



ASSET PLAN 2022-2032

DRAINAGE | BRIDGE | OPEN SPACE
BUILDING | ROAD & FOOTPATH



JUNE 2022

Hepburn
SHIRE COUNCIL

DOCUMENT CONTROL - ASSET PLAN

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ACKNOWLEDGEMENT OF COUNTRY

Hepburn Shire Council acknowledges the Dja Dja Wurrung as the Traditional Owners of the lands and waters on which we live and work. On these lands, Djaara have performed age-old ceremonies of celebration, initiation and renewal. We recognise their resilience through dispossession and it is a testament to their continuing culture and tradition, which is strong and thriving.

We also acknowledge the neighbouring Traditional Owners, the Wurundjeri to our South East and the Wadawurrung to our South West and pay our respect to all Aboriginal peoples, their culture, and lore. We acknowledge their living culture and the unique role they play in the life of this region.



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1

Hepburn Shire Council is responsible for the acquisition, operation, maintenance, renewal, and disposal of an extensive range of infrastructure assets. Providing effective and efficient management of public asset in the most cost-effective manner is a key obligation of the council.

It is a high-level plan that outlines the long term (10 year) outlook, vision and actions for the organisation's asset. Designed and delivered in an approachable way so that non-asset readers can understand the basic concepts and outline of the plan and organisation's future path.

1.1. The Purpose of Asset Plan

This Asset Plan has been prepared to meet the requirement of section 92 of the Victorian Local Government Act 2020.

The Victorian Local Government Act 2020 states that an Asset Plan must

- include information about maintenance, renewal, acquisition, expansion, upgrade, disposal and decommissioning in relation to each class of infrastructure asset under the control of the Council
- be developed, adopted and kept in force in accordance with the council's deliberative engagement practices.

1.2. Scope of the Asset Plan

Council owned, controlled, and/or managed an extensive range of infrastructure assets. This asset plan only covers Road, Kerb & Channel, Footpath, Bridge & Major Culvert, Storm Water Drainage, Building and Open Space Assets including Recreation Facilities, Playgrounds, Aquatics, Sporting, Playing Surfaces etc. Other non-public assets classes such as Vehicle, Plant, Equipment, ICT etc will be managed separately under internal departmental operational plans.

1.3. What is an Asset?

A physical item which has value and economic life of greater than 12 months with the purpose of delivering a service to the community. Physical public assets like roads, bridges, buildings, Stormwater drainage, playgrounds, sports field etc are covered by this Asset Plan.

1.4. What is Asset Management?

The systematic and coordinated activities, processes and practices, the combination of management, financial, economic and engineering applied to physical assets with the objective of providing the required level of service in the most cost-effective life-cycle management of assets.

1.5. Why is Asset Management Important?

Council manage a portfolio of physical assets that have combined value and replacement cost of \$ 440 Million. These assets are mainly used to provide the services and amenity to our community.

Effective Asset Management provides better accountability, sustainability, risk management, service management, and financial efficiency. The Standard to which these assets are maintained and the extent to which they are expand and improved are a key consideration in setting and delivering on council community Vision and Council Plan.

1.6. Asset Management Framework

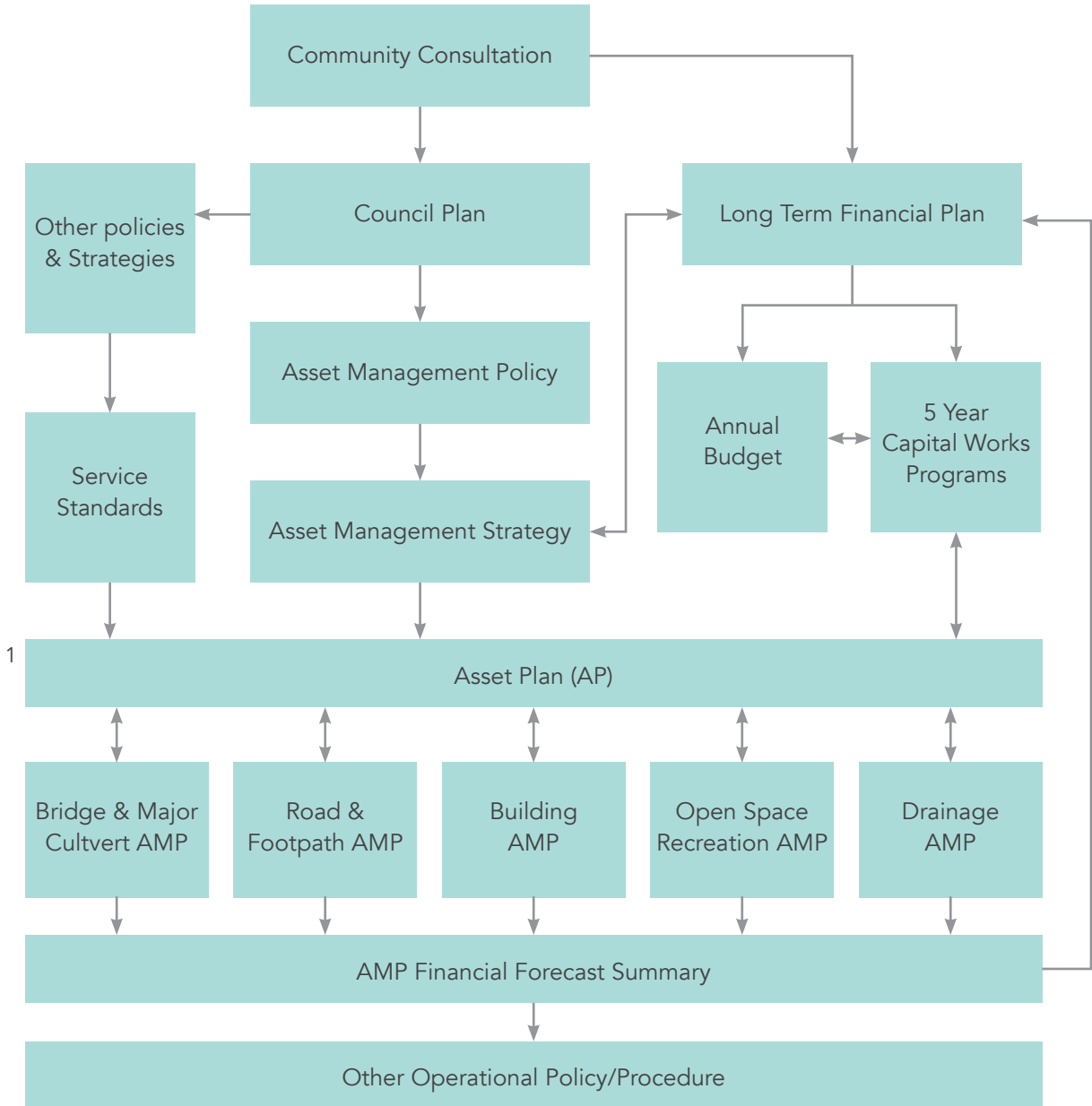
Hepburn Shire council has identified the following five focus areas in its council Plan (2021-25) to help work towards the aims of the community vision:

