



District Council of
KIMBA
EST. 1924

INFRASTRUCTURE & ASSET MANAGEMENT PLAN 2024-33

August 2023

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1. Executive Summary

This section is intended to give the reader a snapshot of the key items that are covered by this plan.

The plan covers the following four categories of assets:

- Transportation Assets
- Buildings & Structures
- Plant & Equipment
- Other Assets (inc CWMS, Stormwater, Land & office equipment)

1.1 Asset Values

The current replacement costs of the entire stock of each classification of asset listed above are as follows:

- Transportation Assets \$ 35.4M
 - Buildings & Structures \$ 12.0M
 - Plant & Equipment \$ 5.7M
 - Other Assets \$ 9.4M
- Total Current Replacement Costs \$ 62.5M**

1.2 Forecast Capital Expenditure on Infrastructure, Property & Equipment for the next ten years

The forecast total cost per asset category for the next 10 years in relation to replacing existing assets is:

- Transportation Assets \$ 7.5M
 - Buildings & Structures \$ 945k
 - Plant & Equipment \$ 5.3M
 - Other Assets \$ 938k
- 10 Year Cost of Replacing Existing \$ 14.7M**

10 Year Summary of Asset Renewal Programs Funded in 2024-33 Long Term Financial Plan

Year Ending 30 June:	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Plant & Machinery	510	768	545	658	1,070	310	815	290	135	170
Office Equipment & Furniture	38	20	20	20	20	20	20	20	20	20
Buildings	0	120	100	100	150	50	75	100	50	200
Road Resheeting (inc DRP)	904	335	463	469	474	397	395	434	268	327
Road Resealing	307	310	347	300	262	308	292	278	335	272
Other, CWMS & Stormwater	0	80	80	80	80	80	80	80	80	80
Total	1,759	1,633	1,555	1,627	2,055	1,165	1,677	1,203	889	1,069

1.3 Forecast Expenditure of New Capital Items for the next ten years

The following new assets have been identified for construction over the next ten years with \$599k included in the 2023-24 Annual Budget. Section 8.2 does include a number of projects that may proceed, should Council be successful in obtaining some grant funding to subsidise the costs.

Local Roads & Community Infrastructure Program (LRCIP) funding of \$389k has been included in the 2023-24 budget under new assets, however, has not been allocated to a specific project at this time.

Footpath Construction Program Summary:

Year End 30 June	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000
Total	23	48	36	27	38	38	27	52	40	44

2. Introduction

2.1 Background

The requirement to have an asset management plan is outlined in the following extract from the Local Government Act 1999

122—Strategic management plans

(1a) A council must, in conjunction with the plans required under subsection (1), develop and adopt—

- (a) a long-term financial plan for a period of at least 10 years; and
- (b) an infrastructure and asset management plan, relating to the management and development of infrastructure and major assets by the council for a period of at least 10 years,

(and these plans will also be taken to form part of the council's strategic management plans).

Asset management planning is a comprehensive process to ensure delivery of services from infrastructure is provided in a financially sustainable manner.

An asset management plan details information about infrastructure assets including actions required to provide an agreed level of service in the most cost effective manner. The Plan defines the services to be provided, how the services are provided and what funds are required to provide the services.

This Infrastructure & Asset Management Plan (IAMP) is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service.

The IAMP is to be read with the following associated planning documents:

- District Council of Kimba Strategic Plan 2021-25
- District Council of Kimba Long Term Financial Plan 2024-33
- District Council of Kimba Annual Business Plan & Annual Budget 2023-24

2.2 The Purpose 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,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.

2.3 Strategic Goals & Objectives of Council

Vision

Driving innovative and accountable leadership for a vibrant, sustainable Kimba.

Mission

The District Council of Kimba is committed to bettering the lives of residents and ratepayers through leadership, advocacy and the high-quality delivery of services and programs that improve the social and economic standing of our community.

