Brighton Council

# ATTACHMENTS

ORDINARY COUNCIL MEETING

21 OCTOBER 2025

Brighton
going places

Brighton Council

# MINUTES OF THE ORDINARY COUNCIL MEETING

# OF THE BRIGHTON COUNCIL, HELD IN THE COUNCIL CHAMBERS,

# COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH

# AT 5.30P.M. ON TUESDAY, 16 SEPTEMBER 2025

PRESENT: Cr Gray; Cr Curran; Cr De La Torre; Cr Geard; Cr Irons; Cr McMaster; Cr Murtagh; Cr Owen and Cr Whelan

IN ATTENDANCE: Mr C Pearce-Rasmussen (Acting Chief Executive Officer); Ms G Browne (Director Corporate Services); Mr A Woodward (Director Development Services); Mrs J Blackwell (Manager Planning) and Ms A Turvey (Manager Community Development & Engagement).

## 1. STATEMENT BY THE CHAIRPERSON

## 2. ACKNOWLEDGEMENT OF COUNTRY

## 3. APOLOGIES & REQUESTS FOR LEAVE OF ABSENCE

*Nil.*

## 4. NOTIFICATION OF LEAVE OF ABSENCE FOR PARENTAL LEAVE

*Nil.*

## 5. CONFIRMATION OF MINUTES

### 5.1 Ordinary Council Meeting

The Minutes of the previous Ordinary Council Meeting held on the 19th August 2025 are submitted for confirmation.

**RECOMMENDATION:**

That the Minutes of the previous Ordinary Council Meeting held on 19th August 2025, be confirmed.

## DECISION:

*Cr Geard moved, Cr McMaster seconded that the Minutes of the previous Ordinary Council Meeting held on 19th August 2025, be confirmed.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

## 5.2 Planning Authority Meeting

The Minutes of the Planning Authority Meeting held on the 2nd September 2025 are submitted for confirmation.

## RECOMMENDATION:

That the Minutes of the Planning Authority Meeting held on the 2nd September 2025, be confirmed.

## DECISION:

*Cr McMaster moved, Cr Irons seconded that the Minutes of the Planning Authority Meeting held on the 2nd September 2025, be confirmed.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

# 6. DECLARATION OF INTEREST

In accordance with the requirements of Regulation 10(8) of the L*ocal Government (Meeting Procedures) Regulations 2025*, the chairperson of a meeting is to request Councillors to indicate whether they have, or are likely to have, an interest in any item on the agenda. In accordance with Section 48(4) of the *Local Government Act 1993*, it is the responsibility of councillors to then notify the Chief Executive Officer, in writing, the details of any interest(s) that the councillor has declared within 7 days of the declaration.

*Cr Owen declared an interest in Item 16.2.*

# 7. PUBLIC QUESTION TIME & DEPUTATIONS

In accordance with the requirements of Regulations 33, 36, 37 & 38 of the *Local Government (Meeting Procedures) Regulations 2025*, the agenda is to make provision for public question time.

Mr Andrew Bullock addressed Council regarding his development in the Brighton Hub. Council has committed to responding to a letter dated 16 September from Mr Bullock that included a number of questions on notice.

## DECISION:

*Cr De La Torre moved, Cr Owen seconded that Council extend Question Time to 6 minutes.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

# 8. REPORTS FROM COUNCIL

## 8.1 Mayor's Communications

22/8 Inception Meeting, Brighton Pontville Local Area Plan

28/8 ABC Radio Interview regarding Metro review

28/8 7 News Interview regarding Metro review

28/8 Briefing on Boyer Road Project

2/9 Council Workshop

2/9 Planning Authority Meeting

6/9 Meeting with Legislative Council President - Craig Farrell

6/9 Café Connections Awards Ceremony for the 2025 Bridgewater Jerry Photo Competition – Cr Owen also in attendance.

9/9 Big Tassie Walk Media Event

12/9 Online briefing session for GMC

16/9 GMC Meeting

16/9 Council Meeting

## RECOMMENDATION:

That the Mayor's communications be received.

## DECISION:

*Cr De La Torre moved, Cr Owen seconded that the Mayor's communications be received.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

## 8.2 Reports from Council Representatives

- Cr Owen attended Cycling South General Meeting 16/9/25.
- Cr Irons attended Greater Hobart Homlessness Alliance 11/09/25.
- Cr Geard attended a meeting with President of the Brighton Show Society.

## RECOMMENDATION:

That the verbal reports from Council representatives be received.

## DECISION:

*Cr Whelan moved, Cr McMaster seconded that the verbal reports from Council representatives be received.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |

Cr McMaster
Cr Murtagh
Cr Owen
Cr Whelan

## 9. MISCELLANEOUS CORRESPONDENCE

- Letter from Senator Wendy Askew dated 21 August 2025 in relation to arrangements for federal Liberal representatives.

- Letter to CEO of Andrew Walter Constructions dated 28th August 2025 congratulating them on receiving the Earth Awards 2025 for the Andrew Street upgrade and streetscape project.

- Letter to Mithun Bacheval dated 3rd September 2025 in regard to a request for Ministerial Discretion to consider a second PBS Pharmacy in Bridgewater.

## 10. NOTIFICATION OF COUNCIL WORKSHOPS

*In accordance with the requirements of Regulation 10(3) of the Local Government (Meeting Procedures) Regulations 2025,* the agenda is to make provision for the date and purpose of any council workshop held since the last meeting.

One (1) Council workshop has been held since the previous Ordinary Council meeting.

A workshop was held on the 2nd September 2025 at 5.00pm to receive a presentation from Mithun Bacheval and Peter O'Brien in relation to a request to the Federal Minister for a second PBS Pharmacy in Bridgewater.

Attendance: Cr Gray; Cr Curran; Cr De La Torre; Cr Irons; Cr McMaster, Cr Owen & Cr Whelan

Apologies: Cr Geard & Cr Murtagh

## 11. NOTICES OF MOTION

*There were no Notices of Motion.*

## 12. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

In accordance with the requirements of Regulation 10(7) of the *Local Government (Meeting Procedures) Regulations 2025*, the Council, by absolute majority may decide to deal with a matter that is not specifically listed on the agenda if:-

(a) the general manager has reported the reason for which it was not possible to include the matter on the agenda; and
(b) the general manager has reported that the matter is urgent; and
(c) the general manager has certified under Section 65 of the Local Government Act 1993 that the advice has been obtained and taken into account in providing general advice to the council.

*The Acting Chief Executive Officer reported there were no supplementary agenda items.*

# 13. REPORTS FROM COMMITTEES

## 13.1 Audit Panel - 16 May 2025

The minutes of the Audit Panel meeting held on 16th May 2025 be received and the recommendations are submitted to Council for adoption.

## RECOMMENDATION:

That the Audit Panel minutes be received and the recommendations of the Audit Panel meeting held on 16th May 2025 be adopted.

## DECISION:

*Cr Geard moved, Cr De La Torre seconded that the Audit Panel minutes be received and the recommendations of the Audit Panel meeting held on 16th May 2025 be adopted.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

# 14. COUNCIL ACTING AS A PLANNING AUTHORITY

Under the provisions of the *Land Use Planning and Approvals Act 1993* and in accordance with Regulation 29 of the *Local Government (Meeting Procedures) Regulations 2025*, the Chairperson is to advise the meeting that Council will act as a planning authority in respect to those matters appearing under Item 12 on this agenda, inclusive of any supplementary items.

## 14.1. Planning Scheme Amendment - 1 Hayfield Place, Bridgewater; 46 Gunn Street, Bridgewater; Lot 4 Nielsen Esplanade and Hayfield Place Road Reserve: for Multiple Dwellings (x 56); Boundary Adjustment and Ancillary Site and Infrastructure Works [DA2024/0035]

Author: Manager Planning (J Blackwell)

| | |
|---|---|
| Applicant: | Prime Design |
| Subject Site: | 1 Hayfield Place, Bridgewater; 46 Gunn Street, Bridgewater, Lot 4 Nielsen Esplanade and Hayfield Place Road Reserve |
| Proposal: | Multiple Dwellings x 56; Boundary Adjustment and Ancillary Site and Infrastructure works |
| Planning Scheme: | Tasmanian Planning Scheme - Brighton |
| Zoning: | General Residential<br>Open Space Zone |
| Codes: | Signs Code C1.0<br>Parking and Sustainable Transport Code C2.0<br>Road and Railway Assets Code C3.0<br>Natural Assets Code (Waterway and Coastal Protection Area & Future Coastal Refugia Area) C7.0<br>Coastal Erosion Hazard Code C10.0<br>Coastal Inundation Hazard Code C11.0<br>Flood Prone Areas Code C12.0 |
| Local Provisions: | BRI-C6.1.70 - Local Historic Heritage Place – “Fairfield” - (Signs) |
| Other | Historic Cultural Heritage Act – THC listed site #617, permanently listed |
| Use Class: | Residential |
| Discretions: | 8.4.2A1(b)/P1 - Front Setback<br>8.4.2 A3/P3 - Building Envelope<br>8.4.3 A1/P1 - Site Coverage and Private Open Space for all dwellings |

| | |
|---|---|
| | 8.4.8 A1/P1 - Waste Storage for Multiple Dwellings<br>C1.6.4 A1/P1 Signs on local heritage places<br>C2.5.1 A1/P1 Car Parking numbers<br>C2.5.3 A1/P1 Motorcycle Parking<br>C2.6.5 A1.1/P1 Pedestrian Access<br>C3.5.1 A1.4/P1 Traffic Generation at a vehicle crossing, level crossing or new junction<br>C7.6.1 A1/P1 Buildings and works within a waterway and coastal protection area<br>C7.6.2 A2/P2 Buildings and works within a future coastal refugia area<br>C7.6.1 A3/P3 Building and works involving stormwater point discharge to a watercourse<br>C7.7.1A1/P1 Subdivision within a waterway and coastal area or future coastal refugia area<br>C10.6.1 A1/P1 Building and works excluding coastal protection works within a coastal erosion hazard area<br>C10.7.1 A1/P1 Subdivision with a coastal erosion hazard area<br>C11.6.1 A1/P1 Building and Works excluding coastal protection works within a coastal inundation area<br>C11.7.1 A1/P1 Subdivision within a coastal inundation hazard area<br>C12.5.1 A1/P1 Uses within a flood-prone hazard area<br>C12.6.1 A1/P1 Development and works within a flood-prone hazard area |
| Representations: | Two (2) representations were received. The representors raised the following issues:<br>• Overlooking & Privacy<br>• Devaluation of property<br>• Loss of views<br>• Soil composition<br>• Recommendations for single dwellings and/or frosted/obscure glass<br>• Proposal does not fit in with style of existing dwellings |
| Attachments: | • Attachment 1 - Proposal Plans and supporting reports<br>• Attachment 2 - TasWater SPAN<br>• Attachment 3 - Tasmanian Heritage Council Notice of Heritage Decision |

| | |
|---|---|
| **Recommendation:** | Approval with conditions |

## 1. STATUTORY REQUIREMENTS

The purpose of this report is to enable the Planning Authority to determine application DA 2024/0035.

The relevant legislation is the *Land Use Planning and Approvals Act* 1993 (LUPAA). The provisions of LUPAA require a planning authority to take all reasonable steps to ensure compliance with the planning scheme.

Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

This report details the reasons for the officer recommendation. The Planning Authority must consider this report but is not bound to adopt the recommendation. Broadly, the Planning Authority can either:

(1) adopt the recommendation, or

(2) vary the recommendation by adding, modifying, or removing recommended reasons and conditions or replacing an approval with a refusal (or vice versa).

Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act* 2000 and the *Local Government (Meeting Procedures) Regulations 2025*.

## 2. SITE ASSESSMENT

The proposed site is located in Bridgewater, Tasmanian and comprises the following lots:

| Address | C/T Reference | Owner |
|---|---|---|
| 1 Hayfield Place, | 176642/3 | Centacare Evolve Housing Limited |
| 46 Gunn Street | 54813/13 | Centacare Evolve Housing Limited |
| Hayfield Place Road Reserve | 176642/6 | Brighton Council |
| Lot 4 Nielsen Esplanade | 176642/4 | Brighton Council |
| Council Reserve | 176642/7 & 8 | Brighton Council |

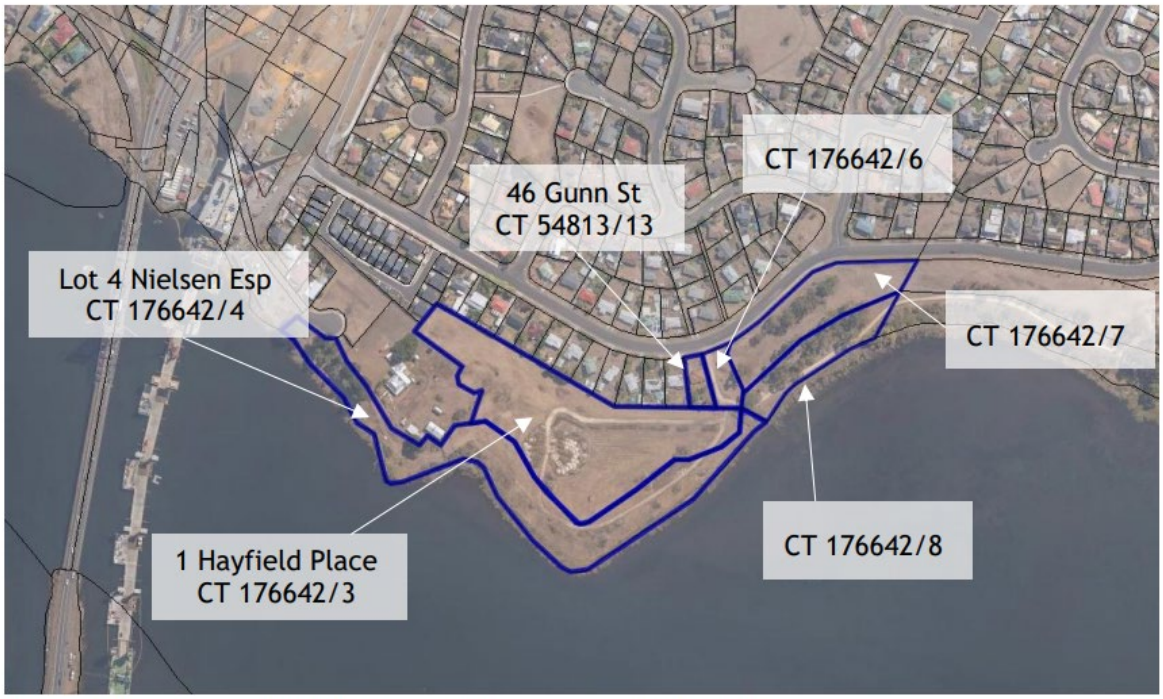



Figure 1. Subject Sites in dark blue (source: LISTmap, Accessed 11/01/2025)
Source: MC Planners Report, May 2025

1 Hayfield Street and 46 Gunn Street are situated in the General Residential zone, with the surrounding public reserves zoned Open Space. 1 Hayfield Street is a vacant lot. 46 Gunn Street is currently developed by a dwelling, which has separately been approved for demolition (DA2025/0036).

Hayfield Place Road Reserve is a council maintained, informally created, road lot. The Applicant is to construct Hayfield Place to the required standard. This road will provide access from Gunn Street to the site, via a 23m wide road parcel zoned Open Space. The road will be finalised through this development process, if approved by the planning authority.

Adjoining Council owned reserves [Lot 4 Nielsen Esplanade and the Council Reserve (CT 176642/7 and 8] are included within the application, to facilitate stormwater infrastructure and redirected public pathways. The proposal also includes discharge of stormwater to the River Derwent, for which Crown Consent has been provided. 177m2 of land on 1 Hayfield Place will be transferred to Council in order to maintain the existing gravel footpath from the road reserve to the foreshore trail.

The residential zoned properties have a combined site area of 19,800m2. The entirety of the site is generally level, with no significant vegetation identified. 1 Hayfield Place is subject to the Tasmanian Heritage Register, due to its association with the "Fairfield" Homestead (formerly "Hayfield").

Figure 1: Subject Site (source www.thelist.tas.gov.au/maps)

Crown consent has been issued for discharge of treated stormwater to the River Derwent.

Figure 2: Zoning Map (Red = General Residential; Green = Open Space) (Source: wwww.thelist.tas.gov.au/maps)

The site can be serviced for water and sewer.

The site is subject to a number of mapped overlays:

## Coastal Inundation Hazard Code:

Figure 3: Low Band

Figure 4: Medium Band

## Coastal Erosion Hazard Code:

Figure 5. High Band

Figure 6. Medium Band

Figure 7 Low Band

## Natural Assets Code:

Figure 8: Future Coastal Refugia Area

Figure 9: Waterway and Coastal Protection Area

## Tasmanian Heritage Register

Figure 10: Fairfield (formerly Hayfield), Heritage Register ID: 617

In addition to the mapped overlays, the site is subject to the Signs Code, the Parking and Sustainable Transport Code and the Road and Railway Assets Code. Aboriginal cultural heritage has also been identified on the site.

Development on the land at 1 Hayfield Place is also subject to the following covenant, which has been demonstrated in the application documents:

*"The owner of Lot 3 on the plan covenants with the Vendor (Medkes Development Pty Ltd and the Crown) and the owners for the time being of every other Lot shown on the Plan to the intent that the burden of this covenant may run with and bind the covenantor's Lot and every part thereof shall be annexed to and devolve with each and every part of every other Lot shown on the Plan to observe the following stipulations:-*

1. *Not build any structure or dwelling or house or building whatsoever in the area marked "GFHIJKMNOP" shown on the Plan; and*
2. *Not to build any structure or dwelling or house or building whatsoever in the area marked "QRS" on the plan."*

Ancillary site works include the construction of a public road over the existing road reservation (which will also serve the existing TasWater pump station & Bridgewater Dog Park), an internal circulatory roadway, private services associated with the dwellings and a new stormwater outlet discharging to the River Derwent (via Crown Land).

## 3. PROPOSAL

The proposal seeks approval for:

- Demolition of existing dwelling and outbuildings (approved under DA 2025/36)
- Construction of 56 multiple dwellings
    - The dwellings comprise eight different dwelling layouts, comprising single and double storey dwellings, with 2 and 3 bedrooms designs. Some dwellings are conjoined, whilst others are villa style.
        - Unit type A (x4): 2 storey, 2 bedroom units with carport attached
        - Unit type B (x8): 2 storey, 2 bedroom units, roof top deck over carports
        - Unit type C (x6): 2 bedroom, single storey
        - Unit type D (x6): 2 storey, 3 bedroom conjoined dwellings with carport
        - Unit type F (x7): 2 storey, 3 bedroom conjoined dwellings
        - Unit type G (x18): 2 storey, 2 bedroom conjoined dwellings
        - Unit type H (x5): 2 storey, 3 bedroom, reverse living dwellings with garage
        - Unit type J (x2): 2 storey, 3 bedroom conjoined dwellings.
    - A mix of cladding including brick work, colorbond roof cladding and James Hardie light weight wall cladding
    - A variety of roof forms are provided across the various unit types.
- Ground based sign at entry to site
- 104 on site car parking spaces including 12 shared spaces and 11 visitor parking spaces)

- Boundary adjustment
    - Consolidation of titles for 1 Hayfield Place (CT 176642/3) and 46 Gunn Street (CT 54813/13)
    - Boundary adjustment of a portion of the consolidated lot to the road lot (CT 176642/6)
    - Excision of 177m2 to be transferred to Council to maintain access to existing pedestrian path.
- Access, waste collection, stormwater and associated infrastructure
    - stormwater main to be constructed via Lot 4 Nielsen Esplanade, to discharge to River Derwent
    - Construction and extension of Hayfield Place access to connect to the internal driveway at 1 Hayfield Place.
    - Redirection of pedestrian paths

The application is supported by the attached planning report from MC Planners dated May 2025 and supporting reports including Traffic Impact Assessment (Midson Traffic), Stormwater Management Report (Aldanmark), Coastal Vulnerability Assessment and Natural Values Assessment (Geo-Environmental Solutions), Flood Inundation Report (Flussig), and Bridgewater Test Pitting Excavation Report (Aboriginal Heritage) (Southern Archaeology).

The Tasmanian Heritage Commission indicated that they have an interest in the proposal and have provided a Notice of Heritage Decision containing conditions (refer section 5).

## 4. PLANNING SCHEME ASSESSMENT

### Compliance with Applicable Standards:

*5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.*

*5.6.2 A standard is an applicable standard if:*

*(a) the proposed use or development will be on a site within:*

*(i) a zone;*

*(ii) an area to which a specific area plan relates; or*

*(iii) an area to which a site-specific qualification applies; or*

*(b) the proposed use or development is a use or development to which a relevant applies; and*

*(c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.*

*5.6.3 Compliance for the purposes of subclause 5.6.1 of this planning scheme consists of complying with the Acceptable Solution or satisfying the Performance Criterion for that standard.*

*5.6.4 The planning authority may consider the relevant objective in an applicable standard to determine whether a use or development satisfies the Performance Criterion for that standard.*

Determining applications (clause 6.10.1):

*6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:*

*(a) all applicable standards and requirements in this planning scheme; and*

*(b) any representations received pursuant to and in conformity with section 57(5) of the Act,*

*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.*

Use Class

The Use Class is categorised as Residential under the Scheme. In the General Residential Zone the Residential (Multiple Dwellings) use is Permitted.

General Provisions

*7.10 Development not required to be categorised into a use class*

As noted above, the proposal includes consolidation of titles for 1 Hayfield Place (CT 176642/3) and 46 Gunn Street (CT 54813/13). It also includes a boundary adjustment of portions of the consolidated lot with the road lot (CT 176642/6) and a transfer of 177m2 from 1 Hayfield Street to Council for the public foreshore (CT 176642/4). The above cannot be strictly considered a subdivision within the definition of 7.3 of the scheme, and as such needs to be considered as a subdivision. Clause 6.2.6 of the Scheme identifies a number of developments that are not required to be categorised into a use class, subdivision being one of those developments.

Clause 7.10 requires:

*7.10.1 An application for development that is not required to be categorised into one of the Use Classes under sub-clause 6.2.6 of this planning scheme and to which 6.8.2 applies, excluding adjustment of a boundary under sub-clause 7.3.1, may be approved at the discretion of the planning authority.*

*7.10.2 An application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.*

*7.10.3 In exercising its discretion under sub-clauses 7.10.1 and 7.10.2 of this planning scheme, the planning authority must have regard to:*

*(a) the purpose of the applicable zone;*

*(b) the purpose of any applicable code;*

*(c) any relevant local area objectives; and*

*(d) the purpose of any applicable specific area plan.*

The zone purpose statements for the ***General Residential*** zone are:

*8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.*

*8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.*

*8.1.3 To provide for non-residential use that:*

*(a) primarily serves the local community; and*

*(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.*

*8.1.4 To provide for Visitor Accommodation that is compatible with residential character.*

The zone purpose statements for the Open Space zone are:

*29.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity.*

*29.1.2 To provide for use and development that supports the use of the land for open space purposes or for other compatible uses.*

The proposal for subdivision does not conflict with the Zone purpose statements.

In relation to 7.10.3 (b), applicable codes include C1.0 Signs Code, C2.0 Parking and Sustainable Transport Code, C3.0 Road and Railway Assets Code, C7.0 Natural Assets Code, C10.0 Coastal Erosion Hazard Code, C11.0 Coastal Inundation Hazard Code and C12.0 Flood Prone Areas Hazard Code.

The Code purpose for each is set out below:

*C1.0 - Signs Code*

*C1.1.1 To provide for appropriate advertising and display of information for business and community activity.*

*C1.1.2 To provide for well-designed signs that are compatible with the visual amenity of the surrounding area.*

*C1.1.3 To ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.*

*C2.0 Parking and Sustainable Transport Code*

*C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.*

*C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*

*C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*

*C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*

*C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.*

*C2.1.6 To provide for parking precincts and pedestrian priority streets.*

*C3.0 Road and Railway Assets Code*

*C3.1.1 To protect the safety and efficiency of the road and railway networks; and*

*C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.*

*C7.0 Natural Assets Code*

*C7.1.1 To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands and lakes.*

*C7.1.2 To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes and the natural ecological function of the coast.*

*C7.1.3 To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise.*

*C7.1.4 To minimise impacts on identified priority vegetation.*

*C7.1.5 To manage impacts on threatened fauna species by minimising clearance of significant habitat.*

*C10.0 Coastal Erosion Hazard Code*

*C10.1.1 To ensure that use or development subject to risk from coastal erosion is appropriately located and managed, so that:*

*(a) people, property and infrastructure are not exposed to an unacceptable level of risk;*

*(b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised;*

*(c) it does not increase the risk from coastal erosion to other land or public infrastructure; and*

*(d) works to protect land from coastal erosion are undertaken in a way that provides appropriate protection without increasing risks to other land.*

*C10.1.2 To provide for appropriate use or development that relies upon a coastal location to fulfil its purpose.*

*C11.0 Coastal Inundation Hazard Code*

*C11.1.1 To ensure that use or development subject to risk from coastal inundation is appropriately located and managed so that:*

*(a) people, property and infrastructure are not exposed to an unacceptable level of risk;*

*(b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised;*

*(c) it does not increase the risk from coastal inundation to other land or public infrastructure; and*

*(d) works to protect land from coastal inundation are undertaken in a way that provides appropriate protection without increasing risks to other land.*

*C11.1.2 To provide for appropriate use or development that relies upon a coastal location to fulfil its purpose.*

*C12.0 Flood Prone Areas Hazard Code*

C12.1.1 *To ensure that use or development subject to risk from flood is appropriately located and managed, so that:*

*(a) people, property and infrastructure are not exposed to an unacceptable level of risk;*

*(b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and*

*(c) it does not increase the risk from flood to other land or public infrastructure.*

*C12.1.2 To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.*

As outlined in the supporting planning report from MC Planners (pp8-11 inclusive), the proposal for subdivision does not conflict with the Code purpose statements.

There are no relevant local area objectives (7.10.3(c)) or applicable specific area plans for the site (7.10.3(d)).

### Compliance with Performance Criteria

The proposal meets the Scheme's relevant Acceptable Solutions with the exception of the following:

### Clause 8.4.2 A1/P1 Frontage Setback

| Objective: | |
|---|---|
| The siting and scale of dwellings:<br>(a) provides reasonably consistent separation between dwellings and their frontage within a street;<br>(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;<br>(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and<br>(d) provides reasonable access to sunlight for existing solar energy installations. | |
| **Acceptable Solution** | **Performance Criteria** |
| A1<br>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:<br>(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;<br>(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;<br>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or<br>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level. | P1<br>A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints. |

Units 1A and 1B have a setback to the 46 Gunn Street primary frontage in excess of 5m. Unit 1B has a setback of approximately 1.65m from the secondary frontage abutting the Hayfield Place reserve. The balance of the units have a setback exceeding 4.5m from the Hayfield Place frontage.

Hayfield Place is a public road reserve. Consequentially, the interface between Unit 1B and Hayfield Place is considered a secondary frontage, requiring a setback of 3m to satisfy the acceptable solution in A1(b) above. Therefore, assessment against the performance criteria is relied upon.

Pedestrian access to the unit is via a north facing frontage to Gunn Street, with vehicle access via the internal driveway once inside the property boundaries, refer figure 11.

Unit 1B will be the only dwelling with a street presence adjacent to Hayfield Place. Accordingly, the reduced setback is considered to accord with the PC.

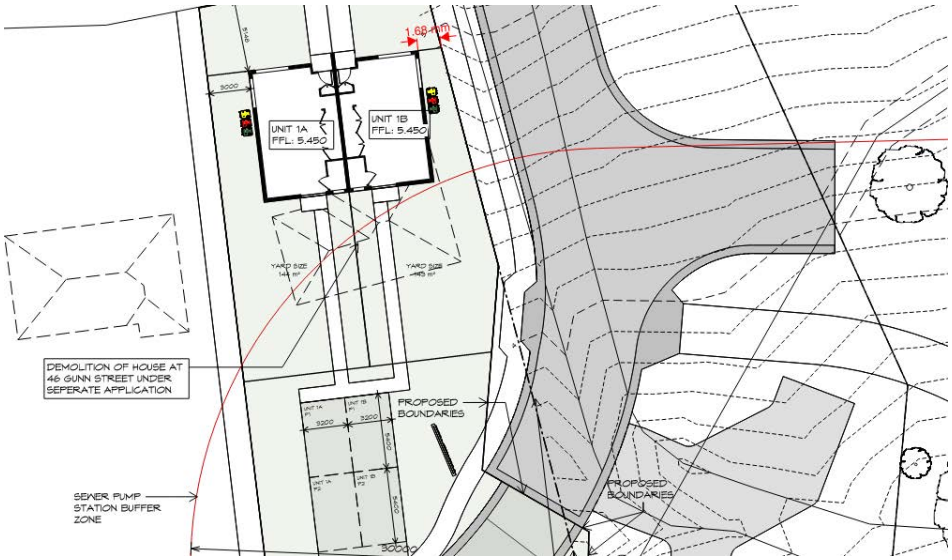



Figure 11 - Location of unit 1B.

## Clause 8.4.2 A3/P3 Building envelope

| Objective: | |
|---|---|
| The siting and scale of dwellings:<br>(a) provides reasonably consistent separation between dwellings and their frontage within a street;<br>(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;<br>(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and<br>(d) provides reasonable access to sunlight for existing solar energy installations. | |
| **Acceptable Solution** | **Performance Criteria** |
| A3<br>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m | P3<br>The siting and scale of a dwelling must: |

| | |
|---|---|
| horizontally beyond the building envelope, must:<br>(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:<br>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and<br>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and<br>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:<br>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or<br>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser). | (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:<br>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;<br>(ii) overshadowing the private open space of a dwelling on an adjoining property;<br>(iii) overshadowing of an adjoining vacant property; and<br>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;<br>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and<br>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:<br>(i) an adjoining property; or<br>(ii) another dwelling on the same site. |

The proposal provides minimum 4m side setbacks (northern boundary), 2.685m rear setback (western boundary) and 5.6m setbacks (southern boundary) (Refer figures 12 - 15 inclusive)

Figure 12 - Northern Boundary minimum side boundary setbacks

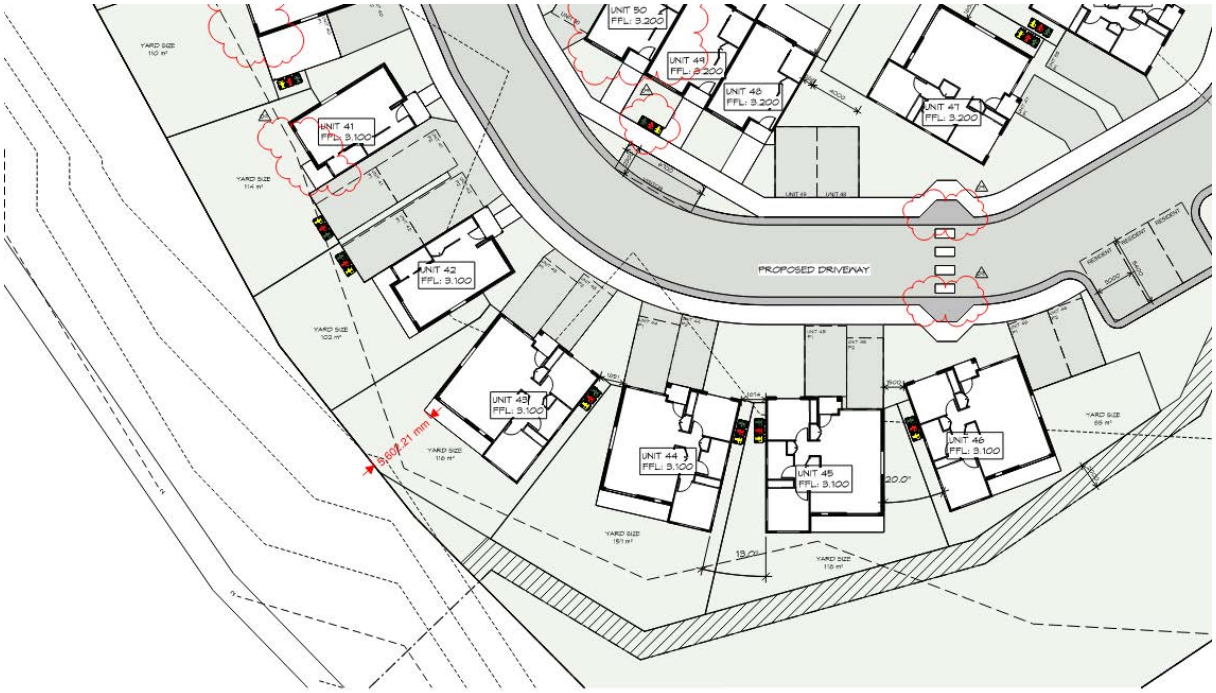



Figure 13 - Southern boundary minimum side boundary setbacks


Figure 14 Western boundary - minimum rear boundary setback

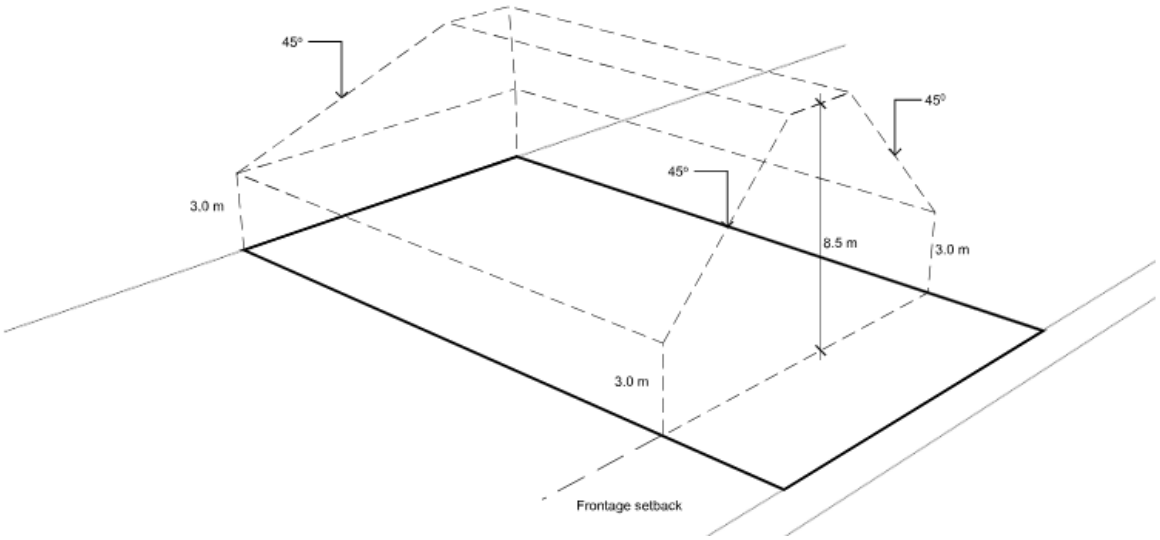



Figure 15 - Figure 8.2 Building Envelope as required by clause 8.4.2 A3(a) (Source - Tasmanian Planning Scheme Brighton

By way of example, and taking into account the irregular shape of the site and the inclusion of 46 Gunn Street in the calculations, a 2 storey dwelling with a setback of 4m will have an allowable wall height of 7m (calculated as permitted 3m wall height at the boundary plus 1m increase in wall height for each metre of setback), projecting from the boundary at height of 3m and an angle of 45 degrees to a maximum height of 8.5m, across the whole of the site (Figure 15).

Dwellings situated adjacent to the northern boundary (facing Gunn Street) have a wall height of 5.62m, and maximum building height of 7.4m, therefore requiring a setback of 2.62m to fit within the building envelope. The minimum setback provided along this boundary is 4m (refer Figure 12)


Figure 16 - Typical wall and building heights.

However, the proposal is reliant on performance criteria in relation to the building envelope, as the roof edge of Units 1A and 1B protrude from the building envelope relating to the frontage setback (Unit 1B) and a minor section of the north eastern corner elevation (Unit 1A) (refer Figure 17).


Figure 18: Building Envelope Units 1A and 1B (drawing PD23116-J-04, revision 04) (source: Application documents)

Therefore assessment against the performance criteria is relied upon.

In addressing the Performance Criteria, the hourly shadow diagrams provided as at 21 June, Units 1A and 1B demonstrate that there is likely to be some overshadowing of the property at 44 Gunn Street between 9am and 11am, with no overshadowing identified by 12 noon. Slight overshadowing is expected to occur at the western end of the site during the same time period.

Visually, the buildings are to be constructed with a mix of materials, being face brick and cladding, walls have been broken up through the use of windows. Further the applicant has provided a landscaping plan, which demonstrates the use of vegetation to soften the aesthetics of the dwellings. The dwellings are in keeping with those more recently constructed at 8-20 Gunn Street, and 14 Nielsen Esplanade

Similar setbacks between the proposed multiple dwellings and existing dwellings along Gunn Street have been demonstrated, with many of the existing dwellings being situated closer to side boundaries than the proposed units.

There is no adjoining vacant property to be considered, nor are there any solar panels on adjoining properties that will be affected by overshadowing.

According, the PC is satisfied.

### Clause 8.4.3 A1/P1 - Site Coverage and Private Open Space for all dwellings

| Objective: | |
|---|---|
| That dwellings are compatible with the amenity and character of the area and provide:<br>(a) for outdoor recreation and the operational needs of the residents;<br>(b) opportunities for the planting of gardens and landscaping; and<br>(c) private open space that is conveniently located and has access to sunlight. | |
| **Acceptable Solution** | **Performance Criteria** |
| A1<br>Dwellings must have: | P1<br>Dwellings must have: |

| | |
|---|---|
| (a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and<br>(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer). | (a) site coverage consistent with that existing on established properties in the area;<br>(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate:<br>(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and<br>(ii) operational needs, such as clothes drying and storage; and<br>(c) reasonable space for the planting of gardens and landscaping. |

Site coverage for the proposed development is approximately 3638m$^2$ which equates to approximately 19%. However, eleven (11) units have less than 60m2 private open space, being units 2-9 inclusive, 49 and 55. The acceptable solution is not satisfied, and assessment against the performance criteria is relied upon.

Similar multiple dwelling development exists at 20 Gunn Street, 14 Nielsen Esplanade and 1-3 Waruga Street demonstrating consistency with established properties in the area.

The landscaping plan submitted with the application shows that planting and clothes drying can be accommodated. Each dwelling is able to provide in excess of the designated 24m$^2$ private open space required by 8.4.3 A2 of the Scheme. The site provides additional areas of open space its boundaries and is connected to the foreshore trail fronting the river front reserve. The site is approximately 500m from the Bridgewater Parklands.

It is considered that the reduced areas of POS are sufficient, when considered in conjunction with open space on the site, and the adjacent public reserves.

Accordingly, the PC is satisfied.

### Clause 8.4.8 Waste Storage for Multiple Dwellings

| Objective: | |
|---|---|
| To provide for the storage of waste and recycling bins for multiple dwellings. | |
| Acceptable Solution | Performance Criteria |
| A1<br>A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations: | P1<br>A multiple dwelling must have storage for waste and recycling bins that is:<br>(a) capable of storing the number of bins required for the site;<br>(b) screened from the frontage and any dwellings; and |

| | |
|---|---|
| (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or<br>(b) a common storage area with an impervious surface that:<br>(i) has a setback of not less than 4.5m from a frontage;<br>(ii) is not less than 5.5m from any dwelling; and<br>(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area. | (c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise. |

The proposal includes waste storage for each unit, however some waste storage is at the front of each dwelling facing the internal road (units 3 - 8,17-21, 31-36 and 49) and therefore is not able to satisfy the acceptable solution.

The proposal is able to satisfy the performance criteria in that the proposal shows that each waste storage location is provided with screening for three bins. However, a condition will be included in any permit approved requiring screening of bins to be implemented.

Accordingly, the PC is satisfied with conditions.

Clause 1.6.4 A1/P1 Signs on local heritage places

| Objective: | |
|---|---|
| That the size, design and siting of signs is compatible with and does not have an unacceptable impact on the local historic heritage significance of a local heritage place, a local heritage precinct or a local historic landscape precinct as listed in the Local Historic Heritage Code. | |
| Acceptable Solution | Performance Criteria |
| A1<br>A sign located on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code, must:<br>(a) be not more than 0.2m²;<br>(b) not be an illuminated sign; and<br>(c) there must be not more than 1 sign per site. | P1<br>A sign located on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code must be located in a manner that does not have an unacceptable impact on the local historic heritage significance of the place or precinct, having regard to:<br>(a) placement to allow the architectural details of the building to remain prominent;<br>(b) the size and design not substantially diminishing the local historic heritage |

| | |
|---|---|
| | significance of the place or precinct;<br>(c) where relevant, placement in a location on the building that would traditionally have been used as an advertising area;<br>(d) any domination or obscuring of any historic signs forming an integral part of a building's architectural detailing or local historic heritage significance;<br>(e) using fixtures that do not and are not likely to damage building fabric;<br>(f) not projecting above a parapet or roof line if such a projection impacts on the local historic heritage significance of the building; and<br>(g) not using internal illumination in a sign on a local heritage place unless it is demonstrated that such illumination will not detract from the local historic heritage significance of the place or precinct. |

The proposal provides for a single ground based entry sign 4m x 1.8m to be located at the rear of 46 Gunn Street, facing Hayfield Place on land identified as a local heritage place.

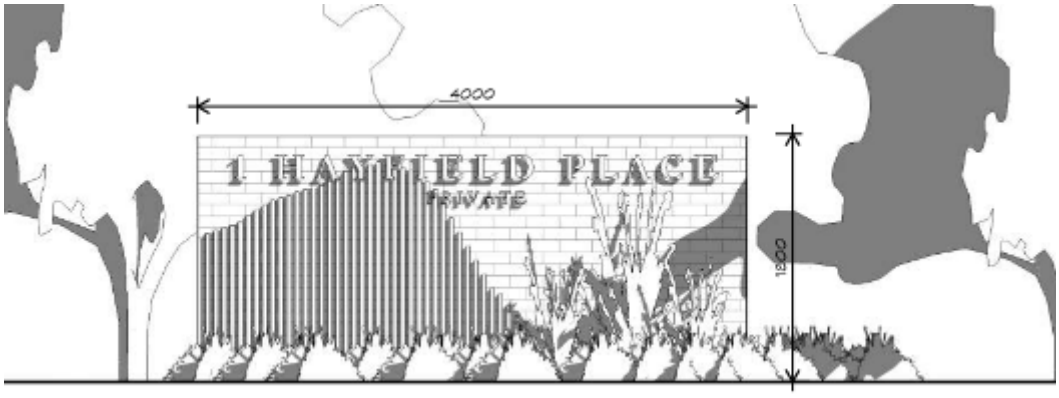



Figure 19: Proposed Signage

The dimensions of the ground based sign do not satisfy the acceptable solution. Therefore assessment against the performance criteria is relied upon.

The sign is to be located at the south western end of Hayfield Place, south of the proposed dwellings on 46 Gunn Street, and approximately 33m north east of the proposed dwellings on the lot proper. It is not proposed to illuminate the sign, and earth tones will be utilised to minimise any adverse impacts. The sign is separated from the adjoining Hayfield homestead by the proposed residential development, and is not considered to detract

from the local historical significance of the place given the siting, scale, materials and colour scheme proposed.

Heritage Tasmania did not provide any comment on the proposed signage when considering the proposal.

Accordingly, the PC is satisfied.

Clause C2.5.1 A1/P1 Car Parking Numbers

| Objective: | |
|---|---|
| That an appropriate level of car parking spaces are provided to meet the needs of the use. | |
| Acceptable Solution | Performance Criteria |
| A1<br>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:<br>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;<br>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;<br>(c) the site is subject to Clause C2.5.5; or<br>(d) it relates to an intensification of an existing use or development or a change of use where:<br>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or<br>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:<br>N = A + (C- B)<br>N = Number of on-site car parking spaces required | P1.1<br>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:<br>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;<br>(b) the ability of multiple users to share spaces because of:<br>(i) variations in car parking demand over time; or<br>(ii) efficiencies gained by consolidation of car parking spaces;<br>(c) the availability and frequency of public transport within reasonable walking distance of the site;<br>(d) the availability and frequency of other transport alternatives;<br>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;<br>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;<br>(g) the effect on streetscape; and<br>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.<br>P1.2 |

| | |
|---|---|
| A = Number of existing on site car parking spaces<br>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1<br>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1. | The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:<br>(a) the nature and intensity of the use and car parking required;<br>(b) the size of the dwelling and the number of bedrooms; and<br>(c) the pattern of parking in the surrounding area. |

The proposal provides for 104 on site car parking spaces consisting of 93 spaces dedicated to residents and 11 visitor car parking spaces. Pursuant to Table C2.1, a total of 131 car parking spaces are required. Therefore the proposal cannot satisfy the acceptable solution, and assessment against the performance criteria is relied upon.

The proposal was referred to Council's Manager of Development Engineering, who has considered the submitted Traffic Impact Assessment which formed part of the application documents.

The TIA assesses demands against the Roads and Maritime Services NSW *Guide to Traffic Generating Developments* (2002) (RMS Guide). The RMS Guide is currently endorsed by the Department of State Growth in the TIA Guidelines document dated August 2020.

In addressing the performance criteria, the TIA confirms the RMS Guide indicates a requirement for 85 parking spaces. Therefore the proposed 104 vehicle spaces are considered acceptable given the nature of the development and the likelihood it will not impact on street parking.

Accordingly, the PC is satisfied.

Clause C2.5.3 A1/P1 Motorcycle Parking

| Objective: | |
|---|---|
| That the appropriate level of motorcycle parking is provided to meet the needs of the use. | |
| Acceptable Solution | Performance Criteria |
| A1<br>The number of on-site motorcycle parking spaces for all uses must:<br>(a) be no less than the number specified in Table C2.4; and<br>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained. | P1<br>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:<br>(a) the nature of the proposed use and development;<br>(b) the topography of the site;<br>(c) the location of existing buildings on the site;<br>(d) any constraints imposed by existing development; and |

| | |
|---|---|
| | (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area. |

Based on 104 car parking spaces, the proposal requires 4 motorcycle parking spaces as identified by Table C2.4 Motorcycle Parking Space Requirements. The proposal shows 2 motorcycle parking spaces. Therefore assessment against the performance criteria is relied upon.

The applicant has not addressed the shortfall of motorcycle parking in its application. Upon assessment, there is sufficient area on the site to provide the required number of motorcycle parking spaces. A condition requiring that 4 motorcycle parking spaces be provided on site is recommended

Accordingly, the PC is satisfied with conditions.

Clause C2.6.5 A1.1/P1 Pedestrian Access

| Objective: | |
|---|---|
| That pedestrian access within parking areas is provided in a safe and convenient manner. | |
| Acceptable Solution | Performance Criteria |
| A1.1<br>Uses that require 10 or more car parking spaces must:<br>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:<br>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or<br>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and<br>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.<br>A1.2<br>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building. | P1<br>Safe and convenient pedestrian access must be provided within parking areas, having regard to:<br>(a) the characteristics of the site;<br>(b) the nature of the use;<br>(c) the number of parking spaces;<br>(d) the frequency of vehicle movements;<br>(e) the needs of persons with a disability;<br>(f) the location and number of footpath crossings;<br>(g) vehicle and pedestrian traffic safety;<br>(h) the location of any access ways or parking aisles; and<br>(i) any protective devices proposed for pedestrian safety. |

The proposal is not able to satisfy A1.1. A1.2 is not applicable in this instant.

The development provides a 1m wide internal footpath for the length of the internal roadway. Where units exist on both sides of the road, footpath is provided along both

frontages. All crossing points are delineated by zebra marking and includes pedestrian ramps.

Council's Manager Development Engineering has considered the proposal, including the TIA and considers that the low-speed environment coupled with the mitigation measures provided in the application can satisfy the performance criteria.

Accordingly, the PC is satisfied.

### Clause C3.5.1 A1.4/P1 Traffic Generation at a Vehicle Crossing, level crossing or new Junction

| Objective: | |
|---|---|
| To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction. | |
| **Acceptable Solution** | **Performance Criteria** |
| A1.1<br>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:<br>(a) a new junction;<br>(b) a new vehicle crossing; or<br>(c) a new level crossing.<br>A1.2<br>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.<br>A1.3<br>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.<br>A1.4<br>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:<br>(a) the amounts in Table C3.1; or<br>(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.<br>A1.5<br>Vehicular traffic must be able to enter and leave a major road in a forward direction. | Vehicular traffic<br>means traffic composed of motor vehicles as motor vehicle is defined in section 3 of the Vehicle and Traffic Act 1999.<br>to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:<br>(a) any increase in traffic caused by the use;<br>(b) the nature of the traffic generated by the use;<br>(c) the nature of the road;<br>(d) the speed limit and traffic flow of the road;<br>(e) any alternative access to a road;<br>(f) the need for the use;<br>(g) any traffic impact assessment; and<br>(h) any advice received from the rail or road authority. |

The proposal is not able to satisfy the acceptable solutions as the increase in vehicular traffic will exceed that provided for in Table C3.1. Assessment against the performance criteria is relied upon.

The TIA notes that:

- the proposal will generate vehicle movements equating to 336 vehicle movements per day, with a peak generation of 34 vehicles per hour, equating to slightly more than 1 vehicle every 2 minutes on average.
- the traffic is residential in nature and consistent with that in the surrounding area,
- Hayfield Place and Gunn Street are local residential roads that carry predominantly residential traffic
- The general urban speed limit of 50KM/h applies
- There is no alternative access
- The access is required to provide vehicular access to the residential units associated with the development only.

The proposal was referred to Council's Manager of Development Engineering, who has considered the submitted Traffic Impact Assessment addresses the performance criteria sufficiently.

Accordingly, the PC is satisfied.

**Clause C7.6.1 A1/P1.1 & P1.2 Buildings and works within a waterway and coastal protection area or a future coastal refugia area**

| Objective: | |
|---|---|
| That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets. | |
| Acceptable Solution | Performance Criteria |
| A1<br>Buildings and works within a waterway and coastal protection area must:<br>(a) be within a building area on a sealed plan approved under this planning scheme;<br>(b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or<br>(c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date. | P1.1<br>Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:<br>(a) impacts caused by erosion, siltation, sedimentation and runoff;<br>(b) impacts on riparian or littoral vegetation;<br>(c) maintaining natural streambank and streambed condition, where it exists;<br>(d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;<br>(e) the need to avoid significantly impeding natural flow and drainage; |

| | |
|---|---|
| | (f) the need to maintain fish passage, where known to exist;<br>(g) the need to avoid land filling of wetlands;<br>(h) the need to group new facilities with existing facilities, where reasonably practical;<br>(i) minimising cut and fill;<br>(j) building design that responds to the particular size, shape, contours or slope of the land;<br>(k) minimising impacts on coastal processes, including sand movement and wave action;<br>(l) minimising the need for future works for the protection of natural assets, infrastructure and property;<br>(m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and<br>(n) the guidelines in the Tasmanian Coastal Works Manual.<br>P1.2<br>Buildings and works within the spatial extent of tidal waters must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:<br>(a) the need to access a specific resource in a coastal location;<br>(b) the need to operate a marine farming shore facility;<br>(c) the need to access infrastructure available in a coastal location;<br>(d) the need to service a marine or coastal related activity;<br>(e) provision of essential utility or marine infrastructure; or<br>(f) provisions of open space or for marine-related educational, research, or recreational facilities. |

The proposal includes works for a new stormwater discharge point to be located within the foreshore reserve and discharging to the Derwent River within the waterway and coastal protection area which does not satisfy the acceptable solution. Therefore assessment against the performance criteria is relied upon.

The Crown (NRE) have considered the proposal and provided Crown consent pursuant to s52(1B) of the *Land Use Planning and Approvals Act* 1993.

The application is supported by a Natural Values Assessment (NVA) against the Natural Assets Code. That report notes:

- Any development works approved should be approved with an appropriate, site specific soil and water management plan to reduce the risk of environmental harm and erosion. The site should regularly maintain and progressively stabilised (sic) through vegetation and landscaping to reduce the potential for erosion
- There is no riparian or littoral vegetation present on the site
- There are no proposed works in the streambank
- The in-stream natural habitat will not be disturbed under the current proposal
- The watercourse is well-defined, the proposed works are located well away from the watercourse.
- No wetlands are located at the project area
- The project area is a vacant lot which doesn't have any existing facilities on site
- There is only minimal cut and fit proposed for the site
- The proposed development works are strategically position to accommodate multiple units with low impact to the natural values. The proposed units placement allows for efficient site development, minimising the need for unnecessary excavations, while ensuring convenient access from Hayfield place
- No further protection works are required other than regular maintenance
- All works should be undertaken in compliance with the Wetlands and Waterways Works Manual (DPIWE 2003)
- All proposed works should be following the guidelines of the Tasmanian Coastal Works manual

Council officers have considered the supporting report and accept that it suitably addresses the performance criteria. As recommended by the NVA, a condition requiring the submission of a site specific soil and water management plan for Council officers' approval prior to commencement of any works on site is recommended.

Accordingly, the PC is satisfied with conditions

**Clause C7.6.2 A2/P2 Buildings and works within a waterway and coastal protection area or a future coastal refugia area**

| Objective: | |
|---|---|
| That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets. | |
| **Acceptable Solution** | **Performance Criteria** |
| A2 | P2.1 |

| | |
|---|---|
| Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme. | Buildings and works within a future coastal refugia area must allow for natural coastal processes to continue to occur and avoid or minimise adverse impacts on natural assets, having regard to:<br>(a) allowing for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas;<br>(b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation;<br>(c) allowing the coastal processes of sand deposition or erosion to continue to occur;<br>(d) the need to group new facilities with existing facilities, where reasonably practical;<br>(e) the impacts on native vegetation;<br>(f) minimising cut and fill;<br>(g) building design that responds to the particular size, shape, contours or slope of the land;<br>(h) the impacts of sea-level rise on natural coastal processes and coastal habitat;<br>(i) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and<br>(j) the guidelines in the Tasmanian Coastal Works Manual.<br>P2.2<br>Buildings and works within a future coastal refugia area must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:<br>(a) the need to access a specific resource in a coastal location;<br>(b) the need to operate a marine farming shore facility;<br>(c) the need to access infrastructure available in a coastal location;<br>(d) the need to service a marine or coastal related activity; |

| | |
|---|---|
| | (e) provision of essential utility or marine infrastructure; and<br>(f) provision of open space or for marine-related educational, research, or recreational facilities. |

The proposal includes works for a new stormwater discharge point to be located within the foreshore reserve and discharging to the Derwent River within the future coastal refugia area. There is no building area shown on the title. Accordingly, the acceptable solution is not met, and assessment against the performance criteria is relied upon.

The Crown (NRE) have considered the proposal and provided Crown consent pursuant to s52(1B) of the *Land Use Planning and Approvals Act 1993.*

Council's Manager Development Engineering has considered the supporting report, and accepts that it suitably addresses P2.1 as the site cut and fill is relatively minor. P2.2 is not applicable.

The NVA incorrectly states that no works are proposed in the future coastal refugia area.

Council officers have considered the proposal, and notes that the site cut and fill is relatively minor for the works, which will not have an adverse effect on the area. Accordingly, it is considered that the performance criteria can be met via a condition requiring the submission of site specific soil and water management plan as outlined above.

Accordingly, the PC is satisfied with conditions

**Clause C7.6.1 A3/P3 Buildings and works within a waterway and coastal protection area or a future coastal refugia area**

| Objective: | |
|---|---|
| That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets. | |
| Acceptable Solution | Performance Criteria |
| A3<br>Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake. | P3<br>Development within a waterway and coastal protection area or a future coastal refugia area involving a new stormwater point discharge into a watercourse, wetland or lake must avoid or minimise adverse impacts on natural assets, having regard to:<br>(a) the need to minimise impacts on water quality; and<br>(b) the need to mitigate and manage any impacts likely to arise from erosion, sedimentation or runoff. |

The proposal includes stormwater discharge to the River Derwent, and therefore does not satisfy the acceptable solution. Assessment against the performance criteria is relied upon.

The NVA does not directly address the stormwater outlet proposed to be discharged to the River Derwent. However the application notes that the stormwater is to be directed through a stormwater quality device and a headwall installed with scour protection to protect against erosion. There is no realistic alternative to the proposal.

The outlet is to be constructed on Crown Land, to which Crown have given consent and have indicated specific consent will be required at the time of construction.

Accordingly, the PC is satisfied with conditions.

Clause 7.7.1 A1/P1 Subdivision within a waterway and coastal protection area or a future coastal refugia area

| Objective: | |
|---|---|
| That:<br>(a) works associated with subdivision within a waterway and coastal protection area or a future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets; and<br>(b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on natural assets. | |
| Acceptable Solution | Performance Criteria |
| A1<br>Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must:<br>(a) be for the creation of separate lots for existing buildings;<br>(b) be required for public use by the Crown, a council, or a State authority;<br>(c) be required for the provision of Utilities;<br>(d) be for the consolidation of a lot; or<br>(e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area. | P1<br>Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must minimise adverse impacts on natural assets, having regard to:<br>(a) the need to locate building areas and any associated bushfire hazard management area to be outside a waterway and coastal protection area or a future coastal refugia area; and<br>(b) future development likely to be facilitated by the subdivision |

The subdivision layout provides for Lot 2 as a utilities lot and Lot 3 is being transferred to for public open space. However Lot 1 requires stormwater infrastructure to service the proposed development. Accordingly, the proposal does not satisfy the acceptable solution and assessment against the performance criteria is relied upon.

The subdivision reduces the existing area of Lot 1 by transferring small portion of land to Council for Public Use (foreshore footpath). Buildings remain outside the waterway and

coastal protection area and future coastal refugia area. Lot 1 effectively remains unchanged. The land is not Bushfire prone. There is minimal vegetation in the vicinity which will be affected by the works. The headwall has been designed to include scour protection and the stormwater system will include treatment devices. No further development is likely to be facilitated by the subdivision.

Accordingly, the PC is satisfied.

### Clause C10.6.1 A1/P1 Building and Works, excluding Coastal Protection Works within a Coastal Erosion Hazard Code

| Objective: | |
|---|---|
| That:<br>(a) building and works, excluding coastal protection works, within a coastal erosion hazard area, can achieve and maintain a tolerable risk from coastal erosion; and<br>(b) buildings and works do not increase the risk from coastal erosion to adjacent land and public infrastructure. | |
| **Acceptable Solution** | **Performance Criteria** |
| A1<br>No Acceptable Solution. | P1.1<br>Buildings and works, excluding coastal protection works, within a coastal erosion hazard area must have a tolerable risk, having regard to:<br>(a) whether any increase in the level of risk from coastal erosion requires any specific hazard reduction or protection measures;<br>(b) any advice from a State authority, regulated entity or a council; and<br>(c) the advice contained in a coastal erosion hazard report.<br>P1.2<br>A coastal erosion hazard report demonstrates that:<br>(a) the building and works:<br>(i) do not cause or contribute to any coastal erosion on the site, on adjacent land or public infrastructure; and<br>(ii) can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without requiring any specific coastal erosion protection works;<br>(b) buildings and works are not located on actively mobile landforms, unless for engineering or remediation |

| | |
|---|---|
| | works to protect land, property and human life. |

The proposal includes works within the mapped coastal erosion hazard area, for which there is no acceptable solution. Therefore assessment against the performance criteria is relied upon.

Crown consent has been provided for the lodgement of the application based on the information provided to it by the applicant.

A Coastal Vulnerability report addressing the performance criteria has been submitted in support of the application.

Council officers have reviewed the documentation and consider that the risk of coastal erosion for the development is deemed tolerable until 2100, the extent of the development are clear of the possible expected coastal erosion and it lies within a stable foundation zone.

No specific measures are required to mitigate coastal erosion at the site.

Accordingly, the PC is satisfied.

Clause C10.7.1 A1/P1 Subdivision with a coastal erosion hazard area

| Objective: | |
|---|---|
| That subdivision within a coastal erosion hazard area does not create opportunity for use or development that cannot achieve and maintain a tolerable risk from coastal erosion | |
| Acceptable Solution | Performance Criteria |
| A1<br>Each lot, or a lot proposed in a plan of subdivision, within a coastal erosion hazard area, must:<br>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a coastal erosion hazard area;<br>(b) be for the creation of separate lots for existing buildings;<br>(c) be required for public use by the Crown, a council or a State authority; or<br>(d) be required for the provision of Utilities,<br>and not be located on an actively mobile landform | P1<br>Each lot, or a lot proposed in a plan of subdivision, within a coastal erosion hazard area must not create an opportunity for use or development that cannot achieve and maintain a tolerable risk from coastal erosion, having regard to:<br>(a) any increase in risk from coastal erosion for adjacent land;<br>(b) the level of risk to use or development arising from an increased reliance on public infrastructure;<br>(c) the need to minimise future remediation works;<br>(d) any loss or substantial compromise, by coastal erosion, of access to the lot on or off site;<br>(e) the need to locate building areas outside the coastal erosion hazard area; |

| | |
|---|---|
| | (f) any advice from a State authority, regulated entity or a council; and<br>(g) the advice contained in a coastal erosion hazard report,<br>and works must not be located on actively mobile landforms unless for engineering or remediation works to protect land, property and human life. |

Lot 2 is for utilities, and Lot 3 is provided for public open space, however Lot 1 requires works for the provision of stormwater infrastructure to serve the future development. Therefore the acceptable solution is not satisfied and assessment against the performance criteria is relied upon.

Council requested the subdivision of Lot 1 to occur to facilitate the continuation of the Bridgewater foreshore track and enable public road and infrastructure to be wholly maintained in Council land.

The subdivision reduces the existing area of Lot 1 by transferring small portions of land to Council for Public Use. It does not increase risk from coastal erosion to adjacent land, increase reliance on public infrastructure, nor will it impact future remediation works.

The suitability of, and risk to both lot access and building areas is addressed under 10.6 and considered acceptable.

The coastal erosion hazard report does not specifically address subdivision but confirms the proposed buildings and works are not located on actively mobile landforms and present a tolerable risk. The subdivided lots only serve to provide land to Council for public use.

Accordingly, it is considered that the performance criteria can be satisfied.

### Clause 11.6.1 A1/P1 Buildings and Works, excluding coastal protection works, within a coastal inundation hazard area

| Objective: | |
|---|---|
| That:<br>(a) building and works, excluding coastal protection works, within a coastal inundation hazard area, can achieve and maintain a tolerable risk from coastal inundation; and<br>(b) buildings and works do not increase the risk from coastal inundation to adjacent land and public infrastructure. | |
| **Acceptable Solution** | **Performance Criteria** |
| A1<br>No Acceptable Solution. | P1.1<br>Buildings and works, excluding coastal protection works, within a coastal inundation hazard area must have a tolerable risk, having regard to:<br>(a) whether any increase in the level of risk from coastal inundation requires |

| | |
|---|---|
| | any specific hazard reduction or protection measures;<br>(b) any advice from a State authority, regulated entity or a council; and<br>(c) the advice contained in a coastal inundation hazard report.<br>P1.2<br>A coastal inundation hazard report also demonstrates that the building or works:<br>(a) do not cause or contribute to coastal inundation on the site, on adjacent land or public infrastructure; and<br>(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability coastal inundation event in 2100 for the intended life of the use without requiring any specific coastal inundation protection works. |

The proposal includes works within the mapped coastal inundation hazard area, for which there is no acceptable solution. Therefore assessment against the performance criteria is relied upon.

Crown consent has been provided for the lodgement of the application based on the information provided to it by the applicant.

A Coastal Vulnerability Report (GES, 2022) addressing the performance criteria has been submitted with the application.

Council officers have reviewed the documentation and considers:

(a) The expected inundation due to Coastal impact is exceeded by that caused by *Flooding.* The *Flood Hazard Report* indicates finished floor levels of all habitable buildings exceed the minimum required under the Brighton Council local provisions schedule for Coastal Inundation. The *Flood Hazard Report* confirms no other works require specific measures & present a tolerable risk.

