD	ST IVES	Local	103	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	44,969.80	42,574.31	968.71
6130	2	WEMBURY ROAD	ST IVES	Local	165	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	72,039.00	68,201.57	1551.81
6130	3	WEMBURY ROAD	ST IVES	Local	144	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	65,844.00	62,336.57	1418.36
6135	1	WENDRON CLOSE	ST IVES	Local	108		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	52,887.60	38,801.31	1139.26
6140	1	WENTWORTH AVENUE	EAST KILLARA	Local	137	Mill & Resheet	1997	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	58,197.60	42,697.03	1253.65
6140	2	WENTWORTH AVENUE	EAST KILLARA	Local	122	Mill & Resheet	1997	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	51,825.60	49,064.91	1116.39
6140	3	WENTWORTH AVENUE	EAST KILLARA	Local	223	AC Overlay	1998	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	109,203.10	80,117.53	2352.37
6140	4	WENTWORTH AVENUE	EAST KILLARA	Local	193	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	94,512.10	89,477.56	2035.91
6140	5	WENTWORTH AVENUE	EAST KILLARA	Local	220	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	107,734.00	101,995.14	2320.72
6145	1	WERONA AVENUE	GORDON	Collector	272	Stabilisation	2003	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	192,590.96	162,662.70	4301.86
6145	2	WERONA AVENUE	GORDON	Collector	248	AC Overlay	2003	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	198,501.68	126,525.88	4433.88
6145	3	WERONA AVENUE	GORDON	Collector	225	Stabilisation	2006	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	134,406.00	127,443.86	3002.19
6145	4	WERONA AVENUE	KILLARA	Collector	223	Stabilisation	2006	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	127,660.81	121,048.06	2851.53
6145	5	WERONA AVENUE	KILLARA	Collector	213	Stabilisation	2006	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	120,819.99	114,561.59	2698.73
6145	6	WERONA AVENUE	KILLARA	Collector	184		1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	110,155.28	47,389.59	2460.51
6145	7	WERONA AVENUE	KILLARA	Collector	163		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	110,288.25	36,021.08	2463.48
6145	8	WERONA AVENUE	KILLARA	Collector	161	AC Overlay	2003	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	88,793.11	74,994.84	1983.35
6145	9	WERONA AVENUE	KILLARA	Collector	196	AC Overlay	2003	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	110,406.80	93,249.80	2466.13
6145	10	WERONA AVENUE	KILLARA	Collector	257		1980	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	112,784.45	36,836.36	2519.24
6150	1	WEST STREET	PYMBLE	Local	110		1982	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	78,529.00	57,613.29	1691.61
6160	1	WESTBOURNE ROAD	LINDFIELD	Local	134		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	67,991.60	42,638.80	1464.62
6160	2	WESTBOURNE ROAD	LINDFIELD	Local	131		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	66,469.40	41,684.20	1431.83
6160	3	WESTBOURNE ROAD	LINDFIELD	Local	231		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	113,802.15	95,615.85	2451.44
6165	1	WESTBROOK AVENUE	WAHROONGA	Local	180	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	71,154.00	21,880.29	1532.75
6165	2	WESTBROOK AVENUE	WAHROONGA	Local	180	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,613.80	19,561.63	1370.32
6165	3	WESTBROOK AVENUE	WAHROONGA	Local	141	AC Overlay	1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	47,418.30	14,581.41	1021.45
6165	4	WESTBROOK AVENUE	WAHROONGA	Local	215	AC Overlay	2000	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	101,480.00	74,451.43	2186.01
6165	5	WESTBROOK AVENUE	WAHROONGA	Local	208	AC Overlay	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	88,358.40	83,651.66	1903.35
6165	6	WESTBROOK AVENUE	NORTH WAHROONGA	Local	126	AC Overlay	1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	67,649.40	56,838.60	1457.25
6165	7	WESTBROOK AVENUE	NORTH WAHROONGA	Local	170	AC Overlay	1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	91,273.00	76,687.00	1966.13
6175	1	WHITEHAVEN STREET	ST IVES	Local	145		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	62,451.50	19,204.21	1345.28
6175	2	WHITEHAVEN STREET	ST IVES	Local	169		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	72,788.30	45,646.90	1567.95
6175	3	WHITEHAVEN STREET	ST IVES	Local	81		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	35,316.81	22,147.83	760.77
6180	1	WHITMONT CRESCENT	ST IVES CHASE	Local	115		1988	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	54,687.10	16,816.61	1178.03
6185	1	WHITNEY STREET	EAST KILLARA	Local	103		1993	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	50,439.10	31,631.30	1086.52
6195	1	WILLIAM STREET	TURRAMURRA	Local	248		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42				

