

Prepared by

Coolamon Shire

Section 7.11 Contributions Plan 2017



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Version Control	Adoption Date	Comments
Version 1	19.10.2017	Plan adopted by Council and Commenced
Amendment 1	17.11.2022	Amendments to contributions area map and inclusion of original adoption date

1. Introduction and summary of levy rates

1.1 Overview of this plan

Coolamon Shire is likely to accommodate development in the future that impacts on the quality and standard of Local Infrastructure that is provided by, or is under the responsibility of, Coolamon Shire Council (**Council**). Local Infrastructure includes local and regional roads, stormwater drainage and sporting facilities.

Council wishes to promote economic development of the Shire, but also considers that it is important for new developments to make a reasonable contribution towards the provision of new and / or augmentation of Local Infrastructure to meet the increased demands caused by those developments.

Section 7.11 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* authorises a Consent Authority to grant consent to a proposed development subject to a condition requiring the applicant to dedicate land free of cost and / or make a monetary contribution to the Council. Such a condition can only be imposed if that development will or is likely to require the provision of, or increase the demand for, Local Infrastructure.

Contributions of land or money required by a condition imposed under Section 7.11 are to be applied towards the provision, extension or augmentation of Local Infrastructure (or towards recouping the cost of their provision, extension or augmentation).

Where the Consent Authority is a council or an accredited certifier, a Local Infrastructure Contribution may be imposed on a development only if it is of a kind allowed by and determined in accordance with a contributions plan, such as this plan.

This plan authorises the Council or an accredited certifier to impose conditions requiring Section 7.11 contributions on development consents or complying development certificates for the following types of development:

- Residential development in Coolamon town, including subdivision, that increases the demand for Local Infrastructure in Coolamon town
- Heavy Haulage Developments that will have significant impacts on rural roads.

This plan has been prepared in accordance with the EP&A Act and *Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)*; and having regard to the latest Practice Notes issued by the NSW Department of Planning and Environment.

This plan includes the following:

- A schedule showing the development types that are subject to contributions, and the respective contribution rates
- Location maps of the Local Infrastructure items supported by a works schedule setting out an estimate of their cost and staging
- The relationship between the expected development in the Coolamon Shire and the Local Infrastructure included in this plan

- The administrative and accounting arrangements applying to levies that are required by and collected under this plan.

1.2 Summary of contribution rates

Table 1 Section 7.11 contribution rates by development type

Development type	Contribution rate
1 or 2 bedroom dwelling in a residential accommodation development ^a	\$2,087.10 per dwelling
Residential lot, dwelling with 3 or more bedrooms in a residential accommodation development ^a	\$3,617.64 per dwelling/lot
Heavy Haulage Development, as defined in Section 2.1 of this plan	5.84 cents per tonne of hauled material per kilometre of haul road ^b Or 42 cents per ESA per kilometre of haul road

Notes:

- a 'Residential accommodation' has the same meaning as defined in Coolamon Local Environmental Plan 2011
- b Cents per tonne rate will be used wherever reliable information on tonnages of hauled material can be provided
- c Also refer to development exclusions identified in Section 2.7

Table 2 Section 7.11 contribution rates by infrastructure type

Infrastructure type	Contribution rate per 1 or 2 bedroom dwelling	Contribution rate per residential lot, or dwelling with 3 or more bedrooms
Footpaths	\$144.86	\$251.08
Kerb and gutter	\$390.06	\$676.11
Roads and Car Parking - future	\$1,394.83	\$2,417.70
Roads – recoupment	\$126.50	\$219.27
Plan administration	\$30.84	\$53.46

Note: Also refer to development exclusions identified in Section 2.7

1.3 Calculating a contribution under this plan

The methods for calculating a contribution under this plan for each of the development types addressed by this plan are discussed below.

Applicants should note that the monetary contribution rates shown in **Tables 1** and **2** reflect the contribution rates at the date that the plan commenced. These rates are regularly adjusted for inflation in accordance with the provisions of **Section 2.12** of this plan.

Applicants should inquire at the Council for information on the latest contribution rates.

1.3.1 Residential developments including subdivision

The total Section 7.11 contribution for the residential accommodation development is calculated using the rates shown in **Table 1**, less any allowance for assumed infrastructure demand arising from existing developments, if applicable.

The allowance for existing development demand (or the contribution ‘credit’) will be calculated using the occupancy rates included in column 2 of **Table 3**.

Table 3 Assumed occupancy rates for calculating contribution credits

Existing development	Assumed average household occupancy rate
1 or 2 bedroom dwelling in a residential accommodation development	1.5 persons per dwelling
Residential lot, dwelling with 3 or more bedrooms in a residential accommodation development	2.6 persons per lot or dwelling

1.3.2 Heavy Haulage Development

The contribution for a Heavy Haulage Development is calculated as follows:

1. Identify the length of local and regional roads within the Coolamon Shire that the development’s laden heavy vehicles will utilise (i.e. the haul routes).
2. The total haul route length (in kilometres) and this plan’s \$ rate per tonne per km, or the \$ rate per ESA per km, will be included in the development consent.
3. The periodic contribution payable to Council is calculated retrospectively by either:
 - a. multiplying the \$ per tonne per km rate (in the consent) by the haul length (also in the consent) by the amount of material (in tonnes) hauled over the previous quarter, or
 - b. multiplying the \$ per ESA per km rate (in the consent) by the haul length (also in the consent) by the number of ESAs that are recorded entering or exiting the site over the previous quarter.

Section 3.5 of this plan provides more detail on the method of determining the quarterly contribution amount that is payable by Heavy Haulage Developments.

2. Administration and operation of this plan

2.1 Definitions used in this plan

Words and phrases used in this plan generally have the same meaning as the terms defined in *Coolamon Local Environmental Plan 2011* or the EP&A Act, except as provided for below.

In this plan, the following words and phrases have the following meanings:

Consent Authority has the same meaning as in the EP&A Act but also includes an accredited certifier responsible for issuing a complying development certificate.

Council means Coolamon Shire Council.

EP&A Act means the Environmental Planning and Assessment Act 1979.

EP&A Regulation means the Environmental Planning and Assessment Regulation 2000.

Equivalent Standard Axle, or **ESA**, means the number of standard axle loads which are equivalent in damaging effect on a pavement to a given vehicle or axle loading.

Heavy Haulage Development means any of the following developments that are defined in *Coolamon Local Environmental Plan 2011*:

- (a) extractive industry
- (b) mine, or
- (c) rural industry

and where the development, if approved, will result in significant additional tonnages or volumes of material being removed from or delivered to the development site.

LGA means local government area.

Local Infrastructure means public amenities and public services that are traditionally the responsibility of local government, excluding water supply or sewerage services.

Residential accommodation has the same meaning as in *Coolamon Local Environmental Plan 2011*, being a building or place used predominantly as a place of residence, and includes any of the following:

- (a) attached dwellings,
- (b) boarding houses,
- (c) dual occupancies,
- (d) dwelling houses,

- (e) group homes,
- (f) hostels,
- (g) multi dwelling housing,
- (h) residential flat buildings,
- (i) rural workers' dwellings,
- (j) secondary dwellings,
- (k) semi-detached dwellings,
- (l) seniors housing,
- (m) shop top housing,

but does not include tourist and visitor accommodation or caravan parks.

2.2 Name of this plan

This plan is called the Coolamon Section 7.11 Contributions Plan 2017.

2.3 Purposes of this plan

The primary purpose of the plan is to authorise:

- the Council, when granting consent to an application to carry out development to which this plan applies, or
- an accredited certifier, when issuing a complying development certificate for development to which this plan applies,

to require from the development a contribution to be made towards Local Infrastructure identified in this plan.

Other purposes of the plan are:

- To update and replace the Council's previous Section 7.11 contributions plan
- To provide the framework for the efficient and equitable determination, collection and management of Section 7.11 contributions by Council
- To reduce the burden on the existing community on having to provide Local Infrastructure needed at least partly by new development
- To describe the Local Infrastructure that will be provided by Council using the contributions collected under this plan.

2.4 Commencement of this plan

This plan commenced on the date on which public notice of its adoption by Council appeared in a local newspaper or the effective date advised on the public notice.

The Plan was endorsed and commenced operation on 19.0.2017(Refer to Councils October 2017 Council Meeting Minutes).

2.5 Land to which this plan applies

This plan applies to:

- Residential accommodation development on land in Coolamon town that is zoned RU4 Rural Small Holdings Lots and RU5 Village as shown in **Figure 1 and such land that is updated by any zoning amendment to include such land; and**
- Heavy Haulage Development on land within the Coolamon Shire.

