



Pyrenees
Shire Council

TEN YEAR ASSET PLAN 2025 - 2034

Adopted by Council
Revision August 2026

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ACKNOWLEDGEMENT

We acknowledge the people past and present of the Wadawurrung, Dja Dja Wurrung, Eastern Maar and Wotjobaluk tribes, whose land forms the Pyrenees Shire. We pay our respect to the customs, traditions and stewardship of the land by the elders and people of these tribes.

SECTION 1

OVERVIEW

The *Local Government Act 2020* (Act) section 92 requires Council to develop, adopt and keep in force an Asset Plan in accordance with its deliberative engagement practices.

The Asset Plan requires a scope of at least the next 10 financial years.

The Asset Plan must include:

- a) Information about maintenance, renewal, acquisition, expansion, upgrade, disposal and decommissioning in relation to each class of infrastructure asset under the control of the Council.
- b) Any other matters prescribed by regulations.

Council must develop and review the Asset Plan in accordance with its deliberative engagement practices and adopt the Asset Plan by 31 October in the year following a general election.

The Asset Plan is to have effect from 1 July in the year following a general election.

This plan sets out how Council will manage its infrastructure assets for the next 10 years and has been prepared to meet these requirements of the Act.

COUNCIL PLAN

Council Vision 2025-2029:

" We put our Pyrenees communities at the centre of all decision-making. Through our focus on wellbeing, community connections, and supporting all life stages, we aim to create vibrant, resilient communities where visitors and residents want to live, invest, and thrive.

Our Vision is for a vibrant shire where economic growth and innovation go hand-in-hand supporting key industry sectors, the natural environment and small-town sustainability."

The Council developed their Vision with regard to the Community Vision 2021-31 for Pyrenees Shire which was established through deliberative engagement processes:

"Our Vision is for inclusive, happy and healthy connected communities that create sustainable and welcoming townships, natural environments and rural areas.

We attract diversity through promoting innovation, growth and partnerships while addressing climate and community needs such as reliable and responsive infrastructure, affordable services and housing whilst protecting our natural environments."

The Pyrenees Shire Council Plan has 4 underpinning principles:

- Community-centric and responsive culture
- Effective engagement and transparent communication
- Collaboration and accountability
- Sustainable service delivery and strategic focus

The Council Plan identifies strategic priorities under its vision divided into 5 pillars:

1. *Support and grow livable places, connected communities*
2. *Promote a diversified, thriving economy*
3. *Preserve, promote and enjoy the natural environment*
4. *Planning and building infrastructure for current and future needs*
5. *Community-centric leadership and proactive service delivery*

Under the fourth pillar of the Council Plan, the first priority is as follows:

- Plan, build, and maintain essential infrastructure – including water, waste, sewerage, roads, bridges, and community assets – to support liveability, resilience, and growth.

While the management of assets, as set out in this 10-year asset plan, are most clearly related to the priority identified above, Council manages a broad range of assets on behalf of the community to support people, to enhance local amenity and to promote sustainability. Council has also identified that priorities under the Council Plan will be delivered at the levels of service that can be achieved through current budgeted resources. This 10-year Asset Plan is prepared in the context of the Council Plan and seeks to deliver on relevant aspects of that plan.

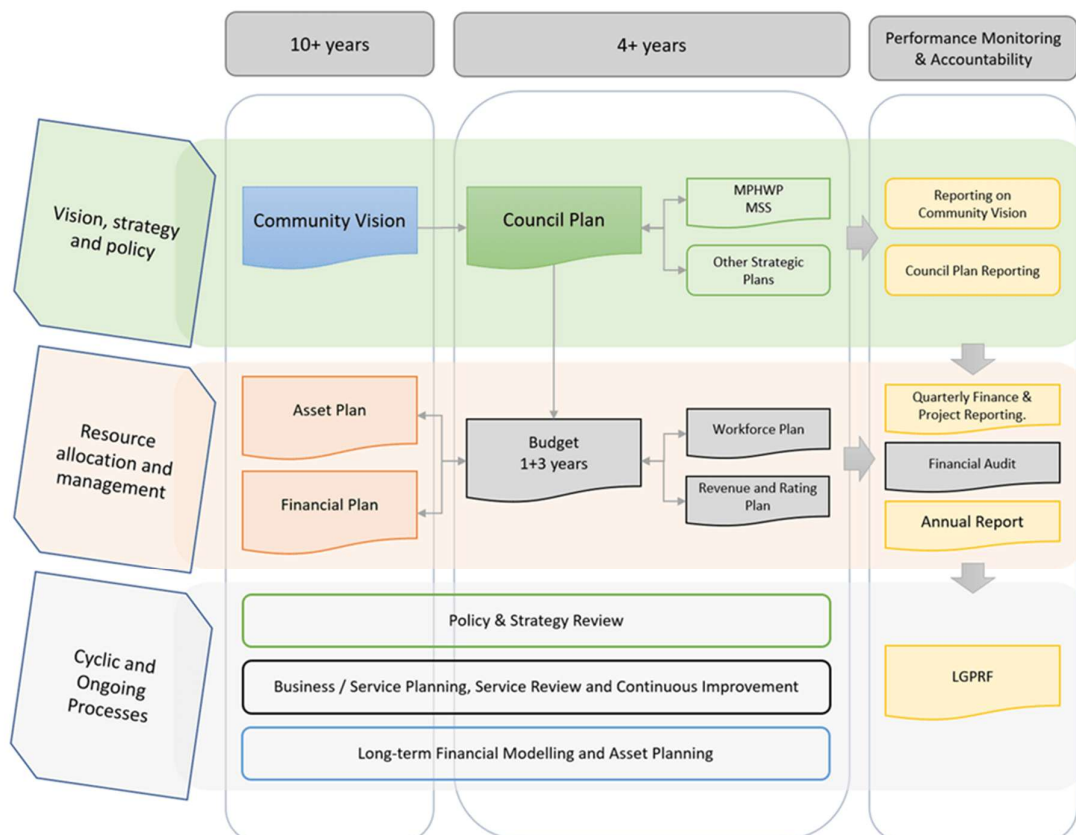


Figure 1: Schematic representation of Council's plans and strategies. (Source: Victorian Government)

GENERAL PRINCIPLES

Pyrenees Shire Council is committed to providing services to its communities that meet their needs and aspirations within the constraints of the municipality's ability to raise income through rates and charges that supplement income sourced from State and Federal Government and other grants.

