# Summary Asset Management Plan

**Adelaide Plains Council**

250912.00R001Rev1

**Adopted by Council on 16th September 2026 via Resolution 2026/321**



# Document Control

| Rev No | Date | Revision Details | Author | Reviewer | Approver |
|---|---|---|---|---|---|
| 0 | July 2026 | Issue to Client | TJ/KD | LB | TJ |
| 1 | Sept 2026 | Update timing of Strategic Asset Management Plan | TJ/KD | LB | TJ |
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# Background

To ensure appropriate infrastructure and services are in place for current and future generations, Adelaide Plains Council (Council) is required by Section 122 of the *Local Government Act 1999* to develop and adopt Asset Management Plans (AMPs) to guide management and investment decisions.

Council's AMP documentation comprises detailed AMPs for transport, stormwater, community wastewater management systems (CWMS), buildings & structures and open space. These detailed AMPs were completed in 2021, and updates are scheduled for financial year 2026-27. This Summary AMP reflects updated forecasts and has been developed using the best available information to inform a sustainable renewal program for all asset types based on agreed service levels, and are guided by Council's Infrastructure, Property, Plant & Equipment Accounting Policy and Asset Management Policy.

Council also manages a comprehensive plant & equipment fleet, and an extensive furniture & fittings asset base which are not included within this Summary AMP. It is intended that future updates to Councils AMPs will include these asset types.

Council is faced with challenges of increasing costs across the construction industry and has an extensive and growing infrastructure asset portfolio that is funded from a proportionally small population and rate base.

# Purpose

The purpose of this Summary AMP is to:

- Demonstrate the responsible management of assets (and services provided from assets)
- Communicate the scale of infrastructure investment required to sustainably deliver affordable services for the community in the foreseeable future
- Consolidate and update the outputs of the detailed AMPs previously developed.

For the purposes of community consultation, this Summary AMP provides an overview of the infrastructure assets, their performance, and the actions required to help achieve the strategic objectives outlined in Council's *Strategic Plan 2025-2028.* Council's vision, formed following extensive engagement, identified the community's aspirations for the future of Council.

Any trade-offs on performance, cost, and risk will be reviewed as part of ongoing consultation and engagement with the community. Where risks are considered high, appropriate assessment and control measures will be employed to ensure exposure is minimised as much as possible.

The Summary AMP provides Council's overarching framework for informed decision making, resource allocation, risk management, and the sustainable management of infrastructure assets throughout their lifecycle. It establishes a strategic and adaptable approach to ensuring that Council's assets continue to support service delivery and meet community needs both now and into the future.

The preparation of this Summary AMP represents an important opportunity for Council to align asset management practices with its strategic objectives, ensuring that infrastructure assets are planned, maintained, renewed, and funded in a manner that delivers sustainable and cost-effective services to the community over the short, medium, and long term.

This plan forms a key component of Council's broader strategic planning framework and should be read in conjunction with Council's Asset Management Policy, AMPs, Annual Business Plan and Budget, and Long Term Financial Plan (LTFP).

The key principles in guiding successful asset management practices at Council are:

- Data driven decision making - decisions on asset funding are informed through asset data - including condition assessments, and agreed service levels
- Lifecycle approach - decisions must also incorporate a whole of life approach to managing assets, inclusive of acquisition, operating, maintaining, renewal, upgrading and disposal
- Integration and balance - asset management, being part of Council's broader strategic framework, must look to balance the technical, financial and community needs through the integration of Council's strategies and policies
- Accountability - understanding and assessing clear points of responsibility and custodianship for the delivery and assessment of each key performance indicator for the management of Council assets
- Sustainability - the long-term financial sustainability of Council should guide and influence all decisions
- Risk-based decision making – asset management decisions will be informed by an assessment of risk, balancing community expectations, legislative obligations, service outcomes and financial sustainability.

## The Approach

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner.

The AMPs incorporate Council's asset management policy and strategy by incorporating a whole of lifecycle approach to forecast the outlays required to deliver the strategic objectives outlined in Council's Strategic Plan.

Forecast operating, maintenance, and capital renewal forecast outlays are based on sustaining current service levels.

Meeting the demands of growth and changing circumstances are managed through the careful consideration of new projects and programs including the adoption of emerging technologies. A detailed and costed long term upgrade plan for Council infrastructure is a key focus at Council as it is a high growth region. The combined lifecycle costs will be balanced with the funds made available in the 10-year LTFP to ensure services are provided at an affordable level.

All costs in this document are presented net of inflation as of 30 June 2025.

## Our Asset Management System

The Asset Management System (AMS) is a collection of documents, processes, people and procedures used to manage infrastructure assets throughout their lifecycle to deliver agreed levels of service in a financially sustainable manner. Council's AMS includes:

- Asset Management Policy - An overarching, high level document that assists Council meet the governance, quality, and strategic visions and needs
- Strategic Asset Management Plan -This sets the direction and prioritisation of asset management practices. It also provides a high-level summary of current and aspirational practices. Importantly, it links organisational objectives to asset management objectives. It is intended to create the Strategic Asset Management Plan in FY 2027-28
- Asset information and data systems including Conquest - asset registers, condition assessment data and asset financial reporting. ESRI – spatial asset location and mapping
- Asset Management Plans – This Summary AMP and the accompanying AMP for each asset class are technical planning documents which outline agreed standards of service. These plans communicate the actions required for the responsible management of assets. Detailing the services provided from the assets, required compliance with regulatory requirements, and the funding needed to provide the required levels of service over a 10-year planning period.

## The Assets and Services we provide

Community values, stakeholder expectations and sustaining services at an affordable level are high on the agenda for ratepayers and members of the community. Council provides a wide range of services to meet the needs of the community, that require appropriate and well maintained infrastructure assets.

Assets are critical to supporting the community's desired lifestyle in a sustainable manner for current and future generations. This Summary AMP describes Council's approach to managing the assets under its care and control. It provides a high-level overview of Council's approach to managing five key asset classes:

- Transport - including sealed and unsealed roads, kerbs, footpaths, bridges, car parks and public lighting
- Stormwater - including stormwater pits, pipes, culverts, gross pollutant traps (GPT), water sensitive urban design (WSUD), wetlands and detention basins
- Recreation - including sporting and open spaces, playgrounds, ovals, playing surfaces, shelters and BBQ's
- Buildings - including library, civic spaces, community halls, sport and recreation
- CWMS - including the Mallala CWMS and Middle Beach CWMS systems.