(b) The local provision schedule specifies the minimum FFL for Coastal Indundation (this is exceeded in all instances).

(c) The requirements of the *Flood Hazard Report* exceed that required by the *Coastal Inundation Hazard Report.*

Further, the report confirms the works do not cause or contribute to coastal inundation on the site, or adjacent land & can achieve and maintain a tolerable risk in 2100.

Accordingly, the PC is satisfied.

Clause C11.7.1 A1/P1 Subdivision within a coastal inundation hazard area

| Objective: | |
|---|---|
| That subdivision within a coastal inundation hazard area does not create an opportunity for use or development that cannot achieve and maintain a tolerable risk from coastal inundation. | |
| Acceptable Solution | Performance Criteria |
| A1<br>Each lot, or a lot proposed in a plan of subdivision, within a coastal inundation hazard area, must:<br>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a coastal inundation hazard area;<br>(b) be for the creation of separate lots for existing buildings;<br>(c) be required for public use by the Crown, a council or a State authority; or<br>(d) be required for the provision of Utilities. | P1<br>Each lot, or a lot proposed in a plan of subdivision within a coastal inundation hazard area must not create an opportunity for use or development that cannot achieve and maintain a tolerable risk from coastal inundation, having regard to:<br>(a) any increase in risk from coastal inundation for adjacent land;<br>(b) the level of risk to use or development arising from an increased reliance on public infrastructure;<br>(c) the need to minimise future remediation works;<br>(d) any loss or substantial compromise, by coastal inundation, of access to the lot on or off site;<br>(e) the need to locate building areas outside the coastal inundation hazard area;<br>(f) any advice from a State authority, regulated entity or a council; and<br>(g) the advice contained in a coastal inundation hazard report. |

Lot 2 is for utilities, and Lot 3 is provided for public open space, however Lot 1 requires works for the provision of stormwater infrastructure to serve the future development. Therefore the acceptable solution is not satisfied and assessment against the performance criteria is relied upon.

Council requested the subdivision of Lot 1 to occur to facilitate the continuation of the Bridgewater foreshore track and enable public road and infrastructure to be wholly maintained in Council land.

The subdivision reduces the existing area of Lot 1 by transferring small portions of land to Council for Public Use. The subdivision does not increase risk from coastal inundation to adjacent land, reliance on public infrastructure, nor does it impact future remediation works.

The suitability of, and risk to both lot access and building areas is addressed under 11.6.1 above and considered acceptable.

The coastal inundation hazard report does not specifically address subdivision, however the subdivided lots only serve to provide land to Council for public use.

Accordingly, it is considered that the performance criteria can be satisfied.

Clause 12.5.1 A1/P1 Uses within a flood-prone hazard area

| Objective: | |
|---|---|
| That a habitable building can achieve and maintain a tolerable risk from flood. | |
| Acceptable Solution | Performance Criteria |
| A1<br>No Acceptable Solution. | P1.1<br>A change of use that, converts a non--habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to:<br><br>(a) the location of the building;<br>(b) the advice in a flood hazard report; and<br>(c) any advice from a State authority, regulated entity or a council.<br>P1.2<br>A flood hazard report also demonstrates that:<br>(a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or<br>(b) the use can achieve and maintain a tolerable risk from a 1 % annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures. |

The proposal includes works within the mapped coastal inundation hazard area, for which there is no acceptable solution. Therefore assessment against the performance criteria is relied upon.

Crown consent has been provided for the lodgement of the application based on the information provided to it by the applicant.

A Flood Inundation Report (Flussig, 2024) addressing the performance criteria has been submitted with the application.

Council officers have reviewed the documentation and considers that the performance criteria are suitably addressed, and make the following comments:

The development is within a shallow, slow moving flood inundation area. Entrances and parking areas are situated in areas away from inundation. There is no increase in risk level from the pre-development scenario, with the maximum hazard rating at the generally being H1 both pre- and post- development.

Accordingly, the PC is satisfied.

Clause 12.6.1 A1/P1 Development and works within a flood-prone hazard area.

<table>
<tr><td colspan="2">Objective:</td></tr>
<tr><td colspan="2">That:<br>(a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and<br>(b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.</td></tr>
<tr><td>Acceptable Solution</td><td>Performance Criteria</td></tr>
<tr><td>A1<br>No Acceptable Solution.</td><td>P1.1<br>Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:<br>(a) the type, form, scale and intended duration of the development;<br>(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;<br>(c) any advice from a State authority, regulated entity or a council; and<br>(d) the advice contained in a flood hazard report.<br>P1.2<br>A flood hazard report also demonstrates that the building and works:<br>(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and<br>(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.</td></tr>
</table>

The proposal includes works within the mapped coastal inundation hazard area, for which there is no acceptable solution. Therefore assessment against the performance criteria is relied upon.

A report addressing the performance criteria has been submitted with the application. Crown consent has been provided for the lodgement of the application based on the information provided to it by the applicant.

Council officers have reviewed the documentation and considers that the performance criteria can be met as the report compares the pre and post development flood conditions which demonstrates that there will be no displacement of flood water onto neighbouring properties. The peak discharge from the site increases slightly following development, however peak flood depths and risk categories remain generally unchanged at H1, except for a small area surrounding units 31-33. This is considered acceptable.

Accordingly, the PC is satisfied.

## 5. REFERRALS

*Manager Development Engineering*

The proposal has been considered by Council's Manager Development Engineering. That officer's comments have been included within the assessment.

*TasWater*

The proposal was referred to TasWater. TasWater have issued a Submission to Planning Authority Notice TWDA 2024/00278-BTN dated 30th April 2025 which will be attached to any permit issued.

*TasNetworks*

The porposal was referred to TasNetworks for advice. TasNetworks have advised that based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

Advice is included in the draft permit encouraging to make early contact with TasNetworks.

*Tasmanian Heritage Council*

The proposal was referred to the Tasmanian Heritage Council. The Tasmanian Heritage Council have issued a Notice of Heritage Decision on 4th September 2025 which includes conditions relating to ground disturbance and exterior colours and materials.

## 6. OTHER

### *6.1 Public Open Space Requirements*

Public Open Space Requirements for public open space no longer sit in the planning scheme. However, Council has powers and responsibilities under Sections 116 and 117 of the Local Government (Buildings and Miscellaneous) Act 1993 in relation to public open space. Further guidance is provided by Council's Public Open Space Policy. These provisions enable Council to

a) Require a subdivider to provide to Council up to 5% of land being subdivided; or

b) Require a subdivider to make a contribution cash-in-lieu of the provision of land, either in part or in whole.

The proposed subdivision will result in the creation of a lot for public open space (177m$^2$) to be transferred to Council, and otherwise incorporates realignment of boundaries to accommodate public services and consolidation of title.

Accordingly, no additional contribution of public open space is required.

### *6.2 Aboriginal Cultural Heritage*

The applicant submitted a Test Pitting Excavation Report prepared by Southern Archaeology Aboriginal Heritage Report dated 15th August 2024. That report notes that the proposal documents were amended to protect existing Aboriginal heritage sites AH7776 and AH14389 and by creating a 2m wide exclusion zone to ensure no disturbance during development works or future use of the site Based on the findings of Southern Archaeology, a number of recommendations have been made.

A condition requiring all development to be in accordance with the recommendations of the report is recommended.

### *6.3 Public Transport*

Gunn Street is serviced by Metro Tasmania, via services 520, X20, 521 X21, and 522. Existing stops and route are identified in Figures 20 and 21 below:

Figure 20 - Metro Tasmania bus route - Hobart North -Gunn/Eddington Streets, Bridgewater (source:www.metrotas.com.au)

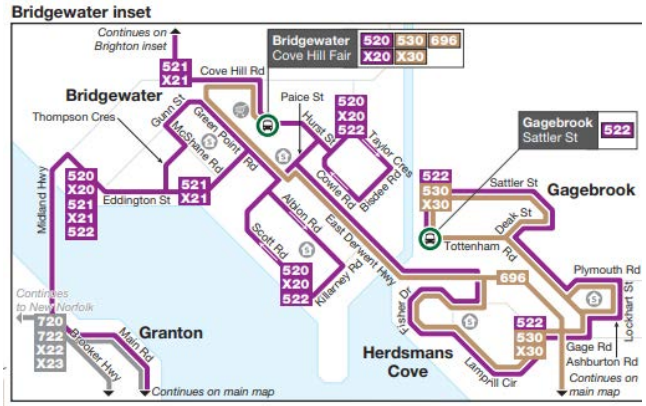



Figure 21: Except from 20200 DSG Network Map

## 7. REPRESENTATIONS

Two (2) representations were received during the statutory public exhibition period between 16th August and 1st September 2025.

The concerns of the representors are summarised below:

| Representor # | Representor's concerns | Planning Response |
|---|---|---|
| 1, 2 | Devaluation of property | *Property values are not a planning consideration. The land is zoned General Residential and able to be developed for residential use, in accordance with planning scheme requirements* |

| | | |
|---|---|---|
| 1, 2 | Loss of River and Mountain Views | *The land is zoned General Residential and able to be developed for residential use, in accordance with planning scheme requirements. There is no provision in the zone standards relating to loss of views.* |
| 1, 2 | Privacy - Windows facing existing dwellings, overlook pool and play area | *The proposal meets the acceptable standard for privacy, being a minimum of 3m setback from side boundaries and 4m from the rear boundary, where a finished floor level is more than 1m above existing ground level.*<br><br>*Whilst the proposal satisfies the acceptable solutions in relation to privacy, the representors concerns were referred to the Applicant for comment. The Applicant's response is that the setbacks provided are in accordance with the planning scheme, and are therefore not required to be screened.* |
| 1, 2 | Frosted/Obscure windows to increase privacy or "small windows that you cannot see through on the top levels but light can travel through" | |
| 1 | Previous advice from Mines Department that nothing could be built on the site due to black clay and movement | *Engineering design is not a planning consideration. However, the application is supported by a coastal vulnerability assessment (GES 2022) which identified the presence of clay material on the site. That report further notes that the more resilient layers above the clay will provide significant protection, preventing excessive erosion of the underlying clays. The report determines that the proposal represents a tolerable risk from coastal erosion for the live of the development and use.* |
| 1, 2 | Recommendation for single level dwellings | *The proposal accords with the acceptable solutions or performance criteria as set out in this report.* |
| 1 | Unit developments only create ghettos and interruption and conflicts | *Multiple dwellings are a permitted use under the Residential Use class for the General Residential zone. The proposal satisfies the acceptable solution for density prescribed by 8.4.1 of the Scheme, being a site area of no less than 325m$^2$* |
| 2 | The development does not fit in with the existing style of current Australian homeowners in the street. | *The area is characterised by a mix of dwellings, ranging from 1970s one-storey single dwellings, to 21st Century one- and two-storey multi-dwelling developments, both conjoined and villa style.* |

| | | |
|---|---|---|
| | | *The proposed development is similar in scale and design to more contemporary developments at 14 Nielsen Esplanade and 8-20 Gunn Street, Bridgewater.* |

## 8. CONCLUSION

The proposal for Multiple Dwellings x 56; Boundary Adjustment and Ancillary Site and Infrastructure Works at 1 Hayfield Place, Bridgewater; 46 Gunn Street, Bridgewater, Lot 4 Nielsen Esplanade and Hayfield Place Road Reserve satisfies the relevant provisions of the Tasmanian Planning Scheme - Brighton, and as such is recommended for approval.

## RECOMMENDATION:

That pursuant to the *Tasmanian Planning Scheme - Brighton*, Council approve application DA 2024/0035 for **Multiple Dwellings x 56; Subdivision, Boundary Adjustment and Ancillary Site and Infrastructure works** at **1 Hayfield Place, Bridgewater; 46 Gunn Street, Bridgewater, Lot 4 Nielsen Esplanade and Hayfield Place Road Reserve**, for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

*General*

(1) The use or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.

(2) This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this letter or the date of the last letter to any representor, whichever is later, in accordance with section 53 of the *Land Use Planning and Approvals Act* 1993.

*Signs*

(3) The Ground based sign (refer sheet PD23113-05 Revision 9) must be sited a minimum of 2m from the boundary adjoining the Hayfield Place Road Reserve.

*Waste Storage*

(4) Waste storage bins must be screened from the internal road frontage and from other dwellings.

*Amenity*

(5) All external metal building surfaces must be clad in non-reflective pre-coated metal sheeting or painted to the satisfaction of the Director Development Services.

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(6) Before any work commences, a schedule specifying the finish and colours of all external surfaces and samples must be submitted to and approved by the Council's Director Development Services. The schedule should show primary materials used for the exterior cladding of units must be of materials and finishes. The primary materials and colours for units 31 to 37 must be of materials that are of neutral colours and tones and visually recessive relative to the heritage building

(refer condition 10). The schedule shall form part of this permit when approved by Council's Director Development Services.

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

*Landscaping*

(7) Before any work commences submit an amended landscape plan prepared by a suitably qualified person for approval by Council's Director Development Services. The landscape plan must include:

(a) Landscaping and planting within all open areas of the site.

(b) A planting schedule of all proposed trees, shrubs and ground covers including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant.

(c) One street per 15m of frontage along Hayfield Place,

(d) A survey of all existing vegetation to be retained and/or removed.

(e) Details of surface finishes of paths and driveways.

(f) Details of fencing including screening of waste bins.

***Advice:***

- *The Brighton Greening Strategy 2024-2033 provides advice as to suitable planting.*
- *The Natural Values Assessment (GES, 2024) recommends that the site be progressively stabilised through vegetation and landscaping to reduce the potential for erosion.*

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(8) The landscaping plan must have regard to:

(a) proposed and existing underground infrastructure.

(b) safety of pedestrian use and movement

(c) safety and efficiency of the road network

(9) Planting must bear a suitable relationship to the proposed height of the buildings and must not use species listed as noxious weeds within Tasmania, displaying invasive characteristics or unsuitable for fire prone areas. If considered satisfactory, the landscape plan will be endorsed and will form part of this permit.

(10) Prior to commencement of first occupancy, all trees and landscaping must be planted and installed in accordance with the approved Landscaping Plan to the satisfaction of the Council's Director Development Services. Evidence showing compliance with this condition must be submitted to and approved by the Director Development Services within 30 days of planting.

(11) Replacement trees and landscaping in accordance with the approved Landscaping Plan must be planted if any is lost. All landscaping must continue to be maintained to the satisfaction of Council.

*TasWater*

(12) The use and/or development must comply with the requirements of TasWater, as detailed in the form Submission to Planning Authority Notice, Reference No TWDA 2024/278-BTN dated 30th April 2025, as attached to this permit.

*Tasmanian Heritage Council*

(13) The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, Works Application No 8387 dated 4 September 2025, as attached to this permit.

*Aboriginal Heritage*

(14) Prior to commencement of any works on the site, copies of all permits issued under the Aboriginal Heritage Act 1975 must be provided to the Director Development Services.

*Natural Values*

(15) All works should be undertaken in compliance with:

a. the Wetlands and Waterways Works Manual (DPIWE, 2003); and

b. Tasmanian Coastal Works Manual

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(16) All works must be undertaken in accordance with the recommendations of the Test Pitting Excavation Report Aboriginal Heritage Report (Southern Archaeology, 15th August 2024).

*Crown Land*

(17) Prior to the commencement of any works the developer must obtain all necessary approvals required under the Crown Lands Act 1976 and/or the National Parks and Reserves Management Act 2002.

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(18) Prior to the use commencing the developer must obtain a licence over a 12 x 12 metre section of River Derwent Marine Conservation Area directly below the project's stormwater outlet. A copy of the licence must be provided to Council prior to the issue of Certificates of Occupancy under the Building Act 2016.

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

*Private open space*

(19) The private open space must be formed or constructed to the satisfaction of Council's Director Development Services before the use commences.

*Subdivision*

(20) Prior to the use commencing;

(a) The Titles for 1 Hayfield Place (CT176642/3), and 46 Gunn Street (CT 54813/13) must be consolidated.

(b) A road lot must be created over the portions of 1 Hayfield Place (CT176642/3) and 46 Gunn Street (CT 54813/13) containing new public road and footpath and transferred to Brighton Council.

***Advice:*** *All roads or footways must be shown as "Road" or "Footway" on the Final Plan of Survey and transferred to the Council by Memorandum of Transfer submitted with the Final Plan of Survey.*

(c) The portions of 1 Hayfield Place (CT176642/3) containing the existing foreshore walkway is to be transferred to Brighton Council as Public open Space.

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

*Easements*

(21) Easements must be created over all drains, pipelines, wayleaves and services in accordance with the requirements of the Council's General Manager and the relevant authority. The cost of locating and creating the easements shall be at the subdivider's full cost.

*Final plan*

(22) A final approved plan of survey and schedule of easements as necessary, together with two (2) copies, must be submitted to Council for sealing for each stage. The final approved plan of survey must be substantially the same as the endorsed plan of subdivision and must be prepared in accordance with the requirements of the Recorder of Titles.

(23) Prior to Council sealing the final plan of survey for each stage, security for an amount clearly in excess of the value of all outstanding works and maintenance required by this permit must be lodged with the Southern Midlands Council. The security must be in accordance with section 86(3) of the Local Government (Building & Miscellaneous Provisions) Act 1993. The amount of the security shall be determined by the Council's General Manager in accordance with Council Policy following approval of any engineering design drawings.

(24) All conditions of this permit, including either the completion of all works and maintenance or payment of security in accordance with this permit, must be satisfied before the Council seals the final plan of survey. It is the subdivider's responsibility to notify Council in writing that the conditions of the permit have been satisfied.

(25) The subdivider must pay any Titles Office lodgment fees direct to the Recorder of Titles.

*Services*

(26) The developer must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the proposed subdivision or development. Any work required is to be specified or undertaken by the authority concerned.

(27) Services located under the proposed driveway are to be provided with trafficable covers to the requirements of the relevant authority and to the satisfaction of Council's Municipal Engineer.

*Roadworks*

(28) Public roadworks and drainage must be constructed in accordance with the standard drawings and specifications prepared by the IPWE Aust. (Tasmania

Division) and to the requirements of Council's Municipal Engineer or as otherwise required by this permit.

(29) Prior to the use commencing Hayfield Place (CT 176642/6) must be constructed as a public road and must, unless approved otherwise by Council's Municipal Engineer, include: -

a) Road reservation widening such that the entirety of the public road and footpath is contained entirely on public land;

b) 6.9m min. carriageway width;

c) Tee type turning head

(d) Kerb and channel;

(e) 1.5m min. width concrete footpath on one side;

(f) Kerb ramps; and

(g) Piped stormwater drainage.

*Parking and Access*

(30) At least one hundred and four (104) car parking spaces must be provided on site at all times for the use of the development, including:

a) At least one (1) dedicated parking space per dwelling.

b) At least eleven (11) dedicated visitor car parking spaces.

c) At least four (4) motorcycle parking spaces must be provided on the land at all times for the use of the development.

(31) The existing gravel foreshore path is to be connected to the new public footpath in Hayfield Place in accordance with the endorsed documents and to the satisfaction of Council's Municipal Engineer.

(32) All parking, access ways, manoeuvring and circulation spaces must be provided in accordance with the endorsed drawings, Australian Standard AS 2890 - Parking facilities, Parts 1-6, or as otherwise required by this permit, and include all of the following;

a) be constructed with a durable all weather pavement;

b) be drained to the public stormwater system; and

c) be surfaced by asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

d) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

d) provide for vehicles to enter and exit the site in a forward direction;

f) have an internal access width not less than 5.5m;

g) have a vertical clearance of not less than 2.1m above the parking surface level; and

(h) be delineated by line marking or other clear physical means.

(33) Prior to the development commencing, or application for building or plumbing permits, the developer must submit to Council a parking plan including:

a) pavement details,

b) design surface levels and gradients,

c) drainage,

d) turning and travel paths (where required to demonstrate compliance with AS2890),

e) dimensions (including clearances),

f) line marking,

g) lighting (where provided),

h) pedestrian paths (including any signage, line marking, protective devices such as bollards, guard rails or planters),

i) signage

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(34) The parking plan is to be certified by an engineer and shall form part of the permit once accepted.

(35) The parking plan must clearly show a medium Rigid Vehicle can turn at the end of the driveway adjacent units 29 and 30 with the turning movement confined to the carriageway or show there is sufficient space for bin collection for units 25 to 30 at the turning circle.

*Advice: The proposal plans show a Medium Rigid Vehicle must mount the kerb to turn outside unit 30.*

(36) The completed parking and associated turning areas and access must be certified by a practicing civil engineer to the effect that they have been constructed in accordance with the endorsed drawings and specifications approved by Council before the proposed hospital is occupied.

(37) All areas set-aside for parking and associated turning, and access must be completed before the use commences and must continue to be maintained to the satisfaction of the Council's Municipal Engineer.

*Access to Public Road*

***Advice***: *No works on or affecting any Council road reservation is to be commenced until the Brighton Council has issued a WORKS IN ROAD RESERVATION PERMIT. Application for the issue of the necessary works permit is to be made to the Brighton Council's Asset Services Department prior to the proposed date of commencement of any works.*

*Stormwater*

(38) Unless approved otherwise by Council's Municipal Engineer the stormwater system for the proposed development must be substantially in accordance with *STORMWATER REPORT, Centacare – Development, 1 Hayfield Place, Bridgewater TAS 7030, 250513 SR 23 E 99 - 113 REV B*, prepared by Aldanmark Engineering.

(39) Stormwater from the proposed development must drain to the public stormwater system or a legal point of discharge to the satisfaction of Council's Municipal Engineer and in accordance with the *Building Act 2016*.

(40) The stormwater drainage system for the proposed development must be designed to comply with all of the following:

a) be able to accommodate a storm with a 5% AEP, when the land serviced by the system is fully developed;

b) Stormwater from the proposed development must be treated prior to entering the public stormwater system to:

c) achieve that the quality targets in accordance with the State Stormwater Strategy 2010.

d) The development must incorporate overland flow paths through the site to accommodate a 1% AEP (plus climate change) rainfall event.

(41) The stormwater system within the development must continue to be maintained to ensure the quality targets, in accordance with the State Stormwater Strategy 2010, and flow rates discharging to the public stormwater system are maintained as per the approved design and water is conveyed so as not to create any nuisance to adjacent or downstream properties.

(42) The driveway must be drained to minimise surface runoff over adjoining land (including road reservation) in accordance with the requirements of the Municipal Engineer and the Building Act 2016.

(43) Prior to the lodgement of building or plumbing applications the developer must submit a revised (for construction) Stormwater Management Report to Council's Municipal Engineer. The Stormwater Management Report must be prepared and certified by a suitably qualified person, in accordance with section 2.6.2 of *DEP &LGAT (2021). Tasmanian Stormwater Policy Guidance and Standards for Development. Derwent Estuary Program and Local Government Association of Tasmania (Hobart, Australia)* and include calculations, design, construction and maintenance details of stormwater treatment, detention, and conveyance. The report must clearly demonstrate that the requirements of this permit are met and that adjacent and downstream properties will not be adversely impacted by the stormwater system. Once approved the Stormwater Management Report will form part of this permit.

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

*Erosion and Sediment Control*

(44) Prior to the lodgement of building or plumbing applications the developer an Erosion and Sediment Control Plan (here referred to as a 'ESCP') prepared in accordance with the guidelines *Erosion and Sediment Control, The fundamentals for development in Tasmania*, by the Derwent Estuary Programme and Tamar Estuary and Esk Rivers Program, must be approved by Council's Director Development Services. The ESCP shall form part of this permit when approved.

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(45) Temporary run-off, erosion and sediment controls must be installed in accordance with the approved ESCP and must be maintained at full operational capacity to the satisfaction of Council's Director Development Services until the land is effectively rehabilitated and stabilised after completion of the development.

*Construction Amenity*

(46) The developer must make good any damage to the road frontage of the development site including road, kerb and channel, footpath, and nature strip to the satisfaction of Council's Municipal Engineer.

(47) The road frontage of the development site including road, kerb and channel, footpath, and nature strip, should be:

a) Surveyed prior to construction, photographed, documented and any damage or defects be noted in a dilapidation report to be provided to Council's Asset Services Department prior to construction.

b) Be protected from damage, heavy equipment impact, surface scratching or scraping and be cleaned on completion.

c) In the event a dilapidation report is not provided to Council prior to commencement, any damage on completion, existing or otherwise, may be deemed a result of construction activity and require replacement or repair to the satisfaction of Council's Municipal Engineer.

***Advice:*** *This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(48) Works associated with the development must only be carried out between the following hours unless otherwise approved by the Council's General Manager

- Monday to Friday 7:00 am to 6:00 pm
- Saturday 8:00 am to 6:00 pm
- Sunday and State-wide public holidays 10:00 am to 6:00 pm

(49) All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function, and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:

(a) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, waste water, waste products, grit or otherwise.

(b) The transportation of materials, goods and commodities to and from the land.

(c) Obstruction of any public footway or highway.

(d) Appearance of any building, works or materials.

(50) Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's General Manager.

(51) Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the project during the construction period.

*Engineering*

(52) Public works must be carried out and constructed in accordance with the:

*(i) Tasmanian Subdivision Guidelines*

*(j) Tasmanian Municipal Standard – Specifications*

*(k) Tasmanian Municipal Standard – Drawings*

as published by the Local Government Association of Tasmania and to the satisfaction of Council's Municipal Engineer.

(53) Engineering design drawings for all public works must be submitted to and approved by Council's Municipal Engineer before any works associated with development of the land commence.

***Advice:***

- *Public works include all works within, or affecting, the road reservation including, but not limited to, kerb and channel, footpath, stormwater mains.*
- *The engineering drawings submitted with the application are considered to be concept plans and may require alterations prior to consideration for approval.*

(54) Engineering design drawings are to be prepared by a qualified and experienced civil engineer, or other person approved by Council's Municipal Engineer, and must show –

(a) all existing and proposed services required by this permit;

(b) all existing and proposed roadwork required by this permit;

(c) measures to be taken to provide sight distance in accordance with the relevant standards of the planning scheme;

(d) measures to be taken to limit or control erosion and sedimentation;

(e) any other work required by this permit.

(55) Approved engineering design drawings will remain valid for a period of 2 years from the date of approval of the engineering drawings.

(56) The developer shall appoint a qualified and experienced Supervising Engineer (or company registered to provide civil engineering consultancy services) who will be required to certify completion of public works. The appointed Supervising Engineer shall be the primary contact person on matters concerning the public works.

*Maintenance and Defects Liability Period*

(57) Public works provided as part of the development must be placed onto a twelve (12) month maintenance and defects liability period in accordance with Council Policy following the completion of the works in accordance with the approved engineering plans and permit conditions.

***Advice:*** *A bond is to be lodged with Council during the maintenance and defects liability period works in accordance with Council Policy 6.3.*

(58) Prior to placing works onto the maintenance and defects liability period the Supervising Engineer must provide certification that the works comply with the Council's Standard Drawings, specification, and the approved plans.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT: -

A. If any condition in this permit requires that further documents are to be submitted and approved, you will need to submit the relevant documentation to development@brighton.tas.gov.au for assessment pursuant to s60 of the *Land Use Planning and Approvals Act 1993*.

Where building approval is also required, it is recommended that documentation is submitted well before submitting documentation for building approval to avoid unexpected delays.

B. This permit does not imply that any other approval required under any other legislation or by-law has been granted.

C. This permit does not take effect until all other approvals required for the use or development to which the permit relates have been granted.

D. The owner is advised that an engineering plan assessment and inspection fee of 1% of the value of the approved public engineering works (minimum of $300.00), or as otherwise specified in Council's Schedule of Fees, must be paid to Council prior to the approval of engineering plans.

E. If any Aboriginal heritage material is identified by contractors (or others involved in the development) during proposed works outside permitted areas, work should cease immediately, and the process outlined in the Unanticipated Discovery Plan should be enacted, as outlined in the Test Pitting Excavation Report Aboriginal Heritage Report (Southern Archaeology, 15th August 2024)

F. Consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to this development. To understand what these requirements may entail, it is recommended you contact TasNetworks on 1300 137 008 or submit an application via our website connections portal https://connections.tasnetworks.com.au/Identity/Account/Login at your earliest convenience.

G. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.

*Cr De La Torre moved, Cr Whelan seconded that Council suspend standing orders.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

*Cr De La Torre moved, Cr Geard seconded that Council resume standing orders.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

## DECISION:

*Cr De La Torre moved, Cr Whelan seconded that the recommendation be adopted with amendment of Condition 30 to read '112 car parking spaces, believing an increase in onsite parking brings it closer to meeting the performance criteria'.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

# 15. PETITIONS

*Nil.*

# 16. OFFICERS REPORTS

## 16.1 Donation Request - Spring in the Vines Banners

| | |
|---|---|
| Attachments: | Email from Vice President Wine South dated 4 September 2025 |
| | Quotation from Sign Nation |
| Author: | Manager Community Development & Engagement (A Turvey) |
| Authorised: | Chief Executive Officer (J Dryburgh) |

### Background

Wine South organises two annual events throughout the year called Spring in the Vines and Southern Open Vineyards Weekend. These events are a celebration of the wine regions in southern Tasmania and to encourage people to get out and explore those regions and try different vineyards, particularly new cellar doors, ones they haven't tried or heard of before or ones that aren't usually open to the public. It's an opportunity to meet owners, growers, winemakers and to hear the stories of how the vineyards came to be what they are today. The regions are the Tasman, Derwent, Huon/Channel and the Coal River Valley- this includes, Cambridge, Richmond/Penna, Tea Tree, Campania/Colebrook.

Spring in the Vines is held around the first weekend of November. This year it will be 31 October to 2 November 2025. This is to celebrate the start of the new growing season and new release wines from the previous vintage.

Southern Open Vineyards Weekend is held around the last weekend in February / first weekend of March. This is to celebrate the growing season and upcoming harvest.

Some vineyards hold ticketed events such as guided vineyard tours and dinners. Some have food vans and music, some offer something a little different to their usual offerings, such as special cellar releases. Others offer specials/discount, some host other vineyards and some just throw open their gates for the weekend.

The Brighton Municipality has a total of 13 producing vineyards in Tea Tree, of which 8 of these participate in both events annually. There a four (4) small cellar doors that operate by appointment, along with Pressing Matters being open 7 days a week. The Mapleton Vineyard cellar door is almost complete, and Stargazers is in the process of building one.

All are a part of the Coal River Valley Wine Region, but most people associate this region with Richmond and the Clarence City Council, when in fact Tea Tree, Campania/Colebrook and even Penna are part of the Coal River Valley. This means that the region falls within four local government areas: Clarence, Brighton, Southern Midlands and Sorell. This possibly makes the Coal River Valley Region one of the largest wine regions in Tasmania, with Clarence and Brighton having the majority of vineyards and cellar doors within our wine region.

Council has been approached by Wine South to request a donation to produce the 'open vineyard' banners for these two annual events.

Previously the Clarence City Council covered the cost for all of the flags for participants but this meant that all regions had flags with the Clarence logo on them. As it has come time to replace these older banners, Wine South is asking if each council will help with the vineyards that fall in their municipality. This way, vineyards can proudly promote and display which municipality they are in.

There will be eight (8) flags required for the vineyards in Tea Tree, all of which are located in the Brighton Municipality.

Listed below are the usual participating vineyards/cellar doors. The registration forms for the Spring in the Vines have only just been sent out, so not all of these have confirmed as yet but have participated every other year.

1. Pressing Matters - Middle Tea Tree Rd

2. Charles Reuben Estate - Middle Tea Tree Rd

3. Mapleton Vineyard - Middle Tea Tree Rd

4. Merriworth Wines - Merriworth Rd

5. Drew Wines + Third Child - Merriworth Rd

6. Ese` Vineyard/Torchbearer Wines - Tea Tree Rd

7. Petrichor Wines - Back Tea Tree Rd

8. Stargazers - Back Tea Tree Rd

### Consultation

Acting CEO, SMT

### Risk Implications

That other businesses/associations in our region see this as a precedent for funding of promotional banners sponsored by Council.

### Financial Implications

Funds to be disbursed from the grants and donations budget.

This is to be recorded as a donation in Council's Annual Report in accordance with Section 77 of the *Local Government Act 1993.*

### Strategic Plan

The recommendations further the following strategies from Council's strategic plan:

1.4: Encourage a sense of pride, local identity and engaging activities.

3.4: Advocate and facilitate investment in our region.

4.3: Ensure strong engagements and relationships to shape the agenda and advocate for our community.

### Social Implications

The event aims to raise awareness of our wine industry and promote our local vineyards making our local community aware of what we have on our doorstep, as well as an opportunity for Council to support and engage with our agricultural/agritourism community in Tea Tree and help promote and show Council's support for the industry in a small way.

### Environmental or Climate Change Implications

Nil.

### Economic Implications

The support of events such as Spring in the Vines helps promote our Tea Tree vineyards as an important wine destination for local residents and visitors within the broader Coal River Valley Wine Region, turning some focus to our agricultural and visitor economy.

### Other Issues

Nil

### Assessment

The funding and sponsorship of the banners (through use of Council's logo) for a well established wine event such as Spring in the Vines provides an opportunity for Brighton Council to openly promote our valuable agricultural and agritourism industry based in Tea Tree in the form of eight (8) well established and successful vineyards within the broader Caol River Valley Wine Region. At this stage Wine South requires eight (8) banners. This quote has provided Wine South with a quote for 8 but with the discount for 10. This works out at $109 per banner or $872 in total.

### Options

1. As per recommendation.
2. Other.

---

## RECOMMENDATION:

Brighton Council approves a donation of $872.00 to Wine South for the purchase of vineyard banners for the 8 vineyards located at Tea Tree in the Brighton municipality. The banners will promote Spring in the Vines and include the Brighton Council logo.

## DECISION:

*Cr Owen moved, Cr McMaster seconded that Brighton Council approves a donation of $872.00 to Wine South for the purchase of vineyard banners for the 8 vineyards located at Tea Tree in the Brighton municipality. The banners will promote Spring in the Vines and include the Brighton Council logo.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

*Cr Owen declared an interest in item 16.2 and left the meeting at 6.50pm.*

## 16.2 Old Beach Fire Brigade - Waiving of Waste Transfer Station Fees

**Attachment:** Email received from Matt Rowbottom

**Author:** Director Corporate Services (G Browne)

### Background

An email has been received on behalf of the Old Beach Fire Brigade to request the waiving of fees for the Waste Transfer Station on Sunday, 21st September 2025.

The Old Beach Fire Brigade will be conducting a working bee on this day to have a general tidy up around the station. It is estimated that there will be a tandem trailer of general waste to dispose of.

### Consultation

Director Asset Services

### Risk Implications

Nil

### Financial Implications

The brigade estimates that they will dispose of a tandem trailer load of general waste, which would have a value of approximately $85.00.

### Strategic Plan

Goal 1.3 – Ensure attractive local areas that provide social, recreational and economic opportunities.

Goal 1.4 – Encourage a sense of pride, local identity and engaging activities.

### Social Implications

N/A

### Environmental or Climate Change Implications

Nil

### Economic Implications

Nil

### Other Issues

Nil

### Assessment

The Old Beach Volunteer Fire Brigade has operated within the Brighton municipality for over fifty years. There is no monetary amount that can be put on the benefit that the community receives by having these volunteers available to fight fires. The Brigade operates autonomously out of their premises in Old Beach. They previously requested free entry to the waste transfer station in June 2024 where they only used one of the three vouchers that were allocated to them.

### Options

1. As per the recommendation.
2. Not approve the recommendation.

---

## RECOMMENDATION:

That Council agrees to waive the waste transfer fees for the Old Beach Volunteer Fire Brigade and record this entry in the Annual Report. The brigade will also be advised to write into Council as part of its annual allocation of waste vouchers to be considered in the budget process.

That delegation be made for the Chief Executive Officer to use their own discretion to give free entry to the waste transfer station on any amount under $100.00 and for this to be recorded in the annual report.

## DECISIONS:

1. *Cr Geard moved, Cr McMaster seconded that Council agrees to waive the waste transfer fees for the Old Beach Volunteer Fire Brigade and record this entry in the Annual Report. The brigade will also be advised to write into Council as part of its annual allocation of waste vouchers to be considered in the budget process.*
2. *Cr De La Torre moved, Cr Geard seconded that delegation be made for the Chief Executive Officer to use their own discretion to give free entry to the waste transfer station on any amount under $100.00 and for this to be recorded in the annual report.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Whelan | |

*Cr Owen returned to the meeting at 6.54 pm.*

## 16.3 K-9 Kube - Purchase outside Budget (Animal Control)

**Author:** K9 Brochure

**Authorised:** Director Corporate Services (G Browne)

### Background

On the 24th July 2025, a Council employee incurred an injury whilst trying to load a dog into the Animal Control Vehicle. Initially the dog was encouraged to jump into the back of the vehicle. However, when this failed, the ramp was installed for the dog to walk up. When the dog neared the top of the ramp it turned and caused an injury to the employee's face. The employee had to undergo surgery and was off work for several days due to the injury. The employee had undertaken a training course in dog handling and had experience in picking up stray dogs. There have also been other instances where it has been difficult to entice the stray dog into the back of the vehicle and therefore the animal is lifted or a ramp is used.

### Consultation

Director Governance & Regulatory Services, Animal Control Officer, Corporate and Risk Officer

### Risk Implications

Nil

### Financial Implications

The K9 Kube is an out of budget purchase at a cost of $35,623.50. This will mean there will be a balance sheet movement reducing the bank account and increasing the vehicle asset account.

### Strategic Plan

Goal 4.4 Ensure financial and risk sustainability

Goal 4.5 Ensure Council is a desirable place to work with exceptional workplace culture, attracting and retaining high performing, committed and fulfilled staff.

### Social Implications

N/A

### Environmental or Climate Change Implications

Nil

### Economic Implications

Nil

### Other Issues

Nil

### Assessment

Council is responsible for ensuring employee safety in the workplace. There is a requirement to consider alternative methods for loading stray animals safely and minimizing risks to both employees and animals. Currently the Animal Control Officer loads stray dogs into the vehicle by getting them to jump in, lifting them, or using a ramp. Lifting dogs could result in the dog becoming distressed and puts, even a skilled handler at risk of injury or of being bitten.

After the event in July, staff were informed about a K9 Kube that is currently used at a number of Councils both in the State and Nationwide. The Animal Control Officer and the Director of Governance and Regulatory Services went and observed procedures at Southern Midlands and Derwent Valley Council, where the K9 Kube is used for animal control. The K9 Kube attaches to the back of a flat tray utility vehicle and features a hydraulic system that lowers the cage to ground level, allowing the stray animal to be guided into the cage, there is even an option for a retractable cord to pull the animal into the cage if it is being stubborn. This method reduces the risk of injury to employees and stress to animals when loading. Additionally, the K9 Kube can be transferred between vehicles when assets are replaced.

As the current animal control vehicle is a tub tray with a canopy there is a need to alter this to a flat tray for the Kube to be fitted. The cost to modify the existing vehicle and purchase the K9 Kube is approximately $35,623 including GST.

### Options

1. As per the recommendation.
2. Not approve the recommendation.

---

## RECOMMENDATION:

That Council purchase the K-9 Kube and arrange for the existing Animal Control vehicle to have the relevant modification for this to be fitted.

## DECISION:

*Cr Owen moved, Cr Curran seconded that Council purchase the K-9 Kube and arrange for the existing Animal Control vehicle to have the relevant modification for this to be fitted.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

## 16.4 Outstanding Rates and Sundry Debt - 23 Bromley Street, Bridgewater

**Author:** Senior Rates Officer (J Evans)

**Authorised:** Director Corporate Services (G Browne)

### Background

Council has not received payment for rates on the property located at 23 Bromley Street, Bridgewater since 20th March 2020. Mail was returned from this property in December 2023 with the notation of owner deceased. In June 2024 the house was set alight by arsonists and Council was advised by Tasmania Police that there was no next of kin. A Building Surveyor attended the site and because the integrity of the building was intact, Council arranged for the access to the building to be boarded up.

Once again in May 2025 the building was targeted by arsonists. Council arranged for the Building Surveyor to inspect the building which resulted in an emergency order being issued on the 29th May 2025. This emergency order required the building to be demolished within three days. As the owner is deceased this meant that Council was required to organise and pay for this. Quotes were obtained and the building was demolished by Council and the invoice raised as a property debt.

### Consultation

Director Corporate Services

### Risk Implications

Nil

### Financial Implications

Currently there are outstanding rates and debtor invoices for this property that will not be paid. The rates debt will continue to accrue as there is no next of kin to forward these notices to.

### Strategic Plan

4.4 – Ensure financial and risk sustainability.

### Social Implications

N/A

### Environmental or Climate Change Implications

N/A

### Economic Implications

N/A

### Other Issues

N/A

### Assessment

As rates have been outstanding for greater than three years Council has the ability to sell that land Under Section 137(1) of the *Local Government Act 1993.* Should Council approve the sale of the land all costs that are attributable to the sale and advertisement of the property would be covered by any profit that is made. The current outstanding amount is as follows:

| | |
|---|---|
| Rates outstanding | $7,395.27 |
| Sundry debt outstanding | $64,822.75 |
| Estimated Advertising Fee | $1,600 |
| Estimated Real Estate Marketing Fee | $1,200 |
| Estimated Real Estate Commission | $4,000 |
| Estimated Legal Fees & Disbursements | $2,000 |
| Total Estimated Liability | $81,018.02 |

As at 1st July 2025 the adjustment factor given by the Valuer General is 2.0 for Bridgewater, making the current government land value $110,000. Council is confident that with the sale of this land the outstanding debt and any additional expenses will be covered by the sale of the property.

### Options

1. As per the recommendation.
2. Council does not proceed with the sale

---

## RECOMMENDATION:

That Council proceeds with the sale of the property located at 23 Bromley Street, Bridgewater in accordance with Section 137 Part 9 of the *Local Government Act 1993*

under which the outstanding rates, sundry debt and other costs can be recouped by Council.

## DECISION:

*Cr De La Torre moved, Cr Curran seconded that Council proceeds with the sale of the property located at 23 Bromley Street, Bridgewater in accordance with Section 137 Part 9 of the Local Government Act 1993 under which the outstanding rates, sundry debt and other costs can be recouped by Council.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

## 16.5 Tivoli Green Master Plan - 1st Consultation results and Draft Plans for 2nd Consultation

**Attachment(s):** A – Consultation Report

B – Tivoli Green Park Master Plan Report

C - Tivoli Green Park Master Plan (poster)

**Author:** Planning Officer (D Van)

**Authorised:** Director Development Services (A Woodward)

### Background

This report:

a) Reviews the submissions received during the initial phase of community consultation; and

b) Seeks Council's endorsement of the Draft Tivoli Green Park Master Plan for progression to the second phase of consultation.

Tivoli Green is a flagship development within Brighton Municipality, with stages of the project extending across Gage Brook, a degraded creek and wetland area. This area is envisioned to serve as the central public open space for Tivoli Green and a significant future asset for Brighton Council.

The Tivoli Green Park is located within the Tivoli Green Specific Area Plan under the Brighton Local Provisions Schedule. This designation emphasises the importance of

central open space surrounded by higher-density subdivisions, fostering social interaction through:

- Active and healthy living: Integration of walking trails, recreational spaces, and pedestrian networks.
- Water-sensitive urban design: Harmonizing infrastructure with sustainable water management systems.
- Community-oriented design: Providing accessible, functional, and visually appealing public spaces.

To guide this process, Brighton Council engaged Playstreet to develop a Master Plan and lead community consultation for the redevelopment of Tivoli Green Park. The objective was to listen to the community, gather ideas, and understand the aspirations of local residents, community groups, and park users.

The overall project timeline is illustrated in the figure below:

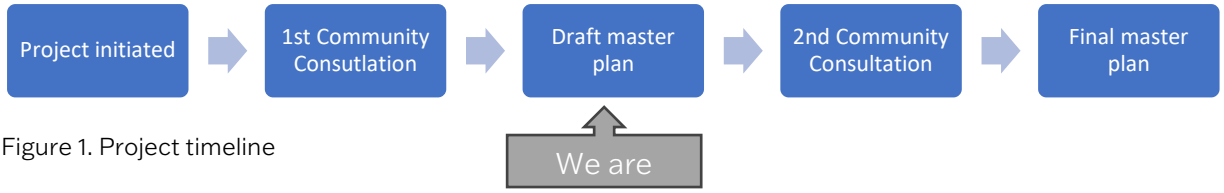



Figure 1. Project timeline

## 1. Key Findings from the 1st consultations and the draft master plans

To ensure meaningful input, Brighton Council identified key stakeholders and worked closely with PlayStreet to develop a tailored engagement strategy. This included a combination of online surveys and in-person activities, resulting in strong community participation—particularly during the co-design day, which saw an excellent turnout and enthusiastic contributions.

The first phase of community consultation was delivered through the following approaches:

- Co-design Session:

  *17 May 2025 (10am–12pm)* – A hands-on community workshop held on site.

- Online Engagement:

  *28 April to 19 May 2025* – Survey and interactive social map hosted via Project page: https://haveyoursay.brighton.tas.gov.au/tivoli-green-park-master-plan

- Stakeholder Group Consultations:
  - Tivoli Green Pty Ltd (Benton van Dorsselaer, Tivoli Green representative)
  - Mark Nolan (landowner of 205 Old Beach Road, Old Beach)

Summary of the consultation findings are as follow:

- Community Engagement: The Tivoli Green consultation received a moderate level of online engagement, with 34 responses submitted. However, attendance at the co-design day was low, with only two participants. This may have been influenced

by the wintry and blustery weather conditions on the day. A detailed summary of the consultation outcomes is provided in the Consultation Report (Attachment A).

- Developer Input: Tivoli Green Pty Ltd expressed strong support for achieving a high-quality outcome. The developer highlighted the importance of building on previous work, including the Realm report, and noted that a playspace design had already been prepared for a grant application. They advocated for a nature-based design that includes walking paths, shelters, and BBQ facilities, while avoiding overly artificial or “plastic fantastic” elements. To support the design process, Tivoli Green representatives also provided information on future stormwater infrastructure for the adjacent development stages, offering greater certainty for planning.
- Community Feedback: Mr Nolan met with the Playstreet team on-site and shared his aspirations for the project. He expressed a desire for walking tracks and a playground suitable for young children, noting that his grandchildren would be regular users. He emphasised the importance of creating a space that is both beautiful and beneficial for the broader community.


Figure 2. Photo taken on the community co-design day

Following the community consultation process, three key themes emerged that reflect the community’s aspirations for Tivoli Green. These themes encompass both tangible design elements—such as play equipment—and experiential qualities, including environmental enhancement and community connection.

The proposed plan aims to deliver improved recreational facilities that are ideally integrated with a future commercial strip. Play and leisure opportunities should cater to all age groups, featuring a nature-inspired, sensory-rich playground, walking paths, shelters, BBQs, and seating areas.

Environmental enhancement is a central priority. The community supports retaining the natural character of the site, increasing tree cover and garden areas, supporting local flora and fauna, and building on the existing wetland ecosystem. Additional features such as a

community garden and a waterway connection are also proposed to strengthen ecological and social value.

## 2. Second Phase Consultation

Council's review and endorsement of the draft master plans and supporting reports is required before proceeding to the second phase of community consultation.

This next phase will be delivered primarily through the Social Pinpoint project page: https://haveyoursay.brighton.tas.gov.au/tivoli-green-park-master-plan

The following engagement approaches are planned:

- Interactive Social Mapping: featuring interactive elements for community voting and feedback.
- Online Survey: focusing on gathering feedback on key design proposals.
- Community Posters:

To raise awareness and encourage participation, posters will be displayed at key local locations, including:

- Gagebrook Primary School
- JRLF - Herdsmans Cove Primary School
- Local stores in Old Beach
- Council Chambers
- On-site at Tivoli Green Park

## Risk Implications

There may be some risks associated with stakeholders/community members not agreeing with the Draft Masterplan. This second phase of consultation is to enable these concerns to be heard. Other risks may include expectation as to the timing of works to be undertaken. This will be addressed through communication channels after the project is completed.

## Financial Implications

Nil. The project will be delivered within its assigned budget.

## Strategic and Annual plan

This project aligns with the following strategies:

Goal 1: Inspire a community that enjoys a comfortable life at every age

1.3 Ensure attractive local areas that provide social, recreational and economic opportunities

The projects align with Brighton Council Annual Plan 2025-2026.

## Conclusion

The Draft Tivoli Green Park Master Plan has been developed based on community aspirations and an analysis of existing site conditions. It is recommended that Council consider the following options.

Options

1. As per the recommendation; or
2. Do not endorse the Draft Master Plans for second phase consultation.
3. Other.

---

## RECOMMENDATION:

That Council

1. Notes the first consultation outcomes; and
2. Endorses the Draft Master Plans and Reports for the purpose of second round Consultation.

## DECISION:

*Cr De La Torre moved, Cr Geard seconded that Council*

*1. Notes the first consultation outcomes; and*

*2. Endorses the Draft Master Plans and Reports for the purpose of second round Consultation.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Geard | |
| Cr Gray | |
| Cr Irons | |
| Cr McMaster | |
| Cr Murtagh | |
| Cr Owen | |
| Cr Whelan | |

# 17. COUNCILLORS QUESTION TIME

## 17.1 Questions on Notice

In accordance with Regulation 35 of the *Local Government (Meeting Procedures) Regulations 2025*, a councillor, at least seven days before an ordinary Council Meeting or a Council Committee Meeting, may give written notice to the Chief Executive Officer of a question in respect of which the councillor seeks an answer at that Meeting.

*There were no Questions on Notice.*

## 17.2 Questions without Notice

In accordance with Regulation 34 of the *Local Government (Meeting Procedures) Regulations 2025*, a councillor at a meeting may ask a question without notice. The chairperson, councillor or general manager who is asked a question without notice at a meeting may decline to answer the question. The chairperson may require a councillor to put a question without notice in writing.

### The following question was raised by Cr Owen at the Ordinary Council Meeting on 19 August 2025.

> *Question regarding whether Section 14 of the Local Government (Meeting Procedures) Regulations 2025 applied to in relation to the Planning Authority meeting scheduled to have been held on the 5th August 2025, and if those members who attended should be recorded?*

### Response from the Chief Executive Officer:

At the August Ordinary Council Meeting, I committed to seeking clarification on this matter. Advice has been sought from the Office of Local Government; however, no response has been received to date. Once a response is provided, it will be circulated to Councillors.

### The following question was raised by Cr Whelan at the Ordinary Council Meeting on 16 September 2025.

> *Has a formal or informal response been received from State Growth regarding a transport study for Back Tea Tree Road?*

### Response from the Acting Chief Executive Officer:

*I have been informed that a draft report has been prepared and circulated within State Growth but is not yet ready for release. Council officers will follow-up on this.*

Meeting closed: 7.17pm

Confirmed: _____

(Mayor)

Date: 21 October 2025

Brighton Council

# MINUTES OF THE PLANNING AUTHORITY MEETING OF THE BRIGHTON COUNCIL, HELD IN THE COUNCIL CHAMBERS, COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH AT 5.30P.M. ON TUESDAY, 7 OCTOBER 2025

PRESENT: Cr Gray (Chairperson); Cr Curran; Cr De La Torre; Cr Irons; Cr Owen & Cr Whelan.

IN ATTENDANCE: Cr McMaster; Ms J Banks (Acting Chief Executive Officer); Mr A Woodward (Director Development Services); Mr L Wighton (Acting Director Asset Services) and Mrs J Blackwell (Manager Planning)

## 1. STATEMENT BY THE CHAIRPERSON

## 2. ACKNOWLEDGEMENT OF COUNTRY

## 3. APOLOGIES & REQUESTS FOR LEAVE OF ABSENCE

*Moved by Cr Irons, seconded by Cr De La Torre that Cr Geard be granted leave of absence.*

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Gray | |
| Cr Irons | |
| Cr Whelan | |
| Cr Owen | |

## 4. NOTIFICATION OF LEAVE OF ABSENCE FOR PARENTAL LEAVE

*Nil.*

## 5. PUBLIC QUESTION TIME AND DEPUTATIONS

*There was no requirement for Public Question Time.*

## 6. DECLARATION OF INTEREST

In accordance with the requirements of Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025*, the chairperson of a meeting is to request Councillors to indicate whether they have, or are likely to have, an interest in any item on the agenda.

In accordance with Section 48(4) of the *Local Government Act 1993*, it is the responsibility of councillors to then notify the Chief Executive Officer, in writing, the details of any interest(s) that the councillor has declared within 7 days of the declaration.

*There were no declarations of interest.*

## 7. COUNCIL ACTING AS PLANNING AUTHORITY

In accordance with the provisions of Part 2 Regulations 25 of the *Local Government (Meeting Procedures) Regulations 2025*, the intention of the Council to act as planning authority pursuant to the *Land Use Planning and Approvals Act 1993* is to be noted. In accordance with Regulation 25, the Council will act as a planning authority in respect to those matters appearing under Item 7 on this agenda, inclusive of any supplementary items.

## 7.1 Development Application DA 2025/00095 - Relocation of existing Dry Concrete Plant & Associated Works at 1 Crooked Billet Drive, Bridgewater

**Author:** Planning Officer (D Van)

**Authorised:** Manager Planning (J Blackwell)

| | |
|---|---|
| **Applicant:** | Hazell Bros Concrete Pty Ltd |
| **Subject Site:** | 1 & 13 Crooked Billet Drive, Bridgewater |
| **Proposal:** | Relocation of Existing Dry Concrete Plant & Associated Works |
| **Planning Scheme:** | Tasmanian Planning Scheme - Brighton |
| **Zoning:** | General Industrial |
| **Codes:** | • Road and Railway Assets Code<br>• Parking and Sustainable Transport Code<br>• Electricity Transmission Infrastructure Protection Code<br>• Bushfire Prone Areas Code<br>• Attenuation Code |
| **Local Provisions:** | • Brighton Industrial Estate SAP<br>• Bridgewater Quarry SAP |
| **Use Class:** | Manufacturing and Processing |
| **Discretions:** | • Landscaping (cl 19.4.3 P1) |

| | |
|---|---|
| | • Traffic Increase (cl C3.5.1 P1)<br>• Dust within electricity corridor (cl C4.5.2 P1)<br>• Building or works within electricity corridor (cl C4.6.1 P1)<br>• Buildings and works within Bridgewater Quarry SAP (Cl S4.7.1.P1) |
| Representations: | 1 representation was received. The representors raised the following issues:<br>• Ongoing stormwater management (existing run-off causing erosion issues)<br>• Absence of easement benefit<br>• Downstream infrastructure capacity and alternative drainage options<br>• Request for rectification |
| Recommendation: | Approval with conditions |

## 1. STATUTORY REQUIREMENTS

The purpose of this report is to enable the Planning Authority to determine application DA 2025/095.

The relevant legislation is the *Land Use Planning and Approvals Act* 1993 (LUPAA). The provisions of LUPAA require a planning authority to take all reasonable steps to ensure compliance with the

Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993* (LUPAA).

This report details the reasons for the planning officer's recommendation. The Planning Authority must consider this report but is not bound to adopt the recommendation. Broadly, the Planning Authority can either:

(1) adopt the recommendation, or

(2) vary the recommendation by adding, modifying, or removing recommended reasons and conditions or replacing an approval with a refusal (or vice versa).

Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act* 2000 and the *Local Government (Meeting Procedures) Regulations* 2025.

## 2. SITE ASSESSMENT

The development site is contained in CT158010/1 (1 Crooked Billet Drive) and CT158009/7 (13 Crooked Billet Drive) and has a total land area of 10.383ha.

The proposal intends to utilise the northern portion of the site and has a new vehicular access off 13 Crooked Billet Drive.

The site is zoned General Industrial and is affected by the following Codes:

- Electricity Transmission Infrastructure Protection
- Bushfire Prone Areas Code
- Attenuation Code
- Road and Railway Assets Code
- Parking and Sustainable Transport Code

The site is also within Declared Gas Pipeline Planning Corridor.

In addition, two (2) Specific Area Plans (SAP) apply to the site, being the Bridgewater Quarry SAP and the Brighton Industrial Hub SAP.

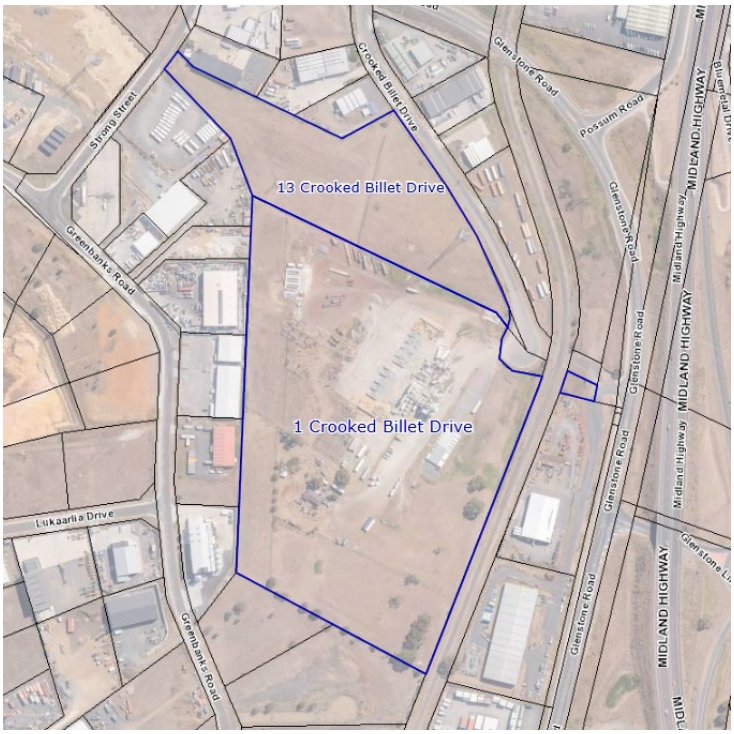



Figure 1: Location Map – 1 & 13 Crooked Billet Drive, Bridgewater (Source: Listmap)

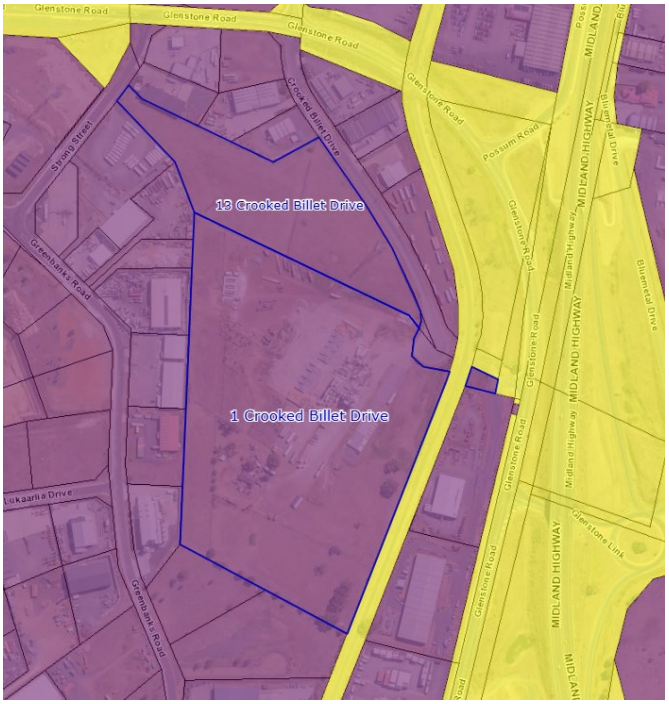



Figure 2: Zoning Map (Purple = General Industrial; Yellow = Utilities) (Source: Listmap)

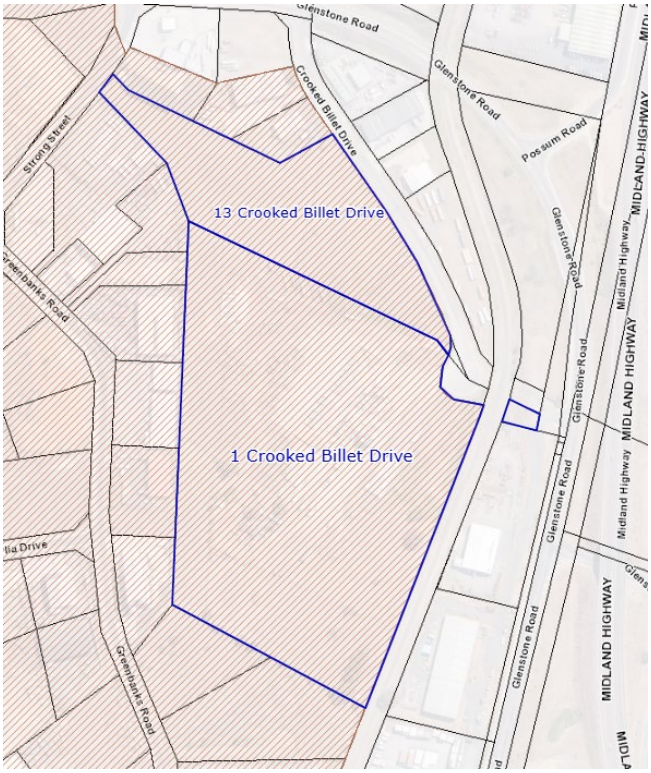



Figure 3: Bushfire-prone areas overlay (Source: Listmap)

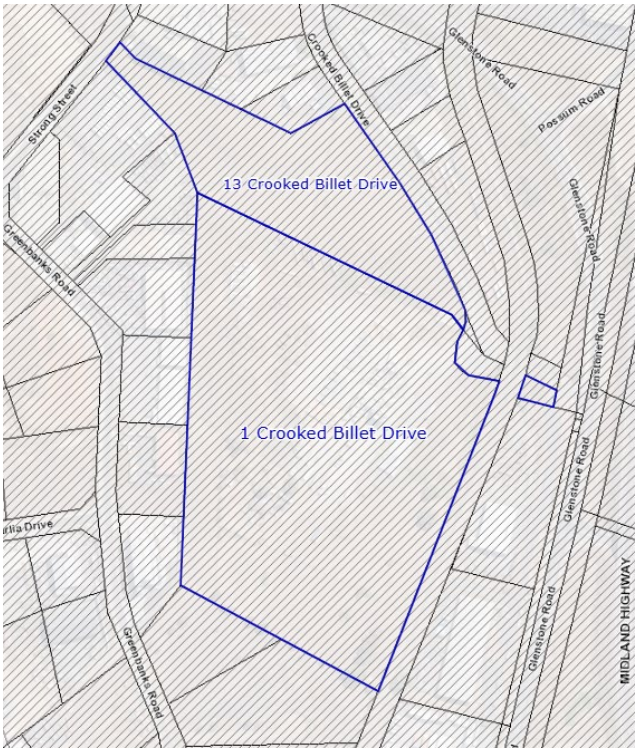



Figure 4: Attenuation area overlay (Source: Listmap)

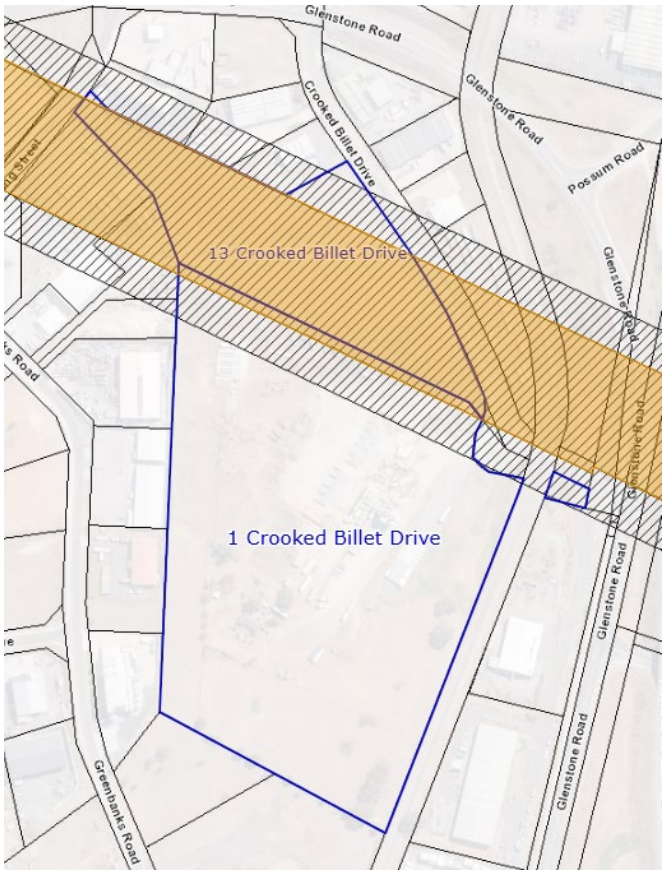



Figure 5: Electricity Transmission Infrastructure Protection area overlay (Inner protection area highlighted) (Source: Listmap)


Figure 6: Tasmanian Gas Pipeline Planning Corridor (left) Tas Gas Networks Declared Gas Pipeline Planning Corridor (right) (Source: Listmap)

### Background

Historically, the site was originally used for the Bridgewater Cattle yard until its closure in approximately 2014. The site more recently has had approvals for:

| | |
|---|---|
| DA 2022/083 | Vehicle Storage |
| DA 2022/157 | Woodyard and associated motor repairs |
| DA 2022/210 | Concrete Batching Plant |
| DA 2025/068 | Dismantling of Existing Concrete Plant |

The concrete batching plant (DA 2022/210) was approved primarily to support the Bridgewater Bridge construction works. With the bridge project now completed, the site is being repurposed. The concrete batching plant approved under DA 2022/210 contained wet and dry facilities. DA 2025/068 was approved for the dismantling of the wet mix concrete plant.