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life Surface	Residual value - Surface	Useful life Pavement	Remaining Useful Life Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
6215	4	WINCHESTER AVENUE	LINDFIELD	Local	113		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	49,202.46	36,097.69	1059.88
6220	1	WINDSOR PLACE	ST IVES CHASE	Local	141	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	60,728.70	57,493.76	1308.17
6220	2	WINDSOR PLACE	ST IVES CHASE	Local	134	AC Overlay	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	73,604.86	69,684.02	1585.54
6225	1	WINTON STREET	WARRAWEE	Local	144	Stabilisation	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,838.24	53,810.54	1224.37
6225	2	WINTON STREET	WARRAWEE	Local	136	Stabilisation	2002	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	50,230.24	42,203.13	1082.02
6230	1	WIRRA CLOSE	ST IVES	Local	118		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	52,493.48	32,919.64	1130.77
6235	1	WIRREANDA CLOSE	WARRAWEE	Local	63		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	31,222.80	16,254.00	672.58
6240	1	WOLSELEY ROAD	LINDFIELD	Local	157		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,141.86	23,414.08	1640.19
6240	2	WOLSELEY ROAD	LINDFIELD	Local	160		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	92,323.20	28,389.94	1988.76
6240	3	WOLSELEY ROAD	LINDFIELD	Local	60		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	24,001.20	7,380.51	517.02
6240	4	WOLSELEY ROAD	LINDFIELD	Local	73		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	42,553.16	17,618.86	916.65
6245	1	WOLSTEN AVENUE	TURRAMURRA	Local	191		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	54,767.34	16,841.29	1179.76
6245	2	WOLSTEN AVENUE	TURRAMURRA	Local	194		1993	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	53,796.20	16,548.62	1158.84
6250	1	WOMERAH STREET	TURRAMURRA	Local	178		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	75,509.38	31,264.17	1626.57
6250	2	WOMERAH STREET	TURRAMURRA	Local	160		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	50,504.00	15,530.29	1087.92
6255	1	WONGA WONGA STREET	TURRAMURRA	Local	246		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	110,306.40	69,175.20	2376.14
6260	1	WONGALEE AVENUE	WAHROONGA	Local	178		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	64,062.20	53,824.66	1379.98
6260	2	WONGALEE AVENUE	WAHROONGA	Local	111		1992	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	39,948.90	25,052.70	860.55
6260	3	WONGALEE AVENUE	WAHROONGA	Local	177		1992	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	63,075.72	19,396.17	1358.73
6265	1	WONIORA AVENUE	WAHROONGA	Local	238		1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	77,231.00	23,749.00	1663.65
6270	1	WOODBURY ROAD	ST IVES	Local	204	AC Overlay	1985	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	89,186.76	74,934.15	1921.19
6270	2	WOODBURY ROAD	ST IVES	Collector	212	AC Overlay	1981	Fair	3.5	22	11.0	4	55	27.5	10	100	100	0	16.5	45	18	116,642.40	74,348.40	2605.41
6270	3	WOODBURY ROAD	ST IVES	Collector	132	AC Overlay	1981	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	70,032.60	22,873.24	1564.30
6270	4	WOODBURY ROAD	ST IVES	Collector	260	AC Overlay	1981	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	144,584.70	122,116.52	3229.55
6270	5	WOODBURY ROAD	ST IVES	Collector	323		1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	178,830.25	77,364.27	4016.83
6270	6	WOODBURY ROAD	ST IVES	Collector	192	AC Overlay	2002	Excellent	6.5	22	20.4	4	55	51.1	10	100	100	0	16.5	45	18	103,123.20	97,781.49	2303.44
6270	7	WOODBURY ROAD	ST IVES	Collector	168	AC Overlay	2002	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	84,730.80	71,563.80	1892.61
6275	1	WOODFORD LANE	LINDFIELD	Local	190		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	66,811.60	20,544.97	1439.20
6280	1	WOODLANDS AVENUE	PYMBLE	Local	178		1994	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	86,116.40	44,830.57	1855.05
6280	2	WOODLANDS AVENUE	PYMBLE	Local	223		1994	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	110,255.66	92,636.11	2375.04
6285	1	WOODLANDS ROAD	EAST LINDFIELD	Local	156	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	84,676.80	80,166.17	1824.04
6285	2	WOODLANDS ROAD	EAST LINDFIELD	Local	191	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	103,674.80	98,152.17	2233.28
6285	3	WOODLANDS ROAD	EAST LINDFIELD	Local	174	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	78,021.60	73,865.49	1680.68
6285	4	WOODLANDS ROAD	EAST LINDFIELD	Local	182	Stabilisation	2000	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	81,608.80	77,261.60	1757.95
6290	1	WOODSIDE AVENUE	LINDFIELD	Local	92		1996	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	48,309.20	20,002.11	1040.64
6290	2	WOODSIDE AVENUE	LINDFIELD	Local	118		1996	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,961.80	58,661.17	1334.73
6290	3	WOODSIDE AVENUE	LINDFIELD	Local	108		1996	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	56,073.60	53,086.63	1207.90
6295	1	WOODVALE CLOSE	ST IVES	Local	179		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	94,415.34	69,268.40	2033.82
6300	1	WOODVILLE AVENUE	WAHROONGA	Local	243		1983	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	141,076.08	88,471.44	3038.95
6300	2	WOODVILLE AVENUE	WAHROONGA	Local	228		1982	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	101,831.64	53,011.63	2193.58
6305	1	WOODWARD PLACE	ST IVES	Local	187		1992	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	82,526.84	42,961.91	1777.73
6310	1	WOONONA AVENUE	WAHROONGA	Local	206		1982	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	109,386.00	45,290.57	2356.31
6310	2	WOONONA AVENUE	WAHROONGA	Local	145		1982	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	76,995.00	31,879.29	1658.57
6310	3	WOONONA AVENUE	WAHROONGA	Local	105		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	41,382.60	12,725.40	891.43
6315	1	WORCESTER PLACE	TURRAMURRA	Local	97		1984	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	38,973.63	24,441.09	839.54
6318	1	WYEENA CLOSE	NORTH WAHROONGA	Local	66		1980	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	31,658.22	29,971.83	681.96
6320	1	WYOMEE AVENUE	WEST PYMBLE	Local	220		1981	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	106,436.00	89,426.86	2292.76
6320	2	WYOMEE AVENUE	WEST PYMBLE	Local	221		1981	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	106,919.80	78,442.37	2303.19
6320	3	WYOMEE AVENUE	WEST PYMBLE	Local	169		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	81,762.20	51,274.60	1761.26
6320	4	WYOMEE AVENUE	WEST PYMBLE	Local	143		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	69,183.40	58,127.46	1490.30
6325	1	WYUNA ROAD	WEST PYMBLE	Local	198	AC Overlay	2007	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	116,586.36	110,375.95	2511.42
6325	2	WYUNA ROAD	WEST PYMBLE	Local	157	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,321.06	58,054.56	1320.93
6325	3	WYUNA ROAD	WEST PYMBLE	Local	248	Reconstruction	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	82,231.84	77,851.45	1771.38
6330	1	YALLEROI AVENUE	WEST PYMBLE	Local	223	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	61,837.90	58,543.87	1332.07
6335	1	YALUNGA PLACE	ST IVES	Local	74		1981	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	35,975.84	30,226.67	774.96
6340	1	YANILLA AVENUE	WAHROONGA	Local	120		1992	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	46,728.00	24,325.71	1006.58
6340	2	YANILLA AVENUE	WAHROONGA	Local	101		1980	Very good	5.5	25	19.6	4	60	47.1	10	100	100	0	16	42	15	39,329.40	33,044.31	847.20
6340	3	YANILLA AVENUE	WAHROONGA	Local	186		1980	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	83,292.66	61,108.17	179