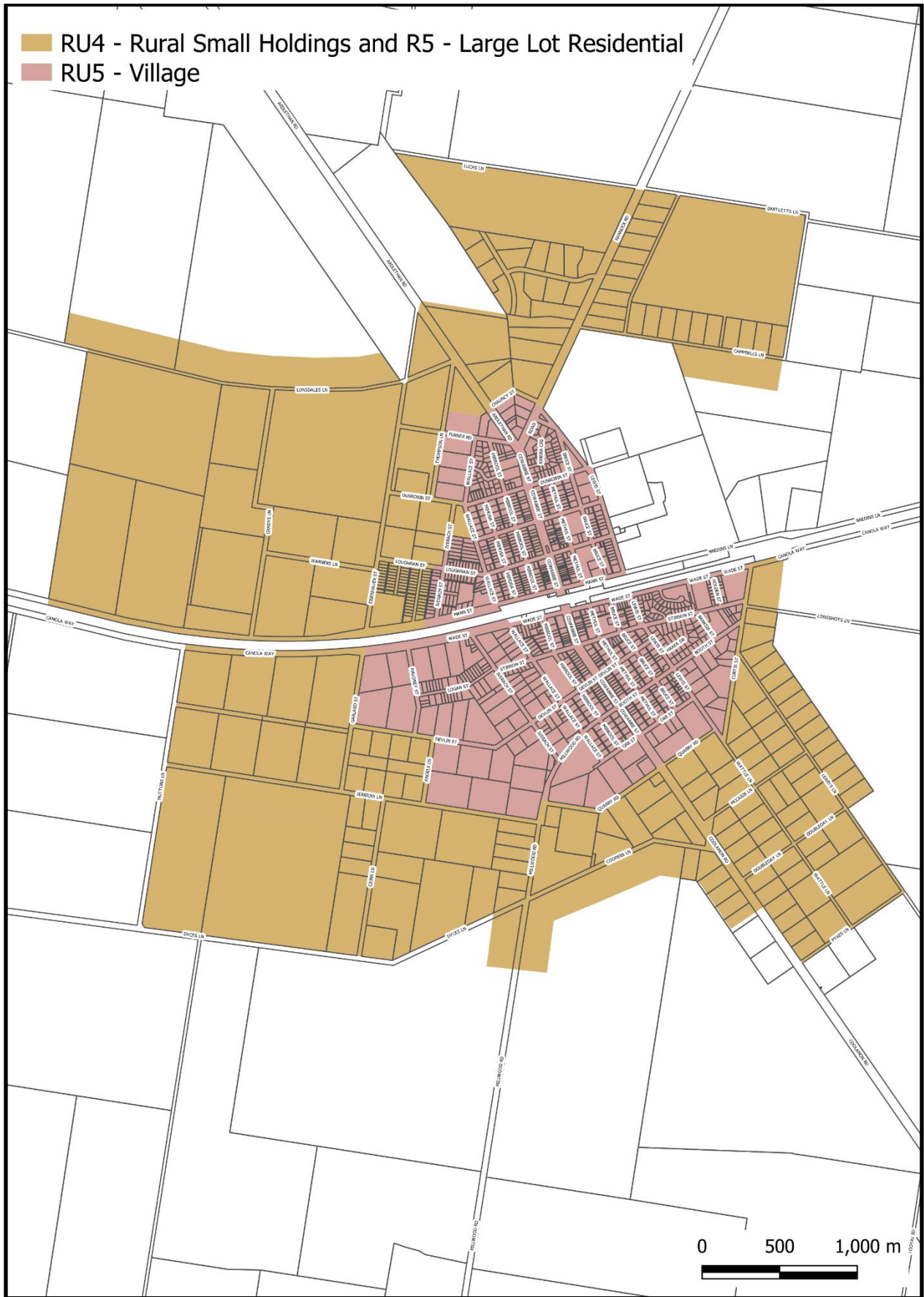


Figure 1 Land in Coolamon town subject to Section 7.11 contributions from residential accommodation development

2.6 Development to which this plan applies

Except as provided for by **Section 2.7**, this plan applies to:

- Residential accommodation development and subdivision related to these developments that will or are likely to require the provision of, or increase the demand for, the Local Infrastructure included in this plan. This means development that would, if approved, result in additional dwellings or result in additional lots with a dwelling entitlement.
- Heavy Haulage Developments.

2.7 Development exempted from contributions under this plan

This plan does not apply to the following types of developments:

- The part of a residential accommodation development that is for the purpose of a boarding house, a group home, or a hostel
- Residential accommodation development (including subdivision) that would not, if approved, result in any additional dwellings or any additional allotments with a dwelling entitlement.
- Development proposed by or on behalf of the Council
- Development for the purpose of affordable housing or housing provided by a social housing provider¹
- Development exempted from Section 7.11 levies by way of a direction made by the Minister for Planning under Section 7.11E of the EP&A Act.

2.8 Relationship to other contributions plans

This plan repeals Coolamon Section 7.11 Plan 1994.

2.9 Monetary contribution may be required as a condition of development consent

This plan authorises Council or an accredited certifier, when determining an application for development or an application for a complying development certificate, and subject to other provisions of this plan, to impose a condition requiring a contribution under Section 7.11 of the EP&A Act on that approval for:

¹ If the development has a mix of uses, only the affordable housing/social housing component will be excluded.

- the provision, extension or augmentation of Local Infrastructure to be provided by Council, and / or
- the recoupment of the previous costs incurred by Council in providing existing Local Infrastructure.

Accredited certifiers should also refer to **Section 2.10** of this plan as to their obligations in assessing and determining applications.

2.10 Obligations of accredited certifiers

2.10.1 Complying development certificates

This plan requires that, in relation to an application being made to an accredited certifier for a complying development certificate the accredited certifier must:

- If a complying development certificate is issued, impose a condition on that certificate requiring a monetary contribution, if such a contribution is authorised by this plan
- Determine the amount of the levy that must be imposed is determined in accordance with this section
- Ensure that the terms of the condition be in accordance with this section.

Procedure for determining the contribution amount

The procedure for accredited certifier to determine the amount of the Section 7.11 monetary contribution for complying development is as follows:

1. If, and only if specified in writing in the application for a complying development certificate, the applicant has requested a credit under Section 7.11(6) of the EP&A Act (as described in **Section 1.3.1** of this plan) or an exemption for part or the whole of the development under **Section 2.7** of this plan, the accredited certifier must:
 - (a) make a request in writing to the Council for the Council's advice on whether the request is granted, or the extent to which it is granted; and
 - (b) in calculating the monetary contribution, comply with the Council's written advice or if no such advice has been received prior to the granting of the complying development certificate, refuse the applicant's request.
2. Determine the unadjusted Section 7.11 contributions in accordance with the rates included in **Table 1** of this plan taking into account any exempt development specified in **Section 2.7** and any advice issued by the Council under paragraph 1(b) above.
3. Adjust the calculated contribution in accordance with **Section 2.12** to reflect the indexed cost of the provision of infrastructure. The latest contribution rates can also be found on Council's website.
4. Subtract any credit advised by the Council under paragraph 1(b) for any assumed Local Infrastructure demand relating to existing development.

Terms of a Section 7.11 condition

The terms of the condition required by this section (for residential accommodation development) are as follows:

Contribution

The developer must make a monetary contribution to Coolamon Shire Council totalling \$[insert amount] for the purposes of the Coolamon Section 7.11 Contributions Plan 2017. The amount being broken down by the different infrastructure types as follows:

Footpaths	\$[insert amount]
Kerb and gutter	\$[insert amount]
Roads and Car Parking - future	\$[insert amount]
Roads – recoupment	\$[insert amount]
Plan administration	\$[insert amount]

Indexation

The monetary contribution must be indexed between the date of this certificate and the date of payment in accordance with the following formula:

$$\frac{\$C_c \times CPI_P}{CPI_C}$$

Where:

$\$C_c$ is the contribution amount shown in this complying development certificate expressed in dollars

CPI_P is the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Bureau of Statistics at the time of the payment of the contribution

CPI_C is the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Bureau of Statistics which applied at the time of the issue of this certificate

Note: The contribution payable will not be less than the contribution specified in this certificate.

Time for payment

The contribution must be paid prior to any work authorised by this Complying Development Certificate commences, as required by section 136L of the Environmental Planning and Assessment Regulation 2000.

Deferred payments of contributions may be accepted in certain circumstances and will need to be secured by bank guarantee. Refer to the contributions plan for Council's policy on deferred payments.

Works in kind agreement

This condition does not need to be complied with to the extent specified, if works in kind agreement is entered into between the developer and the Council.

2.10.2 Construction certificates

It is the responsibility of an accredited certifier issuing a construction certificate for building work or subdivision work to ensure that each condition requiring the payment of a monetary contribution under this contributions plan has been complied with.

The accredited certifier must ensure that the applicant provides a receipt (or receipts) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with clause 142(2) of the EP&A Regulation. Failure to follow this procedure may render such a certificate invalid and expose the certifier to legal action.

The only exceptions to the requirement are where a work in kind, material public benefit, dedication of land and/or a deferred payment arrangement has been agreed to by the Council. In such cases, the Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

2.11 Variation to contributions authorised by this plan

The Council may, after considering a written application, reduce the Section 7.11 contribution otherwise calculated in accordance with the provisions of this plan.

A developer's request for variation to a contribution calculated in accordance with this plan must be supported by written justification included with the development application. Such request will be considered as part of the assessment of the development application.

An accredited certifier other than the Council cannot vary a Section 7.11 contribution calculated in accordance with this plan, without the Council's written approval.