Plant & Equipment and Furniture & Fittings are not considered as part of this Summary AMP.




*A typical Council rural unsealed road asset being resheeted.*

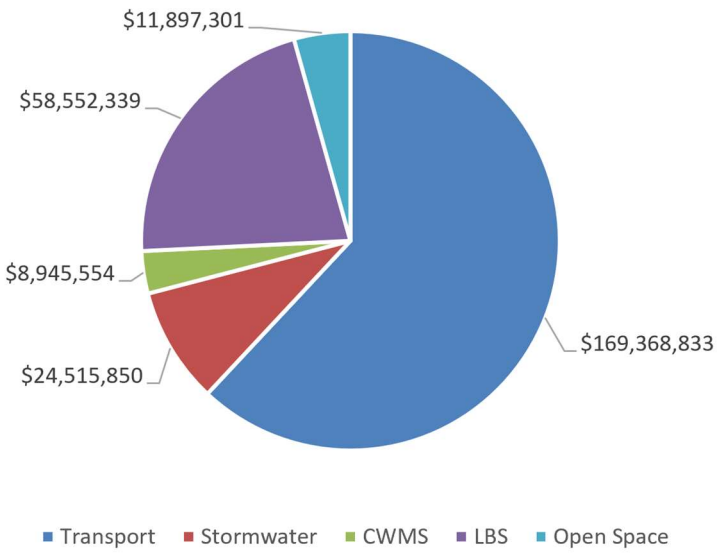
The total replacement cost of the valued assets supporting these services is estimated at $273.28M as of 1 July 2025. Based on the estimated useful life of the assets, they are being consumed (depreciated) at $4.17M per year. As of the 1 July 2025 $58.7M of Council's assets have been consumed, leaving a written down value (or remaining value) of $172.36M.

The list of Council infrastructure assets covered by this plan are shown in and Table 1 and Figure 1.

*Table 1: Summary of Council Assets – 1 July 2025*

| Asset Type | Quantity / Dimension | Replacement Value | Annual Depreciation | 10 Year Renewal Forecast |
|---|---|---|---|---|
| Sealed Roads | 216.6km | $116.67M | $2.73M | $12.83M |
| Sheeted Roads | 517.3km | $20.41M | | |
| Formed Graded / Unformed & Road Reserves | 259.3km | $0.00 | | |
| Footpaths / Shared Paths | 43.9km | $11.22M | | |
| Kerbing | 96.0km | $15.48M | | |
| Bridges | 4 | $5.36M | $54k | $0 |
| Stormwater Drains | 36.9km | $19.45M | $277k | $107k |
| Stormwater Nodes | 1,321 | $42.46M | | |
| SW Pumpstation Assets | 24 | $818k | | |
| CWMS Treatment Plant Assets | 178 | $2.52M | $204k | $831k |
| CWMS Pump Station Assets | 186 | $1.28M | | |
| CWMS Pipes | 19.8km | $4.40M | | |
| CWMS Nodes | 453 | $741k | | |
| Land | 181 | $36.75M | $0 | $0 |
| Buildings – Non Complex | 52 | $4.41M | $432k | $291k |
| Buildings Complex | 19 | $17.40M | | |
| Open Space Assets | 425 | $11.90M | $525k | $3.13M |

*Figure 1: Asset Value by Category - 1 July 2025*



## Levels of Service

Council is committed to providing infrastructure assets that support the needs of the community, enable economic development, and deliver services that are safe, reliable, and sustainable both now and into the future.

A key component of establishing levels of service is Council's asset hierarchy framework. Asset hierarchies classify assets based on factors such as their function, importance, criticality, and utilisation. This framework supports informed decision-making by guiding the allocation of resources and investment across Council's asset portfolio. Assets with higher strategic importance or utilisation generally require higher service standards and investment levels than assets with lower usage or community benefit. A clear example of this approach can be seen within the road network, where service expectations for major connector roads differ from those applied to local access roads.

Council recognises the importance of clearly defining service expectations and measuring performance to ensure assets continue to meet community needs. Levels of service are generally categorised into customer levels of service and technical levels of service.

Council also recognises that service levels must be affordable, achievable, and financially sustainable. Community expectations are balanced against available resources, legislative requirements, risk considerations, and Council's long-term financial capacity.

### Customer Levels of Service

Customer levels of service reflect how the community experiences the services provided by Council's assets and focus on:

- Quality – How well the service meets community expectations
- Function – Whether the asset is fit for purpose and delivers the intended service
- Capacity and Accessibility – Whether the asset provides sufficient capacity and access to meet current and future community needs.

Council monitors customer levels of service through community engagement activities, customer requests, service enquiries, township planning processes, and community satisfaction surveys. These processes help Council understand community priorities and support equitable access to infrastructure and services across the Adelaide Plains region.

### Technical Levels of Service

Technical levels of service are the operational and asset management measures used to support the delivery of customer service levels. They relate to the way assets are operated, maintained, renewed, and upgraded throughout their lifecycle.

Technical service levels are informed by legislative requirements, industry standards, risk assessments, operational practices, and asset management objectives. Examples include road maintenance intervention levels, inspection frequencies, stormwater system performance requirements, and statutory testing requirements for building services and safety systems.

As part of Council's ongoing asset management maturity journey, customer and technical levels of service will continue to be refined, documented, monitored, and incorporated into Council's Asset Management System to support infrastructure decision-making and continuous improvement.