The management of assets through ongoing maintenance, renewal, upgrade, expansion, and disposal enables a range of services to be delivered to the community. The upgrade and expansion of assets needs to reflect changing community expectations and demographics as well as the community's capacity to fund these costs.

Assets associated with this plan include those owned and managed by Council. Roads and road-related assets are predominantly located within road reserves, with buildings being located on both freehold as well as Crown land. Where Council is the Coordinating or Responsible Road Authority and where Council has management responsibility of Crown land, assets located on such land are the responsibility of Council.

Renewal work should be undertaken to limit maintenance costs, particularly towards the end of an asset, or asset component life. Maintenance work should be undertaken to ensure functional performance, to manage risk but also to protect underlying components. For example, road seal repairs are undertaken to protect the underlying road pavement. Maintenance can be reduced at the end of asset life when renewal is programmed and the decline in functional performance does not significantly increase the risk profile.

It is incumbent on Council to manage assets effectively and appropriately to ensure that contemporary and intergenerational costs are apportioned fairly. This entails preventing deferred maintenance and deferred renewal imposing an unfair future financial burden.

Pyrenees Shire Council has been undertaking asset condition assessments using a consistent methodology over several cycles and across its major asset classes. The use of condition assessment data for renewal programming is an essential component of asset management. By programming asset renewal based on condition assessment defining end of useful life, value can be optimized.

Pyrenees Shire Council has committed to funding renewal and upgrade to at least 80% of annual liability. The balance of renewal will be dependent on external funding opportunities.

The predominant focus of this plan is the maintenance and renewal of existing assets. The plan does not fully incorporate assets that may be constructed or acquired through additional external funding sources.

CONTEXT AND RISKS

Pyrenees Shire Council is a rural council with a small population base and a relatively large land area with associated large asset base. The largest economic driver for the Shire is agriculture. The population has a higher median age than that of Victoria as a whole. Population growth and housing development is limited.

Rates have been capped in Victoria for several years based on the consumer price index. This has limited the increase in income available through rates. During the same period the producer price index in construction and petroleum industries has had higher growth. Given that most of Council's assets are civil infrastructure assets where construction and renewal costs are driven by production costs, the indexing of Council rates is not directly linked to renewal liabilities. Australia has also had a period of inflation which is now showing signs of slowing. The 2026 war in Iran has resulted in escalation of fuel prices with associated supply chain on-costs. This in conjunction with Inflation has resulted in costs of work increasing at a rate greater than Council's income growth. This reduces Council's capacity to match asset renewal with asset consumption.

This context limits and constrains the financial resources able to be reinvested into infrastructure assets.

The Council has been subjected to natural disasters including flooding, storms and bushfires that have impacted infrastructure assets. Disaster relief funding has been used to return affected assets to similar functional performance. With the effects of climate change increasing the potential frequency and intensity of natural disasters Council carries a risk that infrastructure assets will be impaired with less than full cost recovery available under disaster relief funding.

Following successive flooding events in October 2022, and bushfires in February 2024 and January 2026, infrastructure assets suffered significant damage. While much of the damage was minor in nature, the combined impact was significant with damage identified in approximately 900 locations. Restoration of flood and fire damage is being undertaken through dedicated relief funding. The works associated with this event are not identified in this plan. Some alterations to the extent and timing of work identified in this plan will be required to align with flood and fire restoration.

Community expectations in relation to road safety and industry expectations in relation to heavy freight access to the road network generates expectations that asset renewal will encompass an element of asset upgrade. This adds to the cost of managing the road network including structures such as bridges and major culverts. Many of Council's long-life assets such as bridges were built to lower load capacities than contemporary standards and are moving into the second half of their effective lives which will result in greater than average renewal costs for this class in future years.

ASSET CLASSES

This plan will address assets in the following classes:

- Sealed roads
- Unsealed roads
- Bridges, major culverts and floodways
- Buildings
- Pathways
- Kerb and channel
- Stormwater and drainage
- Playgrounds and public open space furniture
- Swimming pools
- Recreation facilities
- Waterways, dams and bores
- Waste management facilities
- Street trees

FINANCIAL SUSTAINABILITY

Council has a 10-year financial plan. Sound financial management requires Council to forecast expenditure on a sustainable basis. This Asset Plan is aligned with and constrained by Council's long-term financial plan.

Detailed work tasks associated with asset renewal are listed in annexures and these lists identify the prioritization of works based on current condition assessment data. The programming of work may shift from one year to the next, and vice versa, based on budget constraints and opportunities in each financial year. In some cases, external constraints or opportunities may require minor re-ordering and the timing of works undertaken. Emerging needs may also require some reordering of the priority lists.

ASSET SUSTAINABILITY

Pyrenees Shire Council endeavours to renew assets in a manner that minimizes the use of non-renewable resources and minimizes its carbon footprint. This entails recycling and re-using materials where possible and exercising design decisions that optimize asset useful life against the cost of construction and on-going maintenance.

Strategic renewal of assets entails extending the asset life prior to renewal to ensure remaining value in the asset is not wasted. This needs to be balanced against any increase in the risk profile associated with the asset's use and any cost implications associated with additional maintenance to maintain service levels. For example: (a) bridges require renewal as structural limitations are identified to prevent catastrophic failure; (b) road reconstruction should only be planned as the seal is approaching end of life; (c) resealing roads prior to seal failure to protect the underlying pavement; and (d) external painting of buildings to prevent substrate failure.

Modelling of asset effective lives and annual and longer-term renewal liability is premised on a relationship between current asset condition or age and the asset's remaining useful life. Cost projections for renewal are generated by applying contemporary unit rates to the upcoming end-of-life assets per selected period.

Unit rates provide an approximation of forecasted cost as actual cost is variable and dependent on design and work specification, site complexity and market forces. Ancillary works will also result in additional cost.

ASSET CLASS	EFFECTIVE LIFE (years)
Sealed road pavement	75 - 125
Sealed wearing surface	15 - 25
Unsealed roads	10 - 20
Bridges	75 - 125
Major Culverts & floodways	75 - 100
Buildings	50 – 100+
Pathways	25 - 100
Kerb & Channel	60 - 100
Stormwater & drainage	50 - 100
Playgrounds & public furniture	10 - 20
Swimming Pools	50 - 75
Recreation facilities	20 - 50
Waterways dams & bores	25 – 100+
Waste Management Facilities	25 - 50
Street Trees	20 - 100

SECTION 2

INFRASTRUCTURE ASSETS

SEALED ROADS

Council has both urban and rural sealed roads. Roads are classified into a hierarchy of Link, Collector and Local Access. Local Access roads are divided into 3 sub-classes. This classification is detailed in Council's Register of Public Roads. Work is prioritized based on this hierarchy with upgrade works generally limited to link and collector roads.

