
Camden Council

Heavy Haulage Contribution Plan

October 2023





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Dated

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Report Details

Job Number

P22052

Version

FINAL

File Name

[Click here to enter a response](#)

Date Printed

11 July



EXECUTIVE SUMMARY

This heavy haulage contribution plan allows Camden Council to levy contributions under section 7.11 of the *Environmental Planning and Assessment Act 1979* in areas within the Camden Local Government Area subject to increased heavy vehicle movements. Increased heavy vehicle movements increase road maintenance requirements, therefore it is reasonable that contributions are charged.

Development Subject to a contribution

This plan applies to any development that, in the opinion of Council, generates a greater than normal impact on Council roads as a result of heavy vehicle movements.

Contribution rates

Development Type	Contribution Rate
Traffic Generating Development	To be determined by a traffic assessment using methodology outlined within this plan



HEAVY HAULAGE CONTRIBUTION PLAN



1.0 ADMINISTRATION

1.1 Legislative requirements

This plan is made under Section 7.11 of the *Environmental Planning and Assessment Act* (EP&A Act). Section 7.11 allows Camden Council (Council) to impose, as a condition of consent, the payment of a monetary contribution where a development will, or is likely to, require the provision of, or increase the demand for, public amenities and public services.

1.2 Purpose of this plan

This plan seeks to fund the cost of maintaining Council roads used for heavy haulage (including extractive industry) by means of a road maintenance contribution.

1.3 Name of this plan

This plan is called *Camden Section 7.11 Contribution Plan – Heavy Haulage 2023*.

1.4 Commencement of this plan

This Plan comes into effect on the day on which notice of the council’s decision to approve the plan is published on the council’s website, or a later day specified in the notice.

1.5 Land to which the Plan applies

This plan applies to the Camden Local Government Area (LGA).

1.6 Definitions

Extractive industry

Extractive industry means the winning or removal of extractive materials by methods such as excavating, dredging, tunnelling or quarrying, including the storing, stockpiling or processing of extractive materials by methods such as recycling, washing, crushing, sawing or separating, but does not include turf farming. For the purpose of this plan, extractive industry also includes mines and the processing and/or refining of extractive materials and water from springs/bores.

ESA

ESA means Equivalent Standard Axels. One ESA is a dual tyred single axle transmitting a load of 80kN or 8.2 tonnes.



2.0 NEXUS AND IMPACT OF TRAFFIC GENERATING DEVELOPMENT

2.1 Where the contribution applies

Contributions will be applied where Council deems a development will have ongoing heavy vehicle activity on a Council road. This could include extractive industry, mines, or agriculture.

Contributions do not apply to bulk earthworks for subdivision and development as these do not create ongoing heavy vehicle impacts.

Heavy haulage contributions can only apply to roads under the control of Council, to the extent where it reaches the nearest State or Regional Road or the Council boundary.

2.2 Why does the contribution apply?

Heavy vehicles deteriorate roads faster than standard vehicles. When the movement of heavy vehicles is directly attributable to a development, it is reasonable that the development contributes to the maintenance resulting from the increased level of deterioration. This contribution plan funds the additional routine maintenance, repairs and rehabilitation that would be required to keep the road serviceable and safe as a result of the additional heavy vehicle movements. The extent of additional expenditure is directly related to heavy vehicles, and their movements, on the roads.

2.3 Contributions will be spent on the maintenance of roads

These contributions will be allocated to fund the maintenance of the roads identified in the Traffic Study, unless other roads are identified as being impacted by the operator, such as where the operator deviates from an approved route regularly.

3.0 HOW ARE CONTRIBUTIONS CALCULATED

Contributions are calculated on a development-specific basis, based on the roads that will be affected.

The contribution rate is calculated on the basis of the following formula:

$$R = \frac{P}{E + P} \times \frac{C}{Y \times T \times L}$$

Where:

R = contribution rate per tonne per km travelled

P = proposed increased traffic load attributable to development as measured in ESAs

E = total existing traffic load as measured in ESAs.

C = total costs of the road maintenance, including minor maintenance (such as potholes, bitumen edge repair, and maintenance of small pipe culverts), heavy patching and resealing, and major repairs and reconstruction of the road. This will be calculated based on the roads affected by the proposed heavy vehicle activity.