## 3. PROPOSAL

This application seeks approval for the relocation and permanent establishment of the existing dry mix concrete batching plant within the northern portion of 1 Crooked Billet Drive. The relocation is intended to free up space on the broader site to accommodate future development opportunities.

The proposal includes the following key components:

- Relocation of the concrete batching plant (dry mix) to be permanent.
- 3 new silos for the storage of cementitious materials (each is 14.08m high)
- 2 load bins with cover and a conveyor system
- The estimated production volume is 20,000m3 per annum.
- The proposed operating hours are 24-hours per day, 7-days per week; however, the plant will operate as needed to meet customer or project specific requirements with general operations occurring 5am to 3pm Monday to Friday.

- The plant is to accommodate 2 operational staff and 5 agitator drivers.
- Associated developments, including new vehicular access, driveway, stormwater detention, landscaping

The application is supported by a comprehensive submission prepared by a planning consultant, along with the following documentation (refer to **Attachment A**):

- Site and architectural plans
- Environmental Management Plan
- Civil and stormwater engineering drawings
- Stormwater Management Plan
- Traffic Impact Statement
- Chemical specifications
- Other relevant supporting documents


Figure 7: Existing site plan (Source: Applicant)

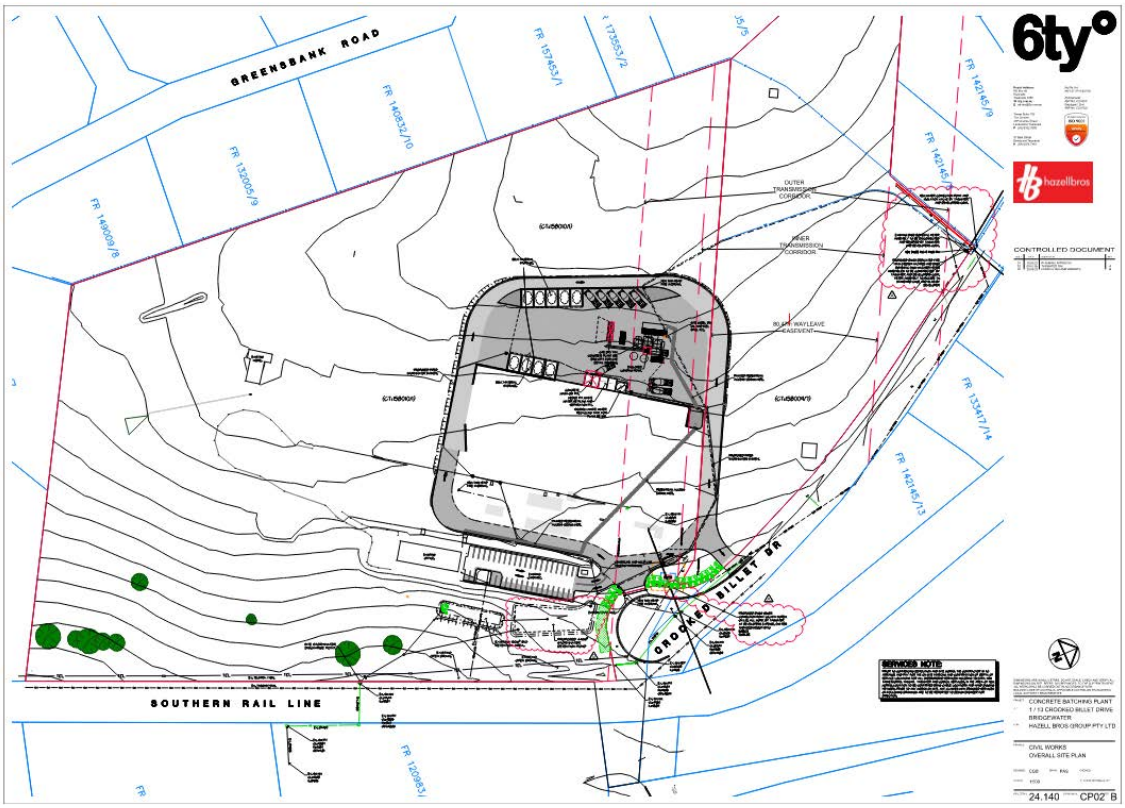



Figure 8: Proposed site plan (source: Applicant)

## PLANNING SCHEME ASSESSMENT

### Compliance with Applicable Standards:

*5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.*

*5.6.2 A standard is an applicable standard if:*

*(a) the proposed use or development will be on a site within:*

*(i) a zone;*

*(ii) an area to which a specific area plan relates; or*

*(iii) an area to which a site-specific qualification applies; or*

*(b) the proposed use or development is a use or development to which a relevant applies; and*

*(c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.*

*5.6.3 Compliance for the purposes of subclause 5.6.1 of this planning scheme consists of complying with the Acceptable Solution or satisfying the Performance Criterion for that standard.*

*5.6.4 The planning authority may consider the relevant objective in an applicable standard to determine whether a use or development satisfies the Performance Criterion for that standard.*

### Determining applications (clause 6.10.1):

*6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:*

*(a) all applicable standards and requirements in this planning scheme; and*

*(b) any representations received pursuant to and in conformity with section 57(5) of the Act,*

*but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.*

### Use Class

The Use Class is categorised as Manufacturing and Processing under the Scheme. In the General Industrial Zone the *Manufacturing and Processing Use* is a permitted use.

### Compliance with Performance Criteria

The proposal meets the Scheme's relevant Acceptable Solutions except for the following:

- Landscaping - Clause 19.4.3 P1
- Traffic generation at a vehicle crossing - Clause C3.5.1 P1
- Dust or other airborne particulates within an electricity transmission corridor - Clause C4.5.2 P1
- Buildings or works within electricity corridor - C4.6.1 P1
- Buildings and works within Bridgewater Quarry Specific Area Plan - BRI-S4.7.1 P1

Assessment against each performance criteria of the above standards are provided below.

### Clause 19.4.3 Landscaping

| Objective: | |
|---|---|
| That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage. | |
| Acceptable Solution | Performance Criteria |
| A1<br><br>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:<br><br>(a) to a depth of not less than 6m; or<br><br>(b) not less than the frontage of an existing building if it is a lesser distance. | P1<br><br>If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:<br><br>(a) the width of the setback;<br><br>(b) the width of the frontage;<br><br>(c) the topography of the site;<br><br>(d) existing vegetation on the site;<br><br>(e) the location, type and growth of the proposed vegetation; and<br><br>(f) any relevant local area objectives contained within the relevant Local Provisions Schedule. |

The proposal includes a 5-metre-deep landscaping strip along the site frontage. As this does not meet the Acceptable Solution, assessment against the Performance Criteria is required.

In accordance with the Performance Criteria, the following considerations apply:

(a) Width of the setback: The proposed buildings and structures are set well back from the road frontage, providing good space for landscaping and visual separation from the industrial use.

(b) Width of the frontage: The site has a wide frontage, allowing for a continuous landscaping treatment across the front boundary.

(c) Topography of the site: The site gently slopes to the south-east toward the Midland Highway. This topography presents no constraints to the establishment or maintenance of landscaping.

(d) Existing vegetation on the site: Some trees have been planted along the frontage in accordance with previous permit conditions; however, the frontage has been poorly managed overall, and existing vegetation is limited in both coverage and amenity value.

(e) Location, type and growth of proposed vegetation: The proposed landscaping includes a mix of low- to medium-height native species suited to the site conditions:

- *Correa decumbens* (Spreading Correa): Height ~1.0m, spread ~3.0m
- *Callistemon 'Austraflora Citrinus'* (Bottlebrush): Height ~1.4m, spread ~1.6m
- *Grevillea 'Bronze Ramble'*: Height ~0.3m, spread ~4.0m

These species are low-maintenance, drought-tolerant natives that will provide effective ground coverage, and ecological value. However, they are all shrubs which may not achieve the objective of Council Landscaping Policy. The 5-metre depth allows for 2-metre separations from the proposed stormwater detention basin and a separation from the proposed site TasNetworks Pad mount substation.

(f) Local Area Objectives: There are no relevant Local Area Objectives under the Local Provisions Schedule (LPS) that apply to this site.

In addition to the planning scheme requirements, Brighton Council's Landscaping Policy outlines that landscaping should:

- Enhance the visual amenity of development, particularly in industrial zones;
- Be designed and implemented by a suitably qualified person (depending on the size and scale of the development);
- Consider site constraints, including services and infrastructure;
- Use locally appropriate species that are low-maintenance and drought-tolerant;
- Be maintained to a high standard to ensure long-term effectiveness.

Given the presence of easements and underground services within the front setback, it is recommended that a landscaping plan be prepared by a suitably qualified person and submitted to Council for approval as a permit condition.

On this basis, the proposal is considered to satisfy the objective and performance criteria of this standard.

Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

| Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction. | |
|---|---|
| Acceptable Solution | Performance Criteria |
| A1.1<br><br>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:<br><br>(a) a new junction;<br>(b) a new vehicle crossing; or<br>(c) a new level crossing.<br><br>A1.2<br><br>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.<br><br>A1.3<br><br>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.<br><br>A1.4<br><br>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:<br><br>(a) the amounts in Table C3.1; or<br><br>(b) allowed by a licence issued under Part IVA of the Roads and | P1<br><br>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:<br><br>(a) any increase in traffic caused by the use;<br><br>(b) the nature of the traffic generated by the use;<br><br>(c) the nature of the road;<br><br>(d) the speed limit and traffic flow of the road;<br><br>(e) any alternative access to a road;<br><br>(f) the need for the use;<br><br>(g) any traffic impact assessment; and<br><br>(h) any advice received from the rail or road authority. |

| | |
|---|---|
| Jetties Act 1935 in respect to a limited access road.<br><br>A1.5<br><br>Vehicular traffic must be able to enter and leave a major road in a forward direction. | |

A Traffic Impact Assessment (TIA) has been provided in support of the proposal. The assessment indicates that traffic volumes will increase as a result of the development. The existing traffic generation is approximately 62 vehicle movements per day (comprising 38 six-cubic-metre trucks and 24 light vehicles). Under the proposal, traffic generation is expected to be 61 vehicle movements per day based on six-cubic-metre truck loads, or up to 199 vehicle movements per day if one-cubic-metre loads are assumed, representing an increase of approximately 137 vehicle movements. Therefore, assessment against P1 is required.

The nature of traffic generated by the proposed use includes raw material deliveries, agitator trucks, and light vehicles, which is consistent with the character of the General Industrial Zone. Crooked Billet Drive is constructed with an asphalt surface and is designed to accommodate industrial traffic. The posted speed limit of 50 km/h is considered appropriate for the anticipated increase in traffic. There is no alternative access available to the site.

The proposed use is considered necessary to support the industrial hub and facilitate development within the area. The TIA concludes that the proposal is acceptable, and the Department of State Growth (DSG) has reviewed the submitted TIA and raised no objections. On this basis, the proposal is considered to comply with the performance criteria and objectives of this standard.

### Clause C4.5.2 Dust or other airborne particulates within an electricity transmission corridor

| **Objective:** That dust or other airborne particulates do not adversely affect the safe and reliable operation of overhead electricity transmission infrastructure within an electricity transmission corridor. | |
|---|---|
| Acceptable Solution | Performance Criteria |
| A1<br><br>No Acceptable Solution. | P1<br><br>A use listed in Table C4.1 and located within an electricity transmission corridor must not generate dust or other airborne particulates that will cause an unreasonable impact on the operation of overhead electricity transmission infrastructure, having regard to: |

| | |
|---|---|
| | (a) the nature of the proposed use and the materials that will be stored and handled on the site;<br>(b) the conductivity or corrosiveness of any dust or other airborne particulates and its potential to affect the operation of the electricity transmission infrastructure;<br>(c) proximity to the electricity transmission infrastructure;<br>(d) any mitigation measures proposed; and<br>(e) any advice from the electricity entity. |

The proposal partially extends into the electricity transmission corridor. Under Table C4.1 of the Electricity Transmission Infrastructure Protection Code, Manufacturing and Processing is a listed use where the activity is conducted outside a building. As there is no acceptable solution provided, the proposal must be assessed against the relevant performance criteria.

Proposed use and activities within the corridor include:

- Asphalt hardstand pavement for driveway
- New access from 13 Crooked Billet Road
- Landscaping areas
- Pedestrian footpath
- Enclosed loading point
- Storage shipping containers
- Agitator slumping
- Truck parking
- TasNetworks pad mount substation
- Three new silos for cementitious material storage (each 14.08m high)

Only the new access at 13 Crooked Billet Road, part of the landscaping area, stormwater pipe, and a portion of the asphalt driveway are located within the Inner Transmission Corridor.

The area accommodating the relocated concrete batching plant, including associated access ways and vehicle crossing, will be sealed to minimise dust emissions. External stockpiles and load bins associated with the silos are located outside the overlay.

To manage potential environmental impacts, the proposal includes an automatic dust suppression system, featuring a water curtain at the front of the enclosure to reduce dust emissions during loading. The loading point will also be enclosed to further mitigate dust generation.

The application was referred to TasNetworks for assessment, including a follow-up review after submission of additional information. TasNetworks has responded with no objections.

The proposal is considered to comply with the objective and performance criteria of the Electricity Transmission Infrastructure Protection Code. It will not cause an unreasonable impact on the operation of overhead electricity transmission infrastructure.

### Clause C4.6.1 Buildings or works within electricity corridor

<table>
<tr><td colspan="2">Objective:<br><br>That buildings or works within an electricity transmission corridor are located at appropriate distances from transmission lines or cables to:<br><br>(a) ensure operational efficiencies, access to, and security of, existing or future electricity transmission infrastructure; and<br><br>(b) protect against a safety hazard associated with proximity to existing or future electricity transmission infrastructure.</td></tr>
<tr><td>Acceptable Solution</td><td>Performance Criteria</td></tr>
<tr><td>A1<br><br>Buildings or works within an electricity transmission corridor must not be within:<br><br>(a) an inner protection area; or<br><br>(b) a registered electricity easement.</td><td>P1<br><br>Buildings or works within an electricity transmission corridor must not cause an unreasonable impact on the safety, security, operation of, or access to, existing or future electricity transmission infrastructure, having regard to:<br><br>(a) the nature, height and materials of the buildings and works;<br><br>(b) the extent of encroachment of the buildings and works into the electricity transmission corridor;<br><br>(c) the location of the buildings and works within the electricity transmission corridor; and<br><br>(d) any advice from the electricity entity.</td></tr>
</table>

The proposed works within the Inner Protection Area are minimal and comprise a 1.2-metre-wide painted pedestrian access, installation of stormwater infrastructure, a switchboard, a new vehicular access from 13 Crooked Billet Road, asphalt hardstand pavement, and landscaping. Assessment against P1 is required.

In relation to the performance criteria, the nature, height and materials of the works (criterion (a)) are either underground (stormwater) or at-grade/low-scale (painted path, hardstand, access, landscaping), with no buildings proposed and only a standard switchboard enclosure, such that vertical clearances to conductors are not affected and non-conductive/standard civil materials are utilised.

The extent of encroachment into the electricity transmission corridor (criterion (b)) is limited to linear surface treatments and services with a constrained footprint that does not introduce permanent obstructions or materially alter ground levels in a way that would compromise asset foundations or access.

Regarding location (criterion (c)), the works are situated within the corridor but, by virtue of being at-grade or underground, do not impede existing maintenance access, sight lines, or operational requirements and can be undertaken and maintained outside tower footings, stay wires and established access tracks.

TasNetworks has reviewed the application, including additional information, and has provided a no-objection response (criterion (d)).

On this basis, the proposal is considered to avoid unreasonable impacts on the safety, security, operation of, or access to, existing or future electricity transmission infrastructure and therefore complies with the objective and performance criteria of the relevant standard.

Clause S4.7.1 A1/P1 Bridgewater Quarry SAP

| **Objective:** That development is compatible with the operations of the Bridgewater Quarry. | |
|---|---|
| Acceptable Solution | Performance Criteria |
| A1<br><br>No Acceptable Solution | P1<br><br>Buildings and works must not result in potential to interfere or conflict with quarry operations having regard to:<br><br>(a) the nature of the quarry; including:<br><br>(i) operational characteristics;<br><br>(ii) scale and intensity;<br><br>(iii) degree of hazard or pollution that may be emitted from the activity; |

| | | |
|---|---|---|
| | (b) | the degree of encroachment of development or use into the Bridgewater Quarry Attenuation Area; and |
| | (c) | measures in the design, layout and construction of the development to eliminated, mitigate or manage effects of the quarry; and |
| | (d) | any advice from the Bridgewater Quarry operator. |

There is no acceptable solution for this standard. Accordingly, the performance criteria must be addressed.

The proposal is for a concrete batching plant which falls under the permitted use class of Manufacturing and Processing in the General Industrial zone. The site is located 250m inside the western edge of the overlay, and approximately 900m from the quarry. An Environmental Management Plan (EMP) was submitted with the proposal, which addresses environmental impacts that may arise from the site. However, it is likely a more comprehensive Environmental Management Plan pursuant to the provisions of the *Environmental Management and Pollution Control Act* (EMPCA) will be required, should a permit be approved.

The application was referred to Boral for comment, who have provided no objections.

On that basis, the proposal can comply with this standard's objective and performance criteria.

## 4. REFERRALS

*Development Engineering*

The proposal has been considered by Council's Manager Development Engineering. That officer's comments have been included within the assessment.

*TasWater*

The application was referred to TasWater, who have issued a Submission to Planning Authority Notice reference number TWDA 2025/00751-BTN dated 24 July 2025, which is to be annexed to any permit issued.

*Department of State Growth*

The application was referred to the Department of State Growth for comment. That authority does not have any concerns with the proposal.

*TasRail*

The application was referred to TasRail for comment. TasRail have requested that conditions below be included on any permit requiring an agreement must be entered into between TasRail and the developer relating stormwater discharge via the rail corridor.

a) The owner or occupier of the land must not, without the prior written consent of TasRail:

- Concentrate or increase the natural drainage of water onto the rail corridor;
- Impede, redirect, or otherwise alter natural drainage patterns in or around the rail corridor; or
- Cause or allow stormwater, effluent, or any other substance to flow, drain, seep, or discharge onto the rail corridor.

Failure to comply with this condition may result in TasRail taking action to recover associated costs or damages under Section 45 of the *Rail Infrastructure Act 2007*.

b) All stormwater from the development must be managed on-site through a detention and treatment system, designed by a suitably qualified engineer, to:

- Retain and treat runoff prior to discharge; and
- Ensure post-development flow rates and volumes do not exceed pre-development conditions.

In the event of a rainfall event exceeding the system's design capacity, the permit holder shall be responsible for any resulting losses, damages, or remedial actions required by TasRail. TasRail reserves the right to recover such costs from the permit holder.

c) No works, access, or discharge connections are permitted within the TasRail corridor or within 3 meters of the boundary of the corridor unless:

- A formal agreement is in place between the permit holder and TasRail; and
- A Works Permit has been issued by TasRail.

d) The permit holder is responsible for the ongoing inspection and maintenance of all private stormwater infrastructure associated with the development. This is to ensure the system continues to operate as designed and prevents any discharge into the TasRail corridor.

*Tasmanian Gas Pipeline*

The application was referred to Tasmanian Gas Pipeline. That agency has responded, stating that it has reviewed the application and has no objection to the application. However, they have advised that "any activity within the pipeline easement or over the pipeline requires contact through Before You Dig Australia (formerly Dial Before You Dig 1100)". This will be included as advice on any permit approved.

*TasNetworks*

The application was referred to TasNetworks for assessment. The authority reviewed the proposal and engaged in several discussions with the applicant. Following this process, TasNetworks provided a formal response indicating no objection to the proposal.

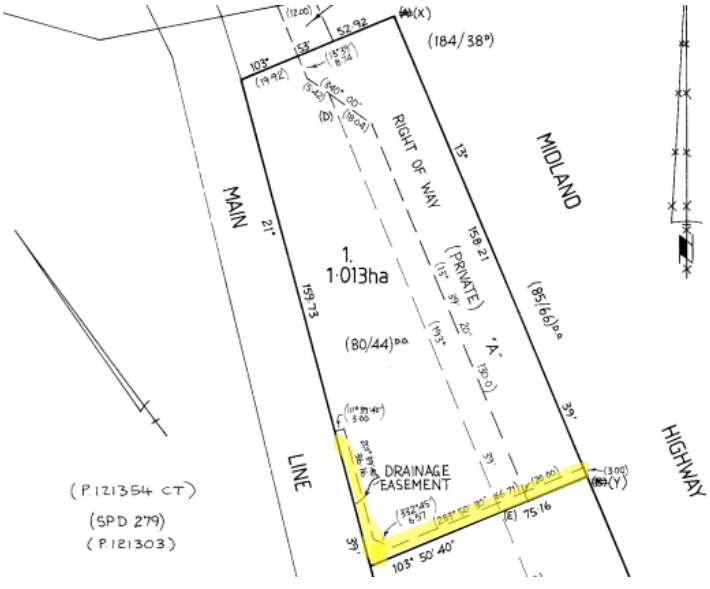
*Boral*

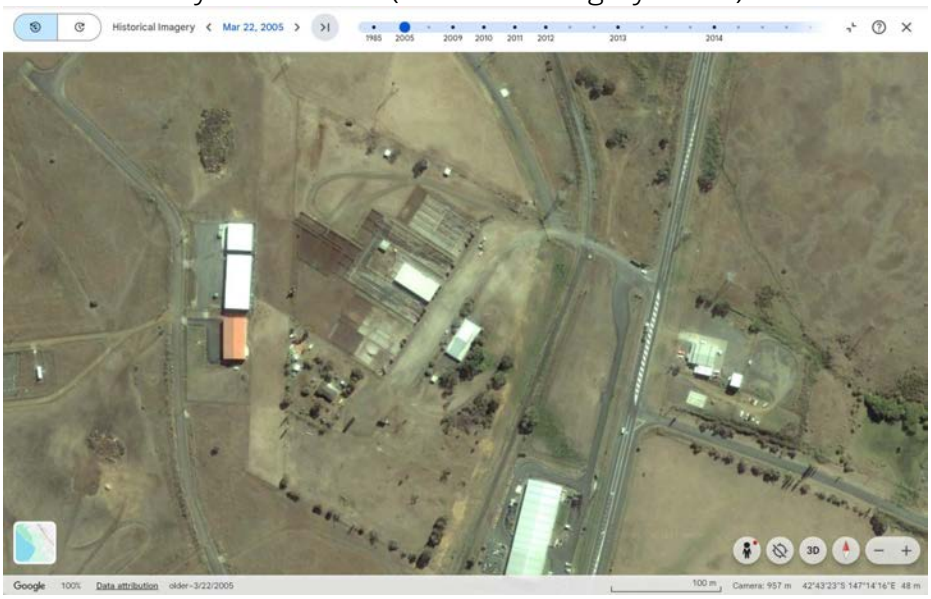
The application was referred to Boral for comment. Boral does not have any concerns with the proposal.

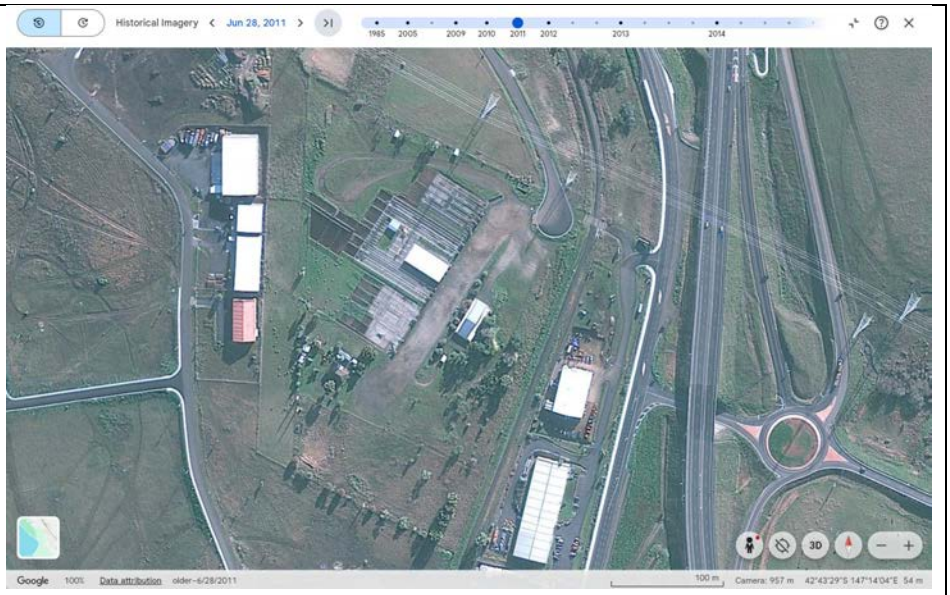
## 5. REPRESENTATIONS

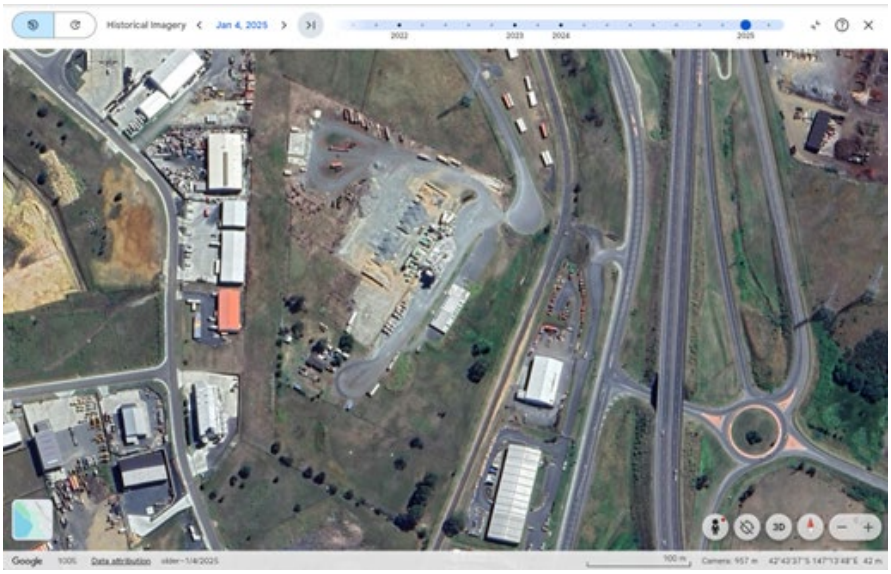
One (1) representation was received during the statutory public exhibition period between 3rd September 2025 and 15th September 2025.

The concerns of the representor are summarised below:

| Representor's concerns | Planning Response |
|---|---|
| Ongoing erosion at 51 Glenstone Rd due to stormwater discharging via TasRail corridor and across 51 Glenstone; complaints since 2022 with no resolution.<br><br>Proposed continued discharge through TasRail corridor onto 51 Glenstone without explicit rights; representor says there is no legal drainage right. | As noted by the representor, Council has previously been made aware of drainage issues on the property at 51 Glenstone Road.<br><br>Stormwater from, and through, 1 Crooked Billet Drive is directed to the natural low point midway along the eastern boundary with the rail corridor. It then enters a TasRail culvert under the rail line and continues through 51 Glenstone Road via an easement in the benefit of the rail authority. An excerpt of the Folio Plan and relevant easement registered on the title of 51 Glenstone Road is provided below.<br><br>  <br><br>Subject to a right of drainage (for the Australian National Railways) over the drainage easement shown on the plan passing through the said lot 1. |

| | |
|---|---|
| | The owners of 51 Crooked Billet have raised issues regarding erosion along the edge of the open drain within the drainage easement. These issues are ongoing and currently remain unresolved.<br><br>It is Councils position that stormwater runoff from 1 Crooked Billet Drive has been directed to the natural low point of the lot and hence the TasRail culvert for a considerable period of time. Clearly prior to 2005 and likely before 1993. (see aerial Imagery below).<br><br>  <br><br>  |




The plan of survey for 51 Crooked Billet Drive was sealed in 1995 (SUB93/20). This subdivision created a drainage easement over 51 Glenstone Road in the benefit of the rail authority, not Council.

The development proposes that stormwater continue to be directed to the natural low point of the lot. A stormwater management report has been submitted with the application and considers detention to limit flows to the natural low point of the land for up to a 1% AEP plus climate change rainfall event.

Based on pre- and post-development scenarios, the stormwater discharge volume is expected to increase by approximately 153 m³ (see table below). To address this, the plan recommends the provision of an on-site detention pond.

| Design Event (AEP) | Discharge Volume ($m^3/s$) | | | Required Detention ($m^3$) |
|---|---|---|---|---|
| | Pre-Development | Peak post-Development | Permissible Site Discharge | |
| **1%** | 0.395 | 0.792 | 0.395 | 153 |

| | |
|---|---|
| | The proposed site plan includes a new detention pond with a capacity of 440m³, more than what is required.<br><br>Accordingly, stormwater will be discharged to a lawful point with no increase in peak flow, volume, velocity, or frequency at downstream private land compared to the pre-development baseline, as demonstrated by hydraulic modelling.<br><br>The proposal was reviewed by TasRail, who raised no objections, subject to permit conditions ensuring there is no increase in stormwater volume or any works within the rail corridor without their agreements. |
| How is it proposed that this development will fix or alleviate the issues discussed above noting that it is the inability of the downstream infrastructure to cope with the drainage requirements of the development; | Stormwater detention is proposed to limit and reduce flows to predevelopment. The volume of detention proposed is almost 3 times the volume required by this development and is intended to service the ultimate development of the site which is subject to further approvals. Long term there should be no increase in predevelopment runoff. In the short term the increased detention should result in a noticeable reduction in peak run off from 1 Crooked Billet Drive.<br><br>This is yet to be resolved and is not specifically a matter for the owner of 1 Crooked Billet Drive if their development does not increase flows. |
| Why not use the developer's own drainage easement along the southern boundary of 49 Glenstone Rd instead of the 51 Glenstone route? | Council acknowledges that the site benefits from a legal drainage easement over Lot 2 of SP120983 (49 Glenstone Road). However, the planning authority could not require the developer to discharge stormwater at alternative legal discharge points.<br><br>The drainage easement to the south contains a water main but no SW infrastructure. Use of this easement would require a new rail culvert along with the construction of stormwater infrastructure downstream. |
| Downstream infrastructure allegedly incapable; uncertainty about ownership/ maintenance of assets.<br><br>Request that existing erosion damage at 51 Glenstone be rectified and responsibility allocated. | The easement is not being misused if TasRail are in agreeance. The application was referred to TasRail who have provided conditions which would allow the SW discharge from 1 Crooked Billet to remain providing they comply with those conditions. As noted above, the proposed development includes a new detention pond designed to capture and detain the additional stormwater generated by the proposal. As a result, no increase in stormwater discharge volume is expected from this development.<br><br>Matters relating to historic erosion or civil liability are outside the scope of this planning application and may be pursued separately if required. |

## 6. CONCLUSION

The proposal for Manufacturing and Processing (Relocation of Existing Dry Concrete Plant & Associated Works) at 1 & 13 Crooked Billet Drive, Bridgewater, satisfies the relevant provisions of the Tasmanian Planning Scheme - Brighton, and as such is recommended for approval.

## RECOMMENDATION:

That pursuant to the *Tasmanian Planning Scheme - Brighton*, Council approve application DA 2025/095 for Manufacturing and Processing (Relocation of Existing Dry Concrete Plant & Associated Works) at 1 & 13 Crooked Billet Drive, Bridgewater, for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

*General*

(1) The use or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.

(2) This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this letter or the date of the last letter to any representor, whichever is later, in accordance with section 53 of the *Land Use Planning and Approvals Act 1993.*

(3) Where a conflict occurs between the application for planning approval, endorsed drawings and the conditions of permit, the latter prevails.

*Amenity*

(4) All external metal building surfaces must be clad in non-reflective pre-coated metal sheeting or painted to the satisfaction of the Director Development Services.

*Landscaping*

(5) Before any work commences submit a landscape plan prepared by a suitably qualified person for approval by Council's Director Development Services. The landscape plan must include:

(a) A survey of all existing vegetation to be retained and/or removed.

(b) The areas to be landscaped,

(c) All underground and above ground service infrastructure in the areas to be landscaped.

(d) Details of surface finishes of paths and driveways.

(e) Details of fencing.

(f) A planting schedule of all proposed trees, shrubs and ground covers including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant.

(g) Landscaping and planting within all open areas of the site.

*Advice: This condition requires further information to be submitted and approved by Council's Director Development Services pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(6) Planting must bear a suitable relationship to site's context, the proposed height of the buildings and must not use species listed as noxious weeds within Tasmania, displaying invasive characteristics or unsuitable for fire prone areas. If considered satisfactory, the landscape plan will be endorsed and will form part of this permit.

(7) Prior to commencement of use, all trees and landscaping must be planted and installed in accordance with the approved Landscaping Plan to the satisfaction of the Council's Director Development Services. Evidence showing compliance with this condition must be submitted to and approved by the Director Development Services within 30 days of planting.

(8) Replacement trees and landscaping in accordance with the approved Landscaping Plan must be planted if any is lost. All landscaping must continue to be maintained to the satisfaction of Council.

*Environmental Management Plan*

(9) Before any work commences submit a revised Environmental Management Plan (EMP) prepared by a suitably qualified person for approval by Council's Senior Environmental Health Officer. The EMP must address (but not limited to) the following:

(a) Provide evidence that the EMP has been prepared by a suitably qualified professional with relevant experience in environmental management.

*General*

(b) Ensure the EMP is objective and clearly outlines the methodology used.

(c) Include a comprehensive risk assessment to support proposed environmental controls.

(d) Provide an access and management statement for areas outside the sealed surface, including tracks.

(e) Address interaction with the existing residential dwelling.

(f) Confirm typical load quantities expected during plant operation.

*Chemical Storage*

(g) Incorporate all chemical storage details into the Hazardous Materials section of the EMP.

(h) Provide specifications for bunding, including construction details, sizing, and containment measures.

(i) Justify noise level claims (e.g., 75 dB) with supporting data or methodology.

(j) Clarify monitoring methods (human or electronic), complaint response procedures, and mitigation options.

(k) Include a site plan showing dust suppression infrastructure and relevant statistics.

*Air Quality*

(l) Clarify smoke visibility thresholds, including point of assessment and interpretation of the 10-second rule.

(m) Outline actions to be taken if thresholds are exceeded.

(n) Provide details on dust control measures beyond the aggregate feed-weigh hoppers and concrete loading point.

(o) Confirm availability of a water truck or other dust suppression methods.

*Visual Amenity*

(p) Detail measures to ensure lighting is contained within property boundaries.

*Contaminated Soil*

(q) Identify a designated area for storage of potentially hazardous materials, with appropriate containment measures.

*Trade Waste*

(r) Provide a clear flowpath from waste generation to removal, including types, quantities, storage, treatment, and disposal methods.

***Advice:** This condition requires further information to be submitted and approved by Council's Senior Environmental Health Officer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

*TasWater*

(10) The use and/or development must comply with the requirements of TasWater, as detailed in the form Submission to Planning Authority Notice, Reference No TWDA 2025/00751-BTN dated 24/07/2025, as attached to this permit.

*TasRail*

(11) The owner or occupier of the land must not, without the prior written consent of TasRail:

(a) Concentrate or increase the natural drainage of water onto the rail corridor;

(b) Impede, redirect, or otherwise alter natural drainage patterns in or around the rail corridor; or

(c) Cause or allow stormwater, effluent, or any other substance to flow, drain, seep, or discharge onto the rail corridor.

*<u>Advice:</u> Failure to comply with this condition may result in TasRail taking action to recover associated costs or damages under Section 45 of the Rail Infrastructure Act 2007.*

(12) All stormwater from the development must be managed on-site through a detention and treatment system, designed by a suitably qualified engineer, to:

(a) Retain and treat runoff prior to discharge; and

(b) Ensure post-development flow rates and volumes do not exceed pre-development conditions.

In the event of a rainfall event exceeding the system's design capacity, the permit holder shall be responsible for any resulting losses, damages, or remedial actions required by TasRail. TasRail reserves the right to recover such costs from the permit holder.

(13) No works, access, or discharge connections are permitted within the TasRail corridor or within 3 meters of the boundary of the corridor unless:

(a) A formal agreement is in place between the permit holder and TasRail; and

(b) A Works Permit has been issued by TasRail.

(14) The permit holder is responsible for the ongoing inspection and maintenance of all private stormwater infrastructure associated with the development. This is to ensure the system continues to operate as designed.

*Services*

(15) The developer must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the development. Any work required is to be specified or undertaken by the authority concerned.

(16) All service covers located in vehicle access ways are to be constructed as trafficable, to the appropriate standard and to the satisfaction of Councils Municipal Engineer.

*Parking and Access*

(17) The new vehicle access to Crooked Billet Drive (within the road reservation) must be designed and constructed in accordance with the following;

(a) Constructed in reinforced concrete with a heavy vehicle crossover;

(b) Council's Standard Drawings and Specification;

(c) Australian Standard AS 2890 - Parking facilities, Parts 1-6;

(d) to the satisfaction of Council's Municipal Engineer.

(18) At least thirty-nine (39) car parking spaces must be provided on the land at all times for the use of the development, in accordance with Standards Australia (2004) Australian Standard AS 2890.1 - 2004 – Parking Facilities Part 1: Off-Street Car Parking; Standards Australia, Sydney.

(19) At least one bicycle parking space must be provided on site at all times for the use of the development.

(20) The driveway must be drained to minimise surface runoff over adjoining land (including road reservation) in accordance with the requirements of the Municipal Engineer and the *Building Act 2016.*

(21) Gravel hardstand (laydown) areas must be designed, constructed and maintained to avoid dust or mud generation, erosion or sediment transfer on or off site.

(22) All parking, access ways, manoeuvring and circulation spaces must be provided in accordance the endorsed drawings, Australian Standard AS 2890 - Parking facilities, Parts 1-6, or as otherwise required by this permit, and include all of the following:

(a) Constructed with a durable all-weather pavement.

(b) Drained to the public stormwater system.

(c) Surfaced by a spray seal, asphalt, concrete, pavers or approved equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

(d) Have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6.

(e) Provide for all vehicles to enter and exit the site in a forward direction.

(f) Be delineated by line marking or other clear physical means.

(23) Prior to the development commencing, or the application for building and plumbing permits, the developer must submit to Council a parking plan that includes all of the following:

(a) pavement details,

(b) design surface levels and gradients,

(c) drainage,

(d) turning and travel paths (where required to demonstrate compliance with AS2890),

(e) dimensions (including clearances),

(f) line marking,

(g) lighting (where provided),

(h) pedestrian paths (where provided including any signage, line marking, protective devices such as bollards, guard rails or planters),

(i) signage

(j) new vehicular access from the Crooked Billet Drive carriageway to the property boundary

The parking plan is to be certified by an engineer and shall form part of the permit once accepted.

*Advice: This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(24) All areas set aside for parking and associated turning, and access must be completed before the use commences and must continue to be maintained to the satisfaction of the Council's Municipal Engineer.

(25) The completed parking, accessways, maneuvering and circulation spaces must be certified by a practicing civil engineer on completion to the effect that they have been constructed in accordance with the endorsed drawings and specifications approved by Council.

*Access to Public Road*

*Advice: No works on or affecting any Council road reservation is to be commenced until the Brighton Council has issued a WORKS IN ROAD RESERVATION PERMIT. Application for the issue of the necessary works permit is to be made to Brighton Council's Asset Services Department prior to the proposed date of commencement of any works.*

*Stormwater*

(26) Stormwater from the development must drain to a legal point of discharge to the satisfaction of Councils Municipal Engineer and in accordance with the *Building Act 2016.*

(27) Unless approved otherwise by Council's Municipal Engineer the stormwater system for the proposed development must be generally in accordance with *Stormwater System Management Plan, 1/13 Crooked Billet Drive Bridgewater TAS 7030, FE_24063-02*, Rev No. 02, dated 21 March 2025, prepared by Flussig Engineers and as required by this permit.

(28) The stormwater drainage system for the proposed development must be designed to comply with all of the following,

(a) Stormwater detention must be provided such that peak flows to the public stormwater system for up to a 1% AEP plus climate change event are limited to pre-existing.

(b) The stormwater detention system must have a minimum storage volume of 440 cubic metres.

(c) Stormwater from the proposed development must be treated prior to entering the public stormwater system to,

i. Standard Stormwater Treatment Requirements specified in Table 3 Water Quality Treatment Targets in DEP AND LGAT TASMANIAN STORMWATER POLICY GUIDANCE AND STANDARDS FOR DEVELOPMENT 2021 V1.

ii. Ensure runoff entering the public stormwater system is visually free of any hydrocarbons.

(29) The stormwater system within the development must continue to be maintained to ensure the quality targets, in accordance with the Tasmanian Stormwater Policy Guidance and Standards for Development 2021, and flow rates discharging to the public stormwater system are maintained as per the approved design and water is conveyed so as not to create any nuisance to adjacent properties.

(30) The driveways must be drained to minimise surface runoff over adjoining land in accordance with the requirements of the Municipal Engineer and in accordance with the Building Act 2016.

(31) Prior to the development commencing, or the application for building and plumbing permits, an updated Stormwater Management Report must be submitted to Council's Municipal Engineer in for approval. The Stormwater Management Report must be prepared and certified by a suitably qualified person, in accordance with section *2.6.2 of DEP &LGAT (2021). Tasmanian Stormwater Policy Guidance and Standards for Development. Derwent Estuary Program and Local Government Association of Tasmania (Hobart, Australia)* and include calculations, design, construction and maintenance details of stormwater treatment, detention, and conveyance. The report must clearly demonstrate that the requirements of this permit are met and that adjacent and downstream properties will not be adversely impacted by the stormwater system. Once approved the Stormwater Management Report will form part of this permit.

***Advice:** This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

*Erosion and Sediment Control*

(32) An Erosion and Sediment Control Plan (here referred to as a 'ESCP') prepared in accordance with the guidelines Erosion and Sediment Control, The fundamentals for development in Tasmania, by the Derwent Estuary Programme and Tamar Estuary and Esk Rivers Program, must be approved by Council's Director Development Services before development of the land commences. The ESCP shall form part of this permit when approved.

***Advice:** This condition requires further information to be submitted and approved by Council's Municipal Engineer pursuant to s60(2) of the Land Use Planning and Approvals Act 1993.*

(33) Temporary run-off, erosion and sediment controls must be installed in accordance with the approved ESCP and must be maintained at full operational capacity to the satisfaction of Council's Director Development Services until the land is effectively rehabilitated and stabilised after completion of the development.

(34) The topsoil on any areas required to be disturbed must be stripped and stockpiled in an approved location shown on the detailed ESCP for reuse in the rehabilitation of the site. Topsoil must not be removed from the site until the completion of all works unless approved otherwise by the Council's Municipal Engineer.

(35) All disturbed surfaces on the land, except those set aside for roadways, footways and driveways, must be covered with top soil and, where appropriate, re-vegetated and stabilised to the satisfaction of the Council's Municipal Engineer

*Construction amenity*

(36) The development must only be carried out between the following hours unless otherwise approved by the Council's Director Development Services:

| | |
|---|---|
| Monday to Friday | 7:00 a.m. to 6:00 p.m. |
| Saturday | 8:00 a.m. to 6:00 p.m. |
| Sunday and State-wide public holidays | 10:00 a.m. to 6:00 p.m. |

(37) All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function, and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:

(a) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, wastewater, waste products, grit or otherwise.

(b) The transportation of materials, goods, and commodities to and from the land.

(c) Obstruction of any public footway or highway.

(d) Appearance of any building, works or materials.

(38) Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Director Development Services.

(39) Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the project during the construction period.

(40) The developer must make good any damage to the road frontage of the development site including road, kerb and channel, footpath, and nature strip to the satisfaction of Council's Municipal Engineer.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT:

A. If any condition in this permit requires that further documents are to be submitted and approved, you will need to submit the relevant documentation to development@brighton.tas.gov.au for assessment pursuant to s60(2) of the *Land Use Planning and Approvals* Act 1993.

Where building approval is also required, it is recommended that documentation is submitted well before submitting documentation for building approval to avoid unexpected delays.

B. Please contact your private building surveyor to ascertain what approvals (if any) are required under the *Building Act 2016*.

C. This permit does not imply that any other approval required under any other legislation or by-law has been granted.

D. If you notify Council that you intend to commence the use or development before the date specified above you forfeit your right of appeal in relation to this permit.

E. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.

F. Pursuant to s.44 of the *Environmental Management and Pollution Control Act 1994*, it is likely that following issue of the planning permit, the developer will be issued with an Environmental Protection Notice (EPN), which will require the submission of a comprehensive Environmental Management Plan which demonstrates more fully how environmental risks will be managed on site. The developer should be aware that the Environmental Management Plan may necessitate increased or greater requirements for the development and operation of the site.

G. The developer is advised that the requirements of the Environmental Management Guideline for Concrete Batch Plants (CCAA 2019) may exceed those provided for in this permit.

H. Any activity within the gas pipeline easement or over the gas pipeline requires contact through Before You Dig Australia (formerly Dial Before You Dig 1100).

## DECISION:

*Cr Owen moved, Cr Whelan seconded that the recommendation be adopted.*

CARRIED

VOTING RECORD

| In favour | Against |
|---|---|
| Cr Curran | |
| Cr De La Torre | |
| Cr Gray | |
| Cr Irons | |
| Cr Whelan | |
| Cr Owen | |

Meeting closed: 6.00pm

Confirmed: _____

(Mayor)

Date: 21 October 2025

Minister for Housing and Planning
Minister for Infrastructure and Transport
Minister for Local Government

Level 10, 15 Murray Street, HOBART TAS 7000 Australia
GPO Box 123 HOBART TAS 7001 Australia
Email: Minister.Vincent@dpac.tas.gov.au

Tasmanian Government

Councillor Leigh Gray
Mayor
Brighton Council

cr.gray@brighton.tas.gov.au

15 September 2025

Dear Mayor Gray

I am writing to inform you that the Government has today commenced a review of councillor numbers and allowances.

We believe it is timely to reform numbers and allowances across the local government sector, recognising the role of councillors is increasingly complex, and that there has been an absence of meaningful and consistent change to both representation and pay to reflect this.

The review was a key recommendation of the Future of Local Government Review and will complement and bolster other improvements we are delivering - such as councillor education, stronger sanctions for poor behaviour, paid parental leave, and flexible meeting attendance - to make the role of councillor more accessible and appealing.

We believe these proposed reforms will, collectively, further strengthen local governance by laying the groundwork to attract and retain diverse and talented candidates for the October 2026 elections and beyond.

We have published a discussion paper for council and community feedback, which proposes a data-driven framework for determining consistent, appropriate, and fair representation and pay across councils. This framework looks at key drivers - including population, value of infrastructure assets and development applications, and length of roads – to determine the scale and complexity of individual councils and align this with appropriate representation and allowances.

This proposed model would deliver a reduction in the number of councillors across the State by 60 while supporting a minimum 14.25% increase to all councillor allowances, at no net cost to the community. We believe this ensures fair and consistent representation across all councils, while delivering a cost-neutral pay increase for councillors.

While the Government is seeking broad feedback on this proposal, there are also several targeted matters discussed in the paper relating to potential mandatory superannuation payments to councillors (an issue raised by the sector), supporting decision-making where quorums cannot be achieved, and designing the legislative architecture for future and ongoing reviews of allowances and numbers. I invite your

feedback on all these matters, which will ultimately inform the final shape of any reform proposal.

The discussion paper can be found on the Department of Premier and Cabinet website at www.dpac.tas.gov.au/divisions/local_government, and I have attached a copy with this letter.

I invite your feedback by 7 November 2025 to help shape a fairer, stronger local government system.

Yours sincerely

Hon Kerry Vincent MLC
**Minister for Local Government**

Attached: Discussion Paper - Reforms to Councillor Numbers and Allowances

Minister for Housing and Planning
Minister for Infrastructure and Transport
Minister for Local Government

Level 10, 15 Murray Street, HOBART TAS 7000 Australia
GPO Box 123 HOBART TAS 7001 Australia
Email: Minister.Vincent@dpac.tas.gov.au

Tasmanian Government

**MEMO TO MAYORS AND GENERAL MANAGERS**

6 OCT 2025

**Local Government Amendment (Targeted Reform) Bill 2025 – Exposure Draft Consultation**

I write to invite your feedback on the *Local Government Amendment (Targeted Reform) Bill 2025* Exposure Draft the Government released today. It is available on the Office Local Government website, and I have included a copy of the draft bill with this memo.

The release of the Exposure Draft marks a key milestone in advancing the Tasmanian Government's Local Government Priority Reform Program. Your feedback is invited to ensure the proposed legislative changes are practical, impactful, and responsive to the needs of councils and communities.

This is the second phase of consultation as we move towards making these important changes to the legislation. The first phase of consultation was earlier this year with the release of the Discussion Paper – Targeted Amendments to *the Local Government Act 1993*. The Discussion Paper proposed a range of reforms underpinning the Priority Reform Program, including addressing concerns about elected member conduct and improving aspects of council governance.

Consultation on the Discussion Paper closed on 21 March 2025 and all feedback was considered and incorporated where possible into the Exposure Draft Bill. As an outcome of consultation, adjustments were made to the policy positions first outlined in the Discussion Paper. This is further explained in a Consultation Report available at www.dpac.tas.gov.au/divisions/local_government/local-government-amendment-targeted-reform-bill-2025.

The Exposure Draft includes amendments to deliver legislative reforms previously flagged by the Discussion Paper, as well as several miscellaneous amendments to support a more efficient, effective and transparent operation of the Code of Conduct complaints handling framework. Amendments are also included to ensure confidentiality of closed meetings where a councillor attends such a meeting remotely. This is in anticipation of imminent amendments to the Meeting Regulations to allow for remote meetings in certain circumstances.

With the Exposure Draft now open for consultation, I encourage all council staff and elected members to engage with the proposed reforms and provide feedback about any potential technical concerns or implementation challenges.

To support effective engagement, the Office of Local Government will be working with the Local Government Association of Tasmania to arrange online briefings on the Exposure Draft during October. Further details on these will be provided in due course.

Feedback is welcome until midnight on Monday 17 November 2025 – preferably by email – and can be submitted to lgconsulation@dpac.tas.gov.au.

Yours sincerely

Hon Kerry Vincent MLC
**Minister for Local Government**

ATTACHMENT
AGENDA ITEM 16.1

BRIGHTON COUNCIL

# COMMUNITY ENGAGEMENT STRATEGY

DRAFT

October 2025

Brighton Council

We acknowledge the traditional owners who once walked this country: the Mumirimina people.

The Mumirimina belonged to the Oyster Bay tribe. This was the largest tribe in Tasmanian and covered 8000 square kilometres. Kutalayna levee in Brighton was a significant meeting place where hundreds of generations of Aboriginal families hunted, gathered, corroboreed, camped and traded.

In the course of colonisation, dispossession of the Mumirimina was early, rapid and extensive.

We acknowledge the Tasmanian Aboriginal Community today as the continuing custodians of this land, pay our respects to Elders past and present.

Through our words and actions we strive to build a community that reflects and respects the history and hopes for all the people of Brighton.

# Contents



## Our 2050 Vision

**Our place is thriving: a destination for business, learning and creation.**

**Our home is comfortable: safe, clean and peaceful with services and facilities for all.**

**Our community is proud: we embrace who we are now, while celebrating our ancient past.**

**Our Council cares: progressive and consultative, it combines fair rates with great services.**

**Our opportunities are for all: from the young to the elderly.**

**Our environment is cherished: we act sustainably and mindful of climate change.**

**Brighton: We love it.**

## Why we built a 2050 Vision

In 2020, Brighton Council set out with the whole community to create a bold and optimistic plan for the future of Brighton Municipality over the next 30 years. That 30-year plan is called 2050 Vision.

2050 Vision lays out our shared hopes and goals as a community for the coming decades. It also acknowledges and responds to our current social, environmental and economic challenges.

2050 Vision has a clear focus on the things that Brighton Council has the power to shape and influence. It uses four headings to set out what Council is responsible for: Provider, Regulator, Facilitator and Advocate. Focusing on the four roles that Council has, helps ensure the Vision will be delivered.

2050 Vision is a statement of our collective aspirations for the future. By imagining together how Brighton could be in 2050, we are creating a way to make it happen.

P 1

Cover: Food Hub volunteers.

# What is the purpose of this strategy?

**The Community Engagement Strategy outlines Council's commitment to engaging the Brighton community and valuing the diverse perspectives, experiences and expertise our community has to offer.**

**We view community engagement as vital for good governance and leadership, recognising the important role our community plays in shaping the Brighton Local Government Area (LGA).**

Council is dedicated to meaningful and equitable community engagement. This strategy details Council's commitments to integrate community engagement into activities, supporting decision-making, relationship building, and community strengthening.

Brighton Council's approach to community engagement is also guided by the Tasmanian Government's Local Government Priority Reform Program 2024-2026. These reforms will mandate a new local government planning and reporting framework, including a legislated community engagement plan.

Community engagement is the responsibility of Councillors, council departments and employees, and also applies to contractors and consultants undertaking work on behalf of Council. To ensure the effective application of engagement processes and principles, the Community Engagement checklist has been developed to provide guidance for Council employees (refer Attachment 1).

The Community Engagement Strategy should be applied at the planning stage of any project or initiative, when a change in service, activities or infrastructure is considered, when an issue is raised and requires a decision or when more information or evidence is required. Engagement may be required at multiple stages within a project, program or development.

Brighton Council takes an Asset Based Community Development (ABCD) approach to working with and engaging with community. ABCD emphasises identifying and building upon the existing strengths, skills, knowledge, and connections within a community. It empowers communities to take ownership of their development, rather than relying solely on external resources. ABCD recognises the importance of local relationships in driving community development and connecting individuals and groups. It fosters collaboration among residents, organisations, and institutions within the community.

Our aim for community engagement, is to not only ask 'What do you need or want?' as a community member but 'How do you want to contribute, share your knowledge, bring your strengths to the table and fully participate in decision making and change?'

This strategy does not apply to processes that follow prescribed procedures, such as land use planning applications or other Council procedures, including service requests or complaints.

Council is dedicated to meaningful and equitable community engagement.

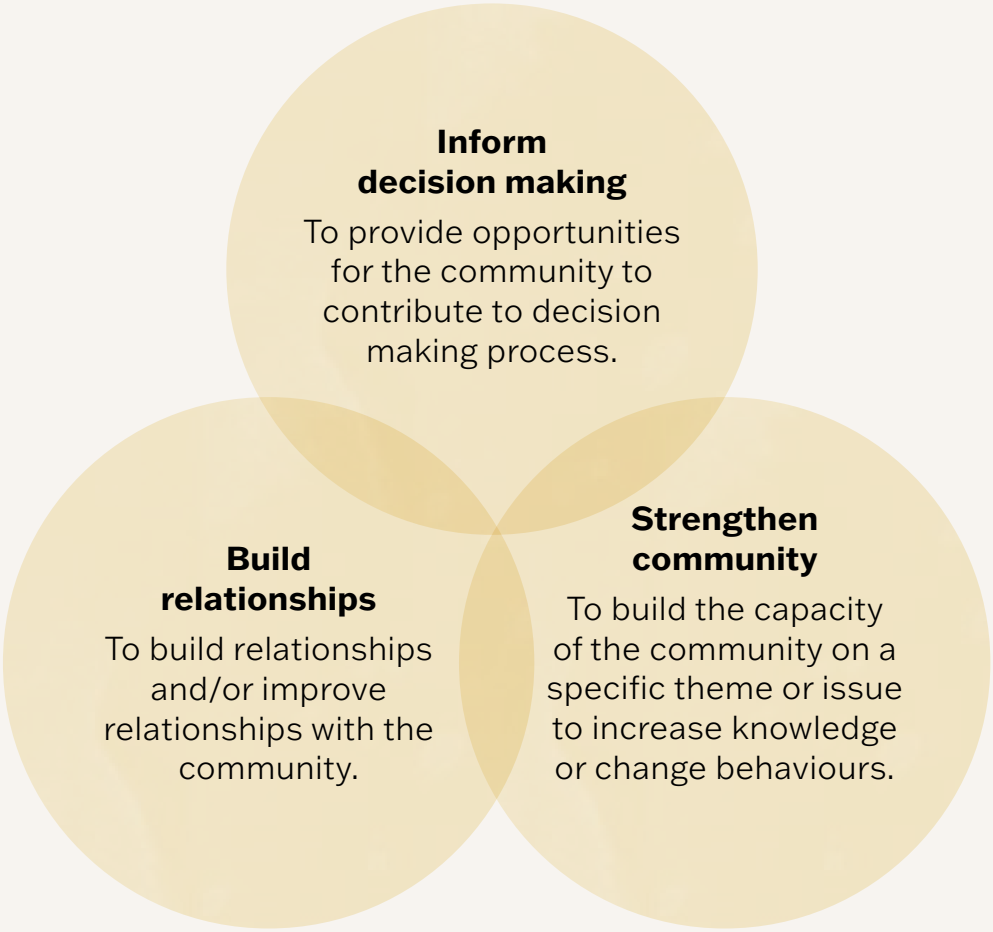
# What is community engagement?

**Community engagement provides various opportunities for public involvement in Council decision-making, relationship building and community strengthening.**

**Effective community engagement allows Council to make informed decisions at both operational and strategic levels, creating a mutual understanding between Council and the community.**

Community engagement is achieved when the community is included and not only feels involved in the process but where relevant is driving the process and leading change.

Some community engagement processes are undertaken to support decision making, some are about relationship building whilst others are focused on community strengthening (or capacity building). Often engagement processes support two or all three of these objectives.



This strategy adopts the International Association for Public Participation's (IAP2) Public Participation Spectrum which underpins Council's planning, implementation and evaluation of its community engagement practices.

The IAP2 Public Participation Spectrum demonstrates the possible types of engagement with stakeholders and communities across five levels – **Inform**, **Consult**, **Involve**, **Collaborate** and **Empower**.

The table below identifies these levels and outlines the amount of involvement from both Council and the community/stakeholders within each level.

| **Inform**<br>Low level of public engagement | | **Involve**<br>Mid level of public engagement | | **Empower**<br>High level of public engagement |
|---|---|---|---|---|
| | **Inform** | **Consult** | **Involve** | **Collaborate** | **Empower** |
| |  |  |  |  |  |
| **Goal** | One-way communication to provide balanced and objective information to assist understanding about something that is going to happen or has already happened. | Two-way communication process aimed at obtaining feedback on ideas, alternatives and proposals to inform our decision making. | Participatory process designed to help identify issues and views to ensure that concerns and aspirations are understood and considered. | Working together to develop an understanding of all issues and interests to work out alternatives and identify preferred collective solutions. | To build the capacity of the community to lead their own plans for change. |
| **Role of the community** | ***Listen*** | ***Contribute*** | ***Participate*** | ***Partner*** | ***Lead*** |
| **Possible engagement methods** | • Advertisements<br>• Brighton Community News<br>• Public Notices<br>• Social Media<br>• Website | • Focus groups<br>• Public exhibition<br>• Surveys/Have your Say | • Workshops<br>• Advisory Committees | • Participatory decision making<br>• Facilitated workshops | • Community panels<br>• Deliberative workshops<br>• Training events<br>• Co-creation workshops |

Brighton Youth Action Group

Tea Tree Community Association

# Our commitment to the community

**Council's Community Engagement Strategy outlines our commitment to plan, develop, implement, evaluate and continually improve community engagement processes.**

When engaging the community we will be open and accountable in our decision making process. Council commits that:

1. **We will ensure that the purpose of our engagement is clear, relevant and the methods used are well suited to generate highly effective community engagement.**
2. **We will provide information that is clear, easy to understand and accessible.**
3. **We will proactively engage with our community in an ethical manner using a range of methods and enable everyone to have a voice on matters of importance to them. We will provide engagement opportunities that are mutually respectful, undertaken in reasonable timeframes and with a shared understanding of how the input will inform decision making processes.**
4. **We will value all participants' knowledge, expertise and experiences, acknowledging that everyone has different views and needs.**
5. **We will undertake evaluation processes to continually improve our approach to community engagement.**
6. **We will report back to our community in a timely manner about how their input was considered and influenced the final outcome.**
7. **We will use information provided by community engagement to advocate on behalf of our community to relevant parties.**
8. **Where possible, we will give our community the power to make decisions on matters that directly impact their health and wellbeing.**

These commitments are built upon the core values identified by the International Association of Public Participation[1].

1. The International Association for Public Participation (IAP2) is an international organisation advancing the practice of public participation.

# Why we engage . . .

**Community engagement is a collaborative process that connects Council with the community in a mutually beneficial sharing of new ideas, skills, knowledge, expertise and experience.**

Effective and meaningful community engagement has real benefits for both Council and the community. Identifying the priorities, needs and aspirations of the community will help Council enhance its strategic planning and service delivery. A regular two-way conversation ensures Council is transparent, accountable and informed in its decision making process, aligning with our core values of ***community; vision; integrity and respect***.

Where appropriate, community engagement should go above and beyond legislative requirements. The information and knowledge gained through hearing a range of community perspectives assists Council to make informed decisions; develop strong partnerships and create sustainable outcomes.

The community also benefit from participating in engagement activities. Participation can create a sense of belonging and connection; increase community involvement; unite and empower individuals and communities; and lead to greater community ownership and resilience. The knowledge, expertise and experience gained also provides Council with a foundation to advocate to other relevant parties, including Federal and State Government bodies, on issues that are important to our community and are out of its direct control.