Maintenance

Maintenance is predominantly undertaken by Council staff addressing activities such as:

- Pothole repairs
- Major and minor patching
- Crack sealing
- Edge repairs
- Shoulder repairs
- Roadside vegetation removal

Works are undertaken based on staff inspections and in response to customer action requests. These works are recurrently funded through the annual budget process.

Renewal

Sealed road renewal is programmed separately by pavement and wearing surface. These components have different effective lives with pavement typically going through 3 to 6 reseal cycles before reconstruction. Road formation (including horizontal and vertical alignment), minor culverts and drainage are renewed in conjunction with pavement reconstruction. The sealed wearing surface and line marking is renewed in conjunction with pavement reconstruction.

Upgrade

Road upgrade may occur in conjunction with pavement reconstruction. Decision making in relation to upgrade will be made on a case-by-case basis at the time of design being undertaken. In general, upgrades will be prioritised based on road hierarchy. Most commonly, this includes road widening and geometry change to improve road-user safety. In addition, road reconstruction generally entails some improvement to the sub-grade and pavement through stabilisation, increased pavement depth and higher quality pavement materials. These improvements are in response to demand for access to higher mass vehicles as well as in response to evolving construction standards and techniques.

Council has funding from the Safer Local Roads and Infrastructure Program which will fund upgrades to a number of intersections plus other road safety improvements.

Expansion & New Works

Network expansion and new roads will generally be limited to roads constructed as a consequence of development. These costs are borne by the developer and do not form part of this plan. There is a benefit to the community, however, in converting some unsealed roads to sealed. The benefits include a reduction in dust nuisance and reduced maintenance as well as improved user amenity. Graded aggregate total treatment (GATT) seals may be used for this purpose. Possible conversions to seal are listed in the annexure.

Forward Works

Planning of forward works is based on asset condition assessment undertaken on a 3-year cycle. The proposed 10 year works plan will be reviewed annually and may be varied to reflect emerging issues of impairment and unanticipated failures. Refer to annexures for proposed works.

YEAR	TOTAL	SEALED			UNSEALED	
		RECONSTRUCTION (\$'000)	RESEAL (\$'000)	MAJOR PATCHING (\$'000)	GATT/NEW SEALS (\$'000)	RESHEETING (\$'000)
2025-26	4,114.3	2555.1	758.8	105.6	32.5	662.3
2026-27	4,217.1	2618.9	777.8	108.2	33.3	678.9
2027-28	4,322.5	2684.4	797.2	110.9	34.1	695.9
2028-29	4,430.6	2751.5	817.1	113.7	35.0	713.3
2029-30	4,541.3	2820.3	837.5	116.5	35.9	731.1
2030-31	4,654.8	2890.8	858.4	119.4	36.8	749.4
2031-32	4,771.2	2963.1	879.9	122.4	37.7	768.1
2032-33	4,890.5	3037.2	901.9	125.5	38.6	787.3
2033-34	4,966.4	3113.1	901.9	125.5	38.6	787.3
2034-35	5,044.2	3190.9	901.9	125.5	38.6	787.3

Table 1: Sealed Road Renewal and Upgrade Budget

UNSEALED ROADS

Council has both urban and rural unsealed roads. The majority of unsealed roads are in rural areas. Unsealed roads are classified into Council's road hierarchy. The majority of Local Access roads are unsealed.

Maintenance

Maintenance is predominantly undertaken by Council staff addressing activities such as:

- Pothole repairs
- Scour repairs
- Roadside drainage repairs
- Maintenance grading
- Vegetation removal

Works are planned and undertaken based on staff inspections and in response to customer requests. These works are recurrently funded through the annual budget process.

Renewal

Renewal of unsealed roads includes the re-sheeting of the running surface and includes the renewal of minor culverts and roadside drainage where required. Renewal works may include improvements to horizontal and vertical alignment.

Upgrade

Upgrade works may occur in conjunction with renewal works and may include:

- Road widening
- Conversion of natural surface roads to gravel or crushed rock wearing surface
- Conversion to sealed running surface via a GATT seal or through reconstruction and spray seal.

Expansion & New Works

Expansion of the unsealed road network is generally limited to new roads constructed in association with land development at the developer's expense.

Forward Works

Planning of forward works is based on asset condition assessment, maintenance inspections, customer action requests and advice from maintenance staff. Work is undertaken when and where needed, either as discrete projects or in conjunction with maintenance operations.

Work is funded through the annual capital works program in accordance with the long-term financial plan. It is not viable to forecast specific works across the period of this plan.

BRIDGES, MAJOR CULVERTS & FLOODWAYS

Council has in excess of 300 bridges and major culverts. In addition to this, Council has approximately 70 floodways. The majority of these assets support road transport. Some bridges are for foot traffic.

Maintenance

Maintenance is predominantly undertaken by Council staff addressing activities such as:

- Cleaning of scuppers
- Bridge railing re-painting
- Pavement patching

Works are undertaken based on condition assessment inspections, staff maintenance inspections and from customer action requests. These works are recurrently funded through the annual budget process.

Renewal & Upgrade

During the last decade, Council has had a focus on bridge replacement to support opening of roads to higher mass limit vehicles. With changes in design standards, renewal work inevitably results in the incorporation of upgrade work, generally load ratings, bridge width and guard rail requirements. Council has a significant number of bridges with U beam decks that are approaching the last third of their effective lives. These bridges can usually be reinforced to improve their load performance even though this may not meet current load design standards. Many of the bridges have unsealed, or partially sealed decks (generally bitumen) which leaves the pavement and concrete beams susceptible to water penetration with subsequent corrosion of reinforcement steel and associated concrete spalling. Sealing of the deck slows and helps to prevent this degradation. Deck strengthening through constructing a reinforced concrete slab over the U-beams can improve protection to the superstructure as well as improving load distribution. The majority of upcoming bridge work addresses these issues.

