Attachment Under Separate Cover

Ordinary Council Meeting – 23 November 2026

Draft Long Term Financial Plan 2026/27 to 2035/36

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city of Victor Harbor

DRAFT

Long Term Financial Plan

2026/27 to 2035/36



Acknowledgement of Country

The City of Victor Harbor acknowledges the Ramindjeri and Ngarrindjeri people as the Traditional Custodians of the land and surrounding waters where we live and work.

We acknowledge their deep connection to Country and pay our respects to Elders past, present and emerging.

This respect is extended to Aboriginal and Torres Strait Islander people across Australia.



Image: South Australian Tourism Commission

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The City of Victor Harbor's Long Term Financial Plan 2026/27 to 2035/36 was originally adopted on 5 February 2026.

In line with Council's practice of reviewing the Long Term Financial Plan following the adoption of each annual budget, the Plan was reviewed in November 2026. Minor amendments were made to reflect the accounting treatment of the Regional Community, Sport and Recreation Precinct and adjustments to the timing of the capital works program. These changes did not materially alter the overall financial position outlined in the Plan adopted in February 2026.

The updated Long Term Financial Plan 2026/27 to 2035/36 was presented to Council for adoption at its Ordinary Meeting on 24 November 2026.



Introduction

The Long Term Financial Plan is the City of Victor Harbor's primary financial management tool. It assists council to manage community expectations, asset management needs and funding, while ensuring long term financial sustainability.

The Long Term Financial Plan is a key document within the City of Victor Harbor's strategic management framework and links together the council's strategic plan (Community Plan 2030), Asset Management Plans and the Annual Business Plan and Budget.

The Long Term Financial Plan is reviewed annually. The document is particularly important for Local Governments due to the high level of long-lasting assets relative to their income base. The Long Term Financial Plan guides council decisions on the mix and timing of operating activities and new assets, while supporting financial sustainability.

A council's long-term financial performance and position is sustainable where planned long-term service and infrastructure levels and standards are met without unplanned increases in rates or disruptive cuts to services. To this end, this Long Term Financial Plan reflects council's strategy of:

- setting appropriate levels of debt;
- minimising rate increases;
- striving for intergenerational equity; and
- meeting the needs and aspirations of our community.

The plan is prepared on the basis of a number of assumptions that are outlined within this document. It forecasts estimated financials over a 10 year period and estimates of the key financial ratios used to measure financial sustainability and performance. These ratios are described in the following table:

Operating Surplus Ratio	Operating surplus as a percentage of operating income	**Is council raising enough income to cover day to day costs?**
Net Financial Liabilities Ratio	Net financial liabilities as a percentage of operating income	**At what level is council covering its borrowing liability?**
Asset Renewal Funding Ratio	Asset renewals as a percentage of expenditure in Asset Management Plans	**At what level is council managing its current assets?**

It is important to note that this plan is a high level strategic document. It does not include specific detail about individual works and services. This is addressed in the Annual Business Plan and Budget.

Legislation

The Local Government Act 1999 and Local Government (Financial Management) Regulations 2011 require councils to develop and adopt a Long Term Financial Plan that forms parts the council's strategic management plans.

Chapter 8, Part 1, Section 122 of the Local Government Act 1999 provides that:

(1a) A council must...develop and adopt—

a) long-term financial plan that relates to a period of at least 10 years and includes a funding plan that—

(i) outlines the council's approach to funding services and infrastructure of the council; and

(ii) sets out the council's projected total revenue for the period to which the long-term financial plan relates; and

(iii) outlines the intended sources of that total revenue (such as revenue from rates, grants and other fees and charges); and

b) an infrastructure and asset management plan, relating to the management and development of infrastructure and major assets by the council for a period of at least ten years.

(1b) The financial projections in a long-term financial plan adopted by a council must be consistent with those in the infrastructure and asset management plan adopted by the council.

Section 122 (4)(a)(i) requires council to review its Long Term Financial Plan on an annual basis. For the purposes of the review, council must take into account:

(4a) (a) in relation to a review under subsection (4)(a)(i) – a report from the chief executive officer on the sustainability of the council's long-term financial performance and position taking into account the provisions of the council's annual business plan and strategic management plans; and

(b) insofar as may be relevant – any other material prescribed by the regulations.

Part 2, Section 5 (1) and (2) of the Local Government (Financial Management) Regulations 2011 provide that the Long Term Financial Plan must include:

(c) a summary of proposed operating and capital investment activities presented in a manner consistent with the note in the Model Financial Statements entitled Uniform Presentation of Finances; and

(d) estimates and target ranges adopted by the council for each year of the long-term financial plan with respect to an operating surplus ratio, a net financial liabilities ratio and an asset renewal funding ratio presented consistent with the note in the Model Financial Statements entitled Financial Indicators.

The plan must also be accompanied by a statement which sets out –

(a) the purpose of the Long Term Financial Plan; and

(b) the basis, including key assumptions, on which it has been prepared; and

(c) the key conclusions which may be drawn from the estimates, proposals and other information in the plan.

This Long Term Financial Plan meets the requirements of both the Local Government Act 1999 and Local Government (Financial Management) Regulations 2011.

Strategic Planning Framework

The council's strategic planning framework assists with strategic decision making and outlines how our plans deliver on our vision for Victor Harbor.

The following diagram outlines the City of Victor Harbor's strategic planning framework.



Strategic Context

The Community Plan 2030 centres around six broad aspirations that that outline what we want Victor Harbor to be like in the future.

These aspirations include:

We are a caring, connected and active community

We have a culture of innovation, collaboration and creativity

We manage growth and change responsibly

We protect our environment

We have services and infrastructure that meet our community's needs

We are a financially sustainable and well-governed organisation

Strong links between the Long Term Financial Plan and other strategic documents are vital in order to provide an accurate picture of council's financial sustainability and ability to meet its aspirations.

The Long Term Financial Plan provides a direct connection between the City of Victor Harbor's:

- Community Plan 2030;
- Asset Management Plans; and
- Annual Business Plans and Budgets.

This Long Term Financial Plan provides financial outcomes for the objectives outlined in council's Community Plan and associated Asset Management Plans, guides preparation of the Annual Business Plan and Budget each year and is underpinned by community consultation.





Image: Heidi Who

CEO's Statement of Financial Sustainability

The decisions Council makes today will shape what Victor Harbor can deliver for its community well into the future. That is why financial sustainability is about more than balancing budgets. It is about ensuring we have the capacity to maintain the infrastructure our community relies on, provide valued services, respond to changing needs and invest responsibly in Victor Harbor's future.

This is particularly important as our city enters a period of significant change. Victor Harbor's population has grown steadily over recent decades, increasing by 10% between 2016 and 2021. Further growth is expected, with South Australian Government planning identifying Victor Harbor as a future 'satellite city' and anticipating our population doubling with 13,500 additional dwellings by 2051, representing 54% of projected housing growth across the Fleurieu Peninsula.

We also serve a much larger population at different times of the year. As a popular coastal destination, Victor Harbor's population surges during peak summer periods, increasing demand on local infrastructure, facilities and services.

Planning for these pressures requires us to look beyond individual budgets and consider the longer-term implications of the decisions we make.

Council's Long Term Financial Plan provides that longer-term perspective. Looking ahead over ten years, it brings together our planned activities, anticipated financial resources and future commitments. It also allows Council to test the impact of decisions and changing circumstances before they become longer-term financial pressures.



Chris White
Chief Executive Officer

Our approach is centred on four key commitments:

- **Plan for the long term** by integrating our strategic and financial planning and considering the needs of both current and future communities.
- **Look after what we have** by investing appropriately in Council's significant portfolio of infrastructure and assets.
- **Share costs fairly across generations** by using borrowings responsibly where appropriate and managing debt within agreed benchmarks.
- **Make the best use of community resources** by regularly reviewing services and seeking efficiencies while maintaining effective service delivery.

The Long Term Financial Plan is reviewed each year in accordance with the Local Government Act 1999. This gives Council an important opportunity to respond to changing economic conditions, emerging priorities and new pressures while maintaining a clear view of our longer-term financial position.

Growth will bring change to Victor Harbor, but it also brings opportunity. Our challenge is to manage that change responsibly, ensuring the choices we make today strengthen our capacity to serve the community tomorrow.

Ultimately, financial sustainability gives Council the ability to do just that: protect what our community values, plan confidently for what lies ahead and leave a strong foundation for future generations.



Influences and Challenges

Key Influences

Fundamental to the preparation of the Long Term Financial Plan is the acknowledgement that there are a number of external influences that may impact its accuracy. These influences are described below:

1. Unforeseen economic changes such as:
    - Interest rate fluctuations
    - Localised economic growth – residential development and new businesess
    - Consumer Price Index (Adelaide)
    - Local Government Price Index
    - Changes in grant funding programs
    - Increases in construction and capital expenditure
2. Unforeseen political changes such as:
    - Changes to levies and their conditions
    - Changes in levels of legislative compliance, audits and reporting
    - Cost shifting from other levels of Government
    - Changes in National and International Policy / Political Agendas
3. Variable Environmental and Climate Conditions such as:
    - Climate change
    - Storms and coastal protection
    - Flooding, bushfire and drought

To minimise the impact of these influences, Council reviews and updates its Long Term Financial Plan annually using the most recent economic data and forecasts.

Continuous Improvement and Efficiency Savings

Like all local councils, the City of Victor Harbor faces increasing pressure to deliver high-quality services that meet diverse community needs and rising expectations, all within a constrained budget. To navigate these challenges, a commitment to continuous improvement is essential. By embedding efficiency and innovation into our operations, we can enhance service delivery, optimise resources, and drive better outcomes for our community.

A key initiative in this effort is the implementation of a modern corporate system designed to transform Council's information technology landscape. This system will streamline processes, enhance productivity, and improve service delivery through a customer-centric, data-driven approach. Recognising the importance of maximising the benefits of this investment, Council has committed to a three year optimisation phase. This phase will ensure seamless integration across modules, fine-tune system functionality, and enhance reporting capabilities, further strengthening operational efficiency.



Complementing this initiative is a structured program of organisation-wide Service Level Reviews (SLRs). SLRs serve as a critical mechanism to assess and refine Council services, ensuring they are delivered efficiently, effectively, and in alignment with community needs and strategic priorities. By fostering financial sustainability, enhancing accountability and transparency, and promoting best practices, SLRs enable Council to identify potential cost savings, mitigate risks, and drive continuous performance improvements. Importantly, this process also encourages innovation, ensuring Council remains agile and responsive to evolving community expectations.

Through these initiatives, the City of Victor Harbor is reinforcing its commitment to responsible stewardship of resources with the ultimate goal of achieving savings and improving overall financial sustainability, while balancing service quality, efficiency, and community outcomes.

Community Expectations

Around 39% of council's community are welfare dependent. It is difficult for these people to pay higher levels of rates than inflation.

This demographic provides challenges to council in addressing needs such as footpaths, lighting and community services. These services and infrastructure can be additional to what council currently supplies with limited ability to raise additional funds from rating.

As a popular coastal destination, Victor Harbor experiences significant seasonal increases in population, alongside a high proportion of holiday homes and non-resident ratepayers. This creates a unique challenge for Council in providing services and infrastructure that meet the needs of both the permanent community and the many people who spend time in Victor Harbor throughout the year, within the resources available to a regional council.

Each year, Victor Harbor has forecast growth of 1%, being additional development, which contributes additional rating funds however increased population and ratepayers translate to the need for increased services and infrastructure.

Cost Shifting and Additional Compliance

The Long Term Financial Plan is based on information available at the time of preparation. The planning outcomes may be affected by external influences of which council has limited control, these include:

- Federal and State Government grant funding decisions
- Changing inflation, interest rates, insurance and electricity costs
- Legislative change and cost shifting, and
- Regulated fees and charges.

There continues to be an ongoing shift of service delivery responsibilities from other levels of government to local government. More recent examples include changes to dog and cat management and public nuisance and litter control.

Councils are also subject to the Local Government Rates Oversight Scheme which seeks to monitor and provide advice to councils particularly in regard to general rate increases, the quality and consistency of council information and longer term financial sustainability.

Amendments to the Local Government Act 1999 include the requirement for Councils to provide, once in every prescribed period, information relating to its Long Term Financial Plan and Asset Management Plans to the Essential Services Commission of South Australia (ESCOSA).

In the relevant financial year, Section 122 (1e) of the Act requires:

(1e) A council must, on or before 30 September in the relevant financial year for the council, provide to the designated authority all relevant information on the following matters (the relevant matters) in accordance with guidelines determined by the designated authority (if any):

(a) Material amendments made or proposed to be made to the council's long term financial plan and infrastructure and asset management plan and the council's reasons for these amendments;

(b) Revenue sources outlined in the funding plan (1a)(a);

(c) Any other matter prescribed by the regulations.

Costs incurred by ESCOSA in the oversight scheme are charged to council. In 2023/24, costs associated with the oversight scheme were $40,000.

Risk and Sensitivity

The risk inherent in a Long Term Financial Plan is that assumptions may not be realistic for the term of the plan.

The Long Term Financial Plan is updated annually, and assumptions are updated at that time. The assumptions that are most at risk are inflation and interest rates.

- **Inflation Risk** – If council continues to raise rates at the same overall rate of inflation as expenditure, then there is no inflation risk as income rises at the same rate as expenditure. If council raises rates below that of expenditure inflation, then the Operating Result will decline.
- **Interest Rate Risk** – Borrowings are utilised in line with Council's Treasury Management Policy which endeavours to provide the best outcome for interest rate expenses with a mixture of fixed and variable loans. Whilst the CAD rate has been used within the Plan for all new borrowings, Council will assess whether fixed term loans provide a better result as part of its annual review of borrowings and investments.

All assumptions within the plan need to be reviewed annually to ensure that any emerging risks to assumptions are identified and managed.

Basis of Preparation

The Long Term Financial Plan is reviewed each year to recognise any changes in assumptions and other adjustments including:

- **Base year adopted budget**
- **Previous year financial results**
- **Council resolutions**
- **Inflation (Consumer Price Index)**
- **Interest rates**
- **Enterprise Bargaining Agreements**
- **Service levels**
- **Legislative changes.**

Council's financial strategy is to manage the community's funds responsibly to continue to undertake current services that are provided to the community and manage council's current assets.

Council recognises the limited income situation for many households in the community and therefore seeks to minimise rate increases.

New services, upgraded assets and new assets will be provided as much as possible without moving outside of council's set financial targets. Grants and potential private/public partnerships will be sought to create new assets to ensure that council does not move outside of its financial targets or require significant increases of rates from its community.

Uniform Presentation of Finances

The Local Government (Financial Management) Regulations require councils summarise common financial information that may be easily compared to other similar councils within the annual financial statements. The format of the Uniform Presentation of Finances has been voluntarily agreed by all councils to be included in each Long Term Financial Plan.

The Uniform Presentation of Finances highlights operating surplus/(deficit) as a key measure of a council's financial performance. Where council requires increased cash flow for a particular year, you can expect to see a bracketed amount on the bottom line 'Annual Net Impact to Financing Activities' of each column.

Net borrowing at the end of a financial year will increase the Net Financial Liabilities ratio for that year. The Uniform Presentation of Finances is included within the Financial Statements provided in Appendix A (page 30).

Key Assumptions

The following assumptions underpin the outcomes of this Long Term Financial Plan:

- **Service Levels –** Current services and levels of service are maintained across the term of the plan. Changes to service due to major projects (Regional Community, Sport and Recreation Precinct) have been incorporated into the relevant years.
- **Indexation –** CPI increases have been included and applied to all relevant categories in line with RBA forecasts. CPI reduces from 4.9% in 2026/27 to 3.0% in 2027/28 and then to 2.5% across the remainder of the Plan as follows:

Year	CPI
Year 1 (26/27)	4.9%
Year 2 (27/28)	3.0%
Year 3 (28/29)	2.5%
Year 4 (29/30)	2.5%
Year 5 (30/31)	2.5%
Year 6 (31/32)	2.5%
Year 7 (32/33)	2.5%
Year 8 (33/34)	2.5%
Year 9 (34/35)	2.5%
Year 10 (35/36)	2.5%

- **Interest Expense –** Interest expenses on fixed term borrowings have been included based on repayment schedules with new borrowings calculated at the Cash Advance Debenture (CAD) rate of between 5.6% and 6.9% across the Plan at an average of 6.4%.

- **Interest Income –** Interest on cash deposits has been calculated at the CAD rate between 4.0% and 4.5% across the Plan at an average of 4.1%.
- **Rates –** Rate increases have been included in line with CPI, plus an index for financial sustainability in years one and two. An additional rate rise in years 2027/28 and 2028/29 has also been included due to the Regional Community, Sport and Recreation Precinct as follows:

Year	General Rate	Project Rate*	Total
Year 1 (26/27)	6.4%	-	**6.4%**
Year 2 (27/28)	4.0%	1.5%	**5.5%**
Year 3 (28/29)	2.5%	1.5%	**4.0%**
Year 4 (29/30)	2.5%	-	**2.5%**
Year 5 (30/31)	2.5%	-	**2.5%**
Year 6 (31/32)	2.5%	-	**2.5%**
Year 7 (32/33)	2.5%	-	**2.5%**
Year 8 (33/34)	2.5%	-	**2.5%**
Year 9 (34/35)	2.5%	-	**2.5%**
Year 10 (35/36)	2.5%	-	**2.5%**

*More information is provided within the Funding Plan from page 15.

- **Growth –** Growth in relation to new properties created through development and subdivisions has been included at 1% across the first five years of the plan, reducing to 0.5% for the remaining years. Growth does not affect the average rate rise.
- **Employee Costs –** Employee expenses have been indexed by 2.0% across the term of the plan.
- **New Assets –** An increase has been included for new assets as a result of additional depreciation (average of 2.3%) and maintenance (average of 0.5%) in the year after completion.
- **Capital Expenditure –** Expenditure on assets (renewal and new) has been drawn from Asset Management Plans and Capital Works Plans. Indexation has been applied in line with CPI.
- **Asset Revaluations –** Increases in depreciation expenses due to asset revaluations have been factored into the plan at 10% for each class of revalued assets in the relevant year. Revaluations are undertaken every four years with the 10% index equating to 2.5% in each year between revaluations.

Conclusions

The Long Term Financial Plan demonstrates that council has the capacity to:

- continue to provide existing services to the community;
- maintain and replace current assets at optimal replacement cycles;
- achieve and maintain an operating surplus on average across the Plan;
- undertake major projects in a planned and responsible manner;
- borrow for significant projects to ensure intergenerational equity principals; and
- operate within key financial indicator targets on average across the Plan.

Funding Plan

Council's Asset Management Plans provide for significant works over the 10 year period.

The Long Term Financial Plan allows for the funding of all the projects within the Asset Management Plans. Whilst changes may occur during the annual budget process, particular emphasis should be given to retaining the optimal timing for replacement of existing assets.

Council will continue to seek grant funding either at or above the levels included in the Long Term Financial Plan to minimise borrowings and thus impact on future rates.

Council is also open to private investment / partnerships to achieve positive outcomes for the community. Council has an Unsolicited Proposal Policy that allows for the consideration of projects that stimulate and encourage business investment and innovation within the council area. Both the policy and the guidelines are available at **www.victor.sa.gov.au** or can be viewed at the City of Victor Harbor Civic Centre (1 Bay Road, Victor Harbor).

Significant Project Impact

The Plan includes an additional rate rise component for the construction of a Regional Community, Sport and Recreation Precinct (The Precinct). This is due to an increase in borrowing expense and maintenance on the new facility. The impact for this component is an overall increase in rates of 3.0% across this Plan. The total increase for the Precinct, including years outside of this plan, is shown below:

Year	Project Rate Increase
Prior (24/25)	1.2%
Prior (25/26)	1.0%
Year 1 (26/27)	-
Year 2 (27/28)	1.5%
Year 3 (28/29)	1.5%
Total	**5.2%***

* Note: In 2024 public consultation was conducted on a total project rate increase of 5.5%.



The Precinct has been identified as the council's highest priority major infrastructure project over three surveys conducted by market research firm, newfocus. The community surveys used methodology to collect a representative sample of our population based on responses from 488 people in 2022, 533 in 2023 and 581 people in 2025.

In recognition of this the council has been working towards the delivery of this project, undertaking significant investigations and analysis to support its progression. This has included wide-ranging community and stakeholder consultation, concept design development, needs analysis, economic analysis and financial modelling.

After considering these investigations, towards the end of 2023 the council made the decision to explore partnership opportunities with experienced private sector development groups, operating partners and consortia as a way to balance the financial impact associated with the delivery of such a significant piece of community infrastructure.

A successful expression of interest campaign secured a proposal from a private developer that is aligned with council's vision and objectives for the project. Subsequently, council entered into commercial-in-confidence negotiations with the developer to progress commercial terms for the partnership that provide the best outcome for the broader community.

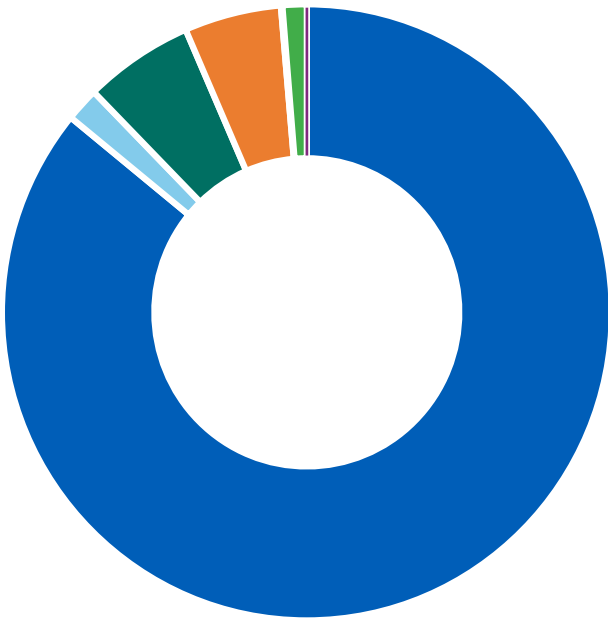
The Long Term Financial Plan provides a general provision for The Precinct, including an $11.7 million capital contribution ($15.7 million offset by $4 million grant funding) to the developer. Operational provisions including rate income, depreciation and community subsidies have also been included, pending a decision by Council on the method of delivery.

Revenue

Councils main source of operating revenue comes from rates, with rates making up an average of 85.9% of total revenue across the term of the plan.

User charges and grants make up the next significant portion at an average of 5.8% and 5.1% respectively of total revenue across the term of the plan.

Graph: Sources of Revenue – Operating



Total operating revenue across the ten years is $491,991,088 with individual years provided in the table below:

Year	Operating Revenue ('000)
Year 1 (26/27)	41,132
Year 2 (27/28)	43,515
Year 3 (28/29)	45,718
Year 4 (29/30)	47,315
Year 5 (30/31)	48,779
Year 6 (31/32)	50,166
Year 7 (32/33)	51,593
Year 8 (33/34)	53,063
Year 9 (34/35)	54,576
Year 10 (35/36)	56,134

The Long Term Financial Plan also includes capital grant revenue at a total of $52,011,887 over the ten years as follows:

Year	Capital Revenue ('000)
Year 1 (26/27)	3,112
Year 2 (27/28)	1,264
Year 3 (28/29)	7,299
Year 4 (29/30)	4,424
Year 5 (30/31)	2,462
Year 6 (31/32)	7,472
Year 7 (32/33)	10,255
Year 8 (33/34)	8,979
Year 9 (34/35)	4,077
Year 10 (35/36)	2,668

Grant funding has been included to offset the costs of the delivery of the Regional Community, Sport and Recreation Precinct and the Arts and Culture Centre noting that these projects are subject to grant funding.

Loan Borrowings

Council's Treasury Policy allows for a mix of fixed and variable borrowings in order to minimise net interest costs on average over the longer term and at the same time manage interest rate movement risks within acceptable limits. Council aims to have a variety of maturity dates on its fixed interest borrowings over the available maturity spectrum.

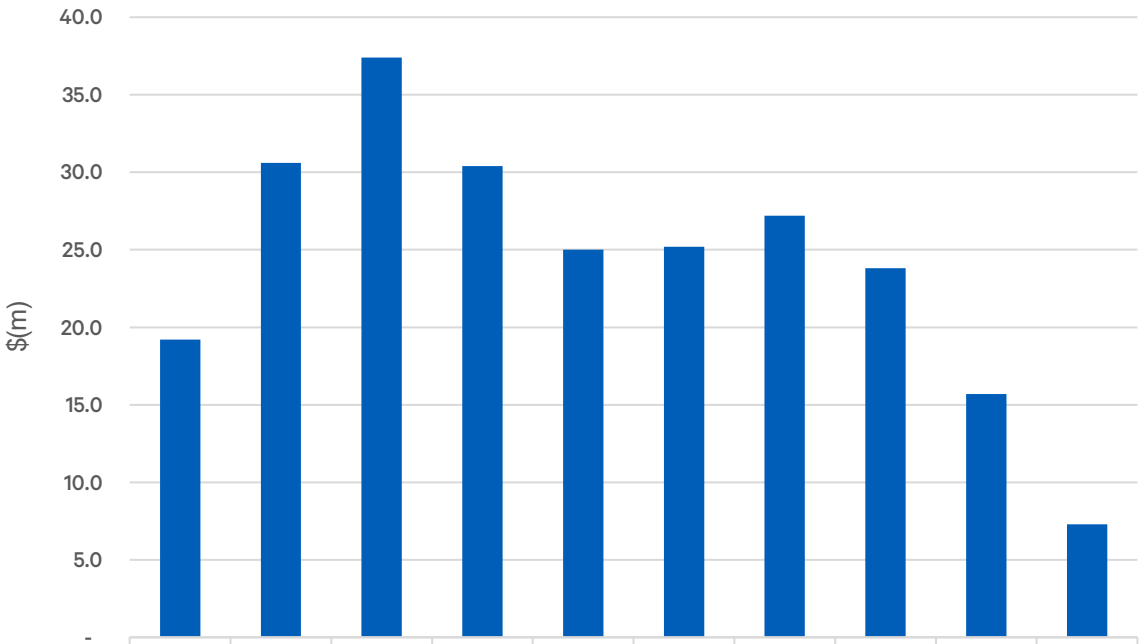
Council's target is to allow for not less than 30% of its gross debt in the form of fixed interest rate borrowings and that no more than 25% of these borrowings mature in any one year.

All loans are held with the Local Government Finance Authority (LGFA).

Council's capital works program, as well as the Regional Community, Sport and Recreation Precinct, require significant borrowings in years two and five, peaking at total borrowings of $37.4 million in 28/29. Operating surpluses in the following years allows for the repayment of debt with a balance of $7.3 million outstanding at the end of the Plan.

The following graph shows the net borrowing level in each year indicated in the Long Term Financial Plan including both fixed term borrowings and variable loans (Cash Advance Debentures).

Graph: Total Borrowings



	Year 1 26/27	Year 2 27/28	Year 3 28/29	Year 4 29/30	Year 5 30/31	Year 6 31/32	Year 7 32/33	Year 8 33/34	Year 9 34/35	Year 10 35/36
Forecast	19.2	30.6	37.4	30.4	25.0	25.2	27.2	23.8	15.7	7.3



Measuring Our Performance

Financial Indicators

Key Financial Indicators provide a robust, ready assessment of financial performance and sustainability. They need to be interpreted in the context of a council's operating environment and can provide trend data, both historic and projected, that may assist in decision making and reviewing financial performance.

The Local Government (Financial Management) Regulations 2011 require a council to use three specific indicators and the Local Government Act 1999 requires a council to state the measures that will be used to monitor and assess the performance of the council.

Key Financial Indicator	Target
Operating Surplus Ratio	0% to 3%
Net Financial Liabilities Ratio	Maximum of 90%
Asset Renewal Funding Ratio	90% to 110% (rolling three year average of 100%)

The following pages outline each of the Key Financial Indicators and the estimates over the life of this plan.

Operating Surplus Ratio

This ratio expresses the operating surplus (deficit) expressed as a percentage of operating income. A positive ratio indicates the percentage of total income available to fund capital expenditure over and above the level of depreciation, or the ability to reduce the level of net financial liabilities. It is calculated as:

$$\frac{\text{Operating Surplus/(Deficit)}}{\text{Total Operating Revenue}}$$

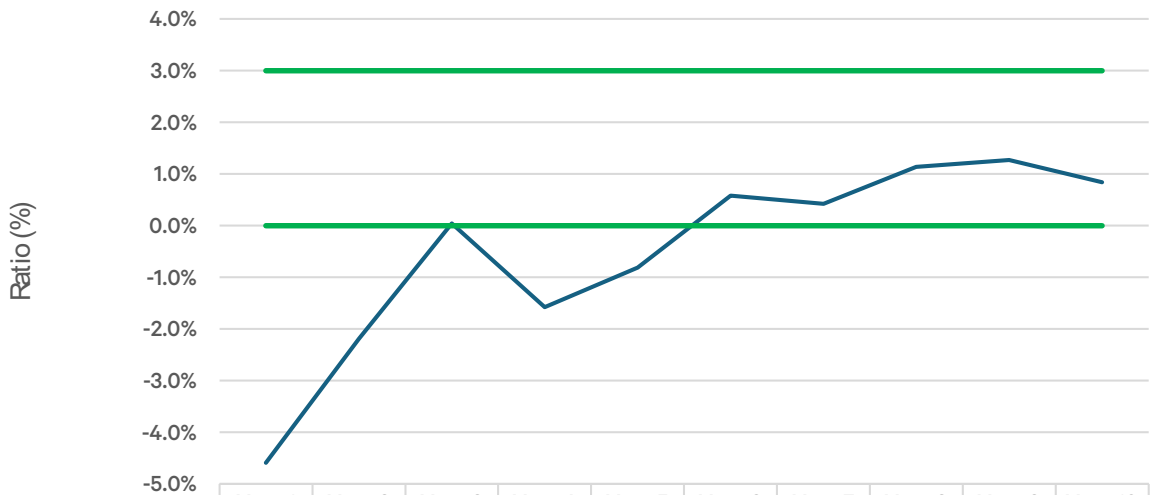
Council has set the target for the Operating Surplus Ratio between 0% and 3% in any individual year.

The Operating Surplus Ratio returns to surplus and meets the annual target from year six (31/32). Deficit ratios are expected in years one to five due to ongoing impacts of lower than CPI rate rises during Covid 19, increased utility costs and increased depreciation as a result of escalating capital construction costs.

The additional rate index for financial sustainability as well as the index for the Regional Community Sport and Recreation Precinct have been included to assist council to move back into a operating surplus and this a financial sustainable position in the medium term.

The graph below shows the ratio result in each year as well as the minimum and maximum targets.

Graph: Operating Surplus Ratio



	Year 1 26/27	Year 2 27/28	Year 3 28/29	Year 4 29/30	Year 5 30/31	Year 6 31/32	Year 7 32/33	Year 8 33/34	Year 9 34/35	Year 10 35/36
Forecast	-4.6%	-2.2%	0.0%	-1.6%	-0.8%	0.6%	0.4%	1.1%	1.3%	0.8%
Target (Min)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Target (Max)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%

Net Financial Liabilities Ratio

This ratio represents the amount of money owed to others by council less cash held or invested at a financial institution. The amounts owed include employee entitlements such as long service leave and other amounts payable. The ratio measures the net amount owed at the end of a financial year compared with income for the year.

$$\frac{\text{Net Financial Liabilities (NFL)}}{\text{Total Operating Revenue}}$$

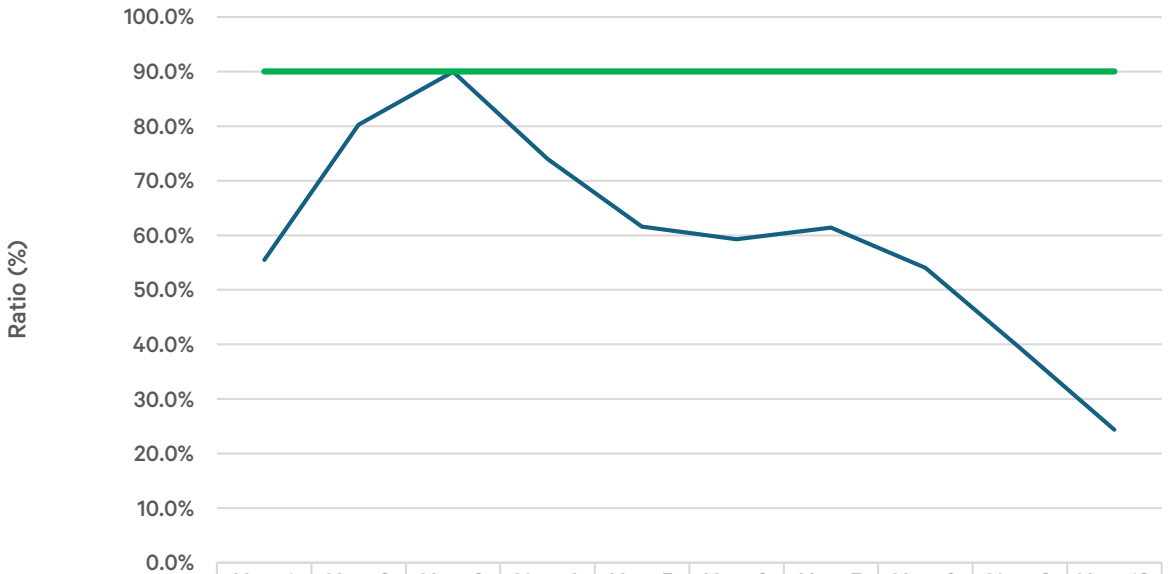
Council has set the target for the Net Financial Liabilities Ratio at a maximum of 90%.

The Net Financial Liabilities Ratio stays below the maximum target set by Council across all years in the plan.

The upward lift in years two to four is due to new loans required for capital works and the construction of the Regional Community, Sport and Recreation Precinct.

The graph below shows the ratio result in each year as well as the maximum target.

Graph: Net Financial Liabilities Ratio



	Year 1 26/27	Year 2 27/28	Year 3 28/29	Year 4 29/30	Year 5 30/31	Year 6 31/32	Year 7 32/33	Year 8 33/34	Year 9 34/35	Year 10 35/36
Forecast	55.5%	80.2%	89.9%	73.9%	61.6%	59.3%	61.4%	54.0%	39.4%	24.4%
Target (Max)	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%

Asset Renewal Funding Ratio

The asset funding ratio is whether Council is renewing or replacing existing infrastructure assets at the level required of its Asset Management Plans to ensure that council's assets remain at their current condition level. It is calculated as:

$$\frac{\text{Asset Renewals}}{\text{Asset Management Plan required expenditure}}$$

Council has set the target for the Asset Renewal Funding Ratio between 90% to 110% in any individual year with a rolling average over three years of 100%.

Council intends to fully budget for works required in the Asset Management Plans, as such the ratio achieves the target set by council.

Graph: Asset Renewal Funding Ratio



	Year 1 26/27	Year 2 27/28	Year 3 28/29	Year 4 29/30	Year 5 30/31	Year 6 31/32	Year 7 32/33	Year 8 33/34	Year 9 34/35	Year 10 35/36
Forecast	157.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Target (Min)	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
Target (Max)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%



Image: City of Victor Harbor

Capital Works Program

Asset Management Plans

Asset Management Plans play an important part in planning for the renewal and replacement of existing assets. The Asset Management Plans provide information in regards to the value, useful life, age and condition of existing assets. The aim of the Asset Management Plans is to provide the optimal replacement time for each asset thus minimising maintenance expenditure and disruption of service delivery.

Asset Management Plans include expenditure of present value. Indexation is applied in the Long Term Financial Plan in line with CPI forecasts as detailed in the following tables.

Renewal or Replacement of Existing Assets

Renewal and replacement of existing assets has been fully funded in the Long Term Financial Plan in line with Asset Management Plan (AMP) projections as below:

Asset Category	Year 1 2026/27 (000's)	Year 2 2027/28 (000's)	Year 3 2028/29 (000's)	Year 4 2029/30 (000's)	Year 5 2030/31 (000's)	Year 6 2031/32 (000's)	Year 7 2032/33 (000's)	Year 8 2033/34 (000's)	Year 9 2034/35 (000's)	Year 10 2035/36 (000's)
Bridges, Stormwater, Kerb and Channel	567	1,217	371	2,516	2,516	444	1,465	1,480	1,480	444
Roads, Footpaths, Car Parks and Traffic Devices	2,878	1,774	3,640	2,332	1,653	1,654	2,141	2,634	1,629	1,629
Land, Buildings and Open Space	1,754	1,174	784	944	1,501	6,031	6,031	3,496	507	404
Other Assets	1,413	1,053	678	869	1,222	1,230	1,296	685	527	544
Asset Management Plans Total	**6,612**	**5,218**	**5,473**	**6,661**	**6,892**	**9,359**	**10,933**	**8,295**	**4,143**	**3,021**
Indexation	-	**145**	**294**	**534**	**739**	**1,261**	**1,783**	**1,594**	**919**	**763**
Long Term Financial Plan Total	**6,612**	**5,363**	**5,767**	**7,195**	**7,631**	**10,620**	**12,716**	**9,889**	**5,062**	**3,784**

Expenditure on renewal and replacement assets will be generally funded through a combination of revenues as follows:

- Proceeds from sale of replaced or surplus assets;
- Grant funding from other levels of Government or industry bodies;
- Borrowings.

Over the ten years, total capital expenditure on renewal or replacement of assets is $75 million.

New or Upgraded Assets

Asset Management Plans include new and upgrade projects that have been identified by council, community or administration. These projects represent opportunities for activation of public spaces, increases in infrastructure capacity due to growth, new initiatives and investment attraction activities. The Asset Management Plans detail the preferred timing for delivery of each project.