# Infrastructure Asset Performance

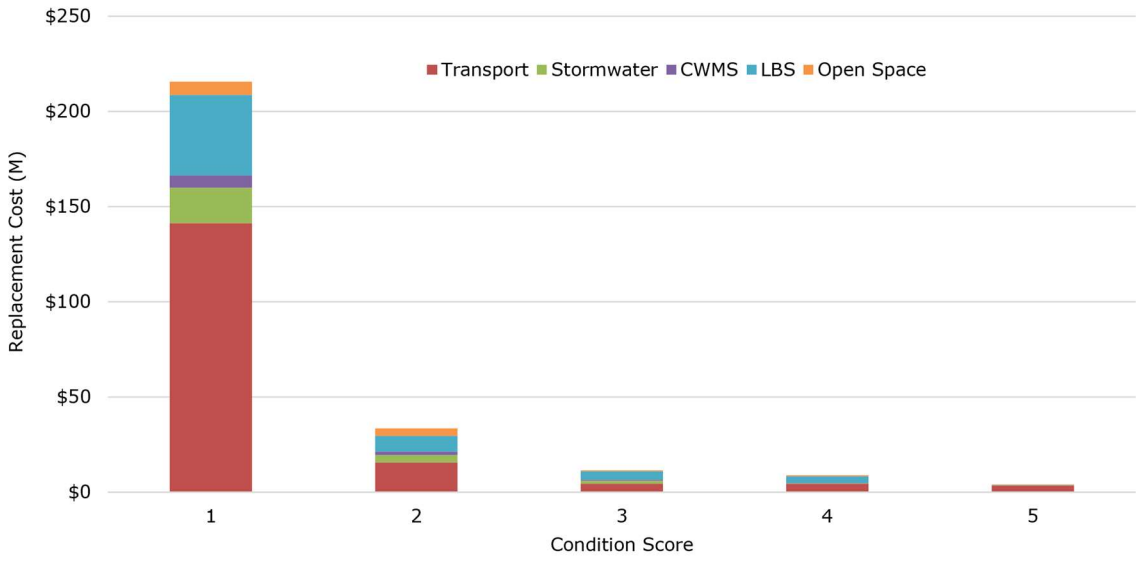
For this Summary AMP, condition is reported using a 1 – 5 grading system[1] as detailed in the table below. It is important that a consistent approach is used in reporting asset condition and performance enabling effective decision support. A finer grading system is used at a more specific level, however, for reporting in the Summary AMP results are translated to a 1 – 5 grading scale for ease of communication.

| Condition Grading | Description of Condition |
|---|---|
| 1 | **Very Good**: free of defects, only planned and/or routine maintenance required |
| 2 | **Good**: minor defects, increasing maintenance required plus planned maintenance |
| 3 | **Fair**: defects requiring regular and/or significant maintenance to reinstate service |
| 4 | **Poor**: significant defects, higher order cost intervention likely |
| 5 | **Very Poor**: physically unsound and/or beyond rehabilitation, immediate action required |

The infrastructure assets supporting these services are generally in good condition and operate at a high standard as shown in Figure 1 below. However, approximately $4.22M of the infrastructure assets are below the desired performance levels - Condition 5. The estimated replacement cost of these Condition 5 assets in each category is:

- Transport $3.65M
- Stormwater $190k
- CWMS $22k
- Buildings $135k
- Open Space $223k

***Figure 1: Summary Asset Condition Profile***




[1] Institute of Public Works Engineering Australasia (IPWEA), 2015, International Infrastructure Management Manual (IIMM), Sec 2.5.4, p 2|80.



*Open space assets at Freedom Park – Liberty Estate.*

## Future Demand

The assets included in this plan are subject to a range of demand and capacity issues that will impact the future funding necessary to maintain existing service levels or to achieve desired service levels where they are not currently being met. Adelaide Plains Council has experienced significant population growth in recent years. Council had an average annual dwelling build rate of 105 per year, for the period of 2015 – 2024. This equates to on average, an extra 280 residents per annum (using the ABS occupancy rate of 2.67 per dwelling), being almost 1 extra person a day calling Adelaide Plains home.

This growth is set to continue with the district population in the Greater Adelaide Regional Plan projected (high series) to be 19,955 in 2041, for reference in 2021 Council had a population of 9,975.

This growth has resulted in and will continue to require Council to build, maintain and upgrade infrastructure to keep pace with requirements.

These population changes and associated developments have significant implications for the demand for services and the assets required to deliver those services and Council continues to plan for them now. Some of the major drivers of demand are:

- Population growth and expansion of townships, particularly within the Two Wells growth area and associated development fronts, continues to increase demand for transport, stormwater, open space, recreation and community infrastructure. This growth will require Council to carefully manage both the acquisition of new assets and the long-term operational, maintenance and renewal costs associated with those assets. Most population growth will be in new developments which means Council is acquiring new assets with new and additional asset management needs. Since 2019-20 Council has acquired $28.8M of assets donated by developers and this is forecast to continue:

***Table 2: Donated Asset History***

| 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|---|---|---|---|---|---|
| $5.3M | $5.4M | $4.7M | $3.7M | $4.5M | $5.2M |

- A changing climate is influencing how Council plans, designs, constructs and manages infrastructure assets. Increasing temperatures, more intense storm events, prolonged dry periods and coastal impacts have the potential to affect asset performance, service levels and useful lives
- Higher density developments will lead to more impervious areas generating higher runoffs which may place demands on stormwater drainage infrastructure
- Changing community expectations will influence service level requirements; especially with new residents expecting similar service levels to metropolitan Adelaide, including stormwater, all-season road access, recreation, sporting and open space facilities, footpaths
- Increasing environmental awareness and concern in the community may result in changes to maintenance requirements and practices
- Additional development may create environmental impacts such as more sediment and other pollutants in stormwater run-off
- There will be an increasing number of people who are remaining in our community as they age potentially leading to additional DDA and accessibility upgrades across Council assets
- Increasing populations of new families with younger children will drive increased demand for developmental and age-appropriate activities e.g. playgrounds and recreation spaces and social facilities.

The impact on service delivery will be managed through a combination of managing and upgrading existing assets and providing new assets to meet demand. Demand management practices can include non-asset solutions, insuring against risks and managing failures.

Opportunities identified to date for demand management are shown below in Table 3. Further opportunities will be developed in future revisions of this AM Plan and will include consideration for construction of climate resilient infrastructure.

***Table 3: Demand Management Plan***

| Asset Class | Demand Driver | Demand Management Plan |
|---|---|---|
| **Transport** | Growth in population leading to greater pressure on existing transport assets and requiring upgrades. Increased heavy vehicles, requiring capacity upgrade. Demand for additional walking and cycling infrastructure. | Council requires a transport strategy which will establishes the overarching principles for transport planning and traffic management throughout the Adelaide Plains district in the coming years. The six core themes identified as key in managing the transport networks are: Road Safety, Active Transport, Technology and Innovation, Public Transport, Road Network Management and Parking. |
| **Stormwater** | Increased urbanisation/housing density leading to greater volumes of runoff. | Stormwater Management Plans (SMP) and surface drainage studies determine and inform future investment on stormwater infrastructure that will be impacted by growth and climate change. CCTV investigations of some stormwater pipes to ensure condition and performance requirements are met. |
| **Buildings** | Increased demand and expectations from the community through population growth, demographic changes and social expectations. | Further research on the drivers for future investment including increased understanding of the user base, activities, functions, and asset utilisation. |

| Asset Class | Demand Driver | Demand Management Plan |
|---|---|---|
| **Recreation, Sporting and Open Space** | Growth in population leading to increased usage of recreational infrastructure. Additional open space included as part of the construction of new housing developments. Increased demand by the community. | Planning for future needs by constructing new recreational assets in keeping with population growth. Operational and maintenance budget projections need to accommodate this increase in the assets base. Council requires an Open Space Strategy which will determine priority and provision of recreation and open space services, and the resulting operations and maintenance requirements. |