Conversion of bridges to major culverts is generally a cost-effective solution where bridge height is less than 2.4m and spans are less than 7 metres. Almost half of Council's bridges fit these parameters.

Council has a number of pedestrian bridges nearing end of life. These are generally short life timber bridges. Some have recently been replaced.

Renewal and upgrade work to bridges and major culverts over the period of this plan will be determined through condition assessments with prioritisation of end-of-life structures. Component renewal and upgrade should occur where this extends the overall asset life. Bridge replacement for higher mass vehicle routes should generally only be undertaken where external funding sources

provide the majority of project cost. Council has indicated a willingness to use borrowings to upgrade bridges on heavy transport roads.

A significant number of bridges require upgrades to guard rails. The majority of these works have not be specifically identified in this plan but will be undertaken on a basis of highest priority. Some guard rail repairs will be undertaken with fire recovery funding.

Some of the works in this plan

Refer to the annexure for planned bridge works.

Expansion & New Works

Construction of additional bridges and major culverts is not planned in this plan as the road network is not expected to expand beyond existing routes.

Forward Works

Planning of forward works is based on asset condition assessment and in response to addressing capacity limits associated with heavy transport needs. Where possible Council funds are used to leverage contributory funding from state and federal grants. Council may borrow funds to accelerate works that allow the removal of load limits on strategic transport routes.

Work is funded through the annual capital works program in accordance with the long-term financial plan.

YEAR	AMOUNT (\$'000)
2025-26	433.0
2026-27	443.7
2027-28	454.8
2028-29	466.2
2029-30	477.9
2030-31	489.8
2031-32	502.0
2032-33	514.6
2033-34	527.5
2034-35	527.5

Table 2: Bridge & Major Culvert Renewal & Upgrade Budget

BUILDINGS

Council owns and manages a range of different buildings throughout the municipality. These buildings provide a range of different functions. These are summarised below:

- Office facilities
- Depot facilities
- Community halls
- Library and information services
- Child care centres

- Senior citizens facilities
- Public toilets
- Community hubs & sports clubrooms
- Caravan parks
- Community meeting centres and activity spaces
- Storage facilities
- Public shelters

Some buildings and facilities are directly managed by Council, some are managed by asset committees and some are leased to external operators.

Maintenance

Maintenance is largely undertaken by contractors addressing activities such as:

- electrical maintenance
- plumbing maintenance
- air-conditioning maintenance
- essential safety measures inspections and maintenance
- building fabric maintenance

Works are undertaken based on maintenance inspections and from customer action requests. These works are recurrently funded through the annual budget process.

Renewal & Upgrade

Renewal and upgrade works are undertaken based on asset condition assessments. Renewal works are generally undertaken to address an element of the building's fabric. Upgrade works generally address issues of equitable access and changes to contemporary building standards.

Expansion & New Works

New and expansion works are dependent on external funding opportunities and reflect new and expanding community needs. Council is currently building 10 houses for worker accommodation in Beaufort. The cost of this work includes both Council funds and external grant funding. These works will be completed in the first year of this plan.

YEAR	AMOUNT (\$'000)	RENEWAL	NEW
2025-26	4495	195	4300
2026-27	200	200	
2027-28	205	205	
2028-29	210	210	
2029-30	216	216	
2030-31	221	221	
2031-32	227	227	
2032-33	232	232	
2033-34	238	238	
2034-35	238	238	

Table 8: Building Improvements Budget

PATHWAYS

Most townships within the municipality have pathway networks. Pathways provide safe pedestrian access to commercial centres, schools and other community facilities. Pathways are also valuable to the community for active recreational purposes. Expanding the pathway networks in townships and integrating opportunities for active recreation through extended pathway connections is considered to be a priority. Grant funds will be sought and utilised for this expansion.

Maintenance

Maintenance is predominantly undertaken by Council staff or by contractors addressing activities such as:

- Grinding of tripping edges
- Replacement of sections lifted and/or cracked by tree root action

Works are undertaken based on road management plan inspections, staff maintenance inspections and from customer action requests. These works are recurrently funded through the annual budget process.

Renewal & Upgrade

Renewal works are programmed based on asset condition assessments. Renewal is undertaken at end of asset life. Replacement works are based on the IDM standard drawings. Paths in commercial centres may be renewed to alternative design standards subject to place specific design.

Expansion & New Works

Expansion and new works are generally limited to works related to developer requirements or to address deficiencies in key pedestrian routes through external grant funding opportunities.

YEAR	AMOUNT (\$'000)
2025-26	31.0
2026-27	31.5
2027-28	32.3
2028-29	33.1
2029-30	34.0
2030-31	34.9
2031-32	35.8
2032-33	36.7
2033-34	36.7
2034-35	36.7

Table 4: Pathways New, Upgrade & Renewal Budget

KERB & CHANNEL

Kerb and channel assets form part of a broader drainage network to protect roads and township assets from the erosive and other damaging effects of stormwater.

Maintenance

Maintenance is predominantly undertaken by Council staff or by contractors addressing activities such as:

- Minor damage repair
- Displacement through tree root incursion

Works are undertaken based on asset condition assessments, road management plan inspections, staff maintenance inspections and from customer action requests. These works are recurrently funded through the annual budget process.

Renewal & Upgrade

Renewal works are programmed based on asset condition assessments. Renewal is undertaken at end of asset life. Replacement works are based on the IDM standard drawings.

Expansion & New Works

Expansion and new works may be undertaken with urban road reconstruction but are generally limited to works to address development requirements. Expansion to improve street amenity and stormwater drainage will be undertaken where grant funding is available.

YEAR	AMOUNT (\$'000)
2025-26	
2026-27	28.2
2027-28	28.9
2028-29	29.6
2029-30	30.3
2030-31	31.1
2031-32	31.9
2032-33	32.7
2033-34	33.5
2034-35	33.5

Table 5: Kerb & Channel - New, Upgrade & Renewal Budget

STORMWATER & DRAINAGE

Stormwater and drainage assets predominantly comprise the underground drainage pipework system connecting between drainage pits associated with kerb and channel on roadways and catchpits associated with open channels.

Maintenance

Maintenance is predominantly undertaken by Council staff or by contractors addressing activities such as:

- Damage repair
- Stormwater pit cleaning
- Drain clearing
- Table drain maintenance

Works are undertaken based on asset condition assessments, road management plan inspections, staff maintenance inspections and from customer action requests. These works are recurrently funded through the annual budget process.