2.12 Indexation of contribution rates included in this plan

To ensure that the value of contributions are not eroded over time by inflation, Council will without the necessity of preparing a new or amending the contributions plan make changes to the Section

7.11 contribution rates set out in this plan to reflect quarterly movements in the *Consumer Price Index (All Groups Index) for Sydney* as published by the Australian Bureau of Statistics.

Note: This section does not cover the adjustment of a contribution between the time of consent and the time that payment is made. This is covered by **Section 2.13**.

2.13 Indexation of monetary contributions at time of payment

A monetary contribution required by a condition of development consent imposed in accordance with this plan will be indexed between the date on which consent was granted and the date on which the contribution is paid in accordance with quarterly movements in the *Consumer Price Index (All Groups Index) for Sydney* as published by the Australian Bureau of Statistics.

2.14 Timing of payment of monetary contributions

A monetary contribution required to be paid by a condition imposed in accordance with this plan is to be paid at the time specified in the condition.

Generally, the condition will provide for payment as follows:

- For development involving subdivision – the contribution must be paid prior to the release of the subdivision certificate (linen plan)
- For development not involving subdivision, but where a construction certificate is required, the contribution must be paid prior to the release of the construction certificate
- For works authorised under a complying development certificate, the contributions are to be paid prior to any work authorised by the certificate commences, as required by clause 136L of the EP&A Regulation.

2.15 Policy on deferred or periodic payments

Council may accept the deferred or periodic payment of a monetary contribution required under this plan if the applicant, or any other person entitled to act upon the relevant consent, makes a written request and can satisfy the Council of non-compliance with the payment provisions. Council must be satisfied that:

- There are valid reasons for the deferral or periodic payment
- The granting of the request will not adversely impact on the administration, operation or cash flows of the plan
- The granting of the request will not jeopardise the timely provision of works or land identified within the plan
- The proposed arrangement remains consistent with the purpose of the plan.

The decision to accept a deferred or periodic payment of a monetary contribution is at the sole discretion of Council. Any deferral will generally be limited to a period of no more than 24 months.

Where Council allows a deferral of contributions, an appropriate bank guarantee shall be secured for the amount of contributions to be deferred. The conditions under which the Council may accept deferred settlement by way of lodgement of a bank guarantee are that:

- The bank guarantee be by an Australian bank for the amount of the total contribution, or the amount of the outstanding contribution, plus an amount equal to thirteen (13) months interest
- The bank unconditionally pays the guaranteed sum to the Council if the Council so demands in writing not earlier than twelve (12) months from the provision of the guarantee or completion of the work whichever occurs first
- The bank must pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of development in accordance with the development consent
- The bank's obligations are discharged when payment to the Council is made in accordance with this guarantee or when Council notifies the bank in writing that the guarantee is no longer required.

Any deferred or outstanding component of the monetary contribution will be adjusted in accordance with **Section 2.13** of this plan.

The applicant will be required to pay any charges associated with establishing or operating the bank guarantee. Council will not cancel the bank guarantee until the outstanding contribution as indexed and any accrued charges are paid.

2.16 Pooling of monetary contributions

Monetary contributions paid for different purposes in accordance with the conditions of development consents authorised by this plan and any other contributions plan approved by the Council (whether or not such a plan is in force) are to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this plan are the priorities for works as set out in the works schedule to this plan.

2.17 Accountability and access to information

Accounting records will be maintained for Section 7.11 contributions imposed and collected under this plan. They will contain details concerning monetary contributions received and expended, including interest.

The records are held at Council and may be inspected upon request.

In accordance with the EP&A Act and EP&A Regulation a contributions register will be maintained by Council and may be inspected upon request.

2.18 Savings and transitional arrangements

This plan applies to both:

- A development application or application for a complying development certificate submitted on or after the date on which this plan took effect, and
- A development application or application for a complying development certificate submitted, but not yet determined, on or before the date on which this plan took effect.

3. Local Infrastructure demands and strategies

This part of the plan identifies:

- The development that is expected across the Coolamon Shire in the future
- The infrastructure demands that will be generated by that development
- The approach to determining contribution rates for the Local Infrastructure included in this plan.

3.1 Area context

Coolamon Shire is an agricultural and pastoral district in the Riverina region of NSW, with an area of approximately 2,494 square kilometres. The district is renowned for its production of wheat, canola, barley, oats and other cereal crops, as well as hay and chaff. Wool, lamb and beef are also important products from the area, with emerging agricultural enterprises.

Other economic and employment opportunities are available in the service areas of health, aged care and local government and in rural based small business. Coolamon Shire's proximity to the regional city of Wagga Wagga (with its population of 64,000) and advances in information technology, broadband and satellite communication systems have also created opportunities for home-based business, business support and consultancies.

The Shire's urban settlement is focused on the three towns of Coolamon, Ganmain and Ardlethan, and the smaller villages of Marrar, Matong and Beckom. A map of the Shire's settlements is shown in **Figure 1** over page.

It is expected that Coolamon Shire generally, and Coolamon town in particular will be an attractive place for people to invest in new housing that is accessible to the jobs and higher order services that are offered in Wagga Wagga.

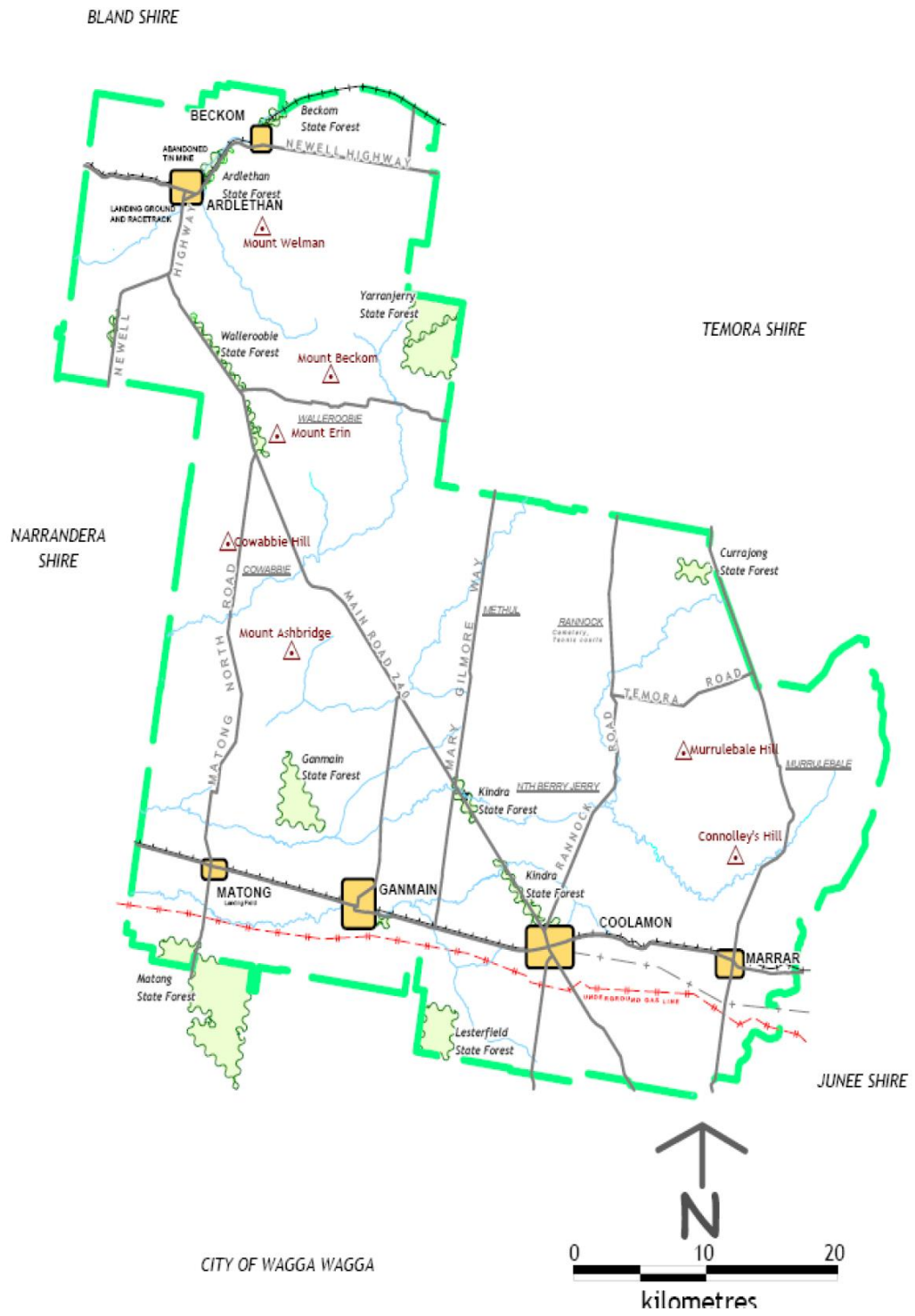


Figure 1 Coolamon Shire settlements

3.2 Expected development

The Council’s development control plan states that Coolamon is to remain as the principal town settlement in the Shire, to be promoted as a rural living alternative to the nearby city of Wagga Wagga.²