- A resilient, sustainable and protected environment
- A healthy, supported and empowered community
- Embracing our past and planning
- Diverse economy and opportunities
- A dynamic and responsive Council

The Council Plan plays a vital role in setting the strategic direction of the council plan for the council term and ensures an integrated approach to planning, monitoring and performance reporting.

Council's Asset management Framework shown in fig 1 aims to ensure that a systematic approach to asset management delivers practical and efficient outcomes that meet both our corporate and asset management objectives.

Fig 1. Asset Management Framework



Note: The Asset Management Framework relates to public assets, only Council's public assets are included in the scope.

¹The Naming convention has been updated from the recently adopted Asset Management Policy. To comply with the requirements of the Local Govt Act 2020, the Asset Management Plan (AMP) has been renamed to Asset Plan (AP).

2

The core quality elements of Asset Management are listed below with the following definitions:

2.1 Community Vision & Council Plan

Council plans have a strong external focus, cover major portions of the organisation, and identify major targets, actions, and resource allocations relating to the long-term survival, value, and growth of the organisation. The Council Plan 2021/26 was adopted in October 2021.

2.2 Financial Plan (FP)

The Financial Plan (FP) demonstrates Council's practical and sustainable financial management of meeting service delivery needs. The FP is supported by a series of Financial Strategy principles of which some are directly relevant to Asset Management practices. The current FP has been adopted in October 2021.

2.3 Asset Management Policy (AM)

A high-level statement of the organisation's principles and approach to asset management. The current AM Policy has been adopted in Apr 2021 to incorporate best practice aspects.

2.4 Asset Management Strategy (AMS)

A high-level action plan that gives effect to the organisation's Asset Management Policy. The current AMS has been adopted in 2022.

2.5 Asset Plan

A high-level plan that outlines the long term (10 year) outlook, vision and actions for the organisation's asset. Designed and delivered in an approachable way so that non-asset readers can understand the basic concepts and outline of the plan and organisation's future path.

It includes high level summary about maintenance, renewal, acquisition, expansion, upgrade, disposal and decommissioning in relation to each class of infrastructure asset under the control of the Council. Asset Plan are now being prepared and will be adopted by the end of June 2022.

2.6 Asset Management Plans

Long-term individual Plans (Usually 10-20 years) that outlines the asset activities and programs for each service area and resources applied to provide a defined level of services in the most cost-effective way. Council is committed to developing Asset Management Plans for all its major infrastructure assets as identified in Asset management policy to continue to deliver the required levels of service. Road, Bridge & Major Culvert AMP are now being prepared and will be adopted by the end of 2022. AMP for Building, Stormwater Drainage and Open Space assets will be prepared by 2024 after establishing a robust Asset Register of these assets.

2.7 The Regulatory Framework

The Principle legislation in Victoria governing the establishment and operation of the council is the Local Government Act 2020 ("The Act"). The Act is to give effect to section 74A(1) of the Constitution Act 1975 which provides that local government is a distinct and essential tier of government consisting of democratically elected Councils having the functions and powers that the Parliament considers are necessary to ensure the peace, order and good government of each municipal district.

The act requires all council to prepare Asset Plan which is intended to be a strategic public facing document that informs the community on how the council-controlled infrastructure assets are to be managed to achieve the Council Plan objectives and Community Vision statement. Asset Plan must include information about maintenance, renewal, acquisition, expansion, upgrade, disposal and decommissioning in relation to each class of infrastructure asset under the control of the Council and be developed, adopted and kept in force in accordance with the council's deliberative engagement practices.

2.8 Other Relevant Strategic Documents

- Road management plan
- Road Upgrade Policy
- Public Buildings Maintenance Policy
- Community Engagement Policy
- Risk Management Policy
- Recreation Policy

3

The Level of service is the defined quality for a particular service area and can be grouped into below two categories:

Customer Levels of Service – Customer levels of service relate to what the customer expects of the service. Customer Levels of Service are considered in terms of:

Quality: How good is the service ... what is the condition or quality of the service?

Function: Is it suitable for its intended purpose Is it the right service?

Capacity/Use: Is the service over or under used ... do we need more or less of these assets?

Technical Levels of Service – To deliver the customer values, and impact the achieved Customer Levels of Service, are operational or technical measures of performance. These technical measures relate to the activities and allocation of resources to best achieve the desired customer outcomes and demonstrate effective performance.

Technical service measures are linked to the activities and annual budgets covering:

- **Acquisition** – 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).
- **Operation** – the regular activities to provide services (e.g. opening hours, cleansing, mowing grass, energy, inspections, etc).
- **Maintenance** – the activities necessary to retain an asset as near as practicable to an appropriate service condition. Maintenance activities enable an asset to provide service for its planned life (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 provided (e.g. road resurfacing and pavement reconstruction, pipeline replacement and building component replacement),

Levels of service have not yet been fully defined for all asset's classes at Hepburn Shire Council and are currently based on statutory requirement e.g. Road Management Plan, community expectation and the capacity to fund a particular level of Service.