Council have identified the following strategic objectives as outlined in its Strategic Management Plan 2021-25:

- *Provide relevant and sustainable community services*
- *Provide relevant and sustainable asset services*
- *Build local business capacity*
- *Be transparent, accountable & financially sustainable*
- *Strive to increase population levels*
- *Develop and support sustainable environmental strategies*

Having an appropriate quality and sized inventory of assets to deliver the various services that flow from these strategies is critical. This plan identifies these assets and ensures appropriate service standards, maintenance and renewal programs are in place so as to ensure the assets are able to provide the expected level of service. Strategic Objective # 2 and its associated principal activities are particularly relevant to the IAMP.

Strategic Objective # 2: Provide relevant and sustainable asset services

Principal Activities:

1. *Identify and improve the existing range and level of asset services*
2. *Demonstrate that Councils' asset management plans are financially sustainable*
2. *Collaborate with neighbouring Councils in relation to asset sharing and procurement*
3. *Negotiate with EPLGA for Special Local Road funding directed at roads with regional significance*
4. *Lobby other levels of government to improve quality of state and federal roads*

2.4 Asset Management Plan Framework

Key elements of the plan are:

- Levels of service
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how the organisation will manage its existing and future assets to provide the required services.
- Financial summary – what funds are required to provide the required services.
- Monitoring – how the plan will be monitored to ensure it is meeting the organisation's objectives.
- Asset management improvement plan.

2.5 Information Flow Requirements & Processes

The key information flows *into* this asset management plan are:

- Council strategic and operational plans,
- Service requests from the community,
- Network assets information,
- The unit rates for categories of work/materials,
- Current levels of service, expenditures, service deficiencies and service risks,
- Projections of various factors affecting future demand for services and new assets acquired by Council,
- Future capital works programs,
- Financial asset values.

The key information flows *from* this asset management plan are:

- The projected Works Program and trends,
- The resulting budget and long term financial plan expenditure projections,
- Financial sustainability indicators.

These will impact the LTFP, annual budget and departmental business plans and budgets.

2.6 Importance of accurate asset management data to long term financial sustainability

Financial asset data has two types of use. Firstly, it is used to calculate depreciation in the Statement of Comprehensive Income (Operating Statement) as well as the fair value of Property, Plant & Equipment in the Statement of Financial Position (Balance Sheet). The second use for financial asset data is to determine how much an asset will cost to replace and which year it is likely to need to be replaced.

In summary, the financial statements use the financial data to report current consumption of assets and current values and also use the data from a future perspective when preparing asset management renewal programs.

Depreciation is one of the largest numbers in the operating statement, fair value of Property, Plant & equipment is the largest value in the balance sheet and the capital renewal expenditure (as contained in the asset management capital renewal programs) are usually the most material cash outflows contained in the LTFP. There is an obvious connection between these items and long term financial sustainability.

If the asset data that underpins the depreciation charge, fair value and the asset renewal expenditure is inaccurate, then Council will by default also have an inaccurate assessment of its future likely levels of financial sustainability.

Up to date data is essential as situations change over time, hence, the need to update the asset management renewal programs on a timely basis and at least on an annual basis as part of the legislatively required review of the LTFP.

3. Levels of Service

This plan has been prepared on the assumption that current service standards are adequate to meet the expectations of the community. Further to this, the LTFP indicates that Council is in a strong, financially sustainable position. Accordingly, scenario analysis has not been undertaken at this stage to determine the relative increases or decreases in costs associated with providing increased or decreased service ranges and levels.

Future iterations of this plan intend to comprehensively record the range and levels of both operating services as well as asset services. This then provides Council with solid decision making data to analyse the impact of various scenarios on Councils long term financial position where services are increased or decreased should the need arise at a future time.

Service levels will be defined in two terms:

3.1 Community Levels of Service

Community levels of service relate to the service outcomes that the community wants in terms of safety, quality, quantity, reliability, responsiveness, cost effectiveness and legislative compliance.

Community levels of service measures used in the asset management plan are:

Quality	How good is the service?
Function	Does it meet users' needs?
Safety	Is the service safe?

3.2 Technical Levels of Service

Supporting the community service levels are also technical measures of performance. These technical measures relate to the allocation of resources to service activities that the council undertakes to best achieve the desired community outcomes.

