



DISTRICT COUNCIL OF
CLEVE

**INFRASTRUCTURE &
ASSET MANAGEMENT PLAN
2024-33**

August 2023

INDEX

| | Page # |
|--|---------------|
| 1. Executive Summary | 3 |
| 2. Introduction | 4 |
| 3. Levels of Service | 7 |
| 4. Future Demand Forecast | 8 |
| 5. Routine Maintenance Plan | 8 |
| 6. Types of Capital Expenditure | 9 |
| 7. Transportation Assets | 9 |
| 8. Community Wastewater Management Systems | 14 |
| 9. Buildings & Structures | 14 |
| 10. Plant & Equipment | 15 |
| 11. Other Assets | 15 |

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 categories of assets:

- Transportation Assets
- Buildings & Structures
- Plant & Equipment
- Community Wastewater Management Systems
- Other

1.1 Asset Values

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

| | |
|---|------------------|
| • Transportation Assets | \$ 50.9 M |
| • Buildings & Structures | \$ 11.3 M |
| • Plant & Equipment | \$ 5.2 M |
| • Community Wastewater Management Systems | \$ 8.1 M |
| • Other | \$ 4.1 M |
| Total Current Replacement Costs | \$ 84.4 M |

1.2 Forecast Capital Expenditure on Infrastructure, Property & Equipment for the next 10 Years

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

| | |
|--|------------------|
| • Transportation Assets | \$ 16.2 M |
| • Buildings & Structures | \$ 594 k |
| • Plant & Equipment | \$ 6.4 M |
| • Community Wastewater Management Systems | \$ 720 k |
| • Other | \$ 675 k |
| 10 Year Cost of Replacing Existing Assets | \$ 24.6 M |

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

| | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 |
| | \$,000 | \$,000 | \$,000 | \$,000 | \$,000 | \$,000 | \$,000 | \$,000 | \$,000 | \$,000 |
| Sealed Roads | 1,020 | 873 | 912 | 126 | 126 | 126 | 168 | 126 | 126 | 126 |
| Unsealed Roads | 1,504 | 1,188 | 1,320 | 1,232 | 1,320 | 1,232 | 1,122 | 1,122 | 946 | 1,010 |
| Footpaths, Kerb & Guttering | 60 | 58 | 50 | 36 | 36 | 61 | 61 | 33 | 54 | 33 |
| Plant & Equipment | 992 | 950 | 591 | 415 | 970 | 440 | 696 | 545 | 477 | 300 |
| Other Assets | 90 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 |
| Buildings | 0 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| CWMS | 0 | 120 | 120 | 120 | 120 | 120 | 120 | 0 | 0 | 0 |
| Total | 3,666 | 3,320 | 3,124 | 2,060 | 2,703 | 2,110 | 2,298 | 1,957 | 1,734 | 1,600 |

1.3 New Assets

New asset construction included in the Annual Business Plan for 2023-24 totalling \$2.8M:

| Project | \$,000 |
|--|--------|
| Boarding House | 1,462 |
| Dog Park Upgrade | 30 |
| Redbanks RV Park | 200 |
| Marina Access Road-Oscar Road | 483 |
| Marina Upgrade | 415 |
| Tree Replacement Program – Jacarandas | 30 |
| CWMS Pump Upgrade | 10 |
| Stormwater Dam Overflow | 12 |
| Playspace (lighting/water/fencing) | 25 |
| Cleve RV Park/Showgrounds Toilet Upgrade | 145 |

A future projects fund has been included in the LTFP under new asset construction expenditure. An amount of \$300k per annum has been included from the 2024-25 year to the 2028-29 year with an amount of \$700k per annum included each year after that. The fund is in acknowledgement of Councils ability to fund future projects contained in its economic development plan which is consistent with Councils strategic Management Plan.

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 asset management plan 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 asset management plan is to be read with the following associated planning documents:

- District Council of Cleve Strategic Management Plan 2020-2025
- District Council of Cleve Long Term Financial Plan 2024-33

- District Council of Cleve 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,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.

2.3 Relationship of the Asset Management Plan with Councils' Strategic Management Plan

This asset management plan identifies operational strategies to assist Council in delivering the relevant sections of the following strategic objectives and principal activities as outlined in the recently updated Strategic Management Plan 2020-25.