# Lifecycle Management - What does it Cost?

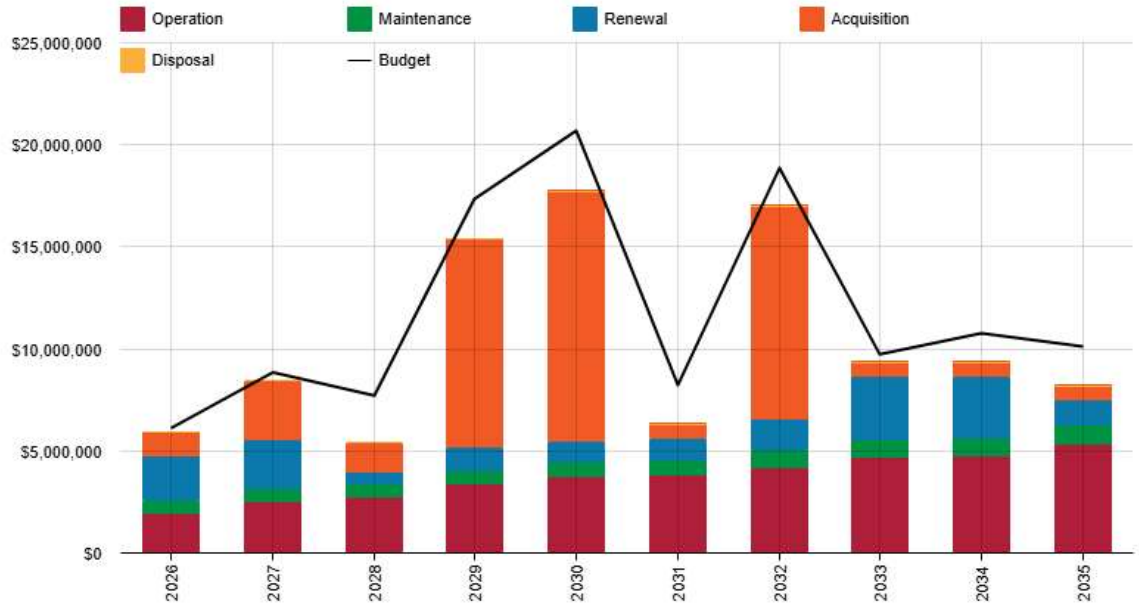
The lifecycle management plan details how Adelaide Plains Council plans to manage and operate its assets at the agreed levels of service throughout their entire lifecycle, from acquisition or creation to disposal. The goal is to maximise the value of the assets while minimising costs and risks, ensuring they continue to meet performance requirements over time.

From a financial perspective, infrastructure activities tend to be classified as being either Operating (operations, maintenance and disposal) or Capital (acquisition/upgrade and renewal). The lifecycle activities used in the asset management and financial planning and reporting process cover:

- Acquisition, new asset expenditure that creates an asset that did not previously exist or works which will upgrade or improve an existing asset beyond its original service level. This may result from growth, demand, social or environmental needs. Assets may also be donated to the Council from development.
  - Acquisition - Donated: Adelaide Plains Council continues to experience significant population growth. New urban areas are developed by private investors who are responsible for the creation of new assets to service their developments, including roads, footpaths, drains and drainage basins (i.e. wetlands), lighting, water supply, parks and more. Council both reviews the submitted plans from developers and oversees works to ensure the developments are constructed to Council standards. On completion of the works, many of these assets are then gifted to Council who then assumes responsibility for ongoing operations, maintenance, renewal and annual depreciation
  - Acquisition - Constructed: Works that create a new asset for providing services or that increase the service level that the asset provides to the community. These new and upgraded assets create additional requirement for operations and maintenance that must be planned and budgeted for regardless of whether Council pays for the build or acquires it via some other means e.g. fully grant funded
- Renewal, 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
- Operations, regular activities to provide services including drain cleaning, weed management, asset inspection, and utility costs
- Maintenance, 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 in service. Examples of typical maintenance activities include pump repairs, pipe and culvert repair, crack sealing, and minor electrical component replacements
- Disposal, any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. There are no forecast disposals within the 10-year planning period.

The forecast lifecycle expenditure required over the next 10 years to deliver on the strategic objectives is estimated to be $116.97M (2025 Costs – no indexation applied) and is shown in Figure 2.

***Figure 2: Summary Forecast Lifecycle Costs***




Maximising service delivery from Council's assets is its primary focus. Without timely maintenance and capital investment being undertaken when needed, a decline in service levels and increases in lifecycle costs and risks are likely to occur.

Lifecycle forecasts for each of the 5 main asset classes are provided in Appendix A.

Current renewal budgets, in particular for transport assets are significantly higher than forecast renewal requirements. There is a $13.4M surplus for transport assets over the 10 year planning period. A service level review is planned to be undertaken within the next 12 months to optimise the renewal forecast in line with agreed service levels and inform the LTFP.