4

Drivers affecting demand include things such as population change, regulations, changes in demographics, seasonal factors, consumer preferences and expectations, technological changes, economic factors, agricultural practices, environmental awareness, climate change, etc.

The present position and projection for demand drivers due to population growth that may impact future service delivery can be found at:

<https://app.rempln.com.au/hepburn/community/population/birthplace?state=I9BZTj!qOZESndNQU3Y3NyF8d8vmTOcluznWTxuquVuP5hRuwsra4FnBg>

Council is continuously monitoring new asset treatments that may be available to increase the life of its assets. Demand for new services will be managed through a combination of managing existing assets, upgrading 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. The new assets required to meet demand may be acquired, donated or constructed.

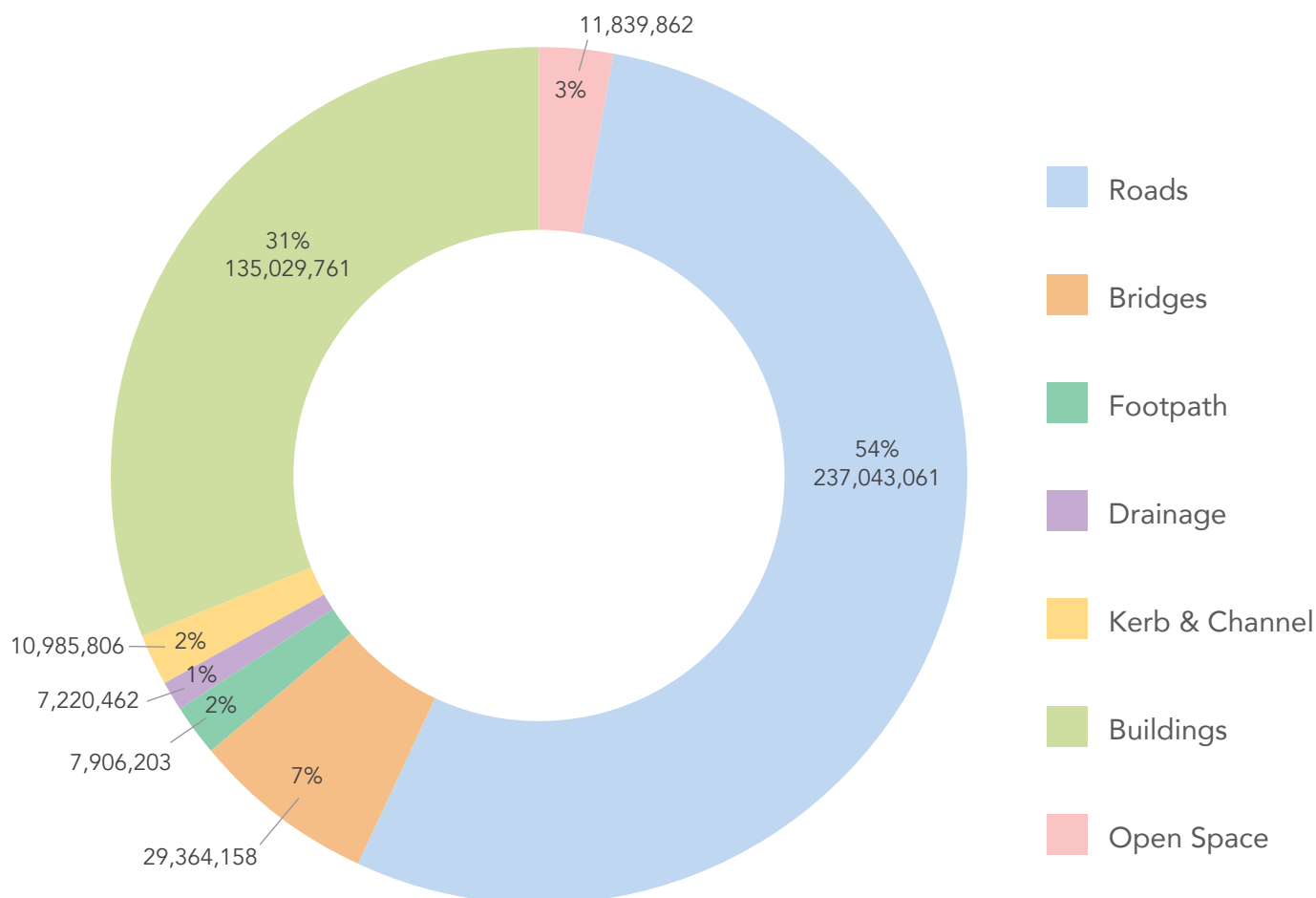
CURRENT STATE OF OUR ASSET

5

Council manages an important portfolio of physical assets in support of delivering the services. The Value of infrastructure asset as of 30 June 2021 is

| SN | Asset Class | Replacement Cost (\$) |
|--------------|----------------|-----------------------|
| 1 | Roads | \$237,043,061 |
| 2 | Bridges | \$29,364,158 |
| 3 | Footpath | \$7,906,203 |
| 4 | Drainage | \$7,220,462 |
| 5 | Kerb & Channel | \$10,985,806 |
| 6 | Buildings | \$135,029,761 |
| 7 | Open Space | \$11,839,862 |
| Total | | \$ 439,389,313 |

REPLACEMENT COST (\$) = \$ 439,389,313



An overview of these assets in terms of their condition, functionality and capacity is provided below:

TABLE 1: CURRENT STATE OF DATA CONFIDENCE

| SN | Asset Class | Data Confidence Level |
|----|------------------------|-----------------------|
| 1 | Road | B – Reliable |
| 2 | Footpath | B – Reliable |
| 3 | Kerb & Channel | B – Reliable |
| 4 | Bridge & Major Culvert | B – Reliable |
| 5 | Buildings | C – Uncertain |
| 6 | Storm Water Drainage | C – Uncertain |
| 7 | Open Space | C-Uncertain |