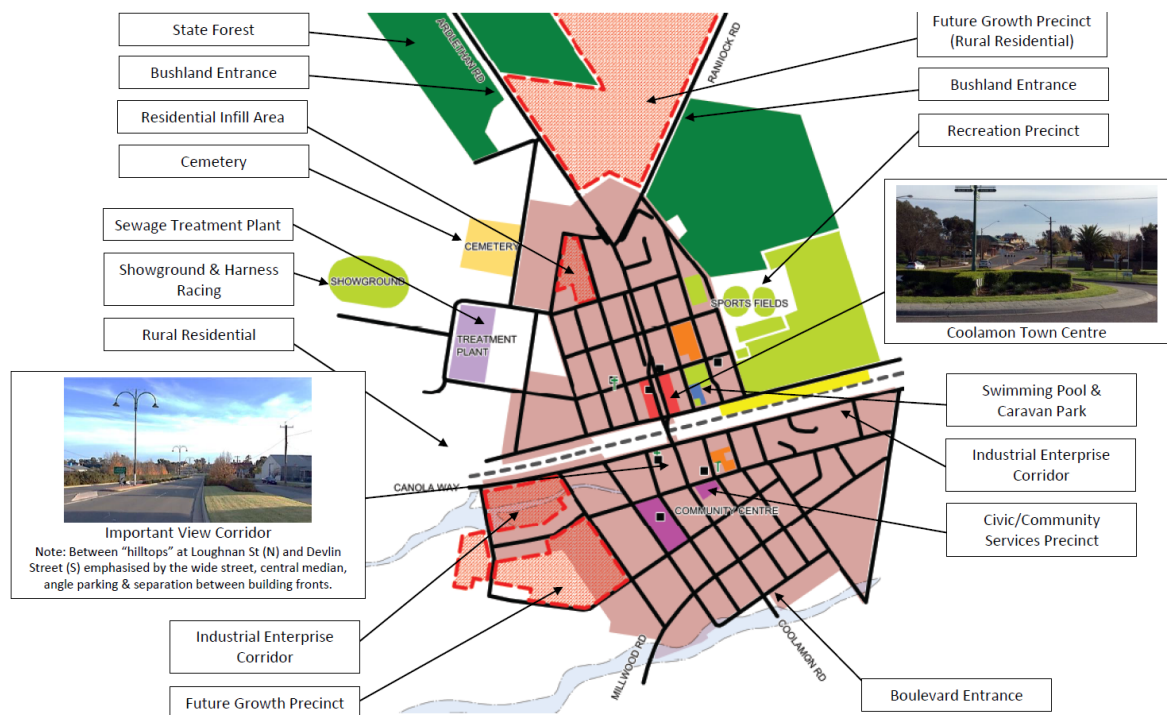
As stated in the plan:

Residential development is primarily to be consolidated within the town area with additional rural residential areas to the north east and south west.

Local industry will be focused along Canola Way and the rail corridor.

The town centre and business precinct is located in Cowabbie Street North and is to remain as the principal retail and commercial focus for both the town itself and the Shire as a whole.³

Council’s strategic plan for the town is shown in **Figure 2** below:



Source: Coolamon Shire Development Control Plan, page 18

² Coolamon Shire Development Control Plan 2015, page 16

³ *ibid.*

Figure 2 Coolamon town strategic plan

The anticipated future residential developments will increase the demand for Local Infrastructure, particularly in Coolamon town. This plan's purpose, in part, is to allow Council to receive monetary contributions from Coolamon residential developments to help fund the Local Infrastructure upgrades that will be required to meet those infrastructure demands.

New residential development in Coolamon town will largely be confined to the areas that are currently zoned RU4 Rural Small Holdings Lots and RU5 Village. These areas currently contain 1,195 lots and 795 dwellings, and there is the capacity for these areas to be further subdivided to create at least another 739 house lots.

Table 4 shows the characteristics of land and housing in the RU4 and RU5 zoned areas in Coolamon town.

Table 4 Coolamon town land and housing

Land use zone and lot size	No. of existing lots	No. of existing dwellings	Minimum additional house lot potential*
RU4 Rural Small Holdings Lots			
0 to 2 Ha	92		0
2 to 4 Ha	81		0
4 to 6 Ha	25		25
6 to 8 Ha	4		8
8 to 10 Ha	7		21
10 Ha and Over	30		120
Sub total	239	108	174
RU5 Village			
0 to 800m ²	127		0
800 to 1600m ²	448		0
1600 to 2400m ²	223		223
2400 to 3200m ²	15		30
3200m ² and over	104		312
Sub total	917	687	565
Total	1,156	795	739

* based on a minimum lot size of 2 hectares in the RU4 zone and a minimum lot size of 800 square metres in the RU5 zone

Source: Coolamon Shire Council

While there is ample capacity in the existing zoned areas, residential development is expected to be modest, with up to 20 dwellings per annum.

3.3 Population

Shire and town populations

In 2016 the total population of Coolamon Shire was estimated to be 4,353 people. It is expected that this population will increase by 157 people to 4,510 by 2026.⁴ This represents an average annual growth rate of 0.35%.

In 2011, Coolamon town had a population of approximately 2,129.⁵ Future population growth across the Shire will likely be represented by population decline in the Shire's rural areas, outbalanced by growth in the Shire's urban settlements, particularly in the town of Coolamon. Based on this, it is reasonable to assume that Coolamon town population might increase at twice the rate predicted for the Shire as a whole (i.e. 0.7% per annum).

Based on this assumption, Coolamon town's population in 2016 was 2,205 and would be expected to grow to 2,364 in 2026.

Age profile

Features of the current and future age profile of Coolamon Shire residents are shown in **Figure 3**.⁶

In 2016, the dominant age structure for persons in Coolamon Shire was children aged 0 to 14 years, which accounted for 21% of the total persons.

The largest increase in persons between 2016 and 2026 is forecast to be in ages 70+ years, which is expected to increase by 255. People in this age group will account for 21% of the total Shire population in 2026.

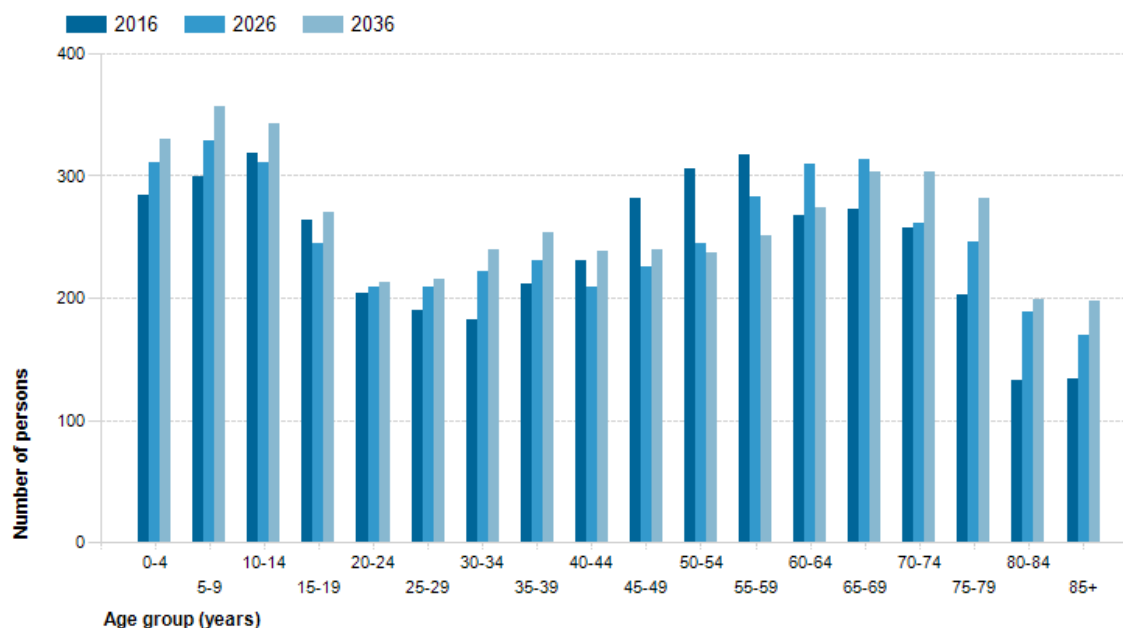
⁴ Population and household forecasts, 2011 to 2036, prepared by .id , the population experts, May 2015. <http://www.id.com.au>

⁵ Coolamon State Suburb area, ABS Census of Population and Housing, 2011

⁶ Population and household forecasts, 2011 to 2036, prepared by .id , the population experts, May 2015. <http://www.id.com.au>

Forecast age structure - 5 year age groups

Coolamon Council area - Total persons



Population and household forecasts, 2011 to 2036, prepared by .id the population experts, May 2015.



Figure 3 Age profile – Coolamon Shire

Household types

In 2016, the dominant household type in Coolamon Shire was couples without dependents, which accounted for 36.3% of all households.⁷

The largest increase between 2016 and 2026 is forecast to be in lone person households, which will increase by 49 households and account for 28% of all households.