In summary, there are a broad range of benefits to effective and authentic community engagement, both to Council and the community. Some of these benefits include:

- Better understand the needs and priorities of our diverse community and stakeholders
- Fostering strong relationships and partnerships within our community
- Providing a valuable source of evidence-based information which gives a wider perspective on issues and supports Council's future planning and service delivery activities
- Supporting transparency and accountability, integrity is demonstrated, and trust is built between all parties
- Ensuring the community's right to assist with democratic processes
- Ensuring informed decision making occurs and issues are addressed
- Helping to inform and assist with advocacy
- Leading to more sustainable outcomes
- Building community resilience and capacity leading to community empowerment

# Who we engage . . .

**Brighton is a diverse community with a mix of people from all walks of life, who all have unique experiences, interests and expertise. Our engagement process will identify community and stakeholders who are impacted by or interested in a project or Council decision.**

For the purpose of this strategy:

- The Brighton community is defined as individuals or groups who live, work, play, visit, study, invest in or pass through the Brighton LGA.
- The term 'stakeholder' defines our community groups or individuals who are directly impacted by, involved with, or interested in, Council's decision making, relationship building or community strengthening processes.

Café Connections

Our stakeholders include:

- Ratepayers and residents
- Business community
- Community service providers
- Sports clubs
- Community/social groups
- Environment and climate groups
- Arts and culture groups
- Children and young people
- Seniors
- Emergency services
- Government agencies
- Local, State and Federal MP's
- Councillors
- Employees, contractors and consultants
- Council committees
- Youth groups
- User groups
- People from culturally & linguistically diverse backgrounds
- Religious groups
- LGBTIQA+ community
- Indigenous community
- Media
- Neighbouring councils
- Schools and students
- Volunteers
- Volunteer organisations
- Philanthropic organisations
- Health Professionals

# When we engage . . .

**Community engagement should take place at the planning stage of any project or initiative, when a change in service, activities or infrastructure is considered, when an issue is raised and requires a decision or when more information or evidence is required.**

Engagement will often be undertaken at multiple stages within a project, program or development. In essence, community engagement should be ongoing, involving continuous collaboration and conversations between Council and community at all levels and in multiple ways that best suit how community members want to engage and communicate based on the topic or issue at hand.

## Circumstances that trigger engagement activities:

Council will promote opportunities for the community to actively participate in the following Council processes:

- Where a proposed change to Council activities or strategic direction may significantly affect the community in terms of economy, lifestyle, environment, wellbeing or amenity of the municipality.
- Determining key long-term visions for Council.
- Introducing a new service, discontinuing an existing service or substantially changing or reviewing a service that may significantly affect how services are provided.
- Proposals for changing the way in which public space looks, is used or enjoyed.
- The community raises an issues with Council for a decision (or outcome) and there are likely to be competing community interests.
- Planning and development of major projects and capital works, including public buildings, centre or other infrastructure.
- Strategic planning and urban development/ redevelopment proposals, such as structure plans, that may significantly alter the existing amenity or characteristics of a geographic area.
- Any circumstance where Council and community needs more information or evidence to make an informed decision.

## Mandatory engagement

Whilst the *Local Government Act 1993* and a range of other legislation set out minimum requirements for some specific consultations, each engagement process needs to be considered on its individual basis and merits. In many instances Council will go above and beyond the minimum requirements to gain a strong understanding of our community's wants and needs to ensure we are achieving the best possible outcomes for our community.

## Circumstances where Council's engagement with the community will be limited

There are times when Council's level of engagement with the community and key stakeholders will be limited. In certain circumstances, Council may only be able to inform the community and stakeholders of Council's decisions and actions.

Examples include when:

- Council is not the lead agency
- an immediate resolution is required
- specialist or technical expertise is the critical determinant
- an initiative involves confidential or commercial information
- there are clear and defined legislative responsibilities that must be met
- developing or reviewing internal policies and procedures
- there is risk to public safety

# How we engage . . .

**There is no one-size fits all approach to community engagement activities.**

**A variety of methods will be required to cater for the different purposes of engagement as well as the broad range of groups and individuals in the community.**

In community engagement, how we work with people matters as much as the goals we set.

The WITH framework offers a practical, people-centred approach to engagement design that complements comprehensive models like the IAP2 Public Participation Spectrum outlined earlier.


Where many engagement models focus on steps and structures, this framework highlights relationships, responsibility, and respect at every stage. It ensures that strategic plans or projects don't just talk about inclusion but deliver it.

By applying the WITH framework alongside more structured community models, organisations can build trust, foster authentic collaboration, and design solutions that reflect the lived experiences of the people they serve. In short, it's about doing things not just for people but with them, from start to finish.

When writing up a project proposal, consider starting WITH:

**Welcome** – Who do we invite to help shape this from the start?

**Involve** – How do we make sure everyone has a role and a voice?

**Together** – What does collaboration look like across differences?

**Help** – Where is support needed, and who is offering it?

# Relationship to Brighton Council Strategic Plan and 2050 Vision

**Community engagement processes support the delivery of all outcome areas identified in the *Strategic Plan 2023–2033* and *2050 Vision*.**

## Brighton Council **Strategy 2023–2033**

Brighton Council

In accordance with the Local Government Act 1993, Council has prepared this draft strategic plan for 2023-2033.

Council invites submissions which will be considered before adopting the plan. Submissions are to be sent to Council's General Manager by XXXX

**Our purpose:** To create a thriving place with opportunities for all.

**Our values:** Community | Vision | Integrity | Respect

| Our goals: | GOAL 1: Inspire a proud community that enjoys a comfortable life at every age | GOAL 2: Ensure a sustainable environment | GOAL 3: Manage infrastructure and growth effectively | GOAL 4: Ensure a progressive, efficient and caring Council |
|---|---|---|---|---|
| **Our strategies:** | 1.1 Engage with and enable our community<br>1.2 Build resilience and opportunity<br>1.3 Ensure attractive local areas that provide social, recreational and economic opportunities<br>1.4 Encourage a sense of pride, local identity and engaging activities | 2.1 Acknowledge and respond to the climate change and biodiversity emergency<br>2.2 Encourage respect and enjoyment of the natural environment<br>2.3 Demonstrate strong environmental stewardship and leadership<br>2.4 Ensure strategic planning and management of assets has a long term-sustainability and evidence-based approach | 3.1 Implement strategic long-term asset management plan aligned to long-term financial plan<br>3.2 Infrastructure development and service delivery are guided by strategic planning to cater for the needs of a growing and changing population<br>3.3 Community facilities are safe, accessible and meet contemporary needs<br>3.4 Advocate and facilitate investment in our region | 4.1 Be big picture, long-term and evidence-based in our thinking<br>4.2 Be well-governed, providing quality service and accountability to our community<br>4.3 Ensure strong engagements and relationships to shape the agenda and advocate for our community<br>4.4 Ensure financial and risk sustainability<br>4.5 Ensure Council is a desirable place to work with exceptional workplace culture, attracting and retaining high-performing, committed and fulfilled staff |

## Brighton Council **Values**

Brighton Council

Our core values and what they mean:

### Community

- We believe in our community
- We are part of our community
- We listen and engage
- We are diverse and proud
- We are supportive and kind

### Vision

- We think strategically and long-term
- We are evidence-based
- We are innovative and open-minded
- We try new things and take some risks
- We are stewards and legacy-makers

### Integrity

- We do the right thing
- We live our values
- We are accountable
- We work as a team
- We learn from mistakes and celebrate successes

### Respect

- We treat people well
- We expect to be treated well
- We are inclusive
- We are helpful
- We care

Brighton going places

# Community Engagement Checklist

**Project Name:**

**Project Officer:**

**Department:**

**Engagement dates:** **From** **to**

**Brief description of the project**

What is the purpose and timeline?

**Key issues**

Identify any current/historical issues that may have an impact on the project.

**Community Engagement objectives**

What information do you need? What will you do with it?
What outcomes are you after by this engagement?

**Authorisation of Community Engagement:**

- ☐ Council Resolution (date of Council meeting)
- ☐ Annual Plan (identify reference)
- ☐ Legislative requirement (List Act/Regulation)
- ☐ Other (e.g Project Management)

**What is the level of engagement?**

☐ INFORM

One-way communication providing balanced and objective information to assist understanding about something that is going to happen or has happened.

☐ CONSULT

Two way communication designed to obtain public feedback about ideas on rationale, alternatives and proposals to inform decision making.

☐ INVOLVE

Participatory process designed to help identify issues and views to ensure that concerns and aspirations are understood and considered prior to decision making.

☐ COLLABORATE

Working together with stakeholders to understand all issues and interests and to work out alternatives and identify preferred solutions.

**Identify stakeholders to be engaged**

| | |
|---|---|
| Council stakeholders | ☐ Office of the CEO Mayor and Councillors Council Committees |
| | ☐ Others (list if applicable) |
| Community stakeholders | ☐ Brighton wide |
| | ☐ Local area/s (list) |
| | ☐ Business community |
| | ☐ Aboriginal and Torres Strait Islander Community |
| | ☐ Culturally and linguistically diverse (CALO) community |
| | ☐ Families and children |
| | ☐ Young people |
| | ☐ Service networks |
| | ☐ Persons living with disabilities and their carers |
| | ☐ Other government agencies |
| | ☐ Community associations/clubs/organisations |
| | ☐ Older people |
| | ☐ Other: (list) |

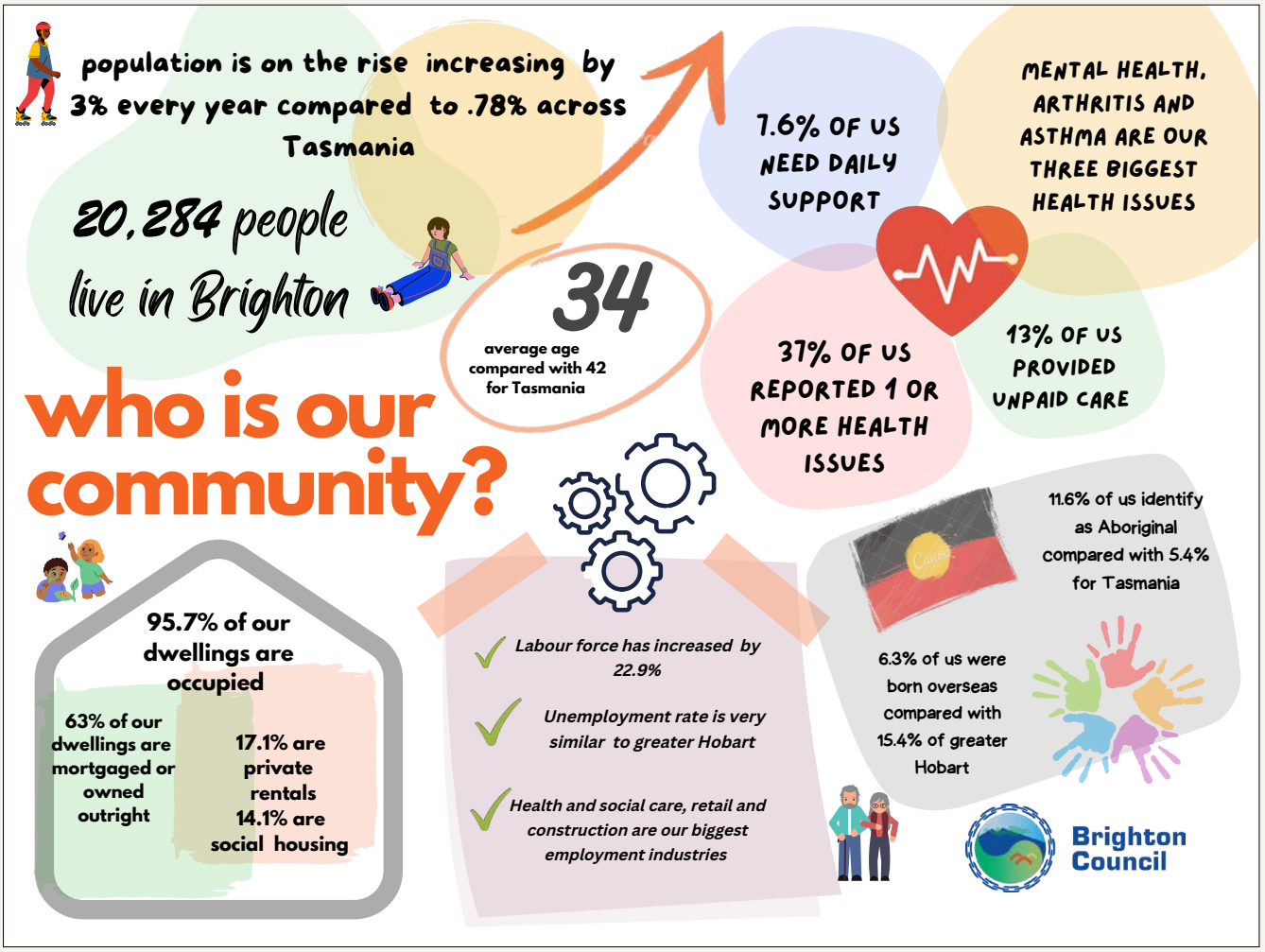
**Engagement Method and Communication Plan**

| | Stakeholder | Engagement Method | Timeframe | Responsible Officer/s |
|---|---|---|---|---|
| | | **Pre-Engagement Phase** | | |
| **What needs to occur prior to engaging stakeholders?** | | | | |
| | | **Engagement Phase** | | |
| **How are you going to engage stakeholders?** | | | | |
| | | **Post Engagement Phase** | | |
| **How will you report back to stakeholders?** | | | | |

**Evaluation**

Identify measures to evaluate engagement (eg attendance number, number of response, diversity etc) consider the tool for the evaluation

# Appendix 1: Who is our community?




ABS data

**Brighton Council**

1 Tivoli Road, Old Beach Tasmania 7017
Phone: (03) 6268 7000
Email: admin@brighton.tas.gov.au
Website: www.brighton.tas.gov.au

**Translating and Interpreter Service**
13 14 50
**National Relay Service (NRS)**
13 36 77

Brighton
*going places*

**Bean to Brew**
Civic Centre
25 Green Point Road
Bridgewater, TAS

**3 October 2025**

**To Brighton Council,**

**Request for Support: Power Upgrade for the Civic Centre**

Since opening in May 2023, Bean to Brew has become a beloved destination for consistently excellent coffee and warm community connection. Over the past year, we've made efforts to expand our food offerings, but have been limited by the constraints of the existing kitchen infrastructure.

To overcome these limitations and support the long-term growth of our business, we have invested tens of thousands of dollars in new commercial-grade equipment, including:

- Combi oven
- Speed oven
- Griddle
- Under-bench fridge
- Fryers
- Induction plates
- Exhaust system

This upgrade will allow us to offer a diverse, high-quality menu and unlock several key opportunities:

- Launching a dinner service
- Creating new employment and apprenticeship pathways for locals
- Expanding options for customers with allergies and dietary restrictions
- Catering large events at the Civic Centre

Beyond our business goals, Bean to Brew remains deeply committed to supporting local initiatives. We continue to provide free coffee and meeting space for Café Connections, and complimentary drinks at most Dining with Friends dinners. A more capable kitchen will further enhance our ability to serve and support the community.

However, to install and operate this equipment, we require upgraded power outlets. The current kitchen is fitted only with 10-amp domestic outlets, which are insufficient for commercial use. Installing appropriate outlets is essential for us to proceed and would also represent a permanent infrastructure improvement to the Civic Centre—a council-owned facility.

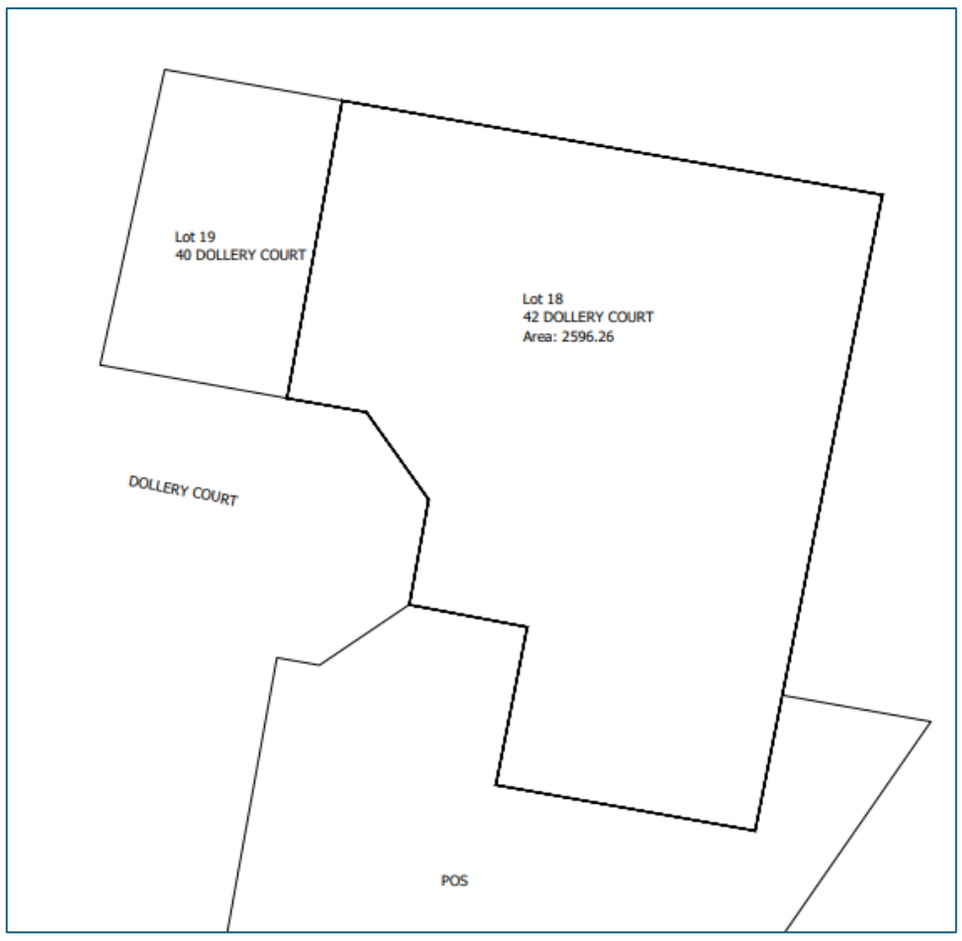
We respectfully request Brighton Council's support in funding this essential power upgrade for the Civic Centre. This investment will not only enable our business to thrive, but also strengthen the Centre's capacity to host and support a wide range of community events and services.

Thank you for considering our request.

Warm regards,

**The Bean to Brew Team**

| **Option 1**<br>Retain as Brighton Play centre/Playgroup | **Pros** | **Cost** | **Cons** | **Cost** |
|---|---|---|---|---|
| | Its been apart of the Brighton Community for approx. 30 years | | Need to remove lead paint and re-paint outside of building est. | $40,000 |
| | | | or Clad building | $20,000 |
| | Hirer pays Power and Water | | Replace windows | $28,000 |
| | | | Receive no revenue | |
| | | | Annual Land Tax cost paid by Council | $3,195 |
| | | | Annual Maintenance Costs (3yr average) | $7,566 |
| | | | Replace roof -structurally not ok replacement cost | $32,000 |
| | | | | $130,761 |

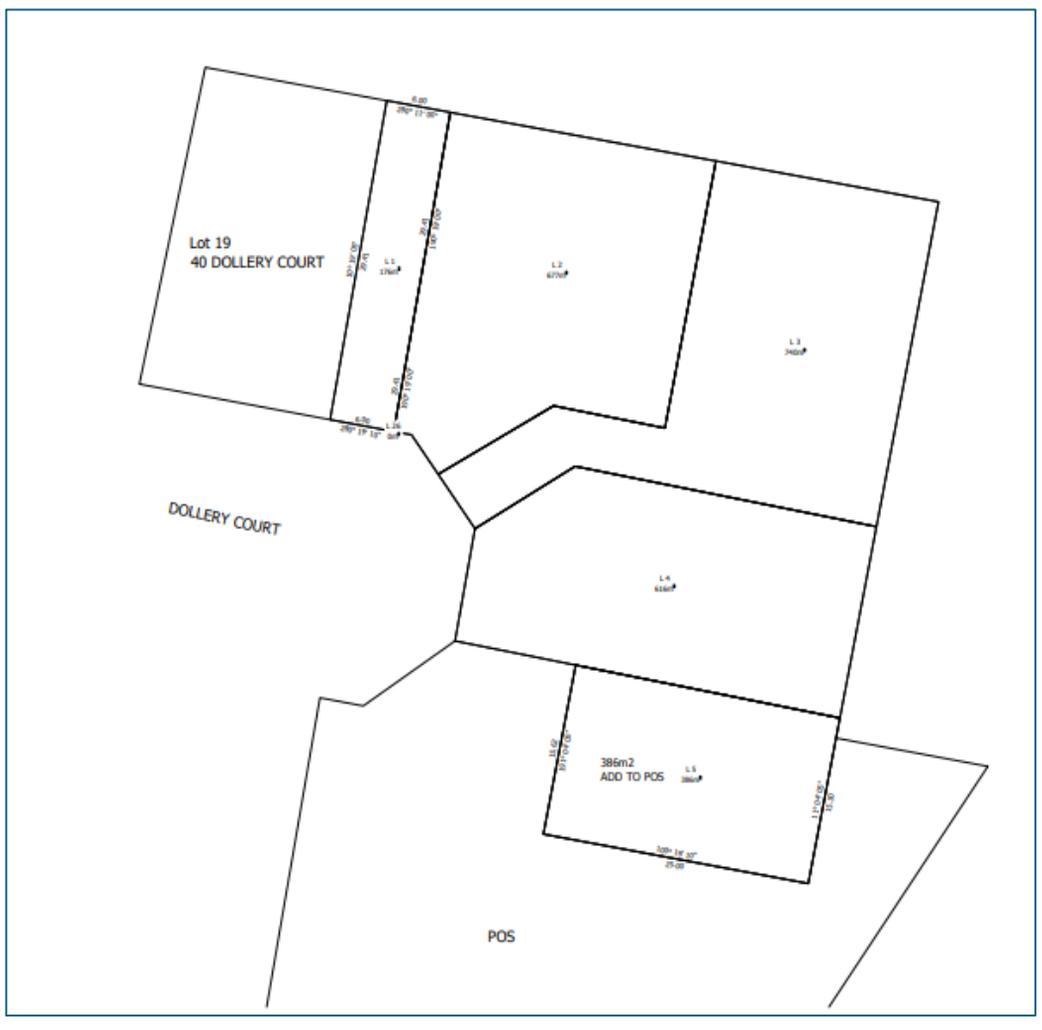



| **Option 2** | **Pros** | **Cost** | **Cons** | **Cost** |
|---|---|---|---|---|
| Re-purpose to Commercial Tenant | Generate revenue (AAV $9,600=$185 pw rent) | $ 9,600 | An old building that will require ongoing maintenance | |
| | Supports local economic activity | | Paint internal walls and ceiling | $20,000 |
| | More use of the building (than 2 half days per week) | | Replace floor coverings | $9,000 |
| | Tenant to pay Rates est. | $ 1,500 | Hang all internal doors | $5,500 |
| | Tenant to pay outgoings eg.Aurora | | Replace roof -structurally not ok | $32,000 |
| | Council save on Maintenance costs (3yr average) | $ 7,566 | Remove childrens toilets and basins | $3,500 |
| | Tenant to pay land tax cost | $ 3,195 | Remove asbestos from eaves | $5,000 |
| | | $ 21,861 | | $ 75,000 |

| **Option 3**<br>Sell property as is 1792m2 less POS and half parking | **Pros** | **Cost** | **Cons** | **Cost** |
|---|---|---|---|---|
| | Generates capital for re-investment | $625,000 | Loss of Council asset in Brighton | |
| | Council save on maintenance costs (3yr average) | $7,566 | May attact public concern | |
| | Council save on land tax costs $3,195 per year | $3,195 | Cost to advertise | $2,750 |
| | Council increase rates revenue min land | $580 | Legal Conveyancing costs | $2,000 |
| | | | Real Estate Commission | $13,000 |
| | | $ 636,341 | | $ 17,750 |

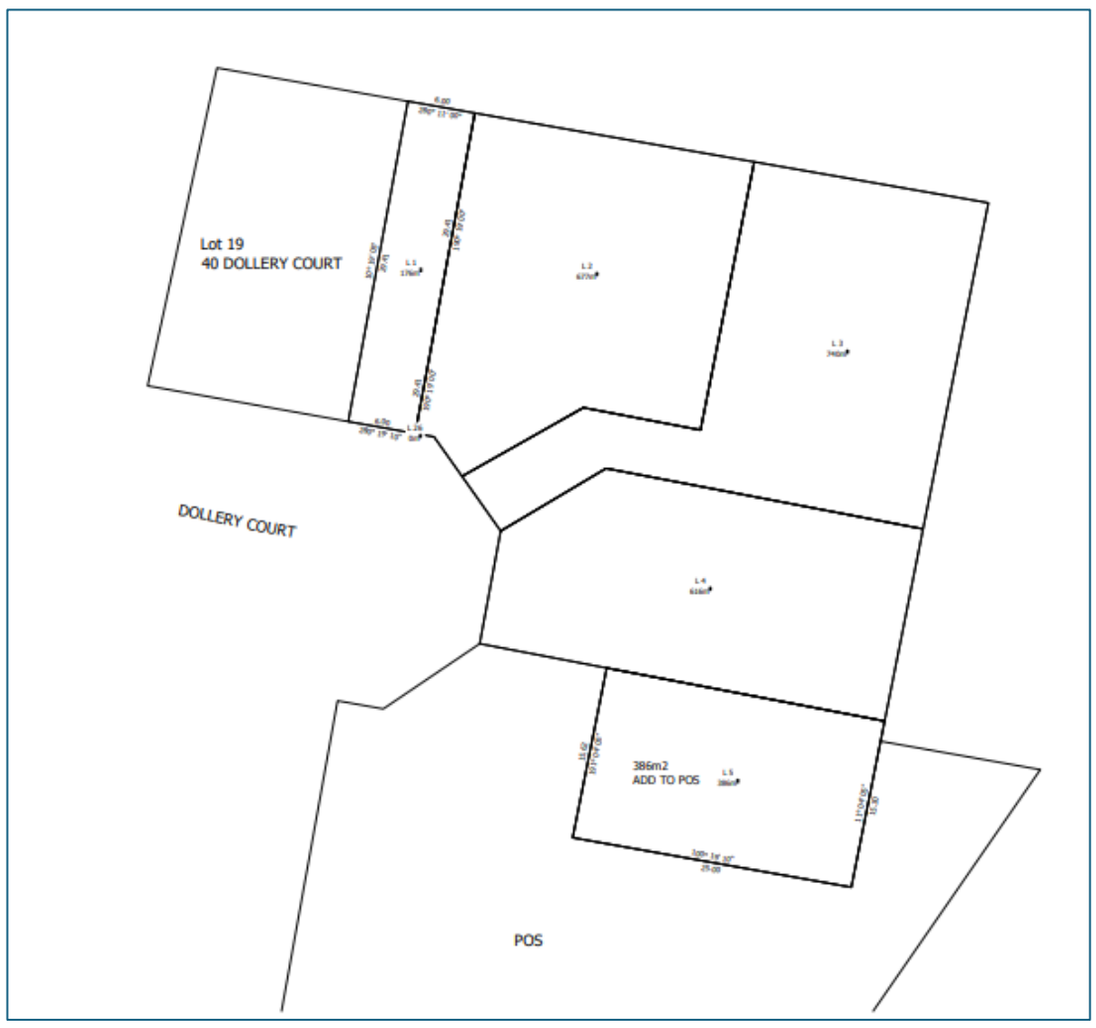

| **Option 4**<br>Sell as Vacant Land less walkway and POS (1792m2) | **Pros** | **Cost** | **Cons** | **Cost** |
|---|---|---|---|---|
| | Generates capital for re-investment | $ 650,000 | House Demolition cost (inc GST) | $ 23,100 |
| | No ongoing Council maintenance & land tax costs | $ 10,761 | Advertising costs | $ 950 |
| | Council increase rates revenue | $ 580 | Subdivision of walkway costs & boundary adjustment POS | $ 2,000 |
| | | | Real Estate Commission Costs | $ 13,000 |
| | | | Legal Conveyancing costs | $ 2,000 |
| | | $ 661,341 | | $ 41,050 |

| **Option 5** | **Pros** | | **Cost** | **Cons** | | **Cost** |
|---|---|---|---|---|---|---|
| Subdivide and Sell 3x lots | Generate capital for re-investment $260-290k x 3 | $ | 870,000 | Est. Surveying cost Cost to Council to subdivision 3 lots | $ | 2,000 |
| | Support Housing needs for the community | | | Time Delay est 6+ months | | |
| | Generates capital for re-investing | | | Advertising costs x3 | $ | 2,850 |
| | Council save on maintenance & Land Tax costs | $ | 10,761 | Real Estate Commission Costs | $ | 17,400 |
| | Council increase rates revenue | $ | 1,740 | Conveyancing costs x3 | $ | 6,000 |
| | | $ | 882,501 | | $ | 28,250 |




| **Option 6** | **Pros** | | **Cost** | **Cons** | **Cost** |
|---|---|---|---|---|---|
| Council build 4 strata units for NDIS and sell | Supports Housing needs -sell 4 units | | | Requires capital to build est $800,000 per unit | $3,200,000 |
| | Generates capital for Council | $ | 3,200,000 | Longer timeframes | |
| | Council Save on maintenance and land tax costs | $ | 10,761 | Councils Resources /project manager | |
| | Council increase rates revenue | $ | 5,040 | Very expensive to build with NDIS requirements | |
| | | | | Many vacant NDIS units around greater Hobart | |
| | | $ | 3,215,801 | | $3,200,000 |

| **Option 7**<br>Subdivide house & 2 blocks of land to sell | **Pros** | **Cost** | **Cons** | **Cost** |
|---|---|---|---|---|
| | Generate capital for Council to use | | Surveying costs for subdivision | $ 2,000 |
| | House revenue | $ 420,000 | Real Estate Commission Costs | $ 8,400 |
| | 2 x land lots revenue $260-290,00 each | $ 580,000 | Advertising costs x3 | $ 2,850 |
| | Council save on maintenance and land tax costs | $ 10,761 | Conveyancing costs x3 | $ 6,000 |
| | Council increase rates revenue | $ 2,220 | | |
| | | $ 1,012,981 | | $ 19,250 |



Brighton Council

RESCIND

**POLICY NAME:** **Temporary Accommodation Permits** **POLICY No: 6.15**

## POLICY:

Where an application is made for temporary occupation of land which is to be developed by the construction of a permanent dwelling, permission will only be granted by the General Manager on the basis that:-

(i) Compliance with the *Building Regulations 2004*, can be demonstrated to the satisfaction of the General Manager.

(ii) A building permit has been issued for the permanent dwelling;

(iii) Temporary occupancy is permitted only during construction of the permanent dwelling;

(iv) There is to be substantial commencement of the new residence within six (6) months of the Building Permit being issued and that such works continue to the satisfaction of the General Manager;

(v) Permission for temporary occupancy will be issued on a yearly basis. An application for temporary occupancy must be re-submitted after each continuing year for Council consideration.

(vi) In extenuating circumstances and where parts (ii) – (v) of the above requirements cannot be reasonably met, the applicant may apply in writing to Council to vary this Policy.

## ADMINISTRATIVE DETAILS:

Policy compiled: August 2003

Adopted by Council: 19/08/2003; 16/08/2005

To be reviewed:

GENERAL MANAGER

Brighton Council

**POLICY NAME: PUBLIC OPEN SPACE** **POLICY No: 6.6**

## PURPOSE OF POLICY:

The purpose of this policy is to:

a) Ensure that adequate provision is made for quality public open space in the municipality. Such open space should aim to increase public access, encourage healthy lifestyle practices, create linkages between different activity nodes and conserve important cultural and natural environments.

b) Establish clear guidelines to assist Council in determining when provision of public open space will be sought and when the payment of a cash in lieu contribution required will be sought, from subdivision applications.

c) Establish a consistent method of determining the value of cash in lieu contributions when they are required; and

d) Provide a framework to determine how monies derived from cash in lieu contributions should be held and disposed of within the Municipality.

## SCOPE:

This policy applies to all applications to subdivide land that will result in increased development potential in the Brighton Council area.

## BACKGROUND:

This policy gives recognition to the Council's powers and responsibilities in relation to public open space under the provisions of the *Local Government (Building and Miscellaneous Provisions) Act 1993* and associated regulations. These provisions enable the Council to:

a) Require a subdivider of land (irrespective of land-use zoning) to provide to Council up to 5% of the land being subdivided;

b) Require public open space in excess of the 5% contribution as a part of any subdivision proposal subject to appropriate compensation; or

c) Require a subdivider to make a contribution of cash in lieu of the provision of land, either in part or whole.

The legislation further provides that Council must keep cash in lieu contributions in trust to be used for the acquisition or improvement of land for public open space for the benefit of inhabitants of the municipal area.

# POLICY:

## 1.0 General Principles

1.1 Either a land contribution or cash in lieu contribution must be taken for the purposes of providing public open space where lots are created that may result in increased development potential, thereby increasing the demand for public open space.

1.2 A proposal for subdivision for the purposes of a boundary adjustment or consolidation of land in any Zone where no additional lots are being created shall not be subject to the Policy.

1.3 Recommendations for public open space and/or cash in lieu contributions will be supported by:

a) an assessment of open space facilities in the locality

b) an indication as to how the open space or cash contribution will enhance open space facilities

c) appropriate consultation with the subdivider and any other interested parties, and

d) consultation with the Crown is compulsory in the case of proposed littoral or riparian reserves

## 2.0 Assessment for the provision of a land contribution

2.1 Areas proposed to be set aside for public open space will be assessed in terms of:

a) whether they are conveniently located for use by surrounding residents

b) whether they are of a size, shape and gradient suited to their proposed use

c) whether they allow for a reasonable level of safety and security for users and adjoining residents

d) whether they can be developed and maintained within Council's resources

e) whether they complement existing open space facilities

f) their ability to support a diversity of recreational activities

g) protection of environmental and/or visual values, and

h) potential connection to other open spaces and contribution to the recreational trails system throughout the municipality.

2.2 In cases where a contribution has previously been taken by Council on a site, a contribution will still be required if the number of lots is increasing.

2.3 Land used for the following purposes is not to be transferred to Council for public open space:

a) Stormwater drainage swales and natural water courses that would otherwise form part of the drainage within the subdivision

b) Above or below ground infrastructure that would limit the use of the land or landscaping treatments, and

c) Pedestrian footways or other kinds of ways

2.4 Council will work with the subdivider to identify the most appropriate location for the public open space land contribution with Council responsible for the final determination of the location and boundaries of the public open space in the subdivision.

a) The developer must bear the costs of defining the boundaries of the public open space on the plans.

b) Council retains the discretion to acquire less than five percent.

c) Consideration of acquiring less than five percent may be supported where the subdivider provides on the public open space capital improvements that increase the utility or quality of the land as public open space.

2.5 POS to be transferred to Council through the subdivision process is to be developed to an appropriate standard prior to transfer. In order to achieve this principle, applicable subdivision Permits may include conditions relating, but not limited to, landscaping, weed management, fencing, vehicular accesses and/or installation of vehicle barriers and construction of multiuser paths.

2.6 In cases where a land contribution falls deficient of the required 5% land contribution, the difference shall be requested as a cash-in-lieu contribution.

## 3.0 Assessment for the provision of cash-in-lieu of Public Open Space

3.1 As provided by Section 117(2) of the Act, a 5% cash-in-lieu contribution is to be accepted for subdivisions where no land can be provided that provides a strategic benefit to Council's open space network within the following zones:

a) General Residential, Inner Residential, Low Density Residential, Rural Living, Village, Urban Mixed Use, Local Business, General Business, Light Industrial, and General Industrial (excluding the Brighton Hub).

3.2 A contribution of cash in lieu of open space will be required where:

a) public open space exists within 400 metres walking distance of any lot and there is an opportunity to improve that open space as identified in the Open Space Strategy.

b) If the subdivided land is not able to provide a public open space component of substantial community benefit as considered against clause 2.1, or

c) it is impracticable to provide public open space as part of the subdivision.

## 4.0 Procedure

4.1 The applicable public open space cash in lieu contribution equates to 5% of the improved land value of the additional lots created, where no provision is made for a land contribution.

4.2 Where no provision has been made for a land contribution, the subdivider must submit a valuation report at their cost and be undertaken by an independent registered valuer for the purposes of determining the cash in lieu of public open space contribution.

4.3 The valuation is to relate to the improved value of the land not more than 3 months prior to the date of lodgement of the final plan of survey for sealing.

4.4 The cash-in-lieu of public open space must be in the form of a direct payment made before the sealing of the final plan of survey.

4.5 Where land is to be dedicated, this public open space must be transferred to the Brighton Council by Memorandum of Transfer submitted with the Final Plan of Survey and at no cost to Council.

### 5.0 Utilisation of Public Open Space funds

5.1 All monies received will be reconciled at year end against Capital New or Upgrades and distributed accordingly.

5.2 The expenditure of cash in lieu funds will be in accordance with any adopted Council strategy or plan that has public open space objectives, or in order to meet any local public open space or recreational needs.

5.3 The funds will be used for strategic land acquisition of public open space or capital improvement of public open space facilities or to augment or upgrade active recreation facilities, rather than for operational maintenance of existing infrastructure.

## ROLES & RESPONSIBILITIES:

**Planning:** Ensure that the requirements of this Policy are applied to all relevant subdivisions.

**Finance:** Ensure compliance with clause 5.

## REFERENCES:

*Local Government (Building and Miscellaneous Provisions) Act 1993*

Brighton Council Strategic Plan 2023-2033

Brighton Municipal Area Recreation Plan 2010

Brighton Structure Plan 2018

Brighton Town Centre Local Area Plan 2012

Open Space Strategy 2025

## ADMINISTRATIVE DETAILS:

| | |
|---|---|
| Policy compiled: | October 2012 |
| Policy Adopted: | November 2012; 17 June 2025 (OCM) |
| Reviewed: | October 2016, April 2017, October 2021; May 2025, October 2025 |
| To be reviewed: | October 2029 |
| Responsibility: | Director Development Services |

CHIEF EXECUTIVE OFFICER

Brighton Council

**POLICY NAME: PUBLIC OPEN SPACE** **POLICY No: 6.6**

## PURPOSE OF POLICY:

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## SCOPE:

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## BACKGROUND:

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## ADMINISTRATIVE DETAILS:

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| Reviewed: | October 2016, April 2017, October 2021; May 2025, October 2025 |
| To be reviewed: | ~~June~~ October 2029 |
| Responsibility: | Director Development Services |

CHIEF EXECUTIVE OFFICER

29 August 2025

James Dryburgh
CEO
Brighton Council

**Request to waive planning scheme amendment fees**

Dear James,

I am writing to request that Brighton Council waive the planning scheme amendment application fees to change the planning controls on the Bonorong Wildlife Sanctuary (BWS) land at 593 and 595 Briggs Road, Brighton, which is currently zoned Rural Living Zone A (RLZ-A).

BWS has historically been approved as a "tourist operation" use under various planning schemes. This is the most appropriate use class for our operation.

However, BWS now finds itself in the unfortunate situation whereby the change to the Tasmanian Planning Scheme – Brighton (TPS-Brighton) – has resulted in "tourist operation" becoming a prohibited use in the RLZ-A. We understand from discussions with Council this was an unintentional oversight, however the ramifications for our business and its ability to grow are significant.

For any future development application (DA) to expand BWS, we are now subject to the very restrictive provisions of clause "7.1 Changes to an Existing non-conforming use" of the TPS – Brighton which restricts us to a "minor development" with no "substantial intensification of the use".

This means that any DA that we submit will be discretionary and need to be advertised. Even a small expansion to an animal enclosure would not be certain of getting a planning permit.

My understanding of how the BWS zoning error occurred is set out below:

- The land was previously zoned Rural Resource under the Brighton Interim Planning Scheme 2015 (BIPS 2015), whereby "tourist operation" was a discretionary use.
- In 2016, Council initiated a rezoning of Rural Resource zoned land to Rural Living under the BIPS 2015, which included BWS' land.
- "Tourist operation" continued to be a discretionary use in the Rural Living Zone under BIPS 2015.

- At the time, planning officers discussed rezoning options with BWS owner who liked the idea of having options to subdivide and also having "Visitor Accommodation" as a permitted use if the land was rezoned to Rural Living. However, his primary objective was to continue to expand the park, particularly on to the northern property at 595 Briggs. Council staff agreed that Rural Living would allow him to continue growing Bonorong, but provided greater flexibility.
- The rezoning was approved and the land was rezoned to Rural Living Zone.
- In April 2021, Brighton Council moved to the TPS – Brighton ( and Council kept the zoning of Bonorong as Rural Living.
- Under the TPS, the Use Table for the Rural Living Zone was changed and, "Tourist operation" became a prohibited use meaning that Bonorong could no longer meet its primary objective of expanding its operations. This was not realised at the time by Council or BWS.

As outlined above, both Council and BWS were unaware of the impact the transition to the TPS-Brighton would have on the ongoing operation and growth of BWS. We are pleased that Council is open to working with us to resolve the issue and I have discussed possible solutions with Council staff.

One option is for Council to simply rezone the land to Rural, similar to what it was previously. However, Council has indicated that the development standards within the Rural Zone are still restrictive in terms of future growth of BWS. It was agreed that, if a planning scheme amendment is required, the best option is to prepare a Site Specific Qualification, Specific Area Plan or Particular Purpose Zone that is unique to BWS and facilitates future growth in a sensitive manner. However, to prepare a planning scheme amendment to provide local controls to the site we will need to engage the services of planning consultants which comes at a cost to the business.

Given that the current zoning of the site and the subsequent restrictions on development at BWS are not the result of any action by BWS and is due to an unfortunate oversight by Council, we respectfully request that Council waive all application fees for a planning scheme amendment including advertising fees. We are seeking confirmation from Council that fees will be waived prior to preparing the planning scheme amendment because of the cost implications associated with engaging a planning consultant.

As you are aware, Bonorong is a for-purpose, ethical tourism enterprise, dedicated to the conservation of native species through wildlife rescue and rehabilitation. With our conservation arm wholly funded by our tourism business and through philanthropic donations, we are actively seeking NFP status and need to be able to upgrade and expand our existing facilities in the future, to ensure our sustainability.

Based on the information outlined above, we hope that Brighton Council can waive the planning scheme amendment fees so that BWS can continue to provide much needed wildlife services, and to continue to expand the tourist offering which allows us to continue to operate and attract visitors to the Brighton municipality.

Should you wish to discuss further, please do not hesitate to contact me on 0406 097 725 or mattclement@bonorong.com.au

Regards,

Matt Clement

**Chief Executive Officer**
**Bonorong Wildlife Sanctuary**

Brighton Council

# COMMUNITY RESIDENTIAL FESTIVE LIGHTING GUIDELINES

## PURPOSE:

The purpose of these guidelines is to assist residents in planning and creating festive lighting displays that are safe, respectful and enjoyable for all members of the community.

## GENERAL CONSIDERATIONS:

Residents should take into account the following considerations when planning their display:

### Use of Council Land and Infrastructure

- Decorations and lighting should not be placed on Council-owned land or infrastructure (e.g. nature strips/verges, footpaths, roads, stormwater drains, street signs, trees, or poles) without prior written approval from Council.
- A permit is required if any part of the display encroaches onto Council property.
- Any installation on Council land without approval may be removed or result in enforcement action.

### Neighbourhood Amenity

- Displays should be designed to minimise disturbance to neighbouring properties.
- Consider the direction, brightness, and flashing patterns of lights to ensure they do not affect nearby homes, create unnecessary glare, or contribute to light pollution.
- Noise from accompanying music or sound effects should comply with noise regulations, particularly during night hours. Use of loudspeakers or external sound systems should be limited to reasonable hours (refer to the *Environmental Management and Pollution Control (Noise) Regulations*), unless otherwise approved.

## COMMUNITY SAFETY AND VISITOR BEHAVIOUR:

The safety of both residents and visitors is paramount. Spectators are encouraged to observe the following guidelines to ensure a safe and respectful experience for all:

### For Pedestrians

- Remain on designated footpaths and pedestrian areas.
- Do not enter onto private property unless invited.
- Supervise children and be cautious of uneven surfaces, cords or display items.

### For Drivers

- Drive slowly and cautiously through residential streets.
- Be mindful of pedestrians and children, particularly during peak viewing times.
- Do not block driveways or intersections.

- Avoid stopping in the middle of the road to view displays.
- Follow all standard road rules and signage.
- Park legally and consider others when choosing where to stop.
- Report illegal or unsafe parking behaviour to Tasmania Police on the non-emergency number 131 444.

**General Conduct**

- Please take your rubbish with you – help keep the area clean and enjoyable for others.
- Do not damage or interfere with private displays or property.
- Be respectful of the surrounding neighbourhood.

## SPECIAL EVENTS AND LARGE SCALE DISPLAYS:

In cases where a residential festive display is likely to attract a large number of visitors or includes additional features such as:

- Amplified sound/music
- Organised entertainment or performance
- Temporary food stalls or vendors
- Traffic management requirements
- Or the closure of part of a street

It may be classified as a Special Event.

In these situations, the property owner or organiser must contact Council to determine whether further permits, traffic management plans, or approvals are required. Early engagement is encouraged to allow time for necessary assessments and coordination.

## CONTACT INFORMATION

For enquiries regarding this guideline, permits for displays on Council property, or to discuss a potential special event, please contact Council on:

Telephone: (03) 6268 7000

Email: admin@brighton.tas.gov.au or visit our website: www.brighton.tas.gov.au

## ADMINISTRATIVE DETAILS:

Adopted by Council: DRAFT

To be reviewed:

James Dryburgh
**CHIEF EXECUTIVE OFFICER**

# ASSET MANAGEMENT PLAN

Brighton Council
Transport Assets

| Document Control | Asset Management Plan | | | | |
|---|---|---|---|---|---|
| Document ID : | | | | | |
| **Rev No** | **Date** | **Revision Details** | **Author** | **Reviewer** | **Approver** |
| 1.00 | May 2025 | Revision 1 | LAL | CPR | CPR |
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NAMS+ offers several Asset Management Plan templates.

The asset owner can choose the template that best suits their circumstances.

The structure and content of this template is aligned to the International Infrastructure Management Manual and the ISO 550xx and 31000 series of standards. In some instances, the asset owner may choose to reformat/restructure content or only use the Executive Summary. IPWEA takes no responsibility for the end product.

This Asset Management Plan should be prepared in line with the Strategic Asset Management Plan (also referred to as an AM Strategy) and AM Policy and used to inform the Long-Term Financial Plan.

DISCLAIMER: This template has been prepared for educational purposes as part of the Professional Certificate in Asset Management Planning course. The data and conclusions have not been reviewed for accuracy nor endorsed or adopted by the asset owner. DELETE if not applicable

# Contents

# 1.0 EXECUTIVE SUMMARY

## 1.1 The Purpose of the Plan

This Asset Management Plan (AM Plan) details information about road assets with actions required to provide an agreed level of service in the most cost-effective manner while outlining associated risks. The plan defines the services to be provided, how the services are provided and what funds are required to provide over the 20 year planning period. The AM Plan will link to a Long-Term Financial Plan which typically considers a 10 year planning period.

## 1.2 Asset Description

This plan covers the infrastructure assets that provide transportation, connectivity and access services.

The transport asset category comprises:

- Road Surface
- Pavement Base
- Formation (Subbase)
- Main (carriageway)
- Bridge Sub-Structure
- Bridge Super Structure
- Kerbs
- Footpaths

The above infrastructure assets have replacement value estimated at $213,736,685.

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## 1.3 Levels of Service

The allocation in the planned budget is insufficient to continue providing existing services at current levels for the planning period.

The main service consequences of the Planned Budget are:

- Some rural or low-traffic areas may remain reliant on unsealed roads, leading to minor accessibility issues or inconvenience, particularly during adverse weather.
- Delayed infrastructure replacement may reduce road quality in non-critical zones, but impacts will be minimised through targeted maintenance.
- Certain road safety and traffic management improvements may be deferred in low-priority areas.
- Lower-priority bridge renewals or upgrades may be postponed, potentially affecting serviceability during extreme weather events but not compromising critical connectivity.
- Weight restrictions may remain in place on older structures, requiring detours for heavy vehicles.
- DDA-compliant upgrades for bus stops, shelters, and interchanges will be prioritised by need, resulting in slower progress in low-use areas.
- Full network coverage of separated cycleways and high-standard footpaths will not be achievable within 10 years, particularly in lower-demand or constrained urban environments.
- Surface upgrades and connectivity improvements for existing pedestrian and cycling infrastructure may be prioritised for high-use areas only.
- Deployment of intelligent transport systems (ITS), real-time information displays, and smart mobility solutions may be limited to key corridors and high-volume nodes.

## 1.4 Future Demand

The factors influencing future demand and the impacts they have on service delivery are created by:

- Population growth
- Changing demographics
- Tourism
- Regulations, codes and best practices
- Climate change and resilience
- Technology and mobility trends

These demands will be approached using a combination of managing existing assets, upgrading existing assets and providing new assets to meet demand. Demand management practices may also include a combination of non-asset solutions, insuring against risks and managing failures.

## 1.5 Lifecycle Management Plan

### 1.5.1 What does it Cost?

The forecast lifecycle costs necessary to provide the services covered by this AM Plan includes operation, maintenance, renewal, acquisition, and disposal of assets. Although the AM Plan may be prepared for a range of time periods, it typically informs a Long-Term Financial Planning period of 10 years. Therefore, a summary output from the AM Plan is the forecast of 10 year total outlays, which for the transport asset class is estimated as $28,968,064 or $2,896,806 on average per year.

## 1.6 Financial Summary

### 1.6.1 What we will do

Estimated available funding for the 10 year period is $38,955,820 or $3,895,582 on average per year as per the Long-Term Financial plan or Planned Budget. This is 119% of the cost to sustain the current level of service at the lowest lifecycle cost.

The infrastructure reality is that only what is funded in the long-term financial plan can be provided. The Informed decision making depends on the AM Plan emphasising the consequences of Planned Budgets on the service levels provided and risks.

On face value, the Planned Budget for transport asset class leaves a surplus of $647,111 on average per year of the forecast lifecycle costs required to provide services in the AM Plan compared with the Planned Budget currently included in the Long-Term Financial Plan. This is shown in the figure below.

However, this apparent surplus does not indicate excess funding. Operations, maintenance and upgrades are relatively stable and aligned to budget suggesting core services can be sustained under current settings. The issue is the renewal program, where needs are highly variable. While renewal funding is fixed, actual renewal demand fluctuates.

Critically, 2025 presents a renewal requirement of ~$8.0m, exceeding budget by >$6.1m. This spike reflects a backlog of assets at or beyond useful life—an immediate risk to service, safety and whole of life cost if not addressed. This creates a bow wave in Year 1 as backlog works are delivered; thereafter, renewals fluctuate naturally with asset age and condition (some years higher, some lower) as expected in a mature network. Accordingly, the near term “surplus” against average lifecycle need simply reflects front loading renewals to clear the backlog, not true excess funding. Once the bow wave subsides and network performance stabilises, Council will re-baseline budgets through the next AMP cycle to align with a sustainable long run cost to maintain service.

Caution is also warranted as the perception of underspend in some out years may be misleading due to data gaps. Current condition data is incomplete/variably accurate, and some renewal needs are likely under captured. As data quality improves—or unassessed assets deteriorate—those apparent surpluses may close.

***Forecast Lifecycle Costs and Planned Budgets***

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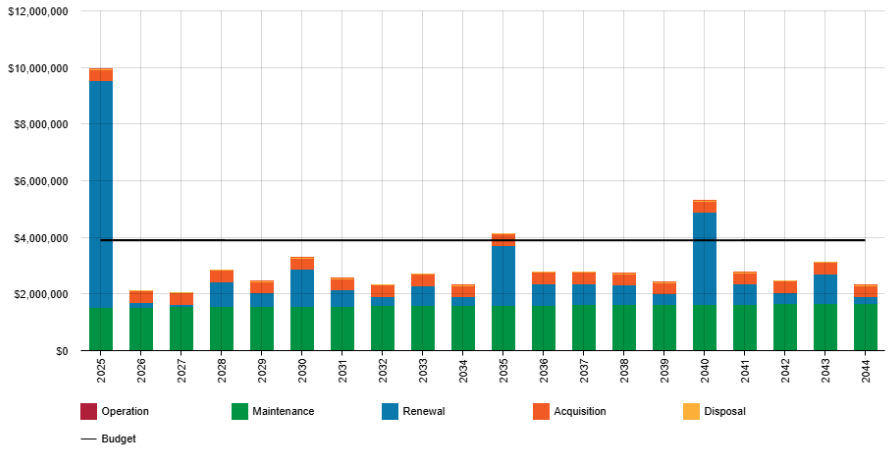


Figure Values are in current dollars.

We plan to provide road services for operation, maintenance, limited renewal and acquisition of road assets to meet service levels set by Brighton Council in annual budgets.

### 1.6.2 What we cannot do

We currently do **not** allocate enough budget to sustain these services at the proposed standard or to provide all new services being sought. Works and services that cannot be provided under present funding levels are:

- Seal all roads across the network, especially in low-traffic or rural areas where cost-benefit analysis does not justify immediate sealing.
- Replace or renew all aging infrastructure simultaneously, including roads, bridges, public transport stops, interchanges, and active transport (cycleways and footpaths) assets, due to limited resources and prioritisation needs.
- Upgrade all bridges to current-day flood resilience and load-bearing standards, particularly in remote or low-priority areas, where usage does not justify immediate investment.
- Implement advanced road safety and intelligent traffic management systems (e.g., dynamic signage, vehicle-to-infrastructure communication) across the network.
- Retrofit all public transport stops and interchanges to meet the latest Disability Discrimination Act (DDA) compliance standards immediately — upgrades will be prioritised based on need, risk, and available funding.
- Construct separated, high-quality cycleways and pedestrian paths along every road corridor, especially in constrained urban environments or low-use rural areas.
- Provide full network coverage for EV charging stations and alternative transport hubs within the next decade.
- Undertake large-scale climate resilience upgrades for all transport infrastructure assets — including raising flood-prone road sections, upgrading drainage for active transport routes, and fire-hardening critical transport links — immediately across the network.
- Deploy smart monitoring systems (e.g., IoT sensors, predictive maintenance technology) for all transport infrastructure assets due to cost and technological maturity constraints.

### 1.6.3 Managing the Risks

Our present budget levels are insufficient to continue to manage risks in the medium term.

The main risk consequences are:

- Continued reliance on unsealed roads in low-traffic areas, leading to increased wear and higher ongoing maintenance, though unlikely to cause major disruptions.
- Aging pavement and sub-structures in lower-priority areas may require reactive maintenance, with limited impact on critical transport services.
- Deferred upgrades may expose older structures to increased flood or load risks, but mitigation will be managed through inspections and temporary restrictions.
- Reactive repairs may be necessary in the event of extreme weather events but will not compromise overall network resilience.
- Potential accessibility and amenity shortfalls where DDA upgrades are delayed, particularly impacting users with mobility challenges in less serviced areas.
- Safety risks associated with older or narrow shared paths, particularly for vulnerable users, may persist in non-critical areas.
- Gaps in connectivity may reduce network usability and uptake of active transport modes.
- Slower implementation of smart traffic management and monitoring systems may reduce network efficiency gains.

We will endeavour to manage these risks within available funding by:

- Undertaking regular maintenance condition monitoring and audits
- Prioritisation of works
- Implementing smart traffic management systems

## 1.7 Asset Management Planning Practices

Key assumptions made in this AM Plan are:

- **Asset Useful Life** – assets have an assumed average useful life of approximately 30 years for pavement, 100 years for base and subbase and 70 years for the main (carriageway), which guides renewal and replacement planning. This estimation is based on historical data and standard industry expectations
- **Condition Deterioration Rates** – it is assumed that asset condition will deteriorate at a predictable rate based on typical usage patterns and environmental factors. This assumption supports forecasting for maintenance and renewal needs but may require adjustment if unexpected deterioration occurs.
- **Growth and Demand** – demand growth is projected to remain stable over the forecast period, with minimal increases in service requirements. This assumes population growth and service demand in the region will follow historical trends without significant surge
- **Funding Availability** – the forecasts assume consistent funding levels over the period, without any significant increases or reductions in budget allocations. This is based on current council funding trends and commitments, with no unexpected funding injections or cuts expected
- **Service Levels –** current service levels are assumed to remain consistent throughout the forecast period. No significant changes in service expectations or regulatory requirements are anticipated, which would otherwise impact operational and maintenance costs.
- **Asset Additions** – for new assets expected to be acquired, it is assumed that initial acquisition costs are covered, but ongoing operational and maintenance costs will need to be absorbed within existing budgets. This impacts long-term planning, as new assets will add to financial demands beyond the current budget forecast.

Assets requiring renewal are identified from either the asset register or an alternative method.

- The timing of capital renewals based on the asset register is applied by adding the useful life to the year of acquisition or year of last renewal,
- Alternatively, an estimate of renewal lifecycle costs is projected from external condition modelling systems and may be supplemented with, or based on, expert knowledge.

The Register Method was used to forecast the renewal lifecycle costs for this AM Plan.

This AM Plan is based on a medium level of confidence information.

## 1.8 Monitoring and Improvement Program

The next steps resulting from this AM Plan to improve asset management practices are:

- Develop a comprehensive asset condition assessment program for road infrastructure
- Implement a proactive maintenance schedule to reduce reactive repairs and extend road life
- Improve traffic and congestion data collection to enhance capacity planning and service levels.
- Update the long-term financial plan to reflect increased costs for road renewals and acquisition projects
- Develop a community engagement plan to gather feedback on road service levels and priorities.
- Incorporate climate resilience into road infrastructure planning to address extreme weather impacts.
- Establish a road asset renewal prioritisation framework to ensure timely renewal of critical roads.
- Implement a GIS-based asset management system to improve tracking of road assets and streamline decision-making.
- Conduct a skills audit to identify gaps in technical expertise related to asset management and road maintenance.
- Review and update the asset disposal plan to ensure obsolete road assets are decommissioned efficiently.

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## 2.0 Introduction

### 2.1 Background

This AM Plan communicates the requirements for the sustainable delivery of services through management of assets, compliance with regulatory requirements, and required funding to provide the appropriate levels of service over the planning period.

The AM Plan is to be read with the Brighton Council planning documents. This should include the Asset Management Policy and Asset Management Strategy, where developed, along with other key planning documents including:

- Strategic Plan 2023-2033
- Annual Plan 2024 - 25
- Financial Management Strategy & Long Termm Financial Plan 2022 - 2032
- Brighton Council 2050 Vision
- Brighton Council 10 Year Asset management Plan

The infrastructure assets covered by this AM Plan include a mix of bridges, footpaths, road pavements, base and subbase assets located across urban and rural areas in the Brighton municipality with key issues related to aging infrastructure, increasing maintenance demands and vulnerability to climate related impacts. For a detailed summary of the assets covered in this AM Plan refer to Table in Section 5.

These assets are used to provide transportation, connectivity and access services.

The infrastructure assets included in this plan have a total replacement value of insert $213,736,685.

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Key stakeholders in the preparation and implementation of this AM Plan are shown in Table 2.1.

***Table 2.1: Key Stakeholders in the AM Plan***

| Key Stakeholder | Role in Asset Management Plan |
|---|---|
| Mayor and Elected Members | ■ Represent needs of community/shareholders,<br>■ Ensure service sustainable. |
| Chief Executive Officer | ■ Allocate resources to meet planning objectives in providing services while managing risks,<br>■ Ensure service sustainability |
| Director Asset Services | ■ Overall responsibility for Asset Services<br>■ Ensuring compliance with Strategic Plans and Objectives |
| Project Engineers/ Technical Officers/ Administrative Officers/ Council Works Crew | ■ Capital works projects and contractor engagement<br>■ Report of any asset defects or deficiencies noted during inspections |
| Community (residents/ businesses/ property owners) | ■ Provide feedback on level of service<br>■ Reporting of any defects or deficiencies through Council CSR system |
| Federal and State Government | ■ Liaise for funding opportunities through various Government Agencies |

| Key Stakeholder | Role in Asset Management Plan |
|---|---|
| | ▪ Reporting body for any issues or services deficiencies for State Owned Roads |

## 2.2 Goals and Objectives of Asset Ownership

Our goal for managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks, and
- Linking to a Long-Term Financial Plan which identifies required, affordable forecast costs and how it will be allocated.

Key elements of the planning framework are

- Levels of service – specifies the services and levels of service to be provided,
- Risk Management,
- Future demand – how this will impact on future service delivery and how this is to be met,
- Lifecycle management – how to manage its existing and future assets to provide defined levels of service,
- Financial summary – what funds are required to provide the defined services,
- Asset management practices – how we manage provision of the services,
- Monitoring – how the plan will be monitored to ensure objectives are met,
- Asset management improvement plan – how we increase asset management maturity.

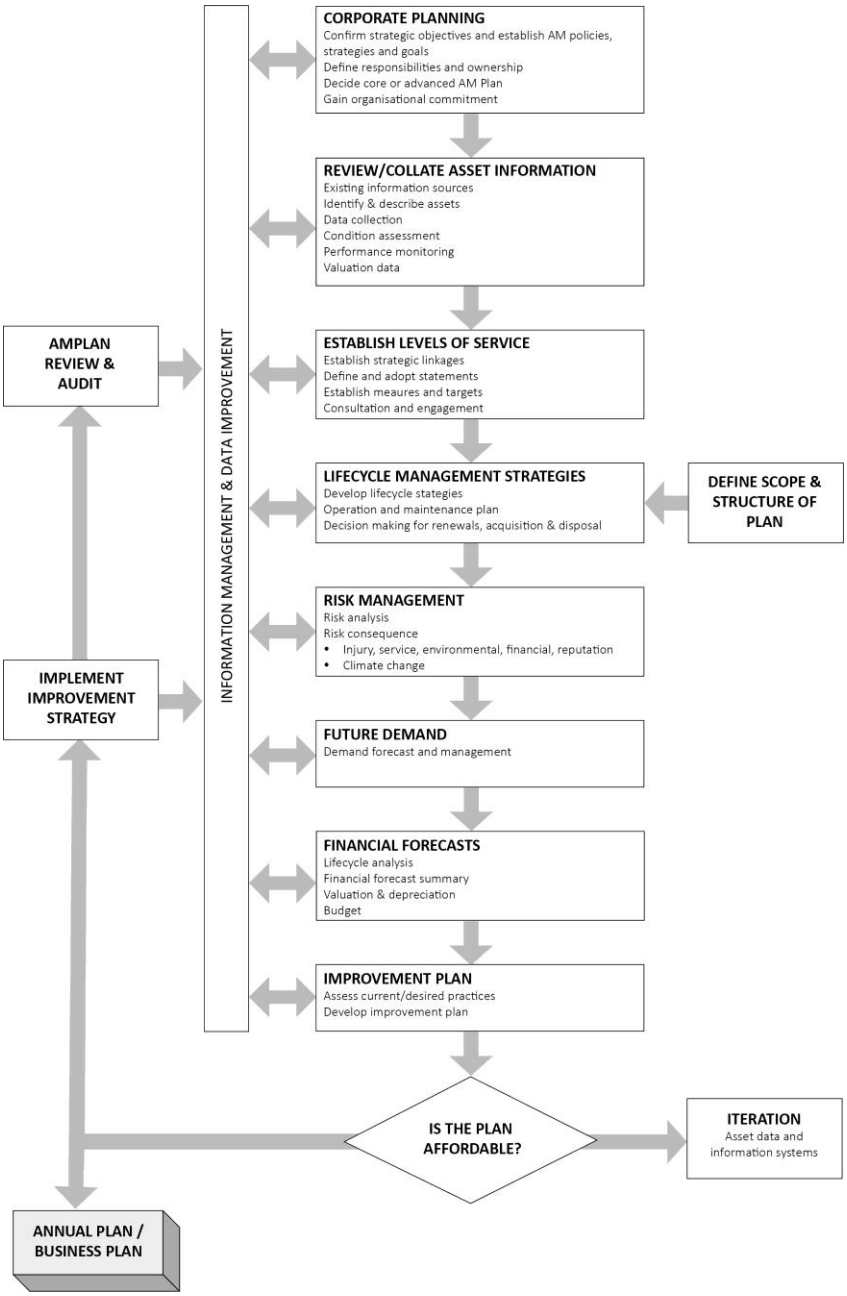
Other references to the benefits, fundamentals principles and objectives of asset management are:

- International Infrastructure Management Manual 2015 [1]
- ISO 55000[2]

A road map for preparing an AM Plan is shown below.