Technical service measures are linked to annual budgets covering:

- Operations – the regular activities to provide services such as opening hours, cleaning frequency, mowing frequency, etc.
- Maintenance – the activities necessary to retain an asset as near as practicable to its original condition (e.g. road patching, unsealed road grading, building and structure repairs),
- Renewal – the activities that return the service capability of an asset up to that which it had originally (e.g. frequency and cost of road resurfacing and pavement reconstruction, pipeline replacement and building component replacement),
- Upgrade – the activities to provide a higher level of service (e.g. widening a road, sealing an unsealed road, replacing a pipeline with a larger size) or a new service that did not exist previously (e.g. a new library).

4. Future Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, agricultural practices and environmental awareness, etc.

The view taken in the preparation of this plan, as well as the LTFP, is that there will be minimal shifts either upwards or downwards in current population levels. Should this change over time then both the IAMP & LTFP will need to be updated.

5. 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.

Maintenance includes reactive, planned and specific maintenance work activities.

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.

Specific 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 but may require a specific budget allocation.

Current maintenance expenditure levels are considered to be adequate to meet required service levels. Future revision of this IAMP will include linking required maintenance expenditures with required service levels.

Assessment and prioritisation of reactive maintenance is undertaken by operational staff using experience and judgement.

Current maintenance expenditure levels are considered to be adequate to meet required service levels.

The following table includes typical allocations included in the management level operating budgets for the maintenance of Councils assets. This allocation varies from year to year due to a range of variables that impact on where the focus needs to be. Overall, the total expenditure remains consistent but where staff time is charged varies according to requirements. General maintenance programs exist, however, there is a component of 'as needs maintenance' that will vary from year to year.

Operating Expenditure – Indicative p.a.	\$,000
Community Wastewater Management	45
Water Supply	42
Institute and Gardens	33
Health Services	38
Independent and Aged Accommodation	52
Public Conveniences	64
Waste Disposal Facilities	182
Stormwater Management	15
Street Cleaning	28
Street Scaping	16
Parks and Gardens	64
Recreation Facilities – Outdoor	82
Swimming Centre	14
Aerodrome	40
Roads – Sealed	112
Roads – Formed	317
Footpaths, Kerbs and Guttering	45
Roads Unformed	158

6. Types of Capital Expenditure. Renewal / Replacement vs New / Upgrade

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.

e.g. Resheeting a road to its previous width & depth.

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.

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.

e.g. Installing a CWMS for the first time.

New assets and upgrade/expansion of existing assets are identified from various sources such as councillor or community requests, proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected to verify need and to develop a preliminary estimate.

It is possible for capital expenditure to be a combination of renewal as well as upgrade.

e.g. the replacement of a road that was initially was a 6 metre wide sheeted surface with an 8 metre width sheeted surface can be considered part replacement and part upgrade.

The important point to understand is that if Council is not able to replace its existing assets in a timely manner, then new assets should not be built unless less essential. By building new assets Council is effectively building new liabilities as the assets usually don't generate revenue (e.g. roads), cannot be sold and will need to be maintained and eventually replaced.

7. Transportation Assets

7.1 Asset Class Description & Value

Transportation assets include sealed roads, unsealed roads, footpaths, kerb and guttering. These assets have a total current replacement cost of \$35.4M.

The unsealed road network forms a significant portion of the Transport assets category.

7.2 Forecast Capital Expenditure on Transportation Assets

The following resheeting program considers the whole of network review undertaken by Tonkins Consulting and Council staff shortly after ex-tropical Cyclone Tiffany extensively damaged the road network in January 2022.

The prioritisation of roads also reflects the changed usage of the network resulting from the use of T-Ports Lucky Bay' grain exporting business by a much larger portion of the farming community than in past years.