Y = design life of the road measured in years.

L = total length of haulage route. This will be provided in the Applicant's transport study.

T = amount of material hauled as measured in tonnes. This will be provided by the applicant and verified by Council.

Each year, the contribution that is paid is then calculated using the following formula:

$$\text{Annual contribution} = T \times L \times R$$

Where:

T = tonnes of extracted material

L = length of haulage route as set in condition of consent

R = contribution rate (cents per tonne), which is indexed quarterly within PPI, Road and Bridge Construction.



4.0 HOW ARE CONTRIBUTIONS PAID

4.1 Annual invoice

The consent will include a condition of consent that requires the applicant or operator to report to Council the:

- Details of the development
- ESA (class of vehicle)
- Number of trips
- Length of traffic route

This information will be used to produce an invoice each year.

4.2 Timing of payment

Council's policy in relation to the timing of payments of monetary contributions required under this plan is 30 days upon receipt of an invoice.

4.3 Audit

As a condition of consent, Council will retain the right to:

- Inspect records relating to transport of material to and from a development
- Inspect records relating to vehicle trips generated

These records would include:

- Extraction site/zone
- Date and time of movement
- Monthly unity and nature of material
- Daily number and type (including registration number) of trucks and trailers
- Bus/coach trips generated by development
- Annual payment date and amount of traffic generating contributions made to Council

It is expected that operators will keep necessary information to verify. Council will provide 14 days notice of any request to inspect records.

4.4 Contributions 'in-kind' and material public benefit

Council will not accept 'in-kind' contributions under this plan. The purpose of this plan is to fund accelerated maintenance of roads due to faster deterioration because of heavy vehicle movements directly attributable to development. Therefore, the only work items are ongoing maintenance which will be completed by Council.

4.5 Planning agreements

A planning agreement is an alternative to the imposition of contributions. Planning agreements will be negotiated in accordance with Council's Planning Agreements Policy.



5.0 OTHER ADMINISTRATION MATTERS

5.1 Review of contribution rates

Contribution rates will be indexed quarterly by Producer Price Index Road and Bridge construction (PPI Road and Bridge Construction). Indexation is based on the cost calculation.

$$R_{indexed} = \frac{R_{Base} \times \text{Current PPI Road and Bridge Construction}}{\text{Base PPI Road and Bridge Construction}}$$

Where:

R_{Base} = the rate calculated at the time when the contribution was imposed

Current PPI Road and Bridge Construction = the applicable PPI for the quarter immediately before the time the contribution rate is charged

Base PPI Road and Bridge Construction = the applicable PPI at the date the R_{Base} was calculated

5.2 Relationship with other contributions plans

This plan repeals and replaces *Camden Contributions Plan No. 7 Road Maintenance: Extractive Industry* adopted 25 October 1993.

This plan does not limit or otherwise affect any requirements to pay contributions under any other Section 7.11 or 7.12 Plan that may apply to a proposed development that is also impacted by this plan.

5.3 Pooling of contributions

This Plan expressly authorises monetary 7.11 contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes. As developments are conditioned to pay a contribution under the plan, the roads identified will be included in an appendix. Contributions will be used to fund a portion of the maintenance as required.

5.4 Savings and transitional arrangements

A development application which has been submitted prior to the adoption of the Plan but not determined shall be determined in accordance with the provisions of the Plan which applied at the date of determination of the application.



APPENDIX A : CONTRIBUTIONS UNDER THE PLAN

A.1 SSD 5684 – Bringelly Quarry/Brickworks

Camden Council collects contributions from the Bringelly Brickworks, as per the State Significant Development Approval. As this was approved prior to the adoption of this Plan, the development still falls under the *Camden Contributions Plan No.7 Road Maintenance: Extractive Industry*. The contribution rate is as follows:

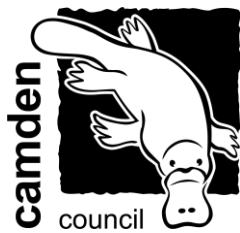
Development	Rate per tonne	Index	Index at adoption date	Adoption Date
91/1194	\$0.0811	CPI	106.8	December 2014



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