Vision:

A thriving district of inclusive and supportive rural and coastal communities enjoying a safe, well-serviced and relaxed country lifestyle.

Mission:

- Providing leadership and working with our community to meet their expectations
- Fostering a sense of community and inclusion
- Delivering quality community services and providing, maintaining and improving community facilities
- Encouraging economic development and maintenance of a sustainable population
- Engaging with community and working with Stakeholders
- Being financially responsible in its decision making

Strategic Goals:

- A Connected, Resilient & Thriving Community
- Maintaining a Sustainable Population
- Prosperous Local Economy
- Quality Services & Infrastructure
- An Engaged Community

2.4 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 and 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,
- The resulting budget and long term financial plan expenditure projections.

These will impact the Long Term Financial Plan, Annual Budget and Annual Business Plan both today and into the future

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.

Depreciation is one of the largest expense items in the Statement of Comprehensive Income, and the capital renewal expenditure (as contained in the asset management capital renewal programs) are the most material cash outflows contained in the Long Term Financial Plan. There is an obvious connection between these items and long term financial sustainability.

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

The following process was undertaken in 2022 to ensure the accuracy of Councils asset data in relation to its sealed and unsealed road networks:

1. The existing road hierarchy as contained in Council's roads asset register was colour coded to a poster sized rack map of Councils Road network.
2. A comprehensive review of road classifications was undertaken by the Manager of Infrastructure & Civil Works in consultation with the Manager Corporate Services as well as an external consultant.
3. The existing asset data was updated to reflect the outcome of the review. There were some changes in the classification of some segments of the road network, changes to the standard unit rates and changes to the average total useful life assumption for each category of road.

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. Service level 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.

Service levels are defined in two terms:

3.1 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, cleansing 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.

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.

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.

| | |
|-------------------------------|-----|
| • Cemetery | 30 |
| • CWMS | 90 |
| • Public Convenience | 45 |
| • Waste Management facilities | 35 |
| • Street Cleaning | 10 |
| • Halls & Council Buildings | 115 |
| • Parks, Gardens | 295 |
| • Sport & Recreation | 15 |
| • Sealed Maintenance | 145 |
| • Unsealed Maintenance | 500 |
| • Aerodrome | 35 |
| • Arno Bay Harbour | 25 |
| • Plant & Equipment | 280 |

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 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 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 Description

Transportation assets include sealed roads, unsealed roads, footpaths, kerb & guttering and bridges. These assets have a total current replacement cost of \$50.9M.

In January 2022 a large portion of Councils' Road network was extensively damaged by the tail end of tropical cyclone Tiffany. External consultants GPE were engaged at that time to assist Council staff to undertake a significant condition assessment of all transportation assets. As a result of this review Council believe the transportation asset renewal programs to be

extremely robust. The programs have taken into account the remedial work undertaken since the weather event to restore the road network to its original condition.

7.2 Unsealed Roads

7.2.1 Unsealed Roads Hierarchy

Categories of roads

Council has categorised its unsealed road network into four categories based primarily on usage patterns:

- Category 1 – Primary collector roads
- Category 2 – Secondary collector roads
- Category 3 – Property access roads
- Category 4 – Formed Roads

7.2.2 Service Standards – Construction / Resheeting Unsealed Roads

Council have agreed to use the following specifications when constructing or resheeting unsealed roads. These are known as service levels. The higher the category of road then the higher the service level applied.

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 is the total useful life of the section of road and accordingly the lower the depreciation charge. Further to this the lower the category the lower is the cost of construction.

The following service levels / construction levels have been identified by Council staff as 'typical dimensions' roads in these categories are built to.

| | |
|----------------|-----------------------------|
| Category 1 | 9m wide & approx 200mm deep |
| Category 2 & 3 | 8m wide & approx 150mm deep |

7.2.3 Asset Data

Size of sheeted road network:

| | |
|------------|-------------------------------------|
| Category 1 | 198kms / Total Useful Life 20 years |
| Category 2 | 249kms / Total Useful Life 25 years |
| Category 3 | 256kms / Total Useful Life 35 years |

Total Sheeted network - 701kms

Required average number of resheet kilometres per annum calculation:

| | |
|------------|-------------------------------------|
| Category 1 | 200kms divide by TUL of 20 = 10 kms |
| Category 2 | 250kms divide by TUL of 25 = 10 kms |
| Category 3 | 250kms divide by TUL of 35 = 8 kms |

Total – 28 kms resheeting per annum

Category 4 formed road network = 1,200kms. Graded once per year.