[1] Based on IPWEA 2015 IIMM, Sec 2.1.3, p 2| 13
[2] ISO 55000 Overview, principles and terminology

***Road Map for preparing an Asset Management Plan***
*Source: IPWEA, 2006, IIMM, Fig 1.5.1, p 1.11*



## 3.0 LEVELS OF SERVICE

### 3.1 Customer Research and Expectations

This AM Plan is prepared to facilitate consultation prior to adoption of levels of service by the Brighton Council. Future revisions of the AM Plan will incorporate customer consultation on service levels and costs of providing the service. This will assist the Brighton Council and stakeholders in matching the level of service required, service risks and consequences with the customer's ability and willingness to pay for the service.

We currently have historic understanding of customer expectations. Community satisfaction information has been used in developing the 10-year plan and in the allocation of resources in the budget.

### 3.2 Strategic and Corporate Goals

This AM Plan is prepared under the direction of the Brighton Council vision, mission, goals and objectives.

Strategic goals have been set by the Brighton Council. The relevant goals and objectives and how these are addressed in this AM Plan are summarised in Table 3.2.

***Table 3.2: Goals and how these are addressed in this Plan***

| Goal | Objective | How Goal and Objectives are addressed in the AM Plan |
|---|---|---|
| A thriving place | ■ Attracting economic development and job opportunities.<br>■ Enabling major infrastructure projects for a growing community.<br>■ Ensuring quality education and training to meet the needs of everyone.<br>■ Delivering connections across Brighton and beyond with good public transport and roads.<br>■ Offering a diverse mix of local places to shop, eat and socialise.<br>■ Encouraging the arts, culture and the creative industries. | ■ Well maintained transport infrastructure enables smooth transportation for businesses, enhancing access to commercial centres and supporting job creation through improved connectivity and infrastructure reliability<br>■ Transport infrastructure maintenance ensures that existing infrastructure supports future projects by maintaining a foundation for upgrades, expansions and new developments<br>■ Maintaining transport infrastructure provides seamless connections from public transport systems, reducing travel times and improving access for all residents. |
| A proud community | ■ Inspiring pride in where we live and who we are.<br>■ Building connections with communal events and spaces.<br>■ Fostering an inclusive approach which empowers all regardless of who you are and where you come from.<br>■ Valuing our Aboriginal culture as part of our | ■ Ensuring transport infrastructure is safe and accessible enhances access to communal spaces, cultural hubs and public events making it easier for residents to participate in community activities<br>■ Maintenance strategies ensure that transport infrastructure are accessible to people of all abilities, creating inclusive environments where everyone can move around easily. |

| | | |
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| | learning, decision making and identity.<br>■ Supporting efforts to resolve our social and economic challenges.<br>■ Ensuring all voices are included and represented in shaping our future. | |
| A good life at every stage | ■ Engaging young people in planning and decision making.<br>■ Facilitating local education and employment opportunities for young people.<br>■ Supporting opportunities for recreation and leisure for everyone at every stage of life.<br>■ Ensuring services and programs tailored for our young and our elderly residents.<br>■ Creating child friendly environments including parks and playgrounds.<br>■ Advocating for safe, affordable homes for first home buyers and those on low incomes. | ■ Well maintained transport infrastructure provide access to parks playgrounds and recreational facilities, promoting leisure and well being for residents of all ages<br>■ Safe transport infrastructure enhance accessibility to child-friendly environments, ensuring families can easily reach parks and playgrounds. |
| A comfortable home | ■ Ensuring safe, clean and tidy neighbourhoods.<br>■ Boosting community health and wellbeing.<br>■ Creating opportunities for residents to play a role in shaping Brighton.<br>■ Ensuring an abundance of trees and open spaces in the urban areas.<br>■ Maintaining a semi-rural feel with our mountain and river views and historical buildings.<br>■ Making it easy to get around with good, connected footpaths, trails and cycleways. | ■ Regular maintenance of transport infrastructure reduces potholes, improves street cleanliness and minimises disruptions to local neighbourhoods, contributing to a better quality of life<br>■ Prioritising transport infrastructure maintenance promotes safe, interconnected walking, cycling and driving routes that enable residents to move easily within and beyond their neighbourhoods. |

| | | |
|---|---|---|
| A caring council | ■ Committing to fair rates while staying financially sustainable.<br>■ Remaining innovative and progressive.<br>■ Listening to our community and keeping people informed and engaged in planning and decision making.<br>■ Being an employer of choice with staff who are friendly, dynamic and helpful.<br>■ Matching infrastructure and services as our population grows.<br>■ Managing efficient and cost-effective regulation, design and planning for growth, affordability and amenity. | ■ Proactive transport infrastructure maintenance helps extend the life of infrastructure, reducing long term costs and ensuring that the community's roads are prepared for future population growth without major overhauls<br>■ Continuous transport infrastructure maintenance and improvements ensure that road infrastructure is scalable and supports the growing needs of the population, avoiding bottlenecks and enhancing mobility. |
| A sustainable environment | ■ Embracing best-practice environmentally sustainable initiatives.<br>■ Embedding climate change awareness into decision making.<br>■ Nurturing natural places for people and wildlife.<br>■ Reducing, reusing and recycling waste through integrated management.<br>■ Supporting locally grown fresh and healthy food.<br>■ Embracing sustainable travel options. | ■ The use of sustainable materials and eco-friendly maintenance practices reduces the environmental impact of transport infrastructure repairs and upgrades, contributing to overall sustainability goals<br>■ Maintenance strategies take into account the effects of climate change ensuring that roads are resilient to extreme weather conditions and minimising disruptions caused by natural events<br>■ Well maintained transport infrastructure support alternative travel methods (such as cycling and public transport) by providing safe and reliable infrastructure for sustainable travel modes. |

## 3.3 Legislative Requirements

There are many legislative requirements relating to the management of assets. Legislative requirements that impact the delivery of transport infrastructure asset service are outlined in Table 3.3.

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***Table 3.3: Legislative Requirements***

| Legislation | Requirement |
|---|---|
| Local Government Act 1993 | Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery |

| | |
|---|---|
| Roads & Jetties Act (1935) | Provides the framework for the management, construction, and maintenance of roads and jetties, assigning responsibilities to relevant authorities for infrastructure upkeep. |
| Traffic Act (1925) | Governs the control and regulation of road traffic, including speed limits, road use restrictions, and provisions for road safety measures. |
| Work Health and Safety Act 2012 & Regulations | Set out roles and responsibilities to secure the health, safety and welfare of persons at work. |
| AS/NZS 2890 Parking Facilities | Sets out parking requirements in various forms (Off-street parking, on-street parking, etc) |
| AS1428 Design for access and mobility | Reference for access requirements relating to transport(ie ramps, parking, pedestrian ways, etc) |
| Austroads Guide | Nationally adopted technical guidance on planning, design, and operation of roads, paths, and bridges. |
| Australian Bridge Design Standard – AS 5100 | Provides requirements for the design, construction, and maintenance of bridges. |
| Australian Standard AS1700 Manual of Uniform Traffic Control Devices | Governs the consistent use of traffic signs, signals, and road markings to ensure safety and clarity. |
| National Construction Code | Sets out Technical requirements relating to building works |
| Tasmanian Planning Scheme | Regulate the location, type, and standards for new and upgraded transport infrastructure in line with broader land use and community goals. |
| Disability Discrimination Act 1993 | Set outs requirements for equality of access to services and facilities |
| Development Act 1983 | Sets out parameters for Developments, including what developments required Development Approval (Planning Consent/Building Rules Consent) and the process required to obtain such consents |
| Environmental Management and Pollution Control Act 1994 (Tas) | Ensures environmental protection in infrastructure works, especially those near waterways and sensitive land. |
| Urban Drainage Act 2013 (Tas) | Outlines responsibilities for managing urban stormwater systems including those integrated with road and footpath infrastructure. |
| Building Act 2016 (Tas) | Governs construction and modification of built infrastructure, including footbridges and shelters. |

## 3.4 Customer Values

Service levels are defined in three ways, customer values, customer levels of service and technical levels of service.

**Customer Values** indicate:

- what aspects of the service is important to the customer,
- whether they see value in what is currently provided and
- the likely trend over time based on the current budget provision

*Table 3.4: Customer Values*

| Service Objective: | | | |
|---|---|---|---|
| **Customer Values** | **Customer Satisfaction Measure** | **Current Feedback** | **Expected Trend Based on Planned Budget** |
| Customers value well-maintained, safe roads with minimal disruption | Customer complaints, incident reports, crash statistics | Generally positive, though occasional complaints about potholes and crash risks exist | Slight decline expected; budget prioritises high-traffic routes, leaving rural roads vulnerable |
| Customers value roads free from potholes, cracks and bumps for a comfortable driving experience | Road condition inspections, maintenance requests | Mixed; urban roads in better condition than rural or low-traffic roads | Slight decline expected; reactive budget focusing on high-use areas |
| Customers value efficient road networks with minimal congestion and travel delays | Travel time surveys, congestion monitoring, traffic flow data | Increasing dissatisfaction due to congestion, particularly during peak periods | Likely to worsen slightly due to limited investment in new capacity or demand management measures |
| Customers expect safe, continuous, and accessible footpaths and pedestrian crossings | Customer complaints, condition audits, feedback from accessibility groups | Outer suburbs often lack continuous footpaths or safe crossings; safety concerns for people with mobility issues | Trend expected to stay the same; limited budget for new footpath infrastructure or upgrades |
| Customers value safe, structurally sound bridges that are accessible and reliable year-round | Bridge inspection reports, safety audits, customer feedback | Generally positive for major bridges; concerns raised about narrow or aging rural bridges | Condition may remain stable for priority bridges but deteriorate in minor structures due to limited renewal funding |
| Customers value consistent kerb and gutter infrastructure for proper drainage and safety | Stormwater incident reports, infrastructure audits | Positive in newer developments; complaints in older areas with poor kerb alignment or no kerbs | Likely to remain stable in urban areas, with rural/older areas experiencing stagnation due to funding constraints |
| Customers value safe and connected cycling infrastructure | Cyclist surveys, incident data, network coverage reviews | Feedback indicates network gaps, conflict with vehicles, and lack of protected bike lanes | Trend expected to stay the same due to limited dedicated funding for active transport improvements |
| Customers expect clear signage and wayfinding across all transport infrastructure | Signage audits, customer complaints | Mostly positive, though faded or confusing signage occasionally reported in rural and older suburbs | Stable or slight improvement; signage maintenance typically low-cost and included in routine budgets |
| Customers value integrated infrastructure that supports multimodal travel (walking, cycling, bus access) | Community surveys, project feedback, mode share data | Community calls for better integration between walking, cycling, and bus access (e.g., path connections to stops) | Likely to remain static; integration projects tend to be underfunded unless tied to major upgrades |

## 3.5 Customer Levels of Service

The Customer Levels of Service are considered in terms of:

**Condition** 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?

In Table 3.5 under each of the service measures types (Condition, Function, Capacity/Use) there is a summary of the performance measure being used, the current performance, and the expected performance based on the current budget allocation.

These are measures of fact related to the service delivery outcome (e.g. number of occasions when service is not available or proportion of replacement value by condition %'s) to provide a balance in comparison to the customer perception that may be more subjective.

***Table 3.5: Customer Level of Service Measures***

| Type of Measure | Level of Service | Performance Measure | Current Performance | Expected Trend Based on Planned Budget |
|---|---|---|---|---|
| **Condition** | Road condition and maintenance quality | Proportion of road network in good condition (based on inspections and pavement condition indices) | 75% of urban roads are in good or fair condition, 30% of rural roads are in need of resurfacing or minor repairs | Expected to remain steady for urban roads; minor deterioration in rural roads due to limited funding for maintenance |
| | Bridge structural integrity | Percentage of bridges rated in good or fair condition from inspections | Most major bridges in acceptable condition; some rural bridges rated poor or needing strengthening | Condition expected to decline slightly without targeted funding for replacement/upgrades |
| | Footpath surface quality and continuity | Percentage of footpath network in acceptable condition and free of trip hazards | Inconsistent; newer areas generally good, but older suburbs and rural areas lack connectivity or have poor surfaces | Trend expected to remain static due to limited new footpath construction and reactive maintenance focus |
| | Kerb and gutter condition | Length of kerbing with adequate condition and function (e.g., drainage) | Positive in urban growth areas; older areas show deterioration and ponding issues | Minor decline in older suburbs due to limited proactive replacement programs |
| | *Confidence levels* | | High for roads and bridges (supported by inspections); Medium for footpaths and kerbs | High: data supported by professional judgement and condition audits for key assets |
| **Function** | Suitability for current and projected traffic volumes | Percentage of roads with traffic volumes exceeding design capacity | ~30% of main roads operating near/over capacity in peak periods | Worsening expected without major expansions or mode shift strategies |
| | Bridge load capacity and suitability for heavy vehicles | Percentage of bridges unable to carry legal heavy vehicle loads | A few older bridges have weight limits or detours for freight traffic | No improvement without dedicated renewal investment; risk to rural logistics |
| | Accessibility of pedestrian and active transport infrastructure | % of roads with compliant footpaths, ramps, and pedestrian crossings | Accessibility limited in many areas; non-compliant ramps and poor verge access in outer suburbs | Trend expected to remain flat due to low funding for accessibility upgrades |
| | Bicycle infrastructure availability | Length of separated or designated bike lanes across road network | Sparse and inconsistent across LGA; limited in older or rural areas | No significant improvement forecast without external funding or integrated planning |
| | ***Confidence levels*** | | Medium for roads and bridges (based on regular data); Low for active transport (limited data, more reliance on judgement) | Medium |

| | | | | |
|---|---|---|---|---|
| **Capacity** | Traffic congestion and usage levels | Average daily traffic counts and travel time reliability | Urban congestion increasing; rural areas vary | Expected to worsen without alternative transport or road widening programs |
| | Capacity of footpaths and shared paths during peak use | Peak hour foot traffic counts or observed crowding | Low crowding overall, but narrow paths in busy areas reduce walkability and comfort | Static; no significant investment forecast to widen or extend shared paths |
| | Bridge redundancy and network connectivity | Presence of alternative routes or detours for bridge closures | Limited redundancy in rural networks; closures disrupt access | No change expected unless strategic investment in alternative links is prioritised |
| | ***Confidence levels*** | | Medium overall; good data for roads and traffic, limited data for shared path usage and pedestrian volumes | Medium |

## 3.6 Technical Levels of Service

**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).
- **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),

Service and asset managers plan, implement and control technical service levels to influence the service outcomes.[3]

Table 3.6 shows the activities expected to be provided under the current 10 year Planned Budget allocation, and the Forecast activity requirements being recommended in this AM Plan.

***Table 3.6: Technical Levels of Service***

| Lifecycle Activity | Purpose of Activity | Activity Measure | Current Performance* | Recommended Performance ** |
|---|---|---|---|---|
| **TECHNICAL LEVELS OF SERVICE** | | | | |
| **Acquisition** | To improve the road, bridge, footpath, and cycleway networks to accommodate growing demand, enhance safety, | Number of network improvements (e.g., road widening, sealing unsealed roads, new footpaths, cycleway | Limited by budget. Improvements mostly occur reactively, typically after complaints are received. | Proactively identify critical areas for improvement across all transport assets and address them before they become problematic. |

[3] IPWEA, 2015, IIMM, p 2|28.

| Lifecycle Activity | Purpose of Activity | Activity Measure | Current Performance* | Recommended Performance ** |
|---|---|---|---|---|
| | or upgrade service levels | extensions, bridge upgrades) | | |
| | To introduce new assets (e.g., roads, footpaths, cycleways, bridges, bus shelters) to improve connectivity and accessibility | Number of new transport assets established | Limited by budget. New assets are delivered reactively in response to development applications or community pressure. | Proactively assess travel patterns, accessibility gaps, and urban growth to guide the introduction of new transport assets. |
| | | **Budget** | *$1,000,000 total for 10 years* | *Expand to $1,200,000 total for 10 years to account for other transport assets (footpaths, cycleways, bridges, PT shelters)* |
| **Maintenance** | To preserve all transport assets and extend their service life (roads, bridges, footpaths, cycleways, PT infrastructure) | Number of unplanned reactive repairs required due to insufficient maintenance | Road maintenance budget is insufficient, leading to reactive works; other assets have minimal dedicated maintenance programs. | Prioritise maintenance for high-use routes and public safety areas across all transport assets to reduce emergency repairs and improve lifecycle outcomes. |
| | To ensure the transport network (roads, footpaths, cycleways, public transport infrastructure) remains safe, reliable, and user-friendly | Frequency of inspections, response times to operational issues (e.g., pothole repairs, footpath trip hazards, bridge inspections, shelter maintenance) | Roads are reactive; other assets are only inspected when complaints are received. | Maintain current maintenance budget but increase proactive inspections across all transport assets to reduce reactive repairs. |
| | To ensure plant and equipment used in transport asset maintenance are reliable | Frequency of scheduled servicing, equipment downtime, response time for repairs | Equipment servicing meets standards with minimal downtime | Maintain current maintenance practices for plant/equipment, ensure consistent resourcing as transport asset base grows |
| | | **Budget** | *$1,200,000 per year* | *$1,500,000 per year* |
| **Renewal** | To renew transport assets (roads, bridges, footpaths, cycleways, shelters) before end of life to | Replacement value of assets identified for renewal based on condition | Road renewal budget is aligned to lifecycle plans; limited dedicated funding for other assets like footpaths and PT infrastructure | Increase renewal funding to ensure non-road assets are renewed proactively based on condition and risk assessments |

| Lifecycle Activity | Purpose of Activity | Activity Measure | Current Performance* | Recommended Performance ** |
|---|---|---|---|---|
| | avoid service disruption | | | |
| | | **Budget** | *$18,000,000 total for 10 years* | *$20,000,000 total for 10 years* |
| **Disposal** | To retire obsolete or redundant transport assets (e.g., unused roads, unsafe bridges, redundant paths) | Number of transport assets decommissioned or converted to alternative uses | Minimal disposals, reactive only; footpath and cycleway rationalisation is ad-hoc | Maintain current approach |
| | | **Budget** | *No disposals planned for 10 years* | *No disposals planned for 10 years* |

Note: * Current activities related to Planned Budget.

** Expected performance related to forecast lifecycle costs.

It is important to monitor the service levels regularly as circumstances can and do change. Current performance is based on existing resource provision and work efficiencies. It is acknowledged changing circumstances such as technology and customer priorities will change over time.

## 4.0 FUTURE DEMAND

### 4.1 Demand Drivers

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

### 4.2 Demand Forecasts

The present position and projections for demand drivers that may impact future service delivery and use of assets have been identified and documented.

### 4.3 Demand Impact and Demand Management Plan

The impact of demand drivers that may affect future service delivery and use of assets are shown in Table 4.3.

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

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this AM Plan.

***Table 4.3: Demand Management Plan***

| Demand driver | Current position | Projection | Impact on services | Demand Management Plan |
|---|---|---|---|---|
| Population | Population growing at 1.57% | An increase in working-age population and urban infill | Increased demand for accessible footpaths, cycleways, safe crossings, and public transport infrastructure | Monitor growth trends and travel behaviour. Plan for capacity upgrades across all transport modes. Prioritise high-growth areas for active transport and public transport infrastructure improvements. |
| Changing Demographics | Mix of assets provide basic service levels, but many are not fully DDA compliant | Growing community expectations for inclusive and accessible infrastructure | Increased demand for DDA-compliant footpaths, shelters, crossings, and better-connected cycleways. Need for safer active transport routes for youth, elderly, and mobility-impaired users | Conduct targeted community engagement to understand needs. Develop a prioritised program to upgrade infrastructure to meet DDA and inclusive design standards. Seek funding partnerships for accessibility upgrades. |
| Tourism | Existing facilities (e.g., parking, signage, access roads) support current tourist activity | Anticipated growth in tourist numbers, particularly active and eco-tourism | Increased wear on roads, pressure on shared paths, cycleways, and access points. More demand for visitor facilities (e.g., bike parking, rest stops, etc) | Incorporate tourism growth into transport infrastructure planning. Upgrade shared-use paths, cycleways, and visitor access infrastructure. Collaborate with tourism bodies and leverage co-funding opportunities. |
| Regulations, Codes & Best Practice | Roads generally meet current standards. Footpaths, | Ongoing updates to DDA, Austroads, | Increased demand to retrofit or upgrade non-compliant assets (e.g., footpath | Maintain a rolling audit of compliance gaps. Prioritise retrofit projects in high-use and high-risk areas. Allocate |

| | | | | |
|---|---|---|---|---|
| | cycleways, and public transport infrastructure are variably compliant | Active Transport Guidelines, and road safety standards | widths, kerb ramps, tactile indicators, safer cycling infrastructure) | dedicated funding and advocate for State/Federal support. Engage early with regulators to anticipate future requirements. |
| Climate Change & Resilience | Road assets considered in climate planning. Other transport assets (footpaths, bridges, PT shelters) less integrated in resilience strategies | Increased frequency of extreme weather events impacting all transport infrastructure | Greater need for flood-resilient bridges, storm-proof shelters, erosion-resistant paths and roads | Embed resilience criteria in all new transport infrastructure projects. Develop adaptation strategies for existing assets in vulnerable areas. Seek climate resilience grants to support upgrades. |
| Technology & Mobility Trends | Limited integration of smart transport technologies | Increased uptake of micro-mobility (e-scooters, e-bikes), EVs, and smart infrastructure expectations | Pressure on shared paths, need for charging stations, real-time transport info infrastructure (e.g., smart shelters) | Incorporate micro-mobility needs in path designs. Plan for EV infrastructure (charging points, smart parking). Pilot smart transport infrastructure where feasible. |

## 4.4 Asset Programs to meet Demand

The new assets required to meet demand may be acquired, donated or constructed. Additional assets are discussed in Section 5.4.

Acquiring new assets will commit the Brighton Council to ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs for inclusion in the long-term financial plan (Refer to Section 5).

## 4.5 Climate Change Adaptation

The impacts of climate change may have a significant impact on the assets we manage and the services they provide. In the context of the Asset Management Planning process climate change can be considered as both a future demand and a risk.

How climate change impacts on assets will vary depending on the location and the type of services provided, as will the way in which we respond and manage those impacts.[4]

As a minimum we consider how to manage our existing assets given potential climate change impacts for our region.

Risk and opportunities identified to date are shown in Table 4.5.1

***Table 4.5.1 Managing the Impact of Climate Change on Assets and Services***

| Climate Change Description | Projected Change | Potential Impact on Assets and Services | Management |
|---|---|---|---|
| Increased frequency of extreme rainfall | Higher intensity and frequency of | Roads: Flooding, erosion, increased pothole formation. Footpaths & | Upgrade drainage systems. Design raised paths and cycleways in flood-prone |

[4] IPWEA Practice Note 12.1 Climate Change Impacts on the Useful Life of Infrastructure

| | | | |
|---|---|---|---|
| | storms and heavy rainfall events | Cycleways: Water pooling, scouring, undermining path foundations. Bridges: Increased scour risk at abutments and piers. Bus Shelters/Stops: Damage from flooding, debris blockage, inaccessibility. | areas. Use permeable paving where appropriate. Install scour protection for bridges. Improve shelter placement and drainage design. |
| Rising temperatures | More frequent heatwaves and increased average temperatures | Roads: Surface softening, rutting, cracking, asphalt deterioration. Footpaths & Cycleways: Surface cracking, thermal expansion. Bridges: Expansion joint stress, concrete spalling. Bus Shelters: Material fatigue (plastics, metals), reduced lifespan. | Use heat-resistant asphalt mixes. Select UV- and heat-tolerant materials for footpaths, shelters, and street furniture. Monitor bridge expansion joints and apply protective coatings. Provide shade structures where appropriate. |
| Increased frequency of drought | Prolonged dry spells and drought conditions | Roads: Pavement cracking, subsidence in clay-rich soils. Footpaths & Cycleways: Ground movement causing uneven surfaces. Bridges: Soil shrinkage affecting structural stability. Landscaping around transport assets suffers, reducing amenity. | Use flexible pavement materials. Stabilise subgrade soils. Regularly inspect and level footpaths. Monitor bridge foundations. Implement drought-resilient landscaping around transport assets. |
| Sea level rise & coastal inundation | Gradual sea level rise with more frequent storm surges | Roads & Bridges: Inundation, erosion, corrosion of coastal structures. Footpaths & Cycleways: Erosion of coastal paths, submersion risks. Bus Stops: Coastal stop accessibility compromised. | Conduct vulnerability assessments of coastal infrastructure. Design elevated or relocated paths and roadways. Use corrosion-resistant materials. Integrate natural buffers where possible. |
| Increased wind intensity | More frequent severe wind events | Bus Shelters: Structural damage, debris hazard. Street signage and lighting: Increased risk of pole failure. Bridges: Wind-induced stress on superstructures. | Design bus shelters to withstand higher wind loads. Regularly inspect and reinforce poles, signage, and lighting. Incorporate aerodynamic design considerations for bridges. Implement proactive tree and debris management programs. |

Additionally, the way in which we construct new assets should recognise that there is opportunity to build in resilience to climate change impacts. Building resilience can have the following benefits:

- Assets will withstand the impacts of climate change;
- Services can be sustained; and
- Assets that can endure may potentially lower the lifecycle cost and reduce their carbon footprint

Table 4.5.2 summarises some asset climate change resilience opportunities.

***Table 4.5.2 Building Asset Resilience to Climate Change***

| New Asset Description | Climate Change impact These assets? | Build Resilience in New Works |
|---|---|---|
| Road Pavement | Increased risk of flooding disrupting essential services. Surface softening and cracking due to higher temperatures. | Design roads with improved drainage systems. Use permeable or water-resistant materials. Select asphalt mixes designed for higher temperatures. |
| Road Subbase | Water infiltration during heavy rains weakens subbase, leading to road deformation. Drought-induced soil shrinkage causes subsidence. | Improve drainage systems, use geosynthetics for subbase stabilisation. Design with higher load-bearing capacity and moisture-tolerant materials. |
| Road Base | Prolonged dry periods cause cracking, soil shrinkage, and subsidence. Flooding can wash out or degrade base layers. | Use cement-treated or stabilised base layers. Increase compaction standards. Reinforce with geogrids or other structural supports. |
| Footpaths & Shared Paths (Cycleways) | Water pooling, erosion, surface cracking from heat, and subsidence from soil shrinkage. | Install permeable paving where possible. Raise paths in flood-prone areas. Use flexible, heat-resistant materials. Improve subsoil drainage. |
| Bridges | Increased scouring at abutments/pile foundations from floodwaters. Heat-induced expansion stress. Corrosion from saltwater inundation (coastal). | Design for higher hydraulic loads. Install scour protection (rock armouring, gabions). Use corrosion-resistant materials. Design expansion joints for larger thermal movements. |
| Public Transport Stops (Bus Stops & Shelters) | Flooding limits access. Heat accelerates material degradation. High winds can damage structures. | Elevate stops in flood-prone areas. Use durable, UV- and heat-resistant materials (e.g., powder-coated metals, tempered glass). Design for higher wind loads. Ensure surrounding drainage prevents water pooling. |
| Street Furniture & Signage | Heat fatigue, wind damage, corrosion (coastal environments). | Select materials rated for high temperatures and UV exposure. Reinforce pole foundations. Use marine-grade stainless steel or powder coatings for corrosion resistance. |
| Drainage Infrastructure (Roadside Swales, Kerbs, Stormwater Pipes) | Increased rainfall intensity leading to overwhelmed systems, erosion, and blockages. | Upsize drainage capacity in line with future rainfall projections. Use sustainable urban drainage systems. Regular maintenance to manage debris and vegetation. |

The impact of climate change on assets is a new and complex discussion and further opportunities will be developed in future revisions of this AM Plan.

## 5.0 LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how the Brighton Council plans to manage and operate the assets at the agreed levels of service (Refer to Section 3) while managing life cycle costs.

### 5.1 Background Data

#### 5.1.1 Physical parameters

The assets covered by this AM Plan are shown in Table 5.1.1.

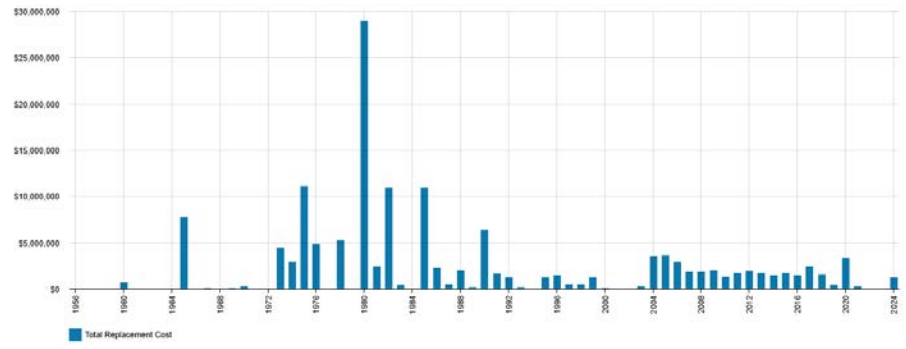
The age profile of the assets included in this AM Plan are shown in Figure 5.1.1.

***Table 5.1.1: Assets covered by this Plan***

| Asset Category | Replacement Value |
|---|---|
| Roads | $84,180,927 |
| Kerbs | $26,898,157 |
| Footpaths | $25,758,420 |
| Lighting | $3,255,719 |
| Bridges | $9,012,609 |
| **TOTAL** | **$149,105,834** |

Commented [LA8]: @cal - need values from Gill's mastersheet

**Figure 5.1.1: Asset Age Profile**




All figure values are shown in current day dollars.

The age profile data reveals distinct waves of infrastructure investment, with notable peaks in asset creation during the 1960s, mid-1970s to early 1980s, and again from the early 2000s through to 2020. Significant spikes occurred in 1965, 1975, 1980, and 1982, indicating periods of major construction activity. The record-high value in 1980 suggests either a substantial infrastructure expansion or catch-up data entry.

Recent years also show strong and sustained investment, particularly from 2004 to 2018, with a major peak again in 2020. High values during this period—especially in 2004, 2005, 2006, 2008, 2012, 2017, and 2020—suggest consistent capital works and potentially improved data recording practices. The relatively high figure for 2024 may indicate early asset capitalisation or the ongoing rollout of new infrastructure.

Overall, a substantial portion of assets were established between the 1960s and 1980s, meaning many are now 40–60 years old and approaching or exceeding their expected useful lives. These assets will increasingly require renewal or significant maintenance. Simultaneously, the presence of a large number of younger assets, particularly from the last two decades, indicates continued investment and improvement in data capture. These newer assets are likely to remain low-maintenance in the near term but should be monitored as they age into mid-life.

### 5.1.2 Asset capacity and performance

Assets are generally provided to meet design standards where these are available. However, there is insufficient resources to address all known deficiencies. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

***Table 5.1.2: Known Service Performance Deficiencies***

| Location | Service Deficiency |
|---|---|
| Augustus Street | Pavement base has weakened and requires rehabilitation to maintain structural integrity and extend the road's lifespan. |
| Back Tea Tree Road | Pavement base is deteriorating, requiring excavation and rebuilding to prevent further failure and support road safety. |
| Barkerville Road | Pavement base is compromised, requiring reconstruction to restore road stability and prevent future maintenance issues. |
| Barton Crescent | Numerous potholes have developed across the road surface, necessitating resurfacing to provide a safe and smooth driving experience. |
| Briggs Road | Pavement base has deteriorated, necessitating base reconstruction to ensure long-term durability and structural support. |
| Butler Street | Surface cracking has compromised the pavement integrity, requiring resurfacing to prevent water infiltration and further degradation. |
| Cheswick Crescent | Significant rutting has formed, affecting surface evenness and stability, indicating a need for resurfacing to improve driving comfort and safety. |
| Cheswick Crescent (Kerb) | Kerb is damaged and requires full replacement, along with installation of subsoil drainage to manage stormwater and preserve pavement integrity. |
| Church Road | Road surface requires new sealing to preserve existing pavement and extend service life. |
| Coomera Court | Pavement base is deteriorated and needs rebuilding to restore structural integrity and maintain usability. |
| Cove Hill Road | Road surface needs a new seal to protect underlying layers and extend the life of the asset. |
| Derwent Street | Pavement base is failing and requires reconstruction to prevent surface defects and support traffic loads. |

| | |
|---|---|
| Fouche Avenue | Pavement base is deteriorating and needs renewal to maintain road performance and avoid future failures. |
| Fergusson Road | Requires new seal to enhance surface quality and prevent water ingress into the pavement structure. |
| Gage Road | Pavement base has weakened and needs reconstruction to prevent structural collapse and maintain a serviceable road. |
| Glen Lea Road | Road is in critical condition with extensive structural damage, requiring full-depth reconstruction including formation, pavement base, and surface layers. |
| Jordan River Bridge (Elderslie Road) | Timber bridge structure is non-compliant and deteriorating; full bridge replacement is required to meet safety and regulatory standards. |
| Killarney Road | Pavement base is failing, requiring reconstruction to support road usage and increase longevity. |
| Munday Street | Pavement base deterioration requires excavation and renewal to maintain road safety and performance. |
| Nonoyne Road | Pavement base has degraded, needing restoration to provide structural strength and avoid failure. |
| Old Beach Road | Both pavement base and road surface are compromised, requiring full reconstruction to ensure stability and improve lifespan. |
| Plymouth Road | Pavement base has deteriorated, necessitating full reconstruction to restore functionality and prevent further degradation. |
| Possum Road | Road's pavement base is failing and requires rebuilding to ensure continued safe use. |
| Ravensbourne Intersection | Base failure at the intersection requires reconstruction to restore traffic safety and road integrity. |
| Rifle Range Road | Pavement base requires reconstruction to address current damage and ensure long-term road serviceability. |
| Rockvale Road | Pavement base has weakened and needs full-depth repairs to restore safety and usability. |
| Sailer Street | Pavement has reached end-of-life condition and requires full-depth reconstruction to restore road structure and functionality. |
| Sandstone Place | Road surface is worn and requires resurfacing to maintain drivability and protect underlying layers. |
| Scott Road | Road surface has deteriorated and requires resurfacing to provide a smoother and safer driving experience. |

| | |
|---|---|
| Station Street | Pavement base has failed and requires rehabilitation to prevent complete structural failure. |

The above service deficiencies were identified from asset register data.

### 5.1.3 Asset condition

Condition is currently monitored through visual inspections undertaken every five years. These inspections assess surface integrity, signs of wear and tear, and potential structural issues such as cracking, potholing, and erosion.

Condition is measured using a 1 – 5 grading system[5] as detailed in Table 5.1.3. It is important that a consistent approach is used in reporting asset performance enabling effective decision support. A finer grading system may be used at a more specific level, however, for reporting in the AM plan results are translated to a 1 – 5 grading scale for ease of communication.

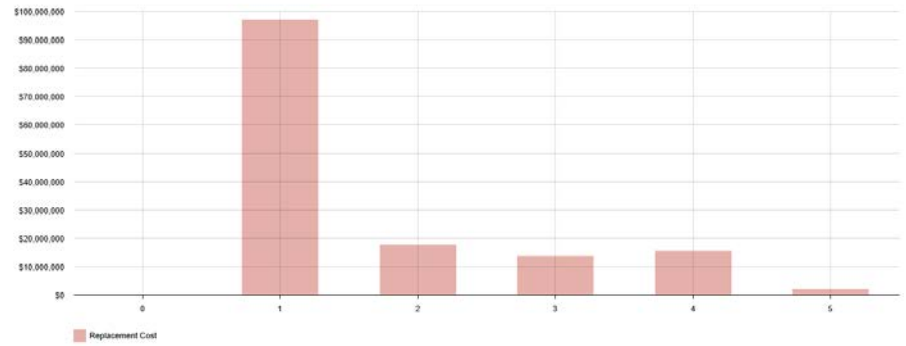
***Table 5.1.3: Condition Grading System***

| 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 condition profile of our assets is shown in Figure 5.1.3.

***Figure 5.1.3: Asset Condition Profile***

Pl




All figure values are shown in current day dollars.

Based on the current asset condition data, the majority of asset value—approximately $96.99 million—is recorded as being in Condition 1, indicating these assets are in good condition and likely require minimal

[5] IPWEA, 2015, IIMM, Sec 2.5.4, p 2|80.

maintenance. However, this figure is likely not a true reflection of the asset base. It is more probable that many of these records lack recent or accurate condition assessments, and so default to Condition 1 in the absence of verified data. This presents a risk for forward works planning and highlights the need for improved condition inspections.

A further $17.46 million worth of assets are in Condition 2, suggesting they are also generally performing well but may require some minor maintenance to maintain current service levels.

As condition deteriorates, the associated replacement cost decreases:

- Condition 3: ~$13.78 million
- Condition 4: ~$15.50 million
- Condition 5: ~$2.11 million

Assets in Conditions 4 and 5 represent those in poor to very poor condition. While these assets make up a smaller portion of total replacement cost, they typically demand higher maintenance attention, present higher risk of failure, and are likely to be candidates for renewal in the near future.

## 5.2 Operations and Maintenance Plan

Operations include regular activities to provide services. Examples of typical operational activities include cleaning, street sweeping, asset inspection, and utility costs.

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.

The trend in maintenance budgets are shown in Table 5.2.1.

***Table 5.2.1: Maintenance Budget Trends***

| Year | Maintenance Budget $ |
|---|---|
| 2020 - 2021 | $1,143,572 |
| 2021 - 2022 | $1,154,960 |
| 2022 - 2023 | $1,377,486 |
| 2023 - 2024 | $1,219,701 |

Maintenance budget levels are considered to be adequate to meet projected service levels, which may be less than or equal to current service levels. Where maintenance budget allocations are such that they will result in a lesser level of service, the service consequences and service risks have been identified and are highlighted in this AM Plan and service risks considered in the Infrastructure Risk Management Plan.

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

### Asset hierarchy

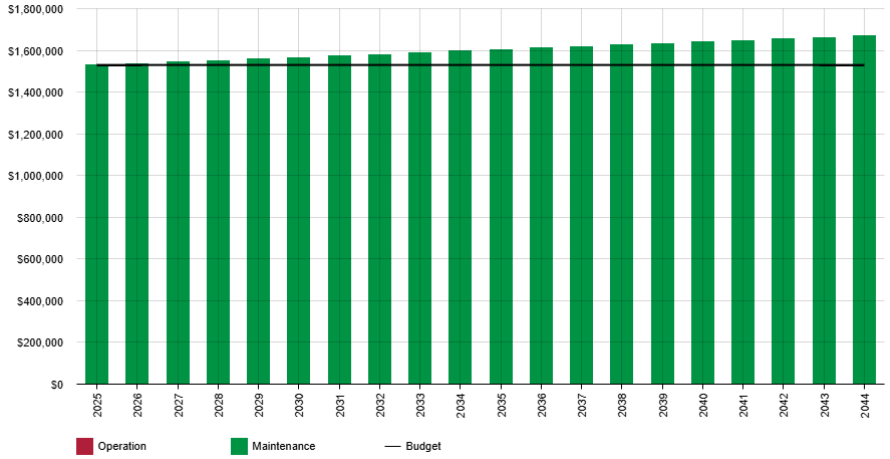
An asset hierarchy provides a framework for structuring data in an information system to assist in collection of data, reporting information and making decisions. The hierarchy is to be formally documented and will be provided in future revision of the AM plan.

### Summary of forecast operations and maintenance costs

Forecast operations and maintenance costs are expected to vary in relation to the total value of the asset stock. If additional assets are acquired, the future operations and maintenance costs are forecast to increase. If

assets are disposed of the forecast operation and maintenance costs are expected to decrease. Figure 5.2 shows the forecast operations and maintenance costs relative to the proposed operations and maintenance Planned Budget.

***Figure 5.2: Operations and Maintenance Summary***




All figure values are shown in current day dollars.

The forecast for maintenance costs shows a steady upward trend over the period from 2025 to 2044. Maintenance costs start at $1,529,912 in 2025 and rise consistently to $1,668,963 by 2044. This incremental growth reflects expected factors such as aging infrastructure, rising service demands, and inflationary pressures over the 20-year horizon.

In contrast, the maintenance budget (black line) remains static at $1,529,912 across all forecasted years. This flat funding profile highlights the lack of indexed growth in the budget to match the increasing cost pressures over time.

While the total forecasted costs for maintenance remain within budget during the early years, they begin to approach and then exceed the budget threshold by the early-to-mid 2030s. By 2044, the estimated cost reaches approximately $1.67 million, resulting in a projected shortfall of over $140,000.

This growing gap between forecasted needs and available funding suggests that if the current budget remains unchanged, the council may face challenges in delivering its maintenance obligations. Potential consequences include reduced service levels, deferred maintenance works, increased risk of asset failure, and higher long-term costs due to reactive interventions. Addressing this imbalance will require proactive planning, including reviewing budget settings, exploring efficiency opportunities, and prioritising investments to ensure ongoing service delivery sustainability.

## 5.3 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. Work over and above restoring an asset to original service potential is considered to be an acquisition resulting in additional future operations and maintenance costs.

Assets requiring renewal are identified from one of two approaches in the Lifecycle Model.

- The first method uses Asset Register data to project the renewal costs (replacement cost) and renewal timing (acquisition year plus updated useful life to determine the renewal year), or
- The second method uses an alternative approach to estimate the timing and cost of forecast renewal work (i.e. condition modelling system, staff judgement, average network renewals, or other).

The typical useful lives of assets used to develop projected asset renewal forecasts are shown in Table 5.3. Asset useful lives are currently being validated. This AM Plan is based on useful life assumptions from the 2025 valuation.

***Table 5.3: Useful Lives of Assets***

| Asset (Sub)Category | Useful life |
|---|---|
| Road Surface | 40 Years |
| Pavement Base | 100 Years |
| Formation (Subbase) | 100 Years |
| Main (Carriageway) | 70 Years |
| Bridge Sub Structure | 80 Years |
| Bridge Super Structure | 80 Years |
| Kerbs | 50 Years |
| Pathways | 40 Years |

Commented [CP9]: Surface?

The estimates for renewals in this AM Plan were based on an Asset Register Method.

### 5.3.1 Renewal ranking criteria

Asset renewal is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replacing a bridge that has a 5 t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. condition of a playground).[6]

It is possible to prioritise renewals 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, and
- Have potential to reduce life cycle costs by replacement with a modern equivalent asset that would provide the equivalent service.[7]

The ranking criteria used to determine priority of identified renewal proposals is detailed in Table 5.3.1.

[6] IPWEA, 2015, IIMM, Sec 3.4.4, p 3|91.
[7] Based on IPWEA, 2015, IIMM, Sec 3.4.5, p 3|97.

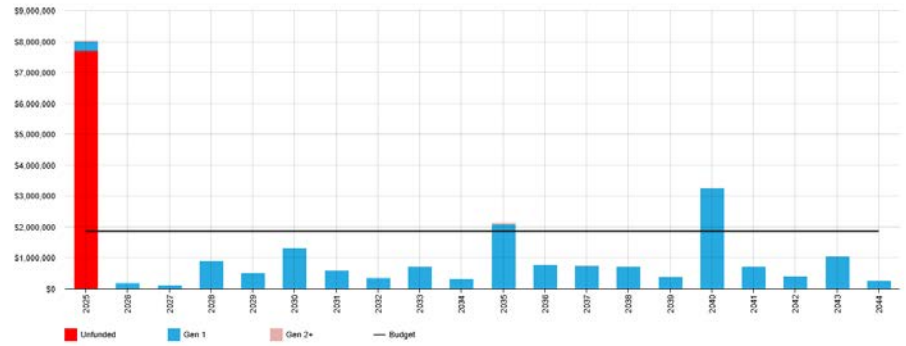
*Table 5.3.1: Renewal Priority Ranking Criteria*

| Criteria | Weighting |
|---|---|
| **Consequence of Failure** - prioritises assets with a high impact on safety, service delivery or regulatory compliance if they fail | 30% |
| **Asset Usage and User Impact** – considers the level of asset utilisation and potential service impact on users, especially if the asset is heavily used | 25% |
| **Operational and Maintenance Costs** – focuses on assets with rising operational/ maintenance costs, indicating a high need for renewal to manage expenses | 20% |
| **Lifecycle Cost Reduction Potential** – assets that can be renewed with modern equivalents that reduce overall life cycle costs and improve efficiency | 15% |
| **Asset Condition and Performance** – considers the current condition and functional performance of the asset | 10% |
| **Total** | **100%** |

## 5.4 Summary of future renewal costs

Forecast renewal costs are projected to increase over time if the asset stock increases. The forecast costs associated with renewals are shown relative to the proposed renewal budget in Figure 5.4.1. A detailed summary of the forecast renewal costs is shown in Appendix D.

*Figure 5.4.1: Forecast Renewal Costs*




All figure values are shown in current day dollars.

The renewal budget is projected to remain steady at $1,865,670 annually from 2025 through to 2044. While this consistent allocation provides planning stability, the forecasted renewal demand varies significantly year to year, reflecting the uneven age profile of the asset base.

In 2025, there is a significant shortfall, with over $7.7 million in unfunded renewal works. These works represent assets that have already or are close to exceeding their useful life and should have been renewed prior to 2025. This backlog highlights the impact of historical underfunding or deferred renewals and presents a high-priority risk to future service levels if not addressed.

Forecasted renewal demand fluctuates in subsequent years, with notable peaks in 2030, 2035, and 2040—all years where projected renewal needs exceed $2 million, reflecting concentrated periods of past asset installation. These surges align with previously observed waves of capital investment and indicate clusters of infrastructure reaching end-of-life in groups.

While most years from 2026 onwards show no unfunded gap (i.e., forecasted renewals fall within the allocated budget), this assumes accurate asset condition and performance data and does not account for sudden failure or rapid deterioration.

## 5.5 Acquisition Plan

Acquisition reflects are new assets that did not previously exist or works which will upgrade or improve an existing asset beyond its existing capacity. They may result from growth, demand, social or environmental needs. Assets may also be donated to the Brighton Council.

### 5.5.1 Selection criteria

Proposed acquisition of new assets, and upgrade of existing assets, are identified from various sources such as community requests, proposals identified by strategic plans or partnerships with others. Potential upgrade and new works should be reviewed to verify that they are essential to the Entities needs. Proposed upgrade and new work analysis should also include the development of a preliminary renewal estimate to ensure that the services are sustainable over the longer term. Verified proposals can then be ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in Table 5.5.1.

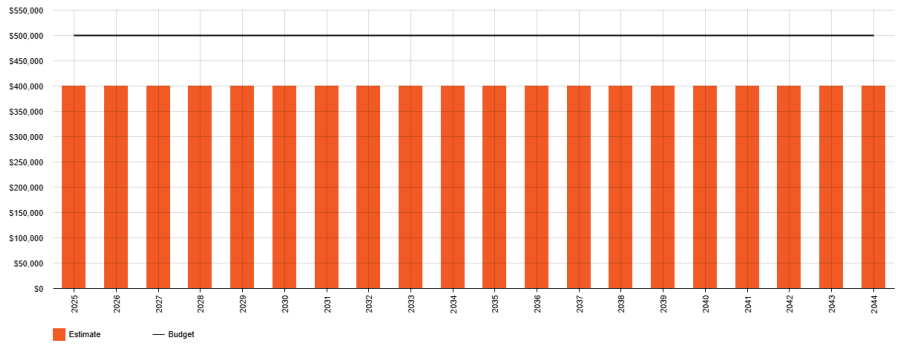
***Table 5.5.1: Acquired Assets Priority Ranking Criteria***

| Criteria | Weighting |
|---|---|
| **Alignment with Strategic Objectives** – prioritises acquisitions that align closely with the organisations strategic goals and long term vision | 30% |
| **Community Demand or Social Benefit** – considers assets that address high demand areas or provide significant benefits to the community | 25% |
| **Environmental Impact and Sustainability** – values environmentally sustainable projects and those that reduce future environmental risks | 20% |
| **Cost Benefit Analysis and Funding Feasibility** – ensures the project is financially viable and has a favourable cost benefit outcome | 15% |
| **Operational Efficiency or Improvement in Service Delivery** – accounts for enhancements in operational efficiency or improved service quality | 10% |
| **Total** | **100%** |

Summary of future asset acquisition costs

Forecast acquisition asset costs are summarised / summarized in Figure 5.5.1 and shown relative to the proposed acquisition budget. The forecast acquisition capital works program is shown in Appendix A.

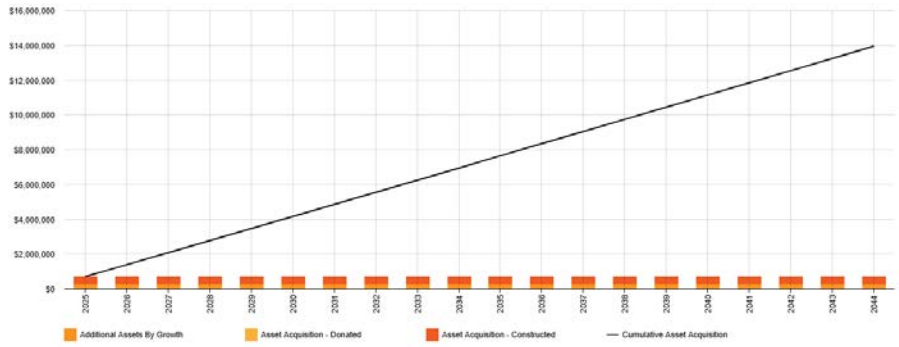
***Figure 5.5.1: Acquisition (Constructed) Summary***




All figure values are shown in current day dollars.

When an Entity commits to new assets, they must be prepared to fund future operations, maintenance and renewal costs. They must also account for future depreciation when reviewing long term sustainability. When reviewing the long-term impacts of asset acquisition, it is useful to consider the cumulative value of the acquired assets being taken on by the Entity. The cumulative value of all acquisition work, including assets that are constructed and contributed shown in Figure 5.5.2.

***Figure 5.5.2: Acquisition Summary***




All figure values are shown in current dollars.

Expenditure on new assets and services in the capital works program will continue to be incorporated into the long-term financial plan, provided it aligns with available funding levels.

From 2025 to 2044, the forecast acquisition cost is consistently estimated at $400,000 per year, while the annual budget allocation for acquisitions remains fixed at $500,000. This results in a $100,000 surplus each year, indicating that current acquisition plans are financially sustainable within the available funding envelope.

Unlike previous forecasts that indicated a widening gap between acquisition costs and budget, the current projection reflects a more conservative and controlled acquisition strategy. The consistent alignment between estimated costs and available budget reduces the risk of overcommitting resources and provides capacity for minor scope adjustments or unforeseen expenses.

While this balanced approach is financially prudent, it is important to recognise that any future increase in asset acquisition—whether driven by growth, community demand, or strategic priorities—will bring long-term obligations for operations, maintenance, and renewal. Therefore, maintaining alignment between acquisition

planning and lifecycle funding remains essential to ensure ongoing service sustainability and asset performance.

## 5.6 Disposal Plan

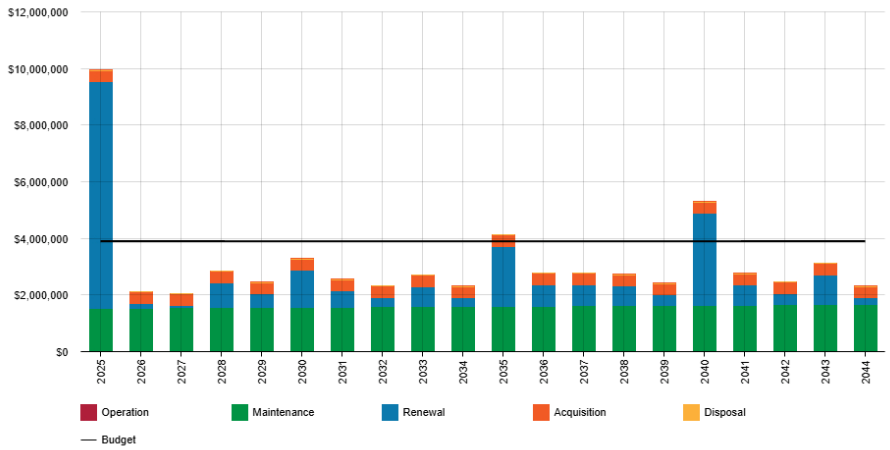
Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. There are currently no assets identified for possible decommissioning and disposal.

## 5.7 Summary of asset forecast costs

The financial projections from this asset plan are shown in Figure 5.7.1. These projections include forecast costs for acquisition, maintenance, renewal, and disposal. These forecast costs are shown relative to the proposed budget.

The bars in the graphs represent the forecast costs needed to minimise the life cycle costs associated with the service provision. The proposed budget line indicates the estimate of available funding. The gap between the forecast work and the proposed budget is the basis of the discussion on achieving balance between costs, levels of service and risk to achieve the best value outcome.

***Figure 5.7.1: Lifecycle Summary***




All figure values are shown in current day dollars.

The forecast costs for operations, maintenance, and capital upgrades remain relatively stable and are well-aligned with the proposed annual budget of $3.9 million from 2025 to 2044. Capital upgrade costs are fixed at $400,000 annually, while operations expenditure gradually increases from $305,982 in 2025 to $333,792 in 2044, and maintenance costs steadily rise from $1.22 million to $1.34 million over the same period. This trend reflects consistent planning assumptions and suggests that Council is positioned to sustain core services and planned improvements under existing funding arrangements.

However, the renewal profile reveals significant variability. While the annual renewal budget is fixed at $1,865,670, actual forecast renewal needs fluctuate considerably—from as low as $101,888 in 2027 to peaks of over $2.1 million in 2035 and $3.2 million in 2040.

The most critical shortfall occurs in 2025, with a renewal requirement of $8 million, exceeding the budget by more than $6.1 million. This sharp spike is attributable to assets that have already exceeded or are very close to exceeding their useful life, reflecting a backlog of deferred renewals. These assets present an immediate risk to service delivery, safety, and cost efficiency if not addressed promptly.

Although many subsequent years fall under budget—potentially suggesting some flexibility in those periods—this apparent underspend may be misleading. Council's current asset condition data lacks accuracy and completeness, and it's likely that some renewal needs are not being properly captured. Therefore, the perception of surplus capacity in certain years may not hold true once data quality improves or unassessed assets deteriorate.

The intermittent spikes in renewal demand, particularly in 2030, 2035, and 2040, indicate clusters of assets installed during the same periods approaching end-of-life simultaneously. These waves of required reinvestment are a legacy of past capital investment patterns and reinforce the need for better smoothing of renewal planning over time.

Furthermore, while the maintenance, and upgrade costs remain within budget, the growing asset base and new acquisitions will increase lifecycle cost obligations in future years. Each new asset introduces long-term funding responsibilities, including eventual renewal.

## 6.0 RISK MANAGEMENT PLANNING

The purpose of infrastructure risk management is to document the findings and recommendations resulting from the periodic identification, assessment and treatment of risks associated with providing services from infrastructure, using the fundamentals of International Standard ISO 31000:2018 Risk management – Principles and guidelines.

Risk Management is defined in ISO 31000:2018 as: 'coordinated activities to direct and control with regard to risk'[8].

An assessment of risks[9] associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a 'financial shock', reputational impacts, or other consequences. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, and the consequences should the event occur. The risk assessment should also include the development of a risk rating, evaluation of the risks and development of a risk treatment plan for those risks that are deemed to be non-acceptable.

### 6.1 Critical Assets

Critical assets are defined as those which have a high consequence of failure causing significant loss or reduction of service. Critical assets have been identified and along with their typical failure mode, and the impact on service delivery, are summarised in Table 6.1. Failure modes may include physical failure, collapse or essential service interruption.

***Table 6.1 Critical Assets***

| Critical Asset(s) | Failure Mode | Impact |
|---|---|---|
| Road Pavement | Cracking, potholes, surface wear | Significant safety risks, reduced speeds, increased vehicle wear, potential road closures |
| Road Subbase | Settlement; erosion; inadequate drainage | Comprised pavement support, increased surface cracking, accelerated pavement deformation |
| Road Base | Weakening, degradation, insufficient compaction | Reduced load-bearing capacity, increased pavement failures, higher maintenance costs |
| Footpaths & Shared Paths (Cycleways) | Surface cracking, uplift from tree roots, erosion, ponding water | Safety hazards for pedestrians and cyclists, increased risk of slips, trips, and falls, reduced accessibility, liability risks |
| Bridges & Culverts | Structural degradation, scour at foundations, corrosion, joint failures | Complete or partial closure, severed connectivity, major safety risks, costly emergency repairs, disruption to freight and emergency services |
| Public Transport Stops & Shelters | Structural damage (wind, impact), vandalism, material degradation (UV exposure) | Reduced accessibility for public transport users, safety hazards, negative user experience, increased maintenance costs |
| Drainage Infrastructure (Swales, Kerbs, Pipes) | Blockages, capacity exceedance, erosion, collapse | Localised flooding, accelerated road and path deterioration, safety hazards, service interruptions |

Commented [CP10]: Surface?

[8] ISO 31000:2009, p 2

[9] REPLACE with Reference to the Corporate or Infrastructure Risk Management Plan as the footnote

| Critical Asset(s) | Failure Mode | Impact |
|---|---|---|
| Lighting & Signage | Structural failure, corrosion, electrical faults, storm damage | Reduced visibility and safety (especially at night), navigation difficulties, increased risk of incidents and non-compliance |

By identifying critical assets and failure modes an organisation can ensure that investigative activities, condition inspection programs, maintenance and capital expenditure plans are targeted at critical assets.

## 6.2 Risk Assessment

The risk management process used is shown in Figure 6.2 below.

It is an analysis and problem-solving technique designed to provide a logical process for the selection of treatment plans and management actions to protect the community against unacceptable risks.

The process is based on the fundamentals of International Standard ISO 31000:2018.

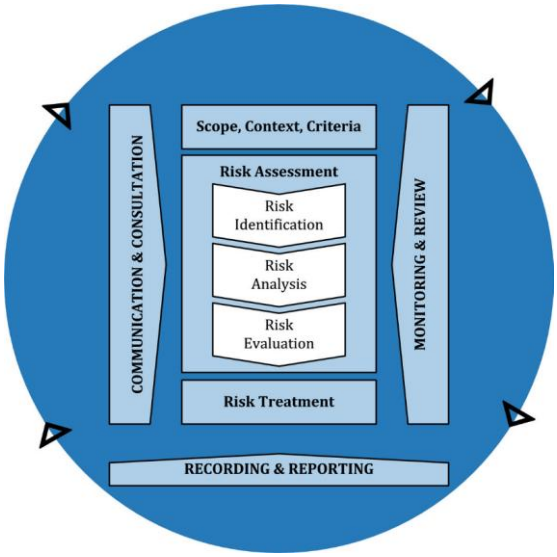



***Fig 6.2 Risk Management Process – Abridged***
*Source: ISO 31000:2018, Figure 1, p9*

The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, development of a risk rating, evaluation of the risk and development of a risk treatment plan for non-acceptable risks.

An assessment of risks associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a 'financial shock', reputational impacts, or other consequences.

Critical risks are those assessed with 'Very High' (requiring immediate corrective action) and 'High' (requiring corrective action) risk ratings identified in the Infrastructure Risk Management Plan. The residual risk and treatment costs of implementing the selected treatment plan is shown in Table 6.2. It is essential that these critical risks and costs are reported to management and the Brighton Council.

*Table 6.2: Risks and Treatment Plans*

| Service or Asset at Risk | What can Happen | Risk Rating (VH, H) | Risk Treatment Plan | Residual Risk * | Treatment Costs |
|---|---|---|---|---|---|
| Road Pavement | Loss of connectivity due to pavement failure | VH | Regular maintenance, condition monitoring and early resurfacing | Medium | $500,000 |
| Bridges & Culverts | Structural failure from flooding, scour, or age deterioration | VH | Regular structural inspections, targeted strengthening, scour protection works | Medium | $600,000 |
| Footpaths & Cycleways | Increased trip hazards, safety incidents from surface defects or tree root uplift | H | Regular inspections, prioritised repairs, use of root barriers and flexible materials | Low | $150,000 |
| Public Transport Stops & Shelters | Damage from vandalism, extreme weather, or vehicle impacts reducing accessibility | H | Routine inspections, vandal-proof materials, emergency repair response | Medium | $100,000 |
| Drainage Infrastructure (Swales, Pipes, Kerbs) | Blockages or under-capacity leading to flooding and asset damage | VH | Scheduled cleaning, capacity upgrades in flood-prone areas, green infrastructure solutions | Medium | $200,000 |
| Lighting & Signage | Reduced visibility, safety hazards due to outages or storm damage | H | Preventative maintenance programs, upgrade to solar/LED resilient systems | Low | $100,000 |
| Compliance | Non-compliance with safety, accessibility (DDA), environmental, or technology standards | H | Regular audits, policy updates, design reviews for new projects | Low | $200,000 |

| | | | | | |
|---|---|---|---|---|---|
| Staff Retention & Knowledge Management | Loss of skilled staff leading to repair delays and asset knowledge gaps | H | Succession planning, documented maintenance procedures, staff development programs | Medium | $50,000 |
| Insufficient Funding for Asset Renewal | Inability to renew or replace critical infrastructure resulting in asset failures | VH | Long-term financial planning, asset prioritisation, explore grants and partnerships | Medium | $50,000 |
| Traffic Management | Poor traffic flow, congestion, reduced public transport reliability, increased crashes | H | Implement smart traffic management systems and real-time data analysis | Low | $250,000 |
| Climate Change Impacts | Increased wear, flood damage, heat stress, erosion affecting all transport assets | VH | Incorporate resilience measures in design, upgrade drainage, use durable materials, disaster response planning | Medium | $300,000 |

Note * The residual risk is the risk remaining after the selected risk treatment plan is implemented.

### 6.3 Infrastructure Resilience Approach

The resilience of our critical infrastructure is vital to the ongoing provision of services to customers. To adapt to changing conditions we need to understand our capacity to 'withstand a given level of stress or demand', and to respond to possible disruptions to ensure continuity of service.

Resilience recovery planning, financial capacity, climate change risk assessment and crisis leadership.

Our current measure of resilience is shown in Table 6.3 which includes the type of threats and hazards and the current measures that the organisation takes to ensure service delivery resilience.

***Table 6.3: Resilience Assessment***

| Threat / Hazard | Assessment Method | Current Resilience Approach |
|---|---|---|
| Traffic Demand Growth | Traffic flow simulations and future demand modelling | Design roads to support anticipated traffic growth 20 years in the future |
| Extreme Weather | Climate change risk assessments, historical weather data analysis | Use fire-resistant materials, maintain firebreaks along roads, ensure evacuation routes, improve drainage systems |

| Threat / Hazard | Assessment Method | Current Resilience Approach |
|---|---|---|
| Aging Infrastructure | Structural health monitoring, asset condition assessments | Implement proactive renewal and maintenance plans |
| Insufficient Funding for Renewals | Budget forecasting, financial risk assessments | Long-term financial planning, seek alternative funding sources |
| Supply Chain Disruptions | Supplier risk assessments, inventory tracking | Maintain critical spare parts stockpiles, diversify suppliers |
| Staff Shortages | Workforce planning, capacity analysis | Cross training staff, succession planning, knowledge retention systems |
| Public Safety & Accessibility Compliance (DDA, WHS) | Compliance audits, community feedback, incident trend analysis | Ensure public transport stops, footpaths, crossings, and interchanges are progressively upgraded to meet DDA and WHS standards. Use universal design principles in new infrastructure. Engage with accessibility advocacy groups. |

## 6.4 Service and Risk Trade-Offs

The decisions made in adopting this AM Plan are based on the objective to achieve the optimum benefits from the available resources.