In contrast, couple families with dependents are forecast to decrease by 15 households, to comprise 24.4% of all households in 2026, compared to 26.4% in 2016.

3.4 Coolamon town infrastructure demands and contributions

The expected residential development across the Coolamon town will have at least the following impacts on Local Infrastructure:

- Increased use of streets and footpaths
- Increased use of car parking in the town centre

A range of Local Infrastructure works have been identified as being required to satisfy both the existing demands and the extra demands caused by the expected development.

Council has developed a program of works for Coolamon town that includes the following:

- New and upgraded footpaths
- Kerb and gutter works
- Road construction, reconstruction and resealing

Council also plans to recoup part of the cost of road works already provided in advance of development.

Nexus and apportionment

The Coolamon town infrastructure is required to meet the demands of both the current and future population up to 2026.

Both the existing and future population will therefore be accountable for the cost of the infrastructure.

The future population's share of the cost of the infrastructure will be 6.7%, which represents the expected additional population of Coolamon between 2016 and 2026 (i.e. 159 persons) as a proportion of the total projected population of Coolamon in 2026 (i.e. 2,364 persons).

Contribution rate calculation

Table 5 below summarises the infrastructure costs and contributions for the Coolamon area infrastructure. A breakdown of these costs and maps showing the locations of these facilities can be found in **Appendix A**.

Table 5 Summary of infrastructure costs and contribution rates

	Infrastructure cost	Contribution per resident
Footpaths	\$228,278	\$96.57
Kerb and gutter	\$614,700	\$260.04
Roads and Car Parking - future	\$2,198,100	\$929.89
Roads - recoupment	\$199,356	\$84.34
Plan administration	\$48,607	\$20.56
Total	\$3,289,040	\$1,391.40

The contribution formula for Coolamon town infrastructure can be expressed as:

$$\text{Contribution per resident (\$)} = \sum \left(\frac{\$INF}{P} \right)$$

Where:

\$INF = the estimated cost, or if the facility has been completed, the indexed actual cost, of providing each of the Coolamon area infrastructure items (refer to **Appendix A**).

P = The expected total resident population of Coolamon town in 2026.

To determine the total contribution for Coolamon town infrastructure that would apply to a proposed development, multiply the contribution rate by the proposed net additional residents in the proposed development.

To determine the contribution rate per dwelling, multiply the contribution rate by the relevant assumed occupancy rates shown in **Table 2**.

3.5 Heavy Haulage Development infrastructure demands and contributions

Council is either fully or partly responsible for the following lengths of roads:

- 146 kilometres of regional roads
- 251 kilometres of local sealed roads
- 721 kilometres of local unsealed roads
- 98 kilometres of urban roads.⁸

Council considers that it is reasonable to expect that operators of extractive industries and similar developments that generate additional laden heavy vehicle movements should contribute their share of the additional upkeep of these roads.

This plan authorises a single contribution rate of either:

- 5.84 cents / tonne / km, or
- 42 cents / Equivalent Standard Axle (or **ESA**) / km

⁸ Coolamon Shire Council End Of Term Report 2016, p10

of hauled material, inbound or outbound from the development.

The *contribution rate* enables the Consent Authority, in any particular case, to impose a *contribution amount* on a development, with the amount being directly related to the length of local and regional roads that will be used by heavy vehicles for the haulage of material.

The consent condition will contain both a contribution rate and an assumed haul road length. The consent condition will require the development to make periodic payments to Council based on either the tonnes of material hauled along that haul road length, or the number of ESAs measured at the vehicular exit of the development, in the preceding quarter.

Nexus and apportionment

Council has a responsibility to maintain the road infrastructure in its area to an acceptable standard. The standard is to ensure the roads:

- are kept to an appropriate level of safety for the road user, and
- remain trafficable for the duration of their design life.

The additional heavy vehicle loadings on a road due to developments involving laden heavy vehicle movements will accelerate the deterioration of that road's pavement. The consequence is that in order for the roads authority to maintain the road pavement at its existing level of service, additional maintenance spending will be required sooner than would be the case without that development. In short, heavy vehicle use of a road will require the replacement of that road's pavement sooner.

From time to time Council receives development applications that involve the haulage of material using heavy vehicles. These 'Heavy Haulage Developments' typically include quarries and other forms of extractive industry, and may include rural industries. Heavy Haulage Developments can be located anywhere outside the village areas of Coolamon Shire.

Concentrated heavy vehicle movements generated by these developments will accelerate the deterioration of road pavements that were designed to meet demands of rural and residential rather than industrial or commercial developments.

Councils are not generally able to impose additional fees, charges or rates to meet the extra costs associated with accelerated deterioration of roads caused by heavy vehicle movements from these developments, except for Section 7.11 contributions imposed under the EP&A Act.

Council therefore will require contributions from developments that generate significant heavy vehicle movements to meet the additional cost burden of providing and maintaining roads caused by these developments.

Council shall allocate any monies received under this plan to the particular haul roads that developments have contributed towards. Because Heavy Haulage Developments can occur anywhere in the Coolamon Shire, and this plan operates to respond to the impacts of yet-to-be-identified developments, it is not possible to identify those roads in this plan.

Contribution rate calculation

To determine the tonnage-based contribution rate in this plan, Council has indexed the benchmark rate adopted by the then NSW Roads and Traffic Authority (RTA) and the Western Sydney Regional Organisation of Councils (**WSROC**) in the early 1990s.

The benchmark rate used by these organisations was 3.0 cents per tonne per kilometre in 1990 dollars. The index used is the Consumer Price Index (All Groups) for Sydney.

The derivation of the rate by the RTA can be found in a report prepared for WSROC by Stapleton and Hallam in 1991⁹, and was the average of cost recovery estimates from several studies carried out in the late 1970s and 1980s.

The table below is an extract from the Stapleton and Hallam report showing the analysis of road replacement costs.

COST RECOVERY ESTIMATES FOR SIX-AXLE ARTICULATED VEHICLES ++				
Study	Cost (1985/86) cents/km (1)	Cost (1989/90) cents/km* (2)**	Cost (1989/90) cents/tkm (3)	Adjusted Cost (1989/90) cents/tkm (4)
McDonell(1977/78)				
ABS data	27.1	36.7	1.8	3.7
EVRL	24.2	32.8	1.6	3.3
Nicholas Clark(1981)	18.9	25.6	1.3	2.6
Travers Morgan(1982)	12.7	17.2	0.9	1.7
NSW Government(1982)	15.1	20.5	1.0	2.0
Victorian Govt(1984)	10.9	14.8	0.7	1.5
BTE (1981)	28.9	39.2	2.0	3.9
Mean Values			1.3	2.7
* 1985/86 prices factored up using transport cost index of CPI (35.6%)				
** Assume payload of 20 t				
+ Column (4) is column (3) doubled to cover two trips, charge applied to one trip only				
++ Source: ISC (1987) "A Review of Federal Registration Charges for Interstate Vehicles", Inter-State Commission, AGPS, Canberra				

Source: Stapleton & Hallam, 1991, p51

⁹ Stapleton & Hallam (1991), Study of Section 7.11 Contributions made for the provision of Roads, Traffic Facilities and Parking - Stage 1 Report, for Western Sydney Regional Organisation of Councils Limited, September

The report by the RTA provided that the mean rate should be rounded up to 3.0 cents / tonne / kilometre to avoid implying that there is a high level of accuracy to the derived rate.¹⁰

¹⁰ Stapleton & Hallam (1991), Study of Section 7.11 Contributions made for the provision of Roads, Traffic Facilities and Parking - Stage 1 Report, for Western Sydney Regional Organisation of Councils Limited, September, p50

The indexed benchmark rate adopted by this plan is therefore:

$$\begin{array}{rcl}
 3.0 \text{ cents per} & & \text{Sydney CPI (March quarter 2017)} \\
 \text{t.km} & \times & \hline
 & & \text{Sydney CPI (June quarter 1990)} \\
 \\
 = 3.0 \text{ cents} & & 111.3 \\
 \text{per t.km} & \times & \hline
 & & 57.2 \\
 \\
 = 5.84 \text{ cents per tonne per kilometre} & &
 \end{array}$$

Council will apply this rate to all developments where the development is able to provide reliable records of the volume of haulage material on a periodic basis. Mines and extractive industries, for example, are generally required by their operation licenses to produce regular weighbridge receipts for the amount of extractive material transported from the site.

Equivalent Standard Axles rate

It may not be practical for all Heavy Haulage Developments that are levied a contribution under this plan to provide regular tonnage records to the Council. Where information is not able to be provided, the Council will impose a contribution based on equivalent standard axles (ESA) per kilometre of haulage route.