Street No	Section	Street Name	Suburb	Road Classification	Length	Last Treatment	Date of last Treatment	Condition	Condition Index conversion	Useful life - Surface	Remaining Useful Life - Surface	Residual value - Surface	Useful life - Pavement	Remaining Useful Life - Pavement	Residual value - Pavement	Useful life - Formation	Remaining Useful Life - Formation	Residual value - Formation	Cost per m2 for surface	Cost per m2 for pavement	Cost per m2 for formation	Total Replacement Cost \$	Total Fair Value \$	Total Annual Depreciation \$
6350	2	YARABAH AVENUE	GORDON	Local	83		1980	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	35,405.31	22,203.33	762.67
6355	1	YARRABUNG ROAD	ST IVES	Collector	139		1980	Very poor	1.5	22	4.7	4	55	11.8	10	100	100	0	16.5	45	18	76,204.67	32,783.80	1702.17
6355	2	YARRABUNG ROAD	ST IVES	Collector	169		1980	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	118,775.74	100,318.22	2653.07
6355	3	YARRABUNG ROAD	ST IVES	Collector	159		1980	Very good	5.5	22	17.3	4	55	43.2	10	100	100	0	16.5	45	18	94,771.95	80,044.58	2116.90
6355	4	YARRABUNG ROAD	ST IVES	Local	229	AC Overlay	2002	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	115,113.72	108,981.75	2479.69
6355	5	YARRABUNG ROAD	ST IVES	Local	246		1992	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	130,771.14	68,076.99	2816.97
6355	6	YARRABUNG ROAD	ST IVES	Local	110	Stabilisation	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	53,218.00	50,383.14	1146.38
6355	7	YARRABUNG ROAD	ST IVES	Local	154	Stabilisation	2009	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	58,241.26	55,138.82	1254.59
6355	8	YARRABUNG ROAD	ST IVES	Collector	228		1984	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	114,095.76	37,264.65	2548.53
6355	9	YARRABUNG ROAD	ST IVES	Collector	260		1984	Failed	0.5	22	1.6	4	55	3.9	10	100	100	0	16.5	45	18	125,340.80	40,937.37	2799.71
6360	1	YARRALUMLA AVENUE	ST IVES CHASE	Local	102		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	43,329.60	13,324.11	933.37
6360	2	YARRALUMLA AVENUE	ST IVES CHASE	Local	180		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	76,464.00	23,513.14	1647.13
6360	3	YARRALUMLA AVENUE	ST IVES CHASE	Local	167		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	72,321.02	22,239.15	1557.88
6365	1	YARRAN STREET	PYMBLE	Local	92		1991	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	41,198.52	25,836.36	887.47
6380	1	YARRARA ROAD	WEST PYMBLE	Local	249		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	141,033.60	43,368.69	3038.04
6380	2	YARRARA ROAD	WEST PYMBLE	Local	249		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	138,095.40	42,465.17	2974.75
6380	3	YARRARA ROAD	WEST PYMBLE	Local	202		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	112,029.20	58,320.29	2413.25
6380	4	YARRARA ROAD	PYMBLE	Local	165		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	91,509.00	47,637.86	1971.22
6380	5	YARRARA ROAD	PYMBLE	Local	185		1980	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	102,601.00	31,550.43	2210.15
6385	1	YARRAWONGA CLOSE	PYMBLE	Local	108		1980	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	52,823.88	21,871.39	1137.89
6385	2	YARRAWONGA CLOSE	PYMBLE	Local	82		1980	Poor	2.5	25	8.9	4	60	21.4	10	100	100	0	16	42	15	39,671.60	20,652.29	854.58
6390	1	YARRENNAN AVENUE	WEST PYMBLE	Local	196		1984	Good	4.5	25	16.1	4	60	38.6	10	100	100	0	16	42	15	42,208.60	30,966.60	909.23
6395	1	YERAMBA STREET	TURRAMURRA	Local	178		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	55,030.48	16,922.21	1185.42
6395	2	YERAMBA STREET	TURRAMURRA	Local	208		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	64,796.16	19,925.21	1395.79
6395	3	YERAMBA STREET	TURRAMURRA	Local	137		1982	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	51,731.20	15,907.66	1114.35
6395	4	YERAMBA STREET	TURRAMURRA	Local	172		1982	Very poor	1.5	25	5.4	4	60	12.9	10	100	100	0	16	42	15	71,238.96	29,496.03	1534.58
6400	1	YIRGELLA AVENUE	EAST KILLARA	Local	215	Stabilisation	2005	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	90,063.50	85,265.93	1940.08
6405	1	YOSEFA AVENUE	WARRAWEE	Local	125		1981	Fair	3.5	25	12.5	4	60	30.0	10	100	100	0	16	42	15	60,327.50	37,832.50	1299.53
6410	1	YOUNG STREET	WARRAWEE	Local	239	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	66,979.75	63,411.82	1442.83
6410	2	YOUNG STREET	WAHROONGA	Local	242	Stabilisation	2008	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	68,534.40	64,883.66	1476.32
6410	3	YOUNG STREET	WAHROONGA	Local	213	Spray seal	1991	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	55,294.80	17,003.49	1191.12
6415	1	YURUGA PLACE	LINDFIELD	Local	69		1985	Failed	0.5	25	1.8	4	60	4.3	10	100	100	0	16	42	15	31,957.35	9,827.08	688.40
6420	1	ZELDA AVENUE	WAHROONGA	Local	150	Stabilisation	2004	Excellent	6.5	25	23.2	4	60	55.7	10	100	100	0	16	42	15	57,525.00	54,460.71	1239.16
					484778																	\$ 234,914,450	\$ 146,416,509	\$ 5,133,260

	Length	Replacement Cost	Fair value
Excellent	117751	56840699	53824783
Very good	49444	25836458	21716204
Good	45004	22428827	16468390
Fair	48361	24296118	15240421
Poor	42282	21516089	11212901
Very Poor	37631	17987678	7485309
Failed	144305	66009581	20468502
Totals	484778	234914450	146416510

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## GRAFFITI IN BUSINESS CENTRES

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### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To seek Council's endorsement for the contribution of funding and equipment to the Rotary Club of Roseville Chase for the removal of graffiti in the business centres of Roseville and Roseville Chase.

**BACKGROUND:**

Council has already supported the removal of graffiti from private property in the Turrumurra, Lindfield and Killara areas with the assistance of the local Rotary groups.

**COMMENTS:**

Due to the success of the Rotary Clubs of Turrumurra and Lindfield, the Rotary Club of Roseville Chase has sought Council's support to establish its graffiti removal program for the Roseville and Roseville Chase areas seeking financial assistance and the provision of a high pressure water sprayer.

**RECOMMENDATION:**

That Council advises the Rotary Club of Roseville Chase of its support for their proposal for the removal of graffiti around Roseville and Roseville Chase and provides them with a high pressure water sprayer and \$4000 and that funding be provided from the business centres program.



## **PURPOSE OF REPORT**

To seek Council's endorsement for the contribution of funding and equipment to the Rotary Club of Roseville Chase for the removal of graffiti in the business centres of Roseville and Roseville Chase.

## **BACKGROUND**

Council has already supported the removal of graffiti from private property in the Turramurra, Lindfield and Killara areas with the assistance of the local Rotary Clubs.

The program has been successful and with limited funding and Council and the community have achieved a good outcome in trying to remove graffiti from the area.