7.2.4 Forecast Expenditure on Resheeting

The timing of the required work has been prioritised in the tables below based on a condition assessment undertaken by Council staff. Roads in the worst condition have been scheduled for replacement ahead of roads in better condition. History has shown that it is more cost effective to re-sheet or reseal a road in a timely manner as opposed to having to rebuild the road completely.

The following resheeting program will be reviewed on an annual basis. This will ensure that any roads that have deteriorated at a faster rate than expected are moved up the schedule such that where possible they are replaced in a timely manner.

| Road | 2024 kms | 2025 kms | 2026 kms | 2027 kms | 2028 kms | 2029 kms | 2030 kms | 2031 kms | 2032 kms | 2033 kms |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|
| Ross Ramsey | 3 | - | - | - | - | - | - | - | - | - |
| Burton Rd | - | 2 | - | - | - | - | - | - | - | - |
| Rangeview | - | 4 | 4 | 4 | 5 | - | - | - | - | - |
| Scenic (phase 3) | 4 | - | - | - | - | - | - | - | - | - |
| Scenic | - | 3 | - | - | - | - | - | - | - | - |
| King Hicks | 1 | - | - | - | - | - | - | - | - | - |
| O'Connor | - | - | - | - | - | 5 | 6 | - | - | - |
| Kielpa/Kilroo | - | - | - | - | - | 4 | 4 | - | - | - |
| Wudinna | 4 | 4 | 4 | 4 | 6 | 3 | - | - | - | - |
| Wudinna (Flood Rep) | 2 | - | - | - | - | - | - | - | - | - |
| Taragoro | 3 | - | - | - | - | - | - | - | - | - |
| Hampel | - | - | - | 3 | 2 | - | - | - | - | - |
| Chappell | - | - | - | - | 4 | 4 | - | - | - | - |
| Caraptee Hill | - | - | - | - | - | - | 3 | 5 | 5 | - |
| Syversten | - | 3 | - | - | - | - | - | - | - | - |
| Possum Flat | - | - | - | - | - | - | - | - | 5 | 5 |
| Pump Station | - | - | 2 | 3 | 4 | - | - | - | - | - |
| Five Cross | - | - | - | - | - | 4 | - | - | - | - |
| Dreckow | - | - | - | - | - | - | - | - | 4 | 2 |
| Priess | 2 | 3 | - | - | - | - | - | - | - | - |
| Pine Corner | - | - | - | - | - | - | 6 | 4 | - | - |
| Rehn | - | - | 3 | - | - | - | - | - | - | - |
| Hutchins | - | - | - | - | - | - | 5 | - | - | - |
| Elson Campoona | - | - | - | - | - | - | - | - | 8 | - |
| Wharminda | - | 2 | 4 | 3 | 2 | - | - | - | - | - |
| Masters | - | - | - | - | - | 4 | 4 | 4 | - | - |
| Kielpa - Gumflat | - | 4 | 4 | - | - | - | - | - | - | - |
| Schubert | - | 3 | 3 | 3 | - | - | - | - | - | - |
| Girdham | - | - | - | - | - | - | - | - | - | 5 |
| John Burton | - | - | - | 4 | 4 | - | - | - | - | - |
| Heggaton | - | 2 | 6 | 4 | 3 | 4 | - | - | - | - |
| North Spriggs | 2 | - | - | - | - | - | - | - | - | 3 |
| Kielpa - Mangalo | 1 | - | - | - | - | - | - | - | - | - |
| South Spriggs | - | - | - | - | - | - | - | 5 | - | - |
| Pahls Hill | 4 | - | - | - | - | - | - | 4 | 3 | - |
| Cowley (Cleve) | - | - | - | - | - | - | - | 1 | - | - |
| Price | - | - | - | - | - | - | - | - | - | 5 |
| Rocky Corner | - | - | - | - | - | - | - | - | - | 5 |
| Lock - Darke Peak | - | - | - | - | - | - | - | - | - | 3 |
| Bal-Kin Rd | 2 | - | - | - | - | - | - | - | - | - |
| Standpipe | - | - | - | - | - | - | - | 5 | - | - |
| Total kms per annum | 29 | 30 | 30 | 28 | 30 | 28 | 28 | 28 | 28 | 28 |
| Total \$,000 per annum | 1,505 | 1,188 | 1,320 | 1,232 | 1,320 | 1,232 | 1,122 | 1,122 | 946 | 1,010 |