The conversion calculation for the ESA contribution rate is shown below:

Contribution rate expressed as \$ / tonne / km	5.84 cents per tonne per km
Convert to rate for a typical load on a typical vehicle	<p>Typical haulage load is assumed to be 20 tonnes on typical vehicle which is assumed to be a 'Class 9 – 6 axle articulated vehicle'</p> <p>Contribution on a typical load on a typical haul vehicle is 20 x 5.84 cents = 116.8 cents</p>
Calculate \$ / typical vehicle ESA	<p>No. of ESAs on each typical vehicle = 2.8</p> <p>Contribution per ESA on a typical vehicle = 116.8 cents ÷ 2.8 = 42 cents per ESA</p>

Calculation of the quarterly contribution payment

The process for calculating and collecting the contribution will generally be as follows:

1. Identify the length of local and regional roads (i.e. haul routes) that the development's laden heavy vehicles will utilise. Classified roads that are the sole maintenance responsibility of the NSW Government are excluded from consideration. The length of haul route(s) in kilometres will be determined from information submitted by the applicant with the development application. Any development application for mines, extractive industries or other developments involving the haulage of material or goods by heavy vehicles on any land in Coolamon LGA must include details of haul routes.
2. Consent Authority imposes a development consent condition requiring payment based on:
 - (a) the \$ rate per tonne per km, or the \$ rate per ESA per km from **Table 1** of this plan, as appropriate;
 - (b) the total length of all haul routes (from 1. above); and
 - (c) the amount of material hauled (in tonnes), or the volume of vehicles accessing the site (in ESAs) using a traffic classifier, over the preceding quarter.
3. No later than 28 days after the end of March, June, September and December over the life of the development, the operator of the development must:
 - (a) submit to Council independently verified tonnage (or ESA) returns for the development over the preceding quarter, and
 - (b) pay the roads maintenance contribution to Council reflecting the \$ rate per tonne (or per ESA) and total haul route length contained in the development consent.

The following is an example of the calculation using the tonnage contribution rate.

An extractive industry's haul trucks will utilise 2.3 kilometres of public roads in the Coolamon area. The contribution amount that would be imposed on the development consent would be:

2.3 km x 5.84 cents per tonne per kilometre

= 13.4 cents per tonne of haulage material, calculated quarterly and indexed quarterly in accordance with Sydney CPI

The following is an example of the calculation using the ESA contribution rate.

A rural industry's haul trucks will utilise 4.5 kilometres of public roads in the Coolamon area. The contribution amount that would be imposed on the development consent would be:

4.5 km x 42 cents per ESA per kilometre

= \$1.89 per ESA of laden vehicles exiting the use, and recorded using a traffic classifier at the exit, calculated quarterly and indexed quarterly in accordance with Sydney CPI

There may be circumstances where the likely length of road or lengths of roads to be used by laden heavy vehicles in a development varies, and therefore the contribution amount for that

development, is difficult to quantify. In such cases, Council will determine the length or lengths of road to be levied based on the information submitted with the development application. It is the duty of the applicant to provide sufficient and accurate information on likely haul route use at the application stage.

Alternatives to paying the contribution required under this plan

Applicants may propose an alternative contribution rate that more accurately reflects the likely road impacts of the particular development. Any alternate contribution rate must be agreed to by Council prior to the due date for a contribution payment or the commencement of any works as part of that alternate payment method.

Applicants may also propose alternative arrangements to the payment of a periodic contribution to Council for excessive road wear and tear. This could include, for example, the operator of the development entering into an arrangement with Council to maintain certain road lengths on Council's behalf.

Justification of any alternative must be addressed in a transport study on the proposed heavy haulage development. The study should address all of the relevant matters listed in **Appendix B**.

Roadworks may be required to be undertaken in addition to contributions required under this plan

The Coolamon Shire's local and regional road network has been constructed and is maintained by Council as necessary to ensure an acceptable standard of service. It is possible that some of these roads may not be able to accommodate additional heavy vehicle loading generated by new Heavy Haulage Developments without immediate upgrade. New roads, or upgrades to sections of the existing road network, including ongoing maintenance, may be required to accommodate the additional heavy vehicle loading.

Where a development requires works to the road network to be undertaken, a requirement to that effect will be included in a condition imposed on the development consent under section 80A(1)(f) of the EP&A Act. This requirement will be in addition to the road maintenance contributions imposed under this plan for the sections of haul routes not upgraded by the development.

3.6 Plan management and administration contributions

This plan has been prepared in order to allow contributions to be levied on development so that infrastructure demands can be satisfied. The costs that Council has incurred in this regard include the commissioning of external experts to prepare the plan text and works schedules.

Additionally, Council is required to manage, monitor and maintain the contributions plan. The effective coordination and administration of the plan will involve many tasks, some of which include the following:

- Monitoring the receipt of contributions.
- Recommending to Council the appropriate management and expenditure of funds in accordance with the adopted works schedules.
- Monitoring and programming works identified in the works schedules.

- Determining the appropriate time for provision of public facilities having regard to the works schedule, the availability of funds, demand generated by development, the time funds have been held, expected additional funds, alternative and supplementary funding sources and maintenance implications.
- Assessing whether a credit or reassessment of the contribution may be appropriate and how that may be determined.
- Reviewing and determining the suitability of any works in kind and material public benefits proposed by a developer.
- Preparing and making available the accountability information as required by the EP&A Regulation.
- Providing advice to applicants and the general public regarding the operation of the plan.
- Commissioning of consultant studies and advice in relation to the efficacy of the development and demand assumptions of the contributions plan.

Nexus, apportionment and contribution rates calculation

As plan administration costs arise directly as a result of the future development, it is reasonable that the costs associated with preparing and administering this plan be recouped through contributions from development in that area. Costs associated with the ongoing administration and management of the contributions plan will be levied on all applications that are required to make a contribution under this plan.

Costs included in this plan for management and administration are determined based on the Independent Pricing and Regulatory Tribunal (**IPART**) benchmark¹¹ of an allowance equivalent to 1.5% of the cost of construction works identified in this plan.

The 1.5% contribution appears as a line item at the bottom of the Coolamon Shire works schedule, and comprises part of the total contribution rate in **Table 1**.

¹¹ Independent Pricing and Regulatory Tribunal of New South Wales (2014), *Local Infrastructure Benchmark Costs*, page 63