The data grading confidence level system (IIMM 2015) used is as follows:

| Confidence Grade | Description |
|---------------------|---|
| A – Highly reliable | Data based on sound records, procedures, investigations and analysis, documented properly and recognised as the best method of assessment. Dataset is complete and estimate to be accurate $\pm 2\%$. |
| B – Reliable | Data based on sound records, procedures, investigations and analysis, documented properly and but has minor shortcomings, eg some data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimate to be accurate $\pm 10\%$. |
| C – Uncertain | Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available. Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated is $\pm 25\%$. |
| D – Very uncertain | Data based on unconfirmed verbal reports and/or cursory inspection and analysis. Dataset may not be fully complete, and most data is estimated or extrapolated. Accuracy estimated is $\pm 40\%$. |
| E – Unknown | None or very little data held. |

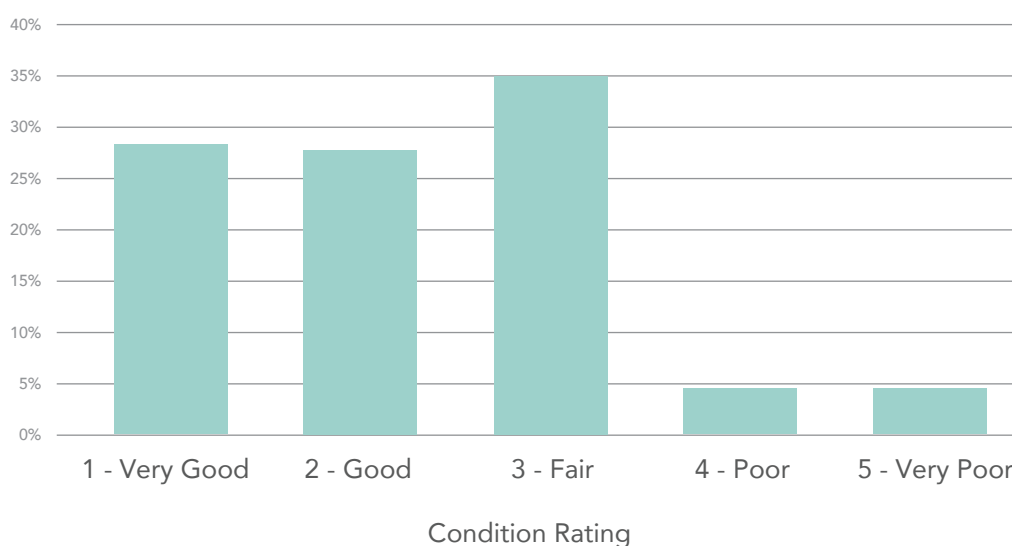
5 CURRENT STATE OF OUR ASSET

Council uses condition grading on a 1 – 5 grading system as detailed in Table below.

| Condition Grading | Description of Condition |
|-------------------|--|
| 1 | Very Good: only planned maintenance required |
| 2 | Good: minor maintenance required plus planned maintenance |
| 3 | Fair: significant maintenance required |
| 4 | Poor: significant renewal/rehabilitation required |
| 5 | Very Poor: physically unsound and/or beyond rehabilitation |

| SN | Asset Class | Asset Covered |
|----|-------------|----------------------------------|
| 1 | Road | Formation Pavement Surface |

Condition Distribution by % of Road Asset



Data based on Condition Survey Jan 2021

| SN | Asset Class | Asset Covered |
|----|-------------|-------------------|
| 2 | Footpath | Footpath Trail |

Condition Distribution by % of Footpath



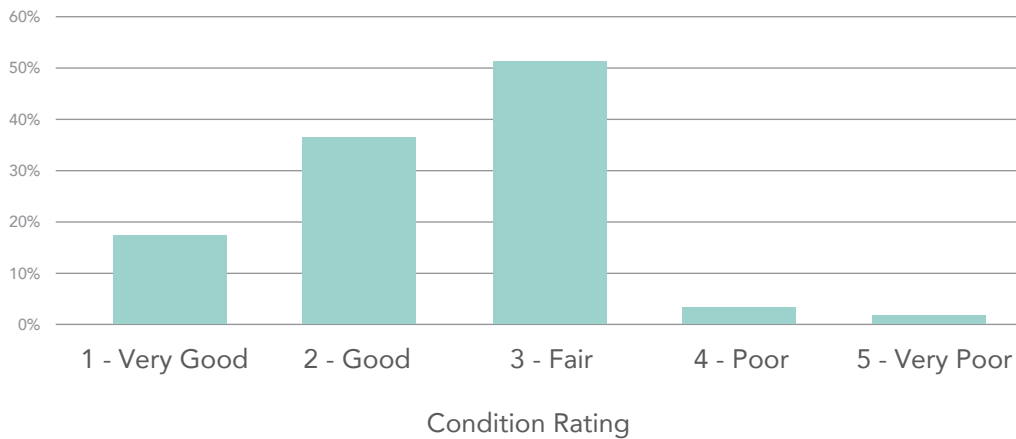
| SN | Asset Class | Asset Covered |
|----|----------------|----------------|
| 3 | Kerb & Channel | Kerb & Channel |

Condition Distribution by % of Kerb & Channel



| SN | Asset Class | Asset Covered | |
|----|------------------------|-------------------|---------------|
| 4 | Bridge & Major Culvert | Road Bridge | Major Culvert |
| | | Pedestrian Bridge | Jetty |