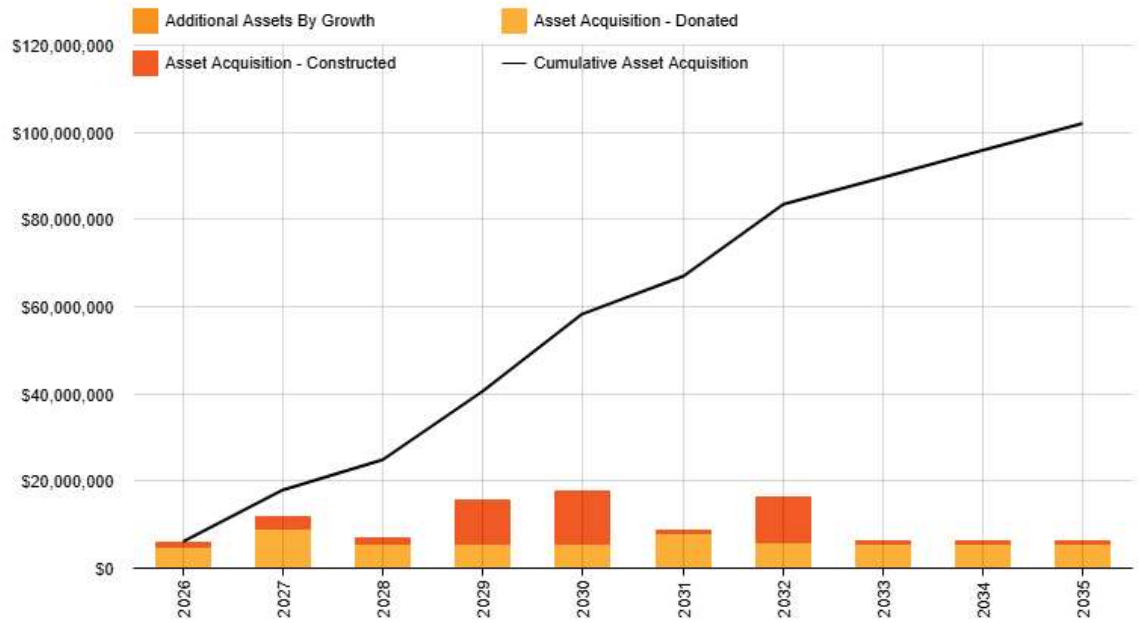
Providing financially sustainable and affordable services from infrastructure requires the careful management of service levels, costs and risks. There are two key indicators of sustainable service delivery that are considered in the AM Plan for this service area. The two key indicators are the Asset Renewal Funding Ratio (ARFR) and the Lifecycle Funding Ratio (LFR) – Typical targets for these ratios are between 90% to 110%

- ARFR - planned renewal budget / forecast renewal costs from the AM Plan – 190%
- LFR - planned lifecycle budget / forecast lifecycle costs from the AM Plan – 115%.

Adelaide Plains Council is a growth district, in addition to the growing needs for construction of new and upgraded assets shown in Figure 2 – e.g. the Two Wells Oval $20M and the Civic and Hub Development $10M, Council also expects to receive approximately $61M of donated assets from private developments over the next 10 years.

The growth in asset base will drive increasing costs for renewal, maintenance & operations - allowances have been made for these in this Summary AMP. There will also be a corresponding increase in annual depreciation which will be identified in the LTFP. The cumulative donated and constructed new assets are shown in Figure 3 below.

*Figure 3: Donated and Constructed new assets*




# Informing the LTFP

Council is currently developing an updated LTFP that will be informed by the forecast costs in the AMPs and other strategic documents such as the SMP.

A review of the LTFP when developed will indicate the level of available funding for delivering the forecast asset works and services. The gap between the forecast and the budget will be the basis of the discussion on achieving the correct balance between costs, service levels and risk, to deliver the best value outcome for the community.

Engagement with community ensures we focus on providing services in line with community needs and expectations. We will do this by:

- Operating, maintaining, replacing, and upgrading of assets to meet the service levels set in each of the detailed AMPs - transport, stormwater, CWMS, land buildings & structures and open space
- Communicating the service, cost and risk trade-offs of delivering affordable service levels through updates of the AMPs and the Annual Business Plan.

Initial reviews of the preliminary LTFP figures have indicated that the expenditure required by the AMPs and summarised in this document is affordable with significant surplus budget for transport renewal but needs to be carefully considered in line with the proposed service level review.

When the LTFP is developed, the cost of priority works and services that are deferred or that cannot be provided (if any) in the first 10-years of the asset planning period can be determined and will be highlighted.

The annual budget process may consider prioritisation of specific asset renewals that are out of sync with the forecast in the AMPs for that corresponding year, but it is intended that overall renewals will be in line with forecasts over the 10 year period and meet Council's ARFR target.



*The Two Wells levee under construction.*

## Managing the Risks

There are risks associated with providing any service and we have identified the major risks as:

- Increasing contractor and material costs for maintenance and capital works
- Long term grant funding availability
- Staff retention
- Environmental impacts of increasing temperatures, rainfall event frequency and intensity
- Management of a growing infrastructure asset base.

Council will endeavour to manage these risks within available funding limits by:

- Increasing maintenance and renewal budget allocations
- Optimising and growing operations and maintenance staff resources
- Lobbying state and federal governments for ongoing and increased grant funding
- Developing staff engagement and retention plans
- Ongoing improvement of asset management system including Plant & Equipment
- Progressing proactive inspection and maintenance plans
- Prioritising funding for critical infrastructure.

Subject to outcomes of the above it may still be necessary to spend more on managing particular assets to maintain services in future. This will be closely monitored over time, and outcomes will be reported in future plan updates.



*A typical Council building asset.*

## The Next Steps

The medium to long term outlook suggests that priorities should remain focused on ensuring operations, maintenance and replacement of existing assets remain at sustainable levels whilst monitoring and responding to demand and growth challenges as they occur.

Adelaide Plains Council is committed to the continuous improvement of its asset management practices to support informed decision-making, sustainable service delivery, and long-term financial sustainability. Asset management maturity assessments will be periodically undertaken to identify opportunities to improve asset data quality, condition assessment practices, lifecycle forecasting, risk management, and the integration of asset management planning with Council's LTFP.

The following improvement actions have been identified through the development of this Summary AMP and will support Council in progressing its asset management maturity and achieving alignment between strategic planning, service delivery, and financial sustainability objectives.

| Task | Improvement Plan |
|---|---|
| 1 | Asset hierarchy and service planning review – Review and refine Council's asset registers and asset hierarchy to support the development of appropriate levels of service, investment priorities, and renewal strategies. This work will align with Councils Integrated Transport Plan, Property Strategy, Open Space Strategy, SMPs, and other relevant strategic documents. |
| 2 | Asset acceptance framework – Develop and formalise a framework to guide the assessment and acceptance of gifted and developer-constructed assets. The framework will include lifecycle cost assessments, maintenance implications, and compliance requirements to help ensure long-term financial sustainability. |
| 3 | Levels of service review – Establish and document measurable customer and technical levels of service across all major asset classes. This will provide a clear link between community expectations, asset performance, risk management, and future investment decisions. |
| 4 | Risk management integration – Integrate asset-specific risk registers and critical asset assessments into Council's corporate risk management framework to improve strategic decision making and ensure asset related risks are effectively monitored and managed. |

| Task | Improvement Plan |
|---|---|
| **5** | Asset data improvement program – Implement a structured program to improve the quality, consistency, and completeness of asset condition, performance, utilisation, and valuation data across all major asset classes, enabling more robust lifecycle modelling and investment planning. |
| **6** | Plant, equipment and furniture review – Undertake a comprehensive review of Council's plant, equipment, and furniture asset registers, which were outside the scope of this Summary AMP. This review will include a reconciliation and data quality assessment within Conquest, together with a review of the Plant Replacement Policy to ensure alignment between asset management practices, operational requirements, and funding provisions. |
| **8** | Transport service levels and renewal program review – Review transport asset service levels and renewal intervention standards to ensure alignment between asset condition, community expectations, and available funding. The 2026-27 and 2027-28 Transport renewal programs and LTFP have been developed to support Council's desired levels of service; however, future renewal programs will be progressively refined and prioritised based on updated asset condition data, lifecycle modelling, and ongoing service level reviews. |
| **9** | Develop the Strategic AMP, setting the direction and prioritisation of asset management practices and providing a high-level summary of current and aspirational practices linking Councils strategic objectives and asset management objectives. |