Renewal & Upgrade

Renewal works are programmed based on asset condition assessments. Renewal is undertaken at end of asset life. Replacement works are based on engineering design or the IDM standards.

Expansion & New Works

Expansion and new works may be undertaken to address resilience to stormwater and flooding events or with urban road reconstruction. New works are also undertaken, generally to address new development requirements.

YEAR	AMOUNT (\$'000)	KERBING	DRAINAGE
2025-26	205	41.0	164.0
2026-27	210	42.0	168.0
2027-28	215	43.0	172.0
2028-29	221	44.2	176.8
2029-30	226	45.2	180.8
2030-31	232	46.4	185.6
2031-32	237	47.4	189.6
2032-33	243	48.6	194.4
2033-34	250	50.0	200.0
2034-35	250	50.0	200.0

Table 6: Stormwater Drainage Renewal Budget

RECREATION ASSETS

Council manages a range of recreational assets on freehold and crown land. These assets range from bushland, public recreational spaces, to sporting fields and include playgrounds and public furniture. Recreational assets are directly managed by Council as well as being managed by asset committees.

Buildings located on recreation reserves are addressed under building assets.

PLAYGROUNDS, PUBLIC OPEN SPACE FURNITURE

Maintenance

Maintenance is undertaken by Council staff or by contractors addressing activities such as:

- minor repairs
- soft fall maintenance

Works are undertaken based on asset condition assessments, staff maintenance inspections and from customer action requests. These works are recurrently funded through the annual budget process.

Renewal & Upgrade

Renewal works are programmed based on asset condition assessments. Renewal is undertaken at end of asset life. Replacement works are based on existing or contemporary design standards.

Expansion & New Works

Expansion and new works are generally limited to works related to external funding opportunities supported by Council sourced funds where required. Grant funds of \$124,000 are allocated for the construction of a Dog Park at Beaufort in the first year of this plan.

These funds are combined with recreation expenditure identified in Table 6 below.

SWIMMING POOLS

Maintenance

Swimming pools are managed by external contractors. Plant and operational maintenance forms part of the service contract. Some buildings and facilities maintenance is managed directly by Council and undertaken by contractors addressing activities such as:

- Building repairs
- Fencing & surrounds maintenance

Works are undertaken based on maintenance inspections and from customer action requests. These works are recurrently funded through the annual budget process.

Renewal & Upgrade

Council operates 3 pools at Beaufort, Avoca and Landsborough. These pools are all approaching the end of their effective lives with escalating maintenance requirements and diminishing service performance. The associated changerooms and facilities do not meet current standards for universal access nor amenity. Strategic planning is required to manage the renewal and reconfiguration of these assets to meet the community's utilization demand and service aspirations. Until this strategic planning work has been undertaken, it is not possible to predict the timeframe, nor financial commitment, required for these assets. The pools at Beaufort and Landsborough are likely to be assessed for renewal within the timeframe of this plan. It is anticipated that renewal could be undertaken in the 6th to 10th year of this plan and will be subject to sourcing external funding. No financial commitment is identified in this plan.

Expansion & New Works

No further new and expansion works are programmed in this plan.

RECREATION FACILITIES

Maintenance

Maintenance is undertaken by the communities through committees of management, Council staff or by contractors addressing activities such as:

- minor repairs
- playing surface preparation and maintenance
- fixtures and equipment repairs

Works are undertaken based on user inspections, staff inspections and from customer action requests. These works are recurrently funded through clubs and associations own source funds as well as through the annual budget process.

Renewal & Upgrade

Renewal works are programmed based on asset condition assessments. Renewal is undertaken at end of asset life. Renewal works are based on existing or contemporary design standards and generally supported by grant funding.

Expansion & New Works

Expansion and new works are generally limited to works related to external funding opportunities. Grant funding is providing for installation and augmentation of solar generation and battery storage systems at Lexton and Waubra in the first year.

YEAR	AMOUNT (\$'000)	RECREATION
2025-26	214	214.0
2026-27	92	92.0
2027-28	94	94.0
2028-29	97	97.0
2029-30	99	99.0
2030-31	102	102.0
2031-32	104	104.0
2032-33	107	107.0
2033-34	110	110.0
2034-35	110	110.0

Table 7: Recreation Projects Budget

OTHER INFRASTRUCTURE

WATERWAYS, DAMS, TANKS & BORES

Council manages emergency water supplies at 19 locations throughout the municipality. These water supplies are available through a permit system for drought related watering of stock. Each water supply is equipped to provide water to the CFA for fire fighting purposes. The majority of water supplies are serviced by solar powered bores with storage tanks on site.

Maintenance

Maintenance is undertaken by contractors addressing activities such as:

- operational repairs
- surrounds maintenance

Works are undertaken based on maintenance inspections and from customer action requests. These works are recurrently funded through the annual budget process.

Renewal & Upgrade

Renewal works are programmed based on asset condition assessments. Renewal is undertaken at end of asset life. Upgrade works will be undertaken where CFA or other standards change. Conversion of windmill to solar powered bores has recently occurred at Raglan and Snake Valley. An upgrade to the bore at Crowlands is planned in the first year of this plan.

Expansion & New Works

A significant number of new bore and tank installations were undertaken during the last 10 years. The bore at Wattle Creek was transferred from Central Highlands Water to Council in 2025. No further new and expansion works is programmed at this stage.

WASTE MANAGEMENT FACILITIES

Council has transfer stations at Beaufort, Avoca, Landsborough and Snake Valley.

Maintenance

Maintenance is undertaken by contractors addressing activities such as:

- operational repairs

- surrounds maintenance

Works are undertaken based on maintenance inspections. These works are recurrently funded through the annual budget process.

Renewal & Upgrade

Renewal works are programmed based on asset condition assessments. Renewal is undertaken at end of asset life.

Expansion & New Works

Improvements are planned at Avoca and Beaufort to address green waste collection and management. These improvements will be predominantly focused at Avoca to improve available storage and traffic movements. Work will be undertaken over several years.