Condition Distribution by % of Bridge & Major Culverts



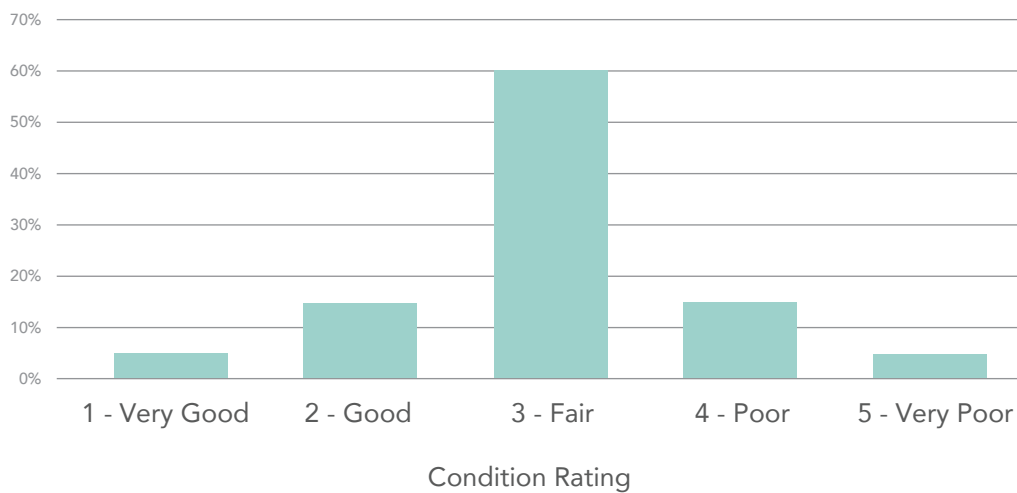
| SN | Asset Class | Asset Covered | |
|----|-------------|--|--|
| 5 | Buildings | Buildings and Associated Structures and Services | Community Facilities (excluding aquatic) |

Condition Distribution by % of Building Assets



| SN | Asset Class | Asset Covered |
|----|----------------------|---------------|
| 6 | Storm Water Drainage | Pipe Pit |

Condition Distribution by % of Drainage Assets



Data based on Estimate and Engineering Judgement

| SN | Asset Class | Asset Covered |
|----------------------|-------------------|---|
| 7 | Open Space Assets | Access roads within Recreation Reserves |
| | | Aquatics facilities |
| | | BBQ |
| | | Bin |
| | | BMX Track |
| | | Drinking Fountain |
| | | Fence |
| | | Fishing Platform |
| | | Flag Pole |
| | | Furniture |
| | | Garden Bed |
| | | Handrail |
| | | Irrigation |
| | | Light Tower |
| | | Off street Carparks |
| Park Rotunda | | |
| Playground Equipment | | |
| Retaining Wall | | |
| Sports Field | | |
| Sculpture | | |
| Shelter | | |
| Sign | | |
| Skate Park | | |
| Stairs | | |
| Water Tank | | |

Condition Distribution by % of Open Space Assets



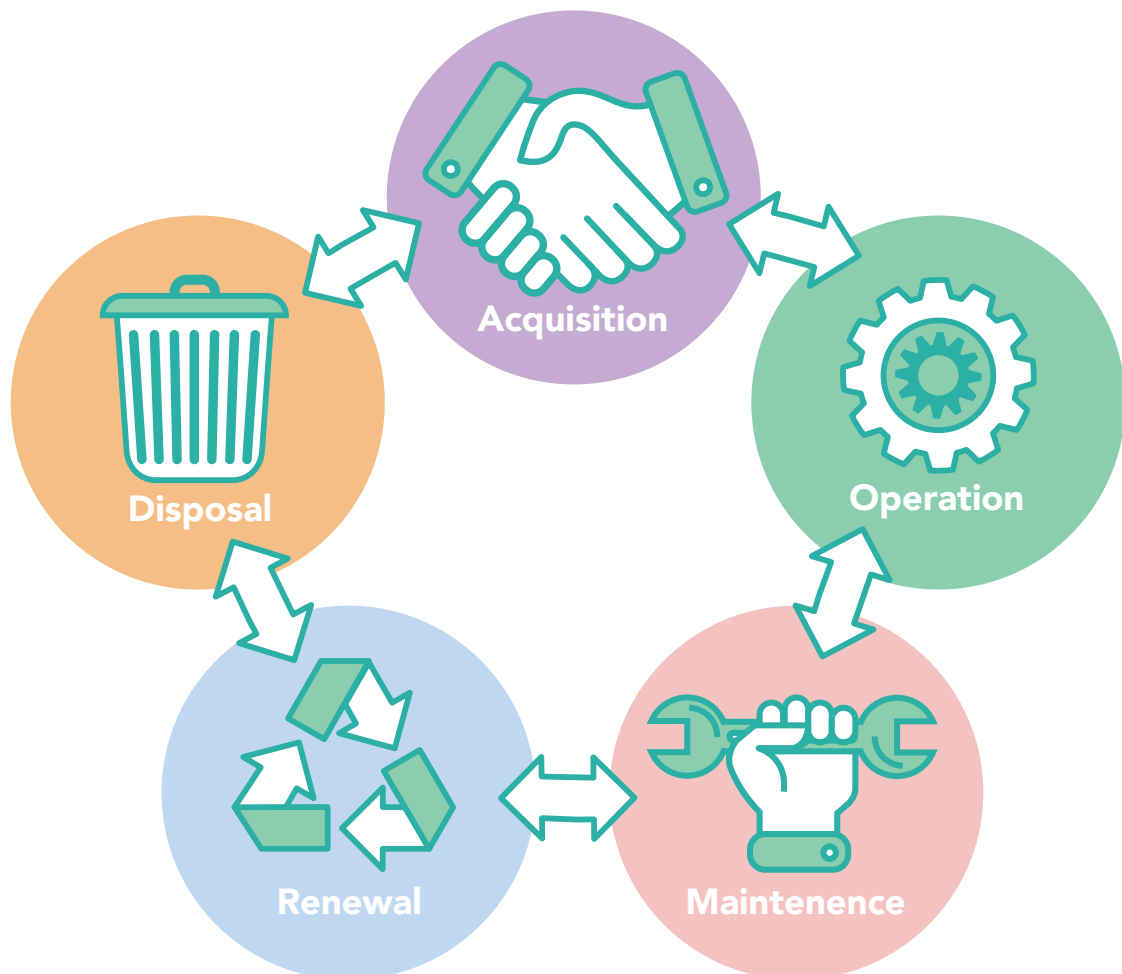
Data based on Condition Survey 2016

LIFECYCLE MANAGEMENT

6

Lifecycle Asset Management is the cycle of activities that an asset goes through while it retains an identity from planning and design, to construction and maintenance, to decommissioning or disposal. The whole of Life Cycle Cost is the total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance, renewal/replacement and disposal costs.