This improvement plan will be reviewed annually as part of Council's asset management and financial planning processes to monitor progress, prioritise actions, and support ongoing maturity improvements across the organisation.

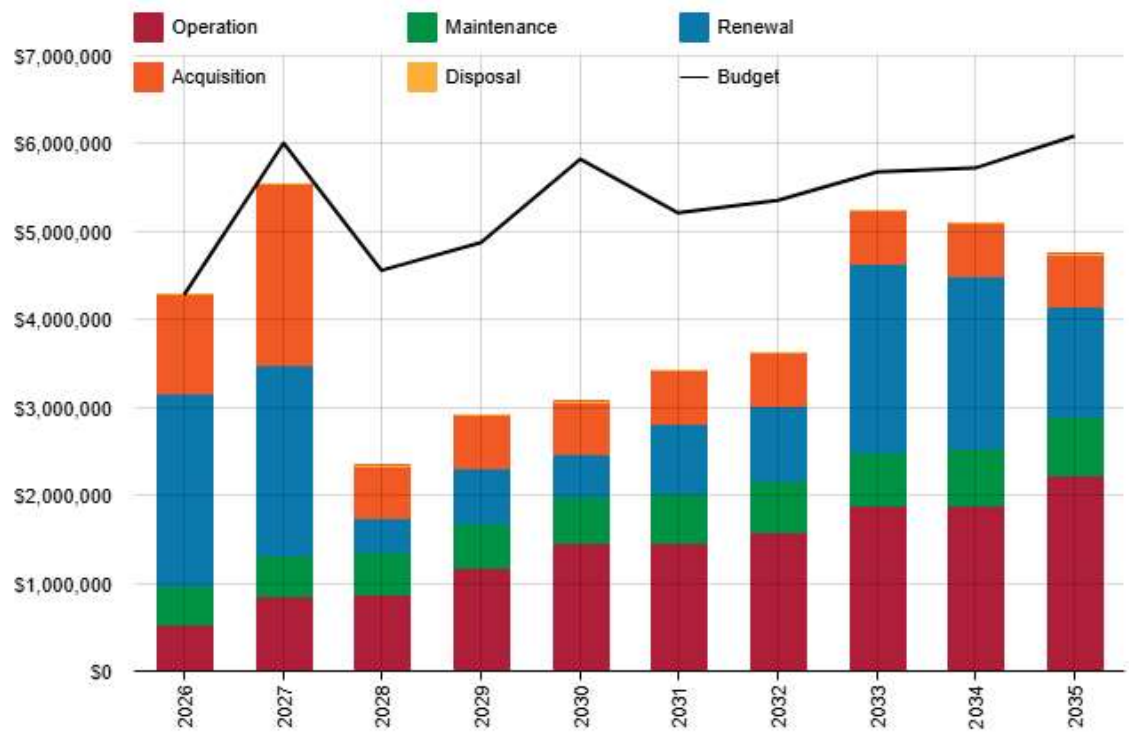
# Appendix A – Asset Class Lifecycle models

**Transport**

The transport network includes both urban assets within the townships and the rural assets outside the townships. The main components within the transport asset class are sealed roads, unsealed roads, traffic control devices, footpaths, kerbs, lighting, carparks, bridges and major culverts. The road network within the Adelaide Plains district comprises arterial roads, sub-arterial roads, collector roads, local roads and local access roads. Arterial roads are generally under the care and control of the Department of Infrastructure and Transport (DIT); however, Council is responsible for kerb management on these roads. Roads are also classified by surface type, sealed and unsealed. The hierarchy level applicable for bridges and major culverts generally follows the standard of the road on which the structure is built. In addition, these structures need to have consideration for the waterway that they are built across with larger bridges required on major streams and typically culverts on smaller waterways.

Current renewal budgets for transport assets are significantly higher than forecast renewal requirements as shown in the graph below. There is a $13.4M surplus for transport assets over the 10-year planning period. A service level review is planned to be undertaken within the next 12 months to optimise the renewal forecast in line with agreed service levels and inform the LTFP.