Unsealed Roads – Resheeting Program

Road Name	Category	2024 km's	2025 km's	2026 km's	2027 km's	2028 km's	2029 km's	2030 km's	2031 km's	2032 km's	2033 km's
Disaster Recovery Program	various	21									
Disaster Recovery Program	various		7								
Siding Road	2			4							
Panitya/Darke Peak Road	2			4							
Pinkawillanie Road	1			3							
Panitya/Darke Peak Road	2				4						
Ramsey Road	3a				2						
Pinkawillanie Road	1				2						
Old Eyre H/way	2				4						
Buckleboo Hundred Line Road	2					4					
Panitya/Darke Peak Road	2					6					
Middleback Road	2					2					
Old Cleve Road	2						4				
Joyces Road	2						4				
Wild Dog Hill Road	2						2				
Middleback Road	2							6			
Emu Rocks Road	2							4			
Middleback Road	2								7		
Stringer Road	2								4		
Heggaton Road	2									4	
Old Eyre H/way	3a									4	
Township Rural	3a										12
Total Km		21	7	11	12	12	10	10	11	8	12
Total Cost (\$,000)		904	335	463	469	474	397	395	434	268	327

7.3 Unsealed Road Network Hierarchy

Each road in the sheeted road network is allocated to a level within a hierarchy based on that roads' level of strategic significance. The higher the level in the hierarchy then the higher the associated service level.

Service levels are an important mechanism available to Council to influence its long term financial sustainability. There is a connection with capital outlays, as the higher the service level then the greater the cost per kilometre to resheet or construct. Accordingly, by amending the specifications or the number of kilometres of road in a particular category of road, Council has the ability to increase or decrease future capital expenditure levels upwards or downwards.

Service levels also impact on depreciation calculations. In general, the lower the category rating then the longer the total useful life is of the section of road and accordingly, the lower the depreciation charge. Further to this, the lower the category, the lower the cost of construction is.

Finally, service levels also determine volume of road maintenance required which impacts on the level operating expenditure included in the budget.

The Council have adopted the following classifications as set out in its unsealed roads policy:

Category 1: Main (Sheeted)

These include only the major roads within the Council area that serve as local arterial roads. These roads can be described as major re-sheeted arterial roads and include freight, social and tourism usage.

Category 2: Secondary (Sheeted)

These include roads that link to the major arterial roads and sealed road network. Predominantly carrying local traffic for both freight and social usage, with sheeted sections along their length.

Category 3: Tertiary (Formed)

These include roads that can be described as formed natural surface roads with sections of sheeted material in some areas. These roads provide farm gate access as well as freight and social usage. Also providing access to rural residences currently being used.

Category 3A: Residential access (Sheeted)

These roads include upgrades to residential access on properties that are currently lived in. Council has a schedule which is being undertaken to ensure all lived in properties are all weather access.

Category 4: Farm gate access (Unformed)

These include roads that are unformed and provide farm gate access, property access and carry only local traffic, predominantly landholders. Can be used for social and freight routes.

Category 5: Tracks/road reserves (Unformed)

These include remainder of undeveloped road reserves within the district boundary. At the time of adoption of this policy, it is Councils intention to not further develop this network due to the budgetary constraints.

Size of unsealed road network:

Cat 1 - 103kms / Total Useful Life 32 years

Cat 2 - 250kms / Total Useful Life 36 years

Cat 3/3a formed roads - 537kms / Total Useful Life 70 years

Cat 4 formed roads – 320kms

Unsealed Town Roads – 15kms/ Total Useful Life 70 years

7.4 Sheeted Road Network Construction and Maintenance – Service Standards

Council will endeavour to bring to and maintain each category road to the following standards outlined below. This will be subject to budget provisions and climatic conditions.

Category 1: (Sheeted)

Generally constructed to the following standards:

- Formation width 12 metres including side drains
- Sheeted width 9 metres
- Sheeted material thickness 150mm
- Sheeted material – local rubble gridded or crushed

Maintain the following standards dependant on seasonal conditions and traffic movements:

- 3-4 grades per year
- Repair surface damage as required
- Drainage cleaned as required
- Signage replaced as required

Category 2: (Sheeted)

Generally constructed to the following standards:

- Formation width 10 - 12 metres including side drains
- Sheeted material width 9 metres
- Sheeted material thickness 120mm
- Sheeted material – local rubble gridded or crushed