New and upgraded assets have been fully funded in the Long Term Financial Plan in line with the Asset Management Plan projections as detailed below:

Asset Category	Year 1 2026/27 (000's)	Year 2 2027/28 (000's)	Year 3 2028/29 (000's)	Year 4 2029/30 (000's)	Year 5 2030/31 (000's)	Year 6 2031/32 (000's)	Year 7 2032/33 (000's)	Year 8 2033/34 (000's)	Year 9 2034/35 (000's)	Year 10 2035/36 (000's)
Bridges, Stormwater, Kerb and Channel	946	2,710	10,726	4,342	1,169	767	2,839	659	659	1,248
Roads, Footpaths, Car Parks and Traffic Devices	2,748	3,886	6,974	548	614	949	1,431	1,707	2,582	1,036
Land, Buildings and Open Space*	9,173	12,091	2,677	629	1,491	8,699	8,618	7,738	3,278	3,842
Other Assets	429	174	117	17	7	130	8	7	7	7
Asset Management Plans Total	**13,296**	**18,861**	**20,494**	**5,536**	**3,281**	**10,545**	**12,896**	**10,111**	**6,526**	**6,133**
Indexation	-	**529**	**1,100**	**445**	**351**	**1,420**	**2,103**	**1,943**	**1,449**	**1,549**
Long Term Financial Plan Total	**13,296**	**19,390**	**21,594**	**5,981**	**3,632**	**11,965**	**14,999**	**12,054**	**7,975**	**7,682**

*Includes Regional Community, Sport and Recreation Precinct

Expenditure on new and upgraded assets will be generally funded through a combination of revenues as follows:

- Grant funding from other levels of Government or industry bodies;
- Borrowings;
- Private investment / partnership.

Over the ten years, total capital expenditure on new or upgraded assets is $119 million.

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Image: Outside Ideas

Significant Projects

The following information provides details on the significant projects included in the Long Term Financial Plan:

Regional Community, Sport and Recreation Precinct

The Regional Community, Sport and Recreation Precinct (the Precinct) aims to provide a place for people of all ages to connect through sport, recreation or social activities. Located at Lot 202 Armstrong Road, Victor Harbor and neighbouring the Encounter Bay Recreation Grounds, the project will see the delivery of a multi-purpose recreation facility that sits within a community focussed Precinct incorporating a childcare centre, allied health facility and hospitality offering. The project is being progressed through a public private partnership with South Australian developer, Accord Property, with a $15.7 million capital contribution required from Council, inclusive of $4 million grant funding. the table below shows the planned timing of the project, subject to securing of grant funding, further Council decisions, indexation and the Annual Business Plan process.

Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	
Cost ('000)	4,500	11,200	-	-	-	-	-	-	-	-	15,700

Victor Harbor Mainstreet Precinct Master Plan

The Victor Harbor Mainstreet Precinct Master Plan continues to be implemented. The Plan is to revitalise the Precinct to create a visually inviting and safe place with an emphasis on water sensitive urban design, accessibility and integrated public spaces. Stages 5 and 6 are included within the Council's Asset Management Plans with construction a combination of new and renewal. The table below shows the planned timing of the project, subject to indexation and the Annual Business Plan process:

Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	
Cost ('000)	15	516	1,907	-	-	-	619	1,856	-	-	4,913

Arts and Culture Centre

Recognising the cultural and economic value of arts and cultural activity, the Council have been working on plans for the development of an Arts and Culture Centre incorporating the Victor Harbor Town Hall, Coral Street Art Space and Victa Cinema. The Council consider an Arts and Culture Centre to be an integral part of its aspiration to cultivate arts and cultural activity, and position Victor Harbor as a regional arts and cultural destination. It is working towards delivering a centre that incorporates all art forms providing local artists, groups and the broader community with a place to meet, work, exhibit, collaborate and learn. This project is included with the Council's Asset Management Plans for construction commencing in Year 6 (2031/32). The table below shows the planned timing of the project, subject to 50% grant funding, indexation and the Annual Business Plan process:

Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	
Cost ('000)	705	-	-	-	-	10,310	10,310	10,310	-	-	31,635

Foreshore Upgrades

As identified in the 2006 Town Centre Master Plan, Victor Harbor's greatest asset is the foreshore environment and the link to Granite Island. However, connections between these key elements have been lost due to competing features, blocked vistas and a lack of "place" identity. The new causeway to Granite Island will require works where it joins with the mainland and provides an opportunity to develop a master plan for this iconic area before undertaking construction works to enhance this highly valued space. This project is included within the Council's Asset Management Plans with construction a combination of new and renewal. The table below shows the planned timing of the project subject to 50% grant funding, indexation and the Annual Business Plan process:

Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	
Cost ('000)	-	-	-	-	495	3,093	3,093	-	-	-	6,681

Coastal Protection

Victor Harbor's stunning coastline is highly valued by our community and a significant feature of our landscape. Council acknowledges the importance of protecting and preserving our natural and built assets along our coast. To this end, funds have been allocated for coastal protection works over the course of this plan (as outlined within our Asset Management Plans). Works will be guided by findings of the 2022 Victor Harbor Coastal Adaptation Study and Strategy and a detailed implementation plan is currently being prepared to prioritise future actions. The table below outlines where funds are planned to be spent (noting that two further years are planned post 2035/36), subject to 50% grant funding, indexation and the Annual Business Plan process:

Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	
Cost ('000)	20	-	1,980	-	-	-	-	-	1,547	1,547	5,094

Stormwater Projects

Council is responsible for the care and maintenance of the local public stormwater network, while property owners are responsible for all infrastructure related to the drainage of private property. Guided by the recommendation of the Victor Harbor Watercourses Floodplain Mapping Study and Urban Stormwater Masterplan, a number of stormwater upgrades will be undertaken over the next 10 years including on Fell St, Acraman St, Tabernacle Rd, Seaview Rd, Crozier Rd and Yandra Tce. The investment in this essential infrastructure equates to $30.5 million spread over the life of the plan, as identified below, and subject to indexation and the Annual Business Plan process:

Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	
Cost ('000)	120	2,158	10,578	6,267	3,093	619	3,712	1,547	1,547	900	30,541


Image: Base Civil

Other Projects

Council is investigating and/or developing master plans for a number of projects that are either not yet included or subject to amendment in the Asset Management Plans and Long Term Financial Plan.

These projects may still need feasibility studies and business cases to assess viability.

Subject to Council approval, these projects may be included in the Asset Management Plans and Long Term Financial Plan annual reviews as information becomes available:

- Library redevelopment
- Multi-purpose boating facilities
- Coastal Management Study actions
- Urban Growth Management Strategy actions
- The Bluff Master Plan projects
- Mountain Bike Strategy actions



Image: Heidi Who

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Appendix 1

Financial Statements

City of Victor Harbor
10 Year Financial Plan for the Years ending 30 June 2036
UNIFORM PRESENTATION OF FINANCES - 26/27 REVIEW

	Projected Years									
Scenario: 2026/27 to 2035/36	**2026/27** $	**2027/28** $	**2028/29** $	**2029/30** $	**2030/31** $	**2031/32** $	**2032/33** $	**2033/34** $	**2034/35** $	**2035/36** $
Income										
Rates	34,923,000	37,161,726	39,132,088	40,493,418	41,900,069	43,150,859	44,439,066	45,765,808	47,132,241	48,539,550
Statutory Charges	780,500	803,916	824,013	844,614	865,729	887,372	909,557	932,296	955,603	979,493
User Charges	2,570,500	2,647,615	2,713,805	2,781,651	2,794,492	2,864,354	2,935,963	3,009,362	3,084,596	3,161,711
Grants, Subsidies and Contributions - operating	2,404,500	2,434,950	2,461,086	2,487,876	2,515,336	2,543,481	2,572,331	2,601,902	2,632,212	2,663,280
Investment Income	40,100	40,100	40,100	40,100	40,100	40,100	40,100	40,100	40,100	40,100
Reimbursements	345,100	355,453	364,339	373,448	361,284	370,316	379,574	389,063	398,790	408,760
Other Income	68,700	70,761	183,051	294,077	301,429	308,965	316,689	324,606	332,721	341,039
Total Income	**41,132,401**	**43,514,520**	**45,718,484**	**47,315,184**	**48,778,439**	**50,165,448**	**51,593,279**	**53,063,137**	**54,576,263**	**56,133,933**
Expenses										
Employee Costs	15,243,200	15,491,374	15,170,162	15,473,566	15,783,037	16,098,698	16,420,672	16,749,085	17,084,067	17,716,748
Materials, Contracts & Other Expenses	15,053,760	15,269,077	15,913,600	17,278,437	17,727,980	18,190,173	18,701,056	18,853,370	19,885,724	21,399,894
Depreciation, Amortisation & Impairment	12,118,796	12,346,348	12,745,848	13,352,871	13,968,353	14,022,333	14,586,682	15,277,216	15,748,157	15,927,172
Finance Costs	335,099	1,130,528	1,678,968	1,727,844	1,463,965	1,335,367	1,439,385	1,350,832	937,924	386,317
Net loss - Equity Accounted Council Businesses	270,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000
Total Expenses	**43,020,854**	**44,467,327**	**45,738,578**	**48,062,717**	**49,173,336**	**49,876,571**	**51,377,795**	**52,460,504**	**53,885,872**	**55,660,132**
Operating Surplus / (Deficit)	**(1,888,453)**	**(952,806)**	**(20,094)**	**(747,534)**	**(394,898)**	**288,878**	**215,485**	**602,634**	**690,391**	**473,801**
Net Outlays on Existing Assets										
Capital Expenditure on Renewal and Replacement of Existing Assets	(6,612,300)	(5,363,487)	(5,767,216)	(7,195,027)	(7,631,183)	(10,619,614)	(12,715,688)	(9,889,484)	(5,061,762)	(3,783,732)
Finance Lease payments for Right of Use Assets	(22,008)	(22,008)	(22,008)	(22,008)	(22,008)	(22,008)	(22,008)	(22,008)	(22,008)	(20,185)
add back Depreciation, Amortisation and Impairment	12,118,796	12,346,348	12,745,848	13,352,871	13,968,353	14,022,333	14,586,682	15,277,216	15,748,157	15,927,172
add back Proceeds from Sale of Replaced Assets	286,000	66,820	68,491	2,581,162	138,380	195,172	205,867	95,373	119,216	120,000
Total Net Outlays on Existing Assets	**5,770,488**	**7,027,673**	**7,025,115**	**8,716,998**	**6,453,542**	**3,575,883**	**2,054,853**	**5,461,097**	**10,783,603**	**12,243,255**
Net Outlays on New and Upgraded Assets										
Capital Expenditure on New and Upgraded Assets (including Investment Property & Real Estate Developments)	(13,296,200)	(19,389,519)	(21,594,212)	(5,980,519)	(3,631,878)	(11,964,824)	(14,999,527)	(12,053,979)	(7,974,936)	(7,681,944)
add back Amounts Received Specifically for New and Upgraded Assets	3,112,036	1,264,048	7,298,512	4,423,710	2,461,944	7,472,011	10,254,733	8,979,194	4,077,227	2,668,470
Total Net Outlays on New and Upgraded Assets	**(10,184,164)**	**(18,125,471)**	**(14,295,700)**	**(1,556,809)**	**(1,169,934)**	**(4,492,813)**	**(4,744,794)**	**(3,074,785)**	**(3,897,709)**	**(5,013,474)**
Annual Net Impact to Financing Activities (surplus / (deficit))	**(6,302,130)**	**(12,050,604)**	**(7,290,679)**	**6,412,656**	**4,888,711**	**(628,052)**	**(2,474,455)**	**2,988,946**	**7,576,285**	**7,703,582**

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City of Victor Harbor
10 Year Financial Plan for the Years ending 30 June 2036
STATEMENT OF COMPREHENSIVE INCOME - 26/27 REVIEW

Scenario: 2026/27 to 2035/36	**Projected Years**									
	2026/27	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**
	$	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**
Income										
Rates	34,923,000	37,161,726	39,132,088	40,493,418	41,900,069	43,150,859	44,439,066	45,765,808	47,132,241	48,539,550
Statutory Charges	780,500	803,916	824,013	844,614	865,729	887,372	909,557	932,296	955,603	979,493
User Charges	2,570,500	2,647,615	2,713,805	2,781,651	2,794,492	2,864,354	2,935,963	3,009,362	3,084,596	3,161,711
Grants, Subsidies and Contributions - operating	2,404,500	2,434,950	2,461,086	2,487,876	2,515,336	2,543,481	2,572,331	2,601,902	2,632,212	2,663,280
Investment Income	40,100	40,100	40,100	40,100	40,100	40,100	40,100	40,100	40,100	40,100
Reimbursements	345,100	355,453	364,339	373,448	361,284	370,316	379,574	389,063	398,790	408,760
Other Income	68,700	70,761	183,051	294,077	301,429	308,965	316,689	324,606	332,721	341,039
Total Income	**41,132,401**	**43,514,520**	**45,718,484**	**47,315,184**	**48,778,439**	**50,165,448**	**51,593,279**	**53,063,137**	**54,576,263**	**56,133,933**
Expenses										
Employee Costs	15,243,200	15,491,374	15,170,162	15,473,566	15,783,037	16,098,698	16,420,672	16,749,085	17,084,067	17,716,748
Materials, Contracts & Other Expenses	15,053,760	15,269,077	15,913,600	17,278,437	17,727,980	18,190,173	18,701,056	18,853,370	19,885,724	21,399,894
Depreciation, Amortisation & Impairment	12,118,796	12,346,348	12,745,848	13,352,871	13,968,353	14,022,333	14,586,682	15,277,216	15,748,157	15,927,172
Finance Costs	335,099	1,130,528	1,678,968	1,727,844	1,463,965	1,335,367	1,439,385	1,350,832	937,924	386,317
Net loss - Equity Accounted Council Businesses	270,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000
Total Expenses	**43,020,854**	**44,467,327**	**45,738,578**	**48,062,717**	**49,173,336**	**49,876,571**	**51,377,795**	**52,460,504**	**53,885,872**	**55,660,132**
Operating Surplus / (Deficit)	**(1,888,453)**	**(952,806)**	**(20,094)**	**(747,534)**	**(394,898)**	**288,878**	**215,485**	**602,634**	**690,391**	**473,801**
Asset Disposal & Fair Value Adjustments	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
Amounts Received Specifically for New or Upgraded Assets	3,383,500	979,224	8,147,735	3,923,254	2,265,565	8,171,684	10,534,666	8,770,161	3,446,563	2,563,905
Physical Resources Received Free of Charge	3,000,000	11,300,000	1,000,000	7,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Net Surplus / (Deficit)	**3,495,047**	**10,326,418**	**8,127,641**	**9,175,720**	**1,870,667**	**8,460,562**	**10,750,151**	**9,372,795**	**4,136,954**	**3,037,706**
Other Comprehensive Income										
Amounts which will not be reclassified subsequently to operating result										
Changes in Revaluation Surplus - I,PP&E	1,960,963	11,692,490	8,079,253	19,837,359	1,985,617	12,466,599	10,335,499	18,300,052	1,914,609	1,664,813
Total Other Comprehensive Income	**1,960,963**	**11,692,490**	**8,079,253**	**19,837,359**	**1,985,617**	**12,466,599**	**10,335,499**	**18,300,052**	**1,914,609**	**1,664,813**
Total Comprehensive Income	**5,456,010**	**22,018,908**	**16,206,894**	**29,013,079**	**3,856,284**	**20,927,160**	**21,085,650**	**27,672,847**	**6,051,563**	**4,702,519**

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City of Victor Harbor
10 Year Financial Plan for the Years ending 30 June 2036
STATEMENT OF FINANCIAL POSITION - 26/27 REVIEW
Scenario: 2026/27 to 2035/36

	Projected Years									
	2026/27	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**
	$	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**
ASSETS										
Current Assets										
Cash & Cash Equivalents	779,182	499,999	500,000	500,000	500,001	500,000	500,000	500,000	500,000	500,000
Trade & Other Receivables	2,263,123	2,066,168	3,005,161	2,581,532	2,441,356	3,198,160	3,537,194	3,385,285	2,821,947	2,791,110
Inventories	324,304	328,943	342,828	372,230	381,915	391,872	402,878	406,159	428,399	461,019
Total Current Assets	3,366,609	2,895,110	3,847,989	3,453,763	3,323,272	4,090,032	4,440,072	4,291,444	3,750,347	3,752,129
Non-Current Assets										
Financial Assets	358,000	358,000	358,000	358,000	358,000	358,000	358,000	358,000	358,000	358,000
Equity Accounted Investments in Council Businesses	10,210,000	9,980,000	9,750,000	9,520,000	9,290,000	9,060,000	8,830,000	8,600,000	8,370,000	8,140,000
Infrastructure, Property, Plant & Equipment	438,629,467	472,961,795	495,588,137	518,667,009	517,808,953	538,642,485	561,900,650	586,771,576	585,855,510	582,938,827
Other Non-Current Assets	5,260,000	5,260,000	5,260,000	5,260,000	5,260,000	5,260,000	5,260,000	5,260,000	5,260,000	5,260,000
Total Non-Current Assets	454,457,467	488,559,795	510,956,137	533,805,009	532,716,953	553,320,485	576,348,650	600,989,576	599,843,510	596,696,827
TOTAL ASSETS	**457,824,077**	**491,454,905**	**514,804,126**	**537,258,772**	**536,040,225**	**557,410,517**	**580,788,722**	**605,281,020**	**603,593,857**	**600,448,956**
LIABILITIES										
Current Liabilities										
Trade & Other Payables	4,395,145	4,480,523	4,652,802	4,993,233	5,120,230	5,249,864	5,395,702	5,458,418	5,727,707	6,114,987
Borrowings	738,319	765,263	769,719	797,346	530,998	19,605	20,271	20,961	19,851	-
Provisions	2,459,671	2,582,821	2,708,435	2,836,561	2,967,250	3,100,553	3,236,521	3,375,209	3,516,671	3,660,961
Total Current Liabilities	7,593,134	7,828,607	8,130,956	8,627,140	8,618,479	8,370,021	8,652,494	8,854,588	9,264,229	9,775,948
Non-Current Liabilities										
Cash Advance Debenture	15,483,397	27,619,739	35,223,959	28,961,102	24,420,232	25,125,613	27,150,039	23,782,310	15,647,627	7,282,197
Borrowings	2,944,014	2,178,750	1,409,031	611,686	80,688	61,084	40,812	19,851	-	-
Provisions	205,984	211,354	216,830	222,417	228,114	233,926	239,854	245,901	252,069	258,360
Total Non-Current Liabilities	18,633,395	30,009,843	36,849,821	29,795,204	24,729,034	25,420,623	27,430,705	24,048,063	15,899,696	7,540,557
TOTAL LIABILITIES	**26,226,530**	**37,838,450**	**44,980,777**	**38,422,344**	**33,347,513**	**33,790,645**	**36,083,200**	**32,902,651**	**25,163,925**	**17,316,505**
Net Assets	**431,597,547**	**453,616,454**	**469,823,349**	**498,836,428**	**502,692,712**	**523,619,872**	**544,705,522**	**572,378,369**	**578,429,932**	**583,132,451**
EQUITY										
Accumulated Surplus	81,305,584	91,632,002	99,759,643	108,935,363	110,806,030	119,266,592	130,016,743	139,389,537	143,526,491	146,564,197
Asset Revaluation Reserves	349,130,963	360,823,453	368,902,706	388,740,065	390,725,682	403,192,281	413,527,780	431,827,832	433,742,441	435,407,254
Other Reserves	1,161,000	1,161,000	1,161,000	1,161,000	1,161,000	1,161,000	1,161,000	1,161,000	1,161,000	1,161,000
Total Equity	**431,597,547**	**453,616,454**	**469,823,349**	**498,836,428**	**502,692,712**	**523,619,872**	**544,705,522**	**572,378,369**	**578,429,932**	**583,132,451**

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City of Victor Harbor
10 Year Financial Plan for the Years ending 30 June 2036
STATEMENT OF CHANGES IN EQUITY - 26/27 REVIEW
Scenario: 2026/27 to 2035/36

	Projected Years									
	2026/27	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**
	$	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**
Opening Balance	426,141,537	431,597,547	453,616,454	469,823,349	498,836,428	502,692,712	523,619,872	544,705,522	572,378,369	578,429,932
Net Surplus / (Deficit) for Year	3,495,047	10,326,418	8,127,641	9,175,720	1,870,667	8,460,562	10,750,151	9,372,795	4,136,954	3,037,706
Other Comprehensive Income										
- Gain (Loss) on Revaluation of I,PP&E	1,960,963	11,692,490	8,079,253	19,837,359	1,985,617	12,466,599	10,335,499	18,300,052	1,914,609	1,664,813
Other Comprehensive Income	1,960,963	11,692,490	8,079,253	19,837,359	1,985,617	12,466,599	10,335,499	18,300,052	1,914,609	1,664,813
Total Comprehensive Income	5,456,010	22,018,908	16,206,894	29,013,079	3,856,284	20,927,160	21,085,650	27,672,847	6,051,563	4,702,519
Equity - Balance at end of the reporting period	**431,597,547**	**453,616,454**	**469,823,349**	**498,836,428**	**502,692,712**	**523,619,872**	**544,705,522**	**572,378,369**	**578,429,932**	**583,132,451**

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City of Victor Harbor
10 Year Financial Plan for the Years ending 30 June 2036
STATEMENT OF CASH FLOWS - 26/27 REVIEW

Scenario: 2026/27 to 2035/36	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**2035/36**
					Projected Years					
	$	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**
Cash Flows from Operating Activities										
Receipts:										
Rates Receipts	34,882,926	37,124,668	39,099,473	40,470,884	41,876,785	43,130,155	44,417,742	45,743,847	47,109,622	48,516,255
Statutory Charges	773,730	802,183	822,526	843,089	864,167	885,771	907,915	930,613	953,878	977,725
User Charges	2,541,606	2,641,909	2,708,908	2,776,631	2,793,542	2,859,185	2,930,664	3,003,931	3,079,029	3,156,005
Grants, Subsidies and Contributions (operating purpose)	2,413,786	2,431,358	2,457,944	2,484,729	2,512,093	2,540,109	2,568,898	2,598,410	2,628,655	2,659,605
Investment Receipts	40,110	40,100	40,100	40,100	40,100	40,100	40,100	40,100	40,100	40,100
Reimbursements	341,601	354,700	363,693	372,785	362,169	369,659	378,901	388,373	398,082	408,034
Other	76,992	70,608	174,742	285,862	300,885	308,407	316,117	324,020	332,121	340,424
Payments:										
Payments to Employees	(15,102,768)	(15,358,820)	(15,043,897)	(15,334,952)	(15,641,651)	(15,954,484)	(16,273,574)	(16,599,045)	(16,931,026)	(17,556,117)
Payments for Materials, Contracts & Other Expenses	(14,930,264)	(15,225,468)	(15,783,063)	(17,002,014)	(17,636,934)	(18,096,564)	(18,597,585)	(18,822,522)	(19,676,639)	(21,093,226)
Finance Payments	(340,675)	(1,136,307)	(1,684,958)	(1,733,865)	(1,470,203)	(1,339,467)	(1,439,385)	(1,350,832)	(937,924)	(386,317)
Net Cash provided (or used in) Operating Activities	10,697,044	11,744,931	13,155,469	13,203,250	14,000,954	14,742,871	15,249,794	16,256,896	16,995,899	17,062,488
Cash Flows from Investing Activities										
Receipts:										
Amounts Received Specifically for New/Upgraded Assets	3,112,036	1,264,048	7,298,512	4,423,710	2,461,944	7,472,011	10,254,733	8,979,194	4,077,227	2,668,470
Sale of Replaced Assets	286,000	66,820	68,491	2,581,162	138,380	195,172	205,867	95,373	119,216	120,000
Sale of Surplus Assets	-	-	-	-	-	-	-	-	-	-
Payments:										
Expenditure on Renewal/Replacement of Assets	(6,612,300)	(5,363,487)	(5,767,216)	(7,195,027)	(7,631,183)	(10,619,614)	(12,715,688)	(9,889,484)	(5,061,762)	(3,783,732)
Expenditure on New/Upgraded Assets	(13,296,200)	(19,389,519)	(21,594,212)	(5,980,519)	(3,631,878)	(11,964,824)	(14,999,527)	(12,053,979)	(7,974,936)	(7,681,944)
Net Cash provided (or used in) Investing Activities	(16,510,464)	(23,422,138)	(19,994,425)	(6,170,674)	(8,662,737)	(14,917,255)	(17,254,615)	(12,868,896)	(8,840,255)	(8,677,206)
Cash Flows from Financing Activities										
Receipts:										
Repayments of Borrowings	(696,310)	(721,734)	(748,114)	(751,986)	(779,010)	(512,039)	-	-	-	-
Repayment of Principal Portion of Lease Liabilities	(16,039)	(16,585)	(17,149)	(17,733)	(18,336)	(18,960)	(19,605)	(20,271)	(20,961)	(19,851)
Net Cash Flow provided (used in) Financing Activities	(712,349)	(738,319)	(765,263)	(769,719)	(797,346)	(530,998)	(19,605)	(20,271)	(20,961)	(19,851)
Net Increase/(Decrease) in Cash & Cash Equivalents	(6,525,769)	(12,415,525)	(7,604,219)	6,262,857	4,540,871	(705,382)	(2,024,426)	3,367,729	8,134,683	8,365,430
plus: Cash & Cash Equivalents - beginning of year	(8,178,446)	(14,704,215)	(27,119,740)	(34,723,959)	(28,461,102)	(23,920,231)	(24,625,613)	(26,650,039)	(23,282,310)	(15,147,627)
Cash & Cash Equivalents - end of the year	**(14,704,215)**	**(27,119,740)**	**(34,723,959)**	**(28,461,102)**	**(23,920,231)**	**(24,625,613)**	**(26,650,039)**	**(23,282,310)**	**(15,147,627)**	**(6,782,197)**

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city of Victor Harbor

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Attachment Under Separate Cover

Ordinary Council Meeting – 23 November 2026

Proposed Lease of Community Land to the Victor Harbor Goolwa Sea Rescue Squadron 43-47 George Main Road - Community Engagement Summary Report

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Your Say Victor Harbor

Proposed Community Land Lease Submission Form Results

Oct 12, 2026 - Nov 03, 2026

Project: Community Land Lease - 43-47 George Main Road (Ewen Reserve)

Form: Proposed Community Land Lease Submission Form

Tool Type: Form

Activity ID: 65

Exported: 2026-11-05 15:01:57

Exported By: LouiseHampel

Filter By: No filters applied.

SOCIAL POINT
BY OPEN POINT

Response No: 1

Contribution ID: 6589
Member ID:
Date Submitted: Nov 02, 2026, 10:50 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

I STRONGLY OBJECT to the proposed community land lease at 43–47 George Main Road, Victor Harbor. I believe this is an unsuitable location for the proposed Sea Rescue vessel storage and operational facility, and I ask Council to reject the proposal and investigate a more appropriate alternative!

My home is directly next door to the proposed site, and I am deeply concerned about the long-term impacts on our residential amenity, privacy, safety and enjoyment of our home. These concerns are not hypothetical; we already experience significant disturbances from existing activities in the immediate area.

TRAFFIC CONGESTION AND ROAD SAFETY
The proposed site is beside a large roundabout that already experiences considerable congestion during school drop-off and pick-up periods and events at Encounter Bay Oval, Investigator College and the hockey club. Adding movements involving a large rescue vessel, trailer and towing vehicle could further compromise traffic flow and road safety.

Many schoolchildren walk along this route daily. Council must consider the safety of these pedestrians, as well as cyclists and motorists, when assessing additional vehicle movements, turning requirements and visibility. I question the suitability of introducing this facility into an already pressured traffic environment without a thorough assessment of the cumulative impacts during peak periods.

NOISE, EXISTING DISTURBANCES AND RESIDENTIAL AMENITY
We already experience frequent and significant disruption from emergency helicopter landings at the nearby hockey club, which occur at all hours and regularly disturb us in the middle of the night. We also experience substantial noise and bright lighting from the nearby car wash after dark, which affects our home.

These existing disturbances already impact our peace, sleep and enjoyment of our property. Introducing another operational facility immediately beside our home raises serious concerns about cumulative noise from engines, reversing alarms, trailer movements, equipment handling, vessel preparation and retrieval. Such activities may occur during early mornings, evenings, weekends and emergency deployments.

I fully respect the essential work of emergency services, but the needs of an emergency service must be balanced against the amenity and wellbeing of residents living nearby. Council must not overlook the cumulative impact of placing another operational facility in an area where residents already experience significant disturbance.

PRIVACY, LIGHTING AND PROPERTY IMPACTS
The facility's immediate proximity to my home raises concerns about visual intrusion, external lighting, vehicle headlights, privacy and the loss of peaceful use of our outdoor spaces. I am also concerned about the potential effect on the appeal and future saleability of neighbouring properties.

These are long-term consequences that deserve proper consideration before Council commits to a lease that could extend for 42 years.

LOSS OF TREES. ENVIRONMENTAL VALUES AND PUBLIC OPEN SPACE
Ewen Reserve contains established trees and greenery that we enjoy from our home every day. These trees are an important part of the local environment and the character of our neighbourhood; they cannot simply be replaced by planting new trees elsewhere.

As Victor Harbor continues to grow, protecting existing trees, natural surroundings and public open space becomes increasingly important. Residents and the wider community should not lose access to valued green space without a compelling justification and proper consideration of alternative locations.

Council must also ensure that drainage, stormwater management and the collection and disposal of vessel wash-down water are appropriately assessed to prevent environmental harm. There has to be more suitable locations for this !!!

The proposed 21-year lease, with a potential extension to 42 years, represents a substantial commitment of public land. Council must demonstrate why this particular reserve should be used for this purpose and how the long-term interests of the wider community will be protected.

WHY HAVE ALTERNATIVE SITES NOT BEEN ADEQUATELY CONSIDERED?
I acknowledge the important work of the Victor Harbor Goolwa Sea Rescue Squadron and support the need for appropriate emergency-service facilities. However, this does not automatically make Ewen Reserve an appropriate

location.

I question why the cleared land behind the police station has not been considered as a potential alternative, given its apparent suitability for emergency-service use. I ask Council to explain whether this site has been assessed and, if it has been ruled out, to provide the reasons and strong supporting evidence.

A transparent comparison of alternative locations should consider road safety, proximity to the boat ramp, separation from residential properties, noise, environmental impacts and long-term community benefit. Independent traffic, noise, lighting and environmental assessments should be completed and made available before this proposal progresses.

FAILURE TO NOTIFY DIRECTLY AFFECTED NEIGHBOURING RESIDENTS
I am also extremely concerned that, despite my home being directly next door to the proposed site, I was not personally notified of this proposal. My understanding is that under South Australia's planning notification requirements, affected neighbours within 60 metres are entitled to written notification for certain development applications. Given the proximity of my property and the significant potential impacts on my household, I am concerned that I was not made aware of this proposal directly.

I ask Council to clarify what notification requirements apply to this proposal, whether all required notification procedures have been followed, and why I was not notified as a directly adjoining resident. If any required notification has been missed, I request that Council address this before progressing the proposal and ensure affected residents are given a fair and meaningful opportunity to participate in the process. Transparency and proper consultation are particularly important when a proposal could have long-term consequences for neighbouring homes and public land.

CONCLUSION

I strongly oppose the proposed lease at 43–47 George Main Road. The combination of existing traffic congestion, school pedestrian movements, frequent overnight helicopter disturbances, car wash noise and lighting, the proximity of neighbouring homes, and the potential loss of established trees and public open space makes this a highly concerning location for a long-term operational facility.

As a directly adjoining resident, I am particularly concerned that the impacts on my home and the surrounding neighbourhood could continue for decades. These concerns should not be dismissed in favour of operational convenience when alternative locations may be available.

I request that Council **reject the proposed lease at Ewen Reserve and investigate a more suitable alternative location**. Before making any commitment, Council must demonstrate that all reasonable alternatives have been properly considered and that the safety, amenity and interests of affected residents and the wider community have been given appropriate weight!

The importance of the Sea Rescue Squadron's work is not in question. The suitability of this location is. I urge Council to make a decision that protects neighbouring residents, preserves valued public open space and ensures this facility is located where it can operate with the least possible impact on the surrounding community.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

NO

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice Nearby resident

Q6 **Which suburb do you live in?**

Short Text Victor Harbor

Q7 **What is your age group?**

Multi Choice 25-34

Q8 **Name**

Short Text Alanna

Q9 **Email address**

Email [redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice No

Response No: 2

Contribution ID: 6588
Member ID:
Date Submitted: Nov 02, 2026, 08:43 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

I do not want to see anymore green space / nature / trees destroyed. We require more green space for animals for the environment for mental health etc etc

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

Nearby resident
Local business owner or operator
Resident of another council area

Q6 **Which suburb do you live in?**

Short Text

Port Elliot

Q7 **What is your age group?**

Multi Choice

45-54

Q8 **Name**

Short Text

Jacqueline [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 3

Contribution ID: 6587
Member ID:
Date Submitted: Nov 02, 2026, 05:34 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

I am in full support of the George Main Road site for the Victor Harbor Sea Rescue Squadron to house their boat. It needs to be quickly and easily accessible to the Victor Harbor boat ramp if needed for emergency rescue and support and the organisation plays a vital role in supporting the boating public as well as other boating organisations.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Greg [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 4

Contribution ID: 6586
Member ID: 937
Date Submitted: Nov 02, 2026, 03:20 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support with changes or conditions

Q2 **Please explain the reasons for your response.**

Long Text

I support the Sea Rescue Squadron having a well-located home for its offshore rescue vessel, VH65. Faster, more reliable offshore response is a clear benefit for residents, visitors, fishers and the wider boating community.

The Squadron's Bridge Terrace lease expires in July 2027, so a workable solution is needed soon. The report shows a careful assessment of alternative sites, and the Squadron funding the facility itself is a good outcome for ratepayers.

My support comes with a few conditions to protect the reserve and make sure the lease delivers what's intended.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

1. Vegetation: the concept removes four trees, including an Acacia melanoxylon the report identifies as endangered and endemic. Please require the detailed design to look at retaining it. If that isn't possible, require offset planting with local native species, and keep the two Norfolk Island pines.

2. Traffic and access: before progressing, please show how boat and trailer movements, especially during emergency callouts, will enter and leave George Main Road and Armstrong Road safely, including sightlines. Volunteer parking shouldn't spill onto nearby residential streets.

3. Commencement condition: the report doesn't say how construction will be funded. Please include a lease condition that the lease ends if construction hasn't started within an agreed period, so the reserve isn't tied up for up to 42 years without a facility.

4. Neighbour amenity: landscape screening facing nearby homes, downward-directed lighting, and properly managed wash-down drainage.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

I encourage the Squadron to use local trades and suppliers where they're competitive, so the investment stays in the community and local businesses can support a local emergency service.

Declaration of interest: I own a local building company that builds structures of this type. I'm also Vice President of Business Victor Harbor. This is a personal submission and doesn't represent a BVH position.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
Local business owner or operator

Q6 **Which suburb do you live in?**

Short Text

Encounter Bay

Q7 **What is your age group?**

Multi Choice

45-54

Q8 **Name**

Short Text

Michael [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice No

Response No: 5

Contribution ID: 6583
Member ID:
Date Submitted: Nov 02, 2026, 12:50 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

I feel the site is definitely NOT suitable.
I understand how important this facility is but i think another site closer to the Bluff would be preferrable.
1 Site being on the busiest intersection at the end/start of Ring rd. If an emergency crops up a vehicle and large boat will probably be driving out onto 2 traffic lanes to complete a turn. Who will step out into traffic?
2 Lack of respect of the historical significance of this site.
3 Lack of consideration of a park and the flora on that site.
4 Being positioned at the 45 degrees, basically it splits the whole park area into two small parks with a shed in the middle.
5 This is the western entrance to the City of Victor Harbor. A large shed is not the most aesthetic structure in what was a park.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

I support a facility but {as above} this site is not ideal.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

How do the locals feel around the site, including the sports facilities?

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Lower Inman Valley

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Stephen [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 6

Contribution ID: 6582
Member ID:
Date Submitted: Nov 02, 2026, 12:23 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

Loss of Trees and potential effects on the reserve and surrounding area.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Noise

Q5 **Which of the following best describes you?**

Multi Choice

Resident of another council area
Nearby resident

Q6 **Which suburb do you live in?**

Short Text

Port Elliot

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

James

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 7

Contribution ID: 6580
Member ID:
Date Submitted: Nov 02, 2026, 10:32 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

I have enjoyed Ewen Reserve for many years.
It is the reason why we purchased 41 George Main Road in the 1990s.
My understanding was that it would remain a Reserve, it has beautifully established trees and I can listen to the birds.
Everyone driving along Armstrong and George Main Road can appreciate this reserve. It is a lovely entrance from that side of town.
Please look to nearby industrial areas to accommodate this significant proposal.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Please share with me all detailed plans for any removal of established trees and vegetation. I am also concerned about noise, lighting and the size of the facility.
It can be accessed 24 hours which is another serious concern of mine.
Kind regards,
Sharon [redacted]

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Local business owner or operator
Member or representative of a community group

Q6 **Which suburb do you live in?**

Short Text

Victor Harbor

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

sharon [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 8

Contribution ID: 6579
Member ID:
Date Submitted: Nov 02, 2026, 10:02 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

The effects on Ewen Reserve as an open space park. Removal of established trees and Vegetation.
Eyesore for the community.
This will further enable change of uses to other Reserves.
Will Kent Reserve be considered in future developments ?
A view to a park to remain a park for everyone to enjoy is extremely important in town planning.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Consider future generations and to highly value all the remaining parks.
Council to detail the exact vegetation being removed.

Q5 **Which of the following best describes you?**

Multi Choice

Local business owner or operator
Resident of another council area
Nearby resident
Member or representative of a community group

Q6 **Which suburb do you live in?**

Short Text

Port Elliot

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Joanne [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 9

Contribution ID: 6578
Member ID:
Date Submitted: Nov 02, 2026, 09:54 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

This land was donated by the Ewen family as a park and therefore should be left as a park. The precedent set by using this parkland for development will stop anyone in the future donating or willing anything to a council entrusted to care and look after it. Anyone supporting this does not care about parks or community land. There are lots of other places to put this "shed".