7.2.5 Patrol Grading Program

The target frequency of grading varies from category to category as follows:

- Category 1 roads are graded 3 times a year
- Category 2 roads are graded twice a year
- Category 3 roads are graded once a year

Some roads may be graded more frequently than this whilst other roads might have fewer than this based on the actual condition at the time as well as seasonal factors. The cost of the grading program is built into the operating budget and may vary from year to year due to climactic influence as well as other competing demands.

The Unsheeted road network is also monitored for sectional failure with appropriate remedial maintenance being undertaken on an as needs basis. E.g. 150-200m of a road that is subject to flooding might be resheeted sooner than the rest of that segment of the road. As potholes emerge these are repaired. The cost of this type of road maintenance is also built into the operating budget and also can vary from year to year.

7.3 Sealed Roads

7.3.1 Sealed Roads Hierarchy

Categories of roads

Council has categorised its unsealed road network into three categories based on location as well as usage patterns:

- Rural
- Township Category 1 – roads leading into and out of townships
- Township Category 2 – all other sealed township roads

7.3.2 Construction Standards – Sealed Roads

Initial construction

14/7mm 2 coat seal with C170 Bitumen at a cost of \$7.38 per sqm including aggregate and cartage.

Reseals

7mm single coat seal with C170 Bitumen at a cost of \$5.48 per sqm including aggregate and cartage.

7.3.3 Asset Data

Size of sheeted road network:

- Rural - 96 kms / Total Useful Life 25 years
- Category 2 - 3 kms / Total Useful Life 25 years
- Category 3 - 23 kms / Total Useful Life 55 years

Total Sealed network - 122kms

7.3.4 Forecast Expenditure on Resealing

The costs of resealing the following roads have been included in the Long Term Financial Plan.

| Name | 2024 \$,000 | 2025 \$,000 | 2026 \$,000 | 2027 \$,000 | 2028 \$,000 | 2029 \$,000 | 2030 \$,000 | 2031 \$,000 | 2032 \$,000 | 2033 \$,000 |
|--------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| John St, Darke Peak | 9 | - | - | - | - | - | - | - | - | - |
| Howard Tce, Darke Peak | 9 | - | - | - | - | - | - | - | - | - |
| Charles St, Darke Peak | 9 | - | - | - | - | - | - | - | - | - |
| Theakston Tce, Darke Peak | 16 | - | - | - | - | - | - | - | - | - |
| Henry St, Darke Peak | 33 | - | - | - | - | - | - | - | - | - |
| Darke Tce, Darke Peak | 33 | - | - | - | - | - | - | - | - | - |
| Cowley Rd (Arno Bay) | 10 | - | - | - | - | - | - | - | - | - |
| Tel El Kebir | 30 | - | - | - | - | - | - | - | - | - |
| Whyte St, Cleve | - | 14 | - | - | - | - | - | - | - | - |
| Silver St, Cleve | - | 12 | - | - | - | - | - | - | - | - |
| Creek Rd, Arno Bay | - | 47 | - | - | - | - | - | - | - | - |
| First St, | - | - | 38 | - | - | - | - | - | - | - |
| Second St, | - | - | 31 | - | - | - | - | - | - | - |
| South Tce, | - | - | 44 | - | - | - | - | - | - | - |
| Balumbah Kinnard Rd - shoulder | 600 | 800 | 800 | - | - | - | - | - | - | - |
| Balumbah Kinnard Rd - reseal | 270 | - | - | 126 | 126 | 126 | 126 | 126 | 126 | 126 |
| Edwards Tce, Cleve | - | - | - | - | - | - | 4 | - | - | - |
| Mitchell St, Cleve | - | - | - | - | - | - | 38 | - | - | - |
| Total | 1,020 | 873 | 912 | 126 | 126 | 126 | 168 | 126 | 126 | 126 |

