



## MINUTES

### ENGAGING AND COMMUNICATING WITH OUR COMMUNITY

#### ROLLANDS PLAINS 24 June 2015

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#### **PRESENT:**

Mayor Peter Besseling  
Deputy Mayor Justin Levido  
Councillor Robert Turner  
Councillor Trevor Sargeant

Craig Swift-McNair (General Manager)  
Rebecca Olsen (Director Corporate and Organisational Services)  
Jeffery Sharp (Director of Infrastructure and Asset Management)  
Matt Rogers (Director of Development and Environment Services)

19 community members

#### **APOLOGIES:**

Councillor Lisa Intemann  
Councillor Geoffrey Hawkins  
Councillor Michael Cusato  
Councillor Sharon Griffiths  
Councillor Adam Roberts  
Tricia Bulic (Director of Community and Economic Growth)

The Mayor welcomed those in attendance and introduced the Councillors and Council staff members present.

<b>Applicant</b>	Mr Neil Jones
<b>Question Submitted</b>	When is Council going to raise the crossing by 1 metre at the Wheat Paddock on Clarefield Dungay Creek Road? This crossing is at about 3.6km from Upper Rollands Plains Road and restricts access during frequent flood events for approximately 50 residents.
<b>Comments</b>	The current causeway is in good working condition with the appropriate flood signage and represents a low risk. Council prioritises work based on public risk and this is heavily influenced by the likelihood of an incident. Due to the low traffic volumes and the good condition of the current arrangement, Council is not in a position to dedicate funding to this upgrade at the expense of higher risk bridges that require routine maintenance. An upgrade to the suggested standard represents a 50% spend of the total bridge budget, a budget that needs to service more than 120 bridges across the entire LGA
<b>Meeting Notes / Actions</b>	<p>Director Infrastructure &amp; Asset Management responded.</p> <p>To raise the bridge would take approximately 50% of the annual bridge funding budget currently available. It is also not just a matter of raising the bridge; this would entail detailed additional work on the road approaches also.</p> <p>What would assist Council is some local data collection in relation to the impacts on the local community when floods occur i.e. due to the isolation issues caused by the bridge. This data could be around the number of people unable to travel to work &amp; school, impacts to local business and industry etc. The community member agreed that they could undertake such data collection. Funding from other levels of government now focuses heavily on the economic impact of the project for the area or region and how the project / works will assist the disadvantaged of the region. It is considered that if the data is collected as mentioned above, then this may assist in applying for future funding based on isolation and economic impact issues.</p> <p><b>Action - The Director of Community and Economic Growth will arrange for one of Council's place Making team to make contact with the community with regard to this data collection process.</b></p>

<b>Applicant</b>	Mrs Fiona Ninness
<b>Question Submitted</b>	Would Council be interested in supporting / providing a location map on the Hall grounds for the information of visitors and general public who cannot find a local address. This would assist the many people who have to pull into homes to get a mud map drawn for them.
<b>Comments</b>	This is certainly something we could look into from a tourism and community engagement perspective.
<b>Meeting Notes / Actions</b>	<p>It was agreed that this is something Council would be able to assist with.</p> <p><b>Action - The Director of Community and Economic Growth will arrange for one of Councils place Making team to progress this issue and to make contact with Mrs Ninness regarding this.</b></p>

<b>Applicant</b>	Mrs Fiona Ninness
<b>Question Submitted</b>	Would the Council consider assisting residents with the erection of new sign posts with address / rural numbering? Similar to Walcha Council. This would assist Emergency Services and visitors with finding homes.
<b>Comments</b>	Rural numbering for emergency services should not require stand-alone signage; rather this can be achieved with simple reflective numbering attached to existing farm gate posts, as per Upper Hunter Shire Council. At this stage Council has not discussed pursuing rural numbering, but staff can provide Councillors with relevant information in the coming months.
<b>Meeting Notes / Actions</b>	<p>General discussion around this issue and discussion around the program run by Walcha Council, where Council subsidise some of the cost of the signs, which are around \$340 installed.</p> <p><b>Action - Director Infrastructure &amp; Asset Management to follow this issue up with Walcha Council to see what the program entails and how we might be able to apply it to our rural areas.</b></p> <p>The above led to a discussion around the signage in general in the local area i.e. poor signage at the intersection of Clarefield Dungay Creek Road &amp; Molly Milligan Road.</p> <p><b>Action - Director Infrastructure &amp; Asset Management to consider undertaking a signage audit in relation to the Rollands Plains area.</b></p>