Maintained the following standards dependant on seasonal conditions and traffic movements:

- 2-3 grades per year
- Repair surface damage as required
- Drainage cleaned as required
- Signage replaced as required

Category 3 & 3A: (Formed / Sheeted)

Generally constructed to the following standards:

- Carriageway formed to a width of 10 - 12 metres where practical
- Sections of carriageway may be of sheeted material dependant on individual use
- Sheeted material width 8 metres
- Sheeted material thickness 100mm
- Sheeted material – local rubble gridded

Maintained the following standards dependant on seasonal conditions and traffic movements:

- 1-2 grades per year
- Repair surface blowouts
- Drainage cleaned as required
- Signage replaced as required

Category 4: (Unformed)

Generally constructed to the following standards

- Unformed width 8 - 10 metres
- Minimal drainage

Maintained the following standards dependant on seasonal conditions

- Minimal attention
- 0-1 grades per year

Category 5: Tracks/road reserves (Unformed)

These include remainder of undeveloped road reserves within the district boundary.

This category of road is not maintained by Council.

7.5 Sealed Road Network

Council's sealed road network is comparatively smaller than its unsealed road network. The sealed road network is separated into two categories being:

- Township (12kms)
- Rural (88kms)

Annual allocations vary from year to year with road priorities being determined with reference to a comprehensive condition assessment report from a qualified engineer, Daryl Matters. The treatments used vary from road to road dependent upon the level of strategic significance as well as the pre-existing structure of the road.

Road Resealing Program

Road Name	2024 \$,000	2025 \$,000	2026 \$,000	2027 \$,000	2028 \$,000	2029 \$,000	2030 \$,000	2031 \$,000	2032 \$,000	2033 \$,000
Kimba Cowell Road	136									
Buckleboo Road	104									
Ellis Avenue	30									
South Terrace	13									
West Terrace	25									
Kimba Cowell Road		89								
Balumbah Kinnard Road		72								
Kimba Terrace		12								
Railway Terrace		103								
Wohling Drive		34								
Vintage Drive			19							
Balumbah Kinnard Road			120							
Kimba Cowell Road			142							
Scharrad Crescent			15							
Kimba Cowell Road			51							
Balumbah Kinnard Road				126						
Buckleboo Road				50						
Balumbah Kinnard Road				124						
Balumbah Kinnard Road					80					
Kimba Cowell Road					78					
Buckleboo Road					95					
South Terrace					10					
Kimba Cowell Road						82				
Schaeffer Avenue						80				
Buckleboo Road						62				
High Street						83				
Kimba Cowell Road							148			
Cross Street							42			
Kimba Cowell Road							102			
Kimba Cowell Road								55		
Buckleboo Road								123		
Balumbah Kinnard Road								23		
North Terrace								53		
Whyte Avenue								24		
Kimba Cowell Road									88	
Buckleboo Road									101	
Kimba Cowell Road									146	
Buckleboo Road										47
Kimba Cowell Road										225
	307	310	347	300	262	308	292	278	335	272

7.6 Footpath, Kerb & Guttering – New Construction Program

Council is committed to delivering the following footpath construction program over the next ten years. External assistance has been engaged where necessary in the development of this program.

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Schaefer Avenue	90									
Railway Terrace		185								
Kimba Terrace			110							
Kimba Terrace			30							
North Terrace				105						
Stephens Street					145					
Williams Street						145				
South Terrace							105			
Sampson Street								200		
Park Terrace									155	
Martin Terrace										170
Linear Meters	90	185	140	105	145	145	105	200	155	170
Total \$	23,400	48,100	36,100	27,300	37,700	37,700	27,300	52,000	40,300	44,200

Costs based on current pricing \$260 per lineal metre

8. Buildings & Structures

8.1 Asset Class Description & Value

Buildings include Council owned buildings such as the depot, administration, town hall, health centre, country fire service and staff accommodation. Structures include items such as playground equipment, shelters for picnic areas, seating, fencing and sheds. This class of asset has a current replacement cost of \$12M.