Initial Construction:

14/7mm 2 coat seal with C170 Bitumen

Reseals:

7mm single coat seal with C170 Bitumen

7.3.5 Footpaths, Kerb & Guttering

Councils' LTFP has funded the work included in the table below for reconstruction of the existing network of footpath, kerb & guttering.

| Name | 2024 sqms | 2025 sqms | 2026 sqms | 2027 sqms | 2028 sqms | 2029 sqms | 2030 sqms | 2031 sqms | 2032 sqms | 2033 sqms |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Balumbah Kin, Darke Peak | 300 | | | | | | | | | |
| Cleve footpaths | 100 | | | | | | | | | |
| Ismalia Tce, Arno Bay - 265m | | 400 | - | - | - | - | - | - | - | - |
| Cairo Tce, Arno Bay - 250m | | - | - | 250 | 250 | - | - | - | - | - |
| High St, Arno Bay | | - | - | - | - | - | - | 225 | - | - |
| Arno Bay Rd, Cleve - 230m | | - | 345 | - | - | - | - | - | - | - |
| East Tce, Cleve - 250m | | - | - | - | - | - | - | - | 375 | - |
| West Tce, Cleve | | - | - | - | - | 420 | 420 | - | - | - |
| Fourth St, Cleve - 150m | | - | - | - | - | - | - | - | - | 225 |
| Total sqms per annum | 400 | 400 | 345 | 250 | 250 | 420 | 420 | 225 | 375 | 225 |
| Total \$,000 per annum | 60 | 58 | 50 | 36 | 36 | 61 | 61 | 33 | 54 | 33 |

7.5 Bridges

Council is responsible for the maintenance of two significant bridges located on the Cowell Mangalo Road.

At this point in time no significant renewal works has been identified as being necessary for the ten years of this plan.

Annual maintenance is undertaken on an as needs basis together with routine inspections to ensure the bridge meets the required standards for use.

8. Common Wastewater Management System (CWMS)

Based on inspections undertaken in prior years the Cleve CWMS lining has been scheduled for renewal as outlined in the table below. The District Council of Cleve has another CWMS located in Arno Bay. Recent inspections have not identified any renewal work that needs to be attended to within the ten years of this plan.

| | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------|------|------|
| Cleve CWMS | Relining 120k | Relining 120k | Relining 120k | Relining 120k | Relining 120k | Relining 120k | - | - | - |

9 Buildings & Structures

9.1 Asset Class Description & Value

The current replacement cost of this class of assets is \$11.3M.

Council is responsible for the maintenance and periodical renewal of components of the following significant buildings:

- Three works depot sheds/buildings
- Public Toilet Blocks
- RSL Hall
- Cleve District Hall
- Council Civic Centre
- Two residential dwellings
- Cleve Aerodrome and terminal building
- Cleve Waste Transfer Station

Structures include items such as:

- Arno Bay Creek Boardwalk
- Numerous differing sized sheds
- Mt Nield Base Station Tower and radio base
- Crash Barriers
- Various park and foreshore shelters and amenities
- Viewing platforms
- Arno Bay Jetty
- Cleve Median Irrigation System
- Turnbull Park Playground including Jumping Pillow & Shade Structures
- Cleve Playspace

Recent inspection by Council staff has not identified any significant renewal projects required of its buildings within the ten year period of this plan.

9.2 Forecast Capital Expenditure on Buildings & Structures for the next 10 years

Council has allocated in its long-term financial plan an average of \$66k per annum for the renewal of various components of these buildings.

The requirement to undertake any significant work on these buildings is 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.

10 Plant & Equipment

10.1 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 \$4.9M.