<b>Applicant</b>	Mrs Fiona Ninness
<b>Question Submitted</b>	Would Council consider the widening of Bril Bril Road near Bottlebrush Creek and also raising the bridge across Bottlebrush Creek. This would be a through road to Bellangry and is used daily by log trucks and timber works as well as the school bus and many residents. It is a dangerous section of road.
<b>Comments</b>	<p>The current focus of Council is to maintain existing infrastructure rather than upgrade infrastructure. Council prioritises work based on public risk and this is heavily influenced by the likelihood of an incident. Due to the low traffic volumes and the good condition of the bridge, Council is not in a position to dedicate funding to this upgrade at the expense of higher risk bridges that require routine maintenance.</p> <p>Council maintains the Bril Bril / Bellangry Road within the restrictions of funding and resources. The road is currently on the 6 month grading programme, which is the highest level of service offered by Council.</p>
<b>Meeting Notes / Actions</b>	<p>Director Infrastructure &amp; Asset Management responded.</p> <p>General discussion around the issues of road widening and raising the height of bridges as per a previous question. There is a bridge audit taking place right now across the entire local government area that will provide Council with information on issues with all bridges in the area.</p> <p>It was stated that Bril Bril Road is a through road and carries a lot of traffic from surrounding areas, including many logging trucks. Council could not recall the last time a traffic count was done on the road.</p> <p><b>Action - Director Infrastructure &amp; Asset Management to arrange for a traffic count to be done on Bril Bril Road in the coming months.</b></p> <p><b>Action - Director Infrastructure &amp; Asset Management to provide information on the criteria that Council uses to rank roads / prioritise roads including risk, safety, traffic etc.</b></p> <p>The issue of funding for upgrades to the road were discussed. It was suggested that in the Bathurst area, Forestry, the local Council and the State government all went thirds into funding maintenance of some rural roads. Could Council consider this approach?</p> <p><b>Action - The General Manager and the Director Infrastructure &amp; Asset Management to consider future funding options and approaching Forestry and the local member.</b></p> <p>The community would like to know how long forestry plan to be logging in this area. The response from Forests Corp is that logging at Bril Bril is now complete.</p> <p>Can Council please confirm the speed limit that applies to Bril Bril Road for logging trucks and regular vehicles?</p>

**Action - Director Infrastructure & Asset Management to confirm.**

Forest Corp have stated that all drivers have to have a valid Heavy Rigid or Heavy Combination licence. They are monitored by the State Police via heavy vehicle check/weigh stations. FC also as its own driver behaviour monitoring system, with the phone number 1800 LOG HAUL (1800 564 4285), to which members of the public are encouraged to comment on log truck driver behaviour.

There was general discussion around road widening on Bril Bril Road, or at least the construction of some pull off lanes to deal with the issues of the logging trucks and other traffic finding it difficult to pass in certain sections of the road.

**Action - Director Infrastructure & Asset Management to consider how Council would undertake a safety audit of Bril Bril Road.**

<b>Applicant</b>	Mrs Fiona Ninness
<b>Question Submitted</b>	There are many sites in Rollands Plains where phone / GPS is unavailable. If the community identifies these areas, is there something the Council can do?
<b>Comments</b>	<p>Unfortunately telecommunications black spots are not a Council responsibility. We can however direct you to the web link below that might be able to provide you with some suggestions. Information can be found at the following link:</p> <p><a href="http://www.communications.gov.au/mobile_services/mobile_black_spot_programme">http://www.communications.gov.au/mobile_services/mobile_black_spot_programme</a></p> <p>Interested residents can request email updates about the Programme by emailing</p> <p><a href="mailto:mobilecoverage@communications.gov.au">mobilecoverage@communications.gov.au</a></p>
<b>Meeting Notes / Actions</b>	The Mayor responded as per the above response and stated that the local community needed to write to the Federal member to apply pressure for quicker access to the NBN etc.