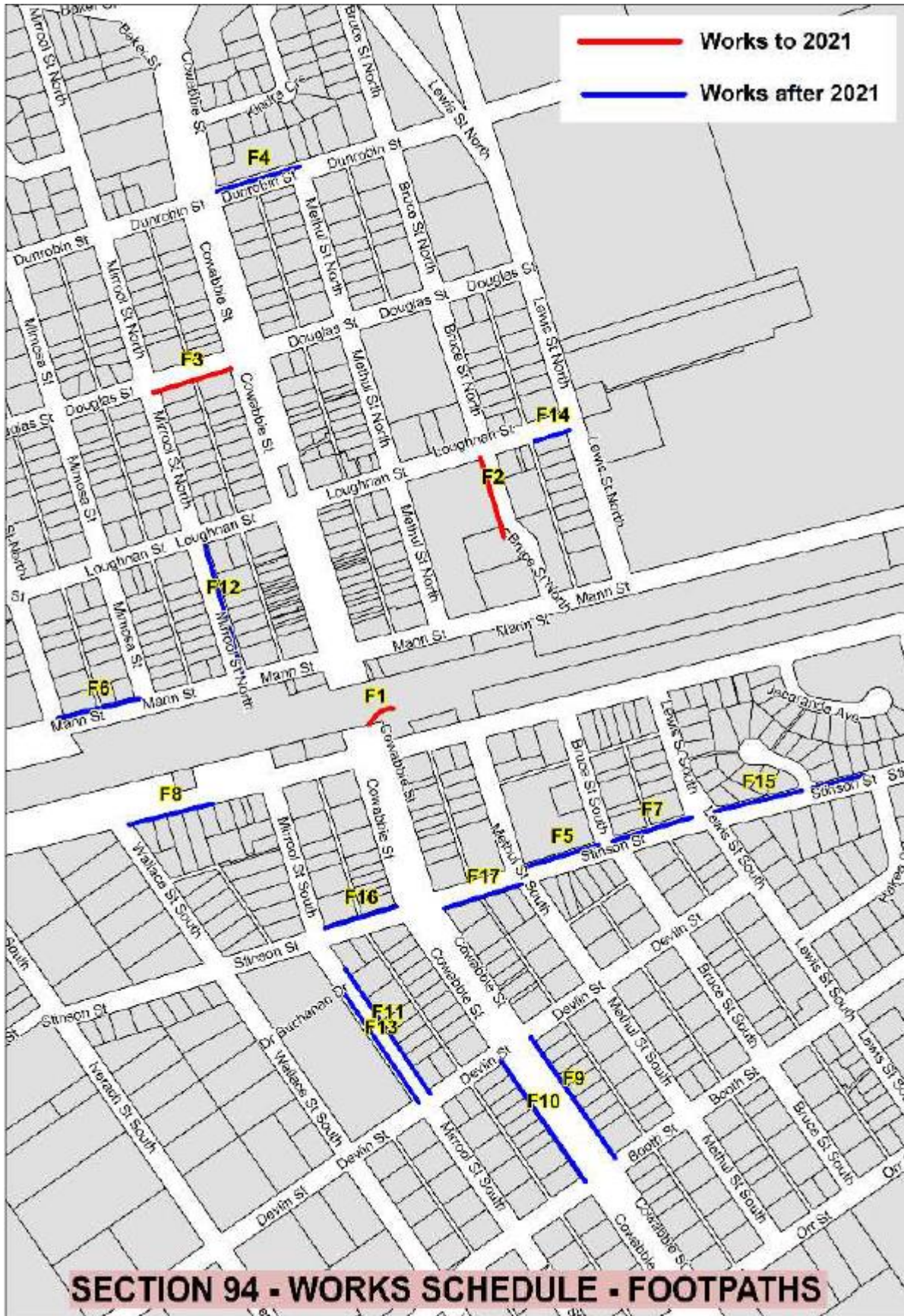
APPENDIX A

Infrastructure schedules and location maps

FOOTPATHS - 2016 TO 2026 PROGRAM

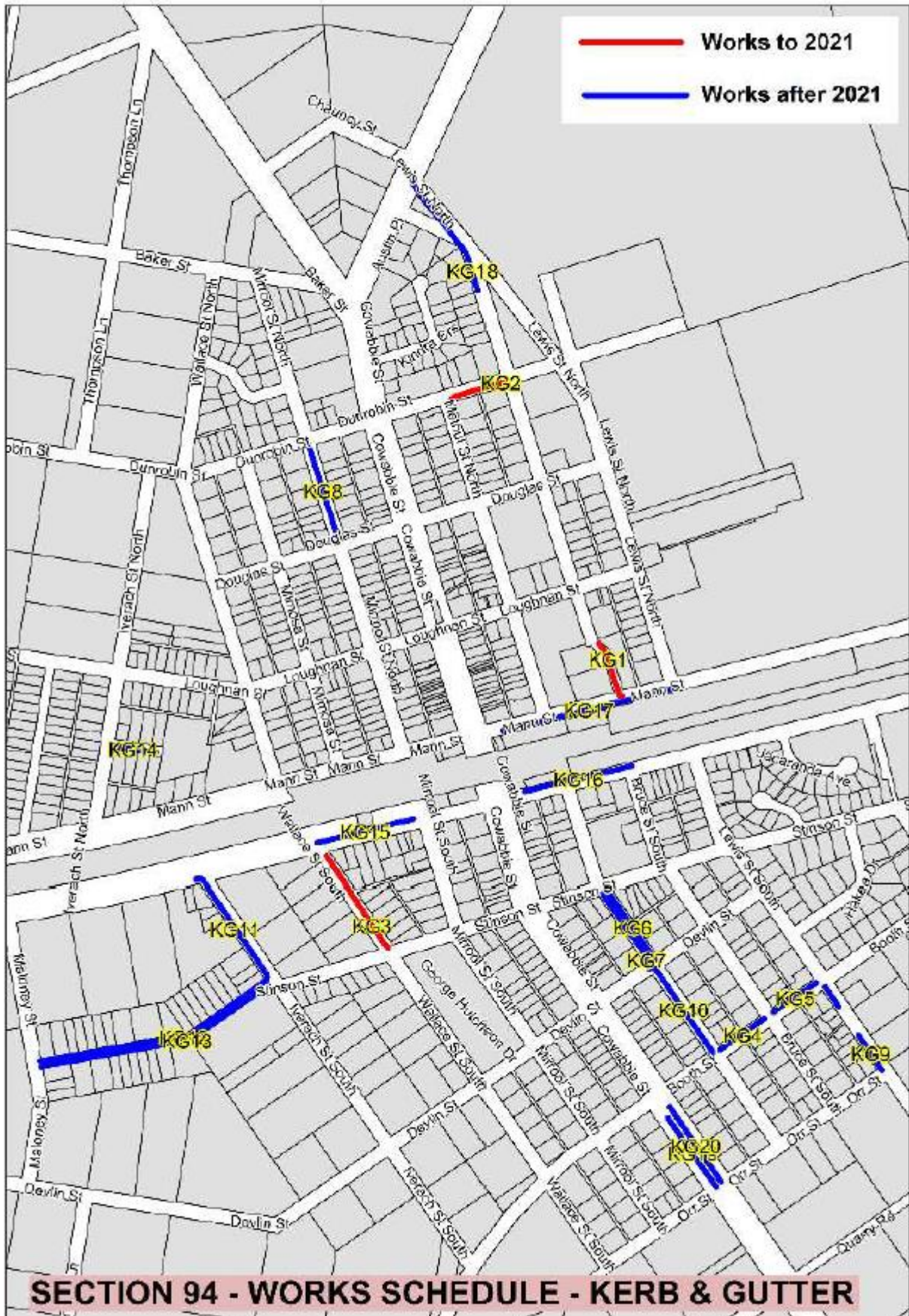
ITEM No	TOWN	STREET	FROM	TO	WIDTH (m)	LENGTH (m)	RATE (\$/m ²)	COST
F1	Coolamon	Dunrobin St - North	Cowabbie St	Methul St	1.5	120	\$ 55.00	\$ 9,900.00
F2	Coolamon	Douglas St - South	Cowabbie St	Mirrool St	1.5	125	\$ 55.00	\$ 10,312.50
F3	Coolamon	Loughnan St - South	Bruce St	Lewis St	1.5	60	\$ 55.00	\$ 4,950.00
F4	Coolamon	Mirrool St - East	Mann St	Loughnan St	1.5	200	\$ 55.00	\$ 16,500.00
F5	Coolamon	Mann St - North	Mimosa St	Iverach St	1.5	127	\$ 55.00	\$ 10,477.50
F6	Coolamon	Wade St - South	Mirrool St	Wallace St	1.5	130	\$ 55.00	\$ 10,725.00
F7	Coolamon	Stinson St - North	Cowabbie St	Mirrool St	1.5	117	\$ 55.00	\$ 9,652.50
F8	Coolamon	Stinson St - South	Cowabbie St	Methul St	1.5	125	\$ 55.00	\$ 10,312.50
F9	Coolamon	Stinson St - North	Lewis St	Hakea Dr	1.5	260	\$ 55.00	\$ 21,450.00
F10	Coolamon	Dr Buchanan Dr - East	Mirrool St	Devlin St	1.5	225	\$ 55.00	\$ 18,562.50
F11	Coolamon	Dr Buchanan Dr - West	Mirrool St	Devlin St	1.5	180	\$ 55.00	\$ 14,850.00
F12	Coolamon	Cowabbie St - East	Devlin St	Booth St	1.5	255	\$ 55.00	\$ 21,037.50
F13	Coolamon	Cowabbie St - West	Devlin St	Booth St	1.5	220	\$ 55.00	\$ 18,150.00
F14	Coolamon	Bruce St - West	Mann St	Loughnan St	2.1	150	\$ 55.00	\$ 17,325.00
F15	Coolamon	Stinson St - North	Methul St	Bruce St	2.1	120	\$ 55.00	\$ 13,860.00
F16	Coolamon	Stinson St - North	Bruce St	Lewis St	2.1	125	\$ 55.00	\$ 14,437.50
F17	Coolamon	Wade St - North	Cowabbie St	Toilets	2.1	50	\$ 55.00	\$ 5,775.00
							TOTAL	\$ 228,277.50