## **COMMENTS**

Due to the success of the Turramurra and Lindfield Rotary groups, the Rotary Club of Roseville Chase has sought Council's support to establish its graffiti removal program for the Roseville and Roseville Chase areas seeking financial assistance and the provision of a high pressure water sprayer.

It is expected that with the continuing success of this program, other Rotary groups in the area will follow and the entire local government area will be covered mainly thanks to the hard work of Roger Norman from Turramurra Rotary.

## **CONSULTATION**

Consultation has taken place with the various Rotary Clubs on the removal of graffiti from private property in the areas of Turramurra, Lindfield, Killara and now Roseville.

## **FINANCIAL CONSIDERATIONS**

The limited amount of funding being sought to establish the program can be funded from the Business Centres program.

## **CONSULTATION WITH OTHER COUNCIL DEPARTMENTS**

Not applicable.

## **SUMMARY**

Council has already supported the removal of graffiti from private property in the Turramurra, Lindfield and Killara areas with the assistance of the local Rotary groups.

**Item 13**

**FY00271  
5 January 2010**

Due to the success of the Turramurra and Lindfield Rotary groups, Roseville Chase Rotary Club has sought Council's support to establish its graffiti removal program for the Roseville and Roseville Chase areas seeking financial assistance and the provision of a high pressure water sprayer.

It is expected that with the continuing success of this program, other Rotary groups in the area will follow and the entire local government area will be covered mainly thanks to the hard work of Roger Norman from Turramurra Rotary.

## **RECOMMENDATION**

- A. That Council advises Roseville Chase Rotary of its support for their proposal for the removal of graffiti around Roseville and Roseville Chase and provides them with a high pressure water sprayer and \$4000.
- B. That funding be provided from the Business Centres program.

Greg Piconi  
**Director Operations**

**Attachments:        Submission from Rotary Club of Roseville Chase - 2010/001650**

ROTARY CLUB OF  
Roseville Chase Inc.

P.O. Box 105  
Roseville N.S.W. 2069



16 December 2009

Mr. Greg Piconi  
Director Operations  
Ku-ring-gai Council  
31 Bridge Street  
Pymble NSW 2073

Dear Mr. Piconi

**Re: Rotary Club of Roseville Chase – Graffiti Removal Programme**

Following our meeting this week, I now enclose our Rotary Club's submission seeking the approval and support of Council for us to undertake Graffiti Removal in the Roseville and Roseville Chase areas.

If you require any further information or wish to discuss any aspect of this submission, please contact me by phone or email on the numbers shown below.

I understand that Council's next meeting is in February 2010, and look forward to your response after that.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'John Chinn' with a stylized flourish at the end.

John Chinn (Graffiti Removal Team Leader)  
Rotary Club of Roseville Chase  
Phone: 9498 6143  
Mob: 0402 44 39 44  
Email: [chinn.john@gmail.com](mailto:chinn.john@gmail.com)

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# **Submission to Ku-ring-gai Council from the Rotary Club of Roseville Chase re: Graffiti Removal in the local community**

## **Purpose of this Application:**

The Rotary Club of Roseville Chase requests the allocation of Roseville and Roseville Chase for the purposes of removing graffiti.

## **Background**

The Rotary Clubs of Epping, Turramurra and Lindfield have established graffiti removal programmes for their local areas. Following a presentation by Roger Norman of the Turramurra Club on the success of their programme, it was decided that the Roseville Chase Club would like to follow their lead and establish a graffiti removal programme in the Roseville local area.

Accordingly two Rotarians from Roseville Rotary, met with Greg Piconi to advise intentions and seek support.

## **Objectives of Roseville Chase Rotary Graffiti Removal Project:**

Roseville Chase Rotary aims to eliminate existing graffiti in the local community and keep it graffiti free. This will be achieved by

- Creating a programme aimed at private, business, public facilities and public infrastructure sites.
- Establishing communication and reporting networks to effectively and efficiently maintain a graffiti free community.
- Establishing recognized practices and procedures for cleaning graffiti sites thus promoting a professional approach with emphasis on the safety of the individuals involved or associated with this activity.
- Using strategies involving support, co-operation and liaison with other Rotary Clubs, local Council, project sponsors and other interested groups such as schools, progress associations, local newspapers etc.
- Encouraging community education and using specific initiatives to deter activities of graffiti vandals – in particular, rapid removal and monitoring recently cleaned sites to ensure immediate repeat clean up action for any re-occurring graffiti.



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## Benefits of Rotary Involvement in Graffiti Removal

- Minimal expenditure to Council and hence ratepayers, due to free labour and materials provided by Rotary.
- Rotary involvement promotes positive attitudes in the community while at the same time acknowledgement of Council support further advertises its involvement and commitment to address the graffiti issue.
- Promotes greater community awareness and hence education, in regard to the ever-present graffiti problem.
- Rotarians as local residents can more easily increase community pride and spirit.

## Practical Expertise

Close liaison and support from Turramurra Rotary will enable the Roseville team to acquire the necessary knowledge and graffiti removal skills quickly and efficiently. Roger Norman of Turramurra Rotary has offered to provide us with the necessary training and supervise the initial graffiti removal jobs. This will enable Roseville Chase Rotary to professionally remove graffiti on both porous surfaces (i.e. brickwork) and non-porous surfaces (i.e. existing painted surfaces) without the need for further training.

## Safety / Pollution Awareness

Due to the close association established with Turramurra Rotary there is substantial emphasis placed on safety when undertaking graffiti removal for both porous and non-porous surfaces. Heavy-duty overalls, eye goggles, gloves, hats are examples of the level of precautions that are taken. Chemicals used for the removal of graffiti from brickwork can be toxic. Accordingly after washing off with a pressurised water spray, door-stopper type sponges need to be used to prevent the residual liquid flowing into drains etc. In addition drop-sheets are essential when repainting painted surfaces to eliminate any accidental spillage onto paths, walkways etc.

## Compliance

A Sydney Water Permit will be obtained for 'The Use of Water for Commercial Cleaning'.

Property owner's permission will be obtained for every site before graffiti removal work commences.

Roseville Chase Rotary will comply with requirements associated with the need to record data on the Australian Graffiti Register.

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Roseville Chase Rotary has comprehensive public liability insurance and voluntary worker cover. The insurer will be advised of the proposed activity and confirmation obtained to ensure the cover is sufficient.

### Administration Aspects

As mentioned in our objectives, Roseville Chase Rotary is very conscious of the need to ensure that business-like procedures and records are established. In this regard, there is considerable expertise within the group of Rotarians involved with this project. Council will be familiar with the expertise demonstrated by Roseville Chase Rotary on such projects as the construction of the barbeque shelter at Echo Point.