A Formal approach to the management of asset is essential to providing our services in the cost-effective manner. This enhances our ability to demonstrate our approach to asset management to our stakeholders. Council approach to asset management is centred on asset lifecycle management. There are five key stages in the asset lifecycle as shown fig below:



6.1 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 organisation from land development.

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 renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in the respective asset management plans.

6.2 Operational and Maintenance Plan

Operations include regular activities to provide services. Examples of typical operational activities include cleaning, street sweeping, asset inspection, and utility costs. Operating Expenditure are the recurrent expenditure which is continuously required to provide a service typically power, fuel, staff, etc but excludes maintenance expenditure. It is a core expenditure.

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition including regular ongoing day-to-day work necessary to keep assets operating. Examples of typical maintenance activities include pipe repairs, asphalt patching, and equipment repairs. Maintenance Expenditure are the recurrent expenditure required regularly or periodically as part of anticipated scheduled work required to ensure that the asset achieves its useful life and provides the required level of service. This keeps the asset in its original condition and slows down its deterioration. Maintenance expenditure is a core expenditure.

Council act to enable existing assets operate to their service potential over their useful life. Council regularly inspect, service and maintain our assets so that they are safe, compliant and are continuously available for use. Maintenance is planned to minimise the risk of critical asset failure and ongoing lifecycle costs. Council has setup a process to record information about our assets and monitor their performance.

6.3 Renewal Plan

Renewal is major capital work which does not significantly alter the original service provided by the asset, but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Council typically undertakes the asset renewal to ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replacing a bridge that has a 5t load limit due to its poor condition), or to ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. condition of a playground). Council prioritise renewals works by identifying assets or asset groups that have a high consequence of failure, have high use and subsequent impact on users would be significant, have higher than expected operational or maintenance costs, have potential to reduce life cycle costs by replacement with a modern equivalent asset that would provide the equivalent service and have a higher level of expectation from the community. Council has developed weighted renewal and prioritisation criteria as below:

**TABLE 2:
RENEWAL AND REPLACEMENT PRIORITY RANKING CRITERIA**

| Criteria |
|------------------|
| Condition Rating |
| Risks/Safety |
| Utilization |
| Customer request |

6.4 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation.

Any Assets undergoing disposal will meet the requirement of Local Government Act 2020.

7

7.1 Spending Categories

Our spending on our infrastructure is categorised as follows:

| Category | Lifecycle Activity | Description |
|-----------|--------------------|--|
| Growth | New | The expenditure that creates a new asset providing new service that did not exist beforehand. It is a discretionary expenditure. |
| | Expansion | The expenditure that extends the capacity of an existing asset to provide benefits, at the same standard as is currently enjoyed by existing beneficiaries, to a new group of users. It is a discretionary expenditure, which increases future operating and maintenance costs because it increases the organisation's asset base but may be associated with additional revenue from the new user group. |
| | Upgrade | The expenditure, which replaces a previously existing asset with enhanced capability or function, where an option existed for replacement without the enhanced capability or functionality. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. In most instances, it will increase operating and maintenance expenditure in the future because of the increase in the organisation's asset base. |
| Recurrent | Operation | The recurrent expenditure which is continuously required to provide a service typically power, fuel, staff, etc but excludes maintenance expenditure. It is a core expenditure. |
| | Maintenance | The recurrent expenditure required regularly or periodically as part of anticipated scheduled work required to ensure that the asset achieves its useful life and provides the required level of service. This keeps the asset in its original condition and slows down its deterioration. Maintenance expenditure is a core expenditure. |
| Renewal | Renewal | The expenditure for replacing an existing asset with the same or technologically modern equivalent asset which restores service level to its original standard. This may reduce future operating and maintenance expenditure and will restore its condition to new. It is a core expenditure. |

7.2 Financial Projection

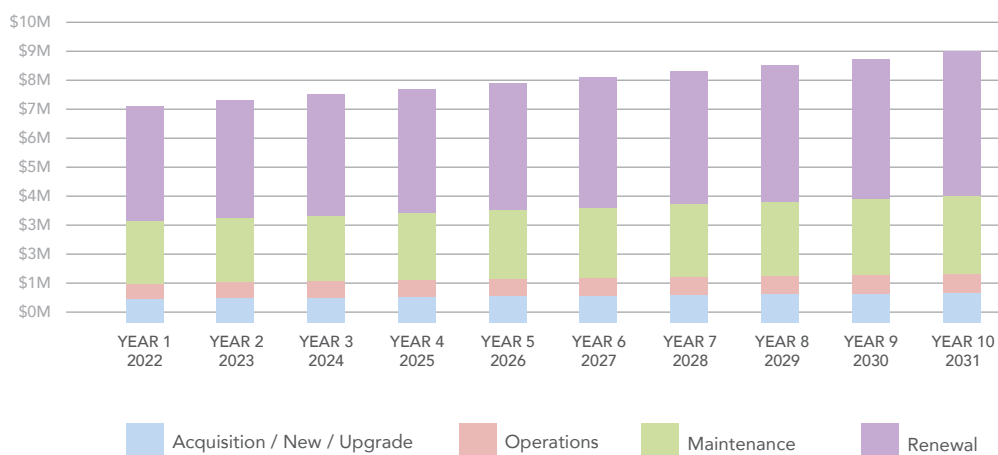
This section contains the projected expenditure requirements for the operation, maintenance, renewal and acquisition of infrastructure assets based on the long-term strategies over the next 10 years. All expenditure is stated in dollar values as at 2022 and 2.5 % inflation has been assumed over the 10-year planning period.

| SN | Asset Class | Asset Covered |
|----|----------------|----------------|
| 1 | Road | Formation |
| | Footpath | Pavement |
| | Kerb & Channel | Surface |
| | | Footpath |
| | | Kerb & Channel |