### 6.4.1 What we cannot do

There are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Seal all roads across the network, especially in low-traffic or rural areas where cost-benefit analysis does not justify immediate sealing.
- Replace or renew all aging infrastructure simultaneously, including roads, bridges, public transport stops, interchanges, and active transport (cycleways and footpaths) assets, due to limited resources and prioritisation needs.
- Upgrade all bridges to current-day flood resilience and load-bearing standards, particularly in remote or low-priority areas, where usage does not justify immediate investment.
- Implement advanced road safety and intelligent traffic management systems (e.g., dynamic signage, vehicle-to-infrastructure communication) across the network.
- Retrofit all public transport stops and interchanges to meet the latest Disability Discrimination Act (DDA) compliance standards immediately — upgrades will be prioritised based on need, risk, and available funding.
- Construct separated, high-quality cycleways and pedestrian paths along every road corridor, especially in constrained urban environments or low-use rural areas.
- Provide full network coverage for EV charging stations and alternative transport hubs within the next decade.
- Undertake large-scale climate resilience upgrades for all transport infrastructure assets — including raising flood-prone road sections, upgrading drainage for active transport routes, and fire-hardening critical transport links — immediately across the network.
- Deploy smart monitoring systems (e.g., IoT sensors, predictive maintenance technology) for all transport infrastructure assets due to cost and technological maturity constraints.

### 6.4.2 Service trade-off

If there is forecast work (operations, maintenance, renewal, acquisition or disposal) that cannot be undertaken due to available resources, then this will result in service consequences for users. These service consequences include:

- Some rural or low-traffic areas may remain reliant on unsealed roads, leading to minor accessibility issues or inconvenience, particularly during adverse weather.
- Delayed infrastructure replacement may reduce road quality in non-critical zones, but impacts will be minimised through targeted maintenance.
- Certain road safety and traffic management improvements may be deferred in low-priority areas.
- Lower-priority bridge renewals or upgrades may be postponed, potentially affecting serviceability during extreme weather events but not compromising critical connectivity.
- Weight restrictions may remain in place on older structures, requiring detours for heavy vehicles.
- DDA-compliant upgrades for bus stops, shelters, and interchanges will be prioritised by need, resulting in slower progress in low-use areas.
- Full network coverage of separated cycleways and high-standard footpaths will not be achievable within 10 years, particularly in lower-demand or constrained urban environments.
- Surface upgrades and connectivity improvements for existing pedestrian and cycling infrastructure may be prioritised for high-use areas only.
- Deployment of intelligent transport systems (ITS), real-time information displays, and smart mobility solutions may be limited to key corridors and high-volume nodes.

### 6.4.3 Risk trade-off

The operations and maintenance activities and capital projects that cannot be undertaken may sustain or create risk consequences. These risk consequences include:

- Continued reliance on unsealed roads in low-traffic areas, leading to increased wear and higher ongoing maintenance, though unlikely to cause major disruptions.
- Aging pavement and sub-structures in lower-priority areas may require reactive maintenance, with limited impact on critical transport services.
- Deferred upgrades may expose older structures to increased flood or load risks, but mitigation will be managed through inspections and temporary restrictions.
- Reactive repairs may be necessary in the event of extreme weather events but will not compromise overall network resilience.
- Potential accessibility and amenity shortfalls where DDA upgrades are delayed, particularly impacting users with mobility challenges in less serviced areas.
- Safety risks associated with older or narrow shared paths, particularly for vulnerable users, may persist in non-critical areas.
- Gaps in connectivity may reduce network usability and uptake of active transport modes.
- Slower implementation of smart traffic management and monitoring systems may reduce network efficiency gains.

These actions and expenditures are considered and included in the forecast costs, and where developed, the Risk Management Plan.

## 7.0 FINANCIAL SUMMARY

This section contains the financial requirements resulting from the information presented in the previous sections of this AM Plan. The financial projections will be improved as the discussion on desired levels of service and asset performance matures.

### 7.1 Financial Sustainability and Projections

#### 7.1.1 Sustainability of service delivery

There are two key indicators of sustainable service delivery that are considered in the AM Plan for this service area. The two indicators are the:

- Asset Renewal Funding Ratio (proposed renewal budget for the next 10 years / proposed renewal outlays for the next 10 years shown in the AM Plan), and
- Lifecycle Funding Ratio (proposed lifecycle budget for the next 10 years / proposed lifecycle outlays for the next 10 years shown in the AM Plan).

##### Asset Renewal Funding Ratio

Asset Renewal Funding Ratio[10] 145%

The Asset Renewal Funding Ratio is an important indicator and illustrates that over the next 10 years we expect to have 145% of the funds required for the optimal renewal of assets.

The forecast renewal work along with the proposed renewal budget, and the cumulative shortfall where one exists, is illustrated in Appendix D.

##### Lifecycle Funding Ratio – 10 year financial planning period

This AM Plan identifies the forecast operations, maintenance and renewal costs required to provide an agreed, and affordable level of service to the community over a 10 year period. This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

This forecast work can be compared to the proposed budget over the first 10 years of the planning period to identify any funding shortfall.

The forecast operations, maintenance and renewal costs over the 10 year planning period is $2,848,471 on average per year.

The proposed (budget) operations, maintenance and renewal funding is $3,395,582 on average per year giving a 10 year funding surplus of $547,111 per year. This indicates that 119% of the forecast costs needed to provide the services documented in this AM Plan are accommodated in the proposed budget. Note, these calculations exclude acquired assets.

Providing sustainable services from infrastructure requires the management of service levels, risks, forecast outlays and financing to achieve a financial indicator of approximately 1.0 for the first years of the AM Plan and ideally over the 10 year life of the Long-Term Financial Plan.

#### 7.1.2 Forecast Costs (outlays) for the long-term financial plan

Table 7.1.3 shows the forecast costs (outlays) required for consideration in the 10 year long-term financial plan.

Providing services in a financially sustainable manner requires a balance between the forecast outlays required to deliver the agreed service levels with the planned budget allocations in the long-term financial plan.

A gap between the forecast outlays and the amounts allocated in the financial plan indicates further work is required on reviewing service levels in the AM Plan and/or financial projections in the LTFP.

[10] AIFMM, 2015, Version 1.0, Financial Sustainability Indicator 3, Sec 2.6, p 9.

We will manage any 'gap' by developing this AM Plan to provide guidance on future service levels and resources required to provide these services in consultation with the community.

Forecast costs are shown in 2024 dollar values.

***Table 7.1.2: Forecast Costs (Outlays) for the Long-Term Financial Plan***

| Year | Acquisition | Maintenance | Renewal | Disposal |
|---|---|---|---|---|
| 2025 | 400,000 | 1,529,912 | 8,002,248 | 0 |
| 2026 | 400,000 | 1,537,175 | 177,882 | 0 |
| 2027 | 400,000 | 1,544,443 | 101,888 | 0 |
| 2028 | 400,000 | 1,551,718 | 887,381 | 0 |
| 2029 | 400,000 | 1,559,000 | 480,952 | 0 |
| 2030 | 400,000 | 1,566,287 | 1,298,003 | 0 |
| 2031 | 400,000 | 1,573,581 | 569,633 | 0 |
| 2032 | 400,000 | 1,580,880 | 330,395 | 0 |
| 2033 | 400,000 | 1,588,186 | 705,827 | 0 |
| 2034 | 400,000 | 1,595,498 | 303,821 | 0 |
| 2035 | 400,000 | 1,602,816 | 2,107,457 | 0 |
| 2036 | 400,000 | 1,610,141 | 764,916 | 0 |
| 2037 | 400,000 | 1,617,472 | 754,481 | 0 |
| 2038 | 400,000 | 1,624,808 | 687,771 | 0 |
| 2039 | 400,000 | 1,632,152 | 370,504 | 0 |
| 2040 | 400,000 | 1,639,502 | 3,242,058 | 0 |
| 2041 | 400,000 | 1,646,857 | 703,149 | 0 |
| 2042 | 400,000 | 1,654,220 | 394,309 | 0 |
| 2043 | 400,000 | 1,661,588 | 1,043,288 | 0 |
| 2044 | 400,000 | 1,668,963 | 232,059 | 0 |

## 7.2 Funding Strategy

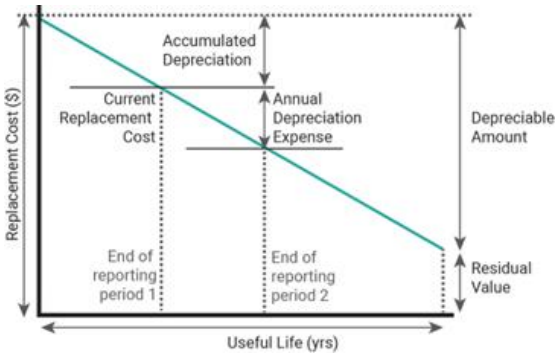
The proposed funding for assets is outlined in the Brighton Council's Budget and Long-Term financial plan.

The financial strategy of the entity determines how funding will be provided, whereas the AM Plan communicates how and when this will be spent, along with the service and risk consequences of various service alternatives.

## 7.3 Valuation Forecasts

### 7.3.1 Asset valuations

The best available estimate of the value of assets included in this AM Plan are shown below.




The assets are valued at fair value at cost to replace service capacity:

| | |
|---|---|
| Replacement Cost (Gross) | $145,843,317 |
| Depreciable Amount | $55,885,554 |
| Current Replacement Cost[11] | $92,580,952 |
| Annual Depreciation Expense | $29,447,066 |

### 7.3.2 Valuation forecast

Asset values are forecast to increase as additional assets are added to service.

Additional assets will generally add to the operations and maintenance needs in the longer term. Additional assets will also require additional costs due to future renewals. Any additional assets will also add to future depreciation forecasts.

## 7.4 Key Assumptions Made in Financial Forecasts

In compiling this AM Plan, it was necessary to make some assumptions. This section details the key assumptions made in the development of this AM plan and should provide readers with an understanding of the level of confidence in the data behind the financial forecasts.

Key assumptions made in this AM Plan are:

- **Asset Useful Life** – assets have an assumed average useful life of approximately 100 years, which guides renewal and replacement planning. This estimation is based on historical data and standard industry expectations
- **Condition Deterioration Rates** – it is assumed that asset condition will deteriorate at a predictable rate based on typical usage patterns and environmental factors. This assumption supports forecasting for maintenance and renewal needs but may require adjustment if unexpected deterioration occurs.
- **Growth and Demand** – demand growth is projected to remain stable over the forecast period, with minimal increases in service requirements. This assumes population growth and service demand in the region will follow historical trends without significant surge
- **Funding Availability** – the forecasts assume consistent funding levels over the period, without any significant increases or reductions in budget allocations. This is based on current council funding trends and commitments, with no unexpected funding injections or cuts expected

[11] Also reported as Written Down Value, Carrying Amount or Net Book Value in some jurisdictions.

- **Service Levels –** current service levels are assumed to remain consistent throughout the forecast period. No significant changes in service expectations or regulatory requirements are anticipated, which would otherwise impact operational and maintenance costs.
- **Asset Additions** – for new assets expected to be acquired, it is assumed that initial acquisition costs are covered, but ongoing operational and maintenance costs will need to be absorbed within existing budgets. This impacts long-term planning, as new assets will add to financial demands beyond the current budget forecast.

## 7.5 Forecast Reliability and Confidence

The forecast costs, proposed budgets, and valuation projections in this AM Plan are based on the best available data. For effective asset and financial management, it is critical that the information is current and accurate. Data confidence is classified on a A - E level scale[12] in accordance with Table 7.5.1.

***Table 7.5.1: Data Confidence Grading System***

| Confidence Grade | Description |
|---|---|
| A. Very High | Data based on sound records, procedures, investigations and analysis, documented properly and agreed as the best method of assessment. Dataset is complete and estimated to be accurate ± 2% |
| B. High | Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate ± 10% |
| C. Medium | 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 ± 25% |
| D. Low | Data is based on unconfirmed verbal reports and/or cursory inspections and analysis. Dataset may not be fully complete, and most data is estimated or extrapolated. Accuracy ± 40% |
| E. Very Low | None or very little data held. |

The estimated confidence level for and reliability of data used in this AM Plan is shown in Table 7.5.2.

***Table 7.5.2: Data Confidence Assessment for Data used in AM Plan***

[12] IPWEA, 2015, IIMM, Table 2.4.6, p 2|71.

| Data | Confidence Assessment | Comment |
|---|---|---|
| Demand drivers | High | Demand drivers are based on historic trends |
| Growth projections | N/A | All figures are based on present day values |
| Acquisition forecast | Medium | Acquisition forecast based on historic trends |
| Operation forecast | Medium | Data requires validation and assessment for priority |
| Maintenance forecast | Medium | Data requires validation and assessment for priority |
| Renewal forecast<br>- Asset values | High | Renewal forecast values are informed from current asset data |
| - Asset useful lives | Medium | There are some concerns around useful life of unsealed roads. These figures are to be validated |
| - Condition modelling | Medium | Data requires validation and assessment for priority |
| Disposal forecast | Medium | Useful lives impact accumulated depreciation and therefore may be under or overstated if useful lives are not reflective of actual asset performance. |

The estimated confidence level for and reliability of data used in this AM Plan is considered to be Medium.

# 8.0 PLAN IMPROVEMENT AND MONITORING

## 8.1 Status of Asset Management Practices[13]

### 8.1.1 Accounting and financial data sources

This AM Plan utilises accounting and financial data. The source of the data is the records maintained within Brightly Assetic.

### 8.1.2 Asset management data sources

This AM Plan also utilises asset management data. The source the data is the records maintained within Brightly Assetic.

## 8.2 Improvement Plan

It is important that an entity recognise areas of their AM Plan and planning process that require future improvements to ensure effective asset management and informed decision making. The improvement plan generated from this AM Plan is shown in Table 8.2.

***Table 8.2: Improvement Plan***

| Task | Task | Responsibility | Resources Required | Timeline |
|---|---|---|---|---|
| 1 | Develop a comprehensive asset condition assessment program for all transport infrastructure (roads, bridges, footpaths, cycleways, public transport facilities, ferry terminals). | Asset Manager/ Maintenance Team | External consultants for condition surveys, data management software, and staff training. | Within 18 months |
| 2 | Implement proactive maintenance schedules for all transport assets to reduce reactive repairs and extend asset life. | Maintenance team | Additional budget for increased maintenance inspections, scheduling software, and contractor support. | Within 18 months |
| 3 | Improve traffic and congestion data collection to enhance capacity planning and service levels. | Operations Manager | Traffic monitoring equipment, data analysis tools, and consultant support for traffic modelling. | 6-12 months |
| 4 | Update the long-term financial plan to reflect lifecycle costs for all transport infrastructure renewal and acquisition projects. | Finance Manager/ Asset Manager | Financial modelling software, external financial consultants, and coordination with engineering teams. | Within 6 months |
| 5 | Develop a community engagement plan to gather feedback on service levels and priorities across all transport modes (roads, PT, active transport). | Stakeholder Engagement Manager | Survey tools, public engagement platforms, and staffing for outreach activities. | 3 – 6 months |
| 6 | Incorporate climate resilience measures into planning for roads, bridges, and public transport facilities. | Asset Manager/ Environmental Officer/ Risk Assessment Team | Climate risk assessment tools, collaboration with environmental consultants, and additional training for staff. | 12-24 months |

[13] ISO 55000 Refers to this as the Asset Management System

| | | | | |
|---|---|---|---|---|
| 7 | Establish an asset renewal prioritisation framework for critical transport assets (roads, bridges, PT facilities, active transport). | Asset Manager/ Engineering Team | Prioritisation tools, updated asset data, and collaboration with financial planning teams. | Within 12 months |
| 8 | Implement a GIS-based asset management system for all transport assets to enhance tracking and decision-making. | IT Department/ Asset Manager | GIS software, integration support, and staff training on the new system. | 6 – 12 months |
| 9 | Conduct a skills audit to identify gaps in technical expertise across transport asset management (including PT infrastructure, bridges, paths). | P&C Manager/ Training Coordinator | External consultants, staff time for participation, and development of training programs. | 6 – 9 months |
| 10 | Review and update the asset disposal and decommissioning plan for obsolete transport infrastructure assets. | Asset Manager/ Operations Team | Disposal plan documentation, consultant support for environmental impact assessments, and staff training. | 12 – 18 months |
| 11 | Develop an accessibility improvement plan for public transport facilities, interchanges, and active transport networks to meet DDA compliance. | Asset Manager / Accessibility Team | Accessibility audits, infrastructure upgrade plans, funding applications. | 12 – 24 months |

## 8.3 Monitoring and Review Procedures

This AM Plan will be reviewed during the annual budget planning process and revised to show any material changes in service levels, risks, forecast costs and proposed budgets as a result of budget decisions.

The AM Plan will be reviewed and updated annually to ensure it represents the current service level, asset values, forecast operations, maintenance, renewals, acquisition and asset disposal costs and planned budgets. These forecast costs and proposed budget are incorporated into the Long-Term Financial Plan or will be incorporated into the Long-Term Financial Plan once completed.

The AM Plan has a maximum life of 4 years and is due for complete revision and updating within 2 years of each Council election.

## 8.4 Performance Measures

The effectiveness of this AM Plan can be measured in the following ways:

- The degree to which the required forecast costs identified in this AM Plan are incorporated into the long-term financial plan,
- The degree to which the 1-5 year detailed works programs, budgets, business plans and corporate structures consider the 'global' works program trends provided by the AM Plan,
- The degree to which the existing and projected service levels and service consequences, risks and residual risks are incorporated into the Strategic Planning documents and associated plans,
- The Asset Renewal Funding Ratio achieving the Organisational target (this target is often 90 – 100%).

## 9.0 REFERENCES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- IPWEA, 2018, Practice Note 12.1, 'Climate Change Impacts on the Useful Life of Assets', Institute of Public Works Engineering Australasia, Sydney
- IPWEA, 2012, Practice Note 6 Long-Term Financial Planning, Institute of Public Works Engineering Australasia, Sydney, https://www.ipwea.org/publications/ipweabookshop/practicenotes/pn6
- IPWEA, 2014, Practice Note 8 – Levels of Service & Community Engagement, Institute of Public Works Engineering Australasia, Sydney, https://www.ipwea.org/publications/ipweabookshop/practicenotes/pn8
- ISO, 2014, ISO 55000:2014, Overview, principles and terminology
- ISO, 2018, ISO 31000:2018, Risk management – Guidelines
- Strategic Plan 2023-2033
- Annual Plan 2024 - 25
- Financial Management Strategy & Long Termm Financial Plan 2022 - 2032
- Brighton Council 2050 Vision
- Brighton Council 10 Year Asset management Plan


Commented [CP11]: Few more to add:

- Local Government (Highways) Act 1982
- Local Government Act 1993
- Roads & Jetties Act (1935)
- Traffic Act (1925)
- Disability Discrimination Act (1992)
- Brighton Council's 2050 Vision
- Brighton Council's 10 Year Asset Management Plan

## 10.0 APPENDICES

### Appendix A Acquisition Forecast

*Table A3 - Acquisition Forecast Summary*

| Year | Constructed | Donated |
|---|---|---|
| 2024 | 400,000 | 291,687 |
| 2025 | 400,000 | 292,270 |
| 2026 | 400,000 | 292,855 |
| 2027 | 400,000 | 293,440 |
| 2028 | 400,000 | 294,027 |
| 2029 | 400,000 | 294,615 |
| 2030 | 400,000 | 295,204 |
| 2031 | 400,000 | 295,795 |
| 2032 | 400,000 | 296,386 |
| 2033 | 400,000 | 296,979 |
| 2034 | 400,000 | 297,573 |
| 2035 | 400,000 | 298,168 |
| 2036 | 400,000 | 298,765 |
| 2037 | 400,000 | 299,362 |
| 2038 | 400,000 | 299,961 |
| 2039 | 400,000 | 300,561 |
| 2040 | 400,000 | 301,162 |
| 2041 | 400,000 | 301,764 |
| 2042 | 400,000 | 302,368 |
| 2043 | 400,000 | 302,973 |

## Appendix B Operation Forecast

N/A

## Appendix C Maintenance Forecast

.

*Table C2 - Maintenance Forecast Summary*

| Year | Maintenance Forecast | Maintenance Budget |
|---|---|---|
| 2024 | 1,529,912 | 1,529,912 |
| 2025 | 1,537,175 | 1,529,912 |
| 2026 | 1,544,443 | 1,529,912 |
| 2027 | 1,551,718 | 1,529,912 |
| 2028 | 1,559,000 | 1,529,912 |
| 2029 | 1,566,287 | 1,529,912 |
| 2030 | 1,573,581 | 1,529,912 |
| 2031 | 1,580,880 | 1,529,912 |
| 2032 | 1,588,186 | 1,529,912 |
| 2033 | 1,595,498 | 1,529,912 |
| 2034 | 1,602,816 | 1,529,912 |
| 2035 | 1,610,141 | 1,529,912 |
| 2036 | 1,617,472 | 1,529,912 |
| 2037 | 1,624,808 | 1,529,912 |
| 2038 | 1,632,152 | 1,529,912 |
| 2039 | 1,639,502 | 1,529,912 |
| 2040 | 1,646,857 | 1,529,912 |
| 2041 | 1,654,220 | 1,529,912 |
| 2042 | 1,661,588 | 1,529,912 |
| 2043 | 1,668,963 | 1,529,912 |

## Appendix D Renewal Forecast Summary

*Table D3 - Renewal Forecast Summary*

| Year | Renewal Forecast | Renewal Budget |
|---|---|---|
| 2024 | 8,002,248 | 1,865,670 |
| 2025 | 177,882 | 1,865,670 |
| 2026 | 101,888 | 1,865,670 |
| 2027 | 887,381 | 1,865,670 |
| 2028 | 480,952 | 1,865,670 |
| 2029 | 1,298,003 | 1,865,670 |
| 2030 | 569,633 | 1,865,670 |
| 2031 | 330,395 | 1,865,670 |
| 2032 | 705,827 | 1,865,670 |
| 2033 | 303,821 | 1,865,670 |
| 2034 | 2,107,457 | 1,865,670 |
| 2035 | 764,916 | 1,865,670 |
| 2036 | 754,481 | 1,865,670 |
| 2037 | 687,771 | 1,865,670 |
| 2038 | 370,504 | 1,865,670 |
| 2039 | 3,242,058 | 1,865,670 |
| 2040 | 703,149 | 1,865,670 |
| 2041 | 394,309 | 1,865,670 |
| 2042 | 1,043,288 | 1,865,670 |
| 2043 | 232,059 | 1,865,670 |
| 2024 | 8,002,248 | 1,865,670 |

## Appendix E Disposal Summary

N/A

## Appendix F Budget Summary by Lifecycle Activity

*Table F1 – Budget Summary by Lifecycle Activity*

| Year | Acquisition | Maintenance | Renewal | Disposal | Total Budget |
|---|---|---|---|---|---|
| 2024 | 400,000 | 1,529,912 | 8,002,248 | 0 | 3,895,582 |
| 2025 | 400,000 | 1,537,175 | 177,882 | 0 | 3,895,582 |
| 2026 | 400,000 | 1,544,443 | 101,888 | 0 | 3,895,582 |
| 2027 | 400,000 | 1,551,718 | 887,381 | 0 | 3,895,582 |
| 2028 | 400,000 | 1,559,000 | 480,952 | 0 | 3,895,582 |
| 2029 | 400,000 | 1,566,287 | 1,298,003 | 0 | 3,895,582 |
| 2030 | 400,000 | 1,573,581 | 569,633 | 0 | 3,895,582 |
| 2031 | 400,000 | 1,580,880 | 330,395 | 0 | 3,895,582 |
| 2032 | 400,000 | 1,588,186 | 705,827 | 0 | 3,895,582 |
| 2033 | 400,000 | 1,595,498 | 303,821 | 0 | 3,895,582 |
| 2034 | 400,000 | 1,602,816 | 2,107,457 | 0 | 3,895,582 |
| 2035 | 400,000 | 1,610,141 | 764,916 | 0 | 3,895,582 |
| 2036 | 400,000 | 1,617,472 | 754,481 | 0 | 3,895,582 |
| 2037 | 400,000 | 1,624,808 | 687,771 | 0 | 3,895,582 |
| 2038 | 400,000 | 1,632,152 | 370,504 | 0 | 3,895,582 |
| 2039 | 400,000 | 1,639,502 | 3,242,058 | 0 | 3,895,582 |
| 2040 | 400,000 | 1,646,857 | 703,149 | 0 | 3,895,582 |
| 2041 | 400,000 | 1,654,220 | 394,309 | 0 | 3,895,582 |
| 2042 | 400,000 | 1,661,588 | 1,043,288 | 0 | 3,895,582 |
| 2043 | 400,000 | 1,668,963 | 232,059 | 0 | 3,895,582 |

ATTACHMENT
AGENDA ITEM 16.10

**ASSET MANAGEMENT PLAN**

Brighton Council
Stormwater Infrastructure

| Document Control | Asset Management Plan | | | | |
|---|---|---|---|---|---|
| Document ID : | | | | | |
| **Rev No** | **Date** | **Revision Details** | **Author** | **Reviewer** | **Approver** |
| 1.00 | August 2025 | Revision 1 | CPR | LAL | CPR |
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NAMS+ offers several Asset Management templates.

The asset owner can choose the template that best suits their circumstances.

The structure and content of this template is aligned to the International Infrastructure Management Manual and the ISO 550xx and 31000 series of standards. In some instances, the asset owner may choose to reformat/restructure content or only use the Executive Summary. IPWEA takes no responsibility for the end product.

This Asset Management Plan should be prepared in line with the Strategic Asset Management Plan (also referred to as an AM Strategy) and AM Policy and used to inform the Long-Term Financial Plan.

DISCLAIMER: This template has been prepared for educational purposes as part of the Professional Certificate in Asset Management Planning course. The data and conclusions have not been reviewed for accuracy nor endorsed or adopted by the asset owner. DELETE if not applicable

Contents

## 1.0 EXECUTIVE SUMMARY

Our community relies on a diverse portfolio of infrastructure assets, including roads, footpaths, bridges and drainage infrastructure, valued at approximately $213,736,686.

The Asset Management Plan (AM Plan) provides a strategic framework for managing our community's infrastructure assets, ensuring they remain safe, reliable, and capable of meeting current and future demands.

### 1.1 Purpose of the Plan

The AM Plan aims to:

- Provide a systematic approach to asset management.
- Address critical risks associated with aging infrastructure and limited funding.
- Ensure infrastructure supports the community's social, economic, and environmental goals.

This AM Plan details information about Stormwater Assets with key actions required to maintain service levels, optimise lifecycle costs, and support long-term financial sustainability.

The plan defines the services, how they are provided and what funds are required to provide the services over the 20 year planning period. The AM Plan expenditure forecasts inform the Long-Term Financial Plan which typically considers a 10-year planning period.

### 1.2 Asset Description

The Stormwater network comprises:

- Stormwater Drains
- Stormwater Pits
- Gross Pollutant Traps

The above infrastructure assets have a replacement cost estimated at $64,630,851.

### 1.3 Levels of Service

The allocation in the planned budget is sufficient to continue providing these services at current levels for the planning period.

The main service consequences of the planned budget are:

- Upgrading existing infrastructure that is currently under-capacity.
- To upgrade all the open drains with S/W infrastructure
- Safe, clean and hazard free drainage

### 1.4 Future Demand

The factors influencing future demand and the impacts they have on service delivery are created by:

- Popoulation Growth
- Economic Development
- Environmental Conditions (i.e. Climate Change)
- Community Expectations
- Regulatory Environment

Strategies to manage these demands are discussed in Section 4.0.

### 1.5 Lifecycle Management Plan

How we plan to manage and operate the assets at the agreed levels of service throughout their lifecycle is contingent on 10-year Long-Term Financial Plan (LTFP).

Furthermore, when Brighton Council commits to the upgrade of existing and acquisition of new assets, future operations, maintenance and renewal costs including depreciation will increase.

### 1.5.1 What does it Cost?

The lifecycle costs necessary to provide the services covered by this AM Plan include operations, maintenance, renewal and upgrade of existing assets, and the acquisition of new assets to meet demand. Disposal of assets is also considered.

When lifecycle costs are prepared for a minimum 10-year planning period, they can be used to inform the 10-year LTFP. The first 10-year lifecycle forecast is estimated to cost $5,930,000 or $593,000 on average per year.

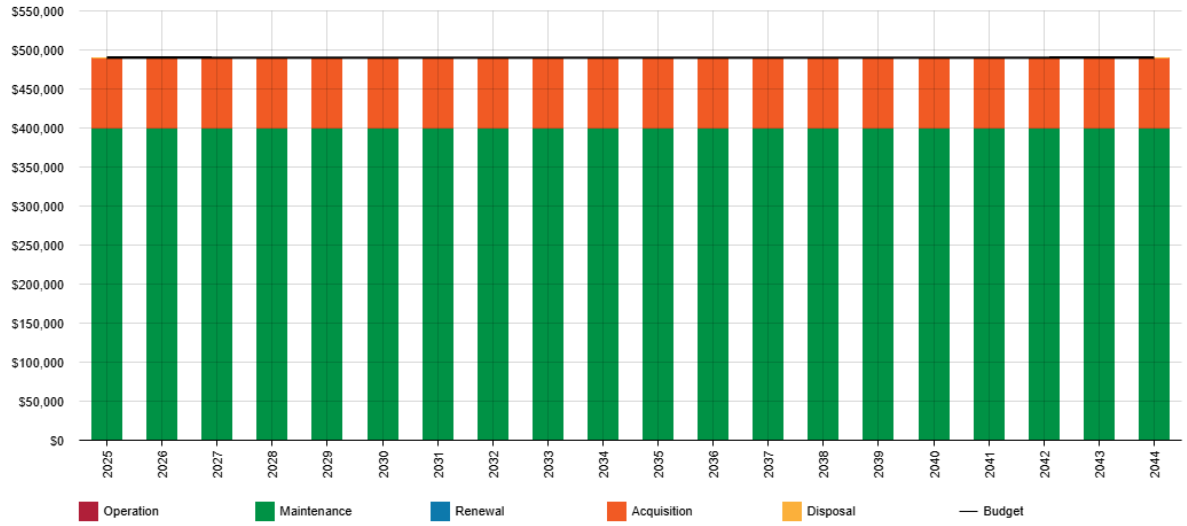
Depreciation is excluded from these cost estimates.

### 1.5.2 What we will do

The funding made available in the first 10-years' of the LTFP is $5,930,000 or $593,000 on average per year which is approximately 100% of the cost to undertake the lifecycle activities.

The reality is, only what is funded in the LTFP can be provided. Informed decision making depends on the AM Plan emphasising the consequences of planned budgets on the service levels provided and communicating the residual risks. It is important to ensure the organisation is delivering the services in a financially sustainable manner.

The LTFP, on average, for the first 10-years is sufficient to provide services. This is shown in the figure below.




***Forecast Lifecycle Costs and Planned Budgets***

Amounts are shown in real values (i.e., current values, net of inflation).

Major stormwater renewals are in the year 2073 and beyond.

We plan to provide Stormwater services for the following:

- Operation, maintenance, renewal and upgrade of drains, pipes and GPTs to meet defined service levels within the 10-year planning period.
- Renewal of 2 GPTs within the 10-year planning period.

### 1.5.3 What we cannot do

We currently do not allocate enough budget to sustain services at the proposed standard including the provision of new assets. Works and services that can be provided under present funding levels are:

- Routine inspection of the stormwater network assets

- Capital projects beyond the 10 year planning window

### 1.6 Risk Management

The planned budget is sufficient to continue to manage risks in the medium term.

The main risk consequences are:

- Flooding of areas identified in our Stormwater Systems Management Plan
- Lack of asset data
- Lack of information on levels of service

Strategies and actions to manage these risks are discussed in Section 6.0.

### 1.7 Financial Summary

Providing financially sustainable and affordable services from infrastructure requires the careful management of service levels, costs and risks.

The 10-year LTFP is $593,000 on average per year providing affordable and sustainable services for the foreseeable future. This indicates that 100% of the forecast costs needed to provide the services documented in this AM Plan are accommodated in the LTFP.

Asset values are forecast to increase as additional assets are added into service.

### 1.8 Assumptions and Improvement Planning

Key assumptions made in this AM Plan are:

- The services provided by assets are consumed at a constant rate over the pre-defined standard useful lives recorded in council's asset management system for each of the asset sub-categories (eg stormwater pipes – 100yrs etc.)
- Present service levels will remain constant for the life of the plan.
- Present levels of expenditure (and the relative distribution of planned & reactive maintenance, and capital renewals & new/upgrades) will remain constant for the life of the plan.
- It is assumed that the Council will acquire $90,000 worth of assets each year from subdivision donations. This can vary widely from year to year but is an average assumption.

The Asset Register Method was used to forecast the renewal lifecycle costs for this AM Plan.

The next steps resulting from this AM Plan to improve asset management practices are:

- Consider and plan stormwater drainage upgrades related to land development.
- Continue to reduce the environmental impacts associated with stormwater management.
- Improve stormwater modelling for the municipality to ensure that capacity is suitable now and into the future.
- Implement and document asset condition inspection procedures
- Asset Management plan adoption by Council

## 2.0 INTRODUCTION

### 2.1 Background

This AM Plan communicates the actions and necessary funds required to sustainably deliver services through the careful management of assets for the foreseeable future.

The AM Plan is to be read with the Brighton Council planning documents. This should include the Asset Management Policy and Strategy, where developed, along with the following planning documents:

- Brighton Council's 2050 Vision
- Brighton Council's Strategic Plan 2019-2029
- Brighton Council's Annual Plan
- Brighton Council's Long Term Financial Management Plan
- Brighton Council's 20 Year Asset Management Plan
- Brighton Council's Urban Catchment Plans

Comment on the current status of Asset Management in the Organisation.

The infrastructure assets covered by this AM Plan include stormwater drains, stormwater pits and gross pollutant traps (GPTs). For a detailed summary of the assets covered in this AM Plan refer to Table in Section 5.

These assets are used to provide stormwater services to convey stormwater flows with the intent to minimise risk of flooding damage to property and people in urban areas and to treat stormwater runoff to minimise environmental impacts downstream.

The infrastructure assets included in this plan have a total replacement value of insert $64,630,851.

Key stakeholders in the preparation and implementation of this AM Plan are shown in Table 2.1.

***Table 2.1: Key Stakeholders in the AM Plan***

| Key Stakeholder | Role in Asset Management Plan |
|---|---|
| Mayor and Elected Members | • Represent needs of community/shareholders,<br>• Ensure service sustainable. |
| Chief Executive Officer | • Allocate resources to meet planning objectives in providing services while managing risks,<br>• Ensure service sustainability |
| Director Asset Services | • Overall responsibility for Asset Services<br>• Ensuring compliance with Strategic Plans and Objectives |
| Project Engineers/ Technical Officers/ Administrative Officers/ Council Works Crew | • Capital works projects and contractor engagement<br>• Report of any asset defects or deficiencies noted during inspections |
| Community (residents/ businesses/ property owners) | • Provide feedback on level of service<br>• Reporting of any defects or deficiencies through Council Customer Service Request system |
| Developers | • Providing input with regard to their interests in future investment in the infrastructure |

| Key Stakeholder | Role in Asset Management Plan |
|---|---|
| | • Ensuring that they are building appropriate infrastructure for current and future needs |
| Federal and State Government | • Liaise for funding opportunities through various Government Agencies<br>• Reporting body for any issues or services deficiencies for State Owned Roads |

### 2.2 Principles, Goals and Objectives of Asset Management

The principles of asset management as per the International Standards for asset management are:

- **Value**: asset management focuses on the value assets provide to the organization over time.
- **Alignment**: asset management aligns financial, technical and operational decisions with the organizational objectives, promoting vertical and horizontal coordination.
- **Leadership**: leadership and sustained commitment at all levels are crucial for successful asset management.[1]

Our goal for managing infrastructure assets is to deliver the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers.

The key objectives of infrastructure asset management as defined by the International Infrastructure Management Manual are:

- Defining levels of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks, and
- Linking to a Long-Term Financial Plan which accommodates the required expenditure and how it will be funded.[2]

[1] ISO 55000:2024 Asset Management – Vocabulary, overview, and principles
[2] IPWEA International Infrastructure Management Manual (IIMM), Sec 1.2.1

## 3.0 LEVELS OF SERVICE

Levels of service define the standards and performance targets that infrastructure assets are expected to meet to ensure they provide reliable, safe, and efficient services to the community.

### 3.1 Customer Research and Expectations

This AM Plan is prepared to facilitate consultation prior to adoption of levels of service by the Brighton Council. Future revisions of the AM Plan will incorporate customer consultation on service levels and costs of providing the service. This will assist the Brighton Council and stakeholders in matching the level of service required, service risks and consequences with the customer's ability and willingness to pay for the service.

### 3.2 Strategic and Corporate Goals

This AM Plan is prepared under the direction of the Brighton Council vision, mission, goals and objectives.

Strategic goals have been set by the Brighton Council. The relevant goals and objectives and how these are addressed in this AM Plan are summarised in Table 3.2.

***Table 3.2: Goals and how these are addressed in this Plan***

| Goal | Objective | How Goal and Objectives are addressed in the AM Plan |
|---|---|---|
| Inspire a proud community that enjoys a comfortable life at every age | • Engage with and enable our community<br>• Build resilience and opportunity<br>• Ensure attractive local areas that provide social, recreational and economic opportunities | • Network management allows council to stay in front of required infrastructure upgrades due to environmental factors such as Climate Change. |
| Ensure a sustainable environment | • Acknowledge and respond to the climate change and biodiversity emergency<br>• Encourage respect and enjoyment of the natural environment<br>• Demonstrate strong environmental stewardship<br>• Ensure strategic planning and management of assets has a long term-sustainability and evidence-based approach | • Stormwater infrastructure aims to facilitate the treatment and removal of stormwater in an ecologically responsible manner, to ensure ongoing service to the community |
| Manage infrastructure and growth effectively | • Implement strategic long-term asset management plan aligned to long-term financial plan<br>• Infrastructure development and service delivery are guided by strategic planning to cater for the needs of a growing and changing population | • Stormwater assets are management in a financially sustainable manner and designed and constructed to reduce risk to the community |

| | | |
|---|---|---|
| | • Community facilities are safe, accessible and meet contemporary needs<br>• Advocate and facilitate investment in our region | |
| Ensure a progressive, efficient and caring Council | • Be big picture, long-term and evidence based in our thinking<br>• Be well-governed, providing quality service and accountability to our community<br>• Ensure strong engagements and relationships to shape the agenda and advocate for our community<br>• Ensure financial and risk sustainability<br>• Ensure Council is a desirable place to work with exceptional workplace culture, attracting and retaining high-performing, committed and fulfilled staff | • This plan presents a well-considered state of the assets regarding stormwater infrastructure to enable informed decision making.<br>• Stormwater assets are managed in a financially sustainable manner and designed and constructed to reduce risk to the community |

### 3.3 Legislative Requirements

There are many legislative requirements relating to the management of assets. Legislative requirements that impact the delivery of the stormwater service are outlined in Table 3.3.

***Table 3.3: Legislative Requirements***

| Legislation | Requirement |
|---|---|
| Local Government Act 1993 | Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery |
| Roads & Jetties Act (1935) | Provides the framework for the management, construction, and maintenance of roads and jetties, assigning responsibilities to relevant authorities for infrastructure upkeep. |
| Traffic Act (1925) | Governs the control and regulation of road traffic, including speed limits, road use restrictions, and provisions for road safety measures. |
| Work Health and Safety Act 2012 & Regulations | Set out roles and responsibilities to secure the health, safety and welfare of persons at work. |
| AS/NZS 2890 Parking Facilities | Sets out parking requirements in various forms (Off-street parking, on-street parking, etc) |
| AS1428 Design for access and mobility | Reference for access requirements relating to transport(ie ramps, parking, pedestrian ways, etc) |
| Austroads Guide | Nationally adopted technical guidance on planning, design, and operation of roads, paths, and bridges. |
| Australian Bridge Design Standard – AS 5100 | Provides requirements for the design, construction, and maintenance of bridges. |
| Australian Standard AS1700 Manual of Uniform Traffic Control Devices | Governs the consistent use of traffic signs, signals, and road markings to ensure safety and clarity. |

| | |
|---|---|
| National Construction Code | Sets out Technical requirements relating to building works |
| Tasmanian Planning Scheme | Regulate the location, type, and standards for new and upgraded transport infrastructure in line with broader land use and community goals. |
| Disability Discrimination Act 1993 | Set outs requirements for equality of access to services and facilities |
| Development Act 1983 | Sets out parameters for Developments, including what developments required Development Approval (Planning Consent/Building Rules Consent) and the process required to obtain such consents |
| Environmental Management and Pollution Control Act 1994 (Tas) | Ensures environmental protection in infrastructure works, especially those near waterways and sensitive land. |
| Urban Drainage Act 2013 (Tas) | Outlines responsibilities for managing urban stormwater systems including those integrated with road and footpath infrastructure. |
| Building Act 2016 (Tas) | Governs construction and modification of built infrastructure, including footbridges and shelters. |

### 3.4 Customer Values

Service levels are defined in three ways, customer values, customer levels of service and technical levels of service.

Customer Values indicate:

- what aspects of the service is important to the customer,
- whether they see value in what is currently provided and
- the likely trend over time based on the current budget provision

### 3.5 Customer Levels of Service

The Customer Levels of Service are considered in terms of:

Condition 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?

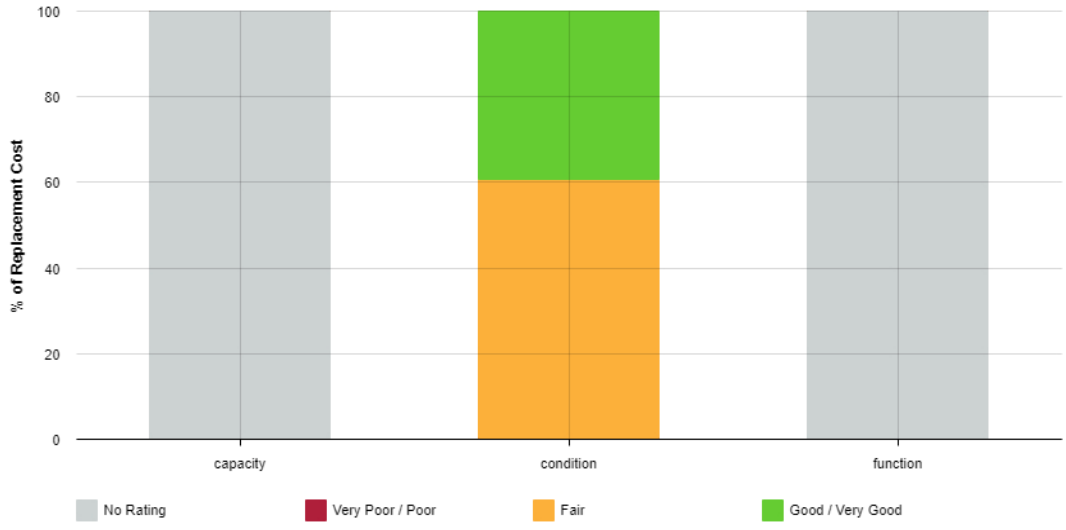
In Table 3.5 under each of the service measures types (Condition, Function, Capacity/Use) there is a summary of the performance measure being used, the current performance, and the expected performance based on the current budget allocation.

These are measures of fact related to the service delivery outcome (e.g. number of occasions when service is not available or proportion of replacement value by condition %'s) to provide a balance in comparison to the customer perception that may be more subjective.

*Table 3.5: Customer Level of Service Measures*

| Type of Measure | Level of Service | Performance Measure | Current Performance | Expected Trend Based on Planned Budget |
|---|---|---|---|---|
| **Condition** | Asset values in good condition | Condition rating of stormwater assets | 39.3% of assets in good condition<br>60.54% of assets in fair condition<br><1% of assets in very poor/bad condition | The asset condition trend will like stay the same with increasing assets in fair condition and there will be a significant increase in assets with poor condition from 2073 as a large portion of stormwater assets are expected to begin to reach the end of their useful life from this time onwards |
| | ***Confidence levels*** | | Medium | Medium |
| **Function** | Drainage network to perform to desired level of service | Number of incidents of flooding/inundation of properties | More than 20 flood records in 24/25 financial year | Expected to stay the same or increase with climate change and unpredicted rainfall events |
| | ***Confidence levels*** | | Medium | Medium |
| **Capacity** | N/A | | | |
| | ***Confidence levels*** | | N/A | N/A |

Brighton Council has not done any formal assessment on functionality rating and capacity rating for stormwater assets.




### 3.6 Technical Levels of Service

**Technical Levels of Service** – To deliver on the customer values, and impact they have on Customer Levels of Service, are operational or technical measures of performance. These technical measures relate to the lifecycle activities (see Section 5) and allocation of resources to best achieve the desired customer outcomes and demonstrate effective performance.

Service and asset managers plan, implement and control technical service levels to influence the service outcomes.[3]

Table 3.6 shows the lifecycle activities related to the current 10 year planned budget, and the forecast costs recommended in this AM Plan.

***Table 3.6: Technical Levels of Service***

| Lifecycle Activity | Purpose of Activity | Activity Measure | Current Performance* | Recommended Performance ** |
|---|---|---|---|---|
| **TECHNICAL LEVELS OF SERVICE** | | | | |
| **Acquisition** | New stormwater infrastructure | Determined from Masterplans, Strategic planning, and Urban catchment management plans | Adopted when maintenance period is completed or as constructed by council | |
| | | **Budget** | *$105,000* | *$105,000* |
| **Maintenance** | Ongoing maintenance of stormwater infrastructure | Routine maintenance as per asset management software and reactive requirements | Cleaning of drains and pits and servicing of GPTs | Ensure ongoing maintenance programs |
| | | **Budget** | *$400,000* | *$400,000* |
| **Renewal** | Renewal of infrastructure as required under this plan | Asset Management Plan | Renewal of infrastructure as required | Ensure ongoing renewals are completed as scheduled |
| | | **Budget** | *$0* | *$0* |
| **Disposal** | Dispose of surplus infrastructure | Catchment Management Plans | Dispose of items as the become known | Dispose of surplus infrastructure |
| | | **Budget** | *$0* | *$0* |

Note: * Current activities related to planned budget.

** Expected performance related to forecast lifecycle costs.

It is important to monitor the service levels regularly as circumstances can and do change. Current performance is based on existing resource provision and work efficiencies. It is acknowledged that circumstances such as technology and customer priorities will change over time.

[3] IPWEA, 2015, IIMM, p 2|28.

## 4.0 FUTURE DEMAND

Future demand refers to the anticipated need for infrastructure services driven by factors such as population movement, economic development, technological advancements, and changing environmental or community expectations.

### 4.1 Demand Drivers

A demand driver refers to the factors or trends that influence the need for infrastructure services and capacity. The factors influencing future demand are created by: [list examples, such as population growth/decline, economic development, changes in technology, regulatory requirements, and shifts in community expectations or environmental conditions, etc.]

- Population Growth
- Development
- Environmental Awareness

Demand drivers help predict future infrastructure needs and guide planning and investment decisions.

### 4.2 Demand Forecasts

The current position and projections for demand drivers that may impact future service delivery and use of assets have been identified and documented in Table 4.3.

### 4.3 Impacts and Demand Management Plan

The impact of demand drivers that may affect future service delivery and use of assets are shown in Table 4.3.

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

Opportunities identified to manage demand are shown in Table 4.3. Further opportunities will be developed in future revisions of this AM Plan.

***Table 4.3: Demand Management Plan***

| Demand driver | Current position | Projection | Impact on services | Demand Management Plan |
|---|---|---|---|---|
| Population Growth | 20,000+ | It is expected that the municipality will experience an increase in population over the next 5-10 years | Could result in more demand being put on the existing infrastructure | Consider measures to encourage greater level of onsite retention of stormwater (e.g. use of permeable paving, on-site retention systems etc). Consider greater development restrictions on land with stormwater drainage issues. Continue to investigate alternative renewal treatments to lower lifecycle costs (e.g. pipe relining) |
| Development | Land/Property Subdivision continues to occur at a fast rate. | Expected to continue | Additional loading to existing stormwater infrastructure requiring more frequent maintenance. | Require land developers to assess the impact of developments on the capacity of existing infrastructure. Consider implementation of developer contributions toward upgrade of existing council infrastructure to cope |

| | | | | |
|---|---|---|---|---|
| | | | | with increased inflow from proposed developments (also known as a 'headworks charge') May require review of service levels and/or capital upgrade |
| Environmental Awareness | Trend amongst public toward greater awareness of environmental issues. | Expected to continue | Increased pressure to control pollution via stormwater system. | Increase use of sediment/pollutant traps. May require review of service levels and/or capital upgrade or increased maintenance costs |

### 4.4 Asset Programs to meet Demand

The new assets required to meet demand may be acquired, donated or constructed. Additional assets are discussed in Section 5.4.

Acquiring new assets will commit the Brighton Council to ongoing operations, maintenance and renewal costs, and depreciation expenses for the period that the service provided from the assets is required. These future costs and expenses are identified and considered in developing the long-term financial plan.

### 4.5 Climate Change Adaptation

The impacts of climate change may have a significant impact on the assets we manage and the services they provide. In the context of the Asset Management Planning process climate change can be considered as both a future demand and a risk that needs to be managed.

How climate change impacts on assets will vary depending on the location and the type of services provided, as will the way in which we respond and manage those impacts.[4]

As a minimum we consider how to manage our existing assets given potential climate change impacts for our region.

Risk and opportunities identified to date are shown in Table 4.5.1

***Table 4.5.1 Managing the Impact of Climate Change on Assets and Services***

| Climate change risk | Projection | Impact on services | Climate Change Management Plan |
|---|---|---|---|
| Increased rain events | Increased intensity events | Stormwater Network being under capacity to meet current standards | Consider decreasing the design standard of new/ upgraded stormwater infrastructure (e.g. 20% AEP instead of 5% AEP) |
| Increased rain events | Increased intensity events | Stormwater Network being under capacity to meet current standards | Ensuring that developer and council allow for climate change increases in their calculations for new public infrastructure |

Additionally, the way in which we construct new and upgrade existing assets should recognise that there is opportunity to build in resilience to climate change impacts. Building resilience can have the following benefits:

- Assets will withstand the impacts of climate change;
- Services can be sustained; and
- Assets that can endure may potentially lower the lifecycle cost and reduce their carbon footprint.

[4] IPWEA Practice Note 12.1 Climate Change Impacts on the Useful Life of Infrastructure

Table 4.5.2 summarises opportunities to build climate change resilience into new and existing assets.

***Table 4.5.2 Building Climate Change Resilience into New and Existing Assets***

| Asset Description | Climate change risk | Resilience Plan for New Assets | Resilience Plan for Existing Assets |
|---|---|---|---|
| Coastal SW infrastructures | Increase in water table and erosion in the Derwent River coastal sides; Increasing Coastal Hazards | Implementation of Brighton Council Derwent River Foreshore Coastal Hazards Project | Implementation of Brighton Council Derwent River Foreshore Coastal Hazards Project |

The impact of climate change on new and existing assets is evolving and new opportunities will be developed in future revisions of this AM Plan.

## 5.0 LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how the Brighton Council plans to manage and operate the assets at the agreed levels of service (Refer to Section 3) 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 or Capital. The lifecycle activities used in the asset management and financial planning and reporting process cover:

- **Capital**
    - **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).
    - **Renewal** – the activities that replace or restore assets to the standard it had originally provided (e.g., road resurfacing and pavement reconstruction, pipeline replacement and building component replacement).
- **Operating**
    - **Operations** - the routine activities that keep services accessible and effective, balancing efficiency with user expectations (e.g. opening hours, cleansing, mowing grass, energy, inspections, etc.)
    - **Maintenance** – the preventative and corrective actions to sustain asset functionality and minimise unexpected failures. Maintenance activities enable an asset to provide service for its planned life (e.g., road patching, unsealed road grading, building and structure repairs).
    - **Disposal** – the decommissioning, removing, or repurposing of assets that are no longer cost-effective, safe, or necessary (e.g. shutting down an old water treatment plant, demolishing unsafe buildings, dismantling old bridges, etc.).

A pictorial representation of the asset lifecycle activities is shown below in Figure 5.0.


***Figure 5.0: Asset Lifecycle Activities***

## 5.1 Background Data

### 5.1.1 Physical parameters

The assets covered by this AM Plan are shown in Table 5.1.1.

***Table 5.1.1: Assets covered by this Plan***

| Asset Category | Dimension | Replacement Value |
|---|---|---|
| Stormwater Drains | 4724 Pipe Sections<br>125,065 m | $39,707,129 |
| Stormwater Pits | 4447 Pits | $24,458,500 |
| Stormwater GPTs | 8 Units | $459,722 |
| **TOTAL** | | **$64,625,351** |

The age profile of the assets included in this AM Plan are shown in Figure 5.1.1.

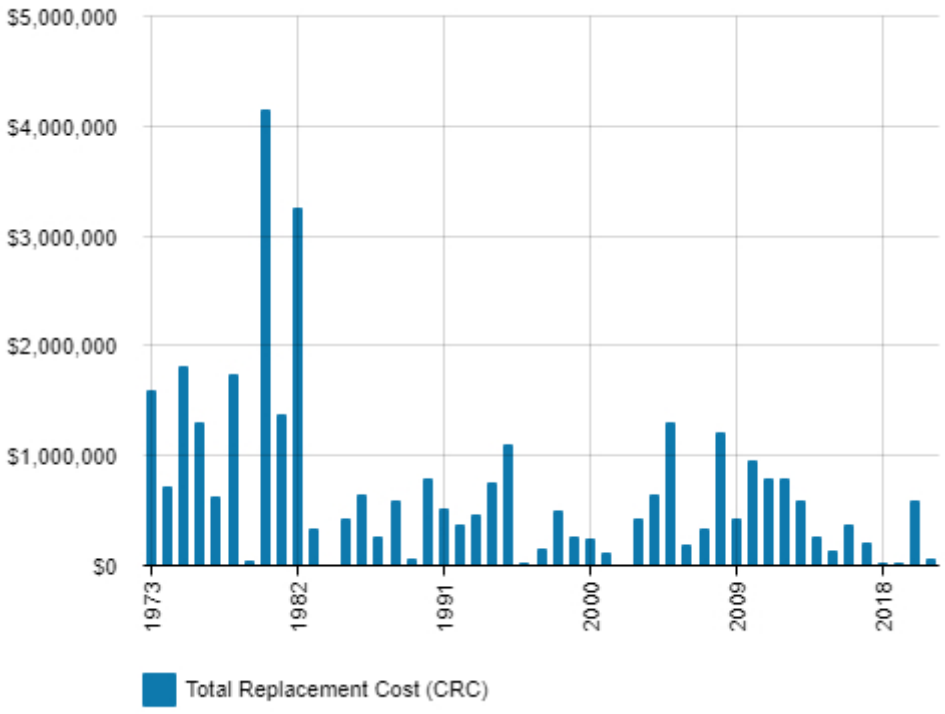



***Figure 5.1.1: Asset Age Profile***

Amounts are shown in real values (i.e., current values, net of inflation).

A significant number of council's assets were constructed between 1970s-1980s and well as during a construction boom between 2005-2015. These past peaks of investment that may require peaks in renewals in the future. Council should maintain an awareness that a significant number of renewals will be required from approximately 2070 onwards based upon our current asset useful lives.

### 5.1.2 Asset capacity and performance

Assets are generally provided to meet design standards where these are available. However, there is insufficient resources to address all known deficiencies. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

***Table 5.1.2: Known Service Performance Deficiencies***

| Location | Service Deficiency |
|---|---|
| Andrew Street, Brighton | There has been flooding issues on the downstream infrastructure of Andrew Street. |
| Tottenham Road, Gagebrook | There has been flooding of Tottenham Road during large rain events |
| Stone Field Road, Brighton | Has been ongoing flooding issue since 7 years or more (open drain) |
| Lower end of William St | Rock lining in swale keeps getting washed into 100's driveway culvert and blocks it, causing localised water issues (also an erosion issue) |
| Dylan St | 2 and 2A Dylan often have inundation issues due to being directly next to a major overland flow path |
| Churinga Waters Drive | Water flow from road into some properties and road carriageway |

The above service deficiencies were identified from the knowledge of council engineering staff and the catchment models.

### 5.1.3 Asset condition

Condition is currently monitored through routine inspections of the stormwater network which are continually being carried out by road maintenance staff as a part of their normal duties and the locations and severity of defects used to plan maintenance activities. Defects are also reported to Council by community members and in such instances a reactive inspection is triggered to assess the concern in accordance with the same criteria used in the routine inspection process.

For the most part, however, reliable and consistent data describing the current condition of the many hundreds of individual assets which make up the stormwater network has not been recorded. For this reason the assets remaining life (useful life minus age) has been selected as the most appropriate basis on which to model future renewals expenditure. It should be noted that, while this approach provides robust results for the network as a whole, it is less than ideal when considering any particular individual asset.

Condition is measured using a 1 – 5 grading system[5] as detailed in Table 5.1.3. It is important that a consistent approach is used in reporting asset performance enabling effective decision support. A finer grading system may be used at a more specific level, however, for reporting in the AM plan results are translated to a 1 – 5 grading scale for ease of communication.

***Table 5.1.3: Condition Grading System***

| 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 condition profile of our assets is shown in Figure 5.1.3.

[5] IPWEA, 2015, IIMM, Sec 2.5.4, p 2|80.

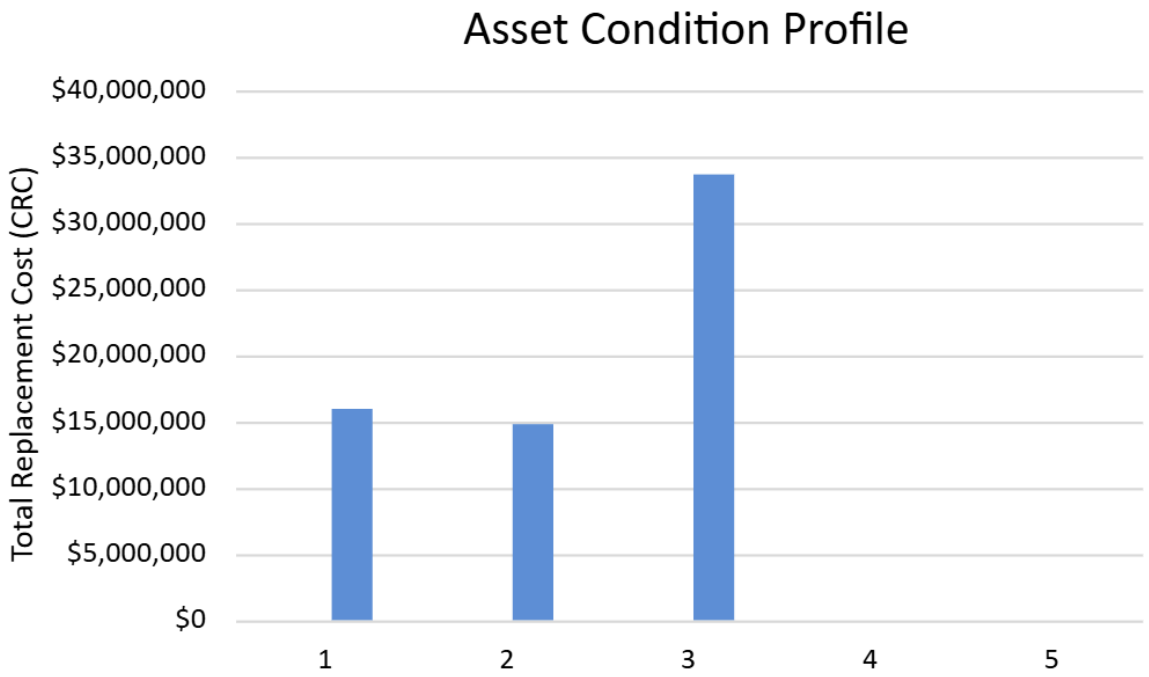



***Figure 5.1.3: Asset Condition Profile***

Condition is not currently monitored in a formal way

### 5.2 Operations and Maintenance Plan

Operations include regular activities to provide services. Examples of typical operational activities include cleaning, street sweeping, asset inspection, and utility costs.

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.

The trend in maintenance budgets are shown in Table 5.2.1.

***Table 5.2.1: Maintenance Budget Trends***

| Year | Maintenance Budget $ |
|---|---|
| 2024/25 | $400,000 |
| 2025/26 | $400,000 |
| 2026/27 | $400,000 |

Maintenance budget levels are considered to be adequate to meet projected service levels, which may be less than or equal to current service levels. Where maintenance budget allocations are such that they will result in a lesser level of service, the service consequences and service risks have been identified and are highlighted in this AM Plan and service risks considered in the Infrastructure Risk Management Plan.

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

**Asset hierarchy**

An asset hierarchy provides a framework for structuring data in an information system to assist in collection of data, reporting information and making decisions. The hierarchy includes the asset class and component used for asset planning and financial reporting and service level hierarchy used for service planning and delivery.

**Summary of forecast operations and maintenance costs**

Forecast operations and maintenance costs are expected to vary in relation to the total value of the asset stock. If additional assets are acquired, the future operations and maintenance costs are forecast to increase. If assets are disposed of the forecast operation and maintenance costs are expected to decrease. Figure 5.2 shows the forecast operations and maintenance costs relative to the proposed operations and maintenance planned budget.

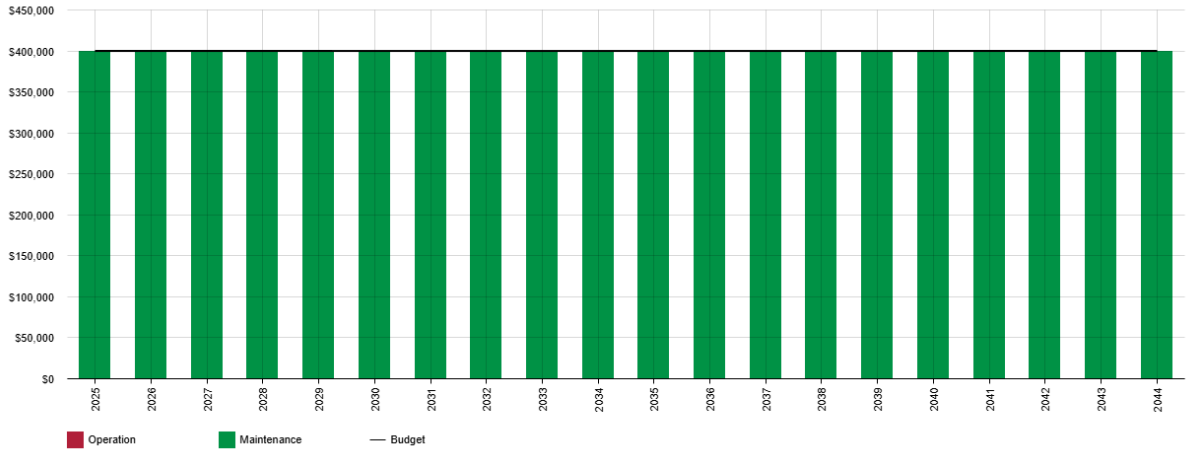



***Figure 5.2: Operations and Maintenance Summary***

Amounts are shown in real values (i.e., current values, net of inflation).

## 5.3 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. Work over and above restoring an asset to original service potential is considered to be an acquisition resulting in additional future operations and maintenance costs.

Assets requiring renewal are identified from one of two approaches in the Lifecycle Model.

- The first method uses Asset Register data to project the renewal costs (replacement cost) and renewal timing (acquisition year plus updated useful life to determine the renewal year), or
- The second method uses an alternative approach to estimate the timing and cost of forecast renewal work (i.e. condition modelling system, staff judgement, average network renewals, or other).