YEAR	AMOUNT (\$'000)	WASTE
2025-26	53	53.0
2026-27	54	54.0
2027-28	56	56.0
2028-29	57	57.0
2029-30	58	58.0
2030-31	60	60.0
2031-32	61	61.0
2032-33	63	63.0
2033-34	64	64.0
2034-35	64	64.0

Table 8: Waste Management Budget

STREET TREES

Maintenance

Maintenance is undertaken by council staff addressing activities such as:

- trimming
- removal
- road envelope maintenance

Works are undertaken based on maintenance inspections and from customer action requests. These works are recurrently funded through the annual budget process. Street trees are generally restricted to urban areas and include Avenues of Honour. Roadside native trees (remnant vegetation or self-sown) are generally not considered to form part of the street tree asset class.

Renewal & Upgrade

Urban street tree removal and replacement is based on condition inspection. Replacement is undertaken at end of the tree's life or when size and overall condition warrants replacement.

Expansion & New Works

A significant number of new tree installations have recently been undertaken. New and expansion works are identified but are dependent on external funding opportunities.

ANNEXURES

ANNEXURE 1: SEALED ROADS RECONSTRUCTION

ID	NAME	LENGTH (m)	COST (\$)	YEAR / STATUS
931	Racecourse Road	80	40000	2026 100%
932	Racecourse Road	1175	540000	2026 100%
808	Mt William & Carngham-Streatham Rd			
249	intersection - SLRSP	650	203500	2026 100%
1192	Waubra Talbot Road	210	200000	2026 100%
1193	Waubra Talbot Road	340	228000	2026 100%
331	Crowlands Eversley Road	820	233000	2026 100%
116	Stockyard Hill – Beaufort Carranballac			
1072	intersection	250	320500	2026 100%
592	Hopes Lane	1000	409000	2026 100%
652	Langi Kal Kal Road	150	80000	2027
653	Langi Kal Kal Road	154	80000	2027
1202	Willoby Street, Beaufort	224	180000	2027
1139	Trawalla-Waterloo Road	1400	750000	2027
960	Raglan-Elmhurst Rd Raglan	800	396800	2027
267	Carngham Streatham Rd	1710	848160	2027
933	Racecourse Road Beaufort	1200	600000	2027
92	Beaufort-Carngham	1670	830000	2027
818	Mt William Road	2002	992992	2028
121	Beaufort Carranballac Rd	1200	595200	2028
1132	Trawalla Rd	1065	550000	2028
1098	Stud Farm Road	650	322400	2028
95	Beaufort-Carngham Rd	975	483600	2028
108	Beaufort-Carngham Rd	1200	600000	2028
477	Glenbrae School Road	490	220000	2028
254	Carngham Streatham Rd	1260	624960	2028
122	Beaufort Carranballac Rd	1330	659680	2029
876	Nunns Rd	206	102000	2029
877	Nunns Rd	199	99200	2029
878	Nunns Rd	209	104000	2029
939	Racecourse Rd Beaufort	1400	694400	2029
778	Mortchup Mt Emu Rd	1260	624960	2029
779	Mortchup Mt Emu Rd	1240	615040	2030
424	Eurambeen Streatham Road	300	148800	2030
609	Kayleys Lane	1005	498480	2030
608	Kayleys Lane	1440	714240	2030
1132	Trawalla Rd	1000	500000	2030
124	Beaufort Carranballac Rd	1530	758880	2031
1066	Stockyard Hill Rd	1425	706800	2031
93	Beaufort Carngham Rd	420	208320	2031
678	Lexton Ararat Rd	1620	803520	2031

108	Beaufort Carngham Rd	1195	592720	2032
1070	Stockyard Hill Rd	700	347200	2032
119	Beaufort Carranballac Rd	1555	771280	2033
1069	Stockyard Hill Rd	1390	689440	2033
1067	Stockyard Hill Rd	1280	634880	2033
1068	Stockyard Hill Rd	810	401760	2033
118	Beaufort Carranballac Rd	1185	587760	2034
946	Raglan Elmhurst Rd	1100	545600	2034
218	Carngham Lake Goldsmith Rd	1350	669600	2034
215	Carngham Lake Goldsmith Rd	1060	525760	2034
713	Linton Carngham Rd	1050	520800	2035
219	Carngham Lake Goldsmith Rd	930	461280	2035
167	Black Bottom Rd	1455	721680	2035
168	Black Bottom Rd	1665	825840	2035
296	Chepstowe Pittong Rd	1360	674560	2035
245	Carngham Streatham Rd	1120	555520	
253	Carngham Streatham Rd	1070	530720	
92	Beaufort Carngham Rd	1670	828320	
271	Carngham Streatham Rd	1380	684480	
125	Beaufort Carranballac Rd	990	491040	
126	Beaufort Carranballac Rd	1450	719200	
711	Linton Carngham Rd	133	65968	
249	Carngham Streatham Rd	1600	793600	
250	Carngham Streatham Rd	1610	798560	
387	Ercildoun Rd	1470	729120	
388	Ercildoun Rd	1550	768800	
1161	Vite Vite Skipton Rd	1695	840720	
127	Beaufort Carranballac Rd	1000	496000	
111	Beaufort Carngham Rd	1390	689440	
781	Mortchup Mt Emu Rd	1790	887840	
592	Hopes Ln	1595	791120	
131	Beaufort Carranballac Rd	1400	694400	
780	Mortchup Mt Emu Rd	890	441440	
386	Ercildoun Rd	1240	615040	
1071	Stockyard Hill Rd	1180	585280	
1162	Vite Vite Skipton Rd	2025	1004400	
113	Beaufort Carngham Rd	1140	565440	
816	Mt William Rd	1780	882880	
267	Carngham Streatham Rd	1710	848160	