TABLE 3: PROJECTED EXPENDITURE FOR NEXT 10 YEAR

| SN | Category | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|----|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 |
| 1 | Acquisition / New / Upgrade | \$788,632 | \$808,348 | \$828,556 | \$849,270 | \$870,502 | \$892,265 | \$914,571 | \$937,436 | \$960,872 | \$984,893 |
| 2 | Operations | \$534,960 | \$548,335 | \$562,043 | \$576,094 | \$590,496 | \$605,259 | \$620,390 | \$635,900 | \$651,797 | \$668,092 |
| 3 | Maintenance | \$2,139,842 | \$2,193,338 | \$2,248,171 | \$2,304,376 | \$2,361,985 | \$2,421,035 | \$2,481,561 | \$2,543,600 | \$2,607,190 | \$2,672,369 |
| 4 | Renewal | \$3,943,160 | \$4,041,739 | \$4,142,782 | \$4,246,352 | \$4,352,511 | \$4,461,324 | \$4,572,857 | \$4,687,178 | \$4,804,358 | \$4,924,467 |

10 Year Projected Expenditure

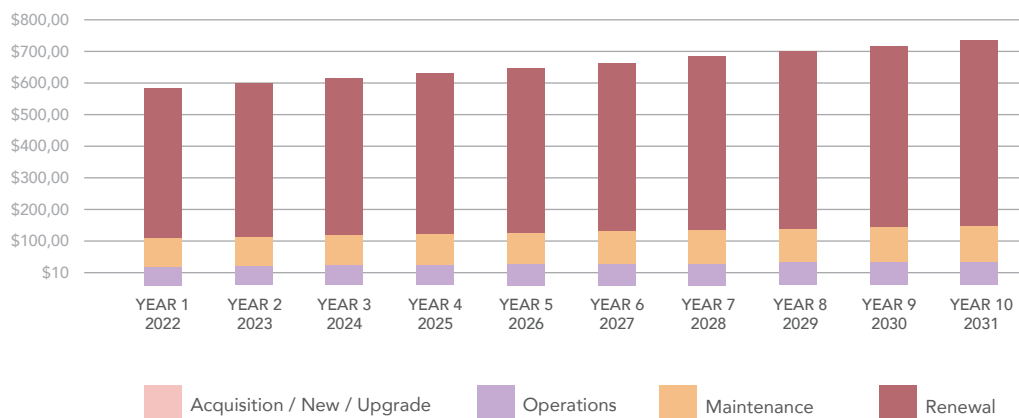


| SN | Asset Class | Asset Covered |
|----|------------------------|---|
| 1 | Bridge & Major Culvert | Road Bridge Pedestrian Bridge Major Culvert |

TABLE 4: PROJECTED EXPENDITURE FOR NEXT 10 YEAR

| SN | Category | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|----|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 |
| 1 | Acquisition / New / Upgrade | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2 | Operations | \$60,000 | \$61,500 | \$63,038 | \$64,613 | \$66,229 | \$67,884 | \$69,582 | \$71,321 | \$73,104 | \$74,932 |
| 3 | Maintenance | \$90,000 | \$92,250 | \$94,556 | \$96,920 | \$99,343 | \$101,827 | \$104,372 | \$106,982 | \$109,656 | \$112,398 |
| 4 | Renewal | \$471,208 | \$482,988 | \$495,063 | \$507,439 | \$520,125 | \$533,129 | \$546,457 | \$560,118 | \$574,121 | \$588,474 |

10 Year Projected Expenditure

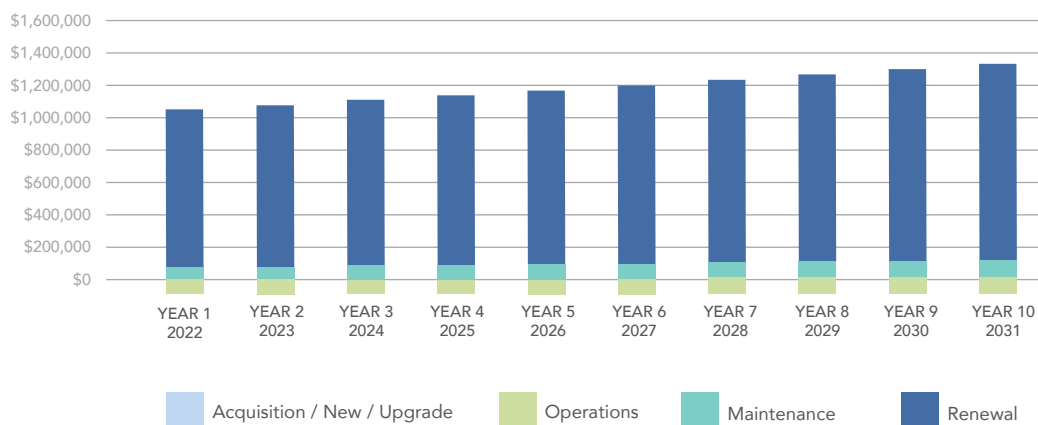


| SN | Asset Class | Asset Covered |
|----|-------------|----------------------------------|
| 5 | Buildings | Building & associated structures |

TABLE 5: PROJECTED EXPENDITURE FOR NEXT 10 YEAR

| SN | Category | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|----|-----------------------------|-----------|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 |
| 1 | Acquisition / New / Upgrade | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2 | Operations | \$80,000 | \$82,000 | \$84,050 | \$86,151 | \$88,305 | \$90,513 | \$92,775 | \$95,095 | \$97,472 | \$99,909 |
| 3 | Maintenance | \$80,000 | \$82,000 | \$84,050 | \$86,151 | \$88,305 | \$90,513 | \$92,775 | \$95,095 | \$97,472 | \$99,909 |
| 4 | Renewal | \$965,000 | \$989,125 | \$1,013,853 | \$1,039,199 | \$1,065,179 | \$1,091,809 | \$1,119,104 | \$1,147,082 | \$1,175,759 | \$1,205,153 |