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

This is one of the first places you see when you come into Victor from the West side so retaining the aesthetic look of a parkland is important. This is a tourist town that has so far been destroyed by bad development decisions. Put sheds out of sight as much as possible or turn Victor into an industrial sight. There are other alternatives.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer
Local business owner or operator
Nearby resident

Q6 **Which suburb do you live in?**

Short Text

Back Valley

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Wayne [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 10

Contribution ID: 6569
Member ID:
Date Submitted: Oct 31, 2026, 02:44 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support with changes or conditions

Q2 **Please explain the reasons for your response.**

Long Text

With the increase in population and visitors in the Fleurieu and beyond, safe rapid access to the water is getting more important for rescue and retrievement.
A peppercorn rental is appropriate.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

1. All reasonable effort needs to be made to save the endangered Acacia. 2. Fencing of the broader site is not proposed, suggests some fencing may be required. If a fence is needed it should be in keeping with and not intrusive for an open reserve. 3.While lease is for 21+21 years what consideration has been given for any remediation of the site at termination or nonrenewal of the lease, which must not be at ratepayer expense. 4.What are the average number of call outs including training sessions over a 12 month period and how is this likely to affect local residents and traffic flow. 5.Council agenda minutes 28/09/2026 calls for exploration of grant funding for dredging. That's fine but Council must NOT commit to funding in any shape or form in this project at the expense of rate payers, who are already struggling with increased rates, Discretionary levy, Precinct levy and now Financial Sustainability levy.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Continued feedback to the community having addressed any raised concerns.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Encounter Bay

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Giuliano [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 11

Contribution ID: 6518
Member ID:
Date Submitted: Oct 27, 2026, 12:43 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

As an Encounter Bay resident and active Victor Harbor Goolwa Sea Rescue volunteer, I strongly support relocating rescue vessel VH65 to George Main Road. Repositioning the vessel closer to primary launch facilities significantly reduces emergency dispatch and mobilization times, direct-response vessel transit, and operational bottlenecks when responding to critical maritime incidents along the Encounter Bay coast. Securing an accessible, dedicated location ensures our volunteer crews can launch swiftly, improving emergency readiness, public safety, and sea rescue coverage for our local boating and coastal community.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

While fully supporting the proposed relocation, I encourage Council to consider incorporating clear traffic-management, maneuvering, and priority-access provisions into the final site design. Ensuring rapid trailer maneuvering, unimpeded ingress and egress onto George Main Road during peak traffic periods, and safe staging for volunteer responders arriving in personal vehicles will maximize operational efficiency without disrupting local traffic flow or neighboring residential access.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Council should consider the long-term community benefits of providing stable, dedicated infrastructure for essential volunteer emergency services. Securing this lease location strengthens overall coastal safety infrastructure in the City of Victor Harbor, supports ongoing inter-agency emergency response capabilities, and demonstrates strong support for the volunteers who dedicate their time to keeping our local waters and coastal community safe.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Nearby resident

Q6 **Which suburb do you live in?**

Short Text

ENCOUNTER BAY

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Mark [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 12

Contribution ID: 6517
Member ID:
Date Submitted: Oct 26, 2026, 11:20 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

The Victor harbor coastal area and waters adjacent are a 'go to' location for large numbers of recreational fishers in South Australia.
These activities CAN be a dangerous past-time especially when participants are unprepared, ill equipped, unfamiliar with conditions on the water or lacking experience. At sea, dangerous situations can arise with limited warning which require a timely response and assistance from a well-resourced and experienced marine rescue unit.
Through no fault of its own the Victor Harbor Goolwa Sea Rescue Squadron has been forced to relocate one of its major response assets away from Victor Harbor, a dangerous situation where recreational activities can put life at risk without warning.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Some additional on-site parking for call-out crews to park during response(s) attending search and rescue activities.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Consider the possible ramifications and or negative outcome(s) if the opportunity to facilitate this critical lifesaving infrastructure is passed up!!

Q5 **Which of the following best describes you?**

Multi Choice

Resident of another council area
Nearby resident

Q6 **Which suburb do you live in?**

Short Text

Goolwa

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Steve [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 13

Contribution ID: 6516
Member ID: 746
Date Submitted: Oct 26, 2026, 09:33 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

Too far from launch site needs to be closer
Too much loss of greenery in Victor Harbor
Too long a lease - will essentially be forever

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Consider using some of car park at whalers in. Ramp site as often stands empty

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident

Q6 **Which suburb do you live in?**

Short Text

Encounter bay

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Sally [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 14

Contribution ID: 6515
Member ID:
Date Submitted: Oct 25, 2026, 04:37 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

I do not support the change of land use. Or the removal of any trees □□ □□ □□

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

To assess any wildlife habitat and to consult me on this matter, every step of the consultation process. Also to provide me with proof of legal permits for any tree and vegetation removal. In line with our state laws.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Victor Harbor

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Sharon [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 15

Contribution ID: 6514
Member ID:
Date Submitted: Oct 24, 2026, 08:31 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

The population is growing and will continue to grow. That means that boating will also continue to grow. Sea Rescue is a critical part of making sure people are safe on the water. They save lives! Having the main rescue vessel close to the only ramp in the area is critical to saving time when lives are at stake.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

Nearby resident
Resident of another council area

Q6 **Which suburb do you live in?**

Short Text

Hindmarsh Island

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Roger [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 16

Contribution ID: 6513
Member ID:
Date Submitted: Oct 22, 2026, 02:20 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

This rescue vessel needs quick, easy access to the Bluff boat ramp for emergency rescue operations on a regular basis.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

How about secure, enclosed storage for the vessel and vehicle at the bluff boat ramp in the interest of community safety and response times

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
Local business owner or operator
Member or representative of a community group
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Hayborough

Q7 **What is your age group?**

Multi Choice

35-44

Q8 **Name**

Short Text

Ryan

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 17

Contribution ID: 6512
Member ID:
Date Submitted: Oct 21, 2026, 01:54 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

I support the proposal if there is no where closer to the boat. Obviously it would be better closer to or at the boat ramp.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer
City of Victor Harbor resident
Local business owner or operator

Q6 **Which suburb do you live in?**

Short Text

Haybourgh

Q7 **What is your age group?**

Multi Choice

45-54

Q8 **Name**

Short Text

Grant [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 18

Contribution ID: 6511
Member ID:
Date Submitted: Oct 20, 2026, 06:23 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

Why would the community lose a reserve for starters. The location within the roundabout is a large safety hazard. Haven't the sea rescue already been given a block on Ewen tce. If the committee of the squadron were happy to take the boat out of a shed on Maude st and store it at goolwa it must be a viable option to leave it there. They do have a fast response vessel stored at bridge tce for persons in danger events.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

Nearby resident
City of Victor Harbor resident
Local business owner or operator

Q6 **Which suburb do you live in?**

Short Text

Newlandtown

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

David [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 19

Contribution ID: 6510
Member ID:
Date Submitted: Oct 20, 2026, 12:42 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Vessel needs to be stored closer to the Bluff boat ramp than currently at Goolwa - just common sense.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Consider a few more car parks - the sea rescue truck can seat 5 persons, and the less cars ending up at the ramp area would be a better outcome, as the area is often congested at busy times of the year.

Q5 **Which of the following best describes you?**

Multi Choice

Nearby resident
Member or representative of a community group
Resident of another council area

Q6 **Which suburb do you live in?**

Short Text

GOOLWA

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Paul [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 20

Contribution ID: 6509
Member ID:
Date Submitted: Oct 17, 2026, 02:56 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support with changes or conditions

Q2 **Please explain the reasons for your response.**

Long Text

I don't have an issue as it is a great cause.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Definitely need to replace any trees lost plus some extra would be fabulous and if these trees have nests or are a home for possums or other wildlife then necessary care to removal and relocation is a must.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

MCCRACKEN

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Jackie [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 21

Contribution ID: 6508
Member ID:
Date Submitted: Oct 17, 2026, 01:49 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Looks like a great idea. Gives them easy and quick access for which ever direction they need to travel to launch the boat.
A drive through shed is also a good idea for safety and ease of parking. The way the shed is orientated makes it unobtrusive on that site.
It is a better idea than building a marina!

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

N/A

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Waitpinga

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Susan [redacted]t

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 22

Contribution ID: 6507
Member ID:
Date Submitted: Oct 17, 2026, 12:23 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Seems like a reasonable site as it will be closer to the Encounter Bay Boat ramp for any rescue

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

No, the plans look very clear. It doesn't appear to impact any nearby housing or businesses in the vocality

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Encounter Bay

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Chrissy [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 23

Contribution ID: 6506
Member ID: 121
Date Submitted: Oct 17, 2026, 12:12 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

The Squadron provides an essential service to our community, and having their main offshore rescue vessel located closer to Victor Harbor, with easy access to main roads and boat launching facilities, would help improve emergency response times.

From my observations, this section of the reserve is rarely used by the public, likely due to its location between two busy roads. While I understand that the proposed facility would leave very little of the reserve available for public use, I believe the benefits of improving our local emergency rescue capabilities outweigh this loss of open space.

One condition I would like Council to consider is that any trees removed to accommodate the facility should be replaced with suitable native trees planted within the same reserve. This would help preserve the area's natural environment while allowing the facility to be developed.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

no

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Local business owner or operator

Q6 **Which suburb do you live in?**

Short Text

Encounter Bay

Q7 **What is your age group?**

Multi Choice

25-34

Q8 **Name**

Short Text

Zane

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 24

Contribution ID: 6505
Member ID:
Date Submitted: Oct 17, 2026, 09:20 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Supports an invaluable community resource and enables their work.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Victor Harbor

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Anne-Marie [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 25

Contribution ID: 6504
Member ID:
Date Submitted: Oct 16, 2026, 08:22 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

The Victor Harbor Goolwa Sea Rescue Squadron has an urgent need for storage of its rescue boat. This community land will provide the Squadron with the opportunity to establish a much-needed facility to enable a quick and efficient response to calls for assistance. The proximity to the Bluff Boat Ramp is particularly attractive, as time is of the essence when the Squadron is called to assist the public in times of need.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident

Q6 **Which suburb do you live in?**

Short Text

ENCOUNTER BAY

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Nige[redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 26

Contribution ID: 6503
Member ID:
Date Submitted: Oct 16, 2026, 05:08 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Great opportunity to help continue saving lives!

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer
Local business owner or operator

Q6 **Which suburb do you live in?**

Short Text

Hayborough

Q7 **What is your age group?**

Multi Choice

35-44

Q8 **Name**

Short Text

Jess [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 27

Contribution ID: 6502
Member ID: 325
Date Submitted: Oct 16, 2026, 03:56 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Badly needed !

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

VICTOR HARBOR

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Geoff [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 28

Contribution ID: 6501
Member ID:
Date Submitted: Oct 16, 2026, 03:49 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support with changes or conditions

Q2 **Please explain the reasons for your response.**

Long Text

No damage to existing trees, or council approval to relocation of immature trees.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Minimal exclusions to the public to access the reserve, that is, only utilise what is absolutely necessary to provide this service and preserve the use of the reserve for public use as much as possible.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Accept that this is an essential service and a clear need. I am to keen to balance the open reserve spaces whilst allowing for services and development.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Hindmarsh

Q7 **What is your age group?**

Multi Choice

45-54

Q8 **Name**

Short Text

Kylla [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 29

Contribution ID: 6500
Member ID:
Date Submitted: Oct 16, 2026, 02:56 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Good use of community land. I'm sure it will not detract from surrounding buildings, especially if there is improved planting of trees and greenery to replace any clearing required.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Council might consider street foot paths for safety, as the area is frequented by students attending nearby school.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Encounter Bay

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Ian [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 30

Contribution ID: 6499
Member ID:
Date Submitted: Oct 16, 2026, 01:23 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Like a number of community groups/clubs the SRS have been wanting land to house a facility and identifying a suitable parcel of land is problematic. I always thought they had a section allocated immediately east of the community centre on Armstrong Rd, next to Lot 202, which would have been ideal so not sure what happened to that.
The proposed location is sufficiently close to the Bluff boat ramp, shouldn't impede on neighboring residences, and seems to provide the necessary access and area for their facility.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

What happens to the lease arrangements after the 42 years expires?
The Victor Dragons dragon boat club also looked at this same piece of land and we had concerns about the proximity to the round-a-bout and slipway on George Main Rd if entering/exiting the proposed site. I understand the sea rescue boat would only be deployed on an irregular basis with, presumably, emergency lights on vehicles which may assist with traffic control when doing so.
Are there plans to install some form of traffic control, ie. stop lights, on Armstrong Rd for when the boat is deployed in for an emergency response?

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Member or representative of a community group

Q6 **Which suburb do you live in?**

Short Text

Encounter Bay

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Rob [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 31

Contribution ID: 6498
Member ID:
Date Submitted: Oct 16, 2026, 12:29 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Necessary for marine safety

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

ENCOUNTER BAY

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Kerry [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 32

Contribution ID: 6497
Member ID: 198
Date Submitted: Oct 16, 2026, 11:57 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

You would have to be insane to place this shed & facilities at this site - coming off the ring road and crossing over the medium strip in front of the car wash to access facilities off George Main Road. With the traffic coming around the corner or to the roundabout.
Alongside the Community Art Centre on Armstong road or next to the Police Station on George Main Road would be more appropriate. The emergency vehicles would then be able to access Goolwa via the Ring Road or Mill Road to Encounter Bay Boat ramp.
As our family have been integral part of the VH & G Sea Rescue Squadron for over 55 years it has stupidfy us that they would even consider this an option. Bluff position - there isn't enough parking for the boat ramp now and you want to put these facilities here as well.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
Nearby resident
Member or representative of a community group

Q6 **Which suburb do you live in?**

Short Text

George Main Road, Victor Harbor

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

LUCINDA [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 33

Contribution ID: 6496
Member ID:
Date Submitted: Oct 16, 2026, 11:45 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

They are a great group of volunteers providing what can be at times a " life saving " service.

Time to get to the water in an emergency is critical and this location is closer to the boat ramp required to carry out their duties

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

No I am sure they are experienced and capable of deciding on all facets required

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

No..... make it prompt and make it affordable at very low / pepper corn rental

Q5 **Which of the following best describes you?**

Multi Choice

Local business owner or operator

Q6 **Which suburb do you live in?**

Short Text

Victor Harbor

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Richard [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 34

Contribution ID: 6495
Member ID:
Date Submitted: Oct 15, 2026, 03:56 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

The current location at Goolwa is not suitable for the Victor Harbor sea rescue vessel
The proposed location is ideal as it offers 24 hr access to the Bluff boat ramp which is critical for an emergency response.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Nil

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Nil

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident

Q6 **Which suburb do you live in?**

Short Text

Hayborough

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Nicholas [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 35

Contribution ID: 6494
Member ID:
Date Submitted: Oct 14, 2026, 09:55 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

gascott1903@gmail.com

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

gascott1903@gmail.com

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

gascott1903@gmail.com

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Local business owner or operator
Member or representative of a community group

Q6 **Which suburb do you live in?**

Short Text

Encounter Bay

Q7 **What is your age group?**

Multi Choice

45-54

Q8 **Name**

Short Text

Gordon[redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 36

Contribution ID: 6493
Member ID:
Date Submitted: Oct 14, 2026, 08:05 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Unsure

Q2 **Please explain the reasons for your response.**

Long Text

what does it look like??????

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

what does it look like??????

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

what does it look like??????

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Q7 **What is your age group?**

Multi Choice

45-54

Q8 **Name**

Short Text

you dont need that

Q9 **Email address**

Email

no@yahoo.com

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 37

Contribution ID: 6492
Member ID:
Date Submitted: Oct 14, 2026, 10:17 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

I believe that the sea rescue boat should be housed at Victor Harbor as the likelihood of it being needed is much greater here than at Goolwa. I also think that Ewen Reserve is an appropriate place as the family were so well known as fishermen and such a facility was certainly not available for them. Also the site is close to the launching place at Encounter Bay.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

I would like to be assured that no more than necessary trees are removed and that landscaping takes place, try to preserve as much as possible of the reserve surrounding the building.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Lower Inman Valley

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Pat [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 38

Contribution ID: 6491
Member ID:
Date Submitted: Oct 14, 2026, 08:25 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support with changes or conditions

Q2 **Please explain the reasons for your response.**

Long Text

It's a needed community facility.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

A better location would be behind whalers inn off Jagger Rd near the boat ramp.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

hayborough

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Neville [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 39

Contribution ID: 6490
Member ID:
Date Submitted: Oct 14, 2026, 07:52 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Sea rescue storage close to launch sites. Fantastic.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Nearby resident

Q6 **Which suburb do you live in?**

Short Text

Encounter Bay

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Gary[redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 40

Contribution ID: 6489
Member ID: 920
Date Submitted: Oct 13, 2026, 09:05 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

This is a very important project. Should an emergency situation occur the boat is housed too far away to be efficiently effective

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident

Q6 **Which suburb do you live in?**

Short Text

Enfield

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Desmond [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 41

Contribution ID: 6488
Member ID:
Date Submitted: Oct 13, 2026, 09:01 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

This is an important project. The boat is currently housed far too far away to be of practical use in emergency situations

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

No changes required

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident

Q6 **Which suburb do you live in?**

Short Text

Enfield

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Margaret [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 42

Contribution ID: 6487
Member ID:
Date Submitted: Oct 13, 2026, 08:09 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

We all know they save lives and this is one of the best choices in land. I wish we could do more for these people and groups like them.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer
Local business owner or operator

Q6 **Which suburb do you live in?**

Short Text

Hindmarsh valley victor harbor

Q7 **What is your age group?**

Multi Choice

35-44

Q8 **Name**

Short Text

Dorian [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 43

Contribution ID: 6486
Member ID:
Date Submitted: Oct 13, 2026, 05:36 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

Removal of vegetation it's location at the roundabout is going to be a nightmare added with the basketball stadium on that section of road with the Basketball stadium traffic and any other facility that has been prepared on that section of road and I believe it should be even closer to the boat ramp as it is sea rescue. It also has residential housing and they will have to put up with it going in and out. Surely there is land closer to the Bluff to house it.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Just simply stopped destroying Victor Harbor becoming quite ugly to drive into

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident

Q6 **Which suburb do you live in?**

Short Text

Victor Harbor

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Janet[redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 44

Contribution ID: 6485
Member ID:
Date Submitted: Oct 13, 2026, 05:11 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Good idea. It's about time only thing to look into is traffic turning left at the round about some drivers do not slow down are look heads a give way sign

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Encounter bay

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Kenneth [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 45

Contribution ID: 6484
Member ID:
Date Submitted: Oct 13, 2026, 04:42 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

I think this is a great use of community land and totally support this

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Local business owner or operator

Q6 **Which suburb do you live in?**

Short Text

Victor Harbor

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

DAVID [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 46

Contribution ID: 6483
Member ID:
Date Submitted: Oct 13, 2026, 04:21 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Quicker response times for boaties who might get into trouble.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident

Q6 **Which suburb do you live in?**

Short Text

McCracken

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Nicky [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 47

Contribution ID: 6482
Member ID: 684
Date Submitted: Oct 13, 2026, 04:12 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Almost perfect positon, not far from the water, looks like easy access drive in drive out and would be roughly in the middle of the coastline this emergency service looks after.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

There must be no cost to council with perhaps still doing the mowing schedule that applies to the rest of this reserve now, under councils reserves plan. It will be quicker as there will not be that much grass to cut. The buidings/storage must be of a standard that does not detract from the area, - a suitable quality building in a colorbond colour similar to the vegetation around it.
Kerbing and guttering additions should be the cost of SA Emergency Services.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer
City of Victor Harbor resident
Member or representative of a community group

Q6 **Which suburb do you live in?**

Short Text

Victor Harbor

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Peter [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 48

Contribution ID: 6481
Member ID:
Date Submitted: Oct 13, 2026, 04:04 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

A clear solution that is slightly better late than never

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

No

Q5 **Which of the following best describes you?**

Multi Choice

Member or representative of a community group
City of Victor Harbor resident
Nearby resident

Q6 **Which suburb do you live in?**

Short Text

Victor Harbor

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Geoff [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 49

Contribution ID: 6480
Member ID:
Date Submitted: Oct 13, 2026, 03:19 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

VH65 Must Be Based in Victor Harbor to Protect Lives.

Having VH65, the largest and most capable vessel in the VHGSR fleet of four boats, based in Victor Harbor is absolutely paramount to the safety of our community and everyone who uses our local waters.
When lives are at risk at sea, every minute counts. Having VH65 stationed more than 30 minutes away, before even accounting for the additional time required for volunteer crew members to travel from their homes to access the vessel, creates potentially dangerous delays in emergency response times.
In a life-threatening situation, these delays could have devastating consequences. A faster response can mean the difference between life and death.
Victor Harbor and the surrounding coastline require timely and effective emergency marine rescue services. VH65 is a critical asset, and its strategic location should reflect the urgent needs of the area it serves.
VH65 needs to be housed and ready for deployment in Victor Harbor, where it can respond as quickly as possible when lives are on the line.
This is not simply a matter of convenience or logistics. It is a matter of public safety, emergency preparedness and giving people in distress the best possible chance of survival.
When VH65 is based in Victor Harbor, it can make the greatest possible difference when every second matters.
When lives are at stake, response times matter. Victor Harbor needs VH65 here, ready to respond.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Encounter Bay

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Martin [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 50

Contribution ID: 6479
Member ID:
Date Submitted: Oct 13, 2026, 09:48 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support with changes or conditions

Q2 **Please explain the reasons for your response.**

Long Text

I find it difficult to understand how big the proposed building will be and how it might affect the surrounding area. A mock up or illustration showing it on the site, would help us picture what's proposed and provide more informed feedback.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Impacts of lighting

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Dennis

Q9 **Email address**

Email

Notapplicable@gmail.com

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

Yes

Response No: 51

Contribution ID: 6478
Member ID:
Date Submitted: Oct 13, 2026, 09:38 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

GREAT USE OF SPACE FOR A MUCH NEEDED SERVICE

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

ENCOUNTER BAY

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Debbie [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 52

Contribution ID: 6477
Member ID:
Date Submitted: Oct 13, 2026, 07:16 AM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

I Support the land for VHGSRS because the response for a call out will be greatly improved in saving someone's life in an emergency, currently it takes 45 min to get a rescue vessel on the water to the bluff, at the new location it will probably take 15 min. A significant time save.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Nearby resident
Local business owner or operator
Member or representative of a community group

Q6 **Which suburb do you live in?**

Short Text

Hayborough

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Rob [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 53

Contribution ID: 6476
Member ID:
Date Submitted: Oct 12, 2026, 11:38 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

A permanent facility in Victor Harbor is needed. Responding to an emergency quickly is difficult when the principal offshore rescue craft is stored in Goolwa. Boating traffic increases over summer, having a easily accessable and user friendly facility in Victor can only be beneficial to the community. Ideally the ability to store a rescue craft on or near the water would be the best option, but unlikely unless a proposed marina facility goes ahead. Therefore if the only available option is along George Rd, it has my full support.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

A facility that allows for rapid and easy access.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Member or representative of a community group

Q6 **Which suburb do you live in?**

Short Text

ENCOUNTER BAY

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

Walter [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 54

Contribution ID: 6475
Member ID:
Date Submitted: Oct 12, 2026, 10:36 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

I am a regular local 'boatie' and appreciate the coverage that the Sea Rescue Squadron provides. I have been a recipient of their help in the past.
It is always reassuring to have their services available. The provision of storage near Encounter Bay for their large craft will improve that service.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer
Member or representative of a community group

Q6 **Which suburb do you live in?**

Short Text

Lower Inman Valley

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

John [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 55

Contribution ID: 6474
Member ID:
Date Submitted: Oct 12, 2026, 05:42 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Excellent idea

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

None

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

No

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

McCracken

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Madeleine [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 56

Contribution ID: 6473
Member ID:
Date Submitted: Oct 12, 2026, 04:08 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Do not support

Q2 **Please explain the reasons for your response.**

Long Text

Reserve land is important, however further to this the access to the ring road and George Main Rd raises additional concerns in a busy throughfare.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

another site.

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Q7 **What is your age group?**

Multi Choice

35-44

Q8 **Name**

Short Text

N/A

Q9 **Email address**

Email

N/A@gmail.com

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 57

Contribution ID: 6472
Member ID:
Date Submitted: Oct 12, 2026, 02:57 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

It's an unused piece of land and the residents of Victor should not have their rescue boat located at Goolwa.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

McCracken

Q7 **What is your age group?**

Multi Choice

55-64

Q8 **Name**

Short Text

[redacted] Stephen

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 58

Contribution ID: 6471
Member ID:
Date Submitted: Oct 12, 2026, 02:12 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

VHGSR need a purpose built facility to store equipment and garage the vessel. It is vital that response time is kept to an absolute minimum and this project would facilitate that.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor resident
City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

Encounter bay

Q7 **What is your age group?**

Multi Choice

65-74

Q8 **Name**

Short Text

Michael [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

Response No: 59

Contribution ID: 6470
Member ID:
Date Submitted: Oct 12, 2026, 02:05 PM

Q1 **Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility?**

Multi Choice

Support

Q2 **Please explain the reasons for your response.**

Long Text

Victor Harbor Goolwa Sea Rescue Squadron have been seriously hampered for the last 18 months as they have been forced to store the primary Victor Harbor response vessel at Goolwa. This adds about 45 minutes to any response time.
This situation would eventually lead to a loss of life.
This location gives VHGSRS easy access to The Bluff boat ramp, and if necessary to the river and Coorong precincts.

Q3 **If you support the proposal with changes or conditions, please describe the changes or conditions you would like Council to consider.**

Long Text

Q4 **Are there any other matters you would like Council to consider before deciding whether to progress the proposed lease?**

Long Text

It would be advantageous if more car parking were made available. However there is street parking in the area.

Q5 **Which of the following best describes you?**

Multi Choice

City of Victor Harbor ratepayer

Q6 **Which suburb do you live in?**

Short Text

ENCOUNTER BAY

Q7 **What is your age group?**

Multi Choice

75 years or over

Q8 **Name**

Short Text

Clive [redacted]

Q9 **Email address**

Email

[redacted]

Q10 **Would you like the opportunity to speak in support of your written submission at a Council meeting?**

Multi Choice

No

From: [redacted]
Sent: Tue, 13 Oct 2026 16:17:50 +1030
To: "City of Victor Harbor" <localgov@victor.sa.gov.au>
Subject: Proposal for lease of community land on 43-47 George Main Road

To the Council,
Whilst I am not opposed to the use of Community Land for this proposed function I am aware of the area as an important green and significant green area.
This is an important natural vegetation area with links to surrounding green areas along the Inman River. It provides habitat for birds and other animals as well important food sources.
As Victor Harbor has lost so much of its green coverage in recent decades due to continued and increasingly rapid urban and rural/urban growth we cannot afford to lose anymore mature trees and dense vegetation. I am vehemently opposed to any chopping down of mature growth trees. We don't want another Adelaide Parklands debacle.
Keep the trees both for their climatic, environmental and aesthetic value.
Regards
Marion [redacted] and Robert [redacted]
[redacted]

Document Set ID: 10638720
Version: 1, Version Date: 13/10/2026

city of Victor Harbor

Received By
20 OCT 2026
City of Victor Harbor

Proposed Community Land Lease Submission Form

Your submission

01. Do you support the proposed lease of part of the community land at 43–47 George Main Road to the Victor Harbor Goolwa Sea Rescue Squadron for a vessel storage and emergency-response facility? Required

Select one answer only
◯ Support
◯ Support with changes or conditions
⊗ Do not support
◯ Unsure

1.

02. Please explain the reasons for your response. Required

A) BETTER SITES SHOULD BE CONSIDERED
B) IT PARTITIONS A PARK DEDICATED TO THE EWEN FAMILY, EARLY
PIONEERS AND FISHERMEN IN THE ENCOUNTER BAY / VICTOR HARBOR AREA.
C) IT ELIMINATES FUTURE GROWTH OPTIONS THAT WILL ARISE AS
THE PINOT POINT FOR 4 DISTINCT AREAS FROM VICTOR HARBOR
THESE PARKLAND OPPORTUNITIES FOR THIS HIGHLY VISUAL SITE
WILL BE COMPROMISED FOR FUTURE GENERATIONS AS
VICTOR HARBOR GROWS.

~~03. If you support the proposal with changes or conditions~~, please describe the changes or conditions you would like Council to consider.

D) CONSIDERATIONS
1) VHGS TRAILER AND TOWING VEHICLE (TOTAL LENGTH)
SAY 16 METRES (EST). AND DRIVE THROUGH ACCESS
2) PROXIMITY TO BLUFF BOAT RAMP
3) 43-47 GEORGE MAIN ROAD IS 4 KM FROM THE BLUFF.
4) SECURE STORAGE (ESTIMATE SAY - 4 × 6 × 20 STORAGE)?
+ OPERATOR PARKING + SERVICE SPACE + FUEL STORAGE ETC.

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OPTIONS TO CONSIDER

BASED ON D) OVER / PREV. PAGE.

city of Victor Harbor

04. SITES THAT IN THE WRITERS OPINION MEASURE UP / MEET THE CRITERIA AND DO NOT HAVE THE DOWN SIDE OF EWEN RESERVE LOSS

A) LOT 2? (off JAGGER ROAD) OYSTER AVENUE - ENCOUNTER BAY VACANT LAND. EASEMENT TO BLUFF RESERVE - 400 METRES FROM BOAT RAMP. - REASONABLE ACCESS, LITTLE IMPACT ON CURRENT / FUTURE DEVELOPMENT - LAND IS LONE AND ADJOINS OPEN RURAL LAND STRUCTURE COULD BE SHEILDED BY BUSH.

B) HORRELL RESERVE ... CLOSE TO BOAT RAMP (2-4 ROSEMARY COURT. (LOSS OF DEDICATED RESERVE LAND, DITTO EWEN RESERVE.

C) TOY SHED SITE (OFF ARMSTRONG ROAD) NEEDS CO-ORDINATION WITH EXISTING OCCUPIERS ... RE DEVELOPMENT? OF SITE TO ACCOMMODATE? 4 KM FROM BOAT RAMP.

D) COMMUNITY GARDEN SITE - NEGLECTED AREA .. AMPLE SCOPE FOR RE DEV. NORTH SIDE OR COMPLETE REFURBISHMENT OF SITE - EWEN TCE - QUIET EA ACCESS AND PARKING SPACE ... NO MAIN ROAD IMPACT. 4 KM FROM BOAT RAMP. WATER ✓ POWER ✓ SEWAGE?

About you

05. Which of the following best describes you? Required

Select all that apply.

Select all that apply	
☒	City of Victor Harbor resident
☒	City of Victor Harbor ratepayer
☒	Nearby resident
☐	Local business owner or operator
☐	Member or representative of a community group
☐	Resident of another council area
☐	Visitor to the area
☐	Other (please specify)

06. Which suburb do you live in?

NEWLAND TOWN

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city of Victor Harbor

07.What is your age group?

Select one answer only
◯ Under 18
◯ 18-24
◯ 25-34
◯ 35-44
◯ 45-54
◯ 55-64
◯ 65-74
⊗ 75 years or over

Contact Information

08. Name Required

NEIL [redacted]

09. Email address Required

[redacted]

10. Would you like the opportunity to speak in support of your written submission at a Council meeting? Required

Select one answer only
◯ Yes
⊗ No AS I WILL NOT BE AVAILABLE FOR 21 DAYS.

Document Set ID: 10642263
Version: 1, Version Date: 20/10/2026

Document Set ID: 10642263
Version: 1, Version Date: 20/10/2026

From: "Neil [redacted]
Sent: Mon, 19 Oct 2026 13:01:30 +1030
To: "City of Victor Harbor" <localgov@victor.sa.gov.au>
Subject: 43/47 George Main Road VICTOR HARBOR
Attachments: IMG_1770.jpeg, IMG_1769.jpeg, IMG_1768.jpeg

Re community LAND LEASE SUBMISSION …and refer
the attached photos support my written submission delivered this day to Council office
Lot 2 or Oyster lane site loc Bluff



Document Set ID: 10641727
Version: 1, Version Date: 19/10/2026



Document Set ID: 10641727
Version: 1, Version Date: 19/10/2026



Document Set ID: 10641727
Version: 1, Version Date: 19/10/2026

From: "Neil [redacted]
Sent: Mon, 19 Oct 2026 13:06:01 +1030
To: "City of Victor Harbor" <localgov@victor.sa.gov.au>
Subject: Community Garden site
Attachments: IMG_1774.jpeg, IMG_1773.jpeg, IMG_1775.jpeg

Option 4
Neglected land x garden
Access and plenty of space

Document Set ID: 10641736
Version: 1, Version Date: 19/10/2026



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Document Set ID: 10641736
Version: 1, Version Date: 19/10/2026



Document Set ID: 10641736
Version: 1, Version Date: 19/10/2026

From: Shari [redacted]
Sent: Thursday, October 29, 2026 9:53 PM
To: Moira Jenkins [redacted]
Subject: Fw: Ewen Reserve

From: Shari
Sent: Thursday, 29 October 2026 9:48 PM
To:
Subject: Ewen Reserve

Hi Moira

it was good to speak with you the other day.

Firstly, I support the Sea Rescue Squadron, but
I do not believe that an established community reserve is the right place to build a large boatshed equipped with toilet(s) and wash-down facilities along with volunteer car parking.
Requiring water, sewer connection, power and lighting at a significant cost to rate payers?
Access is proposed from George Main Road, with an exit to Armstrong Road, known as the (Ring Road). Both roads are constantly congested with heavy traffic use.
Many people view this area by the roundabout and do appreciate the park.
Ewen Reserve was donated by Alexander Ewens family for the community.
This parcel of land is, as a Council Reserve, Community Land and should not be used for anything other than "Open Space Reserve" its purpose is for public enjoyment. It has numerous established trees, which are beneficial to our environment.
Do not take away more community land,
when it could be built on property that already has water, power and cleared land.

from
Shari [redacted]

From: [redacted]
Sent: Mon, 9 Nov 2026 20:32:06 +1030
To: "City of Victor Harbor" <localgov@victor.sa.gov.au>
Subject: Dishonoring of Historic Ewen Reserve

Attention Trish Bohnsack,

My name is Mrs Beverley [redacted], my mother's name is Mary Miller (nee Ewen).
I have just discovered that my family's historic Ewen Reserve is to be dishonored and disrespected by the development plans you have proposed.
Attached are articles and a letter for your reference.

The Family hopes council reconsiders and shows respect to a Pioneering Family.

Yours truly,
Beverley [redacted]
[redacted]

Document Set ID: 10653103
Version: 1, Version Date: 10/11/2026

District Council of Encounter Bay
BAY ROAD, VICTOR HARBOR

P.O. BOX 11
VICTOR HARBOR 5211
Phone: 52 1024

District Clerk:
K. R. ADAMS,
A.I.M.A., A.R.S.H., J.P.

866/73

22nd May, 1973.

Mr. & Mrs. D. Miller,
54 Ferris Street,
CHRISTIES BEACH. S.A. 5162

Dear Mr. & Mrs. Miller,

The Chairman and Councillors of the District Council of Encounter Bay invite you and your family to be present at the unveiling of the plague in honour of the pioneer Ewen family.

This ceremony will be conducted at Ewen Reserve, Main Street, Newland, at 2.30 p.m., Sunday, 10th June, 1973.

You are also invited to join the Council at afternoon tea in the Encounter Bay Football Clubrooms immediately after the ceremony.

Yours sincerely,

(K.R. Adams)
District Clerk

Document Set ID: 10653103
Version: 1, Version Date: 10/11/2026

Ewen Reserve

Vol. 60. No. 7,669. Registered for posting as a Newspaper. Cotesory Thursday, June 14, 1973. Price 6 cents

PIONEER FAMILY HONOURED

Mary Ewen

Alexander Ewen

Mr. Bill Ewen signed the plaque on behalf of the family.

Following the ceremony the gathering adjourned to the nearby reserve for afternoon tea.

Pictured are Mr. and Mrs. Bill Ewen, Mr. and Mrs. Alex Ewen, both of Nedlands, and their three sisters, Mrs. Gerda Schulz, Mary Miller, Mrs. Mary Christies, Beach, and Mrs. Dawn Nicol, Mt. Hawthorn. Among the many cousins and other relatives present were Messrs. Bob Ewen, Elliot, North Territory, Ron Ewen, Parkholme, and Guy Ewen, Davis Street, west Beach.

Sunday, June 15, was a memorable day for the Ewen family at Encounter Bay. For it was the day of Alexander Ewen, after whom the reserve and plant trees, was decided to name it after a pioneer family.

Ewen was selected because of his links with the area.

Alexander Ewen married Mary Parsons at the age of 23 and left his whaling station in 1855 to settle on land at Encounter Bay.

He was born on February 25, 1827. The land remained the property of the Ewen family for 120 years.

Mr. Bill Ewen, chairman of the District Council of Port Elliot and Victor Harbor, said that some years ago the council had approached the family and had permission to erect a fuel depot on the site which is now the reserve. The Council decided to buy or acquire the land and establish it as a reserve and plant trees.

Among the guests were Mr. and Mrs. Bill Ewen, Mr. and Mrs. Alex Ewen, both of Nedlands, and their three sisters, Mrs. Gerda Schulz, Mary Miller, Mrs. Mary Christies, Beach, and Mrs. Dawn Nicol, Mt. Hawthorn. Among the many cousins and other relatives present were Messrs. Bob Ewen, Elliot, North Territory, Ron Ewen, Parkholme, and Guy Ewen, Davis Street, west Beach.

Mr. Bill Ewen signed the plaque on behalf of the family.

Following the ceremony the gathering adjourned to the nearby reserve for afternoon tea.

Pictured are Mr. and Mrs. Bill Ewen, Mr. and Mrs. Alex Ewen, both of Nedlands, and their three sisters, Mrs. Gerda Schulz, Mary Miller, Mrs. Mary Christies, Beach, and Mrs. Dawn Nicol, Mt. Hawthorn. Among the many cousins and other relatives present were Messrs. Bob Ewen, Elliot, North Territory, Ron Ewen, Parkholme, and Guy Ewen, Davis Street, west Beach.