Further liaison however is intended with Council to clarify the exact nature of administrative detail required.

### Equipment and Materials

Roseville Chase Rotary would not expect payment for the removal of graffiti. We do however seek Council support in the form of equipment and funding for materials. In this regard we are seeking the following assistance:

- Council to supply one high pressure water spray system. This equipment would remain the property of the Council but for ease of access would be stored at a Rotary facility.
- Council to provide \$4,000 to assist with initial set-up costs such as the purchase of a trailer, overalls, safety equipment, painting equipment and supplies.

### Scope of Properties to be Cleaned from Graffiti

The initial focus of the programme will be the removal of graffiti within the areas surrounding the Roseville railway station and Roseville shops and businesses along Pacific Highway and Hill Street. While our initial efforts would be concentrated in these areas including speedy removal of any repetitive graffiti, it is intended that we cover the whole of Roseville and Roseville Chase.

It is our intention to work towards removing graffiti wherever it occurs in these areas. This will include commercial, council, government and public owned properties as well as private residences.

The times when graffiti removal would be undertaken would vary depending on

- Location of each site, for example, a narrow lane might limit suitable time to say 7am when pedestrian traffic is at a minimum. A similar time would also be essential for busy shopping areas.



- Limitations requested by property owners
- Rotarians undertaking graffiti removal can be very flexible in the timing of jobs as we are not limited to normal recognised working hours.

### Advertising Council's Support and Involvement

Roseville Chase Rotary would acknowledge Ku-ring-gai Council and other sponsors supporting the programme. At this stage this could be best achieved by

- Displaying an A-frame type advertising board at graffiti removal sites
- Verbally acknowledging support in any talks given by Rotarians on the subject
- Undertaking written acknowledgement in any newspaper articles/advertisements, literature of any nature etc. initiated by either Council or Roseville Chase Rotary
- Utilising any other method that Council would like to recommend

### Final Summary and Comment

The Rotary Club of Roseville Chase is requesting to be allocated the areas of Roseville and Roseville Chase for the purposes of removing graffiti on the following basis:

- Roseville Chase Rotary undertakes the project with the direct support of and communication with Council, as a separate entity but not on the basis of a paid contractor.
- Council purchases and supplies to Roseville Chase Rotary one high pressure water sprayer system suitable for graffiti removal
- Council provides \$4,000 funding to assist with initial set-up costs for the project
- Council reviews overall performance every 6 months

Roseville Chase Rotary would like to acknowledge the assistance given to date by Mr. Greg Piconi.

*John Chinn (Graffiti Removal Team Leader)*

**Rotary Club of Roseville Chase**

Phone: 9498 6143

Mob: 0402 44 39 44

Email: [chinn.john@gmail.com](mailto:chinn.john@gmail.com)

16 December 2009

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## **ELECTRICITY SUPPLY, TENDER ACCEPTANCE, LARGE USE SITES AND STREET LIGHTING, SSROC GROUP TENDER**

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### **EXECUTIVE SUMMARY**

**PURPOSE OF REPORT:**

The purpose of this report is to seek Council's consideration for the acceptance of tender recommendations from the tender evaluation for SSROC group tender for supply of electricity to large use sites including street lighting.

**BACKGROUND:**

On 13 October 2009, Council considered a report covering the options for electricity supply to large use sites and street lighting. Council resolved to join with the group tender facilitated by SSROC. The request for tender has been issued and tenders close on 05 February 2010 and letters of acceptance are proposed to be sent to the successful supplier before 11am on 12 February 2010.

**COMMENTS:**

Council has joined with SSROC for this group tender and SSROC is facilitating the tender process. In order to obtain the best prices, the time between close of tender and acceptance letters has to be minimised. An ordinary or special meeting of Council is not scheduled between these dates and therefore it recommended that an extraordinary meeting be held on 11 February 2010 to consider the report on the tender assessment.

**RECOMMENDATION:**

That an Extraordinary Meeting be held at 5pm on Thursday 11th February to consider a report on the acceptance of SSROC Group Electricity tender for electricity supply.

## PURPOSE OF REPORT

The purpose of this report is to seek Council's consideration for the acceptance of tender recommendations from the tender evaluation for SSROC group tender for supply of electricity to large use sites including street lighting.

## BACKGROUND

Council has been part of the State Contracts Control Board 777 Contract for retail supply of electricity for 30 June 2006 to 30 June 2009 and the 12 month extension expiring 30 June 2010. At the Council meeting on 13 October 2009, Council considered a report covering options for tendering for supply of electricity to large use sites, including street lighting for the period commencing 01 July 2010. Council resolved to join the group tender being facilitated by SSROC for the supply of electricity for street lighting.

## COMMENTS

The tenders for the supply of electricity covering large sites, street lighting and green power close on 5 February 2010. The General Manager SSROC has advised that there is a need for Council to accept the tender promptly, based on the volatile nature of the Australian wholesale electricity market. Any delay in accepting tenders could cost all Councils involved \$800,000 per annum with Council's share being approximately \$80,000. The next Council meeting is not scheduled until 23 February 2010 and a decision needs to be made before 12 February 2010.

As Section 377 of the Local Government Act 1993 does not allow Council to delegate the function of accepting tenders, it will be necessary for Council to hold an extraordinary meeting to consider the report on the tenders. If Council was to wait and not give its approval until the meeting of 23 February 2010, this would delay the acceptance of the tender and impact on the whole of the SSROC group and also potentially cost this Council \$80,000 per annum.

## CONSULTATION

Council has consulted with the Program Manager for Street Lighting Improvement Program, which is co-ordinated by SSROC.

## FINANCIAL CONSIDERATIONS

The large use sites, using more than 160MWh pa, use about 2% of Council's budgeted expenditure, 1.5% in street lighting and 0.5% at other large use sites. Joining a group tender facilitated by SSROC, including use of energy consultants is considered the way to obtain best value for Council for the supply of electricity for a period up to 3 years from 01 July 2010.

SSROC group General Manager has advised that all Councils need to accept the tenders before 12 February 2010 otherwise there could be financial penalties due the volatile nature of the electricity supply market.

## **CONSULTATION WITH OTHER COUNCIL DEPARTMENTS**

Consultation with other Council Departments was undertaken during preparation of the report considered by Council on 13 October 2009. This report covers the acceptance of the tenders following Council's decision on 13 October 2009 and doesn't require further consultation.

## **SUMMARY**

SSROC has advertised its Request for Tender for supply of electricity for large use sites for the Councils in the group tender. To obtain the best prices in the electricity market, the time between close of tender and acceptance letters has to be minimised. There are no scheduled meetings of this Council between close of tenders on 05 February 2010 and the 11am 12 February 2010 deadline for letters of acceptance.