10 Year Projected Expenditure

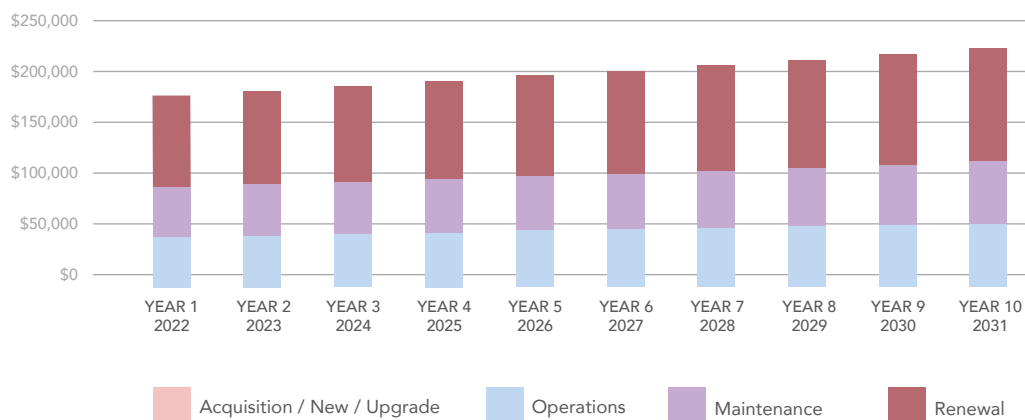


| SN | Asset Class | Asset Covered |
|----|----------------------|---------------|
| 6 | Storm Water Drainage | Pipe Pit |

TABLE 6: PROJECTED EXPENDITURE FOR NEXT 10 YEAR

| SN | Category | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|----|-----------------------------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 |
| 1 | Acquisition / New / Upgrade | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2 | Operations | \$50,000 | \$51,250 | \$52,531 | \$53,845 | \$55,191 | \$56,570 | \$57,985 | \$59,434 | \$60,920 | \$62,443 |
| 3 | Maintenance | \$50,000 | \$51,250 | \$52,531 | \$53,845 | \$55,191 | \$56,570 | \$57,985 | \$59,434 | \$60,920 | \$62,443 |
| 4 | Renewal | \$90,652 | \$92,918 | \$95,241 | \$97,622 | \$100,063 | \$102,564 | \$105,129 | \$107,757 | \$110,451 | \$113,212 |

10 Year Projected Expenditure

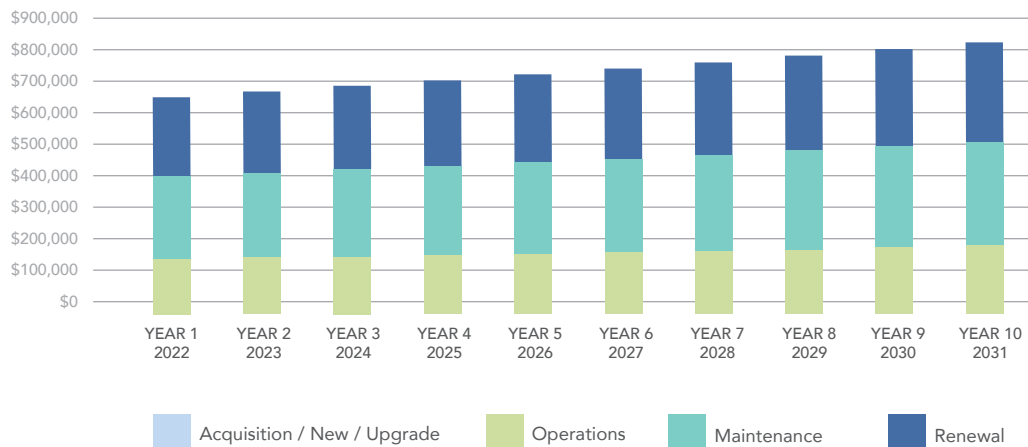


| SN | Asset Class |
|-----|-------------|
| 7.0 | Open Space |

TABLE 7: PROJECTED EXPENDITURE FOR NEXT 10 YEAR

| SN | Category | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|----|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 |
| 1 | Acquisition / New / Upgrade | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2 | Operations | \$176,000 | \$180,400 | \$184,910 | \$189,533 | \$194,271 | \$199,128 | \$204,106 | \$209,209 | \$214,439 | \$219,800 |
| 3 | Maintenance | \$264,000 | \$270,600 | \$277,365 | \$284,299 | \$291,407 | \$298,692 | \$306,159 | \$313,813 | \$321,658 | \$329,700 |
| 4 | Renewal | \$255,000 | \$261,375 | \$267,909 | \$274,607 | \$281,472 | \$288,509 | \$295,722 | \$303,115 | \$310,693 | \$318,460 |

10 Year Projected Expenditure



8

Integration to the Asset Plan is a key principle of the Council's Strategic financial planning principles. The purpose of this integration is designed to ensure that future funding is allocated in a manner that supports service delivery in terms of the plans and the effective management of Council's assets into the future.

This Asset Plan identifies the operational and strategic practices which will ensure that Council manages assets across their life cycle in a financially sustainable manner. This Asset Plan, and associated asset management policies, provide council with a sound base to understand the risk associated with managing its assets for the community's benefit.

The adoption of this Asset Plan will trigger an update to the Financial Plan to ensure it meets forecasted lifecycle cost which is then to be reviewed annually. Development of the individual Asset Management Plans, over the subsequent year, will help to refine the integration between Asset Plan and Financial Plan.

9

Our improvement plan is summarised below:

- Implementation of robust GIS Integrated Asset Information Management System (AIMS).
- Investigate the opportunity to implement an integrated Asset Management and Asset Maintenance System.
- Financial Plan & Asset Plan are to align.
- Conduct regular condition assessment inspections (every 4-5 years of interval) of infrastructure assets.
- Continue to maintain and quality check of the Asset Register.

The Asset Plan will be reviewed and updated periodically to ensure it represents the current service level, asset values, forecast operations, maintenance, renewals, upgrade/new and asset disposal costs and proposed budgets



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DAYLESFORD

Cnr. Duke & Albert Streets,
Daylesford
8:30am – 5:00pm

CRESWICK

Creswick Hub
68 Albert Street
8:30am – 5:00pm

CLUNES

The Warehouse – Clunes
36 Fraser Street, Clunes
Mon & Thurs 10am – 6pm
Wed & Fri 10am – 4pm