Alexander Ewen

Mary Ewen

[Yahoo Mail: Search, organise, conquer]

Document Set ID: 10653103
Version: 1, Version Date: 10/11/2026

Open Space - General Enquiry

Request Summary

Reference Id:	REQ2026-014823
Tracking Number:	REQ2026-014823.7ZSRBDGJ
Received:	03-Nov-2026 10:23:09
Priority:	Medium
Status:	Active
Stage:	New Request
Source:	NA
Address:	
Detail:	Hello, Please do not take green space away from victor Harbor especially one with so many established trees. Ewan Park. Jacqueline Brayford

Categorisation

Request Type	General
Request Category	Open Space - General Enquiry

Stage Updates

Date Completed	Stage
03-Nov-2026	New Request

Caller Details

Caller ID:	33099
First Name:	Jacqueline
Surname:	[redacted]
Email Address:	
Phone Number:	
Address:	
Notification By:	Email
Notify On:	Progress Updates, Lodgement, Completion

Attachment Under Separate Cover

Ordinary Council Meeting – 23 November 2026

Asset Management Plan Update – November 2026

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city of Victor Harbor

Asset Management Plan #01
Bridges, Stormwater, Kerb and Channel

November 2026

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DRAFT

Summary

Overview

This Asset Management Plan provides for effective and responsible management of bridge, stormwater, kerb and channel assets, their replacement cycles and funding requirements. The Plan incorporates information from a variety of sources including data stored in Council's Asset Register and should be read in conjunction with the Asset Management Policy. All financial values within the plan are in present day values (November 2026).

Council has a network of 57 bridges made up of culverts, footbridges, boardwalks, platforms and road bridges with a replacement cost of $31,801,036 as at 30 June 2026. Forecast capital expenditure over the term of this Plan is $2,369,000.

Council has a stormwater network of over 109 kilometres including drains, pipes and other stormwater structures with a replacement cost of $88,128,955 as at 30 June 2026. Forecast capital expenditure over the term of this Plan is $33,307,100.

Council has a kerb and channel network made up of over 283 lineal kilometres of kerb, gutter and spoon drains with a replacement cost of $53,823,795 as at 30 June 2026. Forecast capital expenditure over the term of this Plan is $2,890,100.

The combined expenditure for all of these asset classes over the period of the Plan is $38,566,000 with the annual breakdown provided in the table below:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000	**10 year Total $'000**
Renewal and Replacement										
567	1,217	371	2,516	2,516	444	1,465	1,481	1,481	444	**12,501**
New and Upgrade										
946	2,710	10,726	4,342	1,169	767	2,839	659	659	1,248	**26,065**
Total Capital Expenditure										
1,513	**3,927**	**11,097**	**6,859**	**3,685**	**1,211**	**4,304**	**2,139**	**2,139**	**1,692**	
						TOTAL EXPENDITURE OVER TERM OF PLAN				**$38,566**

The impacts of climate change, including sea level rise, coastal inundation and erosion, extreme temperatures, and flood risk, continue to be assessed as new information is gathered. The Plan will be updated as new data becomes available.

Project Selection

Projects are selected for inclusion in Asset Management Plans (AMPs) based on several factors.

Renewal and replacement projects are determined by risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs.

New and upgrade projects are identified from various sources including strategic plans of Council, community or Council Member requests, grant funding availability and partnership proposals from other organisations.

Council is committed to the replacement of existing assets as per the life cycle and condition rating of the asset. The expectation is that all renewal and replacement projects will be fully funded in Council's Long Term Financial Plan in line with optimal replacement cycles.

New and upgrade projects included in these AMPs exceed Council's ability to fund sustainably without external contributions from grants and/or private partnerships.

An annual review of the projects in the AMPs will be undertaken to reassess the optimal replacement schedule and reprioritise works in consideration of community needs, risk assessments, external factors and funding opportunities. This review will form part of the Annual Business Plan and Budget process.

The appendices to this document provide a list of the capital projects under consideration with timing and budget estimates. In line with the review above, these estimates are subject to change and the appendices will remain in draft as they are working documents.

Feedback from public consultation may affect the timing of the projects. Projects will be confirmed once the Annual Business Plan and Budget has been adopted by Council each year.

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Bridges

Our Assets

Council provides a bridge network to enable safe, well maintained, fit for purpose crossings in accordance with Council's strategic aspirations:

Aspiration 5

We have services and infrastructure that meet our community's needs

The bridge network comprises 57 bridges and major culverts made up of five asset subclasses:



Culverts x 9
(Mont Rosa Bridge - 1981)



Platform x 3
Boardwalk x 14
Footbridge x 14
(Encounter Bikeway - 2004)



Road Bridge x 17
(Sawpit Road Bridge - 1972

These subclasses are further broken down into a number of components including super structure, sub-structure, surface, deck and rail. Each component has an individual replacement value based on the construction material, utilisation levels and industry pricing.

Levels of Service

Levels of service for bridge assets are defined in relation to both community and technical requirements. The assets are assessed in terms of quality, function and capacity.

The City of Victor Harbor aims to maintain bridge assets at a condition rating of < 3.

Current levels of service and performance measures for each asset per annum (p/a) are provided in the table below:

Service Level *	Description	Measurement Process	Desired Level of Service
Quality	Asset Maintenance	Condition assessments	Condition Rating < 3
	Community Feedback	Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Structural defects	Maintenance requirements	< 1 reactive works p/a
Function	Fit for purpose	Meets standards and design specifications	Compliant
Capacity	Traffic Flow	Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Flooding	Continued use of vehicle bridges during rain events	< 1 bridge inundation (excluding floodways)

**Major emergencies and disaster events are excluded from the service level measurement*

A service level hierarchy is also used to prioritise competing works dependent on utilisation rates of the assets (how many people are affected) and risk assessments.

Valuation

Bridge assets are valued in accordance with AASB13 (Fair Value Measurement) with revaluations programmed on a four-year cycle. The last revaluation for Bridge Assets was undertaken in 2023/24. The field data for the next bridge revaluation will be undertaken in 2026/27 so that it can be included in the 2027/28 financial year.

The bridge subclasses recorded in the Asset Register as at 30 June 2026 that are covered by this Plan include:

- Boardwalk
- Culvert
- Footbridge
- Platform
- Road Bridge

The total value of bridge assets recorded in the Asset Register as at 30 June 2026 that are covered by this Plan is shown in the table below:

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Replacement Value	Accumulated Depreciation	Written Down Value
$31,801,036	**$10,143,800**	**$21,657,236**

Useful Lives

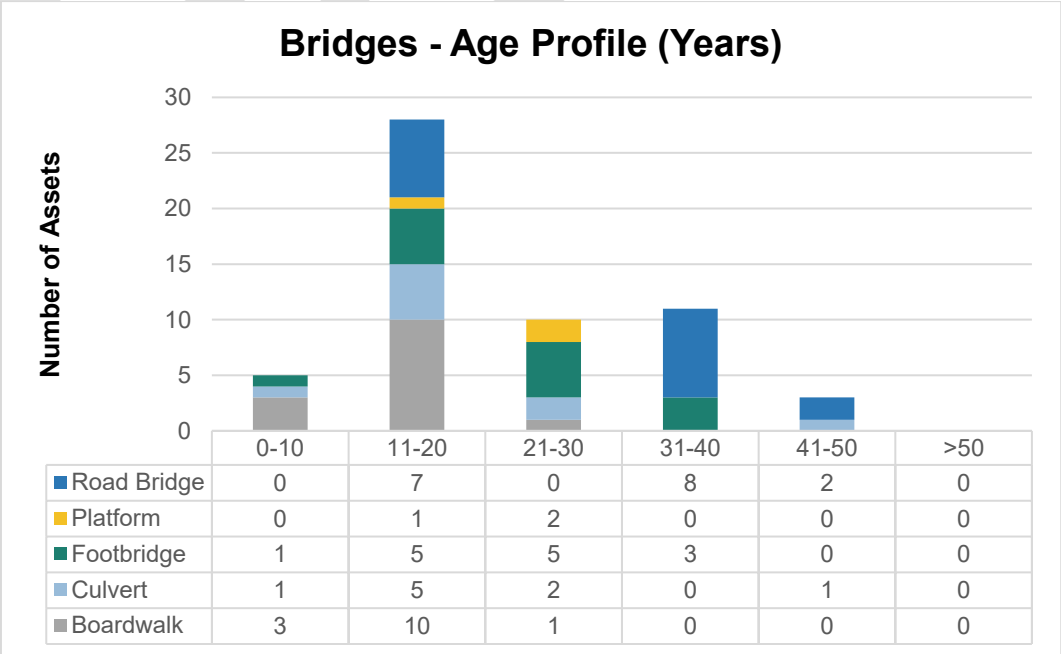
Useful lives of bridge assets are determined at the component level and are provided in the table below:

Component Name	Description (Material)	Useful Life (Years)
Deck Main	PSC Deck unit, RC Deck slab, timber cross	40 to 80
Rail Main	W Beam, Parapet, Pedestrian	25 to 80
Sub Structure Main	Culvert, Columns, Pier Wall	25 to 100
Super Structure Main	RC Slab, Girder, Beam, Deck Unit	25 to 100
Surface Main	Formed Gravel, Spray Seal, Asphalt, Concrete	10 to 30

The useful life sets the depreciation rate, net of any residual values of the asset at end of life. The average useful life for all bridge assets is 50 years, with the minimum useful life set at 10 years and the maximum set at 93 years.

Age Profile

The age profile of bridge assets is determined by the principal component and construction date. The age profile of bridges is provided in the graph below:



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The average age of all BRIDGE assets is 25 years

Bridge and culvert assets range in age from 0 years to 50 years, with the majority of bridge and culvert assets between 11 and 20 years old. The minimum, maximum and average age by subclass is provided in the table below:

Asset Subclass	Minimum	Maximum	Average
Major Culvert	7	50	20
Footbridge	14	39	26
Road Bridge	12	50	28

Condition Profile

Condition of bridge assets is monitored through ongoing data collection which is incorporated into relevant attribute criteria within Council's corporate asset software. The data is reviewed and updated during revaluation cycles, after significant weather events, with community feedback or complaints, as well as during routine maintenance duties. Condition ratings and descriptions are provided in the table below:

Condition Rating		Summary Description Detailed Description
1	Excellent	Asset has no defect. Asset is as new
2	Good	Superficial deterioration, reliable and no maintenance is required.
3	Average	Minor deterioration present and routine maintenance may be required
4	Poor	Significant deterioration present, maintenance required to keep the asset serviceable with a program for renewal within the next five years
5	Very Poor	Extensive deterioration present, significant maintenance required to keep the asset serviceable with program for renewal within the following year

The condition profile of bridge assets is determined by the components and the construction materials with the condition ratings demonstrated below:

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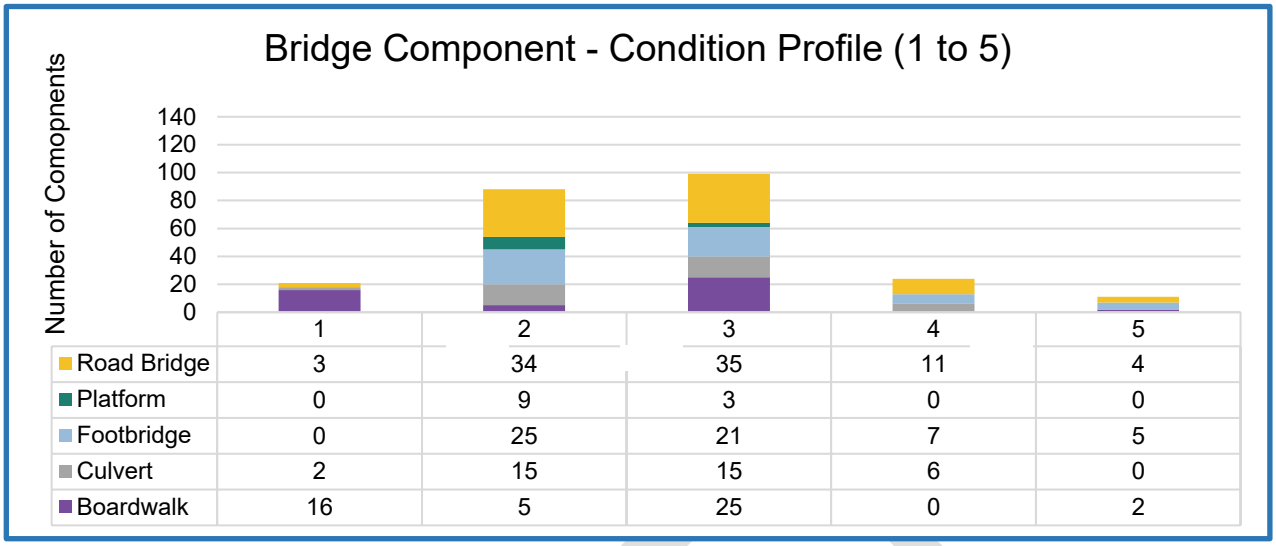

	1	2	3	4	5
Road Bridge	3	34	35	11	4
Platform	0	9	3	0	0
Footbridge	0	25	21	7	5
Culvert	2	15	15	6	0
Boardwalk	16	5	25	0	2

Bridge components with a condition rating of 2 or less make up 45% of the components within the asset class, with 41% at condition rating 3 and 4.5% at condition rating 5.

The average condition rating of BRIDGE assets components is 2.5

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Forecast Expenditure

Forecast expenditure over the next ten years totals $2,369,000. This is made up of 88% renewal and replacement works and 12% new and upgrade works. The average annual spend over the ten-year plan is $236,900 per year.

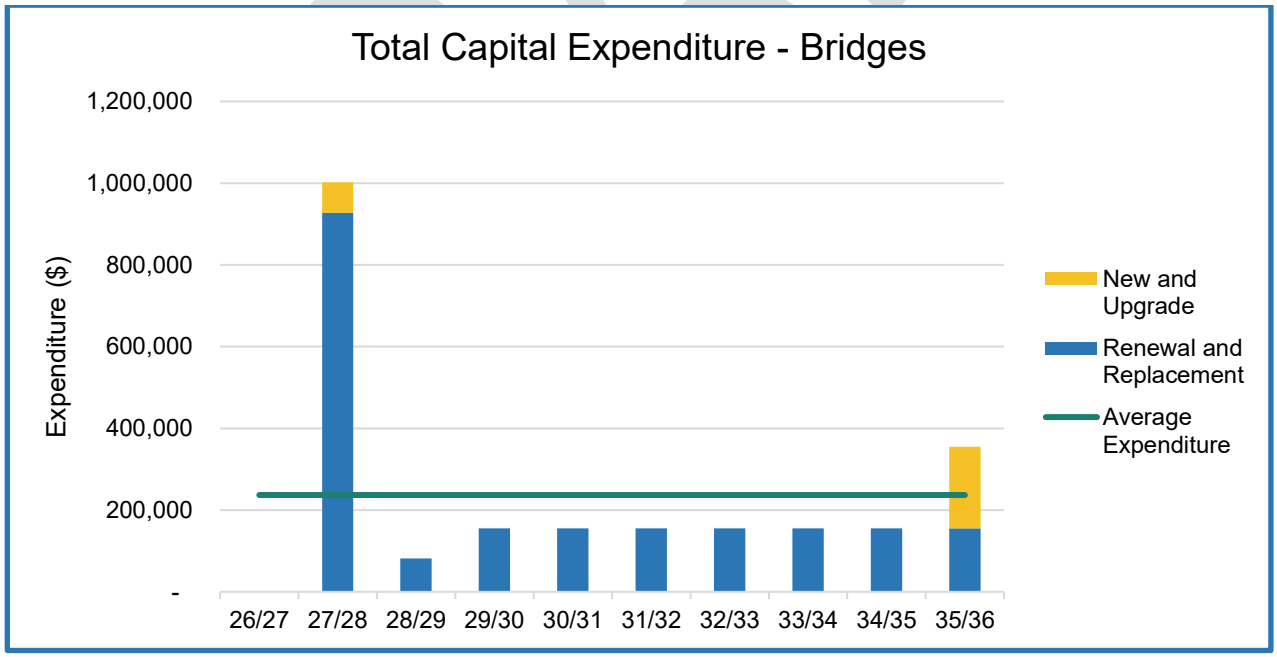
Projects are determined to be renewal / replacement or new / upgrade depending on the project scope and the existing asset attributes.

Renewal and replacement applies where the asset is reconstructed to the same size / capacity of the existing asset. Changes in the use of materials and/or useful life do not constitute an increase in capacity.

New and upgrade applies where the asset did not previously exist or where there is an increase in the size / capacity of the asset. The principal attribute considered for determining whether there is an increase for bridges is length and width (m²).

In addition to the above, capitalisation thresholds need to be considered in line with Council's Asset Accounting Policy with projects that fall below the financial limits considered to be operating and maintenance rather than capital.

The graph below shows the total expenditure over the ten years of the Plan as well as the breakdown of renewal / replacement and new / upgrade:



The 2027/28 financial year spike is due to the replacement of the Keen Road Bridge (# 15) at an estimated cost of $928,000. The spike in the final year of the plan is an allowance for an additional pedestrian bridge crossing of Inman River.

Capital - Renewal and Replacement

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but returns the asset to its original or required service potential.

Renewal of a bridge asset is typically undertaken to ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (i.e. a bridge with a 5t load limit) or to ensure that it is of sufficient quality to meet the service requirements (i.e. roughness of a road).

Renewal schedules are determined by undertaking an assessment based on risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs. The assessment and weighting are summarised in the table below:

Criteria	Weighting
Condition Rating (4 and 5)	60%
Risk Rating (residual high or extreme)	30%
Utilisation	10%
Total	**100%**

Forecast expenditure on renewal and replacement of bridge assets over the next ten years totals $2,095,000 and is summarised in the table below with a detailed listing provided in the Capital Works Program for Bridges at Appendix A.

The most recent condition assessment for bridge assets was undertaken in 2023/24. The renewal and replacement recommendations from the report will inform the forecast expenditure in the next review of the plan.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
-	928	82	155	155	155	155	155	155	155
								Total Expenditure of Renewal / Replacement	$2,095

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Capital - New and Upgrade

New and upgrade expenditure is major work that creates a new asset or upgrades an existing asset to increased capacity. Increased capacity may be required due to growth, social or environmental needs. Changes to appearance or materials is not an increase in capacity.

New and upgrade projects are identified from various sources including strategic plans of Council, community or Council Member requests, grant funding availability and partnership proposals from other organisations.

Throughout the year, new proposals and requests are added to a Project Register for consideration during the annual budget process and strategic document review.

Inclusions are determined by undertaking an assessment based on risk, community benefit, utilisation, impact on users, future operational and maintenance costs (life cycle costs). The assessment and weighting are summarised in the table below:

Criteria	Weighting
Public Need	70%
Risk	10%
Utilisation	20%
Total	**100%**

Forecast expenditure on new and upgrades of bridge assets over the next ten years totals $274,000 and is summarised in the table below with a detailed listing provided in the Capital Works Program for Bridges at Appendix A.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
-	74	-	-	-	-	-	-	-	200
								Total Expenditure on New / Upgrade	**$274,000**

Operating – Repairs and Maintenance

Repairs and maintenance includes all costs and actions necessary for retaining an asset at the appropriate service level and includes both planned and reactive works, as well as administrative expenses such as insurance. Regular cyclic replacement may also be included where the capitalisation threshold is not met.

Operating budgets for maintenance are generally driven by historic costs and the Consumer Price Index and do not always allow for variances, peaks and troughs in maintenance cycles, weather and environmental conditions or new / upgraded assets. Increases above these levels are detailed in the annual budget process as separate budget proposals.

Operating expenditure on bridge assets has been extracted from a range of accounts to provide approximate spending levels for the previous ten years as below:

Year 1 2016/17 $ '000	Year 2 2017/18 $ '000	Year 3 2018/19 $ '000	Year 4 2019/20 $ '000	Year 5 2020/21 $ '000	Year 6 2021/22 $ '000	Year 7 2022/23 $ '000	Year 8 2023/24 $ '000	Year 9 2024/25 $ '000	Year 10 2025/26 $ '000
82	-	33	19	17	5	7	15	2	4

This represents an average spend over the ten years of $18,312 per year. The bridge maintenance budgets have been reduced over several recent years to find savings in the operating budget and where possible more substantial work has been capitalised. This historic expenditure is not sufficient to meet the maintenance requirements for these assets as per condition assessment reports.

Forecast operating expenditure for this asset class is as follows:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
16	16	17	17	17	17	17	17	17	17

Year 1 is the endorsed 2026/27 budget for bridge maintenance.

Climate Change

The impacts of climate change will have consequences for infrastructure assets. Rising sea levels in low lying areas may affect not only individual assets but also connectivity. Higher temperatures are expected to increase heat stress, particularly on transport infrastructure.

Stormwater studies currently being undertaken will identify any bridge assets at risk, from storm events or projected sea level rise, and provide recommendations for actions that may need to be taken within the next 10 years to reduce the impacts of climate change on the bridge assets. These recommendations will be included in the next review of the Asset Management Plan.

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Improvement Plan

The asset management improvement tasks identified for bridge asset management maturity are as follows:

Task	Description	Responsibility	Timeline
1	Annually review Council's Strategic Project Register to identify new bridge projects to be incorporated in the Asset Management Plans	Council Administration with Council Members in a briefing session	October/November each year
2	Annually review the 10 year capital works program, renewals and new to consider changes from the current endorsed budget, emerging issues, priorities and grant funding opportunities	Council Administration with Council Members in a briefing session	October/November each year
3	Include confidence levels of bridge data in Asset Management Plans	Council Administration	Currently medium level of confidence. The field work for the full revaluation was undertaken in 2023/24.
4	Review Long term Financial Plan to ensure that Asset Management Plans align	Council Administration	The update of the Long Term Financial Plan was undertaken at the same time as this revision in November 2026.
5	Undertake Level 2 bridge assessment and full revaluation of bridge assets every 4 to 5 years in accordance with the asset revaluation schedule	Council Administration undertaken by external consultants	Previous revaluation was undertaken in 2023/24 and next full revaluation is scheduled for 2026/27
6	Identify actions that may need to be taken within the next 10 years to reduce the impacts of climate change on the bridge assets	Council Administration	Ongoing
7	Explore options within the new corporate system Strategic Asset Management (SAM) module to help plan and manage bridge assets	Council Administration	Ongoing

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Stormwater

Our Assets

Council provides a stormwater network to enable a safe, well maintained, fit for purpose stormwater system in accordance with Council's strategic aspiration:

Aspiration 5

We have services and infrastructure that meet our community's needs

The stormwater system includes the following asset categories:



Stormwater Drains



Stormwater Pits



Stormwater End Structures

Stormwater assets are made up of 7,505 individual assets (segments) within the register representing a stormwater system of 109 kilometres broken down into asset types as below:

Asset Category	Asset Type
Stormwater Drains	Box, Pipe and Road Culverts, Open Channel and Pipes
Stormwater End Structures	Drop structures and Retention Basins
Stormwater Pits	Field Gully, Gross Pollutant and Storm Traps Grated Inlet, Junction, Letter Box and Side Entry Pits
Levee Banks	Levees
Stormwater Headwalls	Headwalls

Levels of Service

Levels of service for stormwater assets are defined in relation to both community and technical requirements. The assets are assessed in terms of quality, function and capacity.

The City of Victor Harbor aims to maintain stormwater assets at a condition rating of < 3.

Current levels of service and performance measures for each asset per annum (p/a) are provided in the table below:

Service Level *	Description	Measurement Process	Desired Level of Service
Quality	Asset Maintenance	Condition assessments	Condition Rating < 3
	Community Feedback	Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Structural defects	Maintenance requirements	< 1 reactive works p/a (excluding pit lids)
Function	Fit for purpose	Meets standards and design specifications	Compliant
		New subdivision and development impacts investigated during planning approval	Developer contributions required for increased capacity requirements
Capacity	Blockages	Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Flooding	Customer service requests and complaints requiring action	< 1 inundation of living space p/a

**Major emergencies and disaster events are excluded from the service level measurement.*

A service level hierarchy is also used to prioritise competing works dependent on utilisation rates of the assets (how many properties are affected) and risk assessments.

Valuation

Stormwater assets are valued in accordance with AASB13 (Fair Value Measurement) with revaluations programmed on a four-year cycle. The last revaluation for Stormwater Assets was undertaken in 2024/25. The field data for the next stormwater revaluation will be undertaken in 2028/29 so that it can be included in the 2029/30 financial year.

The assets by stormwater category recorded in the Asset Register include:

- Stormwater Drains
- Stormwater End Structures
- Stormwater Pits
- Stormwater Headwalls
- Levee Banks

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The total value of assets by stormwater category recorded in the Asset Register as at 30 June 2026 that are covered by this Plan are shown in the table below:

Replacement Value	Accumulated Depreciation	Written Down Value
$88,128,955	**$24,863,249**	**$63,265,706**

Useful Lives

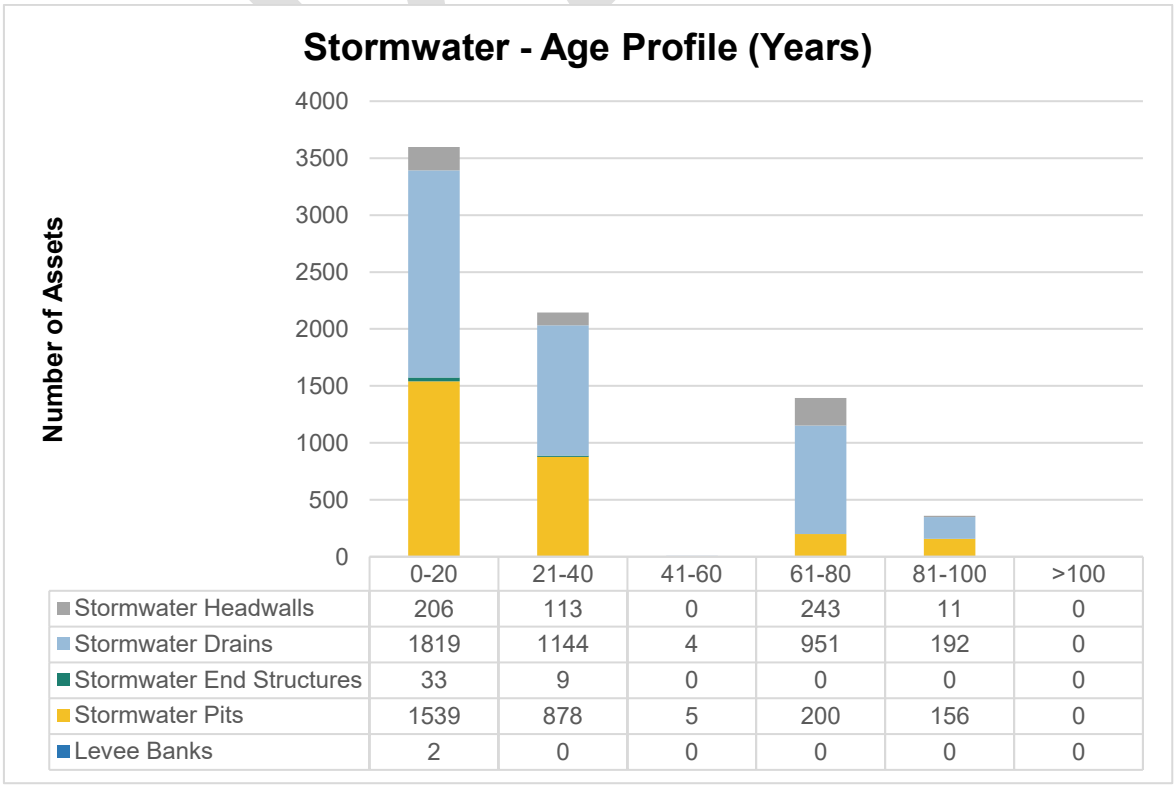
Useful lives of stormwater assets are as shown in the table below:

Asset Type	Useful Life (Years)
Stormwater Drains	120
Stormwater End Structures	100
Stormwater Pits	120
Levee Banks	100

The useful life sets the depreciation rate, net of any residual values of the asset at end of life. The average useful life for all stormwater assets is 114 years, with the minimum useful life set at 100 years and the maximum set at 150 years.

Age Profile

The age profile of stormwater assets is determined by the construction date, and is illustrated in the graph below:



	0-20	21-40	41-60	61-80	81-100	>100
Stormwater Headwalls	206	113	0	243	11	0
Stormwater Drains	1819	1144	4	951	192	0
Stormwater End Structures	33	9	0	0	0	0
Stormwater Pits	1539	878	5	200	156	0
Levee Banks	2	0	0	0	0	0

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Stormwater assets range in age from 0 years to 125 years, with minimum, maximum and average ages provided in the table below:

Asset Type	Minimum Age	Maximum Age	Average Age
Stormwater Drains	0	83	33
Stormwater End Structures	0	35	18
Stormwater Pits	0	83	24
Levee Banks	12	12	12
Stormwater Headwalls	0	83	42

The average age of all STORMWATER assets is 30 years

Condition Profile

The condition of stormwater assets is monitored through ongoing data collection which is incorporated into relevant attribute criteria within Council's corporate asset software. The data is reviewed and updated during revaluation cycles, after significant weather events, with community feedback or complaints, as well as during routine maintenance duties. Condition ratings and descriptions are provided in the table below:

Condition Rating		Summary Description	Detailed Description
1	Excellent	Asset has no defect. Asset is as new	
2	Good	Superficial deterioration, reliable and no maintenance is required.	
3	Average	Minor deterioration present and routine maintenance may be required	
4	Poor	Significant deterioration present, maintenance required to keep the asset serviceable with a program for renewal within the next five years	
5	Very Poor	Extensive deterioration present, significant maintenance required to keep the asset serviceable with program for renewal within the following year	

The condition profile of stormwater assets is determined by the components and the construction materials with the condition ratings demonstrated in the graphs below:

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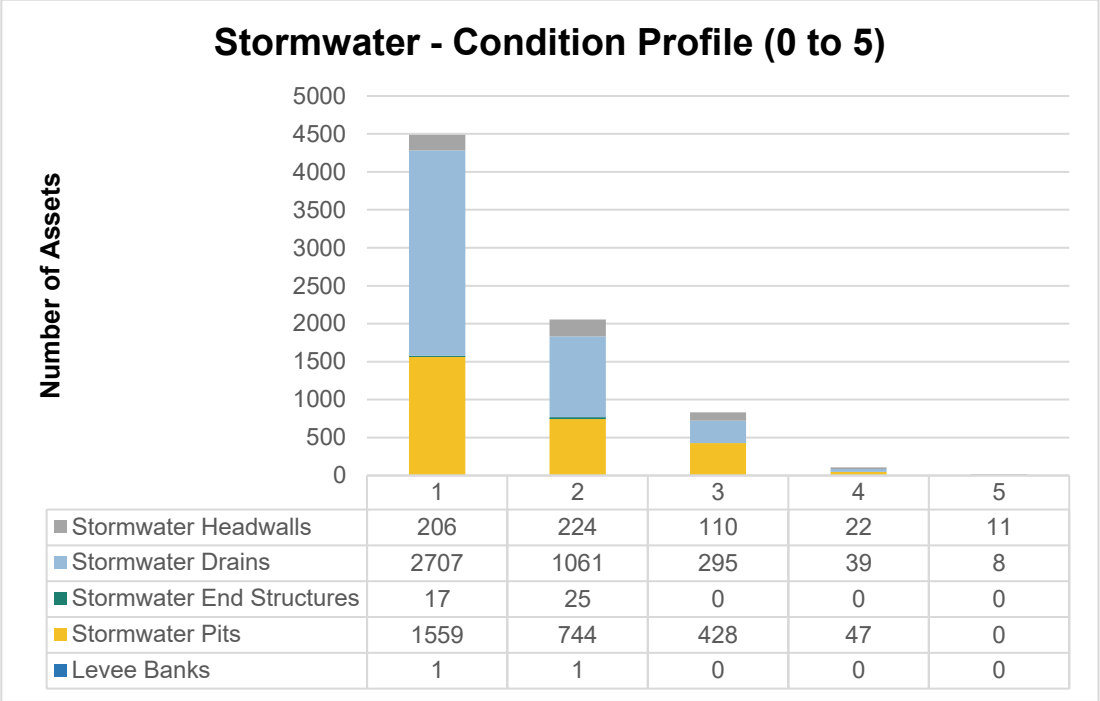


	1	2	3	4	5
Stormwater Headwalls	206	224	110	22	11
Stormwater Drains	2707	1061	295	39	8
Stormwater End Structures	17	25	0	0	0
Stormwater Pits	1559	744	428	47	0
Levee Banks	1	1	0	0	0

Assets with a condition rating of 3 or less make up 98.3% of the total class, with 1.4% at condition rating 4 and 0.3% at condition rating 5.

The average condition rating for STORMWATER assets is 1.55

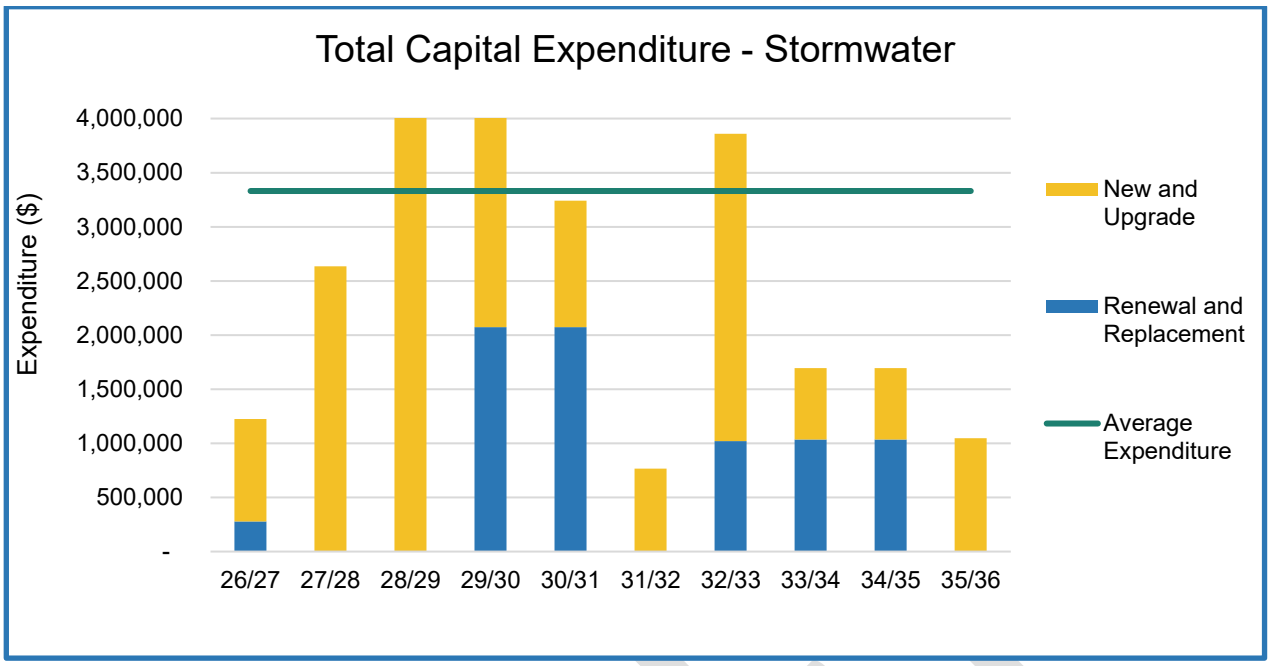
Forecast Expenditure

Forecast expenditure over the next ten years totals $33,307,100. This is made up of 23% renewal and replacement works and 77% new and upgrade works. The average annual spend over the ten-year plan is $3,330,700 per year.

Projects are determined to be renewal / replacement or new / upgrade depending on the project scope and the existing asset attributes. *Renewal and replacement* applies where the asset is reconstructed to the same size / capacity of the existing asset. Changes in the use of materials and/or useful lives does not constitute an increase in capacity. *New and upgrade* applies where the asset did not previously exist or where there is an increase in the size / capacity of the asset. The principal attribute considered for determining whether there is an increase for stormwater is size (pipe diameter, single / double entry pits).

In addition to the above, capitalisation thresholds need to be considered in line with Council's Asset Accounting Policy with projects that fall below the financial limits considered to be operating and maintenance rather than capital.

The graph below shows the total expenditure over the ten years of the Plan as well as the breakdown of renewal / replacement and new / upgrade:



Significantly higher than average expenditure is expected in the following years due to major stormwater construction projects:

- 2028/29 and 2029/30 - Fell Street/ Hope Street/ Simpsons Avenue - $13,000,000
- 2029/30 and 2030/31 - Acraman Street (Hill St/Hinkler St) - $6,000,000
- 2032/33 – Tabernacle Road - $3,000,000

These high value stormwater expansion projects have been identified in the Urban Stormwater Management Plan and the construction is subject to grant funding.

Capital – Renewal and Replacement

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but returns the asset to its original or required service potential.

Renewal of a stormwater asset is typically undertaken to ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate or to ensure that it is of sufficient quality to meet the service requirements.

Renewal schedules are determined by undertaking an assessment based on risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs. The assessment and weighting are summarised in the table below:

Criteria	Weighting
Condition Rating (4 and 5)	70%
Risk Rating (residual high or extreme)	30%
TOTAL	**100%**

Forecast expenditure on renewal and replacement of stormwater assets over the next ten years totals $7,516,300 and is summarised in the table below with a detailed listing provided in the Capital Works Program for Stormwater at Appendix B.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
278	-	-	2,072	2,072	-	1,020	1,037	1,037	-
					Total Expenditure on New / Upgrade				**$7,516**

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Capital – New and Upgrade

New and upgrade expenditure is major work that creates a new asset or upgrades an existing asset to increased capacity. Increased capacity may be required due to growth, social or environmental needs. Changes to appearance or materials used is not an increase in capacity.

New and upgrade projects are identified from various sources including strategic plans of Council, community or elected member requests, grant funding availability and partnership proposals from other organisations.

Throughout the year, new proposals and requests are added to a Project Register for consideration during the annual budget process and strategic document review.

The recent endorsement of the Urban Stormwater Management Plan has enable the priorities for Stormwater Upgrades has been reviewed and the 10 year capital works plan has been updated.

Inclusions are determined by undertaking an assessment based on risk, community benefit, utilisation, impact on users, future operational and maintenance costs (life cycle costs). The assessment and weighting are summarised in the table below:

Criteria	Weighting
Capacity	60%
Risk (residual high or extreme)	30%
Condition	10%
Total	**100%**

Forecast expenditure on new and upgrade of stormwater assets over the next ten years totals $25,790,500 and is summarised in the table below with a detailed listing provided in the Capital Works Program for Stormwater at Appendix B.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
946	2,636	10,726	4,342	1,169	767	2,839	659	659	1,048
								Total Expenditure on New / Upgrade	**$25,791**

Operating – Repairs and maintenance

Repairs and maintenance includes all costs and actions necessary for retaining an asset at the appropriate service levels and includes both planned and reactive works, as well as administrative expenses such as insurance. Regular cyclic replacement may also be included where the capitalisation threshold is not met.