The typical useful lives of assets used to develop projected asset renewal forecasts are shown in Table 5.3. Asset useful lives at the end of each financial year.[6]

***Table 5.3: Useful Lives of Assets***

| Asset (Sub)Category | Useful life |
|---|---|
| Stormwater Drains | 100 Years |
| Stormwater Pits | 100 Years |

[6] Enter Reference to Report documenting Review of Useful Life of Assets

| | |
|---|---|
| Stormwater GPTs | 20 – 100 Years |

The estimates for renewals in this AM Plan were based on the asset register method.

### 5.3.1 Renewal ranking criteria

Asset renewal is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replacing a bridge that has a 5 t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. condition of a playground).[7]

It is possible to prioritise renewals 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, and
- Have potential to reduce life cycle costs by replacement with a modern equivalent asset that would provide the equivalent service.[8]

The ranking criteria used to determine priority of identified renewal proposals is detailed in Table 5.3.1.

***Table 5.3.1: Renewal Priority Ranking Criteria***

| Criteria | Weighting |
|---|---|
| Corporate planning – strategic planning for future development | 30% |
| Present capacity – amount in which current asset is being utilised | 20% |
| Safety – Potential for improvement to public safety | 30% |
| Cost - $ value of work. Consideration must be given to the potential to obtain contributions from local residents or developers | 20% |
| **Total** | **100%** |

### 5.3.2 Summary of future renewal costs

Forecast renewal costs are projected to increase over time if the asset stock increases. The forecast costs associated with renewals are shown relative to the proposed renewal budget in Figure 5.3.2. A detailed summary of the forecast renewal costs is shown in Appendix D.

[7] IPWEA, 2015, IIMM, Sec 3.4.4, p 3|91.

[8] Based on IPWEA, 2015, IIMM, Sec 3.4.5, p 3|97.

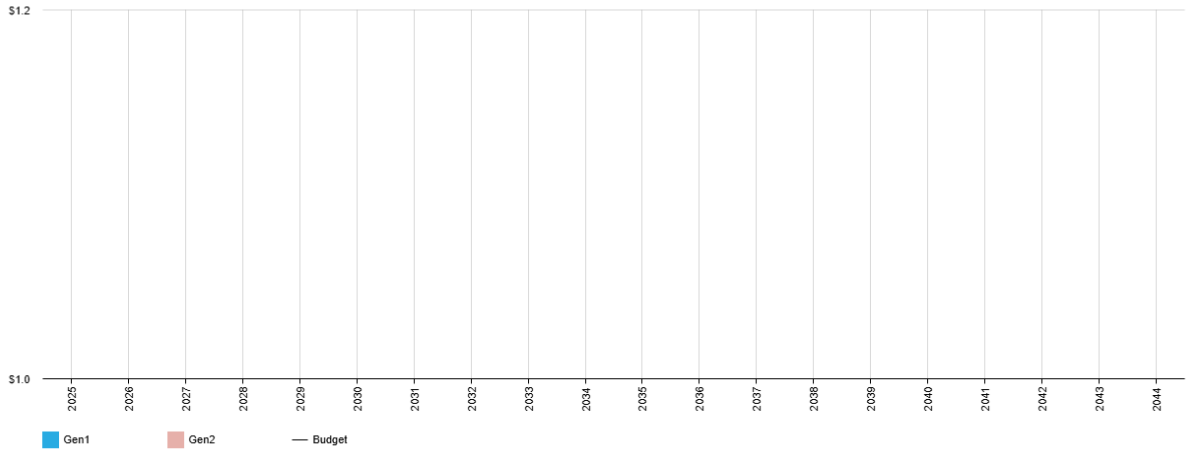



***Figure 5.3.2: Forecast Renewal Costs***

Amounts are shown in real values (i.e., current values, net of inflation).

It is noted that no renewals are due in the current funding period.

### 5.4 Acquisition Plan

Acquisition reflects are new assets that did not previously exist or works which will upgrade or improve an existing asset beyond its original service level. They may result from growth, demand, social or environmental needs. Assets may also be donated to the Brighton Council.

#### 5.4.1 Selection criteria

Proposed acquisition of new assets, and upgrade of existing assets, are identified from various sources such as community requests, proposals identified by strategic plans or partnerships with others. Potential upgrade and new works should be reviewed to verify that they are essential to the Entities needs. Proposed upgrade and new work analysis should also include the development of a preliminary renewal estimate to ensure that the services are sustainable over the longer term. Verified proposals can then be ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in Table 5.4.1.

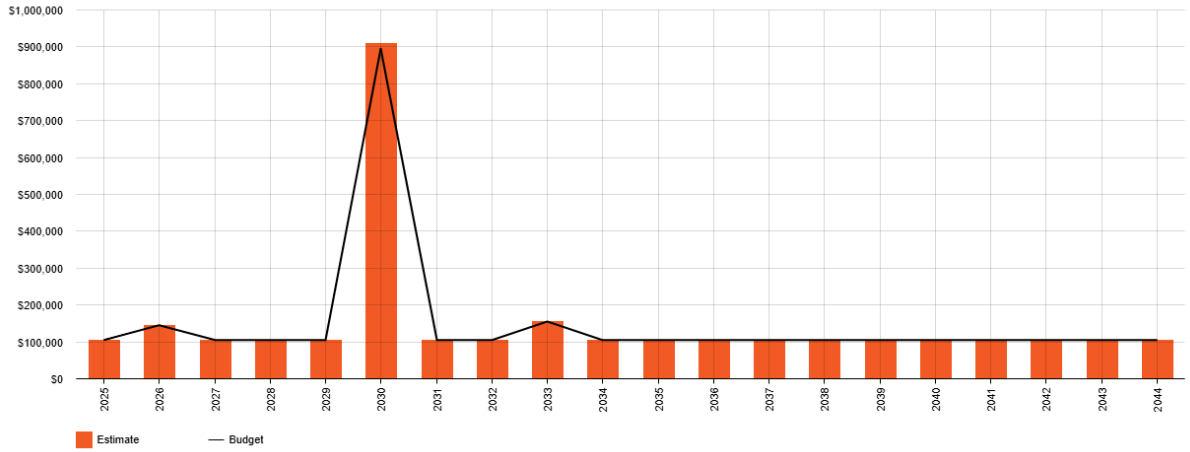
***Table 5.4.1: Acquired Assets Priority Ranking Criteria***

| Criteria | Weighting |
|---|---|
| Corporate planning – strategic planning for future development | 30% |
| Present capacity – amount in which current asset is being utilised | 20% |
| Safety – Potential for improvement to public safety | 30% |
| Cost - $ value of work. Consideration must be given to the potential to obtain contributions from local residents or developers | 20% |
| **Total** | **100%** |

#### 5.4.2 Summary of future asset acquisition costs

Forecast acquisition asset costs are summarised / summarized in Figure 5.4.2 and shown relative to the proposed acquisition budget. The forecast acquisition capital works program is shown in Appendix A.

***Figure 5.4.1: Acquisition (Constructed) Summary***




Amounts are shown in real values (i.e., current values, net of inflation).

When an Entity commits to new assets, they must be prepared to fund future operations, maintenance and renewal costs. They must also account for future depreciation when reviewing long term sustainability. When reviewing the long-term impacts of asset acquisition, it is useful to consider the cumulative value of the acquired assets being taken on by the Entity. The cumulative value of all acquisition work, including assets that are constructed and contributed shown in Figure 5.4.2.

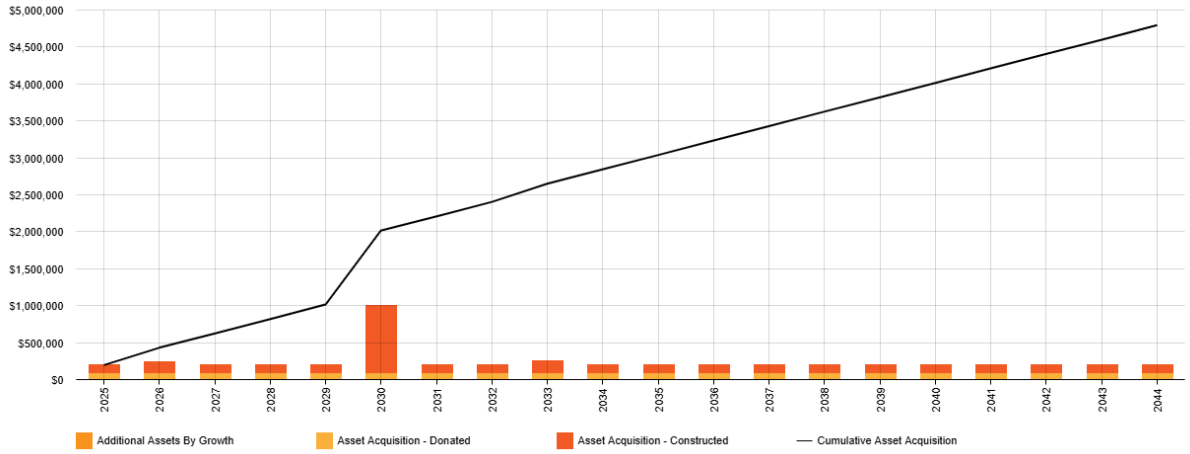



***Figure 5.4.2: Acquisition Summary***

Amounts are shown in real values (i.e., current values, net of inflation).

Expenditure on new assets and services in the capital works program will be accommodated in the long-term financial plan, but only to the extent that there is available funding.

Brighton Council is projected to experience significant growth into the foreseeable future. Projected capital upgrade/new expenditure will require additional ongoing operations, maintenance and renewal funding for the period that the service provided from the assets is required into the future.

### 5.5 Disposal Plan

Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. In future iterations of this plan, assets identified for possible decommissioning and disposal will be shown in Table 5.5. A summary of the disposal costs and estimated reductions in annual operations and maintenance of disposing of the assets will also outlined in Table 5.5. Any costs or revenue gained from asset disposals will be included in the long-term financial plan. No assets have been identified for disposal at this time.

## 5.6 Summary of Lifecycle Costs and Planned Budget

The financial projections from this asset plan are shown in Figure 5.6.1. These projections include forecast costs for acquisition, operation, maintenance, renewal, and disposal. These forecast costs are shown relative to the proposed budget.

The bars in the graphs represent the forecast costs needed to minimise the life cycle costs associated with the service provision. The proposed budget line indicates the estimate of available funding. The gap between the forecast work and the proposed budget is the basis of the discussion on achieving balance between costs, levels of service and risk to achieve the best value outcome.

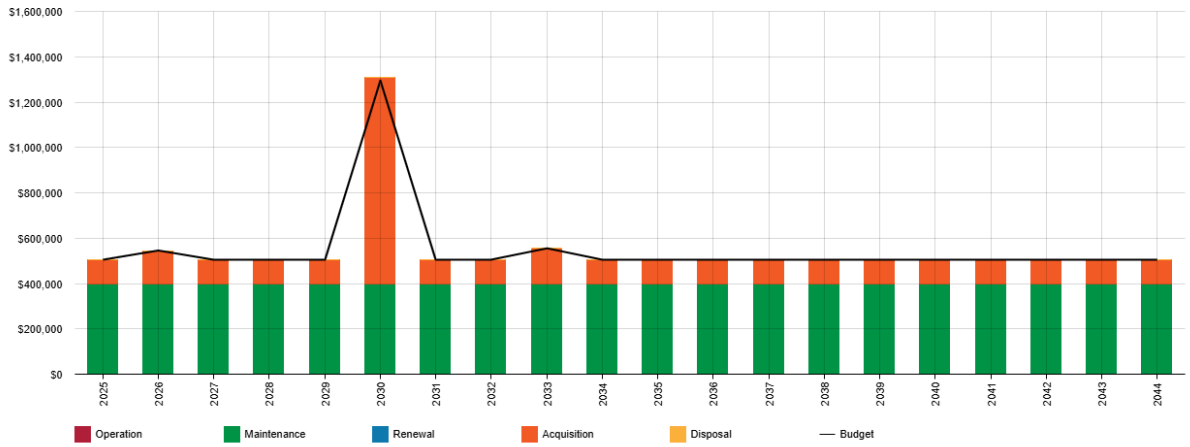



***Figure 5.6.1: Lifecycle Costs and Planned Budget Summary***

Amounts are shown in real values (i.e., current values, net of inflation).

Moderate upgrade/new capital expenditure is forecast and is considered able to be funded at this stage.

## 6.0 RISK MANAGEMENT PLANNING

The purpose of infrastructure risk management is to document the findings and recommendations resulting from the periodic identification, assessment and treatment of risks associated with providing services from infrastructure, using the fundamentals of International Standard ISO 31000:2018 Risk management – Principles and guidelines.

Risk Management is defined in ISO 31000:2018 as: 'coordinated activities to direct and control with regard to risk'[9].

An assessment of risks[10] associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a 'financial shock', reputational impacts, or other consequences. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, and the consequences should the event occur. The risk assessment should also include the development of a risk rating, evaluation of the risks and development of a risk treatment plan for those risks that are deemed to be non-acceptable.

### 6.1 Critical Assets

Critical assets are defined as those which have a high consequence of failure causing significant loss or reduction of service. Critical assets have been identified and along with their typical failure mode, and the impact on service delivery, are summarised in Table 6.1. Failure modes may include physical failure, collapse or essential service interruption.

***Table 6.1 Critical Assets***

| Critical Asset(s) | Failure Mode | Impact |
|---|---|---|
| Stormwater drainage pipes | Urban pipe blockage | Flooding of adjacent roadway, footpath, park or private property which produces a hazard for road users, pedestrians or residents. |
| Stormwater drainage pits | Urban pit blockage | Flooding of adjacent roadway, footpath, park or private property which produces a hazard for road users, pedestrians or residents. |
| Gross Pollutant Traps | Overloaded | GPT washout due to High level flooding and sometimes due to overloading of pollutants |

By identifying critical assets and failure modes an organisation can ensure that investigative activities, condition inspection programs, maintenance and capital expenditure plans are targeted at critical assets.

### 6.2 Risk Assessment

The risk management process used is shown in Figure 6.2 below.

It is an analysis and problem-solving technique designed to provide a logical process for the selection of treatment plans and management actions to protect the community against unacceptable risks.

The process is based on the fundamentals of International Standard ISO 31000:2018.

[9] ISO 31000:2009, p 2

[10] REPLACE with Reference to the Corporate or Infrastructure Risk Management Plan as the footnote

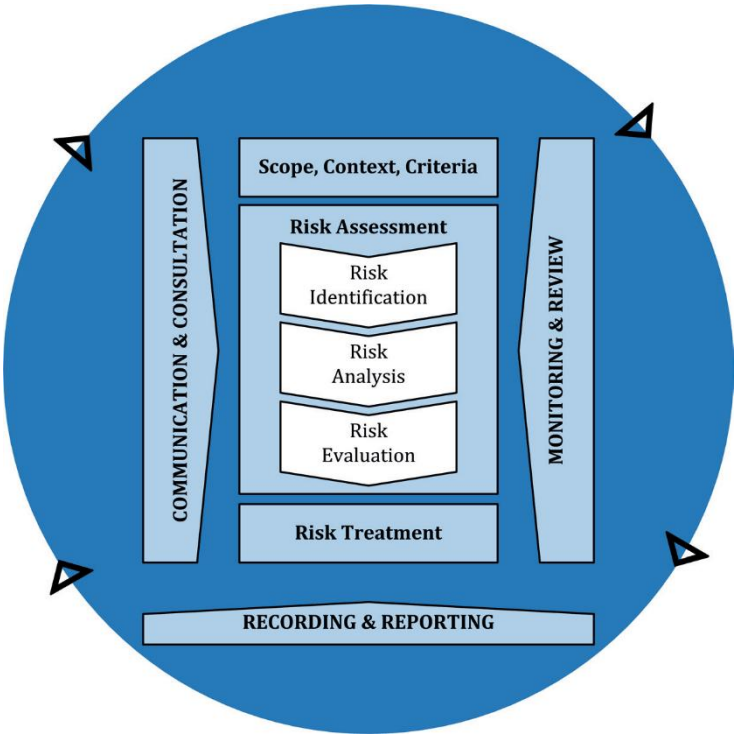



***Fig 6.2 Risk Management Process – Abridged***
*Source: ISO 31000:2018, Figure 1, p9*

The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, development of a risk rating, evaluation of the risk and development of a risk treatment plan for non-acceptable risks.

An assessment of risks[11] associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a 'financial shock', reputational impacts, or other consequences.

Critical risks are those assessed with 'Very High' (requiring immediate corrective action) and 'High' (requiring corrective action) risk ratings identified in the Infrastructure Risk Management Plan. The residual risk and treatment costs of implementing the selected treatment plan is shown in Table 6.2. It is essential that these critical risks and costs are reported to management and Councillors.

***Table 6.2: Risks and Treatment Plans***

[11] REPLACE with Reference to the Corporate or Infrastructure Risk Management Plan as the footnote

| Service or Asset at Risk | What can Happen | Risk Rating (VH, H) | Risk Treatment Plan | Residual Risk * | Treatment Costs |
|---|---|---|---|---|---|
| Stormwater drainage pipes | Flooding of adjacent roadway, footpath, park or private property which produces a hazard for road users, pedestrians or residents. | H | Maintenance pipe cleaning | M | $10,000 |
| Stormwater drainage pits | Flooding of adjacent roadway, footpath, park or private property which produces a hazard for road users, pedestrians or residents. | H | Maintenance pit cleaning | M | $15,000 |
| S/W infrastructure | Increased flooding in low lying areas | VH | Identify and include in Long Term Financial Plan to increase service level in these areas and develop emergency management plan in case of flooding | M | TBC |

Note * The residual risk is the risk remaining after the selected risk treatment plan is implemented.

### 6.3 Infrastructure Resilience Approach

The resilience of our critical infrastructure is vital to the ongoing provision of services to customers. To adapt to changing conditions we need to understand our capacity to 'withstand a given level of stress or demand', and to respond to possible disruptions to ensure continuity of service.

We do not currently measure our resilience in service delivery. This will be included in future iterations of the AM Plan.

### 6.4 Service and Risk Trade-Offs

The decisions made in adopting this AM Plan are based on the objective to achieve the optimum benefits from the available resources.

#### 6.4.1 What we cannot do

There are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Inspect all stormwater assets annually

### 6.4.2 Service trade-off

If there is forecast work (operations, maintenance, renewal, acquisition or disposal) that cannot be undertaken due to available resources, then this will result in service consequences for users. These service consequences include:

- Reduced capacity and levels of service to cope with current stormwater demands

### 6.4.3 Risk trade-off

The operations and maintenance activities and capital projects that cannot be undertaken may sustain or create risk consequences. These risk consequences include:

- Higher risk of flooding for affected properties

These actions and expenditures are considered and included in the forecast costs, and where developed, the Risk Management Plan.

## 7.0 FINANCIAL SUMMARY

This section contains the financial and valuation forecasts resulting from the information presented in the previous sections of this plan. Forecasts will be improved as the discussion on sustainable levels of service, risk and cost matures in line with the financial strategy.

### 7.1 Sustainable Service Delivery

#### 7.1.1 Financial Indicators

There are two key indicators of sustainable service delivery that are considered in the AM Plan for this service area. The two indicators are the:

- Asset Renewal Funding Ratio (planned renewal budget for the next 10 years / forecast renewal outlays for the next 10 years identified as warranted in the AM Plan), and
- Lifecycle Funding Ratio (planned lifecycle budget for the next 10 years / forecast lifecycle outlays for the next 10 years identified as warranted in the AM Plan).

**Asset Renewal Funding Ratio**

Asset Renewal Funding Ratio[12] 100%

The Asset Renewal Funding Ratio illustrates that over the next 10 years we expect to have 100% of the funds required for the optimal renewal of assets.

The forecast renewals along with the planned renewal budget, and the cumulative shortfall where one exists, is illustrated in Appendix D.

**Lifecycle Funding Ratio – 10-year financial planning period**

This AM Plan identifies the forecast operations, maintenance and renewal costs required to provide the levels of service to the community over a 10 year period. This provides input into 10 year long-term financial plan (LTFP) aimed at providing the required services in a sustainable manner.

This forecast work can be compared to the planned budget over the first 10 years of the planning period to identify any funding shortfall.

The forecast operations, maintenance and renewal costs over the 10 year planning period is $593,000 on average per year.

The 10-year LTFP is $593,000 on average per year providing affordable and sustainable services for the foreseeable future. This indicates that 100% of the forecast costs needed to provide the services documented in this AM Plan are accommodated in the proposed budget. Note, these calculations exclude depreciation and the acquisition of new and upgrade of existing assets.

Providing sustainable and affordable services from infrastructure requires the management of service levels, risks, forecast outlays and financing to achieve a financial indicator of approximately 1.0 for the first years of the AM Plan and ideally over the 10 year life of the Long-Term Financial Plan.

#### 7.1.2 Forecast Costs (outlays) for the long-term financial plan

Table 7.1.2 shows the forecast costs (outlays) required for consideration in the 10 year long-term financial plan.

Providing services in a financially sustainable manner requires a balance between the forecast outlays required to deliver the agreed service levels with the planned budget allocations in the long-term financial plan.

A gap between the forecast outlays and the amounts allocated in the financial plan indicates further work is required on reviewing service levels in the AM Plan and/or financial projections in the LTFP.

We will manage any ‘gap’ by communicating the service performance, cost, and risk implications in consultation with the community and key stakeholders.

[12] AIFMM, 2015, Version 1.0, Financial Sustainability Indicator 3, Sec 2.6, p 9.

Forecast costs are shown in FY25/26 dollar values.

***Table 7.1.2: Forecast Costs (Outlays) for the Long-Term Financial Plan***

| Year | Acquisition | Operation | Maintenance | Renewal | Disposal |
|---|---|---|---|---|---|
| 2025 | $105,000 | 0 | $400,000 | 0 | 0 |
| 2026 | $145,000 | 0 | $400,000 | 0 | 0 |
| 2027 | $105,000 | 0 | $400,000 | 0 | 0 |
| 2028 | $105,000 | 0 | $400,000 | 0 | 0 |
| 2029 | $105,000 | 0 | $400,000 | 0 | 0 |
| 2030 | $895,000 | 0 | $400,000 | 0 | 0 |
| 2031 | $105,000 | 0 | $400,000 | 0 | 0 |
| 2032 | $105,000 | 0 | $400,000 | 0 | 0 |
| 2033 | $155,000 | 0 | $400,000 | 0 | 0 |
| 2034 | $105,000 | 0 | $400,000 | 0 | 0 |

## 7.2 Valuation Forecasts

The best available estimate of the value of assets included in this AM Plan are shown below.

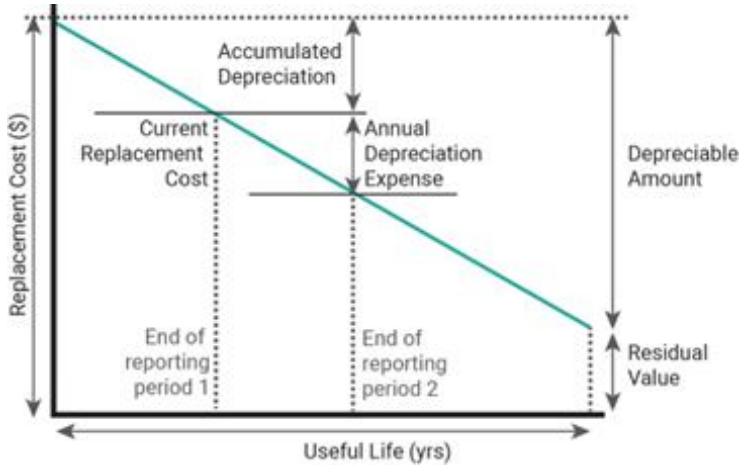



***Figure 7.2.1: Valuation Terminology***

The assets are valued at fair value:

Replacement Cost (Gross) $64,634,851

Depreciable Amount $64,634,851

Current Replacement Cost[13] $42,596,869

Annual Depreciation Expense $397,036

Asset values are forecast to increase as additional assets are added.

Acquiring new assets will add to existing operations, maintenance, future renewal, and depreciation expenses.

[13] Also reported as Written Down Value, Carrying Amount or Net Book Value in some jurisdictions.

## 8.0 ASSUMPTIONS AND IMPROVEMENT PLANNING

### 8.1 Data and Information Sources

#### 8.1.1 Accounting and financial data sources

This AM Plan utilises accounting and financial data sourced from Brighton Council's Long Term Financial Plan and Xero (accounting software).

#### 8.1.2 Asset management data sources

This AM Plan also utilises asset management data sourced from Brightly asset management software.

### 8.2 Key Assumptions

In compiling this AM Plan, it was necessary to make some assumptions. This section details the key assumptions made in the development of this AM plan and should provide readers with an understanding of the level of confidence in the data behind the forecasts.

Key assumptions made in this AM Plan are:

- Data in our asset register is accurate and up to date
- Existing patterns in development for the area will continue at rates consistent with those seen in recent times

Assets requiring renewal are identified from either the asset register or an alternative method.

- The timing of capital renewals based on the asset register is applied by adding the useful life to the year of acquisition or year of last renewal,
- Alternatively, an estimate of renewal lifecycle costs is projected from external condition modelling systems and may be supplemented with, or based on, expert knowledge. When doing so, the forecast remaining useful life in the asset register should be adjusted where necessary.

The Asset Register was used to forecast the renewal lifecycle costs for this AM Plan.

### 8.3 Improvement Plan

It is important that we recognise gaps in the planning process that require improvement to ensure effective asset management and informed decision making. The improvement plan generated from this AM Plan is shown in Table 8.4.

***Table 8.4: Improvement Plan***

| Task | Task | Responsibility | Resources Required | Timeline |
|---|---|---|---|---|
| 1 | Consider and plan stormwater drainage upgrades related to land development. | Asset Services | Staff time plus capital outlay for identified deficiencies | Ongoing |
| 2 | Continue to reduce the environmental impacts associated with stormwater management. | Asset Services | Staff time plus capital outlay for identified deficiencies | Ongoing |
| 3 | Improve stormwater modelling for the municipality to ensure that capacity is suitable now and into the future. | Asset Services | Staff Time | Ongoing |
| 4 | Implement and document asset condition inspection procedures | Asset Services | Staff Time | 2025/26 |
| 5 | Asset Management plan adopted by Council | Asset Services | N/A | 2025/26 |

### 8.4 Monitoring and Review Procedures

This AM Plan will be reviewed during the annual budget planning process and revised to show any material changes in service levels, risks, forecast costs and proposed budgets as a result of budget decisions.

The AM Plan will be reviewed and updated annually to ensure it represents the current service level, asset values, forecast operations, maintenance, renewals, acquisition and asset disposal costs and planned budgets. These forecast costs and proposed budget are incorporated into the Long-Term Financial Plan or will be incorporated into the Long-Term Financial Plan once completed.

The AM Plan has a maximum life of 4 years and is due for complete revision and updating within 2 years of each Local Government election.

### 8.5 Performance Measures

The effectiveness of this AM Plan can be measured in the following ways:

- The degree to which the required forecast costs identified in this AM Plan are incorporated into the long-term financial plan,
- The degree to which the 1 to 5-year detailed works programs, budgets, business plans and corporate structures consider the 'global' works program trends provided by the AM Plan,
- The degree to which the existing and projected service levels and service consequences, risks and residual risks are incorporated into the Strategic Planning documents and associated plans,
- The Asset Renewal Funding Ratio achieving the Organisational target (this target is often 90 – 100%).

## 9.0 REFERENCES


- IPWEA, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, https://www.ipwea.org/resourcesnew/bookshop/iimm
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- IPWEA, 2018, Practice Note 12.1, 'Climate Change Impacts on the Useful Life of Assets', Institute of Public Works Engineering Australasia, Sydney, https://www.ipwea.org/resourcesnew/bookshop/pn12-1
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- ISO, 2024, ISO 55000:2024 Asset Management – Vocabulary, overview, and principles
- ISO, 2018, ISO 31000:2018 Risk management – Guidelines
- Local Government Act 1993
- Urban Drainage Act 2013
- Urban Drainage (General) Regulations 2016
- Brighton Council's Strategic Plan 2023-2033
- Brighton Council's Annual Plan 2025-26
- Brighton Council's Long Term Financial Management Plan
- Brighton Council's 10 Year Asset Management Plan
- Brighton Council's Stormwater Systems Management Plan

## 10.0 APPENDICES

**Appendix A Acquisition Forecast**

### A.1 – Acquisition Forecast Assumptions and Source

The acquisitions forecast was determined from Council's staff experience, projections in the Brighton forward works plan and utilising historical data.

### A.2 – Acquisition Project Summary

Acquisition relevant projects pertain to GPTs and stormwater treatment devices as well as ongoing implementation of the recommendations contained within council's Stormwater Systems Management Plan. Assets gifted to council through developer contributions are also incorporated.

### A.3 – Acquisition Forecast Summary

***Table A3 - Acquisition Forecast Summary***

| Year | Constructed | Donated | Growth |
|---|---|---|---|
| 2025 | 105000 | 90000 | 0 |
| 2026 | 145000 | 90000 | 0 |
| 2027 | 105000 | 90000 | 0 |
| 2028 | 105000 | 90000 | 0 |
| 2029 | 105000 | 90000 | 0 |
| 2030 | 895000 | 90000 | 0 |
| 2031 | 105000 | 90000 | 0 |
| 2032 | 105000 | 90000 | 0 |
| 2033 | 155000 | 90000 | 0 |
| 2034 | 105000 | 90000 | 0 |
| 2035 | 105000 | 90000 | 0 |
| 2036 | 105000 | 90000 | 0 |
| 2037 | 105000 | 90000 | 0 |
| 2038 | 105000 | 90000 | 0 |
| 2039 | 105000 | 90000 | 0 |
| 2040 | 105000 | 90000 | 0 |
| 2041 | 105000 | 90000 | 0 |
| 2042 | 105000 | 90000 | 0 |
| 2043 | 105000 | 90000 | 0 |
| 2044 | 105000 | 90000 | 0 |

## Appendix B Operation Forecast

### B.1 – Operation Forecast Assumptions and Source

Operations have been included as part of maintenance as they are not separated by Brighton Council in the financials.

### B.2 – Operation Forecast Summary

*Table B2 - Operation Forecast Summary*

| Year | Operation Forecast | Additional Operation Forecast | Total Operation Forecast |
|---|---|---|---|
| 2025 | 0 | 0 | 0 |
| 2026 | 0 | 0 | 0 |
| 2027 | 0 | 0 | 0 |
| 2028 | 0 | 0 | 0 |
| 2029 | 0 | 0 | 0 |
| 2030 | 0 | 0 | 0 |
| 2031 | 0 | 0 | 0 |
| 2032 | 0 | 0 | 0 |
| 2033 | 0 | 0 | 0 |
| 2034 | 0 | 0 | 0 |
| 2035 | 0 | 0 | 0 |
| 2036 | 0 | 0 | 0 |
| 2037 | 0 | 0 | 0 |
| 2038 | 0 | 0 | 0 |
| 2039 | 0 | 0 | 0 |
| 2040 | 0 | 0 | 0 |
| 2041 | 0 | 0 | 0 |
| 2042 | 0 | 0 | 0 |
| 2043 | 0 | 0 | 0 |
| 2044 | 0 | 0 | 0 |

## Appendix C Maintenance Forecast

### C.1 – Maintenance Forecast Assumptions and Source

The maintenance forecast was an estimate using previous expenditure.

### C.2 – Maintenance Forecast Summary

*Table C2 - Maintenance Forecast Summary*

| Year | Maintenance Forecast | Additional Maintenance Forecast | Total Maintenance Forecast |
|---|---|---|---|
| 2025 | 400000 | 0 | 400000 |
| 2026 | 400000 | 0 | 400000 |
| 2027 | 400000 | 0 | 400000 |
| 2028 | 400000 | 0 | 400000 |
| 2029 | 400000 | 0 | 400000 |
| 2030 | 400000 | 0 | 400000 |
| 2031 | 400000 | 0 | 400000 |
| 2032 | 400000 | 0 | 400000 |
| 2033 | 400000 | 0 | 400000 |

| | | | |
|---|---|---|---|
| 2034 | 400000 | 0 | 400000 |
| 2035 | 400000 | 0 | 400000 |
| 2036 | 400000 | 0 | 400000 |
| 2037 | 400000 | 0 | 400000 |
| 2038 | 400000 | 0 | 400000 |
| 2039 | 400000 | 0 | 400000 |
| 2040 | 400000 | 0 | 400000 |
| 2041 | 400000 | 0 | 400000 |
| 2042 | 400000 | 0 | 400000 |
| 2043 | 400000 | 0 | 400000 |
| 2044 | 400000 | 0 | 400000 |

## Appendix D Renewal Forecast Summary

### D.1 – Renewal Forecast Assumptions and Source

Due to the age and standard lives of the assets in this class the first renewals for the majority of the assets are still around 50 years into the future and, as such, there is currently only one GTP required for renewal.

### D.2 – Renewal Project Summary

There are no renewals falling within the current funding period.

### D.3 – Renewal Forecast Summary

***Table D3 - Renewal Forecast Summary***

| Year | Renewal Forecast | Renewal Budget |
|---|---|---|
| 2025 | 0 | 0 |
| 2026 | 0 | 0 |
| 2027 | 0 | 0 |
| 2028 | 0 | 0 |
| 2029 | 0 | 0 |
| 2030 | 0 | 0 |
| 2031 | 0 | 0 |
| 2032 | 0 | 0 |
| 2033 | 0 | 0 |
| 2034 | 0 | 0 |
| 2035 | 0 | 0 |
| 2036 | 0 | 0 |
| 2037 | 0 | 0 |
| 2038 | 0 | 0 |
| 2039 | 0 | 0 |
| 2040 | 0 | 0 |
| 2041 | 0 | 0 |
| 2042 | 0 | 0 |
| 2043 | 0 | 0 |
| 2044 | 0 | 0 |
| | | |

### D.4 – Renewal Plan

There are no renewals falling within the current funding period.

## Appendix E Disposal Summary

No additional assets are identified for decommissioning at this stage.

## Appendix F Budget Summary by Lifecycle Activity

*Table F1 – Budget Summary by Lifecycle Activity*

| Year | Acquisition | Operation | Maintenance | Renewal | Disposal | Total |
|---|---|---|---|---|---|---|
| 2025 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2026 | 145000 | 0 | 400000 | 0 | 0 | 545000 |
| 2027 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2028 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2029 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2030 | 895000 | 0 | 400000 | 0 | 0 | 1295000 |
| 2031 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2032 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2033 | 155000 | 0 | 400000 | 0 | 0 | 555000 |
| 2034 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2035 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2036 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2037 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2038 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2039 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2040 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2041 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2042 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2043 | 105000 | 0 | 400000 | 0 | 0 | 505000 |
| 2044 | 105000 | 0 | 400000 | 0 | 0 | 505000 |

ATTACHMENT
**AGENDA ITEM 16.10**

# ASSET MANAGEMENT PLAN

Brighton Council
Building Assets

| Document Control | Asset Management Plan |
|---|---|

Document ID :

| Rev No | Date | Revision Details | Author | Reviewer | Approver |
|---|---|---|---|---|---|
| 1 | May 2025 | Revision 1 | LAL | CPR | CPR |
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NAMS+ offers several Asset Management Plan templates.

The asset owner can choose the template that best suits their circumstances.

The structure and content of this template is aligned to the International Infrastructure Management Manual and the ISO 550xx and 31000 series of standards. In some instances, the asset owner may choose to reformat/restructure content or only use the Executive Summary. IPWEA takes no responsibility for the end product.

This Asset Management Plan should be prepared in line with the Strategic Asset Management Plan (also referred to as an AM Strategy) and AM Policy and used to inform the Long-Term Financial Plan.

DISCLAIMER: This template has been prepared for educational purposes as part of the Professional Certificate in Asset Management Planning course. The data and conclusions have not been reviewed for accuracy nor endorsed or adopted by the asset owner. DELETE if not applicable

# Contents

# 1.0 EXECUTIVE SUMMARY

## 1.1 The Purpose of the Plan

This Asset Management Plan (AM Plan) details information about building assets with actions required to provide an agreed level of service in the most cost-effective manner while outlining associated risks. The plan defines the services to be provided, how the services are provided and what funds are required to provide over the 20 year planning period. The AM Plan will link to a Long-Term Financial Plan which typically considers a 10 year planning period.

## 1.2 Asset Description

This plan covers Brighton Council's buildings which comprise of various types including:

- Sports facilities
- Community hubs
- Public amenities
- Council buildings
- Miscellaneous

The above infrastructure assets have replacement value estimated at $16,541,816.

## 1.3 Levels of Service

The allocation in the planned budget is insufficient to continue providing existing services at current levels for the planning period.

The main service consequences of the Planned Budget are:

- Slight decline in building condition and maintenance quality for some buildings
- The functionality and usability of some buildings may not meet modern needs
- There may be increased risk of non-compliance as buildings age and regulations evolve.

## 1.4 Future Demand

The factors influencing future demand and the impacts they have on service delivery are created by:

- Population growth
- Changing demographics
- Tourism
- Regulations, codes and best practices

These demands will be approached using a combination of managing existing assets, upgrading existing assets and providing new assets to meet demand. Demand management practices may also include a combination of non-asset solutions, insuring against risks and managing failures.

## 1.5 Lifecycle Management Plan

### 1.5.1 What does it Cost?

The forecast lifecycle costs necessary to provide the services covered by this AM Plan includes operation, maintenance, renewal, acquisition, and disposal of assets. Although the AM Plan may be prepared for a range of time periods, it typically informs a Long-Term Financial Planning period of 10 years. Therefore, a summary output from the AM Plan is the forecast of 10 year total outlays, which for the buildings asset class is estimated as $13,211,951 or $1,321,195 on average per year.

## 1.6 Financial Summary

### 1.6.1 What we will do

Estimated available funding for the 10 year period is $7,751,210 or $775,121 on average per year as per the Long-Term Financial plan or Planned Budget. This is 58.67% of the cost to sustain the current level of service at the lowest lifecycle cost.

The infrastructure reality is that only what is funded in the long-term financial plan can be provided. The Informed decision making depends on the AM Plan emphasising the consequences of Planned Budgets on the service levels provided and risks.

The anticipated Planned Budget for Buildings asset class leaves a shortfall of $546,074 on average per year of the forecast lifecycle costs required to provide services in the AM Plan compared with the Planned Budget currently included in the Long-Term Financial Plan. This is shown in the figure below.

While the proposed $775,121/yr provides a stable framework for operations and maintenance, the pressure point is renewals. Renewal demand is highly variable, with peaks in 2025, 2029, 2033, 2035–2038, and a substantial spike in 2041. The fixed annual budget cannot meet these peak years, creating a structural funding gap that if unmanaged, will lead to deferred renewal, higher reactive maintenance, and reduction of service levels.

Compounding this, the growing asset base and loan-funded acquisitions (e.g., the waste transfer station) tighten financial capacity over the period. Without adjusting funding to match lifecycle need—or deliberately smoothing peaks—the apparent stability in ops/maintenance will be offset by renewal bow waves that the current budget cannot absorb.

***Forecast Lifecycle Costs and Planned Budgets***

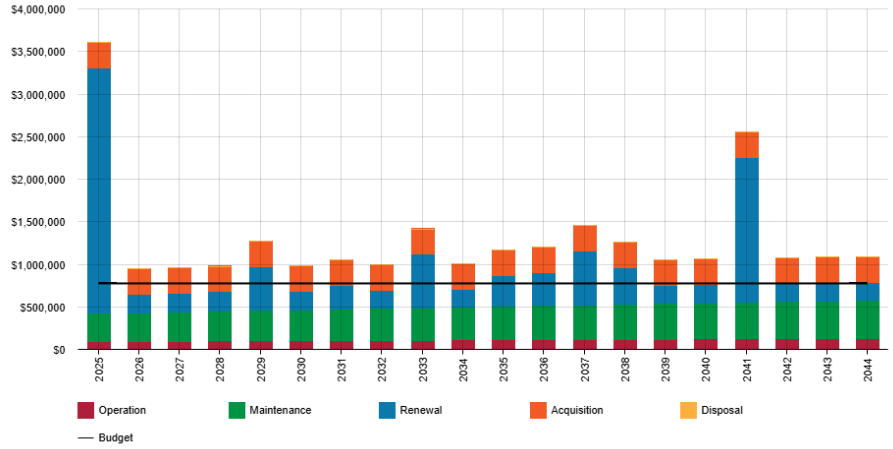



Figure Values are in current dollars.

We plan to provide funding for building assets to undertake:

- Operation, maintenance, renewal and acquisition of building assets to meet service level needs
- Construction of 5 major upgrades or new buildings within the 10-year planning period
- Provide amenities to public open space/ reserves

Commented [LA1]: CPR - please complete

Commented [CP2R1]: Done

### 1.6.2 What we cannot do

We currently do **not** allocate enough budget to sustain these services at the proposed standard or to provide all new services being sought. Works and services that cannot be provided under present funding levels are:

- Retrofit all buildings to meet current standards including but not limited to accessibility and fire standards
- Replace all aging HVAC, plumbing, electrical, and structural systems across the entire building portfolio
- Upgrade all buildings to the latest energy-efficient standards
- Implement advanced security or surveillance systems in all buildings

### 1.6.3 Managing the Risks

Our present budget levels are insufficient to continue to manage risks in the medium term.

The main risk consequences are:

- Some buildings may remain with outdated or inefficient heating, ventilation and air conditioning (HVAC) systems, leading to discomfort or increased energy costs, particularly in low usage or less critical buildings
- Delayed building infrastructure replacements may result in reduced operational efficiency or a deterioration in building quality, especially in non-essential facilities or those that are not deemed high-risk
- Certain accessibility upgrades (e.g., ramps, lifts, signage) may be deferred in less visited or lower-priority buildings, potentially limiting access for people with disabilities
- Postponing fire safety upgrades (such as sprinklers, alarms, and emergency exits) in lower-risk buildings may create a minor safety concern, though priority buildings will still meet the necessary standards
- Energy efficiency retrofits and insulation improvements may be delayed in non-critical buildings, leading to higher ongoing operating costs and environmental impacts
- Cosmetic and minor repairs to building facades and interiors may be deferred, which could affect the aesthetic appearance or user experience, particularly in lower-traffic areas or non-public spaces.

## 1.7 Asset Management Planning Practices

Key assumptions made in this AM Plan are:

- **Asset Useful Life** – assets have an assumed average useful life of approximately 20-80 years, which guides renewal and replacement planning. This estimation is based on historical data and standard industry expectations
- **Condition Deterioration Rates** – it is assumed that asset condition will deteriorate at a predictable rate based on typical usage patterns and environmental factors. This assumption supports forecasting for maintenance and renewal needs but may require adjustment if unexpected deterioration occurs.
- **Growth and Demand** – demand growth is projected to remain stable over the forecast period, with minimal increases in service requirements. This assumes population growth and service demand in the region will follow historical trends without significant surge
- **Funding Availability** – the forecasts assume consistent funding levels over the period, without any significant increases or reductions in budget allocations. This is based on current council funding trends and commitments, with no unexpected funding injections or cuts expected
- **Service Levels –** current service levels are assumed to remain consistent throughout the forecast period. No significant changes in service expectations or regulatory requirements are anticipated, which would otherwise impact operational and maintenance costs.
- **Asset Additions** – for new assets expected to be acquired, it is assumed that initial acquisition costs are covered, but ongoing operational and maintenance costs will need to be absorbed within existing budgets. This impacts long-term planning, as new assets will add to financial demands beyond the current budget forecast.

Assets requiring renewal are identified from either the asset register or an alternative method.

- The timing of capital renewals based on the asset register is applied by adding the useful life to the year of acquisition or year of last renewal,
- Alternatively, an estimate of renewal lifecycle costs is projected from external condition modelling systems and may be supplemented with, or based on, expert knowledge.

The Asset Register Method was used to forecast the renewal lifecycle costs for this AM Plan.

This AM Plan is based on a medium level of confidence information.

## 1.8 Monitoring and Improvement Program

The next steps resulting from this AM Plan to improve asset management practices are:

- Develop a comprehensive asset condition assessment program for building infrastructure
- Implement a proactive maintenance schedule to reduce reactive repairs and extend building life
- Improve building occupancy and energy usage data collection to enhance capacity planning and service levels
- Update the long-term financial plan to reflect increased costs for building renewals and acquisition projects
- Develop a community engagement plan to gather feedback on building service levels and priorities
- Incorporate climate resilience into building infrastructure planning to address extreme weather impacts
- Establish a building asset renewal prioritisation framework to ensure timely renewal of critical buildings
- Implement a GIS-based asset management system to improve tracking of building assets and streamline decision-making
- Conduct a skills audit to identify gaps in technical expertise related to asset management and building maintenance
- Review and update the asset disposal plan to ensure obsolete building assets are decommissioned efficiently

## 2.0 Introduction

### 2.1 Background

This AM Plan communicates the requirements for the sustainable delivery of services through management of assets, compliance with regulatory requirements, and required funding to provide the appropriate levels of service over the planning period.

The AM Plan is to be read with the Brighton Council planning documents. This should include the Asset Management Policy and Asset Management Strategy, where developed, along with other key planning documents including:

- Strategic Plan 2023-2033
- Annual Plan 2024 - 25
- Financial Management Strategy & Long Termm Financial Plan 2022 - 2032
- Brighton Council 2050 Vision
- Brighton Council 10 Year Asset Management Plan

Commented [LA3]: CPR - anything else? Please include 😊

Commented [CP4]: This one doesn't exist yet but will do once we've completed all plans and integrated them

The infrastructure assets covered by this AM Plan include buildings constructed using various methods and materials (including but not limited to concrete, timber, prefabricated, pre-stressed or post tensioned construction). For a detailed summary of the assets covered in this AM Plan refer to Table in Section 5.

These assets are used to support recreational endeavours, arts and culture and help the local community. The buildings also create a more user friendly environment and facilitate other services provided by local community groups.

The infrastructure assets included in this plan have a total replacement value of insert $36,318,312.

Key stakeholders in the preparation and implementation of this AM Plan are shown in Table 2.1.

***Table 2.1: Key Stakeholders in the AM Plan***

| Key Stakeholder | Role in Asset Management Plan |
|---|---|
| Mayor and Elected Members | ▪ Represent needs of community/shareholders,<br>▪ Ensure service sustainable. |
| Chief Executive Officer | ▪ Allocate resources to meet planning objectives in providing services while managing risks,<br>▪ Ensure service sustainability |
| Director Asset Services | ▪ Overall responsibility for Asset Services<br>▪ Ensuring compliance with Strategic Plans and Objectives |
| Project Engineers/ Technical Officers/ Administrative Officers/ Council Works Crew | ▪ Capital works projects and contractor engagement<br>▪ Report of any asset defects or deficiencies noted during inspections |
| Community (residents/ businesses/ property owners) | ▪ Provide feedback on level of service<br>▪ Reporting of any defects or deficiencies through Council CSR system |
| Federal and State Government | ▪ Liaise for funding opportunities through various Government Agencies |

## 2.2 Goals and Objectives of Asset Ownership

Our goal for managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks, and
- Linking to a Long-Term Financial Plan which identifies required, affordable forecast costs and how it will be allocated.

Key elements of the planning framework are

- Levels of service – specifies the services and levels of service to be provided,
- Risk Management,
- Future demand – how this will impact on future service delivery and how this is to be met,
- Lifecycle management – how to manage its existing and future assets to provide defined levels of service,
- Financial summary – what funds are required to provide the defined services,
- Asset management practices – how we manage provision of the services,
- Monitoring – how the plan will be monitored to ensure objectives are met,
- Asset management improvement plan – how we increase asset management maturity.

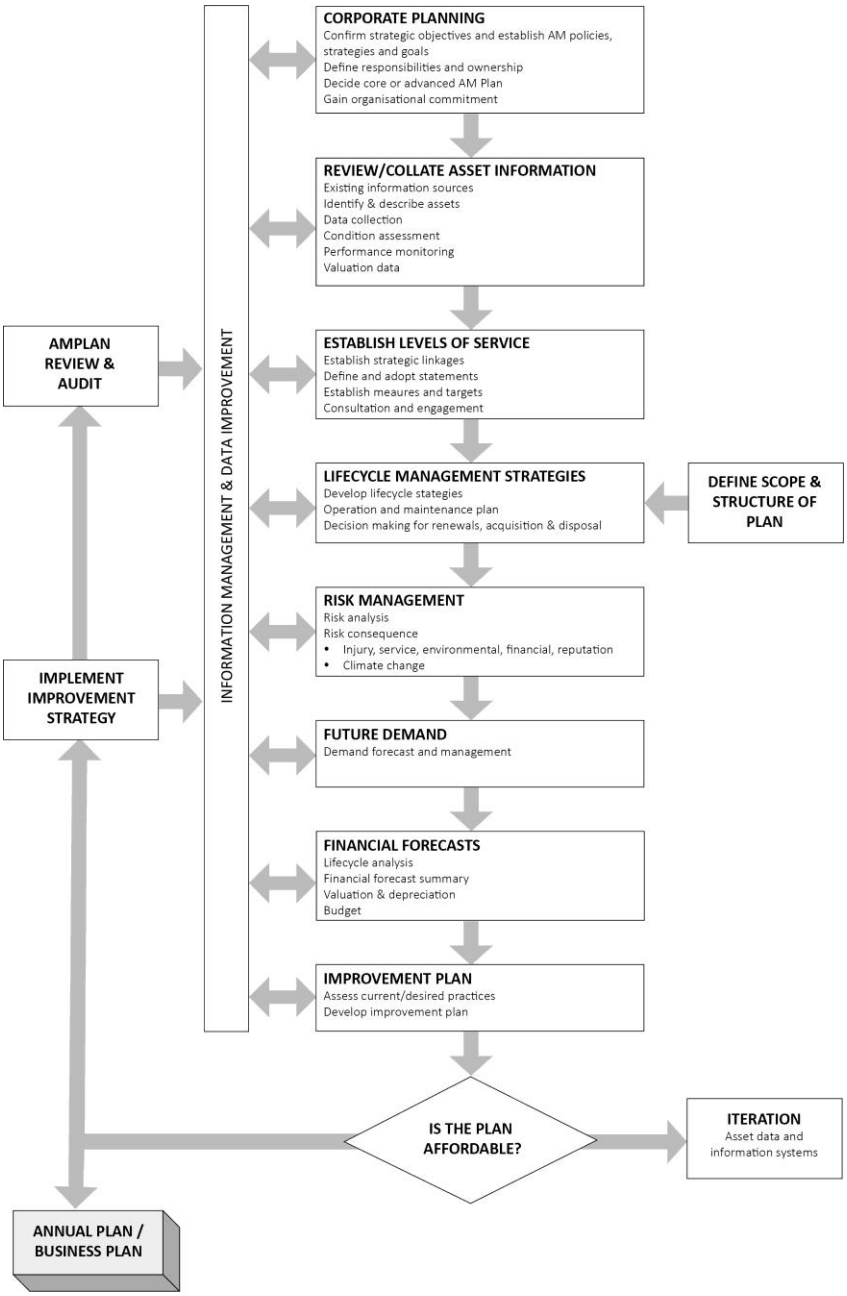
Other references to the benefits, fundamentals principles and objectives of asset management are:

- International Infrastructure Management Manual 2015 [1]
- ISO 55000[2]

A road map for preparing an AM Plan is shown below.

[1] Based on IPWEA 2015 IIMM, Sec 2.1.3, p 2| 13
[2] ISO 55000 Overview, principles and terminology

***Road Map for preparing an Asset Management Plan***
*Source: IPWEA, 2006, IIMM, Fig 1.5.1, p 1.11*



## 3.0 LEVELS OF SERVICE

### 3.1 Customer Research and Expectations

This AM Plan is prepared to facilitate consultation prior to adoption of levels of service by the Brighton Council. Future revisions of the AM Plan will incorporate customer consultation on service levels and costs of providing the service. This will assist the Brighton Council and stakeholders in matching the level of service required, service risks and consequences with the customer's ability and willingness to pay for the service.

We currently haver historic understanding of customer expectations. Community satisfaction information has been used in developing the 10-year plan and in the allocation of resources in the budget.

### 3.2 Strategic and Corporate Goals

This AM Plan is prepared under the direction of the Brighton Council vision, mission, goals and objectives.

Strategic goals have been set by the Brighton Council. The relevant goals and objectives and how these are addressed in this AM Plan are summarised in Table 3.2.

***Table 3.2: Goals and how these are addressed in this Plan***

| Goal | Objective | How Goal and Objectives are addressed in the AM Plan |
|---|---|---|
| A thriving place | ■ Attracting economic development and job opportunities.<br>■ Enabling major infrastructure projects for a growing community.<br>■ Ensuring quality education and training to meet the needs of everyone.<br>■ Delivering connections across Brighton and beyond with good public transport and roads.<br>■ Offering a diverse mix of local places to shop, eat and socialise.<br>■ Encouraging the arts, culture and the creative industries. | ■ Well maintained and strategically located community buildings support economic development, tourism and major infrastructure projects<br>■ Civic centres and recreational buildings support public transport hubs, social venues and cultural/ creative industries |
| A proud community | ■ Inspiring pride in where we live and who we are.<br>■ Building connections with communal events and spaces.<br>■ Fostering an inclusive approach which empowers all regardless of who you are and where you come from.<br>■ Valuing our Aboriginal culture as part of our | ■ Community buildings like civic centres and sports facilities foster social connection, inclusion and shared identity<br>■ Facilities that celebrate Aboriginal culture or host inclusive events reflect values of equity and pride<br>■ Public toilets and community centres support universal access and local pride |

| | | |
|---|---|---|
| | learning, decision making and identity.<br>■ Supporting efforts to resolve our social and economic challenges.<br>■ Ensuring all voices are included and represented in shaping our future. | |
| A good life at every stage | ■ Engaging young people in planning and decision making.<br>■ Facilitating local education and employment opportunities for young people.<br>■ Supporting opportunities for recreation and leisure for everyone at every stage of life.<br>■ Ensuring services and programs tailored for our young and our elderly residents.<br>■ Creating child friendly environments including parks and playgrounds.<br>■ Advocating for safe, affordable homes for first home buyers and those on low incomes. | ■ Muti-use community centres and sports grounds provide recreation and leisure for all ages<br>■ Youth hubs and training spaces facilitate youth engagement and skill building |
| A comfortable home | ■ Ensuring safe, clean and tidy neighbourhoods.<br>■ Boosting community health and wellbeing.<br>■ Creating opportunities for residents to play a role in shaping Brighton.<br>■ Ensuring an abundance of trees and open spaces in the urban areas.<br>■ Maintaining a semi-rural feel with our mountain and river views and historical buildings.<br>■ Making it easy to get around with good, connected footpaths, trails and cycleways. | ■ Clean, safe and functional public amenities contribute to neighbourhood amenity and wellbeing<br>■ Maintenance of heritage buildings supports the semi-rural feel and local character<br>■ Connected public facilities promote walkability and access via paths and trails |

| | | |
|---|---|---|
| A caring council | ■ Committing to fair rates while staying financially sustainable.<br>■ Remaining innovative and progressive.<br>■ Listening to our community and keeping people informed and engaged in planning and decision making.<br>■ Being an employer of choice with staff who are friendly, dynamic and helpful.<br>■ Matching infrastructure and services as our population grows.<br>■ Managing efficient and cost-effective regulation, design and planning for growth, affordability and amenity. | ■ Prioritising cost-effective maintenance and renewal reflects fiscal responsibility and financial sustainability<br>■ Planning for building upgrades and new assets ensures services keep pace with population growth<br>■ The AMP framework supports transparent decision making, staff planning and community engagement |
| A sustainable environment | ■ Embracing best-practice environmentally sustainable initiatives.<br>■ Embedding climate change awareness into decision making.<br>■ Nurturing natural places for people and wildlife.<br>■ Reducing, reusing and recycling waste through integrated management.<br>■ Supporting locally grown fresh and healthy food.<br>■ Embracing sustainable travel options. | ■ Energy efficient building upgrades and sustainable construction methods help reduce environmental impact<br>■ Locating food programs in council buildings supports healthy, local food access<br>■ Sustainable design in public buildings reflects climate change awareness |

## 3.3 Legislative Requirements

There are many legislative requirements relating to the management of assets. Legislative requirements that impact the delivery of building service are outlined in Table 3.3.

***Table 3.3: Legislative Requirements***

| Legislation | Requirement |
|---|---|
| Local Government Act 1993 | Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery |

| | |
|---|---|
| Environmental Management and Pollution Control Act 1994 | Sets out requirements for construction, operation and maintenance so as to avoid causing environmental harm and comply with environmental standards to support sustainable development and public health |
| Electrical Safety Act 2002 | Sets out the installation, reporting and safe use of electrical supply and outlets |
| Work Health and Safety Act 2012 & Regulations | Set out roles and responsibilities to secure the health, safety and welfare of persons at work. |
| Building and Fire Safety Regulation | Sets out the regulations for emergency evacuation, capacity limits and testing of special fire services and installation |
| Plumbing and Drainage Act | Sets out plumbing requirements for buildings |
| Valuation of Land Act | Set out requirements for land and property valuation |
| AS1428 – Design of Access and Mobility | Design standard to ensure infrastructure provides adequate access |
| National Construction Code | Sets out technical requirements relating to building works |
| Disability Discrimination Act 1993 | Set outs requirements for equality of access to services and facilities |
| Development Act 1983 | Sets out parameters for Developments, including what developments required Development Approval (Planning Consent/Building Rules Consent) and the process required to obtain such consents |
| Australian Accounting Standard | Reporting on asset condition and consumption to Councillors, management and the community. |

## 3.4 Customer Values

Service levels are defined in three ways, customer values, customer levels of service and technical levels of service.

**Customer Values** indicate:

- what aspects of the service is important to the customer,
- whether they see value in what is currently provided and
- the likely trend over time based on the current budget provision

***Table 3.4: Customer Values***

| Service Objective: | | | |
|---|---|---|---|
| **Customer Values** | **Customer Satisfaction Measure** | **Current Feedback** | **Expected Trend Based on Planned Budget** |
| Customers value buildings that are safe and accessible | Number of safety complaints or incidents | Currently low incident rate, although there are some accessibility issues in older buildings | Trend likely to see a slight decline as the budget supports regular maintenance of current buildings, but with new acquisitions, highly used buildings to be prioritised, leaving lesser used buildings vulnerable |
| Customers value cleanliness and upkeep of buildings | Fit for purpose complaints, cleanliness complaints | Generally positive with some issues at high use or older sites | Trend likely to see a slight decline as the budget is reactive |
| Customers value availability of a suitable number of buildings to support community needs | Booking levels, satisfaction survey results | Good usage where available and users generally satisfied | Trend likely to worsen slightly due to increasing demand and insufficient funding for major expansions or alternative solutions |
| Customers expect environmental sustainability | Utility costs and energy efficiency | Low community awareness with ad hoc sustainability efforts | Unlikely to improve without dedicated sustainability upgrades |

## 3.5 Customer Levels of Service

The Customer Levels of Service are considered in terms of:

**Condition** 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?

In Table 3.5 under each of the service measures types (Condition, Function, Capacity/Use) there is a summary of the performance measure being used, the current performance, and the expected performance based on the current budget allocation.

These are measures of fact related to the service delivery outcome (e.g. number of occasions when service is not available or proportion of replacement value by condition %'s) to provide a balance in comparison to the customer perception that may be more subjective.

*Table 3.5: Customer Level of Service Measures*

| Type of Measure | Level of Service | Performance Measure | Current Performance | Expected Trend Based on Planned Budget |
|---|---|---|---|---|
| **Condition** | Building condition and maintenance quality | Proportion of buildings in good or fair condition (based on inspections) | 75% in good/ fair condition; maintenance is reactive rather than planned | Slight decline expected without proactive maintenance funding |
| | ***Confidence levels*** | | Medium (Periodic visual inspections and professional judgement) | Medium (Same confidence unless funding improves for detailed condition audits) |
| **Function** | Fitness for purpose (functionality and usability) | Percentage of buildings fully fit for intended use (e.g., accessibility, amenities) | Most buildings functional; some are outdated; not all accessible or multipurpose | Functional adequacy expected to remain stable but may not meet modern accessibility needs |
| | ***Confidence levels*** | | Low–Medium (Judgement-based with limited user surveys or detailed assessments) | Low–Medium (Will remain unless funding for assessments and upgrades increases) |
| **Capacity** | Adequacy to support service delivery and usage | Buildings meeting demand for space and usage | Several buildings at or near capacity; some facilities underused due to condition | Capacity pressure likely to increase; repurposing opportunities limited without funding |
| | ***Confidence levels*** | | Medium (Based on usage reports and anecdotal evidence) | Medium (Same trend expected) |
| **Safety** | Building safety and compliance | Number of reported safety incidents or hazards | Low number of reported incidents; proactive safety audits not routine | Risk may rise slightly if proactive inspections continue to be deprioritised |
| | ***Confidence levels*** | | Medium (Professional judgement, some compliance data) | Medium |
| **Compliance** | Regulatory compliance (building codes and standards) | Percentage of buildings fully compliant with applicable regulations | Compliance checked at construction; limited follow-up for older facilities | Risk of non-compliance increases as buildings age and regulations evolve |
| | ***Confidence levels*** | | Low–Medium (Relies on external audits or events triggering compliance reviews) | Low–Medium |

## 3.6 Technical Levels of Service

**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),

Service and asset managers plan, implement and control technical service levels to influence the service outcomes.[3]

Table 3.6 shows the activities expected to be provided under the current 10 year Planned Budget allocation, and the Forecast activity requirements being recommended in this AM Plan.

***Table 3.6: Technical Levels of Service***

| Lifecycle Activity | Purpose of Activity | Activity Measure | Current Performance* | Recommended Performance ** |
|---|---|---|---|---|
| **TECHNICAL LEVELS OF SERVICE** | | | | |
| **Acquisition** | To meet growing service needs through new buildings or extensions to existing buildings (e.g., new amenities, additional office space) | Number of new buildings or building extensions delivered | Limited by budget. New assets delivered reactively based on community or staff complaints | Proactively assess service needs and plan future buildings/extensions based on growth and functionality assessments |
| | To improve accessibility, energy efficiency or compliance (e.g., DDA upgrades, solar installations) | Number of upgrades or retrofits completed | Accessibility and efficiency improvements are only made when grants or external funds are available | Develop an annual capital upgrade program to improve compliance and sustainability |
| | | **Budget** | $2,000,000 total for 10 years | $2,500,000 total for 10 years |
| **Operation** | To ensure buildings remain safe, clean, and fit for purpose | Frequency of cleaning, servicing, minor repairs, and safety checks | Buildings are functional but cleaning/maintenance response varies between sites | Maintain current budget but implement a standardised operational service plan for all buildings |
| | To support efficient use of buildings and reduce downtime (e.g., HVAC operation, power supply) | Downtime events due to service disruptions | Rare, but no consistent tracking or performance reporting | Establish asset usage tracking and feedback mechanisms to reduce user disruption |
| | | **Budget** | $1,200,000 per year | $1,400,000 per year to reflect increased utility, safety, and community use |

[3] IPWEA, 2015, IIMM, p 2|28.

| Lifecycle Activity | Purpose of Activity | Activity Measure | Current Performance* | Recommended Performance ** |
|---|---|---|---|---|
| **Maintenance** | To prevent asset degradation and extend building lifespan | Number of unplanned maintenance requests, backlog of scheduled maintenance | Reactive maintenance is increasing due to delayed scheduled works | Shift focus to preventative maintenance to reduce future costs and extend asset life |
| | To ensure building components (e.g., HVAC, lifts, fire systems) are maintained for safety and compliance | Frequency of servicing and safety audits | Some systems are overdue for servicing or not tracked properly | Improve asset register and tracking of building system servicing and compliance |
| | | **Budget** | $3,500,000 per year | $3,700,000 per year |
| **Renewal** | To replace building components or entire buildings at end of useful life | Renewal value of components due or overdue | Budget allows only for highest-risk renewals, others are deferred | Increase budget to avoid compounding backlog and support lifecycle sustainability |
| | | **Budget** | $5,000,000 total for 10 years | $6,000,000 total for 10 years |
| **Disposal** | To remove buildings that are redundant or cost-ineffective to maintain | Number of buildings demolished or sold | Rare, with disposals only occurring when assets are unsafe or repurposed | Maintain current strategy but develop long-term plan for potential disposals |
| | | **Budget** | No disposals planned in next 10 years | No disposals planned in next 10 years |

Note: * Current activities related to Planned Budget.