Section 377 of the Local Government Act does not allow Council to delegate the function of accepting tenders so there will be a need to call an extraordinary meeting of Council on 11 February 2010 when the report on the tender assessment will be available.

## **RECOMMENDATION**

That an Extraordinary Meeting be held at 5pm on Thursday, 11 February to consider a report on the acceptance of SSROC Group Electricity tender for electricity supply.

Jim Turner  
**Team Leader Design & Projects**

Ian Taylor  
**Manager Engineering  
Services & Projects**

Greg Piconi  
**Director Operations**

**Attachments:**      **Copy of email from General Manager SSROC - 2009/233940**

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**From:** Alan Northey [mailto:an@ssroc.nsw.gov.au]  
**Sent:** Monday, 21 December 2009 10:42 AM  
**To:** TonyR@waverley.nsw.gov.au; Jim Montague; Vanessa Chan; Ken Gainger;  
Gary.James@Woollahra.nsw.gov.au; Head, Peter; vlampe@hurstville.nsw.gov.au;  
paul.woods@kogarah.nsw.gov.au; ray.brownlee@randwick.nsw.gov.au;  
cwatson@rockdale.nsw.gov.au; linda.seeto@strathfield.nsw.gov.au; asteinke@ryde.nsw.gov.au;  
v.may@mosman.nsw.gov.au; corporate@huntershill.nsw.gov.au; Carmel Hughes;  
meisenhuth@lanecove.nsw.gov.au  
**Cc:** Graham Mawer; Elizabeth Sciberras; David Lewis  
**Subject:** SSROC Retail Electricity Tender Update 21 Dec 09- Urgent Advice from David Lewis

General Managers,

I am writing to update you on the status of the SSROC retail electricity tender. Your Council is one of 16 who have confirmed their participation in the tender covering large sites, street lighting and GreenPower purchases from 1 July 2010.

All the Councils' billing and utility's metering data has now been provided and analysed. Draft tender documentation reflecting this has been prepared and is set for release on 5 January 2010 (copy of draft RFT attached). Only in the event of significant adverse wholesale electricity market movements would the tender release date be delayed. And, as previously advised, SSROC will use the same data to also concurrently issue a small parallel tender for metering services to ensure that Councils can readily meet their greenhouse-related reporting requirements and that they have the data they need to effectively implement energy efficiency and demand management programs.

One issue I specifically want to draw your attention to is the rapid turnaround that will be required of Councils accepting the tender recommendation. Because of the volatile nature of the Australian wholesale electricity market, electricity retailers are only willing to offer short validity periods on their offers unless a significant premium is applied. SSROC has been advised that the cost to Councils of having an offer validity period of more than 7 days could be up to \$800,000 per year in higher electricity charges (eg an average of \$50,000 per year per Council involved in the tender). This is supported by the recent results of another public sector tender for electricity where a longer validity period attracted a penalty of this magnitude.

In view of this, SSROC will release the RFT committing to a 7 day approval schedule. Given the time needed to analyse the tender results, clarify terms with the tenderers and prepare a tender recommendation, this will leave a short two day window in which tenders will need to be formally accepted by Councils. On the schedule outlined in the draft RFT (attached), your Council will need to meet to consider the tender recommendation on either Friday 5th February or Monday 8th February 2010. Provided that your Council supports the tender recommendation, a Letter of Acceptance will need to be issued by COB Monday 8th February. No extensions of the timetable will be possible as the offers will expire on this date.

In view of this tight timeline, I urge Council General Managers to put in place the appropriate mechanisms to ensure that a timely approval can be achieved. I recognise that this is likely to involve an Extraordinary Meeting but in view of the significant additional costs to Councils of a longer approval process, it seems more than warranted.

If you have any questions about the process, please do not hesitate to contact me at any point.

Regards

David Lewis  
General Manager  
Southern Sydney Regional Organisation of Councils.  
02 9330 6455 (phone)  
02 9330 6456 (facsimile)  
[dl@ssroc.nsw.gov.au](mailto:dl@ssroc.nsw.gov.au)

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## **ACCEPTANCE OF TENDER T12/2009 - CONSTRUCTION OF SPORTS OVALS AND ASSOCIATED WORKS AT ROSEVILLE CHASE OVAL AND COMENARRA SPORTSFIELD**

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### **EXECUTIVE SUMMARY**

<b>PURPOSE OF REPORT:</b>	To seek the approval of Council to appoint a contractor to carry out the work of refurbishment of Roseville Chase Oval and Comenarra Sports field, stormwater harvesting and associated landscape works at both sites, and the carry forward/reallocation of funds.
<b>BACKGROUND:</b>	Council's adopted Capital Works Program 2009/2010 has approved funding for the refurbishment of Roseville Chase Oval and Comenarra Sports field, including drainage, irrigation, and associated works. Following consultation with user groups, design and tender documentation was completed by resource consultants, Turf Drain Australia, Living Turf and Council staff.
<b>COMMENTS:</b>	Tender documents were produced combining the work at both sites - Roseville Chase Oval and Comenarra Sports field in an attempt to gain economy of scale; the submissions were assessed on this basis using agreed criteria with the preferred tenderer providing the best value to Council.
<b>RECOMMENDATION:</b>	That M Collins & Sons be appointed as the preferred tender for the works and that all necessary documentation relating to the works be authorised by the Mayor and the General Manager. That Council approves the carry forward of all identified and previously approved funds from the 2009/2010 Open Space Capital Works Program.



## PURPOSE OF REPORT

To seek the approval of Council to appoint a contractor to carry out the work of refurbishment of Roseville Chase Oval and Comenarra Sports field, stormwater harvesting and associated landscape works at both sites, and the carry forward/reallocation of funds.

## BACKGROUND

Council as part of the 2009/2010 Open Space Capital Works Program approved funding for the reconstruction of Roseville Chase Oval, including drainage, irrigation and storm water harvesting and the reconstruction of Comenarra sports field, including drainage and irrigation, the irrigation system utilising water from a storm water harvesting scheme which has already been installed.

Tenders for the above works were advertised on 14 September 2009 with a closing date of 13 October 2009. Tenders were received and recorded in line with Council's adopted procedure.

## COMMENTS

Five tenders were received by the due date (13 October 2009) and recorded in accordance with Council's tendering policy.