Operating budgets for maintenance are generally driven by historic costs and the Consumer Price Index and do not always allow for variances, peaks and troughs in maintenance cycles, weather and environmental conditions or new / upgraded assets. Increases above these levels are detailed in the annual budget process as separate budget proposals.

Operating expenditure on stormwater assets over the previous ten years is provided below:

Year 1 2016/17 $ '000	Year 2 2017/18 $ '000	Year 3 2018/19 $ '000	Year 4 2019/20 $ '000	Year 5 2020/21 $ '000	Year 6 2021/22 $ '000	Year 7 2022/23 $ '000	Year 8 2023/24 $ '000	Year 9 2024/25 $ '000	Year 10 2025/26 $ '000
93	105	178	155	100	341	120	215	113	63

This represents an average spend over the ten years of $152,894 per year. This historic expenditure has been used as a base to forecast the maintenance expenditure requirements for the next ten years as well as an increase for maintenance on new assets.

Forecast operating expenditure for this asset class is as follows:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
162	167	180	234	255	261	265	279	282	286

Year 1 is the endorsed 2026/27 budget for stormwater maintenance.

Climate Change

The impacts of climate change will have consequences for infrastructure assets. Rising sea levels in low lying areas may affect not only individual assets but also connectivity. Higher temperatures are expected to increase heat stress, particularly on transport infrastructure.

Stormwater assets are generally underground however there is likely to be a number of inlet pits or outlets that are currently at a lower level than projected sea level rise.

Recent studies have identified stormwater assets at risk, from storm events or projected sea level rise, and provide recommendations for actions that may need to be taken within the next 10 years to reduce the impacts of climate change on the stormwater assets. These recommendations will continue to be included in the future reviews of the Asset Management Plan.

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Improvement Plan

The asset management improvement tasks identified for stormwater asset management maturity are as follows:

Task	Description	Responsibility	Timeline
1	Annually review Council's Strategic Project Register to identify new stormwater projects to be incorporated in the Asset Management Plans	Council Administration with Council Members in a briefing session	October/November each year
2	Annually review the 10 year capital works program, renewals and new to consider changes from the current endorsed budget, emerging issues, priorities, recommendations from the Urban Stormwater Management Plan and grant funding opportunities	Council Administration with Council Members in a briefing session	October/November each year
3	Include confidence levels of stormwater data in Asset Management Plans	Council Administration	Currently medium level of confidence. The desktop revaluation was undertaken in 2024/25.
4	Review Long Term Financial Plan to ensure that Asset Management Plans align	Council Administration	The update of the Long Term Financial Plan was undertaken at the same time as this revision in November 2026.
5	Undertake revaluation of stormwater assets every 4 to 5 years in accordance with the asset revaluation schedule	Council Administration undertaken by external consultants	Full revaluation undertaken in 2024/25 and next scheduled for 2028/29
6	Identify actions that may need to be taken within the next 10 years to reduce the impacts of climate change on stormwater assets	Council Administration	Ongoing
7	Explore options within the new corporate system Strategic Asset Management (SAM) module to help plan and manage renewal of stormwater assets	Council Administration	Ongoing

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Kerb and Channel

Our Assets

Council provides a kerb and channel network to enable safe, well maintained, fit for purpose road barriers and stormwater diversion in accordance with Council's strategic aspiration:

Aspiration 5
We have services and infrastructure that meet our community's needs

The kerb and channel network comprises 2,646 individual assets made up of 283 lineal kilometres of kerb and channel made up of four asset types:



Barrier Kerb and Gutter
130 lineal kilometres



Mountable Kerb and Gutter
134 lineal kilometres



Median Kerb
4 lineal kilometres



Spoon Drains
11 lineal kilometres

The purpose of each asset type is provided in the table below:

Asset Type	Purpose
Barrier Kerb and Gutter	Channel stormwater runoff towards a stormwater drain
Mountable Kerb and Gutter	Channel stormwater runoff towards a stormwater drain whilst allowing vehicular access to properties
Median Kerb	Physically separate opposing lanes of traffic on a roadway
Spoon Drains	Channel stormwater runoff towards a stormwater drain whilst allowing vehicular movement

Levels of Service

Levels of service for kerb and channel assets are defined in relation to both community and technical requirements. The assets are assessed in terms of quality, function and capacity.

The City of Victor Harbor aims to maintain kerb and channel assets at a condition rating of < 3.

Current levels of service and performance measures for each asset per annum (p/a) are provided in the table below:

Service Level*	Description	Measurement Process	Desired Level of Service
Quality	Asset Maintenance	Condition assessments	Condition Rating < 3
	Community Feedback	Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Structural defects	Maintenance requirements	< 1 reactive works p/a
Function	Fit for purpose	Meets standards and design specifications	Compliant
Capacity	Flooding	Continued use during rain events	< 1 living space inundation p/a

**Major emergencies and disaster events are excluded from the service level measurement*

A service level hierarchy is also used to prioritise competing works dependent on utilisation rates of the assets (how many people are affected) and risk assessments.

Valuation

Kerb and Channel assets are valued in accordance with AASB13 (Fair Value Measurement) with revaluations programmed on a four-year cycle. The latest revaluation for kerb assets was undertaken in 2025/26 and the field work is complete for the revaluations to be included in the 2027/28 financial year.

The assets by asset type recorded in the Asset Register as at 30 June 2026 that are covered by this Plan include:

- Barrier Kerb and Gutter
- Mountable Kerb and Gutter
- Median Kerb
- Spoon Drain
- Carpark Kerb

The total value of Kerb and Channel assets recorded in the Asset Register as at 30 June 2026 that are covered by this Plan is shown below:

Replacement Value	Accumulated Depreciation	Written Down Value
$53,823,795	**$14,394,754**	**$39,429,041**

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Useful Lives

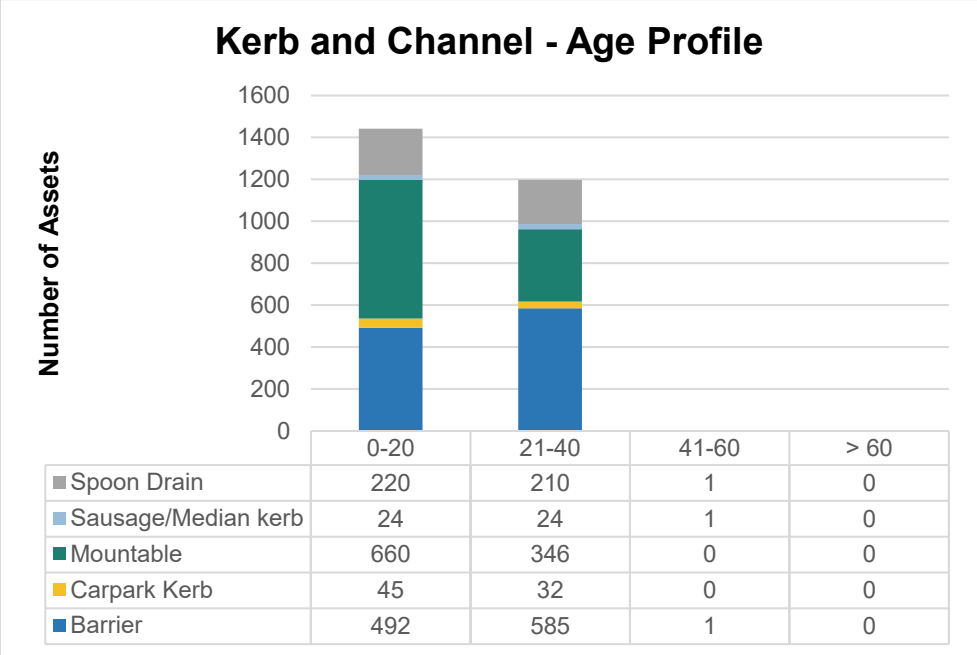
Useful lives of kerb and channel assets are determined by short- and long- life components. These components include the kerb and channel formation (long life) and concrete construction (short life) as provided in the table below:

Component Name	Useful Life – Short (Years)	Useful Life – Long (Years)
Barrier Kerb and Gutter	70	210
Mountable Kerb and Gutter	70	210
Median Kerb	70	210
Spoon Drain	70	210

All kerb and channel assets have the same useful life for short and long-life components. The useful life sets the depreciation rate net of any residual values of the asset at end of life. Depreciation of kerb and channel is 1.4% (Short Life) and 0.5% (Long Life).

Age Profile

The age profile of kerb and channel assets is determined by the principal component and construction date. The age profile of kerb and channel is provided in the graph below:



The minimum, maximum and average age by asset type is provided in the table below:

Asset Type	Minimum Age	Maximum Age	Average Age
Barrier	0	84	24
Carpark Kerb	0	42	22
Mountable	0	63	21
Sausage/Median kerb	0	100	27
Spoon Drain	0	84	23

The average age of all KERB AND CHANNEL assets is 23 years

Condition Profile

The condition of kerb and channel assets is monitored through ongoing data collection, which is incorporated into relevant attribute criteria within Council's corporate asset software. The data is reviewed and updated during revaluation cycles, after significant weather events, with community feedback or complaints, as well as during routine maintenance duties. Condition ratings and descriptions are provided in the table below:

Condition Rating		Summary Description	Detailed Description
1	Excellent	Asset has no defect. Asset is as new	
2	Good	Superficial deterioration, reliable and no maintenance is required.	
3	Average	Minor deterioration present and routine maintenance may be required	
4	Poor	Significant deterioration present, maintenance required to keep the asset serviceable with a program for renewal within the next five years	
5	Very Poor	Extensive deterioration present, significant maintenance required to keep the asset serviceable with program for renewal within the following year	

The condition profile of kerb and channel assets is determined by the principal component and rating as per the asset register. The majority of assets are rated condition 2 or 3 combined, making up 84% of the total asset class as shown in the graph below:

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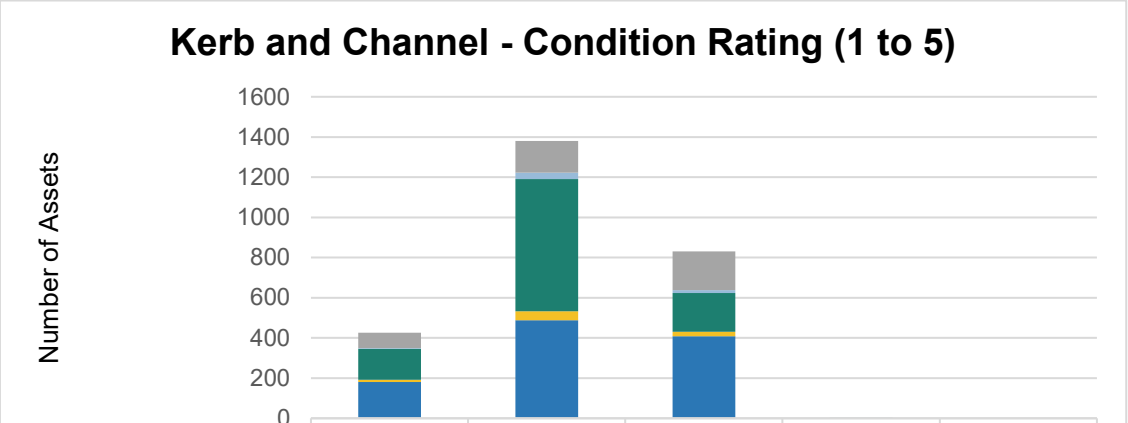

	1	2	3	4	5
Spoon Drain	77	159	194	1	0
Sausage/Median kerb	2	32	14	1	0
Mountable	156	657	193	0	0
Carpark Kerb	10	45	22	0	0
Barrier	181	488	408	1	0

Kerb and channel assets rated condition 3 make up 31% of this asset class, with 52% at condition rating 2.

The average condition rating of KERB AND CHANNEL is 2.2

Forecast Expenditure

Forecast expenditure over the next ten years totals $2,890,000. This is made up of 100% renewal and replacement works. New kerb and channel is usually considered as part of a larger construction project involving road and / or stormwater assets. The average annual spend over the ten-year plan is $289,000 per year.

Projects are determined to be renewal / replacement or new / upgrade depending on the project scope and the existing asset attributes. *Renewal and replacement* applies where the asset is reconstructed to the same size / capacity of the existing asset. Changes in the use of materials and/or useful lives does not constitute an increase in capacity. *New and upgrade* applies where the asset did not previously exist or where there is an increase in the size / capacity of the asset. The principal attribute considered for determining whether there is an increase for kerb and channel is size.

In addition to the above, capitalisation thresholds need to be considered in line with Council's Asset Accounting Policy with projects that fall below the financial limits considered to be operating and maintenance rather than capital.

The graph below shows the total expenditure over the ten years of the Plan as well as the breakdown of renewal / replacement and new / upgrade:

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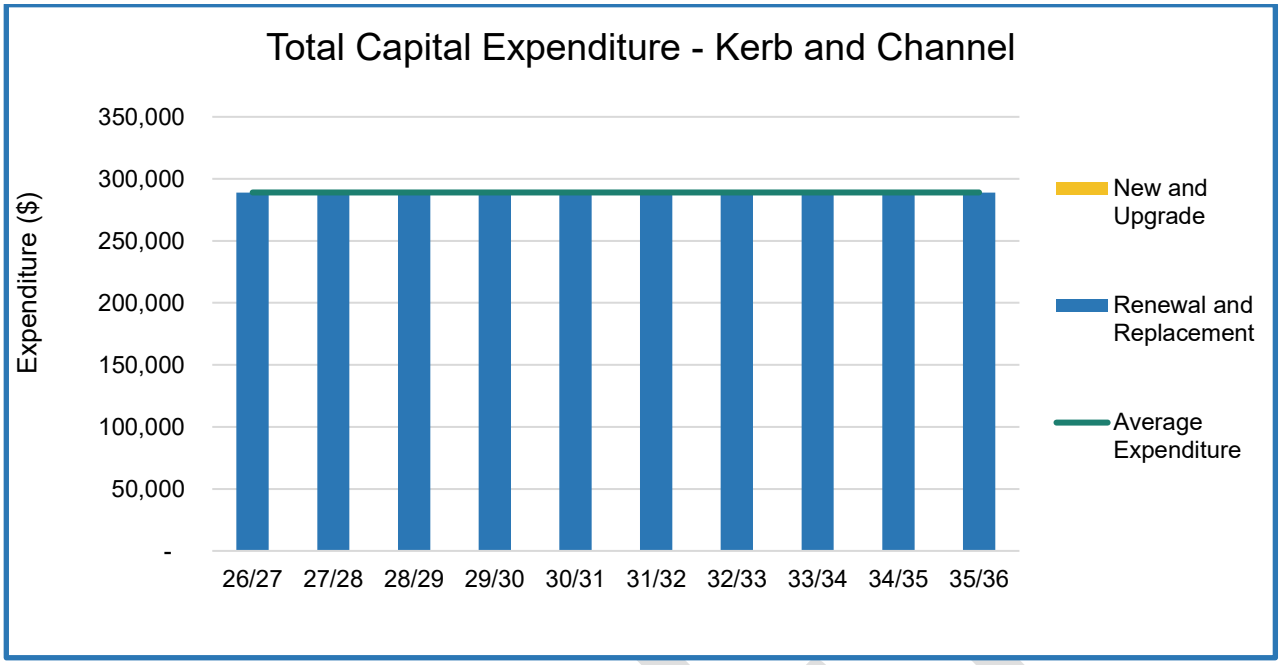

Kerb and channel replacement projects are selected each financial year based on condition rating within the asset register and current data.

Capital - Renewal and Replacement

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but returns the asset to its original or required service potential.

Renewal of kerb and channel assets is typically undertaken to ensure the infrastructure can deliver the service it was constructed to facilitate or to ensure that it is of sufficient quality to meet the service requirements.

Renewal schedules are determined by undertaking an assessment based on risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs. The assessment and weighting is summarised in the table below:

Criteria	Weighting
Condition Rating (4 and 5)	70%
Risk Rating (residual high or extreme)	30%
Total	**100%**

Forecast expenditure on renewal and replacement of kerb and channel assets over the next ten years totals $2,890,000 and is summarised in the table below with a detailed listing provided in the Capital Works Program for Kerb and Channel at Appendix C.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
289	289	289	289	289	289	289	289	289	289
							Total Expenditure on New / Upgrade		**$2,890,000**

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Capital - New and Upgrade

New and upgrade expenditure is major work that creates a new asset or upgrades an existing asset to increased capacity. Increased capacity may be required due to growth, social or environmental needs. Changes to appearance or materials used is not an increase in capacity.

New and upgrade projects are identified from various sources including strategic plans of Council, community or elected member requests, grant funding availability and partnership proposals from other organisations.

Throughout the year, new proposals and requests are added to a Project Register for consideration during the annual budget process and strategic document review.

Inclusions are determined by undertaking an assessment based on risk, community benefit, utilisation, impact on users, future operational and maintenance costs (life cycle costs). The assessment and weighting is summarised in the table below:

Criteria	Weighting
Public Need	30%
Risks (residual high or extreme)	30%
Capacity	40%
Total	**100%**

There is no forecast expenditure on new and upgrade of kerb and channel assets included within this Asset Management Plan. Generally new kerb and channel will be considered within and constructed along with either stormwater or road projects or gifted assets from developers and recognised in the asset register at completion of the project.

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Operating – Repairs and Maintenance

Operations and maintenance includes all costs and actions necessary for retaining an asset at the appropriate service levels and includes both planned and reactive works, as well as administrative expenses such as insurance. Regular cyclic replacement may also be included where the capitalisation threshold is not met.

Operating budgets for maintenance are generally driven by historic costs and the Consumer Price Index and do not always allow for variances, peaks and troughs in maintenance cycles, weather and environmental conditions or new / upgraded assets. Increases above these levels are detailed in the annual budget process as separate budget proposals.

Expenditure on kerb and channel assets over the previous ten years is provided in the table below:

Year 1 2016/17 $ '000	Year 2 2017/18 $ '000	Year 3 2018/19 $ '000	Year 4 2019/20 $ '000	Year 5 2020/21 $ '000	Year 6 2021/22 $ '000	Year 7 2022/23 $ '000	Year 8 2023/24 $ '000	Year 9 2024/25 $ '000	Year 10 2025/26 $ '000
23	25	18	26	20	49	31	76	103	24

This represents an average spend over the ten years of $38,471 per year and is not sufficient to meet the maintenance requirements for these assets.

Forecast operating expenditure for this asset class is as follows:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
162	162	162	162	162	162	162	162	162	162

Year 1 is the endorsed 2026/27 budget for kerb and channel maintenance.

The increase in forecast maintenance expenditure is due to insufficient budgets in previous years as well as a combination of the Consumer Price Index, maintenance and depreciation on new assets.

Climate Change

The impacts of climate change will have consequences for infrastructure assets. Rising sea levels in low lying areas may affect not only individual assets but also connectivity. Higher temperatures are expected to increase heat stress, particularly on transport infrastructure.

Projected sea level rise is unlikely to impact on kerb and channel assets and it is unlikely that any action will need to be taken on existing assets within the next 10 years. Planning for new assets will consider the projected sea level rises.

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Improvement Plan

The asset management improvement tasks identified for kerb and channel asset management maturity are as follows:

Task	Description	Responsibility	Timeline
1	Annually review the 10 year capital works program, renewals and new to consider changes from the current endorsed budget, emerging issues, and priorities.	Council Administration with Council Members in a briefing session	October/November each year
2	Include confidence levels of kerb and channel data in Asset Management Plans	Council Administration	Currently medium level of confidence. The field work for the full revaluation was undertaken in 2025/26 to be included in the 2026/27 financial year and will increase the level of confidence to high.
3	Review Long term Financial Plan to ensure that Asset Management Plans align	Council Administration	The update of the Long Term Financial Plan was undertaken at the same time as this revision in November 2026.
4	Undertake revaluation of kerb and channel assets every 4/5 years in accordance with the asset revaluation schedule	Council Administration undertaken by external consultants	Previous revaluation was undertaken in 2021/22 and field work for the next full revaluation was undertaken in 2025/26 to be included in the 2026/27 financial year.
5	Identify actions that may need to be taken within the next 10 years to reduce the impacts of climate change on kerb and channel assets	Council Administration	Ongoing
6	Explore options within the new corporate system Strategic Asset Management (SAM) module to help plan and manage renewal of kerb and channel assets.	Council Administration	Ongoing

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Appendix A

Capital Works Program – Potential Bridge Projects

DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Footbridges										
Additional pedestrian bridge crossing of Inman River	-	-	-	-	-	-	-	-	-	200
Road Bridges										
Waitpinga Road (BRG112618) Resurfacing and barriers	-	42	-	-	-	-	-	-	-	-
Pitkins Road Bridge (BRG112602) Surface and wing walls	-	32	-	-	-	-	-	-	-	-
Keen Road Bridge (# 15) Replacement	-	928	-	-	-	-	-	-	-	-
Francis Road Bridges (BRG112612 & BRG112615) Barriers	-	-	82	-	-	-	-	-	-	-
Resurfacing of Rural Bridges (Spray Seal) Allowance based on condition rating	-	-	-	155	-	-	-	-	-	-
Allowance for future Bridge Works Allowance based on condition rating	-	-	-	-	155	155	155	155	155	155
ANNUAL TOTALS	**-**	**1,002**	**82**	**155**	**155**	**155**	**155**	**155**	**155**	**355**

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Appendix B

Capital Works Program – Potential Stormwater Projects

DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Inlet Program Construction - Annual Allowance	148	148	148	148	148	148	148	148	148	148
Crozier Road Stormwater Design (2024/25) and Construct (2025/26) *Construction subject to grant funding	60	1,904	-	-	-	-	-	-	-	-
Rosemary Court Stormwater	70	165	-	-	-	-	-	-	-	-
Olivers Parade Stormwater and Kerbing	450	-	-	-	-	-	-	-	-	-
Glassenbury Drive Stormwater Design and Construction	496	165	-	-	-	-	-	-	-	-
Fell Street/ Hope Street/ Simpson Avenue Design (27/28) and Construct (28/29) to (29/30) *Construction subject to grant funding	-	254	10,578	3,174	-	-	-	-	-	-
Acraman Street (Hill St/Hinkler St) Stage 1 (29/30 to 30/31) *Construction subject to grant funding	-	-	-	3,093	3,093	-	-	-	-	-
Tabernacle Rd Construction (Bay Rd to Matthews Flinders Drive)	-	-	-	-	-	619	3,093	-	-	-
Seaview Road/Hindmarsh Road Construction *Construction subject to grant funding	-	-	-	-	-	-	-	1,547	1,547	-
Yandra Terrace Upgrade (From Hindmarsh Road to Yandra Terrace)	-	-	-	-	-	-	619	-	-	-
Allowance for major stormwater project	-	-	-	-	-	-	-	-	-	900
ANNUAL TOTALS	**1,224**	**2,636**	**10,726**	**6,415**	**3,241**	**767**	**3,860**	**1,695**	**1,695**	**1,048**

Appendix C

Capital Works Program – Potential Kerb and Channel Projects

DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Kerb and Channel Replacement Program (as per condition assessments)	289	289	289	289	289	289	289	289	289	289
ANNUAL TOTALS	**289**	**289**	**289**	**289**	**289**	**289**	**289**	**289**	**289**	**289**

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city of Victor Harbor

Asset Management Plan #02
Roads, Footpaths, Car Parks and Traffic Devices

November 2026

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Summary

Overview

This Asset Management Plan provides for effective and responsible management of sealed and unsealed roads, footpaths, traffic devices and car parks, their replacement cycles and funding requirements. The Plan incorporates information from a variety of sources including data stored in Council's Asset Register and should be read in conjunction with the Asset Management Policy. All financial values within the plan are in present day values (November 2026).

Council has a network of 399 kilometres of roads broken into 875 sealed and 127 unsealed road segments, with a total replacement cost of $161,939,985 as at 30 June 2026. Forecast capital expenditure over the term of this Plan is $44,390,000.

Council has a network of over 340,870 m² of paths with a replacement cost of $24,290,750 as at 30 June 2026. Forecast capital expenditure over the term of this Plan is $9,364,600.

Council has a network of 218,801m² of car parks and traffic device assets with a replacement cost of $17,597,894 as at 30 June 2026. Forecast capital expenditure over the term of this Plan is $7,811,800.

The combined capital expenditure for all of these asset classes over the period of the plan is $44,390,000 with the annual breakdown provided in the table below:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000	**10 year Total $'000**
Renewal and Replacement										
2,878	1,774	3,640	2,333	1,654	1,654	2,141	2,634	1,629	1,629	**21,962**
New and Upgrade										
2,701	3,886	6,974	549	614	949	1,431	1,707	2,583	1,036	**22,482**
Total Capital Expenditure										
5,579	**5,660**	**10,614**	**2,881**	**2,267**	**2,602**	**3,572**	**4,340**	**4,211**	**2,664**	
					TOTAL EXPENDITURE OVER TERM OF PLAN					**$44,390**

The impacts of climate change, including sea level rise, coastal inundation and erosion, extreme temperatures, and flood risk, continue to be assessed as new information is gathered. The Plan will be updated as new data becomes available.

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Project Selection

Projects are selected for inclusion in Asset Management Plans (AMPs) based on a number of factors.

Renewal and replacement projects are determined by risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs.

New and upgrade projects are identified from various sources including strategic plans of Council, community or Elected Member requests, grant funding availability and partnership proposals from other organisations.

Council is committed to the replacement of existing assets as per the life cycle and condition rating of the asset. The expectation is that all renewal and replacement projects will be fully funded in Council's Long Term Financial Plan in line with optimal replacement cycles.

New and upgrade projects included in these AMPs exceed Council's ability to fund sustainably without external contributions from grants and/or private partnerships.

An annual review of the projects in the AMPs will be undertaken to reassess the optimal replacement schedule and reprioritise works in consideration of community needs, risk assessments, external factors and funding opportunities. This review will form part of the Annual Business Plan and Budget process.

The appendices to this document provide a list of the capital projects under consideration with timing and budget estimates. In line with the above, these estimates are subject to change and the appendices will remain in draft as they are working documents.

Feedback from public consultation may also affect the timing of the projects. Projects will be confirmed once the Annual Business Plan and Budget has been adopted by Council each year.

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Roads

Our Assets

Council provides a road network to enable safe, well maintained, fit for purpose transport routes in accordance with Council's strategic aspiration:

Aspiration 5

We have services and infrastructure that meet our community's needs

The road network comprises 1,002 individual assets made up of 399 km categorised into two asset types:



Sealed Roads



Unsealed Roads

These asset subclasses are broken into components as below:

Asset Subclass	Asset Component	Quantity (#)	Quantity (m²)
Sealed Roads	Pavement Subbase	876	1,985,575
	Pavement Base	897	2,003,394
	Surface	922	1,852,228
Unsealed Roads	Pavement Subbase	130	597,754
	Pavement Base	133	617,530

Levels of Service

Levels of service for road assets are defined in regards to both community and technical requirements. The assets are assessed in terms of quality, function and capacity.

The City of Victor Harbor aims to maintain road assets at a condition rating of < 3.

Current levels of service and performance measures for each asset per annum (p/a) are provided in the table below:

Service Level *	Description	Measurement Process	Desired Level of Service
Quality	Asset Maintenance	Condition assessments	Condition Rating < 3
	Community Feedback	Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Structural defects	Maintenance requirements	< 1 reactive works p/a
Function	Fit for purpose	Meets standards and design specifications	Compliant
	Cleanliness	Street sweeping frequency	As per sweeping program
	Lighting	Meets standards and design specifications	Compliant
	Grading	Provides adequate shape for drainage purposes	As per annual program
Capacity	Traffic Flow	Speed limit and traffic controls meet utilisation	< 3 requests and/or complaints p/a
	Flooding	Continued use during rain events	< 1 road closure p/a

**Major emergencies and disaster events are excluded from the service level measurement*

Valuation

Road assets are valued in accordance with AASB13 (Fair Value Measurement) with revaluations programmed on a four-year cycle. The latest revaluation for road assets was undertaken in 2021/22. Field work has been completed for the next revaluation to be included in the 2026/27 financial year.

The assets by road type recorded in the Asset Register as at 30 June 2026 that are covered by this Plan include sealed roads and unsealed roads.

The total value of roads recorded in the Asset Register as at 30 June 2026 that are covered by this Plan is shown below:

Replacement Value	Accumulated Depreciation	Written Down Value
$161,939,985	**$64,338,846**	**$97,601,139**

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Useful Lives

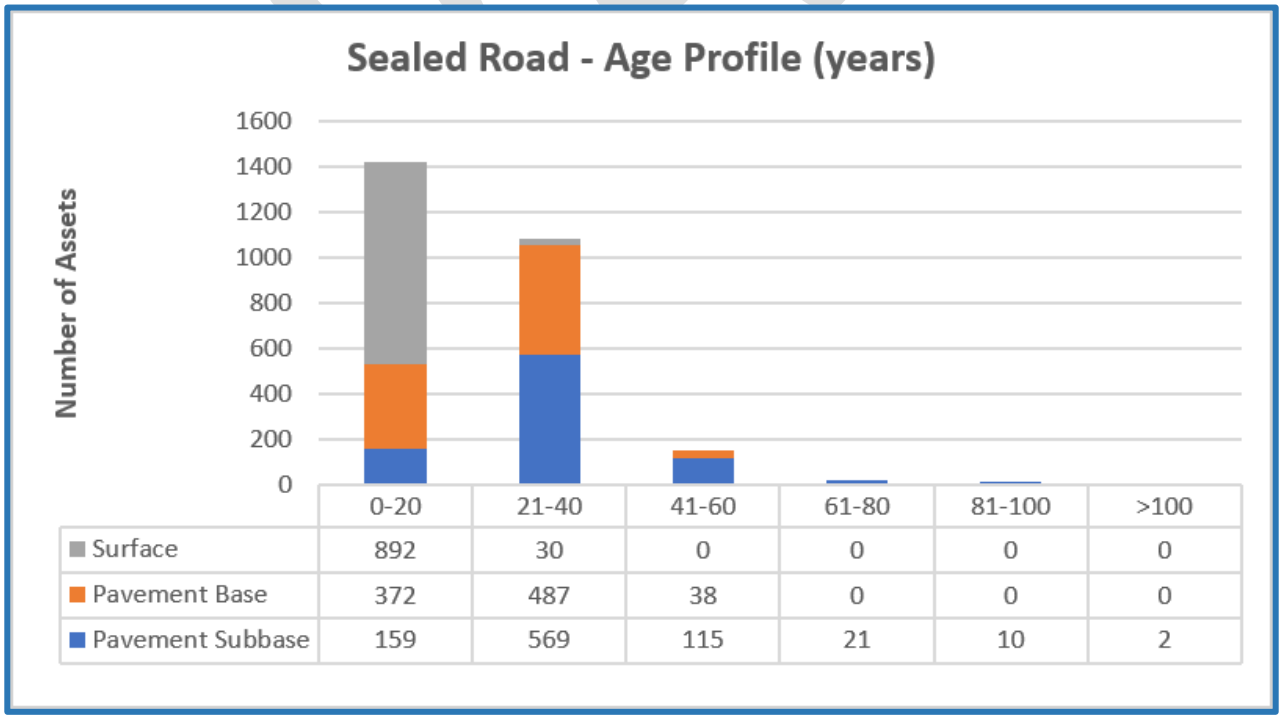
Useful lives of road assets are determined by short and long life components. These components include the pavement subbase, pavement base and surface as provided in the table below:

Component Name	Minimum	Maximum	Average
Sealed Roads			
Pavement Subbase	180	210	202
Pavement Base	60	70	67
Surface Main	12	30	24
Unsealed Roads			
Pavement Subbase	45	210	53
Pavement Base	15	70	18

All sealed road assets comprise three components. Unsealed road assets comprise two components and exclude the surface component. The useful life sets the depreciation rate, net of any residual values of the asset at end of life.

Age Profile

The age profile of road assets is determined by the principal component and construction date. The age profile by individual asset (segment) for sealed roads is provided in the graph below:



The minimum, maximum and average age by sealed road asset component is provided in the table below:

Asset Component	Minimum Age	Maximum Age	Average Age
Pavement Subbase	0	105	33
Pavement Base	0	55	24
Surface	0	22	9

The average age of SEALED ROAD assets is 22 years

Condition Profile

The condition of road assets is monitored through ongoing data collection which is incorporated into relevant attribute criteria within Council's corporate asset software. The data is reviewed and updated during revaluation cycles, after significant weather events, with community feedback or complaints as well as during routine maintenance duties. Condition ratings and descriptions are provided in the table below:

Condition Rating	Summary Description	Detailed Description
1	Excellent	Asset has no defect. Asset is as new
2	Good	Superficial deterioration, reliable and no maintenance is required.
3	Average	Minor deterioration present and routine maintenance may be required
4	Poor	Significant deterioration present, maintenance required to keep the asset serviceable with a program for renewal within the next five years
5	Very Poor	Extensive deterioration present, significant maintenance required to keep the asset serviceable with program for renewal within the following year

The condition profile of road assets is determined by the components and construction materials with the condition ratings for roads demonstrated in the graph below:

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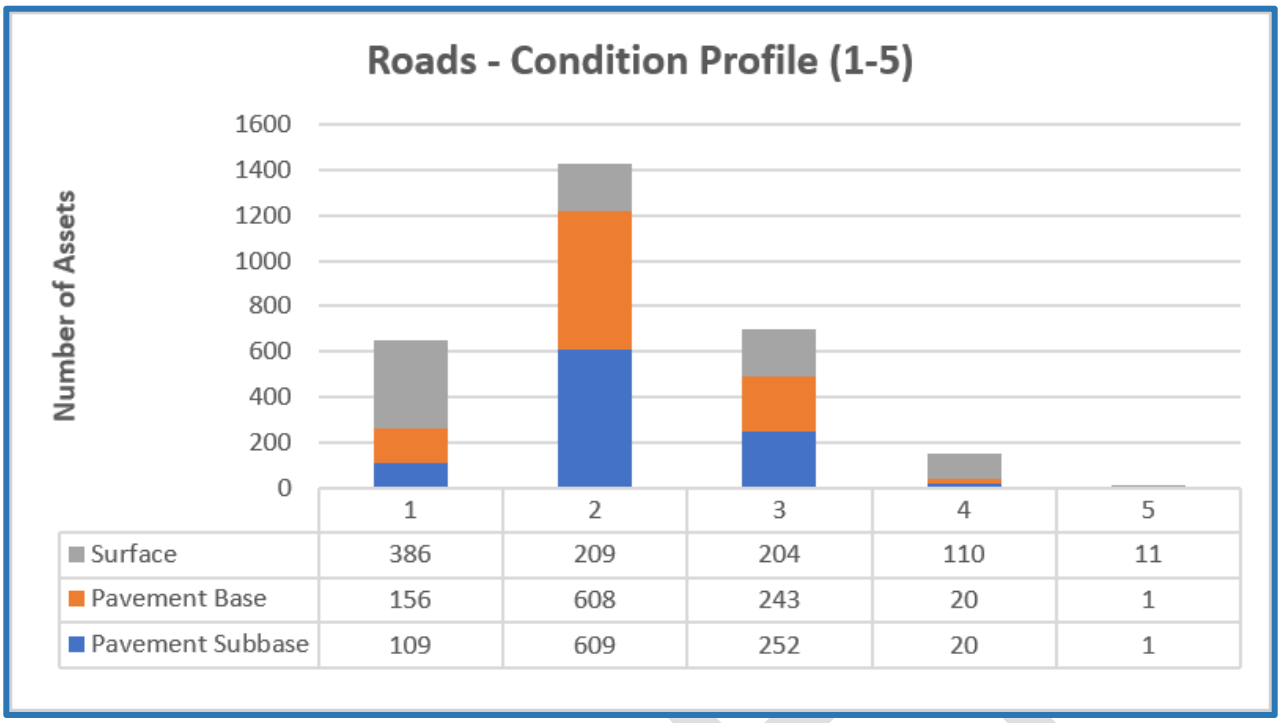

	1	2	3	4	5
Surface	386	209	204	110	11
Pavement Base	156	608	243	20	1
Pavement Subbase	109	609	252	20	1

Assets with a condition rating of 1 or 2 make up approximately 59% of the asset class, while approximately 41% are rated condition 3 to 5. An increased allowance for renewal of existing road assets has been included in the Capital Works Program at Appendix A.

Forecast Expenditure

Forecast expenditure over the next ten years totals $27,213,600. This is made up of 63% renewal and replacement works and 37% new and upgrade works. The average annual spend over the ten year plan is $2,721,360 per year.

Projects are determined to be renewal / replacement or new / upgrade depending on the project scope and the existing asset attributes.

Renewal and replacement applies where the asset is reconstructed to the same size / capacity of the existing asset. Changes in the use of materials and/or useful life does not constitute an increase in capacity.

New and upgrade applies where the asset did not previously exist or where there is an increase in the size / capacity of the asset. The principal attribute considered for determining whether there is an increase for roads is length and width (m²). In addition to the above, capitalisation thresholds need to be considered in line with Council's Asset Accounting Policy with projects that fall below the financial limits considered to be operating and maintenance rather than capital.