ANNEXURE 2: UNSEALED ROAD UPGRADE

ROAD	LOCATION	STATUS
Lobbs Road	Glenbrae (Ch2.8 to 4.1)	2025-26
Moonambel-Warrenmang Rd	Moonambel (Ch0.0 to 1.5)	2025-26
Glenlofty-Warrenmang Rd	Warrenmang (Ch10.0 to 11.5)	2025-26
Redbank-Barkly Rd	Redbank (Ch1.1 to 2.1)	2025-26
East Mt Mitchell Rd	Waubra (Ch0.0 to 2.0)	2025-26
Avoca-Greenhill Creek Rd	Avoca (Ch2.4 to 3.5)	2025-26
Gordons Rd	Waubra (Ch0.2 to 1.8)	2025-26
Pittong-Snake Valley Rd	Pittong (Ch0.0 to 1.7)	2025-26
Smiths Lane	Trawalla (Ch0.0 to 1.5)	2025-26
Waldrons Lane	Carranballac (Ch1.0 to 2.5)	2025-26
Back Raglan Rd	Beaufort (Ch3.6 to 4.9)	2025-26
Musical Gully Rd	Raglan (Ch0.0 to 0.9)	2025-26
Wilkinsons Rd	Raglan (Ch0.65 to 1.8)	2025-26
Carngham-Lake Goldsmith Rd	Mt Emu (Ch8.9 to 9.9)	2025-26
Ferntree Gully Rd	Raglan (Ch5.4 to 6.5)	2025-26
Smiths Lane	Trawalla (Ch0.2 to 1.1)	
Trawalla Rd	Trawalla (Ch0.1 to 1.15)	
Trawalla East Rd	Trawalla (Ch0.0 to 0.7)	
Dobsons Ln	Carngham (Ch0.0 to 2.4)	
Haddon-Preston Hill Rd	Hillcrest (Ch0.0 to 0.4)	
Tannery Rd	Smythesdale (Ch1.6 to 2.6)	
Stockyard Hill-Wangatta Rd	Stockyard Hill (Ch1.0 to 2.5)	
Pretty Tower Rd	Stoneleigh (Ch0.0 to 1.7)	
Cheesemans Rd	Lake Goldsmith (Ch0.0 to 0.8)	
Mawallok Entrance Rd	Stockyard Hill (Ch0.0 to 0.8)	
Old Shirley Rd	Beaufort (Ch 0.0 to 1.1)	
Cemetery Road Lexton	From Lexton-Talbot Road (820m)	
Olinda Street, Beaufort	From Neill Street (250m)	
The Glut Road, Raglan	Raglan-Elmhurst Road (1400m)	
Dunn Lane, Beaufort	Havelock Street to end of road (80m)	
Old Beaufort Road, Raglan	Raglan-Elmhurst Road to start of seal (65m)	
Sturt Street, Beaufort	End of seal to end of road (30m)	
Davy Street Avoca	Charles Street to Pyrenees Highway (340m)	
Redbank-Barkly Road, Barkly	End of seal to Stewarts Road (560m)	
Embling Street, Beaufort	From Olinda Street (140m)	
Pascoe Street, Avoca	Russell Street to Cambridge Street (155m)	
Mortchup Road, Snake Valley	End of seal to Rowlers Road	
Mitchell Street, Beaufort	From Olinda Street (120m)	
Tansey Court, Trawalla	From Dunstan Court (700m)	
Kilbeg Road, Beaufort	From High Street to Lake Road (1300m)	
Nicholls Street, Lexton	From Skene Street (125m)	
Hall Street, Waubra	End of seal to cemetery (185m)	
Kennedy Street, Beaufort	From Olinda Street (100m)	
Rifle Range Road, Lexton	From Lexton-Ararat Road (630m)	
Glenbrae School Road	From Forest Road (630m)	
Ennis Street, Amphitheatre	Bailey Street to Amphitheatre Road (290m)	
Rifle Butts Road, Beaufort	From Gregory Street (550m)	
Ralphs Lane, Beaufort	From Neill Street (120m)	
Stuart Street, Beaufort	From Gregory Street (106m)	

Lake Road, Beaufort
Victoria Street, Beaufort

From Havelock Street (1280m)
From Beaufort Lexton Road to Waldy Street
(248m)

ANNEXURE 3: BRIDGES & MAJOR CULVERTS

ID	ROAD NAME	TYPE	COST (\$)	YEAR	STATUS
80	High St (Western Hwy), Beaufort	Foot	44,000	2026	100%
191	Beaufort Caravan Park 2 (Snake Island)	Foot	69,000	2026	100%
35	Havelock Street - guardrail	Road	10,000	2026	100%
342	Beaufort-Carngham Road MC	Road	71,000	2026	100%
438	Gladston Street – MC/floodway	Road	45,000	2026	100%
	Clapperton St - floodway	Road	34,000	2026	100%
	Mooramang Rd – MC	Road	50,000	2026	100%
	Mile Creek Road – MC/floodway	Road	45,000	2026	100%
	Back Waterloo Rd - floodway	Road	20,000	2026	100%
139	Raglan-Elmhurst Rd -app. slabs	Road	120,000	2026	
157	Vinoca Rd – bridge widening	Road	85,000	2026	100%
72	Goldfields Rec Reserve, Beaufort (Viewing platform)	Foot	242,300	2026	Deferred
63	Eurambeen-Streatham Rd guard rail	Road	15,000	2026	100%
47	Dooleys Road guard rail	Road	13,000	2026	100%
78	Haddon-Preston Rd deck	Road	48,100	2027	
79	Haddon Preston Rd deck	Road	74,500	2027	
112	Mooramong Rd deck	Road	35,000	2027	
124	North-South Rd deck	Road	50,000	2027	
125	North-South Rd deck	Road	61,200	2027	
126	North-South Rd deck	Road	74,500	2027	
131	Pittong-Snake Valley Rd	Road	58,500	2027	
60	Eurambeen-Streatham Rd	Road	120,400	2028	
58	Eurambeen-Streatham Rd	Road	100,000	2028	
7	Back Cemetery Rd	Road	500,000	2028	
22	Carngham-Lake Goldsmith Rd GR	Road	60,000	2028	
185	Amphitheatre Rd Raglan	Road	60,000	2028	
120	Nerring Trawalla Rd	Road	115,900	2029	
78	Haddon Preston Hill Rd	Road	120,200	2029	
17	Beaufort Carranballac Rd	Road	64,000	2029	
26	Carngham Linton Rd	Road	76,000	2029	
119	Neil St	Foot	27,300	2030	
112	Mooramong Rd	Road	87,400	2030	
127	North South Rd	Road	75,000	2030	
62	Eurambeen Streatham Rd	Road	170,000	2030	
79	Haddon Preston Hill Rd	Road	186,200	2030	
124	North South Rd	Road	125,000	2031	
129	Nunns Rd	Road	143,000	2031	

131	Pittong Snake Valley Rd	Road	146,200	2031
151	Stockyard Hill Rd	Road	136,900	2032
152	Stockyard Hill Rd	Road	66,000	2032