***Summary Forecast Lifecycle Costs - Transport***

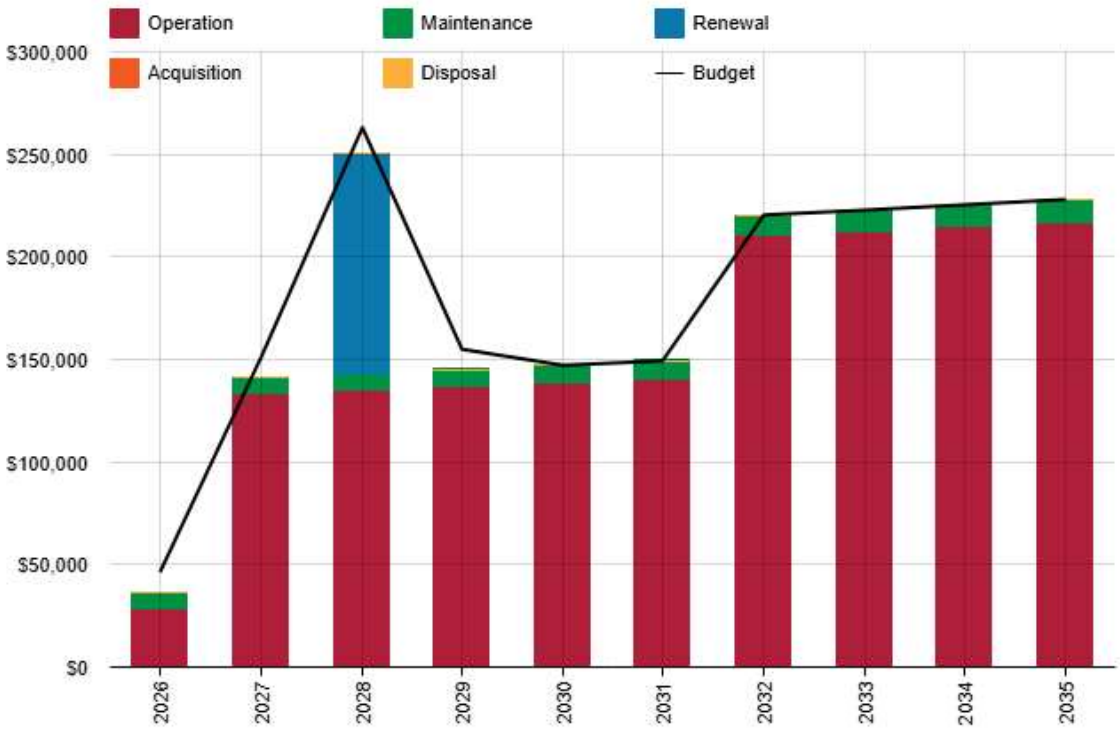


**Stormwater**

The stormwater assets provide a means to drain rainfall run off into creeks, prevent flooding and intercept waste to minimise pollution. The stormwater drainage network includes underground pipes, open drains, pits, water urban sensitive design (WUSD), detention basins, wetlands and drainage structures including gross pollutant traps and retention basins. Wetlands play an important part in retaining water resources while also maintaining and enhancing the natural environment and serving as an important public amenity for the local community. The hierarchy level applicable for stormwater assets generally follows the standard of the road on which the asset is constructed. The assets are further classified as major or minor depending on the required flow capacity based on the catchment area served at any point in the network and tends to increase downstream within each catchment. Current key activities include:

- Completing a desilting program for stormwater basins
- Side entry pit cleaning
- Pipe flushing
- Gross Pollutant Trap (GPT) cleaning
- Street sweeping etc.

***Summary Forecast Lifecycle Costs - Stormwater***

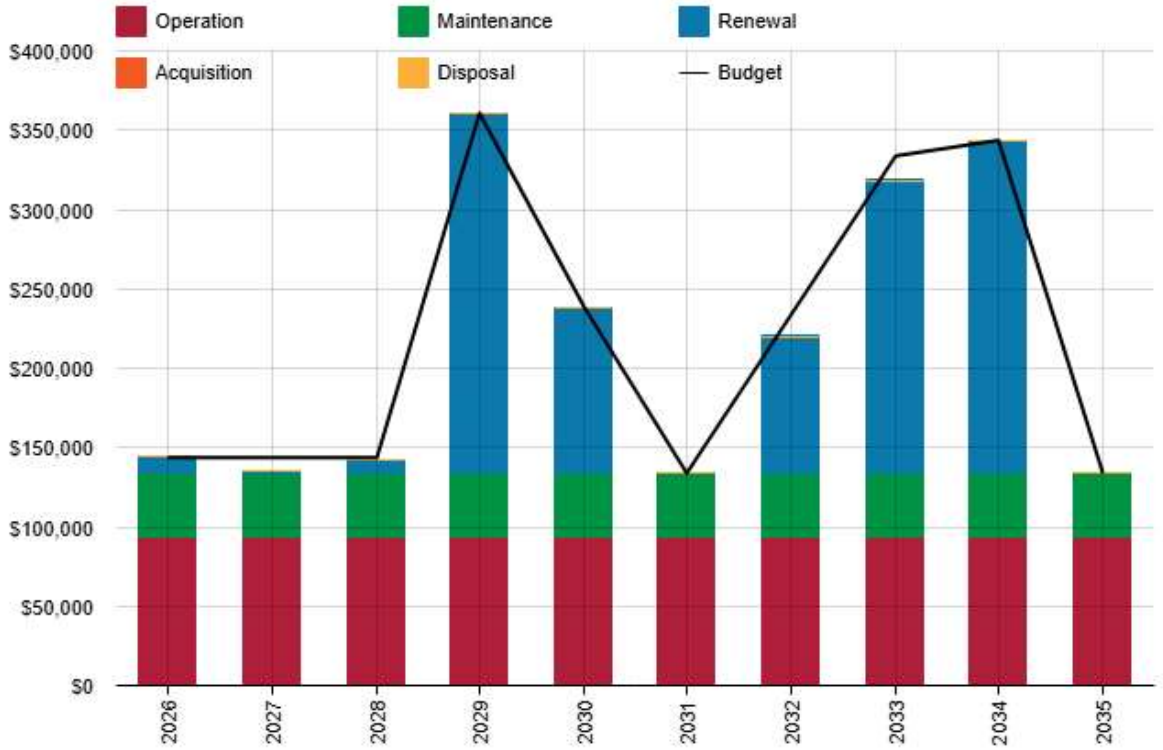


**Community Wastewater Management System**

CMWS is a system designed to collect, treat, re-use and/or dispose of primary treated effluent from septic tanks on individual properties. Council as the manager of CMWS assets, is responsible for the operation, maintenance, upgrading and renewal of the existing systems within the Council area – These are located at Mallala and Middle Beach. Current key activities include:

- Treatment plant operations
- Treatment plant and pump station inspections
- Septic tank pump outs
- Regulatory monitoring and reporting
- Pipe flushing