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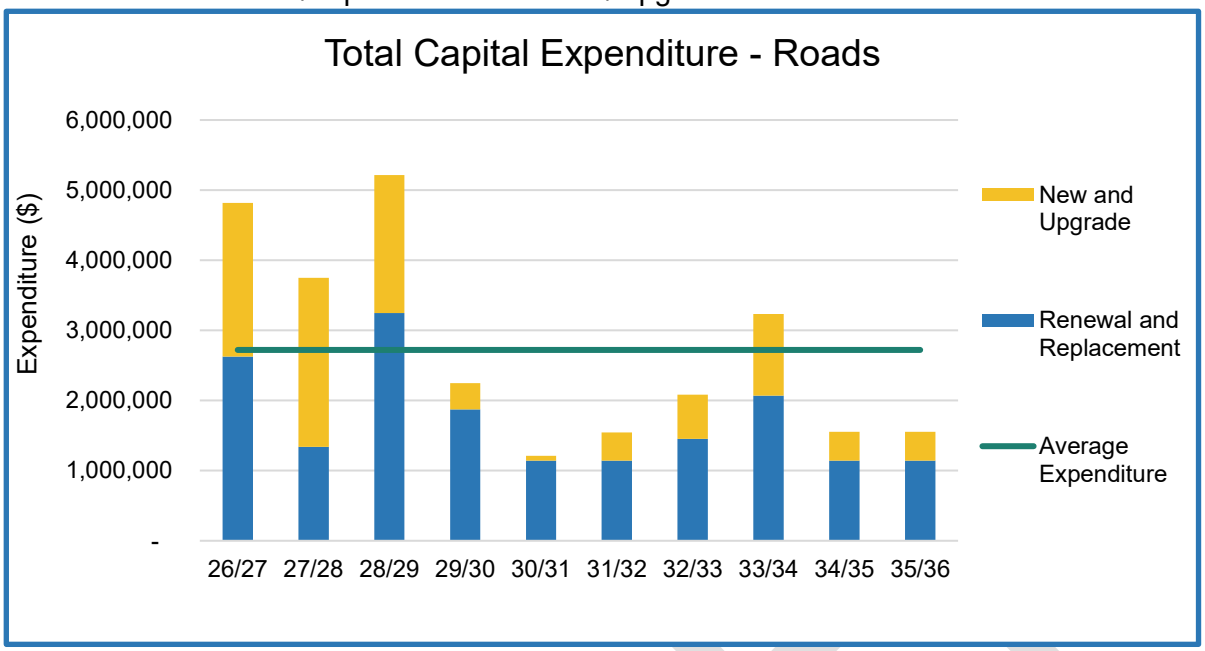
The graph below shows the total expenditure over the ten years of the Plan as well as the breakdown of renewal / replacement and new / upgrade:



Significant expenditure is projected in 2026/27 due to the completion of the reconstruction of Whalers Road. The peak in 2028/29 is an allowance for the construction of Mainstreet Stage 6. The plan includes a $2.4 million allocation for this project. Timing of this project may change depending on the delivery of the McKinlay Street Car Park. The peak in 2033/34 is an allowance for the construction of Mainstreet Stage 5. The plan includes a $2.5 million allocation for this project. The timing of this project may change if a relevant grant funding opportunity arises or to align with the construction of the Arts and Culture Precinct.

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Capital - Renewal and Replacement

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but returns the asset to its original or required service potential.

Renewal of road assets is typically undertaken to ensure the infrastructure can deliver the service it was constructed to facilitate or to ensure that it is of sufficient quality to meet the service requirements.

Renewal schedules are determined by undertaking an assessment based on risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs. The assessment and weighting are summarised in the table below:

Criteria	Weighting
Condition Rating (4 and 5)	50%
Risk Rating (residual high or extreme)	30%
Utilisation	20%
Total	**100%**

Forecast expenditure on renewal and replacement of road assets over the next ten years totals $17,187,500 and is summarised in the table below with a detailed listing provided in the Capital Works Program for Roads at Appendix A.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
2,625	1,341	3,246	1,874	1,144	1,144	1,454	2,072	1,144	1,144
								Total Expenditure on Renewal / Replacements	**$17,188**

Roads that have been identified as being part of the proposed South Coast Freight Corridor (Range Road, Waitpinga Road, Mill Road, Armstrong Road, The Ring Road, Welsh Road and Waterport Road) have historically required a high level of repairs and maintenance.

Investigation is being undertaken regionally as to the future ownership and maintenance responsibilities of roads along the proposed South Coast Freight Corridor.

Capital - New and Upgrade

New and upgrade expenditure is major work that creates a new asset or upgrades an existing asset to increased capacity. Increased capacity may be required due to growth, social or environmental needs. Changes to appearance or materials used is not an increase in capacity.

New and upgrade projects are identified from various sources including strategic plans of Council, community or elected member requests, grant funding availability and partnership proposals from other organisations.

Throughout the year, new proposals and requests are added to a Project Register for consideration during the annual budget process and strategic document review.

Inclusions are determined by undertaking an assessment based on risk, community benefit, utilisation, impact on users, future operational and maintenance costs (life cycle costs). The assessment and weighting are summarised in the table below:

Criteria	Weighting
Public Need	60%
Risk	10%
Utilisation	30%
Total	**100%**

The total forecast expenditure on new and upgrade works to road assets over the next ten years is $10,026,100 and is summarised in the table below with a detailed listing provided in the Capital Works Program for Roads at Appendix A.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
2,193	2,408	1,970	373	67	402	630	1,160	412	412
								Total Expenditure on New / Upgrade	**$10,026**

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Operating – Repairs and Maintenance

Repairs and maintenance includes all costs and actions necessary for retaining an asset at the appropriate service level and includes both planned and reactive works, as well as administrative expenses such as insurance. Regular cyclic replacement may also be included where the capitalisation threshold is not met.

Operating budgets for maintenance are generally driven by historic costs and the Consumer Price Index and do not always allow for variances, peaks and troughs in maintenance cycles, weather and environmental conditions or new / upgraded assets. Increases above these levels are detailed in the annual budget process as separate budget proposals.

Operating expenditure on road assets over the previous ten years is provided below:

2016/17 $ '000	2017/18 $ '000	2018/19 $ '000	2019/20 $ '000	2020/21 $ '000	2021/22 $ '000	2022/23 $ '000	2023/24 $ '000	2024/25 $ '000	2025/26 $ '000
506	481	527	527	322	406	369	256	319	301

This represents an average spend over the ten years of $436,936 per year. In recent years this spend has been reduced to save on operating costs. The reduced level of expenditure is not sufficient to meet the maintenance requirements for these assets as per condition assessment reports. Maintenance expenditure has been based on historic costs, works identified during condition assessments and new assets.

Forecast operating expenditure for this asset class is as follows:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
444	455	467	487	489	489	491	494	500	502

Year 1 is the endorsed 2026/27 budget for sealed and unsealed road maintenance.

Climate Change

The impacts of climate change will have consequences for infrastructure assets. Rising sea levels in low lying areas may affect not only individual assets but also connectivity. Higher temperatures are expected to increase heat stress, particularly on transport infrastructure.

The Coastal Adaptation Study endorsed by Council in 2021 identified several coastal road assets at risk from storm events or projected sea level rise. An implementation plan currently under development will recommend actions that may be required within the next 10 years to reduce the impacts of climate change on road assets. These recommendations will be included in the next review of the Asset Management Plan.

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Improvement Plan

The asset management improvement tasks identified for road asset management maturity are as follows:

Task	Description	Responsibility	Timeline
1	Annually review Council's Strategic Project Register to identify new road projects to be incorporated in the Asset Management Plans	Council Administration with Council Members in a briefing session	October/November each year
2	Annually review the 10 year capital works program, renewals and new to consider changes from the current endorsed budget, emerging issues, priorities, grant funding opportunities, and growth as identified in the Urban Growth Management Strategy	Council Administration with Council Members in a briefing session	October/November each year
3	Include confidence levels of road data in Asset Management Plans	Council Administration	Currently medium level of confidence. The field work for the full revaluation was undertaken in 2025/26 to be included in the 2026/27 financial year and will increase the level of confidence to high.
4	Review Long Term Financial Plan to ensure that Asset Management Plans align	Council Administration	The update of the Long Term Financial Plan was undertaken at the same time as this revision in November 2026.
5	Undertake full revaluation of road assets every 4 to 5 years in accordance with the asset revaluation schedule	Council Administration undertaken by external consultants	Previous revaluation was undertaken in 2021/22 and field work for the next full revaluation was undertaken in 2025/26 to be included in the 2026/27 financial year.
6	Identify actions that may need to be taken within the next 10 years to reduce the impacts of climate change on the road assets	Council Administration	Ongoing
7	Explore options within the new corporate system Strategic Asset Management (SAM) module to help plan and manage road assets	Council Administration	Ongoing

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Footpaths

Our Assets

Council provides a footpath network to enable safe, well maintained, fit for purpose pedestrian pathways in accordance with Council's strategic aspiration:

Aspiration 5

We have services and infrastructure that meet our community's needs

The footpath system includes the following asset categories:



Shared Pathway



Pedestrian Pathway



Kerb Ramp

Footpaths are made up of 2,299 individual assets (segments) within the register representing a footpath system of over 340,870 m² broken down into asset types as below:

Asset Type	Quantity (#)	Quantity (m²)
Pedestrian Pathway	817	281,878
Kerb Ramp	1402	N/A
Shared Pathway	80	58,992

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Levels of Service

Levels of service for footpath assets are defined in relation to both community and technical requirements. The assets are assessed in terms of quality, function and capacity.

The City of Victor Harbor aims to maintain footpath assets at a condition rating of < 3.

Current levels of service and performance measures for each asset per annum (p/a) are provided in the table below:

Service Level*	Description	Measurement Process	Desired Level of Service
Quality	Asset Maintenance	Condition assessments	Condition Rating < 3
	Safety	Non-slip and trip surface Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Structural defects	Unplanned reactive works requirements	< 1 reactive works p/a
Function	Fit for purpose	Meets standards and design specifications	Compliant
		Inclusive access	Improvements for existing assets as per program
	Risk Minimisation	Pedestrian safety and separation from traffic	< 1 Injury and damages claim p/a
Capacity	Connectivity	Network gaps identified Customer service requests and complaints requiring action	< 3 requests and/or complaint p/a
	Accessibility	High use areas identified, width and incline standards applied Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a

**Major emergencies and disaster events are excluded from the service level measurement*

A service level hierarchy is also used to prioritise competing works depending on utilisation rates of the assets (how many people are affected) and risk assessments.



Kent Reserve Pathway, Encounter Bay

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Valuation

Footpath assets are valued in accordance with AASB13 (Fair Value Measurement) with revaluations programmed on a four-year cycle. The latest revaluation for footpath assets was undertaken in 2021/22. Field work has been completed for the next revaluation to be included in the 2026/27 financial year.

The assets by footpath category recorded in the Asset Register as at 30 June 2026 that are covered by this plan include:

- Pedestrian Pathway
- Kerb Ramp (pram ramps)
- Shared Pathway

The total value of footpath assets recorded in the Asset Register as at 30 June 2026 that are covered by this Plan is shown in the table below:

Replacement Value	Accumulated Depreciation	Written Down Value
$24,290,750	**$7,523,410**	**$16,767,340**

Useful Lives

Useful lives of footpath assets are determined by short and long life components. Useful lives by asset type for the principal component are provided in the table below:

Asset Type	Minimum	Maximum	Average
Pedestrian Pathway	20	150	73
Kerb Ramp	50	150	100
Shared Pathway	20	150	68

The useful life sets the depreciation rate, net of any residual values of the asset at end of life. The average useful life for all footpath assets is 48 years, with the minimum useful life set at 20 years for unsealed walking trails and the maximum set at 150 years for concrete.

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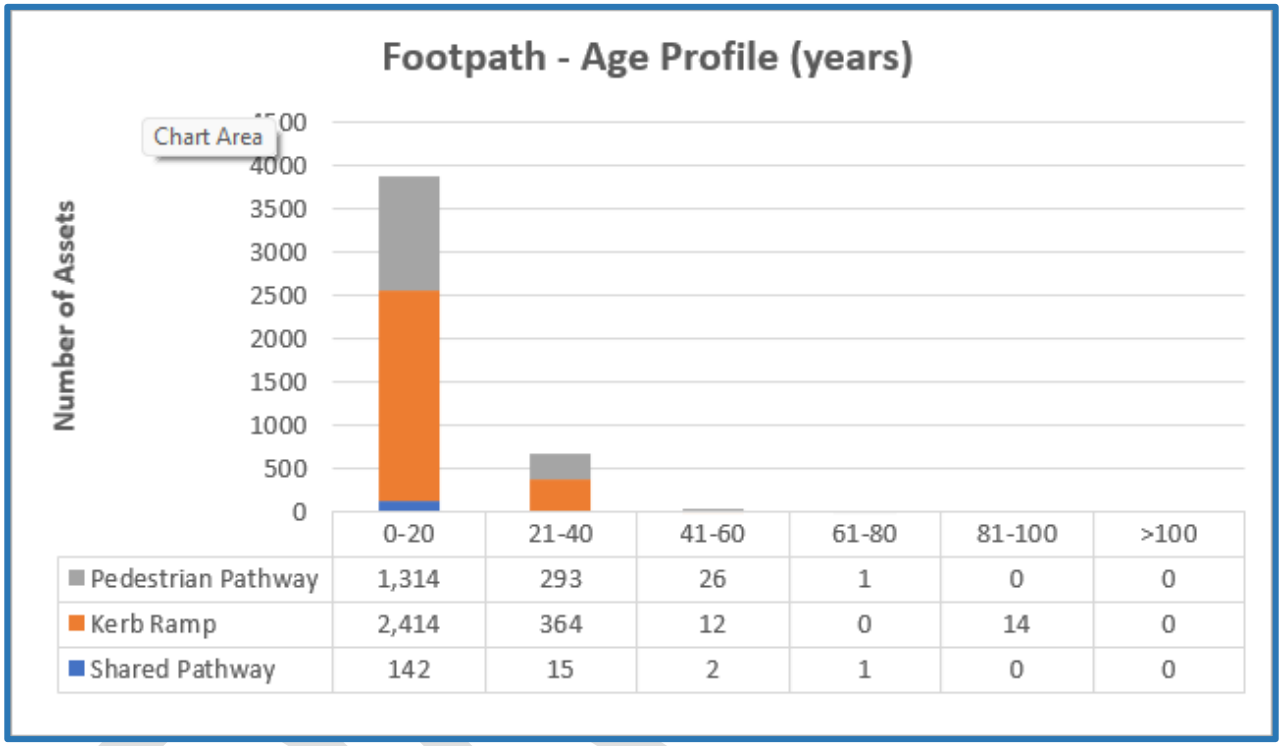
Age Profile

The age profile of footpath assets is determined by the construction date. The age profile of footpath assets by principal component is provided in the graph below:

Footpath assets range in age from 0 years to 98 years, with 82% of assets in the 0 to 20 year range.

Minimum, maximum and average ages provided in the table below:



	0-20	21-40	41-60	61-80	81-100	>100
Pedestrian Pathway	1,314	293	26	1	0	0
Kerb Ramp	2,414	364	12	0	14	0
Shared Pathway	142	15	2	1	0	0

The average age of all FOOTPATH assets is 11 years

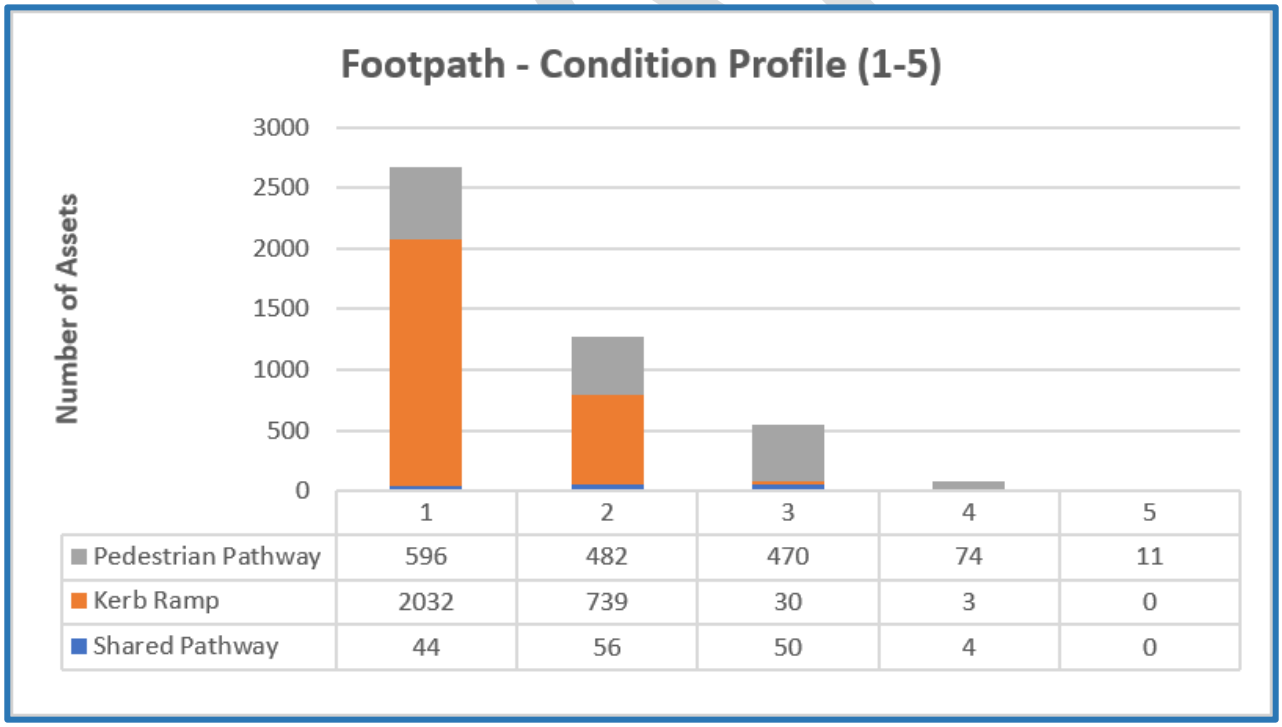
Asset Type	Minimum	Maximum	Average
Pedestrian Pathway	0	64	12
Kerb Ramp	0	98	10
Shared Pathway	0	79	12

Condition Profile

Condition of footpath assets is monitored through ongoing data collection which is incorporated into relevant attribute criteria within Council's corporate asset software. The data is reviewed and updated during revaluation cycles, after significant weather events, with community feedback or complaints as well as during routine maintenance duties. Condition ratings and descriptions are provided in the table below:

Condition Rating	Summary Description	Detailed Description
1	Excellent	Asset has no defect. Asset is as new
2	Good	Superficial deterioration, reliable and no maintenance is required.
3	Average	Minor deterioration present and routine maintenance may be required
4	Poor	Significant deterioration present, maintenance required to keep the asset serviceable with a program for renewal within the next five years
5	Very Poor	Extensive deterioration present, significant maintenance required to keep the asset serviceable with program for renewal within the following year

The condition profile of footpath assets is determined by the components and the construction materials with the condition ratings demonstrated in the graphs below:



Assets with a condition rating of 3 or less make up 98% of the total class with 2% at condition rating 4 and 5.

The average condition rating for FOOTPATHS is 1.6

Forecast Expenditure

Forecast expenditure over the next ten years totals $9,364,000. This is made up of 36% renewal and replacement works and 64% new and upgrade works. The average annual spend over the ten year plan is $936,460 per year.

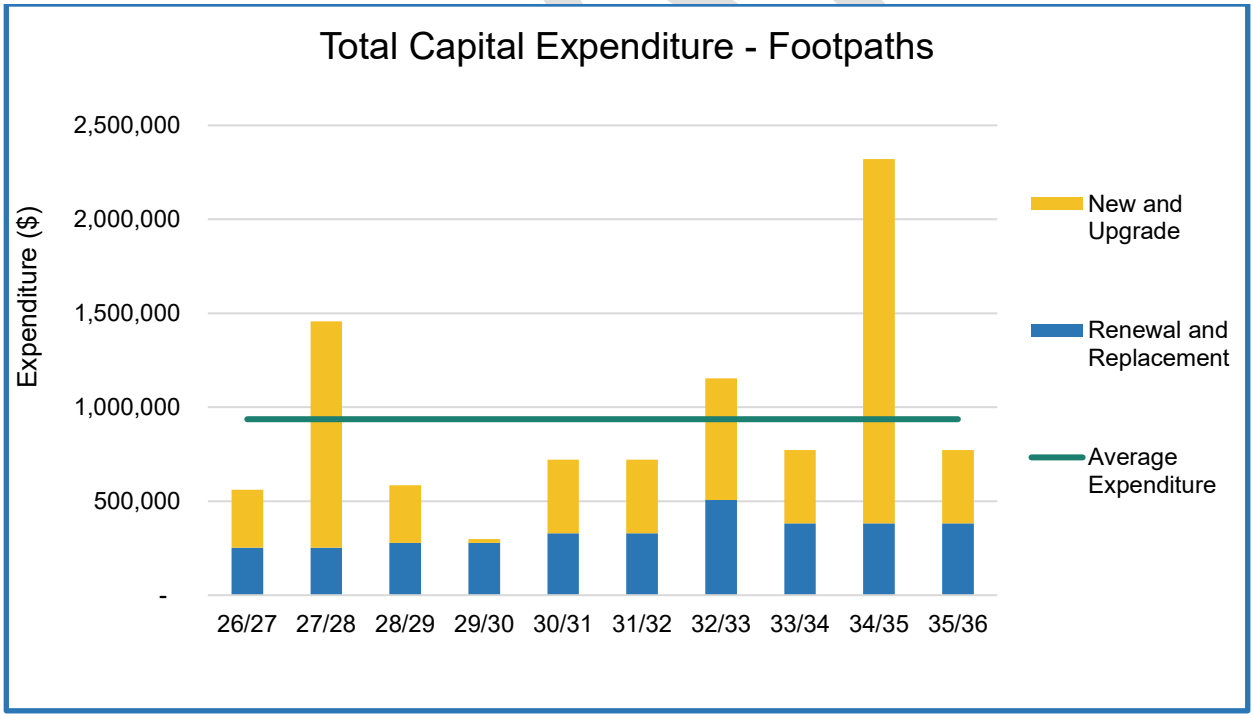
Projects are determined to be renewal / replacement or new / upgrade depending on the project scope and the existing asset attributes.

Renewal and replacement applies where the asset is reconstructed to the same size / capacity of the existing asset. Changes in the use of materials and/or useful lives does not constitute an increase in capacity.

New and upgrade applies where the asset did not previously exist or where there is an increase in the size / capacity of the asset. The principal attribute considered for determining whether there is an increase for footpaths is length and width (m²).

In addition to the above, capitalisation thresholds need to be considered in line with Council's Asset Accounting Policy with projects that fall below the financial limits considered to be operating and maintenance rather than capital.

The graph below shows the total expenditure over the ten years of the Plan as well as the breakdown of renewal / replacement and new / upgrade:



The spike in expenditure in 2027/28 is for footpath expansion projects that were deferred from the 2026/27 budget, some of which are subject to a developer infrastructure agreement. The spike in expenditure in 2034/35 is due to proposed upgrades of the Encounter Bikeway, in Hayborough.

Capital – Renewal and Replacement

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but returns the asset to its original or required service potential.

Renewal of a footpath asset is typically undertaken to ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate or to ensure that it is of sufficient quality to meet the service requirements.

Renewal schedules are determined by undertaking an assessment based on risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs. The assessment and weighting are summarised in the table below:

Criteria	Weighting
Condition Rating (4 and 5)	50%
Risk Rating (residual high or extreme)	30%
Utilisation	20%
TOTAL	**100%**

Forecast expenditure on renewal and replacement of footpath assets over the next ten years totals $3,373,500 and is summarised in the table below with a detailed listing provided in the Capital Works Program for footpaths at Appendix B.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
253	253	279	279	330	330	507	382	382	382
						TOTAL EXPENDITURE ON RENEWAL / REPLACEMENT			**$3,374**

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Capital– New and Upgrade

New and upgrade expenditure is major work that creates a new asset or upgrades an existing asset to increased capacity. Increased capacity may be required due to growth, social or environmental needs. Changes to appearance or materials used is not an increase in capacity.

New and upgrade projects are identified from various sources including strategic plans of Council, community or elected member requests, grant funding availability and partnership proposals from other organisations.

Throughout the year, new proposals and requests are added to a Project Register for consideration during the annual budget process and strategic document review.

Inclusions are determined by undertaking an assessment based on risk, community benefit, utilisation, impact on users, future operational and maintenance costs (life cycle costs). The assessment and weighting are summarised in the table below:

Criteria	Weighting
Footpath Strategy	40%
Public Need	30%
Risk (residual high or extreme)	20%
Connectivity	10%
Total	**100%**

Forecast expenditure on new and upgrade of footpath assets over the next ten years totals $5,991,100 and is summarised in the table below with a detailed listing provided in the Capital Works Program for footpaths at Appendix B.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
309	1,205	306	21	392	392	647	392	1,939	392
								TOTAL EXPENDITURE ON NEW / UPGRADE	**$5,991**

Operating – Repairs and Maintenance

Repairs and maintenance includes all costs and actions necessary for retaining an asset at the appropriate service levels and includes both planned and reactive works, as well as administrative expenses such as insurance. Regular cyclic replacement may also be included where the capitalisation threshold is not met.

Operating budgets for maintenance are generally driven by historic costs and the Consumer Price Index and do not always allow for variances, peaks and troughs in maintenance cycles, weather and environmental conditions or new / upgraded assets. Increases above these levels are detailed in the annual budget process as separate budget proposals.

Operating expenditure on footpath assets over the previous ten years is provided below:

2016/17 $ '000	2017/18 $ '000	2018/19 $ '000	2019/20 $ '000	2020/21 $ '000	2021/22 $ '000	2022/23 $ '000	2023/24 $ '000	2024/25 $ '000	2025/26 $ '000
92	113	99	118	90	166	102	80	30	35

This represents an average spend over the ten years of $93,556 per year. This historic expenditure may not be sufficient in future years (beyond this plan) to meet the maintenance requirements for these assets due to new and gifted assets as the assets start to reach 20 years of age. Maintenance expenditure has been based on historic costs as well as an index for new and gifted assets.

Forecast operating expenditure for this asset class including new and gifted assets is as follows:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
88	90	96	97	97	99	101	104	106	106

Year 1 is the endorsed 2026/27 budget for footpath maintenance.

Climate Change

The impacts of climate change will have consequences for infrastructure assets. Rising sea levels in low lying areas may affect not only individual assets but also connectivity. Higher temperatures are expected to increase heat stress, particularly on transport infrastructure.

The Coastal Adaptation Study endorsed by Council in 2021 identified several coastal footpath assets at risk from storm events or projected sea level rise, including sections of the Encounter Bikeway. New capital projects are already allowing for the impacts of climate change. A master plan is also proposed to guide managed retreat and identify actions that may be required within the next 10 years to reduce the impacts of climate change on footpath assets. These recommendations will be included in future reviews of the Asset Management Plan.

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Improvement Plan

The asset management improvement tasks identified for footpath asset management maturity are as follows:

Task	Description	Responsibility	Timeline
1	Annually review Council's Strategic Project Register to identify new footpath projects to be incorporated in the Asset Management Plans	Council Administration with Council Members in a briefing session	October/November each year
2	Annually review the 10 year capital works program, renewals and new to consider changes from the current endorsed budget, emerging issues, priorities, grant funding opportunities, and growth as identified in the Urban Growth Management Strategy or through major land developments	Council Administration with Council Members in a briefing session	October/November each year
3	Include confidence levels of footpath data in Asset Management Plans	Council Administration	Currently medium level of confidence. The field work for the full revaluation was undertaken in 2025/26 to be included in the 2026/27 financial year and will increase the level of confidence to high.
4	Review Long term Financial Plan to ensure that Asset Management Plans align	Council Administration	The update of the Long Term Financial Plan was undertaken at the same time as this revision in November 2026.
5	Undertake full revaluation of footpath assets every 4 to 5 years in accordance with the asset revaluation schedule	Council Administration undertaken by external consultants	Previous revaluation was undertaken in 2021/22 and field work for the next full revaluation was undertaken in 2025/26 to be included in the 2026/27 financial year.
6	Identify actions that may need to be taken within the next 10 years to reduce the impacts of climate change on the footpath assets	Council Administration	Ongoing
7	Explore options within the new corporate system Strategic Asset Management (SAM) module to help plan and manage footpath assets	Council Administration	Ongoing

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8	Review and update the Footpath and Pedestrian Policy and Strategy and identify footpath expansion project in priority pedestrian networks in the outer years of the Asset Management Plans.	Council Administration in consultation with the Disability Access and Inclusion Advisory Committee	Review was completed in 2025
9	Incorporate the implementation plan for the Mountain Bike Strategy into the Asset Management Plans.	Council Administration	An annual allowance was included in 2025/26 review

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Car Parks and Traffic Devices

Our Assets

Council provides car parks and traffic devices to enable safe, well maintained and fit for purpose parking and traffic control in accordance with Council's strategic aspiration:

Aspiration 5

We have services and infrastructure that meet our community's needs

The car park and traffic device network includes the following asset categories:











Car parks and traffic devices are made up of 1,155 individual assets (not including components) within the register broken down as below:

Asset Subclass	Description	Quantity
Car Parks	Sealed and Unsealed (Subbase, Base and Surface)	191,400m²
Lighting	Decorative, Heritage, Solar and Flood Lights	410
Road Ancillary	Fence, Safety / Handrails, Guard Rails	233
Traffic Devices	Kerb - Median Strips, Splitter Islands, Roundabouts	6,184m
	Infill - Median Strips, Speed Humps, Splitter Islands, Roundabouts	11,223m²
Traffic Signals	Ticket Machines, Flashing Signals and Pedestrian Operated	18

Levels of Service

Levels of service for car park and traffic assets are defined in relation to both community and technical requirements. The assets are assessed in terms of quality, function and capacity. The City of Victor Harbor aims to maintain car park and traffic assets at a condition rating of < 3. Current levels of service and performance measures for each assets per annum (p/a) are provided in the table below:

Service* Level	Description	Measurement Process	Desired Level of Service
Quality	Asset Maintenance	Condition assessments	Condition Rating < 3
	Community Feedback	Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Structural defects	Unplanned works required	< 1 reactive capital p/a
Function	Fit for purpose	Meets standards and design specifications	Compliant
		Improvements to existing car parks for inclusive access and appropriate number of parking spaces for people with disabilities	Program currently under development
Capacity	Utilisation Levels	Customer service requests and complaints requiring action	< 3 requests and/or complaint p/a

**Major emergencies and disaster events are excluded from the service level measurement*

A service level hierarchy is also used to prioritise competing works dependent on utilisation rates of the assets (how many people are affected) and risk assessments.

Valuation

Car park and traffic device assets are valued in accordance with AASB13 (Fair Value Measurement) with revaluations programmed on a four-year cycle. The latest revaluation for car park and traffic assets was undertaken in 2021/22. Field work has been completed for the next revaluation to be included in the 2026/27 financial year.

The car park and traffic devices recorded in the Asset Register as at 30 June 2026 that are covered by this Plan include:

- Car Parks
- Lighting
- Road Ancillary
- Traffic Management Devices
- Traffic Signals

The total value of car park and traffic devices assets recorded in the Asset Register as at 30 June 2026 that are covered by this Plan is shown in the table below:

Replacement Value	Accumulated Depreciation	Written Down Value
$17,597,894	**$3,609,852**	**$13,988,042**

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Useful Lives

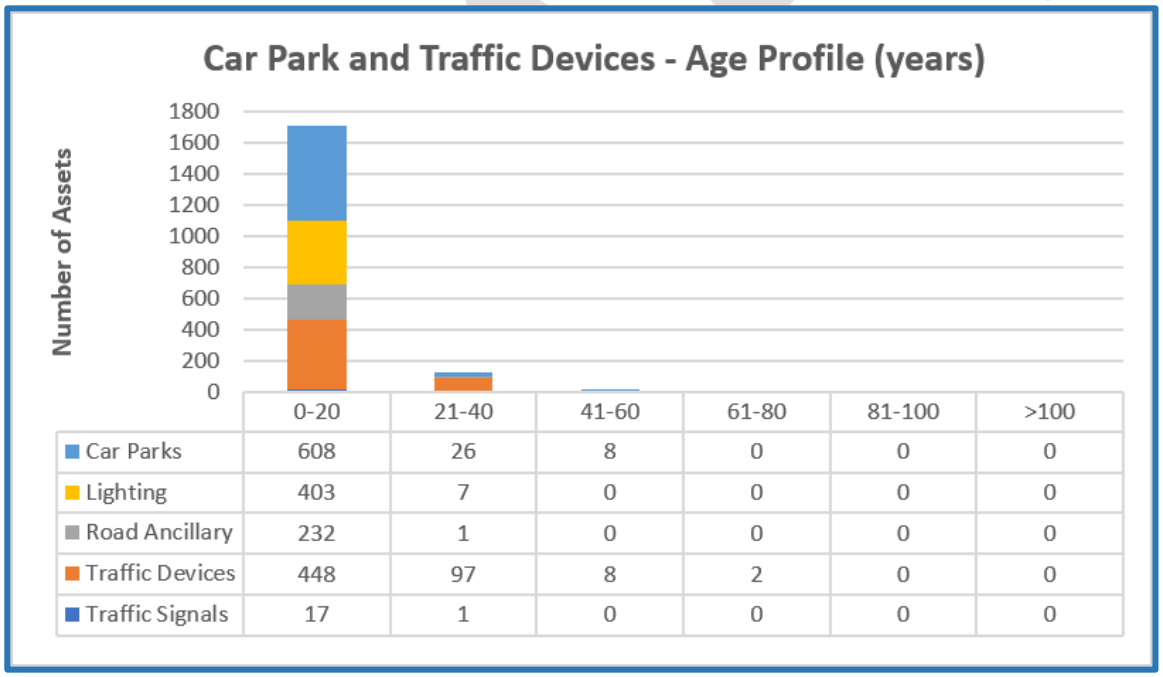
Useful lives of car park and traffic device assets by component is shown in the table below:

Asset Subclass	Minimum	Maximum	Average
Car Parks	16	210	90
Lighting	25	40	37
Road Ancillary	25	40	32
Traffic Devices	20	70	53
Traffic Signals	20	60	36

The useful life sets the depreciation rate, net of any residual values of the asset at end of life. The average useful life for all car park and traffic device assets is 51 years, with the minimum useful life set at 16 years and the maximum set at 210 years for pavement subbases.

Age Profile

The age profile of car park assets is determined by the construction date. The age profile of car parks and traffic device assets is provided in the graph below:



	0-20	21-40	41-60	61-80	81-100	>100
Car Parks	608	26	8	0	0	0
Lighting	403	7	0	0	0	0
Road Ancillary	232	1	0	0	0	0
Traffic Devices	448	97	8	2	0	0
Traffic Signals	17	1	0	0	0	0

The average age of all CAR PARK AND TRAFFIC DEVICE assets is 51 years

Car park and traffic assets range in age from one year to 63 years, with minimum, maximum and average ages provided in the table below:

Asset Subclass	Minimum Age	Maximum Age	Average Age
Car Parks	0	48	4
Lighting	0	30	4
Road Ancillary	0	28	3
Traffic Devices	0	63	10
Traffic Signals	0	26	10

Condition Profile

The condition of car park and traffic assets is monitored through ongoing data collection which is incorporated into relevant attribute criteria within Council's corporate asset software. The data is reviewed and updated during revaluation cycles, after significant weather events, with community feedback or complaints as well as during routine maintenance duties. Condition ratings and descriptions are provided in the table below:

Condition Rating	Summary Description	Detailed Description
1	Excellent	Asset has no defect. Asset is as new
2	Good	Superficial deterioration, reliable and no maintenance is required.
3	Average	Minor deterioration present and routine maintenance may be required
4	Poor	Significant deterioration present, maintenance required to keep the asset serviceable with a program for renewal within the next five years
5	Very Poor	Extensive deterioration present, significant maintenance required to keep the asset serviceable with program for renewal within the following year

The condition profile of car park and traffic assets is determined by the components and the construction materials with the condition ratings demonstrated in the following graph:

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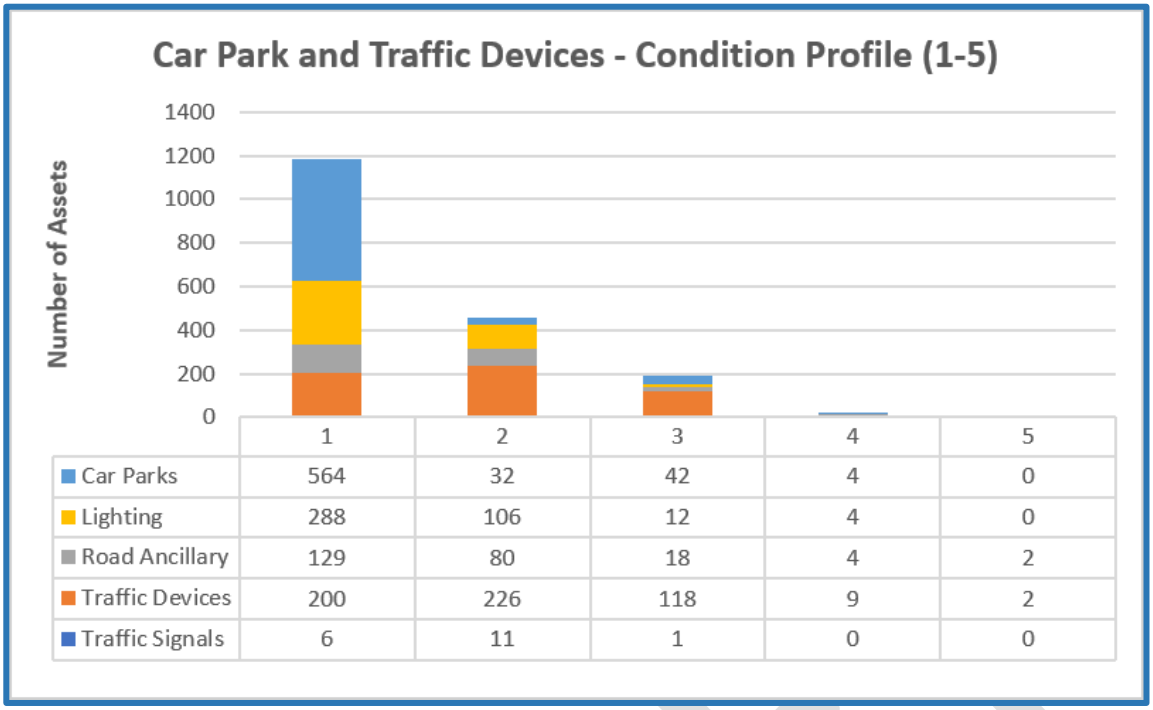

	1	2	3	4	5
Car Parks	564	32	42	4	0
Lighting	288	106	12	4	0
Road Ancillary	129	80	18	4	2
Traffic Devices	200	226	118	9	2
Traffic Signals	6	11	1	0	0

The average condition rating for CAR PARKS AND TRAFFIC DEVICES is 1.49

Forecast Expenditure

Forecast expenditure over the next ten years totals $7,811,800. This is made up of 18% renewal and replacement works and 82% new and upgrade works. The average annual spend over the ten year plan is $781,180 per year.