BRIDGE STRENGTHENING SUBJECT TO EXTERNAL FUNDING

10	Beaufort Carngham Rd	Road	1,823,000	
99	Ararat Lexton Road	Road	704,000	
97	Ararat Lexton Road	Road	482,000	
89	Landsborough-Elmhurst Rd	Road	562,000	
90	Landsborough-Elmhurst Rd	Road	397,000	
167	Waubra-Talbot Road	Road	182,000	100%
168	Waubra-Talbot Road	Road	286,000	100%
53	Eurambeen-Raglan Road	Road	176,000	
95	Landsborough Road	Road	280,000	
166	Waubra-Talbot Road	Road	180,000	
2	Amphitheatre Road	Road	50,000	
135	Racecourse Road	Road	68,000	
20	Black Bottom Road	Road	112,000	
44	Dawson Road	Road	54,000	

ANNEXURE 4: BUILDINGS

BUILDING	ACTION	YEAR	STATUS
Beaufort Shire Office	Reception upgrade	2026	100%
Beaufort Men's Shed	New construction	2026	
Beaufort Worker Accommodation	New construction	2026	80%
Landsborough C/Park facilities	Laundry & toilets upgrade	2026	25%
Beaufort Weighbridge	Relocate and upgrade	2026	100%
Council chambers	Window replacement & insulation	2026	100%
Snake Valley Hall	Toilet refit	2027	
Brewster Hall	Asbestos removal	2027	
Avoca Information Centre	Reception upgrade	2027	
Beaufort Information Centre	Reception upgrade	2027	
Avoca Senior Citizens	Kitchen & wet areas upgrade	2028	
Beaufort Senior Citizens	Infernal furnishings, replace southern windows to resolve condensation issues, external deck.	2029	
Avoca Station Street Goods Shed	Renovation of brickwork and loading platform – heritage building	2030	
Brewster Hall	Upgrade toilet facilities to DDA standards	2031	
Waubra Bowling Club	Reconstruct clubrooms (subject to grant funding)	2032	

ANNEXURE 5: PATHWAYS

PATHWAY	LOCATION	YEAR
Burke St, Beaufort	Gregory to Wills St	2026
Gregory St, Beaufort	Neill St to Burke St	2026
Lawrence St, Beaufort	Havelock St to Western Hwy	2026
Livingstone St, Beaufort	Willoby to Havelock St	2027
Livingstone St, Beaufort	Willoby to Western Hwy	2027
Havelock St, Beaufort	Western Hwy to Willoby St	2027
Western Hwy St, Beaufort	Gregory St to Wills St	2028
Havelock St, Beaufort	Livingstone St to Willoby	2028
Western Hwy, Beaufort	Gregory St to Wills St	2028
Sunraysia Hwy, Waubra	Beaufort-Waubra Rd to Hall St	2028
Willoby St, Beaufort	Lawrence to Beggs	2029
Pratt St, Beaufort	Beggs to Lawrence	2029
Leichardt St, Beaufort	Lawrence to Garibaldi Creek	2029
Lawrence Service St, Beaufort	Havelock to South	2030
Lawrence Service St, Beaufort	Havelock to South	2030
Lawrence St, Beaufort	South to Warburton St	2030
Lawrence St, Beaufort	Pratt St to Willoby St	2028
Lawrence St, Beaufort	Willoby to Western Hwy	2029
Pratt St, Beaufort	Lawrence to Willoby St	2029
Livingstone St, Beaufort	Willoby to Havelock St	2030

O St, Beaufort	Livingstone St to Western Hwy	2030
Pratt St, Beaufort	Lawrence to Willoby St	2031
Livingstone St, Beaufort	Willoby to Western Hwy	2031
Lawrence St, Beaufort	Western Hwy to Willoby St	2031
Western Hwy, Beaufort	Livingstone St to Speke St	2032
Western Hwy, Beaufort	Market St to Havelock St	2032
Western Hwy, Beaufort	Sinclair St to Market St	2032
Sunraysia Hwy, Waubra	Hall St to O	2032
Pyrenees Highway St, Avoca	Faraday to Dalton	2033
Sunraysia Hwy St, Avoca	Pyrenees Hwy to Cambridge	2033
Liebig St, Avoca	Pyrenees Hwy to Dalton	2033
	Pyrenees Hwy to Connecting mid road	
Sunraysia Hwy St, Avoca	between Sunraysia Hwy	2034
Stawell Avoca Rd, Moonambel	Natte Yallock Rd to Grant St	2034
Stawell Avoca Rd, Moonambel	Natte Yallock Rd to Grant St	2034

ANNEXURE 6: KERB & CHANNEL

ROAD	LOCATION	YEAR
Burke Street	Greggory St to Wills St	2026
Greggory St	Neill St to Burke St	2026
Wills St	Neill St to Burke St	2026
Sturt Street Beaufort	Livingstone to Speke St	2027
Linton-Carngham Rd, SV	Service Rd to Mag Dam Rd	2027
Linton-Carngham Rd, SV	Mag Dam Rd to Gardners Lane	2027
Linton-Carngham Rd, SV	Weary Jones to Murrays St	2027
Linton-Carngham Rd, SV	Murrays St to Smythesdale-Snake Valley	2027
Liebig St, Avoca	Pearson St to Palmerson St	2028
Burke Street Landsborough	McKinley St to Howitt St	2028
Warburton St, Beaufort	Parker St to South St	2028
Warburton St, Beaufort	South St to Speke St	2028
Burton St, Beaufort	Warburton St to Walker St	2029
Cummins St, Beaufort	Speke St to Livingston St	2029
Parker St Beaufort	South St to Warburton St	2029
Avoca-Stawell Rd, Moonambel	Church St to Woods St	2029
Landsborough-Barkly Rd, Barkly	Approach to Bridge 88	2030
Rutherford St, Avoca	Cambridge to Pyrenees Hwy	2030
Rutherford St, Avoca	Duke St to North St	2030
High Street, Avoca	Camp St to Davy St	2031
Boyce St, Avoca	North St to Duke St	2031
Rutherford St, Avoca	Cambridge St to High St	2031
Barnett St, Avoca	North St to Duke St	2032
Barnett St, Avoca	Duke St to Russell St	2032
Barnett St, Avoca	Pyrenees Hwy to Short St	2032
Duke St, Avoca	Rutherford St to High St	2033
Albert St, Beaufort	Lawrence St to King St	2033
Willoby St, Beaufort	Havelock St to Livingstone	2034
Burton St, Beaufort	Warburton St to Walker	2034
Eyre St, Beaufort	Warburton St to South St	2034