Tenders received:

- M Collins & Sons (contractors) Pty Ltd
- Statewide Civil Pty Ltd
- The Green Horticultural Group Pty Ltd
- Synergy Resource Management
- Glascott Group Pty Ltd

In assessing the five tenders, Council's tender committee evaluated each submission taking into account lump sum fee, provisional rates, experience and ability to provide the full range of services required, staff experience, work program and financial capacity. Two companies were initially rejected from the process due to incomplete tender submissions (none conforming) Glascott Group Pty Ltd and Synergy Resource Management. From the remaining submissions two companies were short listed: The Green Horticultural Group Pty Ltd and M Collins & Sons (Contractors) Pty Ltd. Both companies were interviewed in order to clarify elements of their submissions, references and financial checks were also carried out.

All tendered prices submitted were greater than the available funds. M Collins & Sons (Contractors) Pty Ltd has been evaluated as providing the best value to Council and has also indicated their willingness to negotiate certain items within the contract should they be appointed as the successful contractor. They also indicated at the post tender meeting that there may be potential savings should Council be willing to accept minor changes to the tender specification. For the above reasons it is recommended that Council appoint M. Collins & Sons (Contractors) Pty Ltd as the preferred tenderer.

Financial and performance assessments were carried out on the two short listed companies. The financial and performance assessments were carried out on Council's behalf by Corporate Scorecard Pty Ltd, see **Attachments 3 and 4**. Corporate Scorecard Pty Ltd has assessed

## Item 15

S07794  
14 January 2010

M. Collins & Sons (Contractors) Pty Ltd as being satisfactory in relation to their financial capacity to undertake the contract works. Corporate Scorecard has further assessed M. Collins & Sons (Contractors) Pty Ltd as trading in a profitable manner and that its annual revenue indicates the contract would be within their operating capacity.

M. Collins & Sons (Contractors) Pty Ltd are a well established company who have carried out work for several major Sydney councils, much of this work being of a similar nature to the work proposed. Verbal references were taken up with various councils where they have carried out similar work in the past. In all instances it was confirmed that M Collins & Sons (Contractors) Pty Ltd had carried out work at a similar or greater value to that required within the tender document.

The council representatives contacted also confirmed that M Collins & Sons (Contractors) Pty Ltd had carried out work including sports field upgrade, irrigation and drainage works. They also confirmed that the work had been carried out to a high standard and close to budget and on time and that they would have no hesitation in utilising them on future works.

## CONSULTATION

The tender and contract documentation was prepared partly by external consultants – Turf Drain Australia, Living Turf and partly by Council's Operations staff. Site users/clubs were consulted during the design process and where possible their requests were incorporated into the final design and specifications. The bookings team have also been consulted and have made arrangements for clubs to train and hold games at alternative sites during the construction period. Clubs have been advised that access to club houses will not be possible during the construction period, the bookings team will attempt to provide other facilities although periods may occur where this is not possible due to the limited availability of suitable resources. Local residents have been notified of the pending works although further notification will be sent along with signage at the site as soon as the actual start date has been confirmed with the appointed tenderer.

## FINANCIAL CONSIDERATIONS

The funding for the project will be provided from the following sources:

PJ100374	Comenarra Oval	\$344,000
PJ101072	Roseville Chase Oval	\$519,100
PJ101268	Partnership for sharing alternate water	\$50,000
<b>TOTAL AVAILABLE FUNDS</b>		<b>\$913,100</b>

Based on the tenders received there should be sufficient funds available to complete the works but it will be necessary to carry forward unspent funds from 2009/10 as the works are not likely to be completed this financial year.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

The tender and contract documentation was prepared by external consultants in co-ordination with Council's Operations, Strategy & Environment and Community staff. The tender opening was

administered by Governance staff and the evaluation was carried out by a team consisting of representatives from Operations and Strategy & Environment Departments.

## **SUMMARY**

Council's adopted Capital Works Program 2009 / 2010 has approved funding for the refurbishment of Roseville Chase Oval and Comenarra Sports field, including drainage, irrigation and associated works.

Tenders for the above works were called and the five submissions received were assessed by Council.

In general terms, most tenderers demonstrated an understanding of the range of work required. Following evaluation, interview and independent financial checks it is recommended that M Collins & Sons (Contractors) Pty Ltd be appointed on the basis of providing the best value to Council.

Council as part of the 2009 / 2010 Open Space Capital Works Program approved funding for the refurbishment of Roseville Chase Oval and Comenarra Sports field, including drainage, irrigation, and associated works.

## **RECOMMENDATION**

- A. That M Collins & Sons (Contractors) Pty Ltd be appointed as the preferred contractor to carry out the works of refurbishment of Roseville Chase Oval and Comenarra Sports field, including drainage, irrigation and associated works.
- B. That Council approve the carry forward of any unspent funds from the 2009 / 2010 Open Space Capital Works Program to allow the works to be completed.
- C. That the Mayor and General Manager be authorised to execute all necessary documents in relation to the contract.
- D. That the seal of Council be affixed to all necessary documents.
- E. That all tenderers be advised of Council's decision.

David Morris  
**Manager Open Space Projects**

Greg Piconi  
**Director Operations**

**Attachments:**

- 1. Tenders received - Confidential**
- 2. Tender evaluation - Confidential**
- 3. Financial Assessment, M Collins & Sons Pty Ltd - Confidential**
- 4. Financial Assessment, The Green Horticultural Group Pty Ltd - Confidential**

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## NOTICE OF RESCISSION

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### RECLASSIFICATION OF LAND - COWAN ROAD, ST IVES AND RAY STREET, TURRAMURRA CAR PARKS

**Notice of Rescission from Councillors Elaine Malicki, Duncan McDonald and Steven Holland dated 8 December 2009**

We move -

"That the decision made by Council (Minute No 324 of Ordinary Meeting of Council held 8 December 2009) to reclassify the Cowan Road Car Park and the Ray Street Car Park is hereby rescinded."

### RECOMMENDATION

That the above Notice of Rescission as printed be adopted.

Elaine Malicki  
**Councillor for  
Comenarra Ward**

Duncan McDonald  
**Councillor for  
Wahroonga Ward**

Steven Holland  
**Councillor for  
Comenarra Ward**

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## NOTICE OF MOTION

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### **FORMER ST IVES VEGETATION TIP SITE - 435 MONA VALE ROAD, PORTION 2753, PARISH MANLY COVE, COUNTY CUMBERLAND**

#### **Notice of Motion from Councillor Tony Hall dated 19 January 2010**

I move that:

“Given the ongoing issues associated with the leachate from the former St Ives vegetation site, I suggest that Council arrange for an independent test of the material at the site and an assessment of the suitability and viability of the reuse of the material for commercial purposes. This testing and subsequent option analysis would be incorporated within the Master Planning for the site and broader St Ives Showground precinct. Following completion of the testing and viability study, a report be brought back to Council on the outcome and options available to Council on the ongoing remediation or other requirements for the site.