Projects are determined to be renewal / replacement or new / upgrade depending on the project scope and the existing asset attributes. *Renewal and replacement* applies where the asset is reconstructed to the same size / capacity of the existing asset. Changes in the use of materials and/or useful lives does not constitute an increase in capacity. *New and upgrade* applies where the asset did not previously exist or where there is an increase in the size / capacity of the asset. The principal attribute considered for determining whether there is an increase for car parks is size (m²) and for traffic controls is length (lm).

In addition to the above, capitalisation thresholds need to be considered in line with Council's Asset Accounting Policy with projects that fall below the financial limits considered to be operating and maintenance rather than capital.

The graph below shows the total expenditure over the ten years of the Plan as well as the breakdown of renewal / replacement and new / upgrade:

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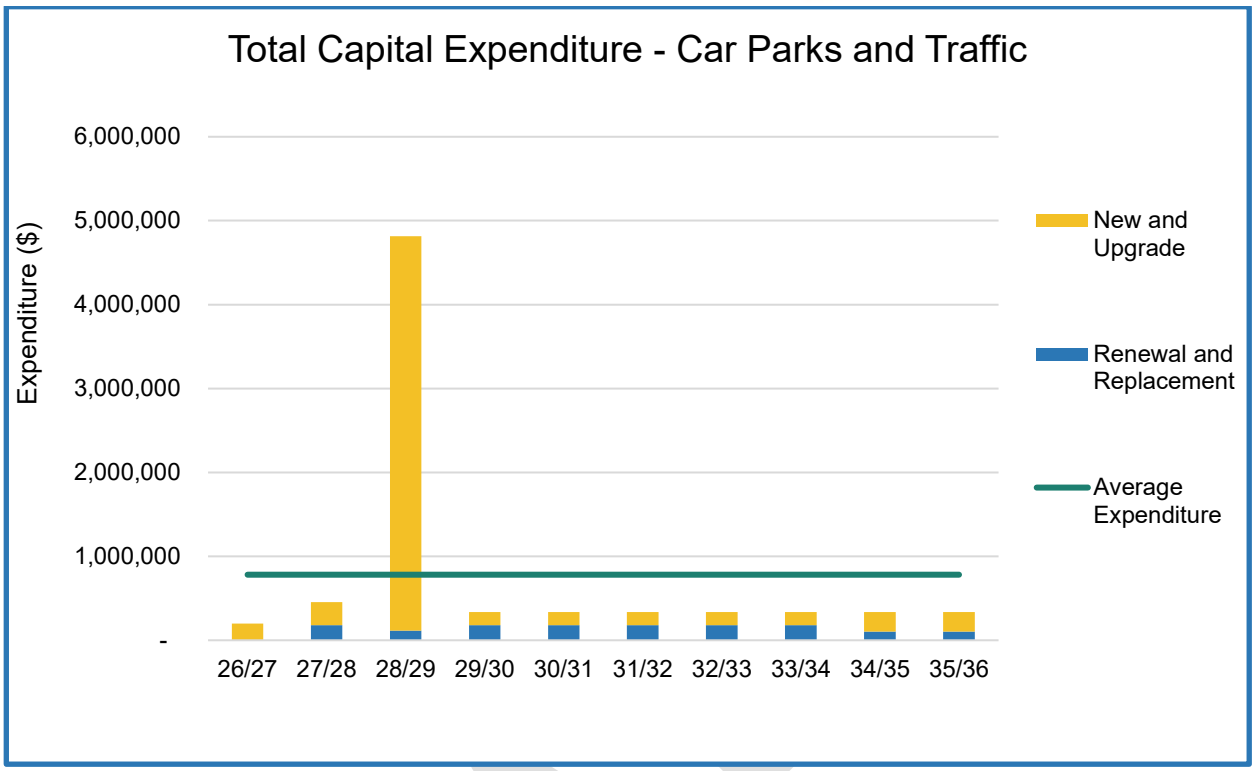

The peak in 2028/29 is for upgrades to the McKinlay Street Car park. This may need to be deferred or brought forward to align with the completion of other developments impacting on traffic movements along Eyre Terrace, including private development or the car park construction in McKinlay Street.

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Capital – Renewal and Replacement

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but returns the asset to its original or required service potential.

Renewal of a car park and traffic asset is typically undertaken to ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate or to ensure that it is of sufficient quality to meet the service requirements.

Renewal schedules are determined by undertaking an assessment based on risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs. The assessment and weighting are summarised in the table below:

Criteria	Weighting
Condition Rating (4 and 5)	70%
Risk Rating (residual high or extreme)	30%
TOTAL	**100%**

Forecast expenditure on renewal and replacement of car park and traffic devices over the next ten years totals $1,401,200 and is summarised in the table below with a detailed listing provided in the Capital Works Program for car park and traffic devices at Appendix C.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
-	180	115	180	180	180	180	180	103	103
								Total Expenditure on Renewal / Replacement	**$1,401**

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Capital – New and Upgrade

New and upgrade expenditure is major work that creates a new asset or upgrades an existing asset to increased capacity. Increased capacity may be required due to growth, social or environmental needs. Changes to appearance or materials used is not an increase in capacity.

New and upgrade projects are identified from various sources including strategic plans of Council, community or Council Member requests, grant funding availability and partnership proposals from other organisations.

Throughout the year, new proposals and requests are added to a Project Register for consideration during the annual budget process and strategic document review.

Inclusions are determined by undertaking an assessment based on risk, community benefit, utilisation, impact on users, future operational and maintenance costs (life cycle costs). The assessment and weighting are summarised in the table below:

Criteria	Weighting
Public Need	50%
Capacity	30%
Risk (residual high or extreme)	20%
Total	**100%**

Forecast expenditure on new and upgrade of car park and traffic devices over the next ten years totals $6,410,600 and is summarised in the table below with a detailed listing provided in the Capital Works Program for car parks and traffic devices at Appendix C.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
200	273	4,699	155	155	155	155	155	232	232
								Total Expenditure on New / Upgrade	**$6,411**

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Operating – Repairs and Maintenance

Repairs and maintenance includes all costs and actions necessary for retaining an asset at the appropriate service levels and includes both planned and reactive works, as well as administrative expenses such as insurance. Regular cyclic replacement may also be included where the capitalisation threshold is not met.

Operating budgets for maintenance are generally driven by historic costs and the Consumer Price Index and do not always allow for variances, peaks and troughs in maintenance cycles, weather and environmental conditions or new / upgraded assets. Increases above these levels are detailed in the annual budget process as separate budget proposals.

Operating expenditure on car park and traffic assets over the previous ten years is provided below:

2016/17 $ '000	2017/18 $ '000	2018/19 $ '000	2019/20 $ '000	2020/21 $ '000	2021/22 $ '000	2022/23 $ '000	2023/24 $ '000	2024/25 $ '000	2025/26 $ '000
174	146	151	164	131	142	187	148	95	131

This represents an average spend over the ten years of $146,779 per year. This historic expenditure has been used as a base to forecast the maintenance expenditure requirements for the next ten years as well as an increase for maintenance on new assets.

Forecast operating expenditure for this asset class including new assets is as follows:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
103	104	105	129	130	130	131	132	133	134

Year 1 is the endorsed 2026/27 budget for car park and traffic assets maintenance.

Climate Change

The impacts of climate change will have consequences for infrastructure assets. Rising sea levels in low lying areas may affect not only individual assets but also connectivity. Higher temperatures are expected to increase heat stress, particularly on transport infrastructure.

The Costal Adaptation Study endorsed by Council in 2021 identified several car park and traffic assets at risk, from storm events or projected sea level rise. An implementation plan currently being developed will provide recommendations for actions that may need to be taken within the next 10 years to reduce the impacts of climate change on the car park and traffic assets. These recommendations will be included in the future reviews of the Asset Management Plan.

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Improvement Plan

The asset management improvement tasks identified for car park and traffic asset management maturity are as follows:

Task	Description	Responsibility	Timeline
1	Annually review Council's Strategic Project Register to identify new car park and traffic projects to be incorporated in the Asset Management Plans	Council Administration with Council Members in a briefing session	October/November each year
2	Annually review the 10 year capital works program, renewals and new to consider changes from the current endorsed budget, emerging issues, priorities, grant funding opportunities, and growth as identified in the Urban Growth Management Strategy or through unsolicited proposals	Council Administration with Council Members in a briefing session	October/November each year
3	Include confidence levels of car park and traffic data in Asset Management Plans	Council Administration	Currently medium level of confidence. The field work for the full revaluation was undertaken in 2025/26 to be included in the 2026/27 financial year and will increase the level of confidence to high.
4	Review Long term Financial Plan to ensure that Asset Management Plans align	Council Administration	The update of the Long Term Financial Plan was undertaken at the same time as this revision in November 2026.
5	Undertake full revaluation of car park and traffic assets every 4 to 5 years in accordance with the asset revaluation schedule	Council Administration undertaken by external consultants	Previous revaluation was undertaken in 2021/22 and field work for the next full revaluation was undertaken in 2025/26 to be included in the 2026/27 financial year.
6	Identify actions that may need to be taken within the next 10 years to reduce the impacts of climate change on the car park and traffic assets	Council Administration	Ongoing

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7	Explore options within the new corporate system Strategic Asset Management (SAM) module to help plan and manage car park and traffic assets	Council Administration	Ongoing
8	Update the Victor Harbor Town Centre Traffic Movement and Car Parking Strategy (2017) and identify traffic management projects in the outer years of the Asset Management Plans.	Council Administration	The Victor Harbor Integrated Transport Strategy is being undertaken in 2026/27.

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Appendix A

Capital Works Program – Potential Road Projects

DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Sealed Roads										
Bitumen Reseals, Asphaltic & Rehabilitation Works - Annual Allowance	619	619	680	680	680	680	680	680	680	680
Whalers Rd - Construction Franklin Parade to White Crescent	3,000	-	-	-	-	-	-	-	-	-
Mainstreet Precinct Stage 6 - (McKinlay St) Design (25/26) Construct (26/27 to 27/28) *Subject to Grant Funding and Carpark construction	15	516	1,907	-	-	-	-	-	-	-
Jenke Rd Widening	600	-	-	-	-	-	-	-	-	-
Ridge Avenue Construction (Battye to Clair)	-	-	670	-	-	-	-	-	-	-
Passatt Street Construction	-	-	629	-	-	-	-	-	-	-
Waitpinga Road / Battye Road Rectification of Intersection	-	-	62	-	-	-	-	-	-	-
Valley View Rd (Waggon Rd to End) Design (28/29) and Construct (29/30)	-	-	62	227	-	-	-	-	-	-
Hart Avenue (Battye Rd to Lot 1) Design (28/29) and Construct (29/30)	-	-	33	82	-	-	-	-	-	-
Sturt Street (Burke to Oval Road) Design and Construct (29/30)	-	-	-	794	-	-	-	-	-	-
Mainstreet Precinct Stage 5 32/33 to 33/34 *Subject to Grant Funding	-	-	-	-	-	-	619	1,856	-	-
River Road (Baudin Rd to Canterbury Rd) Design (31/32) and Construct (32/33)	-	-	-	-	-	36	165	-	-	-
Unsealed Roads to Sealed Roads										
Mont Rosa Road sealing (300m from Victor Harbor Road) Design (25/26) and Construct (27/28)	-	423	-	-	-	-	-	-	-	-
Road connection - Corromandel Drive to Hindmarsh Valley Zone *Subject to developer agreement	-	155	-	-	-	-	-	-	-	-
Chapel Street Encounter Bay Seal Design (26/27) and Construct (27/28)	-	42	206	-	-	-	-	-	-	-
Glenvale Road Seal Design (27/28) and Construct (28/29)	-	70	503	-	-	-	-	-	-	-
Day Road Seal (Resolution OC4292018) Design (26/27) and Construct (27/28)	90	1,300	-	-	-	-	-	-	-	-
Fuller East Rd Seal (Res No. OC4292018) Design (30/31) and Construct (31/32)	-	-	-	-	67	309	-	-	-	-
Lincoln Road Change of Seal Design (31/32) and Construct (32/33)	-	-	-	-	-	57	155	-	-	-
Colebatch Rd Seal Design (26/27) and Construct (27/28)	31	160	-	-	-	-	-	-	-	-
Martha Close Road Construct (33/34)	-	-	-	-	-	-	-	232	-	-
Future Road Reconstruction Allowance	-	-	-	-	-	-	-	-	412	412
Unsealed Roads										
Resheeting Unsealed Roads Annual Allowance	464	464	464	464	464	464	464	464	464	464
ANNUAL TOTALS	**4,818**	**3,749**	**5,216**	**2,247**	**1,211**	**1,546**	**2,083**	**3,232**	**1,556**	**1,556**

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Appendix B

Capital Works Program – Potential Footpath Projects

DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Footpaths										
Footpath Replacement Annual Allowance As per condition assessments 4 and 5	232	232	258	258	309	309	361	361	361	361
Footpath - Nicolaus Baudin Drive - 805m (Tabernacle Rd to Bartel Boulevard)	223	-	-	-	-	-	-	-	-	-
Footpath (concrete) Tabernacle Rd - 125m (from Bay Rd to Mill Rd)	47	-	-	-	-	-	-	-	-	-
Encounter Bikeway Investigation Carpark to Council Boundary *Subject to Alexandrina Council joint funding	-	206	-	-	-	-	-	-	-	-
Footpath (concrete) Renown Avenue 130m west of Field	-	62	-	-	-	-	-	-	-	-
Footpath - Kullaroo Road / Oval Park Tce - 462m	-	93	-	-	-	-	-	-	-	-
Footpath - Poltong Crescent - 410m (Mill Rd to End)	-	80	-	-	-	-	-	-	-	-
Footpath - Bacchus Rd - 140m (Bacchus Road to Inman Valley Rd)	-	31	-	-	-	-	-	-	-	-
Footpath - Mill Rd - 600m (Tabernacle Rd to near Poltong Cres)	-	124	-	-	-	-	-	-	-	-
Footpath - Wood Street - 115m (Encounter Tce to Franklin Parade)	-	-	25	-	-	-	-	-	-	-
Footpath (concrete) Seagull Ave - 385m (First Ave to Third Ave)	-	-	74	-	-	-	-	-	-	-
Footpath - Charles Street - 155m (Ainsile Roberts Drive to Franklin Pd)	-	-	31	-	-	-	-	-	-	-
Quawa Pedestrian Embankment Connection From turntable to Bridge Terrace	-	-	155	-	-	-	-	-	-	-
Sealing of the Inman River Trail *Subject to Grant Funding	-	-	-	-	309	-	-	-	-	-
Footpaths - Allowance for expansion in priority pedestrian networks (disability and access)	-	-	-	-	-	309	309	309	309	309
Bikeways										
Bikeway (Bike Strategy 1.13) Olivers Parade - Reroute to below Reserve	-	-	-	-	-	-	-	-	-	-
Encounter Bikeway Upgrades (Hayborough)	65	-	-	-	-	-	-	-	1,547	-
Bikeway - Bike Strategy 7.1 Bluff Jetty Rd (End Bikeway to Bluff Ring Rd)	-	62	-	-	-	-	-	-	-	-
Median Refuge (Bike Strategy 5.13) Adelaide Rd - North of Strawberry Hill	-	124	-	-	-	-	-	-	-	-
Implementation of Mountain Bike Strategy	-	-	-	-	62	62	62	62	62	62

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DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Shared Pathways										
Shared Pathway - Franklin Parade Staged project - widen to 3.5m	-	-	-	-	-	-	381	-	-	-
Shared Pathway - Bike Strategy 6.5 Adelaide Rd via Strawberry Hill Rd, Stan Farquhar Reserve, The Rise to Ocean Rd	-	247	-	-	-	-	-	-	-	-
Pedestrian Walkway - Corromandel Drive to Adelaide Road *Subject to developer infrastructure agreement	-	155	-	-	-	-	-	-	-	-
Other										
Kerb Ramps - Annual Allowance As per disability access requirements	41	41	41	41	41	41	41	41	41	41
ANNUAL TOTALS	**561**	**1,457**	**584**	**299**	**721**	**721**	**1,154**	**773**	**2,320**	**773**

Appendix C

Capital Works Program - Potential Car Parks and Traffic Devices Projects

DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Car Parks										
McKinlay Street Car Park *Subject to unsolicited proposal	20	-	4,124	-	-	-	-	-	-	-
Encounter Bay Bowling Club	-	165	-	-	-	-	-	-	-	-
Traffic Devices										
Eyre Terrace Railway Crossing Installation of Flashing Lights and pedestrian maze on northern side	-	54	211	-	-	-	-	-	-	-
New carpark for Dog Park (Design 26/27) and Construct (27/28)	-	54	211	-	-	-	-	-	-	-
Carlyle Street/Cornhill Road/Grantley Ave Crossing (2017 Traffic Study)	-	-	37	-	-	-	-	-	-	-
Oval Road/Kingford Street Intersection (2017 Traffic Study)	-	-	25		-	-	-	-	-	-
Burke Street / Crozier Road (Design 28/29) and Construct (29/30)	-	-	25	155		-	-	-	-	-
Allowance for Traffic Management Projects	-	-	-	-	155	155	155	155	155	155
Guard Rail Replacement Program (High Risk - Major Culverts)	180	180	180	180	180	180	180	180	180	180
ANNUAL TOTALS	**200**	**453**	**4,814**	**335**	**335**	**335**	**335**	**335**	**335**	**335**

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city of Victor Harbor

Asset Management Plan #03
Land, Buildings and Open Space

November 2026

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Summary

Overview

This Asset Management Plan provides for the strategic purchase of land and the effective and responsible management of building and open space assets, including their replacement cycles and funding requirements. The Plan incorporates information from various sources, including data stored in Council's Asset Register, and should be read in conjunction with the Asset Management Policy. All financial values are presented in present-day values as at November 2026.

It should be read in conjunction with the Asset Management Policy and incorporates information from a variety of sources including data stored in Council's Asset Register.

Land includes both vacant land, community land and developed land with a replacement cost of $98,288,954 as at 30 June 2026. Forecast expenditure over the term of the Plan is $3,532,000.

Building assets include the Civic Centre, community buildings, sporting clubrooms, public conveniences, the Recreation Centre and Town Hall with a replacement cost of $81,676,344 as at 30 June 2026. Forecast capital expenditure over the term of the Plan is $52,700,800.

Open space assets include artworks, boardwalks and coastal access, irrigation, playgrounds, signage and reserve furniture with a replacement cost of $32,311,592 as at 30 June 2026. Forecast capital expenditure over the term of the plan is $23,476,200.

Forecast expenditure for these asset classes over the term of this Plan is $79,709,000 with the annual breakdown provided in the table below:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000	**10 year Total $'000**
Renewal and Replacement										
1,684	1,215	826	849	1,543	6,072	6,072	3,538	548	445	**22,792**
New and Upgrade										
7,397	12,153	2,739	592	1,553	8,761	8,680	7,800	3,340	3,904	**56,917**
Total Capital Expenditure										
9,081	**13,368**	**3,565**	**1,441**	**3,095**	**14,833**	**14,752**	**11,338**	**3,887**	**4,349**	
									TOTAL EXPENDITURE OVER TERM OF PLAN	**$79,709**

The impacts of climate change, including sea level rise, coastal inundation and erosion, extreme temperatures, and flood risk, continue to be assessed as new information is gathered. The Plan will be updated as new data becomes available.

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Project Selection

Projects are selected for inclusion in Asset Management Plans (AMPs) based on several factors.

Renewal and replacement projects are determined by risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs.

New and upgrade projects are identified from various sources including strategic plans of Council, community or Council Member requests, grant funding availability and partnership proposals from other organisations.

Council is committed to the replacement of existing assets as per the life cycle and condition rating of the asset. The expectation is that all renewal and replacement projects will be fully funded in Council's Long Term Financial Plan in line with optimal replacement cycles.

New and upgrade projects included in these AMPs exceed Council's ability to fund sustainably without external contributions from grants and/or private partnerships.

An annual review of the projects in the AMPs will be undertaken to reassess the optimal replacement schedule and reprioritise works in consideration of community needs, risk assessments, external factors and funding opportunities. This review will form part of the Annual Business Plan and Budget process.

The appendices to this document provide a list of the capital projects under consideration with timing and budget estimates. In line with above, these estimates are subject to change and the appendices will remain in draft as they are working documents.

Feedback from the public consultation may also affect the timing of the projects. Projects will be confirmed once the Annual Business Plan and Budget has been adopted by Council each year.

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Land

Our Assets

Land assets include community land, vacant land and land under buildings. There are no specific maintenance requirements and land is not subject to depreciation.

Valuation

Land assets are valued in accordance with AASB13 (Fair Value Measurement) with revaluations programmed on a four-year cycle. The last full revaluation was undertaken in 2024/25 and the next revaluation of land assets is included in the revaluation scheduled to be undertaken in 2028/29.

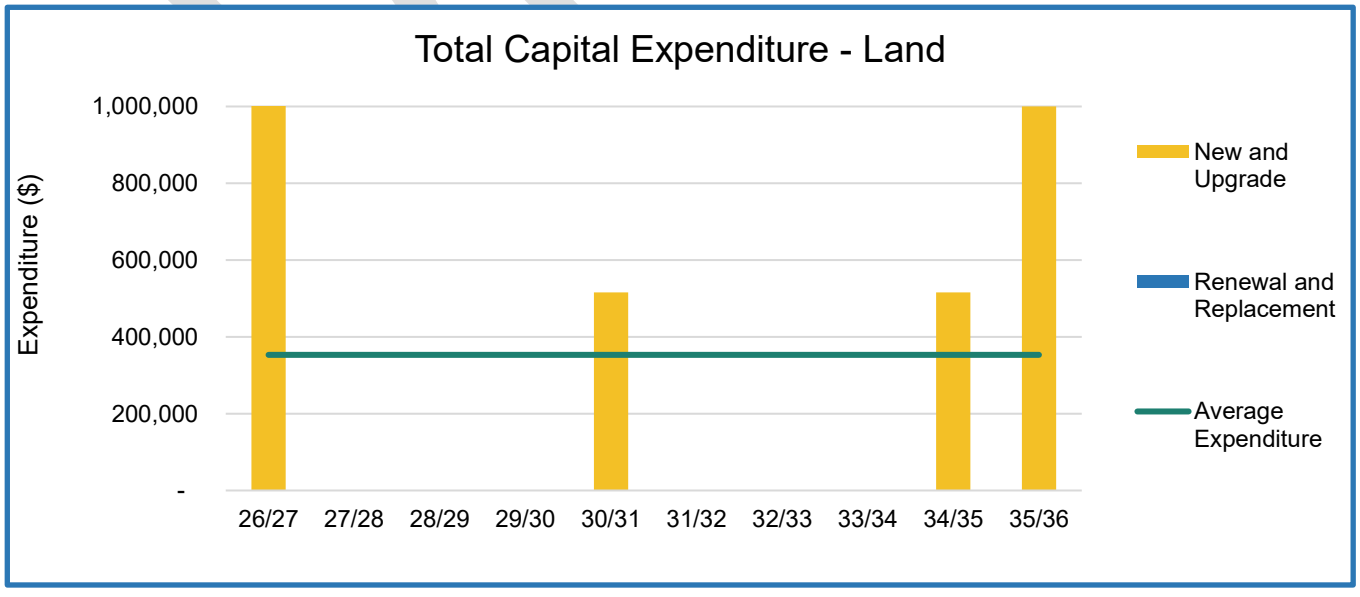
The value of land assets recorded in the Asset Register as at 30 June 2026 that are covered by this Plan include community and other as shown in the table below:

Replacement Value	Accumulated Depreciation	Written Down Value
$98,288,954	**$0**	**$98,288,954**

Forecast Expenditure

Forecast expenditure over the next ten years totals $3,532,000. This is made up of allowances for strategic land purchases as shown in the table and graph below:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
1,500	-	-	-	516	-	-	-	516	1,000
							Total Expenditure on New / Upgrade		**$3,532**



Improvement Plan

The asset management improvement tasks identified for land asset management maturity are as follows:

Task	Description	Responsibility	Timeline
1	Annually review Council's Strategic Project Register to identify strategic land purchases to be incorporated in the Asset Management Plans	Council Administration with Council Members in a briefing session	October/November each year
2	Annually review the 10 year capital works program, to consider changes from the current endorsed budget, emerging issues, priorities, grant funding opportunities, and growth as identified in the Urban Growth Management Strategy	Council Administration with Council Members in a briefing session	October/November each year
3	Include discussion about disposal and rationalisation of land assets in the Asset Management Plans	Council Administration with Council Members in a briefing session	To be included in the 2027/28 review in the new Council term and then updated in October/November each year
4	Include confidence levels of land valuations in Asset Management Plans	Council Administration	The land assets were revalued in 2024/25 so the confidence of the data in Council's asset database is high.
5	Review Long Term Financial Plan to ensure that Asset Management Plans align	Council Administration	The update of the Long Term Financial Plan was undertaken at the same time as this revision in November 2026.
6	Undertake full revaluation of land assets every 4 to 5 years in accordance with the asset revaluation schedule	Council Administration undertaken by external consultants	Revaluation was undertaken in 2024/25 and next full revaluation is scheduled for 2028/29

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Buildings

Our Assets

Council owns building assets for community use, to encourage active participation and provide safe, welcoming and accessible places in accordance with Council's strategic aspirations:

Aspiration 1

We are a caring, connected and active community

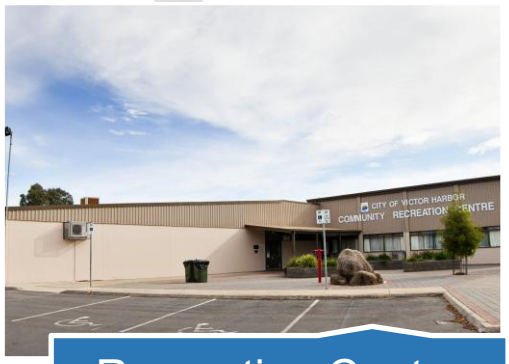
Aspiration 5

We have services and infrastructure that meet our community's needs

Council has 111 buildings including 43 buildings with components and 68 standalone buildings.



Civic Centre



Recreation Centre



Town Hall



Public Conveniences

These assets are further broken down into 301 components in Council's Asset Register and categorised by location. Components include the structure, sub-structure, services, roof, fit out and fittings. Each component has an individual replacement value based on the construction material, utilisation levels and industry pricing.

The following table provides the building sub-class categories including number of assets and components for each category:

Asset Sub Class	Assets (#)	Components (#)
Art Space/Theatre	1	7
Caravan Park	7	28
Community Facilities	16	55
Depot Buildings	17	35
Halls	1	8
Horse Tram Facilities	4	28
Office	3	21
Open Space Facilities	2	NA
Public Conveniences	17	NA
Recreation Facilities	3	14
Sporting Facilities	34	98
Waste Facilities	5	NA
Whale Centre	1	7
TOTAL	**111**	**301**

Levels of Service

Levels of service for building assets are defined in relation to both community and technical requirements. The assets are assessed in terms of quality, function and capacity.

The City of Victor Harbor aims to maintain building assets at a condition rating of < 3.

Current levels of service and performance measures for each asset per annum (p/a) are provided in the table below:

Service Level*	Description	Measurement Process	Desired Level of Service
Quality	Asset Maintenance	Condition assessments	Condition Rating < 3
	Community Feedback	Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Structural defects	Maintenance requirements	< 1 reactive works p/a
Function	Fit for purpose	Meets standards and design specifications	Compliant
		Inclusive Access	Improvements for existing assets as per program
	Fit for purpose	Materials and construction meet usage needs	< 3 requests and/or complaints p/a
Capacity	Safety	Installation for safety and usage requirements	Compliant
	Quantity	Customer service requests and complaints potentially impacting capital budgets	< 3 requests and/or complaints p/a will trigger budget bids

**Major emergencies and disaster events are excluded from the service level measurement*

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A service level hierarchy is also used to prioritise competing works dependent on utilisation rates of the assets (how many people are affected) and risk assessments.

Valuation

Building assets are valued in accordance with AASB13 (Fair Value Measurement) with revaluations programmed on a four-year cycle. The most recent revaluation was undertaken in 2024/25 and the next revaluation and condition rating of Building Assets is scheduled in the revaluation schedule to be undertaken in 2028/29.

The financial asset sub-class recorded in the Asset Register that are covered by this Plan include:

- Caravan Park
- Community Facilities
- Depot Buildings
- Halls
- Horse Tram Facilities
- Office
- Open Space Facilities
- Public Conveniences
- Recreation Facilities
- Sporting Facilities
- Waste Facilities
- Whale Centre

The total value of the asset class recorded in the Asset Register as at 30 June 2026 is shown in the table below:

Replacement Value	Accumulated Depreciation	Written Down Value
$81,676,344	**$38,338,316**	**$43,338,028**

Useful Lives

Useful lives of building assets are determined at the component level and are provided in the table below:

Component Type	Minimum	Maximum	Average
Ancillary Services	20	60	21
Fitout and Fittings	20	80	30
Roof	40	80	50
Site Infrastructure	40	80	47
Site Services	40	80	50
Substructure	40	150	67
Superstructure	40	150	67

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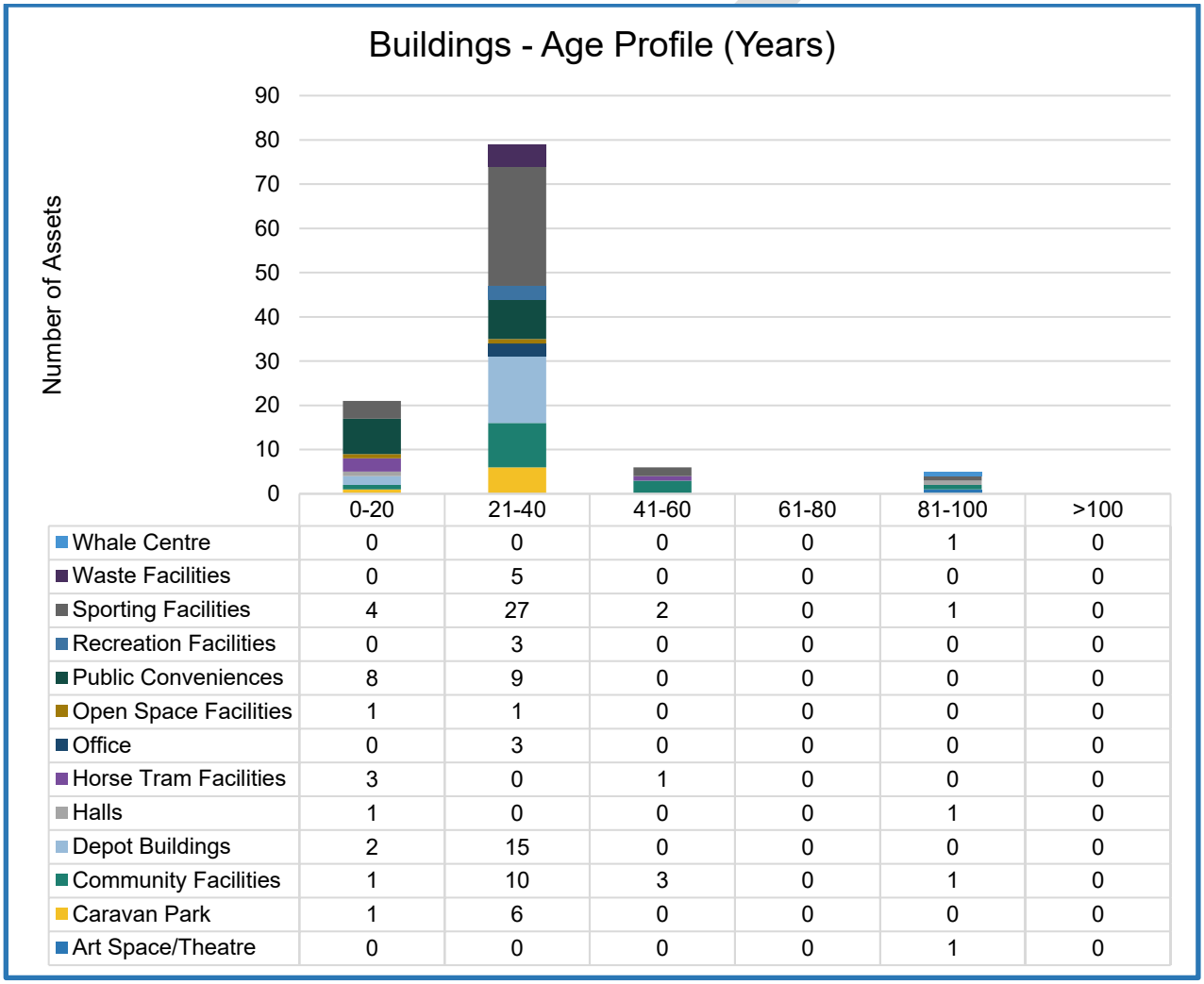
The useful life sets the depreciation rate net of any residual values of the asset at end of life.

The average useful life for all building assets is 47 years, with the minimum useful life set at 20 years and the maximum set at 150 years.

Age Profile

The age profile of building assets with components is determined by the principal component, which is the Superstructure. For standalone building assets, which do not have separate components, the asset itself is treated as the principal asset for determining its age profile.

The average age of building assets by classification is provided in the graph below:



	0-20	21-40	41-60	61-80	81-100	>100
Whale Centre	0	0	0	0	1	0
Waste Facilities	0	5	0	0	0	0
Sporting Facilities	4	27	2	0	1	0
Recreation Facilities	0	3	0	0	0	0
Public Conveniences	8	9	0	0	0	0
Open Space Facilities	1	1	0	0	0	0
Office	0	3	0	0	0	0
Horse Tram Facilities	3	0	1	0	0	0
Halls	1	0	0	0	1	0
Depot Buildings	2	15	0	0	0	0
Community Facilities	1	10	3	0	1	0
Caravan Park	1	6	0	0	0	0
Art Space/Theatre	0	0	0	0	1	0

Building assets range in age from 1 year to 82. Minimum, maximum and average ages are provided in the following table:

The average age of all BUILDING ASSETS is 21 years.

Asset Type	Minimum	Maximum	Average
Art Space/Theatre	8	82	46
Caravan Park	1	28	17
Community Facilities	8	82	27
Depot Buildings	1	28	16
Halls	6	82	38
Horse Tram Facilities	1	48	13
Office	1	32	13
Open Space Facilities	10	21	15
Public Conveniences	10	30	19
Recreation Facilities	1	28	16
Sporting Facilities	1	82	21
Waste Facilities	37	37	37
Whale Centre	1	82	36

Condition Profile

Condition of building assets is monitored through ongoing data collection which is incorporated into relevant attribute criteria within Council's corporate asset software. The data is reviewed and updated during revaluation cycles, after significant weather events, with community feedback or complaints as well as during routine maintenance duties. Condition ratings and descriptions are provided in the table below:

Condition Rating	Summary Description	Detailed Description
1	Excellent	Asset has no defect. Asset is as new
2	Good	Superficial deterioration, reliable and no maintenance is required.
3	Average	Minor deterioration present and routine maintenance may be required
4	Poor	Significant deterioration present, maintenance required to keep the asset serviceable with a program for renewal within the next five years
5	Very Poor	Extensive deterioration present, significant maintenance required to keep the asset serviceable with program for renewal within the following year

The condition profile of building assets is determined by the components and the construction materials with the condition ratings demonstrated in the following graphs:

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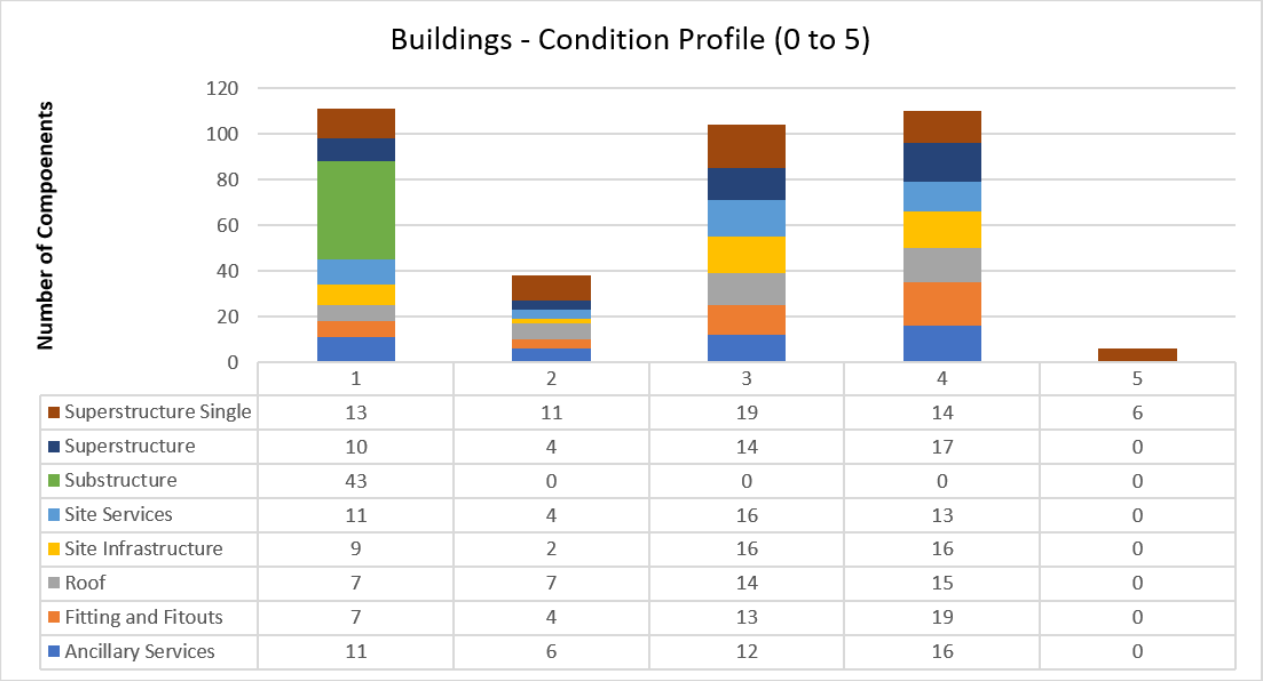

	1	2	3	4	5
Superstructure Single	13	11	19	14	6
Superstructure	10	4	14	17	0
Substructure	43	0	0	0	0
Site Services	11	4	16	13	0
Site Infrastructure	9	2	16	16	0
Roof	7	7	14	15	0
Fitting and Fitouts	7	4	13	19	0
Ancillary Services	11	6	12	16	0

Components with a condition rating of 3 or less make up 69% of the total class, with 30% at condition rating 4 and 2% at condition rating 5. This indicates that expenditure on replacement, repairs and maintenance has not been sufficient to effectively maintain these assets and increased expenditure will be required over the term of this Plan in both capital and operating budgets.