8.2 Forecast Capital Expenditure on Buildings & Structures

Council staff undertook a review of Councils significant buildings and have made the following forecasts in relation to building renewal requirements over the next ten years:

Year Ending 30 June:	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
KPMV Existing Buildings	-	-	-	-	-	50	75	100	50	-
CEO Residence	-	-	-	-	150	-	-	-	-	-
Allocation	-	-	100	100	-	-	-	-	-	-
Depot Bulk Fuel Tank	-	120	-	-	-	-	-	-	-	-
Town Hall - Roof Upgrade	-	-	-	-	-	-	-	-	-	200
Total Buildings & Structures	-	120	100	100	150	50	75	100	50	200

External assistance has also been engaged where necessary in the development of the above renewal program.

The requirement to undertake any significant work on buildings and structures are reviewed on an annual basis, with appropriate amounts being included in the Annual Budget as required.

The operating budget also contains an allocation of funding to cater for the ongoing annual maintenance requirements of these buildings.

New asset expenditure has been budgeted for in the 2023-24 year as follows:

- Nugent Road - new fence and road \$60k
- Doctors House upgrade – West Terrace \$70k

Other than this, no new assets are included at this time.

Future Building Projects

The following projects fall into the category of New & Upgraded Assets and are not funded in the LTFP. Scenario analysis undertaken indicated funding the following projects would push Council into an operating deficit position with potentially undesirable changes required to be made to Councils financial strategy to ensure Council remained in a financially sustainable position.

These projects are included however as management intend to pursue grant funding where possible. Should funding become available then the LTFP will be updated at that time to ensure Council remains in sustainable position should it pursue the construction of new or upgraded assets.

Year Ending 30 June:	2025 \$'000	2026 \$'000	2027 \$'000
KPMV New 2 Bedroom Units	-	250	250
New Doctors House	800	-	-
Gums Toilets	-	-	300
Town Hall – External Toilets	-	500	-
Town Hall - Roof Upgrade	-	-	-
Total Buildings & Structures	800	750	550

9 Plant & Equipment

9.1 Asset Class Description & Value

Plant & Equipment are a significant class of asset and include large pieces of equipment such as graders and tractors as well as the small fleet of Council cars and utilities. The current replacement cost of this class of assets as recorded in the financial statements is \$5.7M.

9.2 Forecast Capital Expenditure on Plant & Equipment:

Council's plant & equipment replacement program has been used to populate the following table. The amounts below have been funded in the relevant year of the Long Term Financial Plan 2024-33:

Year Ending 30 June:	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
CAT D7R Dozer	-	-	-	-	850	-	-	-	-	-
CAT 120M Grader	-	500	-	-	-	-	-	-	-	-
CAT 12M Grader	-	-	-	-	-	-	530	-	-	-
Skidsteer Loader	-	-	-	80	-	-	-	-	-	-
Woolford Roller	-	-	-	-	-	120	-	-	-	-
Pahl Roller	-	-	-	-	-	120	-	-	-	-
Mack Vision	-	-	360	-	-	-	-	-	-	-
Mack Water Tanker	-	-	-	350	-	-	-	-	-	-
Hino Roadsweeper	-	-	-	-	-	-	-	200	-	-
Isuzu Compactor	-	100	-	-	-	-	-	-	-	-
Isuzu Tipper	-	-	80	-	-	-	-	-	-	-
Iveco Rubbish Truck	350	-	-	-	-	-	-	-	-	-
Kubota 5470	-	-	-	-	70	-	-	-	-	-
Toyota Prado (CEO Vehicle)	65	-	-	57	-	-	70	-	-	70
Toyota Prado (WM Vehicle)	-	70	-	-	70	-	-	70	-	-
Toyota Camry Atara	-	-	-	31	-	-	-	-	-	-
Isuzu Ute (Workshop)	-	-	-	-	-	50	-	-	-	-
Isuzu Dual Cab Ute	-	-	55	-	-	-	-	-	55	-
Isuzu Ute (Town)	55	-	-	-	-	-	55	-	-	-
Isuzu Dual Cab Ute	-	-	-	50	-	-	-	-	-	50
Isuzu Dual Cab Ute	-	-	-	50	-	-	-	-	-	50
Holden Van (cleaner)	-	18	-	-	-	-	-	-	-	-
Toyota Hi-Ace Bus	-	-	-	-	-	-	120	-	-	-
Kubota Mower – catcher	-	60	-	-	-	-	-	-	-	-
Toro Ground Master	-	-	-	-	-	-	-	-	60	-
Toro – Oval Mower	-	-	-	-	60	-	-	-	-	-
Kubota RTV	-	-	30	-	-	-	-	-	-	-
Minor plant replacement	40	20	20	40	20	20	40	20	20	-
Total (gross) Plant & Equipment	510	768	545	658	1,070	310	815	290	135	170