Funding for this independent report be funded from Council’s Domestic Waste budget.”

### **RECOMMENDATION**

That the above Notice of Motion as printed be adopted.

Councillor Tony Hall  
**Councillor for St Ives Ward**

**Attachments:**            **Background information under separate cover:**  
                                 **Written Questions in NSW Parliament - 2010/010957**

## **Background information**

Former St Ives Vegetation Tip Site  
Ordinary Meeting of Council  
2 February 2010

From: Tony Hall  
Sent: Tuesday, 5 January 2010 8:07 AM  
To: Greg Piconi  
Cc: John Clark  
Subject: FW: former St Ives Vegetation tip site to become the St Ives Mini Wheels (motor cycle) Club site.  
Importance: High

Greg

I continue to be concerned as ward councillor, at the perceived lack of a quality outcome for the former vegetation tip site at St Ives .

It has been the subject of Questions in the NSW Parliament, see below, and Council must do something especially since Council has put this site on public exhibition for a possible mini wheels relocation.

That tip site remains a danger to St Ives residents as well as the possibility of leachate seeping into Middle harbour despite council's good intentions..

My own view is that the Council should excavate the tip site to rid it of the dangerous build-up of leachate and provide clean filling to make it into playing fields, softball and/ or netball .

This could be undertaken for Council's commercial gain by tendering out the vegetative material to private compost firms, and refill the site with clean fill. In that way every one wins.

I believe the reason for the excavated tip site in 1989 was indeed for such a compost repository purpose for future use. It was to be a compost resource holding site.

According to a ministerial reply below, this Council still retains title to the site. A previous council also gave Lands an undertaking to return the site and the access road to the Garigal National Park of which it is a part, by a certain date which has long passed. It is a matter of record when this excavation was identified, Council was forced to meet mineral royalties of the white clay mineral extracted in 1989 from ratepayer funds paid to the NSW Government .

This Council spends up to nearly one million dollars per year trying to rehabilitate a site that cannot be completely rehabilitated. The site sits astride a natural creek from the H.A.R.T. site above it, into the Middle Harbour Creek Catchment. The leachate overflows from the tip site, especially during rain, is now trucked out under contractual arrangement .

Therefore I would like to move a motion at Council's first meeting in 2010 to overcome this impasse and obtain a positive outcome.

Tony Hall



5 January 2010 .

#### 8056—FORMER ST IVES VEGETATION TIP SITE

Mr Jonathan O'Dea to the Premier, Minister for the Arts, and Minister for the Central Coast—  
Which of your Ministers is responsible for answering the following questions in relation to the operation of the former St Ives vegetation tip site off Mona Vale Road given the answers of the Minister for Lands and the Minister for Climate Change and the Environment to written Questions 7314 and 7266 (respectively) was that the other was responsible:

How often has the pumping station, which collects leachate effluent from the tip and returns it to ponds above the site, broken down in the last five years?

What monitoring is in place to ensure effluent from the site is not leaching into the Middle Harbour headwaters catchment, particularly when the pump breaks down and during heavy rain periods?

Is there any evidence that the leachate has bypassed the pumping station and entered into the Middle Harbour Creek system?

What measures are in place to ensure the leachate does not enter the system?

What controls are in place to ensure the holding ponds at the site do not become a breeding ground for mosquitos?

Has approval ever been granted by the Government for the excavation works on the site which now contains the former vegetation tip?

Are there plans to connect the area to Sydney Water's sewer system?

If not, why not, given the potential for leachate to enter the Middle Harbour headwaters catchment?

Answer—

I am advised:

to (8) The former St Ives vegetation tip site comprises Crown land which is held by Ku-ring-gai Council under permissive occupancy. Questions relating to the management of the site should be directed to Council.

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Question asked on 20 October 2009 (session 54-1) and published in Questions & Answers Paper No. 159.

Answer received on 24 November 2009 and printed in Questions & Answers Paper No. 171.

#### 7314—FORMER ST IVES VEGETATION TIP SITE

Mr Jonathan O'Dea to the Minister for Planning, and Minister for Redfern Waterloo representing the Minister for Police, Minister for Lands, and Minister for Rural Affairs—

Regarding the former St Ives vegetation tip site off Mona Vale Road:

How often has the pumping station, which collects leachate effluent from the tip and returns it to ponds above the site, broken down in the last five years?

What monitoring is in place to ensure effluent from the site is not leaching into the Middle Harbour headwaters catchment, particularly when the pump breaks down and during heavy rain periods?

Is there any evidence that the leachate has bypassed the pumping station and entered into the Middle Harbour Creek system?

What measures are in place to ensure the leachate does not enter the system?

What controls are in place to ensure the holding ponds at the site do not become a breeding ground for mosquitoes?

Has approval ever been granted by the Government for the excavation works on the site which now contains the former vegetation tip?

Are there plans to connect the area to Sydney Water's sewer system?

If not, why not, given the potential for leachate to enter the Middle Harbour headwaters catchment?

Answer—

Although the former tip site comprises Crown land that is held under permissive occupancy by Ku-ring-gai Council, regulatory compliance matters are issues for the Department of Environment Climate Change and Water.

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Question asked on 1 September 2009 (session 54-1) and published in Questions & Answers Paper No. 147.

Answer received on 6 October 2009 and printed in Questions & Answers Paper No. 158.

**7266—ST IVES VEGETATION TIP**

Mr Jonathan O'Dea to the Deputy Premier, Minister for Climate Change and the Environment, and Minister for Commerce—

Regarding the former St Ives Vegetation Tip site off Mona Vale Road:

How often has the pumping station, which collects leachate effluent from the tip and returns it to ponds above the site, broken down in the last five years?

What monitoring is in place to ensure effluent from the site is not leaching into the Middle Harbour Headwaters' catchment, particularly when the pump breaks down and during heavy rain periods?

Is there any evidence that the leachate has bypassed the pumping station and entered into the Middle Harbour Creek system?

What measures are in place to ensure the leachate does not enter the system?

What controls are in place to ensure the holding ponds at the site do not become a breeding ground for mosquitos?

Has approval ever been granted by the Government for the excavation works on the site which now contains the former Vegetation Tip?

Are there plans to connect the area to Sydney Water's sewer system?

If not, why not, given the potential for leachate to enter the Middle Harbour Headwaters' Catchment?

Answer—

This matter is the portfolio responsibility of the Minister for Lands.

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Question asked on 26 June 2009 (session 54-1) and published in Questions & Answers Paper No. 144.

Answer received on 31 July 2009 and printed in Questions & Answers Paper No. 146.