The average condition rating for BUILDING ASSETS is 2.6

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Forecast Expenditure

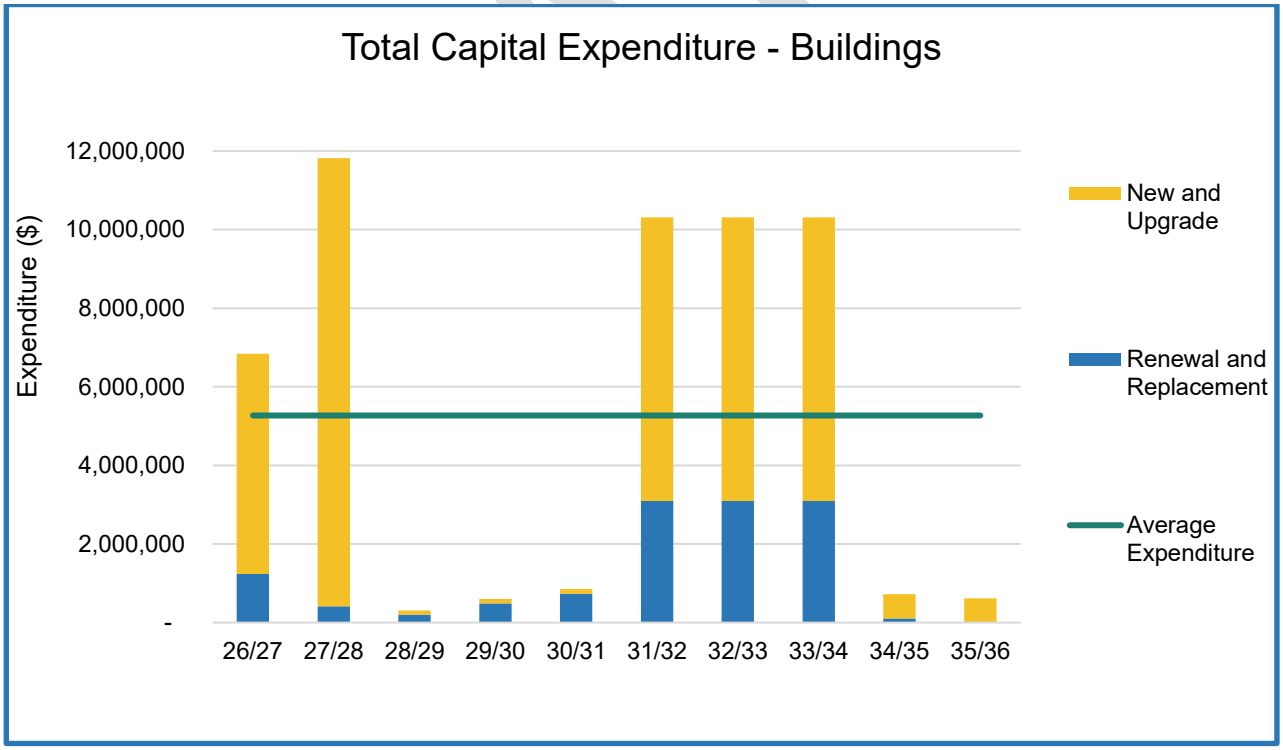
Forecast expenditure over the next ten years totals $52,700,800. This is made up of 24% renewal and replacement works and 76% new and upgrade works. The average annual spend over the ten-year plan is $5,270,080 per year.

Projects are determined to be renewal / replacement or new / upgrade depending on the project scope and the existing asset attributes. Renewal and replacement applies where the asset is reconstructed to the same size / capacity of the existing asset. Changes in the use of materials and/or useful lives does not constitute an increase in capacity.

New and upgrade applies where the asset did not previously exist or where there is an increase in the size / capacity of the asset. The principal attribute considered for determining whether there is an increase for buildings is size (m²).

In addition to the above, capitalisation thresholds need to be considered in line with Council's Asset Accounting Policy with projects that fall below the financial limits considered to be operating and maintenance rather than capital.

The graph below shows the total expenditure over the ten years of the Plan as well as the breakdown of renewal / replacement and new / upgrade:



The expenditure peaks in 2026/27 and 2027/28 relate to Council's contribution to the Regional Community, Sport and Recreation Facility and are subject to securing grant funding. The expenditure peaks from 2031/32 to 2033/34 relate to the proposed $30 million Arts and Culture Precinct, which is also subject to grant funding. Projects may need to be deferred or brought forward to take advantage of relevant funding opportunities.

Capital – Renewal and Replacement

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but returns the asset to its original or required service potential.

Renewal of a land asset is typically undertaken to ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate or to ensure that it is of sufficient quality to meet the service requirements.

Renewal schedules are determined by undertaken an assessment based on risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs. The assessment and weighting is summarised in the table below:

Criteria	Weighting
Condition Rating (4 and 5)	70%
Risk Rating (residual high or extreme)	30%
TOTAL	**100%**

Forecast expenditure on renewal and replacement of building over the next ten years totals $12,457,700 and is summarised in the table below with a detailed listing provided in the Capital Works Program for Buildings at Appendix B.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
1,237	412	206	487	734	3,093	3,093	3,093	103	0
								Total Expenditure on Renewal and Replacement	**$12,458**

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Capital – New and Upgrade

New and upgrade expenditure is major work that creates a new asset or upgrades an existing asset to increased capacity. Increased capacity may be required due to growth, social or environmental needs. Changes to appearance or materials used is not an increase in capacity.

New and upgrade projects are identified from various sources including strategic plans of Council, community or Council member requests, grant funding availability and partnership proposals from other organisations.

Throughout the year, new proposals and requests are added to a Project Register for consideration during the annual budget process and strategic document review.

Inclusions are determined by undertaking an assessment based on risk, community benefit, utilisation, impact on users, future operational and maintenance costs (life cycle costs). The assessment and weighting are summarised in the table below:

Criteria	Weighting
Public Need	30%
Risk (residual high or extreme)	30%
Strategic Directions	40%
Total	**100%**

Forecast expenditure on new and upgrade of building assets over the next ten years totals $40,243,100 and is summarised in the table below with a detailed listing provided in the Capital Works Program for Buildings at Appendix B.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
5,603	11,406	103	118	124	7,217	7,217	7,217	619	619
								Total Expenditure on New and Upgrade	**$40,243**

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Operating – Repairs and Maintenance

Repairs and maintenance includes all costs and actions necessary for retaining an asset at the appropriate service levels and includes both planned and reactive works, as well as administrative expenses such as insurance. Regular cyclic replacement may also be included where the capitalisation threshold is not met.

Operating budgets for maintenance are generally driven by historic costs and the Consumer Price Index and do not always allow for variances, peaks and troughs in maintenance cycles, weather and environmental conditions or new / upgraded assets. Increases above these levels are detailed in the annual budget process as separate budget proposals.

Operating expenditure on building assets over the previous ten years is provided below:

2016/17 $ '000	2017/18 $ '000	2018/19 $ '000	2019/20 $ '000	2020/21 $ '000	2021/22 $ '000	2022/23 $ '000	2023/24 $ '000	2024/25 $ '000	2025/26 $`000
195	219	255	214	200	158	243	203	231	251

This represents an average spend over the ten years of $216,900 per year. This historic expenditure is insufficient due to new and gifted assets. In addition, there is a high percentage of buildings with a condition rating of 4 or 5, indicating that expenditure has either not met maintenance requirements, renewal project have been deferred, or the buildings are due for replacement.

The historic cost has been used as a base to forecast the maintenance expenditure requirements for the next ten years, as well as an increase for maintenance on new and gifted assets.

Forecast operating expenditure for this asset class is as follows:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
277	277	305	362	362	362	363	399	435	471

Climate Change

The impacts of climate change will have consequences for infrastructure assets. Rising sea levels in low lying areas may affect not only individual assets but also connectivity. Higher temperatures are expected to increase heat stress, particularly on transport infrastructure.

Projected sea level rise is unlikely to impact on the majority building assets with the exception of foreshore properties. Planning for new assets will consider the anticipated sea level rise and floodplain mapping.

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Improvement Plan

The asset management improvement tasks identified for building asset management maturity are as follows:

Task	Description	Responsibility	Timeline
1	Annually review Council's Strategic Project Register to identify new building projects to be incorporated in the Asset Management Plans	Council Administration with Council Members in a briefing session	October/November each year
2	Annually review the 10 year capital works program, renewals and new to consider changes from the current endorsed budget, emerging issues, priorities, grant funding opportunities, and growth as identified in the Urban Growth Management Strategy	Council Administration with Council Members in a briefing session	October/November each year
3	Include discussion about disposal and rationalisation of building assets in the Asset Management Plans	Council Administration with Council Members in a briefing session	To be included in the 2025/26 review and then updated in October/November each year
4	Include confidence levels of building data in Asset Management Plans	Council Administration	Currently medium level of confidence. The field work for the full revaluation was undertaken in 2024/25.
5	Review Long term Financial Plan to ensure that Asset Management Plans align	Council Administration	The update of the Long Term Financial Plan was undertaken at the same time as this revision in November 2026.
6	Undertake full revaluation of building assets every 4 to 5 years in accordance with the asset revaluation schedule	Council Administration undertaken by external consultants	Revaluation undertaken in 2024/25 and next full revaluation is scheduled for 2028/29
7	Identify actions that may need to be taken within the next 10 years to reduce the impacts of climate change on the building assets	Council Administration	Ongoing

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8	Explore options within the new corporate system Strategic Asset Management (SAM) module to help plan and manage building assets	Council Administration	Ongoing

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Open Space

Our Assets

Council owns open space assets for community use, to encourage active participation and provide safe, welcoming and accessible places in accordance with Council's strategic aspirations:

Aspiration 1

We are a caring, connected and active community

Aspiration 5

We have services and infrastructure that meet our community's needs

Open Space includes the following asset classes:



Boardwalks



Structures



Artworks



Playgrounds

Open Space is made up of 2,967 individual assets within the register broken down into asset classes as below:

Asset Class	Asset Type	Quantity (#)
Bins	Bins	140
Fences	Brick, brush, picket, mesh, post and rail	306
Irrigation	Pipes and controllers	116
Park Active Areas	Tennis, netball, basketball, volleyball courts	6
Park Infrastructure	Furniture, fountains, BBQ, flagpoles	575
Park Structures	Bus shelters, pump sheds, rotundas	47
Parks and Gardens	Gardens beds	714
Playgrounds	Playground, equipment and skate parks	77
Power Boxes	Power Boxes	85
Public Artworks	Outdoor memorials, sculptures and plaques	130
Retaining Walls	Retaining walls	118
Signs	Information, interpretive and naming	439
Steps	Reserve and beach access	102
Walking Trails	Walking Trails	113

Levels of Service

Levels of service for land assets are defined in relation to both community and technical requirements. The assets are assessed in terms of quality, function and capacity.

The City of Victor Harbor aims to maintain land assets at a condition rating of < 3.

Current levels of service and performance measures for each asset per annum (p/a) are provided in the table below:

Service Level*	Description	Measurement Process	Desired Level of Service
Quality	Asset Maintenance	Condition assessments	Condition Rating < 3
	Community Feedback	Customer service requests and complaints requiring action	< 3 requests and/or complaints p/a
	Structural Defects	Maintenance requirements	< 1 reactive works p/a
Function	Fit for Purpose	Meets standards and design specifications	Compliant
		Inclusive access	Improvements for existing assets as per program
		Materials and construction meets usage needs	< 3 requests and/or complaints p/a
Capacity	Safety	Installation for safety and legal requirements	Compliant
	Quantity	Customer service requests and complaints potentially impacting capital budgets	< 3 requests and/or complaints p/a will trigger budget bids

**Major emergencies and disaster events are excluded from the service level measurement*

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A service level hierarchy is also used to prioritise competing works dependent on utilisation rates of the assets (how many people are affected) and risk assessments.

Valuation

Open Space assets are valued in accordance with AASB13 (Fair Value Measurement) with revaluations programmed on a four-year cycle. In accordance with the revaluation schedule, a full revaluation and condition rating was undertaken in 2024/25.

The asset class recorded in the Asset Register that are covered by this Plan include:

- Bins
- Fences
- Irrigation
- Irrigation Controllers
- Park Active Areas
- Park Infrastructure
- Park Structures
- Parks and Gardens
- Playgrounds
- Power Boxes
- Public Artworks
- Retaining Walls
- Signs
- Steps
- Walking Trails

The total value of assets recorded in the Asset Register as at 30 June 2024 that are covered by this Plan is shown in the table below:

Replacement Value	Accumulated Depreciation	Written Down Value
$32,311,592	**$11,538,644**	**$20,772,948**

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Useful Lives

Useful lives of open space assets are as shown in the table below:

Asset Class	Minimum	Maximum	Average
Bins	10	20	17
Fences	30	100	63
Irrigation	22	40	38
Irrigation Controllers	12	12	12
Park Active Areas	10	60	35
Park Infrastructure	20	100	48
Park Structures	20	100	49
Parks and Gardens	30	40	39
Playgrounds	18	50	19
Power Boxes	50	50	50
Public Artworks	30	150	139
Retaining Walls	10	150	108
Signs	15	15	15
Steps	10	70	55
Walking Trails	20	100	47

The useful life sets the depreciation rate, net of any residual values of the asset at end of life.

The average useful life for all open space assets is 43 years, with the minimum useful life set at 10 years and the maximum set at 150 years.

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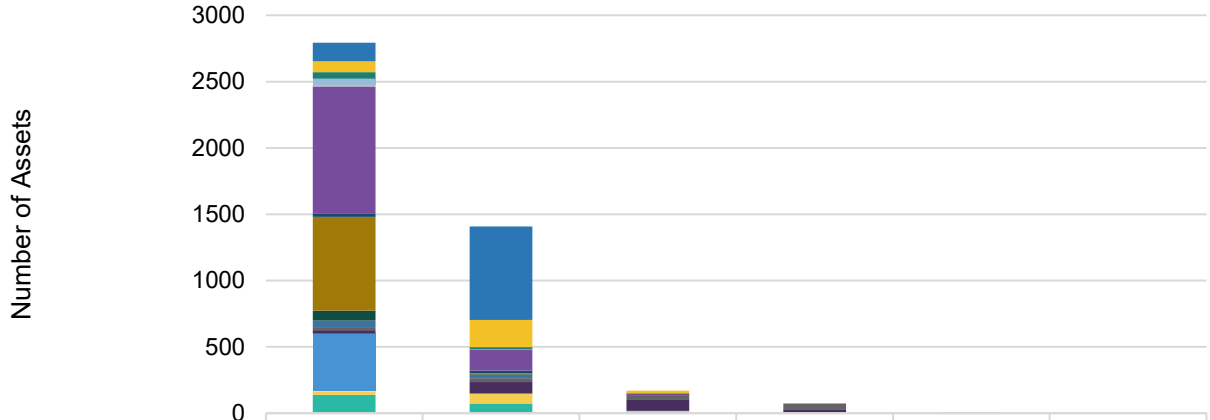
Age Profile

The age profile of open space assets is determined by the construction date, and is illustrated in the graph below:



	0-20	21-40	41-60	61-80	81-100	>100
Bins	140	703	0	0	0	0
Fences	81	206	18	0	0	0
Irrigation	50	17	0	0	0	0
Irrigation Controllers	49	0	0	0	0	0
Park Active Areas	10	2	0	0	0	0
Park Infrastructure	957	157	14	0	0	0
Park Structures	25	21	1	0	0	0
Parks and Gardens	707	7	0	0	0	0
Playgrounds	76	1	0	0	0	0
Power Boxes	56	29	0	0	0	0
Public Artworks	16	28	37	43	6	0
Retaining Walls	23	88	82	30	2	0
Signs	439	0	0	0	0	0
Steps	25	74	3	0	0	0
Walking Trails	139	74	14	1	0	0

The average age of all OPEN SPACE ASSETS is 18 years.

Open space assets range in age from 0 years to 100 years with 70% of assets in the 0 to 20 year range, and 25% in the 21 to 40 year range. Less than 5% of assets are over 40 years.

Minimum, maximum and average ages are provided in the table below:

Asset Class	Minimum	Maximum	Average
Bins	0	12	6
Fences	0	82	27
Irrigation	0	32	18
Irrigation Controllers	0	9	4
Park Active Areas	0	29	11
Park Infrastructure	0	49	16
Park Structures	0	49	19
Parks and Gardens	0	32	7
Playgrounds	0	32	6
Power Boxes	7	33	19
Public Artworks	0	100	49
Retaining Walls	0	99	41
Signs	0	11	5
Steps	0	46	23
Walking Trails	0	66	21

Condition Profile

The condition of open space assets is monitored through ongoing data collection which is incorporated into relevant attribute criteria within Council's corporate asset software. The data is reviewed and updated during revaluation cycles, after significant weather events, with community feedback or complaints as well as during routine maintenance duties. Condition ratings and descriptions are provided in the table below:

Condition Rating	Summary Description	Detailed Description
1	Excellent	Asset has no defect. Asset is as new
2	Good	Superficial deterioration, reliable and no maintenance is required.
3	Average	Minor deterioration present and routine maintenance may be required
4	Poor	Significant deterioration present, maintenance required to keep the asset serviceable with a program for renewal within the next five years
5	Very Poor	Extensive deterioration present, significant maintenance required to keep the asset serviceable with program for renewal within the following year

The condition profile of open space assets is determined by the components and the construction materials with the condition ratings demonstrated in the graphs below:

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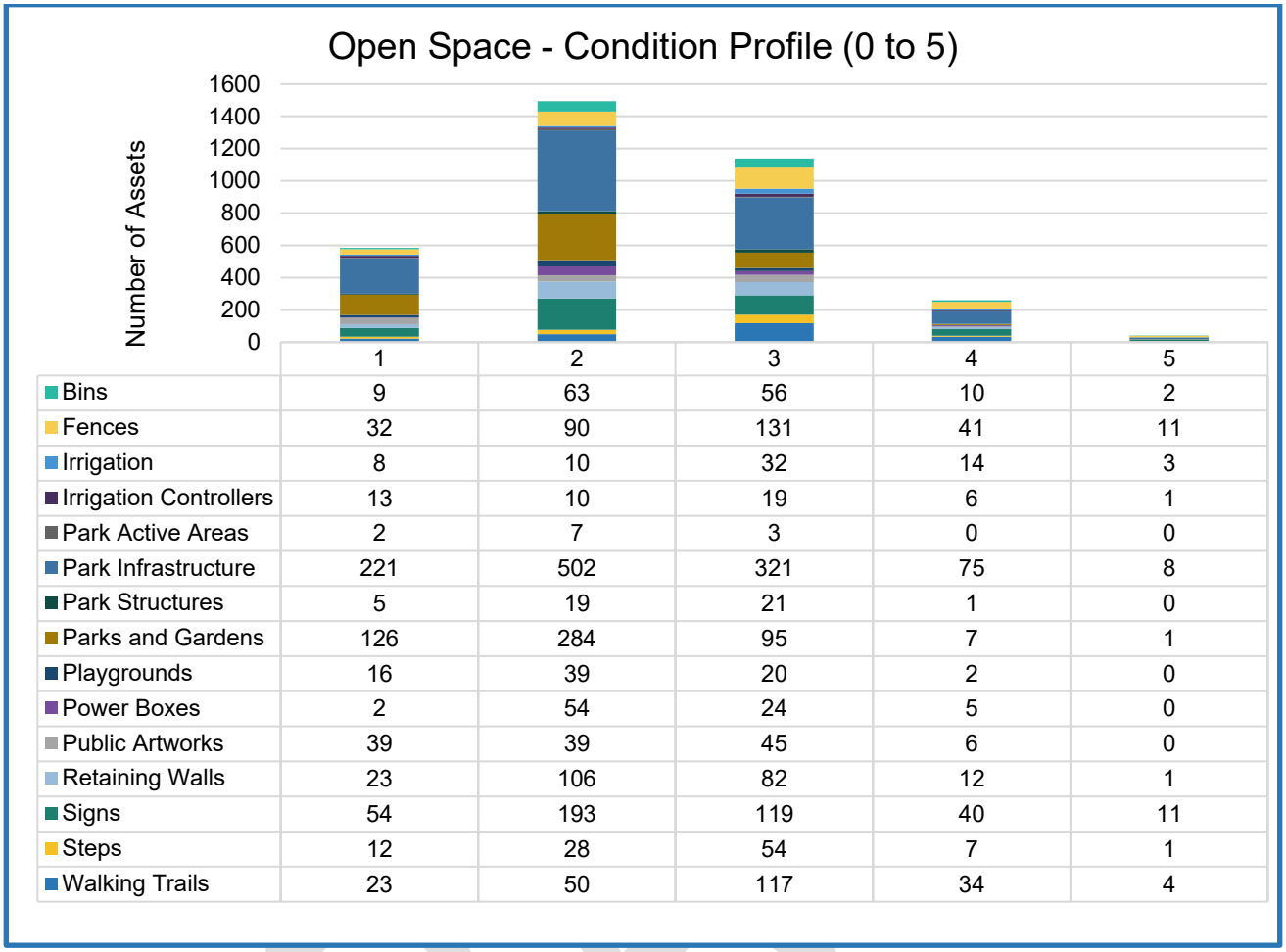

	1	2	3	4	5
Bins	9	63	56	10	2
Fences	32	90	131	41	11
Irrigation	8	10	32	14	3
Irrigation Controllers	13	10	19	6	1
Park Active Areas	2	7	3	0	0
Park Infrastructure	221	502	321	75	8
Park Structures	5	19	21	1	0
Parks and Gardens	126	284	95	7	1
Playgrounds	16	39	20	2	0
Power Boxes	2	54	24	5	0
Public Artworks	39	39	45	6	0
Retaining Walls	23	106	82	12	1
Signs	54	193	119	40	11
Steps	12	28	54	7	1
Walking Trails	23	50	117	34	4

Assets with a condition rating of 3 or less make up 93% of the total class with 6% at condition rating 4 and 1% at condition rating 5.

The average condition rating for OPEN SPACE ASSETS is 2.34

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Forecast Expenditure

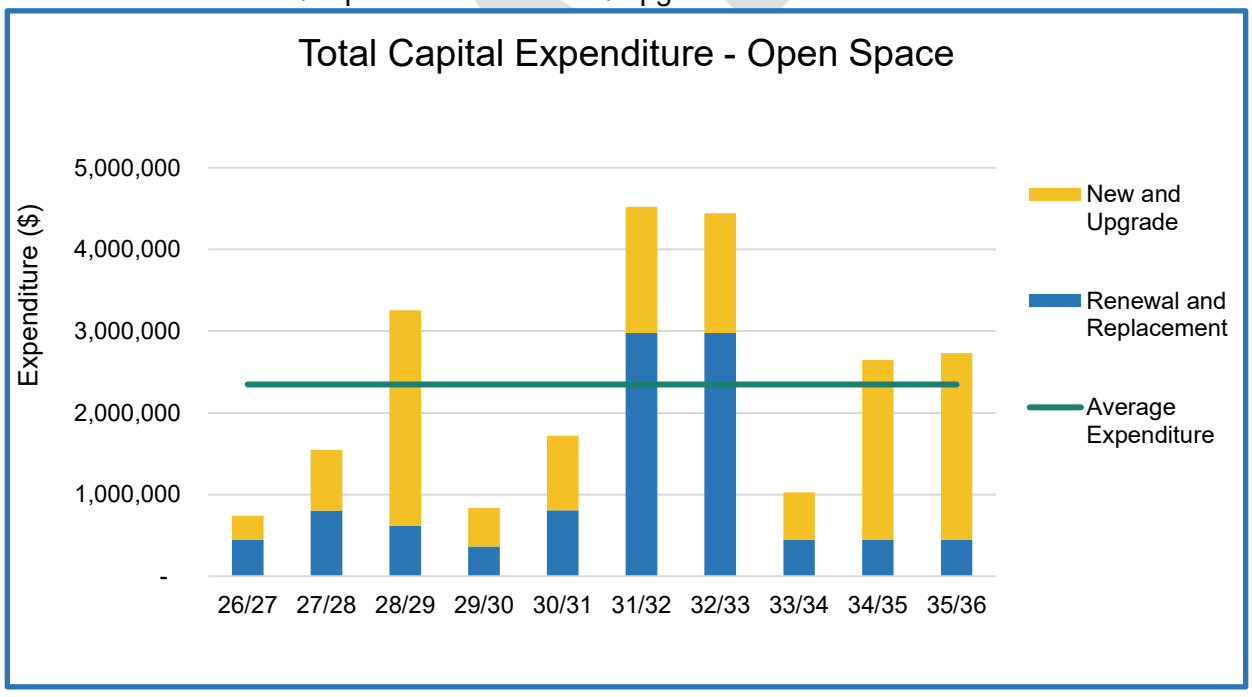
Forecast expenditure over the next ten years totals $23,476,200. This is made up of 44% renewal and replacement works and 56% new and upgrade works. The average annual spend over the ten-year plan is $2,347,620 per year.

Projects are determined to be renewal / replacement or new / upgrade depending on the project scope and the existing asset attributes. Renewal and replacement applies where the asset is reconstructed to the same size / capacity of the existing asset. Changes in the use of materials and/or useful lives does not constitute an increase in capacity.

New and upgrade applies where the asset did not previously exist or where there is an increase in the size / capacity of the asset. The principal attribute considered for determining whether there is an increase for open space is size (m²).

In addition to the above, capitalisation thresholds need to be considered in line with Council's Asset Accounting Policy with projects that fall below the financial limits considered to be operating and maintenance rather than capital.

The graph below shows the total expenditure over the ten years of the Plan as well as the breakdown of renewal / replacement and new / upgrade:



The expenditure spikes above average in 2028/29 due to Inman River, Coastal Levee Flood Mitigation and again in 2031/32 and 2032/33 due to foreshore redevelopment project. Allowances for coastal protection works are included in the final two years of the plan and expected to extend past these dates.

This project is subject to grant funding and may need to be deferred or brought forward to take advantage of grant funding opportunities.

Capital – Renewal and Replacement

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but returns the asset to its original or required service potential.

Renewal of a land asset is typically undertaken to ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate or to ensure that it is of sufficient quality to meet the service requirements.

Renewal schedules are determined by undertaken an assessment based on risk, useful life, age of the asset, condition rating, defect and failure levels, external reports, utilisation, impact on users, operational and maintenance costs. The assessment and weighting are summarised in the table below:

Criteria	Weighting
Condition Rating (4 and 5)	30%
Risk Rating (residual high or extreme)	30%
Utilisation	40%
TOTAL	**100%**

Forecast expenditure on renewal and replacement of open space over the next ten years totals $10,334,000 and is summarised in the table below with a detailed listing provided in the Capital Works Program for lands at Appendix A.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
448	803	620	363	809	2,979	2,979	445	445	445
								Total Expenditure on Renewal and Replacement	**$10,334**

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Capital – New and Upgrade

New and upgrade expenditure is major work that creates a new asset or upgrades an existing asset to increased capacity. Increased capacity may be required due to growth, social or environmental needs. Changes to appearance or materials used are not an increase in capacity.

New and upgrade projects are identified from various sources including strategic plans of Council, community or elected member requests, grant funding availability and partnership proposals from other organisations.

The results of a recent community satisfaction and liveability survey highlighted the importance that our community places on open space assets.

Throughout the year, new proposals and requests are added to a Project Register for consideration during the annual budget process and strategic document review.

Inclusions are determined by undertaking an assessment based on risk, community benefit, utilisation, impact on users, future operational and maintenance costs (life cycle costs). The assessment and weighting are summarised in the table below:

Criteria	Weighting
Public Need	30%
Risk (residual high or extreme)	30%
Strategic Directions	40%
Total	**100%**

Forecast expenditure on new and upgrade of open space assets over the next ten years totals $13,142,000 and is summarised in the table below with a detailed listing provided in the Capital Works Program for lands at Appendix A.

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
294	747	2,636	474	913	1,543	1,463	583	2,505	2,285
							Total Expenditure on New and Upgrade		**$13,142**

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Operating – Repairs and Maintenance

Repairs and maintenance includes all costs and actions necessary for retaining an asset at the appropriate service levels and includes both planned and reactive works, as well as administrative expenses such as insurance. Regular cyclic replacement may also be included where the capitalisation threshold is not met.

Operating budgets for maintenance are generally driven by historic costs and the Consumer Price Index and do not always allow for variances, peaks and troughs in maintenance cycles, weather and environmental conditions or new / upgraded assets. Increases above these levels are detailed in the annual budget process as separate budget proposals.

Operating expenditure on land assets over the previous ten years is provided below:

2016/17 $ '000	2017/18 $ '000	2018/19 $ '000	2019/20 $ '000	2020/21 $ '000	2021/22 $ '000	2022/23 $ '000	2023/24 $ '000	2024/25 $ '000	2025/26 $`000
505	511	547	566	373	446	457	416	624	652

This represents an average spend over the ten years of $509,708 per year. This historic expenditure is not sufficient to meet maintenance requirements for these assets due to the increase in the assets base from new and gifted assets.

Maintenance expenditure requirements for the next ten years has been based on historic costs as well as an index for new and gifted assets.

Forecast operating expenditure for this asset class is as follows:

Year 1 2026/27 $ '000	Year 2 2027/28 $ '000	Year 3 2028/29 $ '000	Year 4 2029/30 $ '000	Year 5 2030/31 $ '000	Year 6 2031/32 $ '000	Year 7 2032/33 $ '000	Year 8 2033/34 $ '000	Year 9 2034/35 $ '000	Year 10 2035/36 $ '000
816	817	821	834	837	841	849	856	859	870

Climate Change

The impacts of climate change will have consequences for infrastructure assets. Rising sea levels in low lying areas may affect not only individual assets but also connectivity. Higher temperatures are expected to increase heat stress, particularly on transport infrastructure.

Projected sea level rise is unlikely to impact on the majority of open space assets with the exception of beach access, coastal walkways and foreshore infrastructure. These assets are considered as part of Council's Coastal Adaptation Strategy, and planning for any new assets will consider the projected sea level rise.

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Improvement Plan

The asset management improvement tasks identified for open space management maturity are as follows:

Task	Description	Responsibility	Timeline
1	Annually review Council's Strategic Project Register to identify new open space projects to be incorporated in the Asset Management Plans	Council Administration with Council Members in a briefing session	October/November each year
2	Annually review the 10 year capital works program, renewals and new to consider changes from the current endorsed budget, implementation of Council endorsed strategies, emerging issues, priorities, grant funding opportunities, and growth as identified in the Urban Growth Management Strategy	Council Administration with Council Members in a briefing session	October/November each year
3	Include discussion about disposal and rationalisation of open space assets in the Asset Management Plans	Council Administration with Council Members in a briefing session	To be included in the 2026/27 review and then updated in October/November each year
4	Undertake a service level review for the Open Space and Environment Team	Council Administration undertaken by external consultants	Undertaken in 2025/26 subject to Council approval
5	Include confidence levels of open space data in Asset Management Plans	Council Administration	Currently medium level of confidence. The field work for the full revaluation was undertaken in 2024/25
6	Review Long term Financial Plan to ensure that Asset Management Plans align	Council Administration	The update of the Long Term Financial Plan was undertaken at the same time as this revision in November 2026.
7	Undertake full revaluation of open space assets every 4 to 5 years in accordance with the asset revaluation schedule	Council Administration undertaken by external consultants	Revaluation was undertaken in 2024/25 and next full revaluation is scheduled for 2028/29
8	Identify actions that may need to be taken within the next 10 years to	Council Administration	Ongoing

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	reduce the impacts of climate change on the open space assets		
9	Explore options within the new corporate system Strategic Asset Management (SAM) module to help plan and manage open space assets	Council Administration	Ongoing

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Appendix A

Capital Works Program – Potential Land Purchases

DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Strategic Land Purchases Allowance	1,500	-	-	-	516	-	-	-	516	1,000
ANNUAL TOTALS	**1,500**	**-**	**-**	**-**	**516**	**-**	**-**	**-**	**516**	**1,000**

Appendix B

Capital Works Program – Potential Building Projects

DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Community Facilities										
Contribution to Regional Community, Sport and Recreation Facillty * Subject to Grant Funding	4,500	11,200	-	-	-	-	-	-	-	-
Civic Centre - New Solar System	260	-	-	-	-	-	-	-	-	-
Fire Safety Egress Provisions Various Locations	10	-	103	-	103	-	-	-	-	-
Fire Safety Provisions Recreation Centre	-	103	-	-	124	-	-	-	103	-
EB Bowling Club Septic Upgrade	80	-	-	-	-	-	-	-	-	-
Yacht Club - upgrade toilet	450	-	-	-	-	-	-	-	-	-
Depot Transportable Roof Replacement	37	-	-	-	-	-	-	-	-	-
Building Defibrillators Various Locations	7	-	-	-	-	-	-	-	-	-
Causeway Complex Building Works	195	-	-	-	-	-	-	-	-	-
Civic Centre Airconditioning Encounter Room	34	-	-	-	-	-	-	-	-	-
Carrickalinga House - Roof replacement	-	-	-	103	-	-	-	-	-	-
Carrickalinga House Suspended Ceiling Replacement	-	-	-	82	-	-	-	-	-	-
Carrickalinga House - Kitchen replacement	-	-	-	93	-	-	-	-	-	-
Fleurieu FM - bathroom replacement	-	-	-	69	-	-	-	-	-	-
Back Valley Hall Timber flooring and restumping	-	-	-	-	56	-	-	-	-	-
Civic Centre - carpet replacement	-	-	-	-	371	-	-	-	-	-
Encounter Bay Bowls Clubrooms - Roof	-	-	-	-	136	-	-	-	-	-
Fleurieu FM - roof replacement	-	-	-	-	68	-	-	-	-	-
Arts and Culture Precinct Design (26/27) Construction (31/32) to (33/34) *Subject to Grant Funding	705	-	-	-	-	10,310	10,310	10,310	-	-
Allowance for Futures Requirements	-	-	-	-	-	-	-	-	619	619

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DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Public Conveniences										
Public Conveniences DDA Compliance	69	-	-	-	-	-	-	-	-	-
Public Conveniences Vandal Proof Upgrade	442	-	-	-	-	-	-	-	-	-
DDA upgrades to Carrickalinga House and Kent Reserve Conveniences	51	-	-	-	-	-	-	-	-	-
Public Conveniences Causeway Renovations	-	309	-	-	-	-	-	-	-	-
Public Convenience - Skate park upgrade	-	206	-	-	-	-	-	-	-	-
Public Conveniences Kleinigs Hill Construction	-	-	206	-	-	-	-	-	-	-
Public Conveniences - Barker Reserve	-	-	-	206	-	-	-	-	-	-
Public Conveniences - Toilet Refurbishment (Qahwa Café)	-	-	-	52	-	-	-	-	-	-
ANNUAL TOTALS	**6,840**	**11,818**	**309**	**605**	**858**	**10,310**	**10,310**	**10,310**	**722**	**619**

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Appendix C

Capital Works Program – Potential Open Space Projects

DESCRIPTION	Year 1 26/27 $'000	Year 2 27/28 $'000	Year 3 28/29 $'000	Year 4 29/30 $'000	Year 5 30/31 $'000	Year 6 31/32 $'000	Year 7 32/33 $'000	Year 8 33/34 $'000	Year 9 34/35 $'000	Year 10 35/36 $'000
Coastal										
Coastal Protection - High priority sea wall along Franklin Parade / Esplanade	-	-	-	-	-	-	-	-	1,547	1,547
Inman River, Coastal Levee Flood Mitigation Design (26/27) and Construct (27/28) *Construction subject to grant funding	124	-	1,980	-	-	-		-	-	-
Beach and Reserve Access Points - Allowance	-	479	103	103	103	103	103	103	103	103
Mainstreet Beach Shower	5	-	-	-	-	-	-	-	-	-
Irrigation										
Warland Reserve - Irrigation Design (28/29) and Construct (29/30)	-	-	62	74	-	-	-	-	-	-
Irrigation Renewal and Upgrade - Allowance	82	82	82	82	82	82	82	82	82	82
Playgrounds										
Playground Renewals and Upgrades - Allowance	68	87	87	87	87	87	87	87	87	87
Reserves										
Reserve Development - The Bluff Trails, shelters, access, car parks, signage	-	189	155	-	155	155	-	-	-	155
Foreshore Reserve Bridge Tce - Yacht to Bowling Club Development	-	-	-	-	-	247	247	-	-	-
Foreshore Upgrades - Design (30/31) Stage 1 (31/32) and Stage 2 (32/33) *Construction subject to grant funding	-	-	-	-	495	3,093	3,093	-	-	-
Street Furniture - Allowance	-	54	54	54	54	54	54	54	54	54
Reserve Furniture - Allowance	-	99	99	99	99	99	99	99	99	99
Reserve Development - Allowance	-	235	235	235	235	235	235	235	235	235
Various										
Community Garden and Community Nursery Design (24/25) and Construct (25/26)	210	-	-	-	-	-	-	-	-	-
EB Netball Club Courts resurfacing	205	-	-	-	-	-	-	-	-	-
Structures - Rotundas and Shelters	-	74	74	87	87	87	87	87	87	87
Bus Shelter Program	-	-	74	-	74	-	74	-	74	-
VH Cemetery Development Annual Allowance	48	48	48	48	48	48	48	48	48	48
Walking Trails - Allowance	-	99	99	99	99	130	130	130	130	130
ANNUAL TOTALS	**742**	**1,446**	**3,152**	**968**	**1,618**	**4,420**	**4,339**	**925**	**2,546**	**2,627**

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