9.3 Forecast Trade In Values on Plant & Equipment Disposals

The table included in section 9.2 above represents the gross amount that would be payable if no plant was traded in as part of the replacement purchase.

The table that follows estimates the trade in value that has been factored into the LTFP.

Year Ending 30 June:	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
CAT D7R Dozer	-	-	-	-	300	-	-	-	-	-
CAT 120M Grader	-	110	-	-	-	-	-	-	-	-
CAT 12M Grader	-	-	-	-	-	-	110	-	-	-
Skidsteer Loader	-	-	-	20	-	-	-	-	-	-
Woolford Roller	-	-	-	-	-	20	-	-	-	-
Pahl Roller	-	-	-	-	-	20	-	-	-	-
Mack Vision	-	-	60	-	-	-	-	-	-	-
Mack Water Tanker	-	-	-	50	-	-	-	-	-	-
Hino Roadsweeper	-	-	-	-	-	-	-	20	-	-
Isuzu Compactor	-	5	-	-	-	-	-	-	-	-
Isuzu Tipper	-	-	20	-	-	-	-	-	-	-
Iveco Rubbish Truck	100	-	-	-	-	-	-	-	-	-
Kubota 5470	-	-	-	-	-	-	-	-	-	-
Toyota Prado (CEO Vehicle)	50	-	-	55	-	-	55	-	-	55
Toyota Prado (WM Vehicle)	-	55	-	-	55	-	-	55	-	-
Toyota Camry Atara	-	-	-	14	-	-	-	-	-	-
Isuzu Ute (Workshop)	-	-	-	-	-	20	-	-	-	-
Isuzu Dual Cab Ute	-	-	25	-	-	-	-	-	25	-
Isuzu Ute (Town)	27	-	-	-	-	-	25	-	-	-
Isuzu Dual Cab Ute	-	-	-	20	-	-	-	-	-	20
Isuzu Dual Cab Ute	-	-	-	20	-	-	-	-	-	20
Holden Van (cleaner)	-	3	-	-	-	-	-	-	-	-
Toyota Hi-Ace Bus	-	-	-	-	-	-	20	-	-	-
Kubota Mower – catcher	-	10	-	-	-	-	-	-	-	-
Toro Ground Master	-	-	-	-	-	-	-	-	10	-
Toro – Oval Mower	-	-	-	-	-	-	-	-	-	-
Kubota RTV	-	-	5	-	10	-	-	-	-	-
Minor plant replacement	-	-	-	-	-	-	-	-	-	-
Total Trade In Estimates	177	183	110	179	365	60	210	75	35	95

10 Other Assets

10.1 Asset Class Description & Value

The current replacement cost of this class of assets as is \$9.4M.

This class of assets includes the following significant assets:

- Office Furniture & Equipment
- Community Wastewater Management Systems
- Stormwater Drainage
- Sundry other assets

10.2 Forecast Capital Expenditure on Other Assets for the next ten years

Council has allocated in its long term financial plan an average of \$100k per annum for the renewal of various components of these assets. The exception to this is the 2023-24 year where only \$38k is required.

Future iterations of this plan may include a more detailed section on CWMS assets. At this time, it is not considered necessary due to the basic nature of Council's CWMS being a gravity drain based system rather than a complex pumping system. Accordingly, ongoing renewal costs are lower with nothing specifically identified for the ten years of this plan.