<b>Applicant</b>	Mr Raymond Griffiths
<b>Question Submitted</b>	<p>When will Council address the state of the one lane bridge in Bril Bil Road that crosses Bottlebrush Creek and the road immediately west of the bridge?</p> <p>The main points of concern about the bridge and road are:</p> <ul style="list-style-type: none"> <li>• The steep grade due to the very low level of the bridge.</li> <li>• The bridge flooding over repeatedly due to the low level</li> <li>• The bridge being one lane, and the narrowness of both sides of the road east and west - no where to pull over safely for two way traffic.</li> <li>• The width of the western side of the road in regard to the blind crest and corner of the top of the hill.</li> <li>• The surface of the road: <ul style="list-style-type: none"> <li>○ Dangerously slippery with inadequate traction in wet conditions.</li> <li>○ Mud driven onto tar tracks of bridge - slippery conditions with no safety railing, one lane bridge no room for error</li> <li>○ Pollution run off into Bottlebrush Creek in wet and rainy conditions.</li> </ul> </li> </ul> <p>Bril Bil Road is a through road wherefore services logging trucks, service vehicles, school buses, as well as residents. I have only lived here in Rollands Plains for 6 months and am appalled at the state of the bridge and road in this immediate area with the amount of traffic and types of heavy vehicles that the road has to service. I believe the safety of ALL road users is at stake if the Council does not do something to address this issue.</p>
<b>Comments</b>	<p>The current focus of Council is to maintain existing infrastructure rather than upgrade infrastructure. Council prioritises work based on public risk and this is heavily influenced by the likelihood of an incident. Due to the low traffic volumes and the good condition of the bridge, Council is not in a position to dedicate funding to this upgrade at the expense of higher risk bridges that require routine maintenance.</p> <p>Council maintains the Bril Bil / Bellangry Road in accordance with our risk matrix and within the restrictions of funding and resources. The road is currently on the 6 month grading programme,; which is the highest level of service offered by Council. Council is currently undertaking grading works on Bril Bil / Bellangry Road in line with the current 6 monthly program.</p> <p>Unsealed roads are maintained in accordance with best practices manuals noting specifically that materials are sourced from local ridge quarries. The onus is on every motorist to drive to the conditions.</p> <p>The road has a relatively small footprint and a high proportion of heavy coarse material. The heavy suspended particles quickly settle depositing in the catch drains either side of the road. Sediment runoff within a road reserve is considered minimal when compared to subdivisions or farms.</p>
<b>Meeting Notes / Actions</b>	Please refer to responses to previous questions within these minutes.

<b>Applicant</b>	Mr Simon Clissold
<b>Question Submitted</b>	Extreme health hazard of the dust created by the log trucks.
<b>Comments</b>	Council do not have any plans to seal more sections of road at present. Unsealed roads are maintained in accordance with best practices and available funding and resources, noting that Council has no control over the use of the roads by the log trucks.
<b>Meeting Notes / Actions</b>	<p>The Mayor and the Director Infrastructure &amp; Asset Management responded as per the information above.</p> <p>It was stated that if logging trucks stuck to the speed limit then the amount of dust would be limited.</p> <p>Further to the above, Forests Corp (FC) have stated that if a dust complaint is made to them, FC will manage this through field staff on site at the actual operation. If practical FC can apply water to areas to manage dust issues.</p>

<b>Applicant</b>	Mr Scott Thomas-Tong
<b>Question Submitted</b>	What plans are in place to seal the dirt road from the end of Upper Rollands Plains Road, to at least the causeway and bridge that leads to Slippery Rock?
<b>Comments</b>	Upper Rollands Plains Road is on the 12 month grading programme. Council do not have any plans to seal this section of road at present. Unsealed roads are maintained in accordance with best practices and available funding and resources.
<b>Meeting Notes / Actions</b>	The Director Infrastructure & Asset Management responded as per the comments above re there being no plans to seal parts of this road network.