Coolamon Shire Section 7.11 Contributions Plan 2017



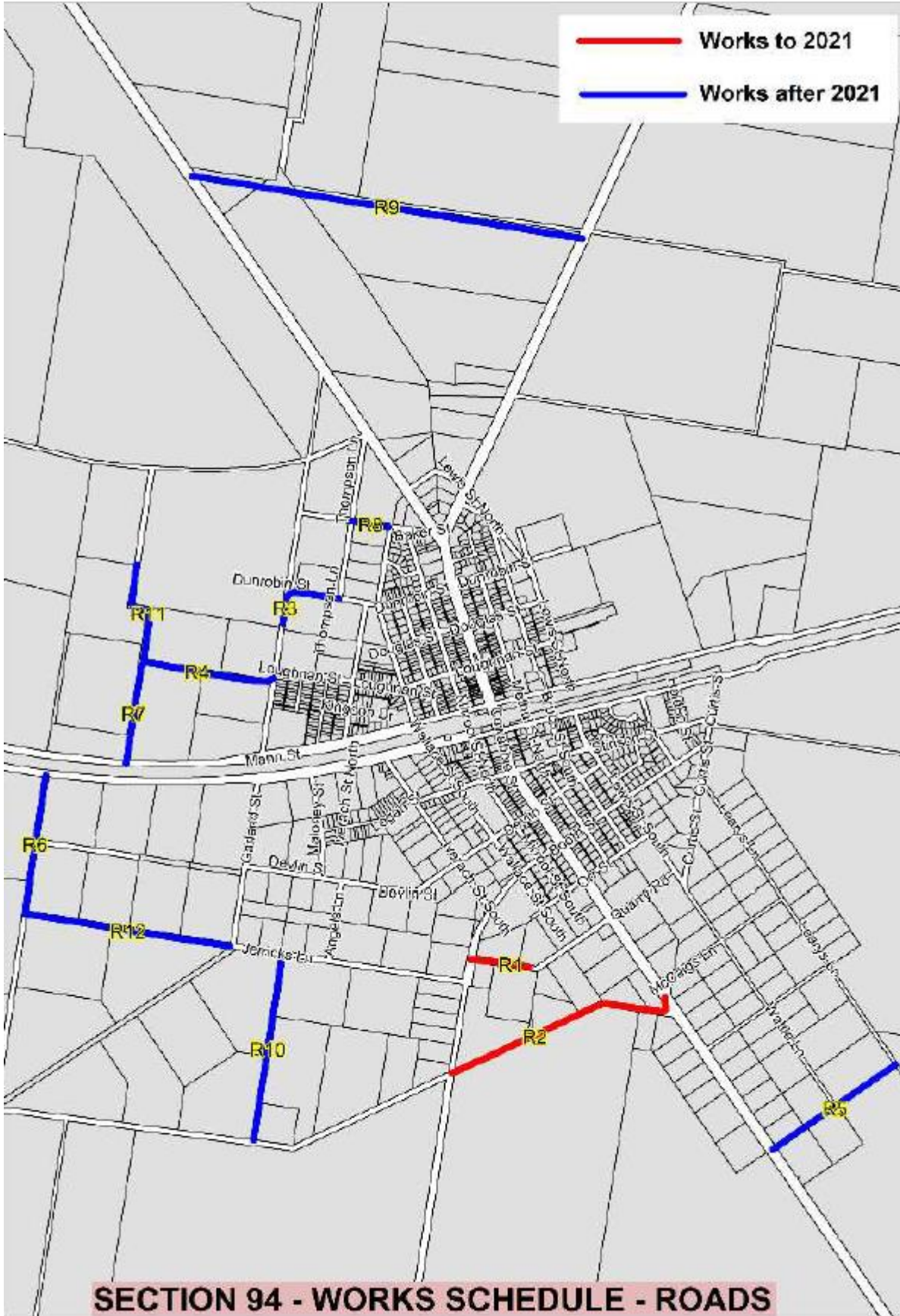
KERB and GUTTER - 2016 TO 2026 PROGRAM

ITEM No	TOWN	STREET	FROM	TO	LENGTH (m)	RATE (\$/Lm)	COST
KG1	Coolamon	Lewis St - West	Rannock Rd	exist K&G	285	\$ 150.00	\$ 42,750.00
KG2	Coolamon	Dunrobin St - North	Mirrool St	Wallace St	265	\$ 150.00	\$ 39,750.00
KG3	Coolamon	Dunrobin - South	Methul St	Bruce St	125	\$ 150.00	\$ 18,750.00
KG4	Coolamon	Mirrool St - East	Douglas St	Dunrobin St	230	\$ 150.00	\$ 34,500.00
KG5	Coolamon	Kingdin Dr - South	Iverach St	Mann St	120	\$ 150.00	\$ 18,000.00
KG6	Coolamon	Bruce St - East	Mann St	Loughnan St	125	\$ 150.00	\$ 18,750.00
KG7	Coolamon	Mann St - South	Cowabbie St	Bruce St	185	\$ 150.00	\$ 27,750.00
KG8	Coolamon	Wade St - North	Cowabbie St	Wallace St	235	\$ 150.00	\$ 35,250.00
KG9	Coolamon	Logan St - North	Iverach St	Maloney St	550	\$ 150.00	\$ 82,500.00
KG10	Coolamon	Logan St - South	Iverach St	Maloney St	335	\$ 150.00	\$ 50,250.00
KG11	Coolamon	Iverach St - West	Wade St	Stinson St	190	\$ 150.00	\$ 28,500.00
KG12	Coolamon	Wallace St - East	Wade St	Stinson St	255	\$ 150.00	\$ 38,250.00
KG13	Coolamon	Wade St - North	Cowabbie St	Bruce St	245	\$ 150.00	\$ 36,750.00
KG14	Coolamon	Methul St - East	Stinson St	Devlin St	180	\$ 150.00	\$ 27,000.00
KG15	Coolamon	Methul St - West	Stinson St	Devlin St	215	\$ 150.00	\$ 32,250.00
KG16	Coolamon	Cowabbie St - West	Booth St	Orr St	225	\$ 150.00	\$ 33,750.00
KG17	Coolamon	Cowabbie St - East	Booth St	Orr St	225	\$ 150.00	\$ 33,750.00
KG18	Coolamon	Lewis St - West	Booth St	Orr St	108	\$ 150.00	\$ 16,200.00
TOTAL							\$ 614,700.00



ROADS & CAR PARKING - 2016 TO 2026 PROGRAM

ITEM No	TOWN	STREET	FROM	TO	WIDTH (m)	LENGTH (m)	RATE (\$/m2)	COST	
R1	Coolamon	Mutttons Ln	Canola Way	Jerricks Ln	6	790	\$ 30.00	\$ 142,200.00	
R2	Coolamon	Jerricks Ln	Mutttons Ln	Garland St	6	1180	\$ 30.00	\$ 212,400.00	
R3	Coolamon	Quarry Rd	Millwood Rd	end seal	6	330	\$ 30.00	\$ 59,400.00	
R4	Coolamon	Coopers Ln	Coolamon Rd	Millwood Rd	6	1340	\$ 30.00	\$ 241,200.00	
R5	Coolamon	Pyles Ln	Coolamon Rd	Learys Ln	6	940	\$ 30.00	\$ 169,200.00	
R6	Coolamon	Cains Ln	Jerricks Ln	Dyces Ln	6	1040	\$ 30.00	\$ 187,200.00	
R7	Coolamon	Warners Ln	Loughnan St	Gradys Ln	6	780	\$ 30.00	\$ 140,400.00	
R8	Coolamon	Gradys Ln	Mann St	Warners Ln	6	550	\$ 30.00	\$ 99,000.00	
R9	Coolamon	Gradys Ln	Warners Ln	Lot 290	6	720	\$ 30.00	\$ 129,600.00	
R10	Coolamon	Wildmans Ln	showground	Thompsons Ln	6	470	\$ 30.00	\$ 84,600.00	
R11	Coolamon	Baker St	Wallace St	Thompsons Ln	6	225	\$ 30.00	\$ 40,500.00	
R12	Coolamon	Lucas Ln	Ardlethan Rd	Rannock Rd	6	2180	\$ 30.00	\$ 392,400.00	
R13	Coolamon	Acquire land and develop a public car park in or near the Coolamon town centre							\$ 300,000.00
TOTAL								\$ 2,198,100.00	



Coolamon Shire Section 7.11 Contributions Plan 2017



ROADS - 1995 PLAN EXISTING WORKS TO BE RECOUPED

ITEM No	TOWN	STREET	FROM	TO	TOTAL COST	COSTS TO BE RECOUPED	DATE WORKS UNDERTAKEN
	COOLAMON	Quarry Lane			\$ 27,597.61	\$ 21,741.11	2005/2006
	COOLAMON	Orr Street			\$ 7,835.87	\$ 7,835.87	2005/2006
	COOLAMON	Wallace Street			\$ 9,540.72	\$ 9,540.72	2005/2006
	COOLAMON	Garland Street			\$ 17,212.39	\$ 17,212.39	2005/2006
	COOLAMON	Devlin Street			\$ 20,162.86	\$ 20,162.86	2005/2006
	COOLAMON	Jerricks Lane			\$ 25,083.80	\$ 25,083.80	2005/2006
	COOLAMON	Lucas Lane			\$ 13,563.32	\$ 13,563.32	2005/2006
	COOLAMON	Wallace Street			\$ 18,921.60	\$ 18,921.60	2005/2006
	COOLAMON	Mirrool Street			\$ 10,302.70	\$ 10,302.70	2005/2006
	COOLAMON	Furners Lane			\$ 10,759.55	\$ 10,759.55	2005/2006
	COOLAMON	Thompsons Lane			\$ 29,252.26	\$ 29,252.26	2005/2006
	COOLAMON	Lonsdales Lane			\$ 14,979.71	\$ 14,979.71	2005/2006
TOTAL					\$ 205,212.39	\$ 199,355.89	

Alternative to Roads Maintenance Contribution - Transport Study Requirements

Justification of any alternative to paying the Roads Maintenance Contribution

Transport Study Requirements

1. Identify the route over which haulage is proposed.
2. Identify the type and number of vehicles used to haul material.
3. An engineering assessment of the road condition and alignment over the entire length that haulage is proposed, including:
 - a. existing pavement condition, and seal widths
 - b. existing shoulder conditions
 - c. existing pavement composition and structural capacity
 - d. existing alignment, specifically detailing those areas which fail to meet current standards
 - e. the number of overtaking opportunities and climbing lanes and the impact that increased truck traffic will have on existing travel times and accident rates
 - f. an analysis in accordance with AUSTROADS principles of the existing road length showing current levels of service, and any assumptions made in their calculation.
4. The impact that road haulage will have on the existing road condition, including:
 - a. the expected rate of pavement deterioration over each year that haulage is proposed, assessed in conjunction with the expected number of heavy vehicle movements (expressed as Equivalent Standard Axles)
 - b. the reduction in pavement life which may be expected from the haulage
 - c. the cost to the community to repair the pavement damage resulting from the haulage, and to maintain the pavement in an acceptable condition
 - d. the cost to the community of the reduced pavement life resulting from the haulage.