10.2 Forecast Capital Expenditure on Plant & Equipment for the next 10 years

| Name | 2024 \$,000 | 2025 \$,000 | 2026 \$,000 | 2027 \$,000 | 2028 \$,000 | 2029 \$,000 | 2030 \$,000 | 2031 \$,000 | 2032 \$,000 | 2033 \$,000 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Photocopier | 11 | - | - | - | - | - | - | - | - | - |
| Pedestrian Vibe Roller (2t) | 60 | - | - | - | - | - | - | - | - | - |
| JCB 3CX Backhoe | 220 | - | - | - | - | - | - | - | - | - |
| Water Tanker | 25 | - | - | - | - | - | - | - | - | - |
| Kerbing Machine Motor | 6 | - | - | - | - | - | - | - | - | - |
| John Deere Grader | 420 | - | - | - | - | - | - | - | - | - |
| Mitsubishi Prime Mover | 250 | - | - | - | - | - | - | - | - | - |
| Compactor Truck | - | - | - | - | - | - | 400 | - | - | - |
| Cat Vibe Roller | - | - | - | - | - | - | - | - | 220 | - |
| John Deere Mower | - | - | - | - | - | - | - | - | 60 | - |
| Manager Vehicle | - | - | 57 | - | - | 60 | - | - | 63 | - |
| Works Supervisor Vehicle | - | - | 52 | - | - | 55 | - | - | 57 | - |
| CEO's Vehicle | - | 80 | - | 85 | - | 90 | - | 95 | - | 100 |
| Komatsu Loader | - | 250 | - | - | - | - | - | - | - | - |
| John Deere Lawn Mower | - | - | - | - | - | - | - | - | 20 | - |
| Ute (Parks/Gardens) | - | 45 | - | - | - | - | 48 | - | - | - |
| Ute (Mechanic) | - | 45 | - | - | - | - | 48 | - | - | - |
| Ute (Construction) Twin Cab | - | - | 52 | - | - | 55 | - | - | 57 | - |
| John Deere Skid Steer | - | 90 | - | - | - | - | - | - | - | - |
| Iseki Tractor Mower | - | - | - | 55 | - | - | - | - | - | - |
| Isuzu 8 Tonne Tip Truck | - | 250 | - | - | - | - | - | - | - | - |
| Cat 12M Grader (Patrol) | - | - | 430 | - | - | - | - | - | - | - |
| Isuzu 3 Tonne Tip Truck | - | - | - | 85 | - | - | - | - | - | - |
| Case IH Tractor | - | - | - | 120 | - | - | - | - | - | - |
| Crown Forklift | - | - | - | 70 | - | - | - | - | - | - |
| Cat 12M Grader (Patrol) | - | - | - | - | 440 | - | - | - | - | - |
| Isuzu CXZ Prime Mover | - | - | - | - | 250 | - | - | - | - | - |
| Hitachi Loader | - | - | - | - | 280 | - | - | - | - | - |
| Izuzu 8 Tonne Tip Truck | - | - | - | - | - | - | 200 | - | - | - |
| Mitsubishi Utility (Patrol) | - | 45 | - | - | - | 45 | - | - | - | 50 |
| Mitsubishi Utility (Patrol) | - | 45 | - | - | - | 45 | - | - | - | 50 |
| Mitsubishi Utility (Patrol) | - | 45 | - | - | - | 45 | - | - | - | 50 |
| Mitsubishi Utility Twin Cab | - | 55 | - | - | - | 45 | - | - | - | 50 |
| Kerbing Machine Motor | - | - | - | - | - | - | - | - | - | - |
| John Deere 670GP Grader | - | - | - | - | - | - | - | 450 | - | - |
| Total Gross \$,000 | 992 | 950 | 591 | 415 | 970 | 440 | 696 | 545 | 477 | 300 |

11 Other Assets

11.1 Asset Class Description & Value

The current replacement cost of this class of assets as is \$4.1M.

This class of assets includes the following significant assets:

- Yeldulknie Walking & Cycling Trail
- Arno Bay Boat Ramp
- Arno Bay Marina, fittings and structures
- Skate Park
- Water tanks and reuse scheme
- Turnbull Park facilities
- Weighbridge
- Public Art 'Horse' and 'Eagle' Sculpture
- Two Stormwater Dams
- Two CWMS Dams

11.2 Forecast Capital Expenditure on Other Assets for the next 10 years

Council has allocated in its long term financial plan an average of \$65k per annum for the renewal of various components of these assets.