<b>Applicant</b>	Mr Scott Thomas-Tong
<b>Question Submitted</b>	<p>You have extended waste collection services to Little Loops Road, when will you extend that to the rest of the residents nearby living on the gravel road at the end of Upper Rollands Plains Road?</p> <p>The trucks exit Little Loops Road just near where Upper Rollands Plains Road becomes gravel.</p>
<b>Comments</b>	<p>The waste service was recently extended based on resident requests. Council can investigate extending the service further. Extension will rely on the support of a majority of landowners in the proposed extension area and a safe turn-around location on a public road for the garbage truck.</p>
<b>Meeting Notes / Actions</b>	<p>The Director of Development and Environment Services responded.</p> <p>Council can consider extending the collection services if around 70% of the residents in that particular area are in support of this, noting that the estimate is that there are around 12 properties in this area. Taking the interest in this at the meeting as an indication that there is general support, Council will undertake a survey of local residents.</p> <p><b>Action - the Director of Development and Environment Services to arrange to undertake a survey of local residents regarding extension of the waste collection service.</b></p>

<b>Applicant</b>	Mr Scott Thomas-Tong
<b>Question Submitted</b>	What is the maintenance program for servicing the gravel road component on Upper Rollands Plains Road? The end of the road?
<b>Comments</b>	Upper Rollands Plains Road is on Council's 12month grading program. Grading is undertaken to the start of the sealed section beyond Myhills Bridge.
<b>Meeting Notes / Actions</b>	As per the response above.

<b>Applicant</b>	Mr Scott Thomas-Tong
<b>Question Submitted</b>	<p>Farmers are ageing here and there is little money and lots of harder work to sustain life now. Are there plans (can you prioritise them), to rezone Rollands Plains to make them lifestyle properties and tourism trade oriented?</p> <p>It can be a beautiful rather than an ageing locality.</p>
<b>Comments</b>	<p>There are no plans to rezone areas of Rollands Plains or any other rural areas. Rural lands have an important function in society and in the economy and planning aims to maintain and where possible enhance the potential for rural productivity in rural areas. The planning scheme does allow for complimentary uses in rural areas e.g. ecotourism, rural tourism. Land use planning principles need to transcend generations to ensure the best long-term outcomes are achieved for the broader public interest.</p>
<b>Meeting Notes / Actions</b>	<p>The Director of Development and Environment Services responded.</p> <p>As per the above comments, there are no plans to rezone parts of Rollands Plains.</p>

<b>Applicant</b>	Mr Scott Thomas-Tong
<b>Question Submitted</b>	Why is the Slippery Rock entrance closed with a Private Property sign up when Slippery Rock is a public space and we have a right as neighbours to walk in? How else can we easily access this place as residents at least? Would be good to keep general public out, but surely not locals?!
<b>Comments</b>	Please note that Slippery Rock is in NSW State Forest and Council has no jurisdiction in the forest. Slippery Rock recreational/camping area was closed by NSW Forests several years ago as a result of ongoing problems with vandalisms and rubbish dumping by users.
<b>Meeting Notes / Actions</b>	<p>As per the above response.</p> <p>A local resident was able to provide further information to the meeting on this issue and stated that access was still available for the local community.</p> <p>Information from Forest Corp (FC) states that FC has no intention to officially reopen Slippery Rock as a designated recreation area. Reasons provided by a FC Senior Partnership Manager are as follows:</p> <ul style="list-style-type: none"> <li>- One side of the river is private property and one side is State forest. FC cannot have a site on State Forest land that enables people to also be on private land. There is no way to stop this at Slippery Rock. Historically people were camping and picnicking on both sides, including the private land. This is not fair to the private owner of the land and puts them at risk.</li> <li>- The rocks are as the name suggests, slippery. It is very easy to fall from them.</li> <li>- The toilets and parking are located on a floodplain which is not suitable from an environmental perspective.</li> <li>- There are other State forest designated camp grounds in the region that are much safer, more environmentally friendly and which have less risk i.e. Swans Crossing, Coopernook and two camp sites in the same valley as Slippery Rock but on the Bellangry side. These sites are not to capacity except in several peak periods per year.</li> <li>- The forest at Slippery Rock and Kippara is not closed to the public. They may still walk in and enjoy the areas. They are just not designated recreation areas that are mowed with toilets anymore.</li> </ul>