** Expected performance related to forecast lifecycle costs.

It is important to monitor the service levels regularly as circumstances can and do change. Current performance is based on existing resource provision and work efficiencies. It is acknowledged changing circumstances such as technology and customer priorities will change over time.

## 4.0 FUTURE DEMAND

### 4.1 Demand Drivers

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

### 4.2 Demand Forecasts

The present position and projections for demand drivers that may impact future service delivery and use of assets have been identified and documented.

### 4.3 Demand Impact and Demand Management Plan

The impact of demand drivers that may affect future service delivery and use of assets are shown in Table 4.3.

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

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this AM Plan.

*Table 4.3: Demand Management Plan*

| Demand driver | Current position | Projection | Impact on services | Demand Management Plan |
|---|---|---|---|---|
| Population | Population growing at 1.57% | An increase in working age population | Increased demand for housing, amenities, and public buildings. | Monitor growth trends and adjust services accordingly. Consider expanding capacity. |
| Changing demographics | Mix of assets that provide services suitable for current service demand | Aging population and more diverse needs | Demand for accessible facilities (e.g., DDA-compliant spaces) and facilities for senior citizens. | Conduct community consultations to align services with evolving needs. Implement DDA-compliant infrastructure and support for senior citizens. |
| Tourism | Facilities provided to encourage visitation | Increased tourism, particularly eco and adventure tourism | Higher demand for accommodation, public restrooms, and tourist information centres. | Plan for facility upgrades and expansions in high-traffic tourist areas. Partner with local businesses to manage demand. |
| Regulations, codes and best practice | Buildings comply with current regulations and codes | Changes in regulations and best practices | Increased demand to retrofit buildings to meet new environmental standards and compliance requirements. | Allocate funding for compliance upgrades. Prioritise retrofitting based on asset condition. Engage early with policymakers to anticipate future changes. |
| Environmental Sustainability | Focus on traditional energy use in buildings | Increased demand for energy-efficient and sustainable buildings | Increased need for retrofitting existing buildings with energy-saving technology and sustainable practices. | Implement green building certifications and retrofitting strategies to meet future sustainability requirements. |

## 4.4 Asset Programs to meet Demand

The new assets required to meet demand may be acquired, donated or constructed. Additional assets are discussed in Section 5.4.

Acquiring new assets will commit the Brighton Council to ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs for inclusion in the long-term financial plan (Refer to Section 5).

## 4.5 Climate Change Adaptation

The impacts of climate change may have a significant impact on the assets we manage and the services they provide. In the context of the Asset Management Planning process climate change can be considered as both a future demand and a risk.

How climate change impacts on assets will vary depending on the location and the type of services provided, as will the way in which we respond and manage those impacts.[4]

As a minimum we consider how to manage our existing assets given potential climate change impacts for our region.

Risk and opportunities identified to date are shown in Table 4.5.1

***Table 4.5.1 Managing the Impact of Climate Change on Assets and Services***

| Climate Change Description | Projected Change | Potential Impact on Assets and Services | Management |
|---|---|---|---|
| Increased frequency of extreme rainfall | Higher intensity and frequency of storms and heavy rainfall events | Water ingress into building structures, roof leaks, basement flooding, mould growth, damage to internal finishes and electrical systems. | Improve roof drainage and guttering systems, elevate critical infrastructure, waterproof basements, and install stormwater diversion infrastructure. |
| Rising temperatures | More frequent heatwaves and increased average temperatures | Overheating in buildings, increased energy use for cooling, thermal stress on building materials (e.g. expansion/cracking), discomfort for users. | Upgrade insulation, install passive cooling designs, increase ventilation, use heat-tolerant materials and reflective roofing. |
| Increased frequency of drought | Prolonged dry spells and drought conditions | Ground movement/subsidence affecting foundations (especially in clay soils), drying of landscaping and increased fire risk near structures. | Monitor soil conditions, design flexible foundations, incorporate drought-tolerant landscaping, and install bushfire protection measures. |
| Sea level rise and coastal inundation | Rising sea levels and increased tidal surges in low-lying areas | Coastal buildings at risk of inundation, saltwater damage to structural elements, corrosion of materials, reduced asset lifespan. | Avoid new developments in flood-prone areas, raise floor levels, use corrosion-resistant materials, implement coastal protection or relocation strategies. |
| Increased bushfire risk | Hotter, drier climate increasing bushfire frequency and severity | Risk of damage or total loss to buildings, especially in peri-urban or rural areas. Safety risk to occupants. | Construct using bushfire-resistant materials, maintain defensible space, install ember-proofing and sprinkler systems. |
| Stronger wind events and storms | Increase in intensity of cyclones, storms, and wind events | Structural damage (roof uplift, facade failure), broken windows, damaged external fixtures, increased downtime. | Reinforce building structures, use storm-resistant roofing/cladding, secure external fittings, |

[4] IPWEA Practice Note 12.1 Climate Change Impacts on the Useful Life of Infrastructure

| | | | |
|---|---|---|---|
| | | | conduct regular inspections. |
| Increased humidity | Higher average humidity in some regions | Increased mould growth, material degradation (wood, plaster), poor indoor air quality, health risks to users. | Improve ventilation, use moisture-resistant materials, install dehumidifiers or HVAC systems with humidity control. |
| Energy grid instability due to climate stress | Heatwaves, fires, and storms disrupt power infrastructure | Service interruptions in energy-reliant buildings (e.g. libraries, halls), affecting community use and operations. | Incorporate solar PV with battery backup, consider off-grid capabilities for critical assets, install energy-efficient systems. |

Additionally, the way in which we construct new assets should recognise that there is opportunity to build in resilience to climate change impacts. Building resilience can have the following benefits:

- Assets will withstand the impacts of climate change;
- Services can be sustained; and
- Assets that can endure may potentially lower the lifecycle cost and reduce their carbon footprint

Table 4.5.2 summarises some asset climate change resilience opportunities.

***Table 4.5.2 Building Asset Resilience to Climate Change***

| New Asset Description | Climate Change impact These assets? | Build Resilience in New Works |
|---|---|---|
| Fit out and Fittings | Increased humidity and temperature may lead to mould growth, warping of timber elements, and degradation of materials. | Use moisture- and heat-resistant materials (e.g., treated timber, composite materials), improve HVAC systems, use low-VOC and mould-resistant coatings. |
| Superstructure[5] | Bushfires, intense storms, and temperature extremes can weaken or damage structural elements like walls, columns, and frames. | Design using fire-resistant and cyclone-rated materials (e.g., steel frames, concrete), reinforce joints, and apply protective coatings. |
| Roof | Higher rainfall intensity and wind can cause leaks, damage roofing materials, and increase heat load. | Use high-wind rated roof systems, incorporate gutter guards and downpipe capacity for intense rainfall, and install cool/reflective roofing materials. |
| Building Externals | Storm surges, extreme weather, and bushfire exposure can compromise external facades, insulation, and glazing. | Elevate buildings where flood-prone, install bushfire shutters or ember-proof screens, use durable cladding (e.g., fibre cement, masonry). |
| Foundations | Soil movement due to drought or heavy rainfall | Use deep foundations or soil-stabilisation techniques, assess geotechnical risk during design, install proper stormwater management. |

[5] Superstructure refers to the primary structural elements of a building above the foundations—namely the structural frame and load-bearing components such as columns, beams, floor slabs, and structural walls that support the roof, and fitout.

| | | |
|---|---|---|
| | may lead to cracking or shifting of foundations. | |
| Water Systems | Changes in rainfall patterns may impact supply and increase stormwater runoff load. | Include rainwater harvesting, backflow prevention, stormwater detention systems, and green infrastructure integration. |

The impact of climate change on assets is a new and complex discussion and further opportunities will be developed in future revisions of this AM Plan.

## 5.0 LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Brighton Council plans to manage and operate the assets at the agreed levels of service (Refer to Section 3) while managing life cycle costs.

### 5.1 Background Data

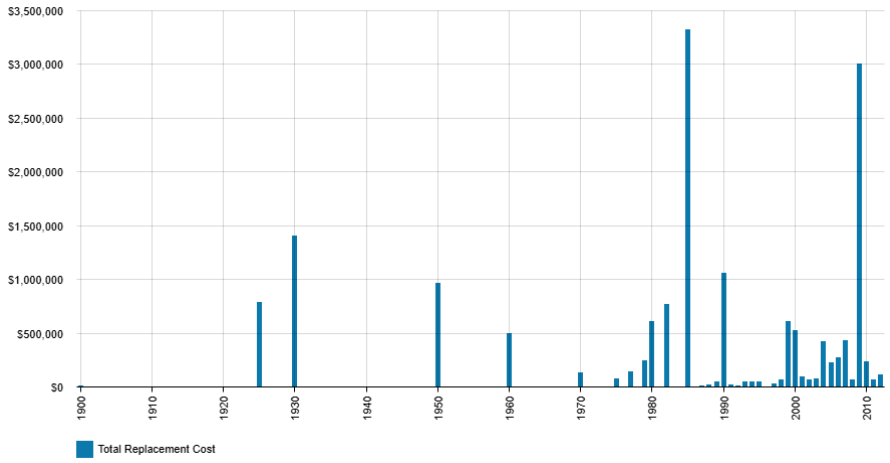
#### 5.1.1 Physical parameters

The assets covered by this AM Plan are shown in Table 5.1.1.

The age profile of the assets included in this AM Plan are shown in Figure 5.1.1.

***Table 5.1.1: Assets covered by this Plan***

| Asset Category | Replacement Value |
|---|---|
| Fit out and Fittings | $798,491 |
| Roof | $927,970 |
| Superstructure | $14,815,425 |
| **TOTAL** | **$16,541,816** |




All figure values are shown in current day dollars.

The age profile data shows a significant number of assets in the 21-30 year range, reflecting a peak in investment during the early 1990s to early 2000s. These assets are approaching the later stages of their useful life and will require increasing maintenance and planned renewals over the next decade. Another notable concentration exists in the 11-20 year range, indicating continued investment in the mid-2000s to early 2010s.

In addition, there are large spikes in older assets from 40+ years ago, particularly linked to construction activity in the 1950s, 1960s, and a major peak in the mid-1980s. These older assets represent a looming wave of renewals that will coincide with the aging of mid-life assets. The younger assets in the 0-10 year range show recent investments, which will have minimal short-term maintenance needs. However, careful long-term

renewal planning will be essential to avoid budget and resource pressures as multiple asset groups reach end-of-life at similar times.

### 5.1.2 Asset capacity and performance

Assets are generally provided to meet design standards where these are available. However, there is insufficient resources to address all known deficiencies. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

***Table 5.1.2: Known Service Performance Deficiencies***

| Location | Service Deficiency |
|---|---|
| Old Council Chambers/ Senior Citizens Centre | Buildings superstructure is failing, with widespread deterioration |
| Pontville Grandstand | Superstructure in poor condition, with decking in particular needing replacement to ensure safety. |
| Millvale Rd Bus Shed | Superstructure falling apart, with structural damage affecting its usability and safety. |

The above service deficiencies were identified from asset register data.

### 5.1.3 Asset condition

Condition of building assets is generally monitored through visual inspections as issues arise, rather than through routine condition rating cycles. Inspections typically focus on identifying obvious defects, safety concerns, and maintenance needs such as structural cracking, water damage, roof leaks, and general wear and tear. Formal condition assessments may be undertaken as part of major projects or when specific concerns are reported.

Condition is measured using a 1 – 5 grading system[6] as detailed in Table 5.1.3. It is important that a consistent approach is used in reporting asset performance enabling effective decision support. A finer grading system may be used at a more specific level, however, for reporting in the AM plan results are translated to a 1 – 5 grading scale for ease of communication.

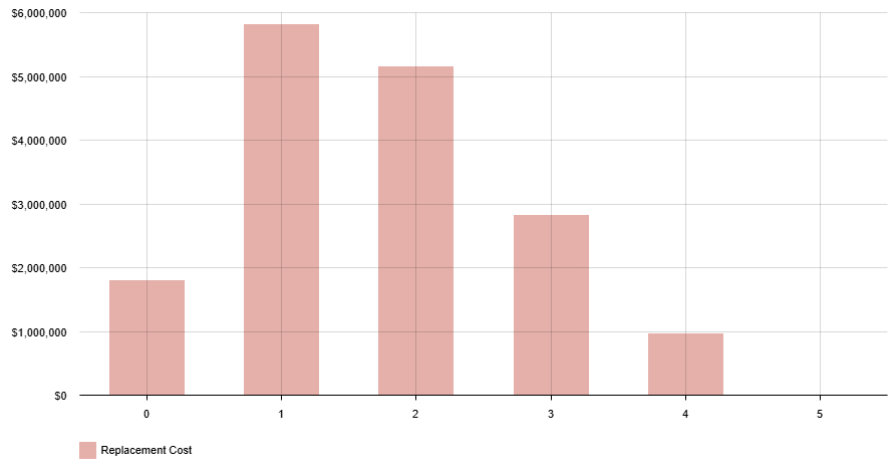
***Table 5.1.3: Condition Grading System***

| 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 condition profile of our assets is shown in Figure 5.1.3.

[6] IPWEA, 2015, IIMM, Sec 2.5.4, p 2|80.

*Figure 5.1.3: Asset Condition Profile*




Based on the asset condition data, the majority of assets are in Condition 1, with a CRC value of $5.8 million, indicating they are in good condition and likely performing well with minimal maintenance needs. A further $5.1 million worth of assets are in Condition 2, suggesting these assets are also in relatively good shape, contributing positively to overall service levels with limited intervention required.

As asset condition worsens, the CRC value decreases: $2.8 million in Condition 3 and $967,756 in Condition 4. No assets are currently recorded in Condition 5, which would represent very poor condition. Assets in Condition 4 may have reduced functionality or reliability and could require more frequent repairs. While the overall proportion of assets in poorer condition is relatively small, proactive management will help prevent further deterioration and higher future costs.

All figure values are shown in current day dollars.

## 5.2 Operations and Maintenance Plan

Operations include regular activities to provide services. Examples of typical operational activities include cleaning, street sweeping, asset inspection, and utility costs.

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.

The trend in maintenance budgets are shown in Table 5.2.1.

*Table 5.2.1: Maintenance Budget Trends*

| Year | Maintenance Budget $ |
|---|---|
| 2020 – 2021 | $270,817 |
| 2021 – 2022 | $375, 298 |
| 2022 – 2023 | $401,308 |
| 2023 – 2024 | $841,997 |

Maintenance budget levels are considered to be adequate to meet projected service levels, which may be less than or equal to current service levels. Where maintenance budget allocations are such that they will result in a lesser level of service, the service consequences and service risks have been identified and are highlighted in this AM Plan and service risks considered in the Infrastructure Risk Management Plan.

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

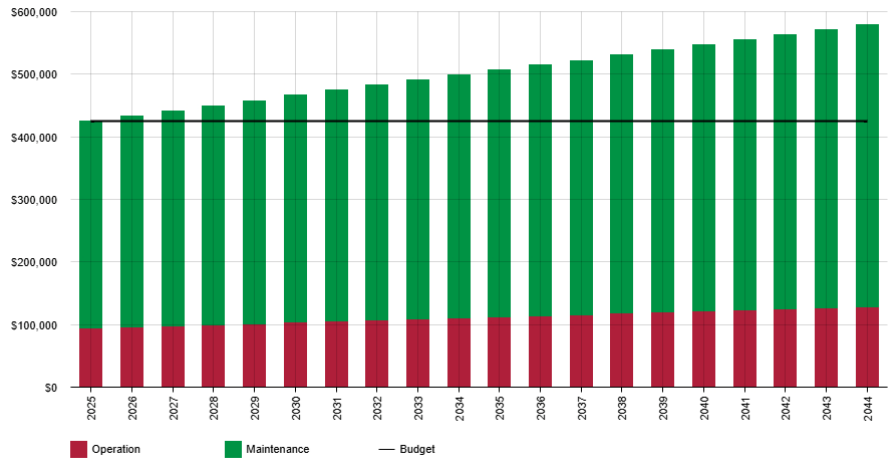
### Asset hierarchy

An asset hierarchy provides a framework for structuring data in an information system to assist in collection of data, reporting information and making decisions. The hierarchy is to be formally documented and will be provided in future revision of the AM plan.

### Summary of forecast operations and maintenance costs

Forecast operations and maintenance costs are expected to vary in relation to the total value of the asset stock. If additional assets are acquired, the future operations and maintenance costs are forecast to increase. If assets are disposed of the forecast operation and maintenance costs are expected to decrease. Figure 5.2 shows the forecast operations and maintenance costs relative to the proposed operations and maintenance Planned Budget.

***Figure 5.2: Operations and Maintenance Summary***




All figure values are shown in current day dollars.

The forecast for operations and maintenance costs indicates a steady upward trend from 2025 to 2044. The graph shows two key components: operations costs and maintenance costs, both gradually increasing over the forecast period. This increase reflects factors such as asset aging, rising service demands, and escalating maintenance requirements as infrastructure continues to deteriorate over time.

In contrast, the budget for operations and maintenance remains static at $425,121 per year throughout the entire period. This flat budget line highlights a lack of planned increases in funding despite the forecasted growth in costs. As the years progress, the gap between the budget and the combined operations and maintenance estimates continues to widen. While early years show costs approaching the budget, by 2044, the forecasted total significantly exceeds the available budget. This growing shortfall indicates that without additional funding allocations, the council may face challenges in maintaining service levels and addressing maintenance needs, increasing the risk of asset failure or service disruptions.

## 5.3 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. Work over and above restoring an asset to original service potential is considered to be an acquisition resulting in additional future operations and maintenance costs.

Assets requiring renewal are identified from one of two approaches in the Lifecycle Model.

- The first method uses Asset Register data to project the renewal costs (replacement cost) and renewal timing (acquisition year plus updated useful life to determine the renewal year), or
- The second method uses an alternative approach to estimate the timing and cost of forecast renewal work (i.e. condition modelling system, staff judgement, average network renewals, or other).

The typical useful lives of assets used to develop projected asset renewal forecasts are shown in Table 5.3.

Asset useful lives are currently being validated. This AM Plan is based on useful life assumptions from the 2024 valuation.

***Table 5.3: Useful Lives of Assets***

| Asset (Sub)Category | Useful life |
|---|---|
| Fit out and Fittings | 20 Years |
| Roof | 30 Years |
| Superstructure | 80 Years |

The estimates for renewals in this AM Plan were based on an Asset Register Method.

### 5.3.1 Renewal ranking criteria

Asset renewal is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replacing a bridge that has a 5 t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. condition of a playground).[7]

It is possible to prioritise renewals 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, and
- Have potential to reduce life cycle costs by replacement with a modern equivalent asset that would provide the equivalent service.[8]

The ranking criteria used to determine priority of identified renewal proposals is detailed in Table 5.3.1.

[7] IPWEA, 2015, IIMM, Sec 3.4.4, p 3|91.
[8] Based on IPWEA, 2015, IIMM, Sec 3.4.5, p 3|97.

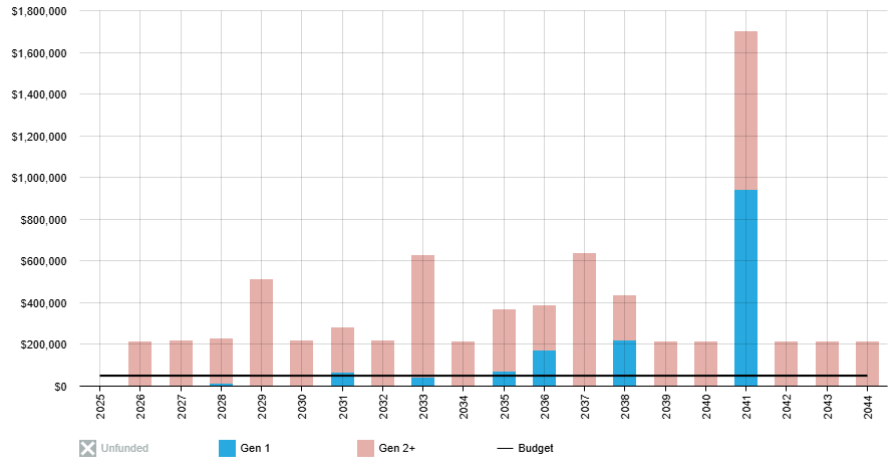
*Table 5.3.1: Renewal Priority Ranking Criteria*

| Criteria | Weighting |
|---|---|
| **Consequence of Failure** - prioritises assets with a high impact on safety, service delivery or regulatory compliance if they fail | 30% |
| **Asset Usage and User Impact** – considers the level of asset utilisation and potential service impact on users, especially if the asset is heavily used | 25% |
| **Operational and Maintenance Costs** – focuses on assets with rising operational/ maintenance costs, indicating a high need for renewal to manage expenses | 20% |
| **Lifecycle Cost Reduction Potential** – assets that can be renewed with modern equivalents that reduce overall life cycle costs and improve efficiency | 15% |
| **Asset Condition and Performance** – considers the current condition and functional performance of the asset | 10% |
| **Total** | **100%** |

## 5.4 Summary of future renewal costs

Forecast renewal costs are projected to increase over time if the asset stock increases. The forecast costs associated with renewals are shown relative to the proposed renewal budget in Figure 5.4.1. A detailed summary of the forecast renewal costs is shown in Appendix D.

*Figure 5.4.1: Forecast Renewal Costs*[9]




All figure values are shown in current day dollars.

9 Note: In this figure, Gen 1 assets are those where renewal is determined from a single data source (age only)—i.e., we assume replacement at standard end of life because condition/performance data is not available. Gen 2+ assets use two or more data sources (e.g., age + condition and, where available, risk/criticality/performance), so renewal timing reflects actual condition (with age as context) rather than age alone.

The renewal budget reflects a recognition of ongoing asset renewal needs, but with a generally fixed allocation per year from 2025 to 2044, it does not adjust to match forecasted demands. Significant spikes in renewal requirements are forecasted in 2029, 2033, 2037 and most notably in 2041, where combined renewal needs exceed $1.7 million. These peaks indicate waves of aging assets reaching the end of their useful life, likely resulting from historical periods of concentrated investment.

However, the static renewal budget is unlikely to meet these increasing demands. As the gap between available budget and forecasted renewal needs widens, the risk of deferred renewals becomes more pronounced. This shortfall poses challenges for maintaining asset functionality and service levels, increasing the likelihood of asset failures, reactive repairs, and higher long-term costs. Strategic planning and increased investment will be essential to address the upcoming renewal peaks and avoid service disruptions.

## 5.5 Acquisition Plan

Acquisition reflects are new assets that did not previously exist or works which will upgrade or improve an existing asset beyond its existing capacity. They may result from growth, demand, social or environmental needs. Assets may also be donated to the Brighton Council.

### 5.5.1 Selection criteria

Proposed acquisition of new assets, and upgrade of existing assets, are identified from various sources such as community requests, proposals identified by strategic plans or partnerships with others. Potential upgrade and new works should be reviewed to verify that they are essential to the Entities needs. Proposed upgrade and new work analysis should also include the development of a preliminary renewal estimate to ensure that the services are sustainable over the longer term. Verified proposals can then be ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in Table 5.5.1.

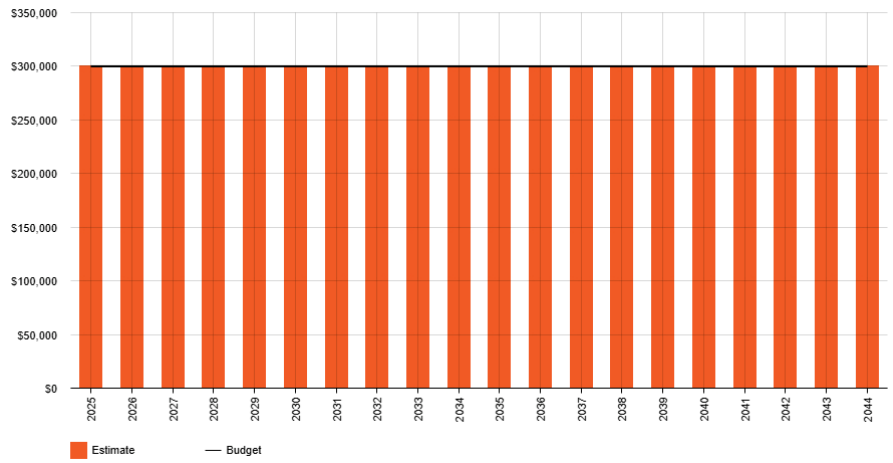
***Table 5.5.1: Acquired Assets Priority Ranking Criteria***

| Criteria | Weighting |
|---|---|
| **Alignment with Strategic Objectives** – prioritises acquisitions that align closely with the organisations strategic goals and long term vision | 30% |
| **Community Demand or Social Benefit** – considers assets that address high demand areas or provide significant benefits to the community | 25% |
| **Environmental Impact and Sustainability** – values environmentally sustainable projects and those that reduce future environmental risks | 20% |
| **Cost Benefit Analysis and Funding Feasibility** – ensures the project is financially viable and has a favourable cost benefit outcome | 15% |
| **Operational Efficiency or Improvement in Service Delivery** – accounts for enhancements in operational efficiency or improved service quality | 10% |
| **Total** | **100%** |

Summary of future asset acquisition costs

Forecast acquisition asset costs are summarised / summarized in Figure 5.5.1 and shown relative to the proposed acquisition budget. The forecast acquisition capital works program is shown in Appendix A.

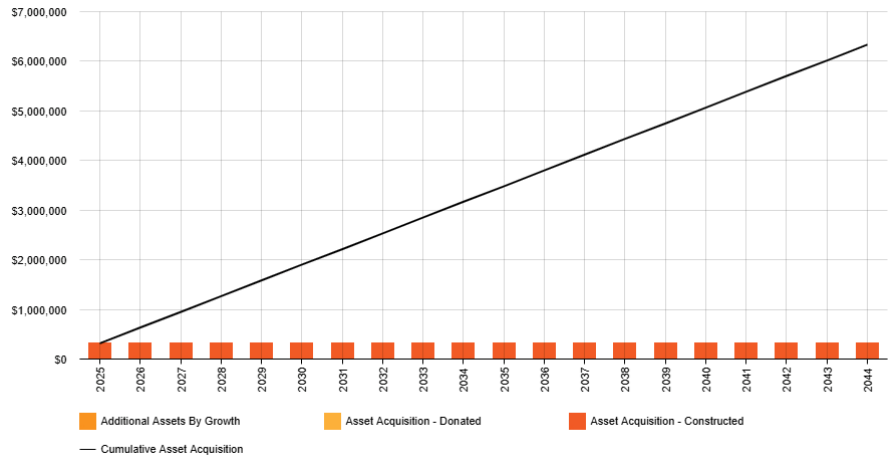
*Figure 5.5.1: Acquisition (Constructed) Summary*




All figure values are shown in current day dollars.

When an Entity commits to new assets, they must be prepared to fund future operations, maintenance and renewal costs. They must also account for future depreciation when reviewing long term sustainability. When reviewing the long-term impacts of asset acquisition, it is useful to consider the cumulative value of the acquired assets being taken on by the Entity. The cumulative value of all acquisition work, including assets that are constructed and contributed shown in Figure 5.5.2.

*Figure 5.5.2: Acquisition Summary*




All figure values are shown in current dollars.

Expenditure on new assets and services in the capital works program will be accommodated in the long-term financial plan, but only to the extent that there is available funding.

The forecast acquisition costs for new assets are consistently estimated at $300,000 per year from 2025 to 2044, with the proposed budget also set at $300,000 annually. This alignment suggests that current acquisition plans are financially sustainable in the short to medium term, with no immediate funding gap anticipated for new asset procurement. The steady budget reflects a controlled approach to asset growth, likely focused on maintaining service levels without overextending financial commitments.

It is important to note that the proposed acquisition budget also includes estimated loan repayments for the proposed waste transfer station. While this facility addresses a significant community need, the loan repayments reduce available funds for other new acquisitions within the budget envelope. This commitment limits flexibility to respond to emerging asset needs or strategic growth opportunities in the short term.

Furthermore, while acquisition costs remain stable, each new asset adds to the council's long-term obligations for operations, maintenance, and renewal. Over time, this cumulative effect could strain financial resources, particularly if future funding for these ongoing costs does not increase in line with asset growth. Without proactive financial planning to address these future liabilities, there is a risk that service levels and asset conditions may decline as the network expands. Regular reviews of acquisition strategies, lifecycle funding, and debt servicing will be essential to ensure long-term asset sustainability.

## 5.6 Disposal Plan

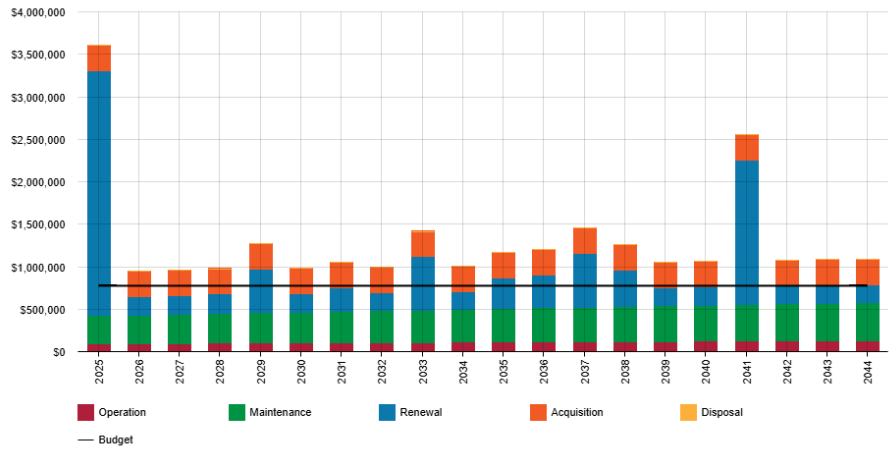
Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. There are currently no assets identified for possible decommissioning and disposal.

## 5.7 Summary of asset forecast costs

The financial projections from this asset plan are shown in Figure 5.7.1. These projections include forecast costs for acquisition, operation, maintenance, renewal, and disposal. These forecast costs are shown relative to the proposed budget.

The bars in the graphs represent the forecast costs needed to minimise the life cycle costs associated with the service provision. The proposed budget line indicates the estimate of available funding. The gap between the forecast work and the proposed budget is the basis of the discussion on achieving balance between costs, levels of service and risk to achieve the best value outcome.

***Figure 5.7.1: Lifecycle Summary***




All figure values are shown in current day dollars.

The forecast lifecycle costs for operations, maintenance, and renewal demonstrate a deliberate and balanced approach to asset management. Operational costs remain constant at $775,121 annually, while maintenance costs increase gradually from $330,650 in 2025 to approximately $450,993 by 2044, reflecting the growing complexity and aging of the asset portfolio. Renewal costs fluctuate more significantly, with notable peaks in 2025, 2029, 2033, 2035, 2036, 2037, 2038, and a substantial spike in 2041, indicating planned interventions to address asset condition and lifecycle needs.

The proposed budget of $775,121 per year provides a consistent financial framework to support these activities. However, while this budget appears sufficient to cover operations and maintenance, it falls short of meeting peak renewal demands in several key years. The substantial renewal requirements in 2025 and particularly in 2041, where renewal costs approach $1.7 million, highlight potential funding gaps that may challenge the council's ability to maintain service levels and asset condition without additional financial resources.

Moreover, the cumulative impact of new asset acquisitions and associated loan repayments—such as for the waste transfer station—further tightens financial capacity. Without adjusting the budget to accommodate these increasing lifecycle demands, the council faces risks of deferred renewal, increased maintenance backlogs, and potential service level reductions. To ensure long-term sustainability, a strategic review of funding allocations will be necessary to align lifecycle costs with future asset needs and community expectations.

## 6.0 RISK MANAGEMENT PLANNING

The purpose of infrastructure risk management is to document the findings and recommendations resulting from the periodic identification, assessment and treatment of risks associated with providing services from infrastructure, using the fundamentals of International Standard ISO 31000:2018 Risk management – Principles and guidelines.

Risk Management is defined in ISO 31000:2018 as: 'coordinated activities to direct and control with regard to risk'[10].

An assessment of risks[11] associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a 'financial shock', reputational impacts, or other consequences. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, and the consequences should the event occur. The risk assessment should also include the development of a risk rating, evaluation of the risks and development of a risk treatment plan for those risks that are deemed to be non-acceptable.

### 6.1 Critical Assets

Critical assets are defined as those which have a high consequence of failure causing significant loss or reduction of service. Critical assets have been identified and along with their typical failure mode, and the impact on service delivery, are summarised in Table 6.1. Failure modes may include physical failure, collapse or essential service interruption.

***Table 6.1 Critical Assets***

| Critical Asset(s) | Failure Mode | Impact |
|---|---|---|
| Roof | Leaks, corrosion, wind uplift, material degradation | Water ingress, interior damage, mould growth, compromised safety, reduced building lifespan |
| Superstructure | Structural cracking, fatigue, warping, corrosion (steel) | Structural instability, safety hazards, increased risk during extreme events, high rectification costs |
| Fitout and Fittings | Warping, detachment, water damage, wear and tear | Poor amenity and functionality, higher replacement frequency, increased operational disruption |
| Foundations | Settlement, soil movement (due to drought/flood), cracking | Uneven floors, structural misalignment, high repair costs, potential partial building failure |
| External Cladding | Cracking, delamination, fire or impact damage | Weather ingress, insulation failure, reduced thermal efficiency, compromised aesthetics and safety |
| Windows and Glazing | Seal failure, breakage from impact or thermal stress | Water leaks, energy inefficiency, comfort issues, higher cooling/heating loads |
| HVAC Systems | Overheating, mechanical failure, blocked filters, inefficiency | Reduced indoor air quality, user discomfort, increased energy use and maintenance needs |
| Electrical Systems | Overloading, water damage, corrosion | Fire risk, power outages, interruption to essential services |
| Plumbing & Drainage | Blockages, pipe bursts, corrosion | Flooding, health hazards, service outages, structural damage |

[10] ISO 31000:2009, p 2

[11] REPLACE with Reference to the Corporate or Infrastructure Risk Management Plan as the footnote

By identifying critical assets and failure modes an organisation can ensure that investigative activities, condition inspection programs, maintenance and capital expenditure plans are targeted at critical assets.

## 6.2 Risk Assessment

The risk management process used is shown in Figure 6.2 below.

It is an analysis and problem-solving technique designed to provide a logical process for the selection of treatment plans and management actions to protect the community against unacceptable risks.

The process is based on the fundamentals of International Standard ISO 31000:2018.

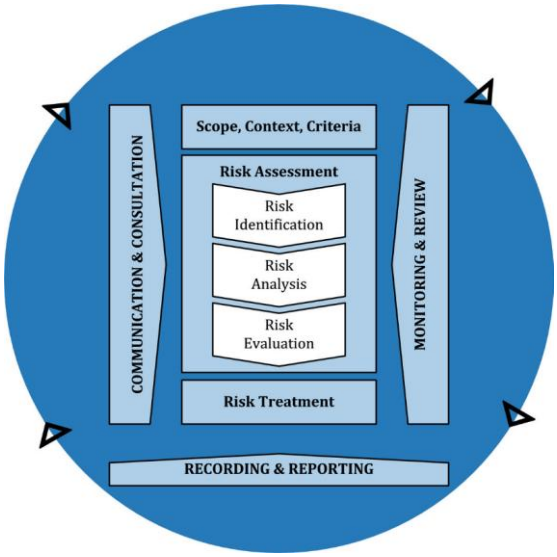



***Fig 6.2 Risk Management Process – Abridged***
*Source: ISO 31000:2018, Figure 1, p9*

The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, development of a risk rating, evaluation of the risk and development of a risk treatment plan for non-acceptable risks.

An assessment of risks associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a 'financial shock', reputational impacts, or other consequences.

Critical risks are those assessed with 'Very High' (requiring immediate corrective action) and 'High' (requiring corrective action) risk ratings identified in the Infrastructure Risk Management Plan. The residual risk and treatment costs of implementing the selected treatment plan is shown in Table 6.2. It is essential that these critical risks and costs are reported to management and the Brighton Council.

***Table 6.2: Risks and Treatment Plans***

| Service or Asset at Risk | What can Happen | Risk Rating (VH, H) | Risk Treatment Plan | Residual Risk * | Treatment Costs |
|---|---|---|---|---|---|
| Roof and Drainage Systems | Roof failure or blocked gutters leading to water ingress and internal damage | VH | Regular inspections, scheduled cleaning, timely replacement of aged roof components | Medium | $400,000 |
| Compliance (DDA, Fire, Building Codes) | Non-compliance with accessibility, fire safety, or building standards | H | Conduct regular compliance audits, upgrade non-compliant features, staff training and system improvements | Low | $300,000 |
| Fitout and Fittings | Rapid wear and tear or failure of internal fixtures affecting usability | H | Use durable, modular fittings, implement planned replacement cycles | Medium | $150,000 |
| Climate Resilience (Buildings) | Structural stress or system failures during extreme heat, storm or fire events | VH | Upgrade materials for heat/fire resilience, strengthen roof/wall structure, install better ventilation/drainage | Medium | $250,000 |
| Building Systems (HVAC, electrical) | System failure leading to health, safety or productivity risks | H | Implement predictive maintenance, asset condition monitoring and energy-efficient system upgrades | Low | $200,000 |
| Foundations and Structural Frame | Ground movement or subsidence impacting structural integrity | VH | Conduct geotechnical monitoring, design for soil type, reinforce structural elements | Medium | $500,000 |
| Staff Retention (Facility Management) | Loss of experienced staff delays maintenance and increases reactive costs | H | Succession planning, staff development and documentation of maintenance procedures | Medium | $60,000 |
| Insufficient Capital Renewal Funding | Inability to replace or refurbish aging buildings, leading to compounding failures | VH | Develop and maintain long-term capital works plan, advocate for funding, prioritise high-risk assets | Medium | $100,000 |

Note * The residual risk is the risk remaining after the selected risk treatment plan is implemented.

## 6.3 Infrastructure Resilience Approach

The resilience of our critical infrastructure is vital to the ongoing provision of services to customers. To adapt to changing conditions we need to understand our capacity to 'withstand a given level of stress or demand', and to respond to possible disruptions to ensure continuity of service.

Resilience recovery planning, financial capacity, climate change risk assessment and crisis leadership.

Our current measure of resilience is shown in Table 6.3 which includes the type of threats and hazards and the current measures that the organisation takes to ensure service delivery resilience.

***Table 6.3: Resilience Assessment***

| Threat / Hazard | Assessment Method | Current Resilience Approach |
|---|---|---|
| Extreme Weather | Climate change risk assessments, historical weather data analysis | Use weather-resistant materials, reinforce roofing, windows, and structural elements to withstand high winds, storms, and temperature extremes. Incorporate stormwater management to prevent flooding. |
| Aging Infrastructure | Structural health monitoring, asset condition assessments | Proactive renewal and maintenance plans for key building systems (e.g., HVAC, plumbing, electrical). Regular inspections to assess and mitigate wear and tear. |
| Insufficient Funding for Renewals | Budget forecasting, financial risk assessments | Long-term financial planning for building upgrades, prioritise essential maintenance and repairs, and explore alternative funding sources. |
| Staff Shortages | Workforce planning, capacity analysis | Cross-training staff, succession planning, and establishing knowledge retention systems to ensure critical building operations continue seamlessly. |
| Fire Hazards | Fire risk assessments, emergency planning reviews | Implement fire-resistant materials, fire suppression systems, and clear evacuation plans. Regular fire drills and maintenance of safety equipment. |
| Security Risks | Crime data analysis, security assessments | Install security systems such as surveillance cameras, alarms, and access controls. Implement procedures to respond to security threats. |

## 6.4 Service and Risk Trade-Offs

The decisions made in adopting this AM Plan are based on the objective to achieve the optimum benefits from the available resources.

### 6.4.1 What we cannot do

There are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Retrofit all buildings to meet current standards including but not limited to accessibility and fire standards
- Replace all aging HVAC, plumbing, electrical, and structural systems across the entire building portfolio
- Upgrade all buildings to the latest energy-efficient standards

- Implement advanced security or surveillance systems in all buildings

### 6.4.2 Service trade-off

If there is forecast work (operations, maintenance, renewal, acquisition or disposal) that cannot be undertaken due to available resources, then this will result in service consequences for users. These service consequences include:

- Some buildings may remain with outdated or inefficient heating, ventilation and air conditioning (HVAC) systems, leading to discomfort or increased energy costs, particularly in low usage or less critical buildings
- Delayed building infrastructure replacements may result in reduced operational efficiency or a deterioration in building quality, especially in non-essential facilities or those that are not deemed high-risk
- Certain accessibility upgrades (e.g., ramps, lifts, signage) may be deferred in less visited or lower-priority buildings, potentially limiting access for people with disabilities
- Postponing fire safety upgrades (such as sprinklers, alarms, and emergency exits) in lower-risk buildings may create a minor safety concern, though priority buildings will still meet the necessary standards
- Energy efficiency retrofits and insulation improvements may be delayed in non-critical buildings, leading to higher ongoing operating costs and environmental impacts
- Cosmetic and minor repairs to building facades and interiors may be deferred, which could affect the aesthetic appearance or user experience, particularly in lower-traffic areas or non-public spaces.

### 6.4.3 Risk trade-off

The operations and maintenance activities and capital projects that cannot be undertaken may sustain or create risk consequences. These risk consequences include:

- Reliance on aging building systems (e.g., HVAC, plumbing) in non-critical buildings, leading to occasional breakdowns or inefficiencies, though unlikely to disrupt overall building operations or cause significant service interruptions
- Deferment of essential infrastructure upgrades (e.g., electrical, fire safety systems) in lower-risk or less-utilised buildings, which may require reactive maintenance, but will not affect high-priority or critical facilities
- Potential safety risks due to deferred accessibility upgrades (e.g., ramps, lifts) in less-visited or non-public spaces, which may create challenges for some users but will not impact overall building accessibility or safety for the majority of users
- Postponed energy efficiency improvements in non-critical buildings, which may lead to higher operational costs and environmental impacts, but will not substantially affect the overall energy performance of more critical buildings
- Deferred cosmetic or non-structural repairs in buildings, leading to aesthetic degradation, which could affect user satisfaction or public perception, but would not compromise the building's structural integrity or essential functions
- Maintenance delays on non-essential building facades or interior finishes, which could lead to deterioration over time but are unlikely to present significant health or safety risks for users.

These actions and expenditures are considered and included in the forecast costs, and where developed, the Risk Management Plan.

## 7.0 FINANCIAL SUMMARY

This section contains the financial requirements resulting from the information presented in the previous sections of this AM Plan. The financial projections will be improved as the discussion on desired levels of service and asset performance matures.

### 7.1 Financial Sustainability and Projections

#### 7.1.1 Sustainability of service delivery

There are two key indicators of sustainable service delivery that are considered in the AM Plan for this service area. The two indicators are the:

- Asset Renewal Funding Ratio (proposed renewal budget for the next 10 years / proposed renewal outlays for the next 10 years shown in the AM Plan), and
- Lifecycle Funding Ratio (proposed lifecycle budget for the next 10 years / proposed lifecycle outlays for the next 10 years shown in the AM Plan).

Asset Renewal Funding Ratio

Asset Renewal Funding Ratio[12] 8.94%

The Asset Renewal Funding Ratio is an important indicator and illustrates that over the next 10 years we expect to have8.94% of the funds required for the optimal renewal of assets.

The forecast renewal work along with the proposed renewal budget, and the cumulative shortfall where one exists, is illustrated in Appendix D.

Lifecycle Funding Ratio – 10 year financial planning period

This AM Plan identifies the forecast operations, maintenance and renewal costs required to provide an agreed, and affordable level of service to the community over a 10 year period. This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

This forecast work can be compared to the proposed budget over the first 10 years of the planning period to identify any funding shortfall.

The forecast operations, maintenance and renewal costs over the 10 year planning period is $1,021,195 on average per year.

The proposed (budget) operations, maintenance and renewal funding is $475,121 on average per year giving a 10 year funding shortfall of $546,074 per year. This indicates that 47% of the forecast costs needed to provide the services documented in this AM Plan are accommodated in the proposed budget. Note, these calculations exclude acquired assets.

Providing sustainable services from infrastructure requires the management of service levels, risks, forecast outlays and financing to achieve a financial indicator of approximately 1.0 for the first years of the AM Plan and ideally over the 10 year life of the Long-Term Financial Plan.

#### 7.1.2 Forecast Costs (outlays) for the long-term financial plan

Table 7.1.3 shows the forecast costs (outlays) required for consideration in the 10 year long-term financial plan.

Providing services in a financially sustainable manner requires a balance between the forecast outlays required to deliver the agreed service levels with the planned budget allocations in the long-term financial plan.

A gap between the forecast outlays and the amounts allocated in the financial plan indicates further work is required on reviewing service levels in the AM Plan and/or financial projections in the LTFP.

[12] AIFMM, 2015, Version 1.0, Financial Sustainability Indicator 3, Sec 2.6, p 9.

We will manage any 'gap' by developing this AM Plan to provide guidance on future service levels and resources required to provide these services in consultation with the community.

Forecast costs are shown in 2025 dollar values.

***Table 7.1.2: Forecast Costs (Outlays) for the Long-Term Financial Plan***

| Year | Acquisition | Operation | Maintenance | Renewal | Disposal |
|---|---|---|---|---|---|
| 2025 | 300,000 | 94,471 | 330,650 | 2,879,691 | 0 |
| 2026 | 300,000 | 96,275 | 336,981 | 212,104 | 0 |
| 2027 | 300,000 | 98,080 | 343,312 | 217,413 | 0 |
| 2028 | 300,000 | 99,884 | 349,644 | 226,852 | 0 |
| 2029 | 300,000 | 101,689 | 355,975 | 508,811 | 0 |
| 2030 | 300,000 | 103,493 | 362,308 | 217,377 | 0 |
| 2031 | 300,000 | 105,298 | 368,640 | 279,855 | 0 |
| 2032 | 300,000 | 107,103 | 374,973 | 214,562 | 0 |
| 2033 | 300,000 | 108,908 | 381,306 | 625,840 | 0 |
| 2034 | 300,000 | 110,713 | 387,639 | 212,104 | 0 |
| 2035 | 300,000 | 112,518 | 393,973 | 363,887 | 0 |
| 2036 | 300,000 | 114,323 | 400,307 | 386,986 | 0 |
| 2037 | 300,000 | 116,129 | 406,642 | 633,714 | 0 |
| 2038 | 300,000 | 117,934 | 412,977 | 431,942 | 0 |
| 2039 | 300,000 | 119,740 | 419,312 | 212,104 | 0 |
| 2040 | 300,000 | 121,545 | 425,647 | 212,104 | 0 |
| 2041 | 300,000 | 123,351 | 431,983 | 1,699,599 | 0 |
| 2042 | 300,000 | 125,157 | 438,319 | 212,104 | 0 |
| 2043 | 300,000 | 126,963 | 444,656 | 212,104 | 0 |
| 2044 | 300,000 | 128,769 | 450,993 | 212,104 | 0 |

## 7.2 Funding Strategy

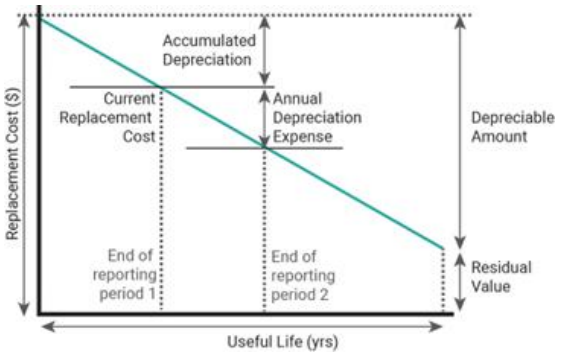
The proposed funding for assets is outlined in the Brighton Council's Budget and Long-Term financial plan.

The financial strategy of the entity determines how funding will be provided, whereas the AM Plan communicates how and when this will be spent, along with the service and risk consequences of various service alternatives.

## 7.3 Valuation Forecasts

### 7.3.1 Asset valuations

The best available estimate of the value of assets included in this AM Plan are shown below.




The assets are valued at fair value at cost to replace service capacity:

| | |
|---|---|
| Replacement Cost (Gross) | $16,541,816 |
| Depreciable Amount | $4,926,892 |
| Current Replacement Cost[13] | $5,366,267 |
| Annual Depreciation Expense | $643,319 |

### 7.3.2 Valuation forecast

Asset values are forecast to increase as additional assets are added to service.

Additional assets will generally add to the operations and maintenance needs in the longer term. Additional assets will also require additional costs due to future renewals. Any additional assets will also add to future depreciation forecasts.

## 7.4 Key Assumptions Made in Financial Forecasts

In compiling this AM Plan, it was necessary to make some assumptions. This section details the key assumptions made in the development of this AM plan and should provide readers with an understanding of the level of confidence in the data behind the financial forecasts.

Key assumptions made in this AM Plan are:

- **Asset Useful Life** – assets have an assumed average useful life of approximately 20-80 years, which guides renewal and replacement planning. This estimation is based on historical data and standard industry expectations
- **Condition Deterioration Rates** – it is assumed that asset condition will deteriorate at a predictable rate based on typical usage patterns and environmental factors. This assumption supports forecasting for maintenance and renewal needs but may require adjustment if unexpected deterioration occurs.

[13] Also reported as Written Down Value, Carrying Amount or Net Book Value in some jurisdictions.

- **Growth and Demand** – demand growth is projected to remain stable over the forecast period, with minimal increases in service requirements. This assumes population growth and service demand in the region will follow historical trends without significant surge
- **Funding Availability** – the forecasts assume consistent funding levels over the period, without any significant increases or reductions in budget allocations. This is based on current council funding trends and commitments, with no unexpected funding injections or cuts expected
- **Service Levels –** current service levels are assumed to remain consistent throughout the forecast period. No significant changes in service expectations or regulatory requirements are anticipated, which would otherwise impact operational and maintenance costs.
- **Asset Additions** – for new assets expected to be acquired, it is assumed that initial acquisition costs are covered, but ongoing operational and maintenance costs will need to be absorbed within existing budgets. This impacts long-term planning, as new assets will add to financial demands beyond the current budget forecast.

## 7.5 Forecast Reliability and Confidence

The forecast costs, proposed budgets, and valuation projections in this AM Plan are based on the best available data. For effective asset and financial management, it is critical that the information is current and accurate. Data confidence is classified on a A - E level scale[14] in accordance with Table 7.5.1.

***Table 7.5.1: Data Confidence Grading System***

| Confidence Grade | Description |
|---|---|
| A. Very High | Data based on sound records, procedures, investigations and analysis, documented properly and agreed as the best method of assessment. Dataset is complete and estimated to be accurate ± 2% |
| B. High | Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate ± 10% |
| C. Medium | 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 ± 25% |
| D. Low | Data is based on unconfirmed verbal reports and/or cursory inspections and analysis. Dataset may not be fully complete, and most data is estimated or extrapolated. Accuracy ± 40% |
| E. Very Low | None or very little data held. |

The estimated confidence level for and reliability of data used in this AM Plan is shown in Table 7.5.2.

***Table 7.5.2: Data Confidence Assessment for Data used in AM Plan***

[14] IPWEA, 2015, IIMM, Table 2.4.6, p 2|71.

| Data | Confidence Assessment | Comment |
|---|---|---|
| Demand drivers | High | Demand drivers are based on historic trends |
| Growth projections | N/A | All figures are based on present day values |
| Acquisition forecast | Medium | Acquisition forecast based on historic trends |
| Operation forecast | Medium | Data requires validation and assessment for priority |
| Maintenance forecast | Medium | Data requires validation and assessment for priority |
| Renewal forecast<br>- Asset values | High | Renewal forecast values are informed from current valuation data |
| - Asset useful lives | Medium | There are some concerns around useful life of buildings. These figures are to be validated |
| - Condition modelling | Medium | Data requires validation and assessment for priority |
| Disposal forecast | Medium | Useful lives impact accumulated depreciation and therefore may be under or overstated if useful lives are not reflective of actual asset performance. |

The estimated confidence level for and reliability of data used in this AM Plan is considered to be Medium.

# 8.0 PLAN IMPROVEMENT AND MONITORING

## 8.1 Status of Asset Management Practices[15]

### 8.1.1 Accounting and financial data sources

This AM Plan utilises accounting and financial data. The source of the data is the records maintained within Brightly Assetic.

### 8.1.2 Asset management data sources

This AM Plan also utilises asset management data. The source the data is the records maintained within Brightly Assetic.

## 8.2 Improvement Plan

It is important that an entity recognise areas of their AM Plan and planning process that require future improvements to ensure effective asset management and informed decision making. The improvement plan generated from this AM Plan is shown in Table 8.2.

***Table 8.2: Improvement Plan***

| Task | Task | Responsibility | Resources Required | Timeline |
|---|---|---|---|---|
| 1 | Develop a comprehensive asset condition assessment program for building infrastructure | Asset Manager/ Maintenance Team | External consultants for condition surveys, data management software, and staff training. | Within 12 months |
| 2 | Implement a proactive maintenance schedule to reduce reactive repairs and extend building life | Maintenance Team | Additional budget for increased maintenance inspections, scheduling software, and contractor support. | Within 18 months |
| 3 | Improve building occupancy and energy usage data collection to enhance capacity planning and service levels | Operations Manager | Building monitoring equipment, energy management tools, and consultant support for usage modelling. | 6-12 months |
| 4 | Update the long-term financial plan to reflect increased costs for building renewals and acquisition projects | Finance Manager/ Asset Manager | Financial modelling software, external financial consultants, and coordination with building teams. | Within 6 months |
| 5 | Develop a community engagement plan to gather feedback on building service levels and priorities | Stakeholder Engagement Manager | Survey tools, public engagement platforms, and staffing for outreach activities. | 3 – 6 months |
| 6 | Incorporate climate resilience into building infrastructure planning to address extreme weather impacts | Asset Manager/ Environmental Officer/ Risk Assessment Team | Climate risk assessment tools, collaboration with environmental consultants, and additional training for staff. | 12-24 months |

[15] ISO 55000 Refers to this as the Asset Management System

| | | | | |
|---|---|---|---|---|
| 7 | Establish a building asset renewal prioritisation framework to ensure timely renewal of critical buildings | Asset Manager/ Engineering Team | Prioritisation tools, updated asset data, and collaboration with financial planning teams. | Within 12 months |
| 8 | Implement a GIS-based asset management system to improve tracking of building assets and streamline decision-making | IT Department/ Asset Manager | GIS software, integration support, and staff training on the new system. | 6 – 12 months |
| 9 | Conduct a skills audit to identify gaps in technical expertise related to asset management and building maintenance | P&C Manager/ Training Coordinator | External consultants, staff time for participation, and development of training programs. | 6 – 9 months |
| 10 | Review and update the asset disposal plan to ensure obsolete building assets are decommissioned efficiently | Asset Manager/ Operations Team | Disposal plan documentation, consultant support for environmental impact assessments, and staff training. | 12 – 18 months |

## 8.3 Monitoring and Review Procedures

This AM Plan will be reviewed during the annual budget planning process and revised to show any material changes in service levels, risks, forecast costs and proposed budgets as a result of budget decisions.

The AM Plan will be reviewed and updated annually to ensure it represents the current service level, asset values, forecast operations, maintenance, renewals, acquisition and asset disposal costs and planned budgets. These forecast costs and proposed budget are incorporated into the Long-Term Financial Plan or will be incorporated into the Long-Term Financial Plan once completed.

The AM Plan has a maximum life of 4 years and is due for complete revision and updating within 2 years of each Council election.

## 8.4 Performance Measures

The effectiveness of this AM Plan can be measured in the following ways:

- The degree to which the required forecast costs identified in this AM Plan are incorporated into the long-term financial plan,
- The degree to which the 1-5 year detailed works programs, budgets, business plans and corporate structures consider the 'global' works program trends provided by the AM Plan,
- The degree to which the existing and projected service levels and service consequences, risks and residual risks are incorporated into the Strategic Planning documents and associated plans,
- The Asset Renewal Funding Ratio achieving the Organisational target (this target is often 90 – 100%).

## 9.0 REFERENCES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- ISO, 2014, ISO 55000:2014, Overview, principles and terminology
- ISO, 2018, ISO 31000:2018, Risk management – Guidelines
- Strategic Plan 2023-2033
- Annual Plan 2024 - 25
- Financial Management Strategy & Long Termm Financial Plan 2022 - 2032
- Brighton Council 2050 Vision
- Brighton Council 10 Year Asset management Plan

## 10.0 APPENDICES

### Appendix A Acquisition Forecast

*Table A3 - Acquisition Forecast Summary*

| Year | Constructed | Donated |
|---|---|---|
| 2025 | 300,000 | 16,542 |
| 2026 | 300,000 | 16,558 |
| 2027 | 300,000 | 16,575 |
| 2028 | 300,000 | 16,591 |
| 2029 | 300,000 | 16,608 |
| 2030 | 300,000 | 16,625 |
| 2031 | 300,000 | 16,641 |
| 2032 | 300,000 | 16,658 |
| 2033 | 300,000 | 16,675 |
| 2034 | 300,000 | 16,691 |
| 2035 | 300,000 | 16,708 |
| 2036 | 300,000 | 16,725 |
| 2037 | 300,000 | 16,741 |
| 2038 | 300,000 | 16,758 |
| 2039 | 300,000 | 16,775 |
| 2040 | 300,000 | 16,792 |
| 2041 | 300,000 | 16,808 |
| 2042 | 300,000 | 16,825 |
| 2043 | 300,000 | 16,842 |
| 2044 | 300,000 | 16,859 |

## Appendix B Operation Forecast

*Table B2 - Operation Forecast Summary*

| Year | Operation Forecast | Operations Budget |
|---|---|---|
| 2025 | 94,471 | 94,471 |
| 2026 | 96,275 | 94,471 |
| 2027 | 98,080 | 94,471 |
| 2028 | 99,884 | 94,471 |
| 2029 | 101,689 | 94,471 |
| 2030 | 103,493 | 94,471 |
| 2031 | 105,298 | 94,471 |
| 2032 | 107,103 | 94,471 |
| 2033 | 108,908 | 94,471 |
| 2034 | 110,713 | 94,471 |
| 2035 | 112,518 | 94,471 |
| 2036 | 114,323 | 94,471 |
| 2037 | 116,129 | 94,471 |
| 2038 | 117,934 | 94,471 |
| 2039 | 119,740 | 94,471 |
| 2040 | 121,545 | 94,471 |
| 2041 | 123,351 | 94,471 |
| 2042 | 125,157 | 94,471 |
| 2043 | 126,963 | 94,471 |
| 2044 | 128,769 | 94,471 |

## Appendix C Maintenance Forecast

.

*Table C2 - Maintenance Forecast Summary*

| Year | Maintenance Forecast | Maintenance Budget |
|---|---|---|
| 2024 | 330,650 | 330,650 |
| 2025 | 336,981 | 330,650 |
| 2026 | 343,312 | 330,650 |
| 2027 | 349,644 | 330,650 |
| 2028 | 355,975 | 330,650 |
| 2029 | 362,308 | 330,650 |
| 2030 | 368,640 | 330,650 |
| 2031 | 374,973 | 330,650 |
| 2032 | 381,306 | 330,650 |
| 2033 | 387,639 | 330,650 |
| 2034 | 393,973 | 330,650 |
| 2035 | 400,307 | 330,650 |
| 2036 | 406,642 | 330,650 |
| 2037 | 412,977 | 330,650 |
| 2038 | 419,312 | 330,650 |
| 2039 | 425,647 | 330,650 |
| 2040 | 431,983 | 330,650 |
| 2041 | 438,319 | 330,650 |
| 2042 | 444,656 | 330,650 |
| 2043 | 450,993 | 330,650 |

## Appendix D Renewal Forecast Summary

*Table D3 - Renewal Forecast Summary*

| Year | Renewal Forecast | Renewal Budget |
|---|---|---|
| 2025 | 2,879,691 | 50,000 |
| 2026 | 212,104 | 50,000 |
| 2027 | 217,413 | 50,000 |
| 2028 | 226,852 | 50,000 |
| 2029 | 508,811 | 50,000 |
| 2030 | 217,377 | 50,000 |
| 2031 | 279,855 | 50,000 |
| 2032 | 214,562 | 50,000 |
| 2033 | 625,840 | 50,000 |
| 2034 | 212,104 | 50,000 |
| 2035 | 363,887 | 50,000 |
| 2036 | 386,986 | 50,000 |
| 2037 | 633,714 | 50,000 |
| 2038 | 431,942 | 50,000 |
| 2039 | 212,104 | 50,000 |
| 2040 | 212,104 | 50,000 |
| 2041 | 1,699,599 | 50,000 |
| 2042 | 212,104 | 50,000 |
| 2043 | 212,104 | 50,000 |
| 2044 | 212,104 | 50,000 |
| 2025 | 2,879,691 | 50,000 |

## Appendix E Disposal Summary

N/A

## Appendix F Budget Summary by Lifecycle Activity

*Table F1 – Budget Summary by Lifecycle Activity*

| Year | Acquisition | Operation | Maintenance | Renewal | Disposal | Budget |
|---|---|---|---|---|---|---|
| 2025 | 300,000 | 94,471 | 330,650 | 2,879,691 | 0 | 775,121 |
| 2026 | 300,000 | 96,275 | 336,981 | 212,104 | 0 | 775,121 |
| 2027 | 300,000 | 98,080 | 343,312 | 217,413 | 0 | 775,121 |
| 2028 | 300,000 | 99,884 | 349,644 | 226,852 | 0 | 775,121 |
| 2029 | 300,000 | 101,689 | 355,975 | 508,811 | 0 | 775,121 |
| 2030 | 300,000 | 103,493 | 362,308 | 217,377 | 0 | 775,121 |
| 2031 | 300,000 | 105,298 | 368,640 | 279,855 | 0 | 775,121 |
| 2032 | 300,000 | 107,103 | 374,973 | 214,562 | 0 | 775,121 |
| 2033 | 300,000 | 108,908 | 381,306 | 625,840 | 0 | 775,121 |
| 2034 | 300,000 | 110,713 | 387,639 | 212,104 | 0 | 775,121 |
| 2035 | 300,000 | 112,518 | 393,973 | 363,887 | 0 | 775,121 |
| 2036 | 300,000 | 114,323 | 400,307 | 386,986 | 0 | 775,121 |
| 2037 | 300,000 | 116,129 | 406,642 | 633,714 | 0 | 775,121 |
| 2038 | 300,000 | 117,934 | 412,977 | 431,942 | 0 | 775,121 |
| 2039 | 300,000 | 119,740 | 419,312 | 212,104 | 0 | 775,121 |
| 2040 | 300,000 | 121,545 | 425,647 | 212,104 | 0 | 775,121 |
| 2041 | 300,000 | 123,351 | 431,983 | 1,699,599 | 0 | 775,121 |
| 2042 | 300,000 | 125,157 | 438,319 | 212,104 | 0 | 775,121 |
| 2043 | 300,000 | 126,963 | 444,656 | 212,104 | 0 | 775,121 |
| 2044 | 300,000 | 128,769 | 450,993 | 212,104 | 0 | 775,121 |