***Summary Forecast Lifecycle Costs – CWMS***

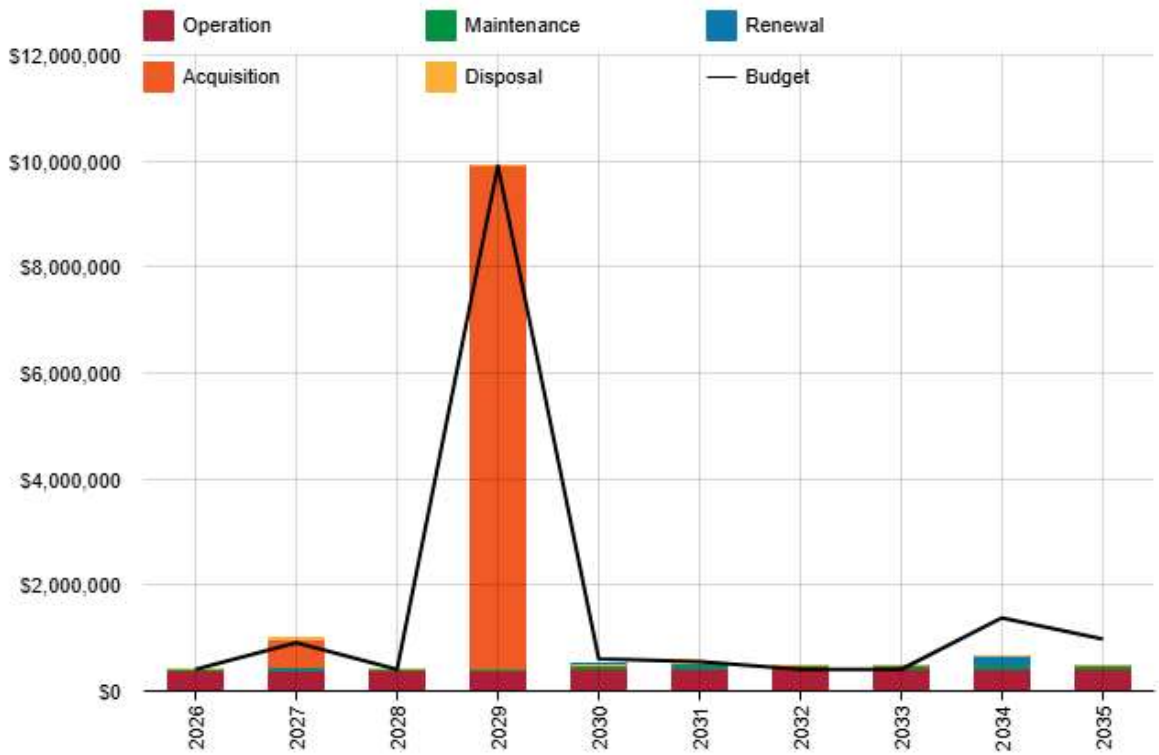


**Land Buildings and Structures**

Buildings provide a safe space for the community to participate in various activities all year round. This asset class primarily includes habitable buildings as well as several other structures such as shelters and sheds. We recognise that buildings play an important role in the community. A number of Council buildings have heritage value, and Council has a commitment to preserve the built heritage of the district for the community's benefit. Some building assets such as community halls are operated under a license agreement. Responsibility for the renewal and maintenance of assets is specified within these agreements. The current key activities include:

- Cleaning
- Painting
- Security
- Fire safety management
- Gutter cleaning.

***Summary Forecast Lifecycle Costs – LBS***




Notes on Major Upgrade expenditure:

Community and Civic Hub Development project - $10M

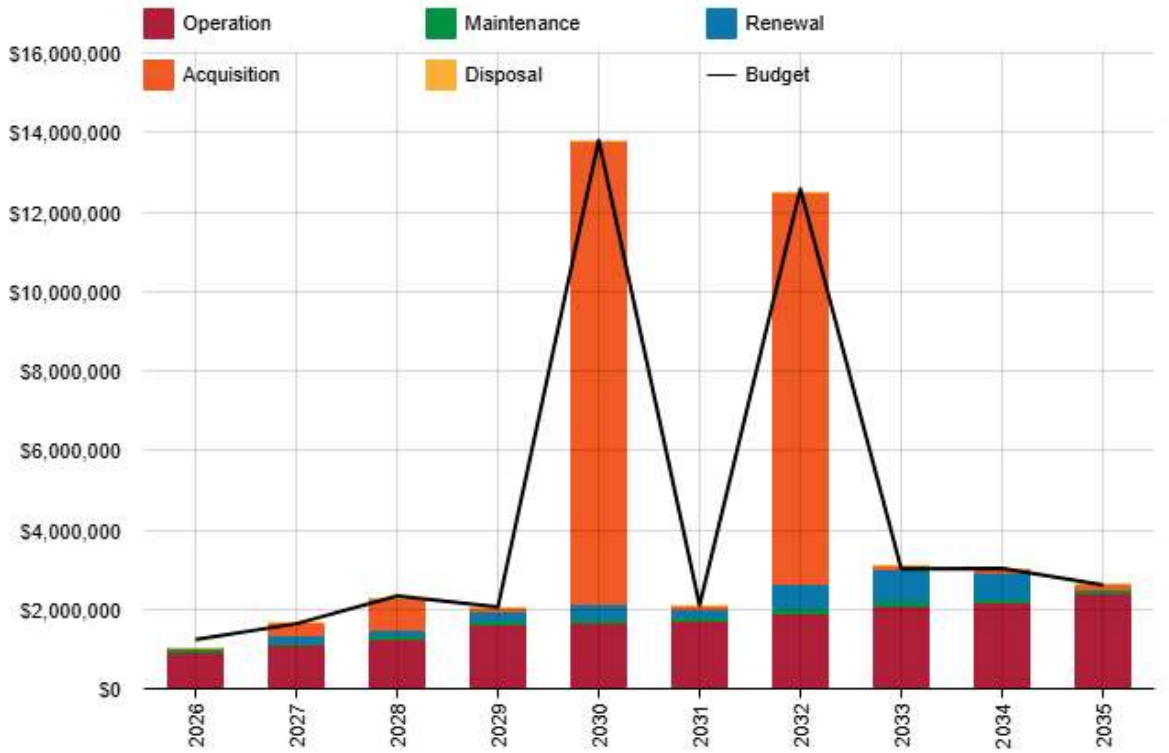
- 2027-28 $500k Detailed design
- 2029-30 $9.5M Construction

**Recreation and Open Space**

Recreation and Open Space assets provide locations and facilities for various passive and active uses. They have been classified into groupings from Regional through to Local in order of utilisation and importance to the community. Open Space assets are further classified by type and include sporting facilities and recreation parks through to landscaped areas. This asset class includes playgrounds, parks, ovals and playing fields. Some recreational assets such as community ovals and playing surfaces are operated under a license agreement with an incorporated body e.g. recreation grounds committee. Responsibility for the renewal and maintenance of assets is specified within these agreements. The current key activities include:

- Increased inspections of playgrounds and play equipment
- Mowing
- Weed control
- Litter removal
- Pruning
- Cleaning
- Waste removal etc.

***Summary Forecast Lifecycle Costs – Open Space***




<u>Notes on Major Upgrade expenditure:</u>

Two Wells Oval Development project - $20M

- 2028-29 $500k Detailed design
- 2030-31 $9.75M Construction Phase 1
- 2032-33 $9.75M Construction Phase 2

Salt Creek Restoration – Middle Beach project - $2M

- 2027-28 $200k Detailed design
- 2030-31 $1.8M Construction