<b>Applicant</b>	Mr Scott Thomas-Tong
<b>Question Submitted</b>	When will you be resealing the awfully patched up section of Rollands Plains Road? You will know it when you drive out to the Hall. There is a large section along the straight of Rollands Plains Road going towards 1483 Rollands Plains Road.
<b>Comments</b>	The condition of this road is beyond the ability to reseal. The level of works required includes pavement rehabilitation. Unfortunately, there are numerous sections of roadway within our LGA in similar or worse condition and Council prioritises these roads in accordance with our risk matrix and available funding and resources. We will continue to monitor this road and reprioritise as required.
<b>Meeting Notes / Actions</b>	<p>The Director of Infrastructure &amp; Asset Management responded as per the above comments.</p> <p>Recently Council received some safety funding from the Roads &amp; Maritime Services (RMS) for the upgrade works recently done in this area, however there are currently no funds or plans to reseal other parts of the road at this time.</p>

<b>Applicant</b>	Mr Scott Thomas-Tong
<b>Question Submitted</b>	Along the west most end of Upper Rollands Plains Road - the sealed part, there is a bridge just before you can turn right onto Little Loops Road. As one drives west down the hill and over the bridge, you hit a bad bumpy part which displaces the car. Can you please flatten that safety hazard out?
<b>Comments</b>	A Customer Request has been raised for investigation of this issue. Once our inspection officer has assessed the hazard the repair will be prioritised according to our risk and priority assessments and available funding.
<b>Meeting Notes / Actions</b>	As per the response provided above.

<b>Applicant</b>	Mr Phillip Morton
<b>Question Submitted</b>	Dust from Brill Brill is having an affect on my health. Is there some avenue of approach to rectify the dust problem through Council or should this be addressed by EPA.
<b>Comments</b>	Council do not have any plans to seal more sections of road at present. Unsealed roads are maintained in accordance with best practices and available funding and resources.
<b>Meeting Notes / Actions</b>	As per the response provided above.

<b>Applicant</b>	Mr Phillip Morton
<b>Question Submitted</b>	How do we formally have complaints recorded and retained in the Council's system? eg being 3 complaints in one day and staff at Council state that no complaints re Brill Brill had ever been made.
<b>Comments</b>	Council records each contact made with the public on our customer request management system. These concerns and complaints are then channelled through to the appropriate person to follow up.
<b>Meeting Notes / Actions</b>	<p>The General Manager responded as per the above comments.</p> <p>There is confusion about why Brill Brill Road is not listed in Council's customer request management system and this will be further investigated. It was stated that when a customer logs a request or complaint etc, these are all entered into the Council customer request management system and are able to be referenced into the future.</p> <p><b>Action - the Director of Community and Economic Growth to investigate this issue further and to ensure customer service staff are using the customer request management system correctly.</b></p>

<b>Applicant</b>	Mr Colin and Mrs Dianna Amos
<b>Question Submitted</b>	Why hasn't Council raised the height of the bridge (Wilson River) on Littles Loop Road. The river floods usually once or more times each year - flowing along Littles Loop Road over Upper Rollands Plains Road flooding the paddocks and flattening the fences. Replacing these fences is a major expense.
<b>Comments</b>	<p>The works required to raise a bridge out of a flood zone are quite extensive and would require an additional 300 meters of road work. These works plus the bridge works are not currently financially feasible.</p> <p>The current crossing is designed as a low level crossing to be overtopped during flood events without being damaged and still providing trafficable road once the water has subsided. The current structure provides the required level of service for this type of road.</p>
<b>Meeting Notes / Actions</b>	<p>The Mayor, the Director Infrastructure &amp; Asset Management and the Director Development &amp; Environmental Services responded.</p> <p>There was general discussion around this issue and trying to clarify the real problem. It is Council's understanding that from what was discussed, raising the bridge would not solve the flooding issues in this area. What the problem seems to be is a flood plain issue when the river breaks its banks and raising the level of the bridge would not stop the flow of the river in flood.</p>

**General Issues Raised from the Floor:**

<p><b>Question Raised from the Floor</b></p> <p>1.</p>	<p>Scott Thomas-Tong asked about an issue with Crown licences and Council rating the Crown land he has a licence on for water pumping, noting that Scott has had conversations with Councils rating supervisor.</p>
<p><b>Meeting Notes / Action</b></p>	<p><b>Action - The General Manager requested that Scott provide him with a copy of the letter he received about this so it could be further investigated.</b></p>

<p><b>Question Raised from the Floor</b></p> <p>2.</p>	<p>General discussion around various Council work practices i.e. flexible working hours / plant sitting idle / working split shifts etc.</p>
<p><b>Meeting Notes / Action</b></p>	<p>The Director Infrastructure &amp; Asset Management responded. Council does have to work under a State Award that controls the working conditions of staff. However Council do not have the funds available to be able to have split shifts or weekend work etc. If we were to do this then the additional cost would mean we would possibly get less than half the work done that is now being undertaken each year.</p>

<p><b>Question Raised from the Floor</b></p> <p>3.</p>	<p>General discussion around the quality of the gravel being used to grade the roads i.e. it has too high a clay content.</p>
<p><b>Meeting Notes / Action</b></p>	<p>The Director Infrastructure &amp; Asset Management responded. There are no longer local sources of gravel and gravel being used is coming from a variety of sources. It was also noted that gravel prices have gone up fourfold in recent years and this has impacted on Council's ability to undertake more work, as the Council budget has not risen by the same rate.</p> <p><b>Action - The Director of Infrastructure &amp; Asset Management to investigate gravel supply possibilities extending from local quarry.</b></p>

**Issues and actions from the meeting held with Phil Morton, Craig Swift-McNair and Jeffery Sharp prior to the community meeting:**

<p><b>Issue</b></p> <p>1.</p>	<p>Bus Stop on Rollands Plains Road &amp; Upper Rollands Plains Road - Phil discussed the safety issues with the location of the current bus stop and the Trust plans to offer a turning circle for the bus in the grounds of the hall.</p>
<p><b>Meeting Notes / Action</b></p>	<p><b>Action - Phil to provide the General Manager &amp; the Director Infrastructure &amp; Asset Management a copy of the latest letter from Busways regarding the location of the bus stop.</b></p> <p><b>Action - Once in receipt of the above-mentioned letter, the Director Infrastructure &amp; Asset Management to make contact with Busways regarding this issue.</b></p>

<p><b>Issue</b></p> <p>2.</p>	<p>Cricket Ground - discussion around Council assisting with the spreading of soil on the cricket ground to assist the Trust.</p>
<p><b>Meeting Notes / Action</b></p>	<p><b>Action - the Director Infrastructure &amp; Asset Management to discuss this further with the Director Community &amp; Economic Growth with regard to scheduling staff to undertake this work.</b></p>

<p><b>Issue</b></p> <p>3.</p>	<p>Property issue to the north of the Hall. This relates to the Trust wanting to obtain some land to the north of the hall that is currently road reserve, noting that this issue has been going on for decades. Latest contact with Council is that this could take another 5 years to resolve.</p>
<p><b>Meeting Notes / Action</b></p>	<p><b>Action - the Director Corporate &amp; Organisational Services to investigate this issue further with relevant staff and to discuss further with the General Manager.</b></p> <p>General issues with the grading work undertaken on Bril Bril Road.</p> <p><b>Action - the Director Infrastructure &amp; Asset Management is to discuss grading works in general with relevant staff in relation to the ongoing management and maintenance of table drains etc.</b></p>

<b>Issue</b> 4.	General issues with the grading work undertaken on Brill Brill Road.
<b>Meeting Notes / Action</b>	<b>Action - the Director Infrastructure &amp; Asset Management is to discuss grading works in general with relevant staff in relation to the ongoing management and maintenance of table drains etc.</b>