

**BATHURST REGIONAL COUNCIL**



**ADMINISTRATOR'S OFFICE**

Civic Centre  
Cnr Russell & William Sts  
Private Mail Bag 17  
Bathurst NSW 2795

Telephone 02 6333 6111  
Facsimile 02 6331 7211  
council@bathurst.nsw.gov.au  
www.bathurst.nsw.gov.au

1 August 2005

**Intermodal Transport Terminal Information Night**

Council invites you to an information night being held at Bathurst Regional Council in relation to the Intermodal Transport Terminal project located at Lots 5, 6 & 7 Lee Street and White Rock Road, Kelso.

The information night will be held as follows:

Date: Tuesday 9 August 2005;  
Time: 6.30pm  
Venue: Council Chamber  
Civic Centre  
Cnr Russell & William Streets

This information night is being held to notify residents of the proposed timetable for the construction of the Intermodal Terminal at the Kelso site.

Yours faithfully

D R Shaw  
**DIRECTOR**  
**ENVIRONMENTAL, PLANNING & BUILDING SERVICES**

Reference:  
Enquiries:  
to white rock 402

Mr D Shaw 02 6333 6213

**BATHURST REGION... FULL OF LIFE**

## FOR YOUR URGENT ATTENTION

### KELSO TRUCK AND TRAIN FREIGHT CENTRE

As residents we are most angry that Bathurst Council has at short notice called a meeting at Council Chambers for **6:30 pm on Tuesday 9<sup>th</sup> August** to try again to force us to accept the long dreaded truck and train freight centre on the former Army buildings land at Kelso.

#### Questions to be asked? Answers to be demanded!!

- 1) Why must residents suffer the incessant noise of trucks, trains and reversing of huge container forklifts as council sacrifices residents well being and devalues their properties for thirty pieces of silver?
- 2) How will Council subsidize the Kelso business houses, their employees, suppliers and clients for the 8 to 10 minutes traffic delays each time long trains crisscross Toronto St?
- 3) What about safety? Will the-rail crossing have flashing crossing lights?
- 4) Why is council trying to ram this development through when it knows a similar development planned on the Great Western Highway will fulfil Bathurst needs without sacrificing the well being of White Rock Residents and financial viability of Kelso industrial estate businesses.
- 5) Is our Council financially subsidizing the national company preparing to develop the truck and train freight centre on the Kelso army land? Would the land value be greater if subdivided for light industrial sites?
- 6) Dubbo Council has heritage listed and refused permission to demolish its historic Airforce buildings. Are the Kelso army buildings heritage listed? Is Bathurst Council agreeing to have them smashed down? How will nearby Bathurst people be protected from asbestos dust?
- 7) Bathurst is renowned as an educational centre. Why is Council prepared to risk the continued success and well being of the long established Scotts School, its staff and students, for a badly sited, dusty, noisy around-the-clock industry?
- 8) There is a rumour that Council has been trying to buy 60 acres of land adjoining the army buildings. Is this true? If so, are they seeking to further expand the proposed freight centre with our money?

**Bathurst residents have stopped this development before! We can do it again if we unite and show our council representatives that we will not accept this development!**

Come to council meeting at **6:30 on Tuesday night 9<sup>th</sup> August** and demand that your council stop selling us out for this unnecessary development.

Signed  
Concerned Resident

(name withheld for fear of council retribution)

News

# Residents and Patrick on a collision course

By PETER VENESS

PATRICK Corporation will finally tell residents of their construction timetable for a freight terminal on White Rock Road more than four years after the development was approved.

State manager of Patrick port link Bob Sheppard will speak at a meeting at Bathurst Regional Council tonight.

This information might be being held to notify residents of the proposed timetable for the construction of the Intermodal Terminal at the Kelsco site, according to a notice issued last Monday by direc-

tor of environmental, planning and building services David Shaw.

The meeting is likely to be held after a surreptitious campaign was launched with flyers dropped in Kelsco mailboxes calling on residents to fight the development.

The Western Advocate received an anonymous fax, sent from a local business, laying out eight concerns with the terminal.

Signed "Concerned Resident" the person claimed to represent residents.

The concerns included noise, asbestos, heritage and the long-term financial viability of businesses close to the development.

Paul White is a spokesman for Patrick Corporation and said the company would not be responding to the allegations.

However, Mr Shaw said all the claims were untrue.

"The purpose of the meeting is simply to tell residents about the construction timetable," he said.

"We will not be discussing the development application because it was approved by council four years ago."

The planning boss confirmed asbestos was present in some buildings but assured residents the hazardous material would be dealt with appropriately by Patrick.

"They will have to work with an authorised asbestos removal team and WorkCover will also watch to make sure the material is handled appropriately," Mr Shaw said.

Another resident claimed the development application had been approved under delegated authority by former administrator and now councillor Kath Knowles.

This is not true. The development was approved by Bathurst City Council on July 19, 2001.

The only decision Ms Knowles made was in relation to the sale of land to Patrick. Development applications and the sale of land are completely unrelated decisions.

W/A. 9/8/05

# November start date for freight terminal

By PETER VENESS

IT HAS been a pipe-dream for more than a decade but work will start in November on an intermodal freight terminal on White Rock Road.

The terminal has been plagued by controversy since Specialised Container Transport lodged a development application in September 1997.

The Melbourne-based SCT was vigorously fought by White Rock Road resident Bill Weal, who eventually won the case on appeal in the Supreme Court.

Then freight and transport empire Patrick approached council in 2001 and very little happened for more than four years. But at a meeting on Tuesday night, Patrick Portlink state manager Bob Shepherd announced they would start building in November.

At a sometimes fiery meeting, residents demanded details of noise and dust levels the site would create, along with how many trains would pass through each day.

An elderly woman

yelled at Bathurst Regional Council's planning boss David Shaw but he pushed on, explaining the freight terminal had been on the agenda since 1997.

Another resident asked how many people would be employed by the terminal. When Mr Shepherd said three people would be employed full-time, the man shouted at mayor Norm Mann: "We have sold our souls for Patrick."

The meeting delivered the first public discussion between Patrick and residents since they met about two years ago at The Scots School.

Mr Shepherd delivered a Powerpoint presentation light on detail, mentioning briefly the November starting date. But residents demanded details.

White Rock man John Shield questioned Mr Shaw and Mr Shepherd on noise levels while Peter Montgomerie pushed for more information on a warehouse to be built on the site.

Council has already granted consent for Patrick to build the warehouse.

WESTERN ADVOCATE  
11/8/05

# THE WINDRADYNE WHISPERER

with LACHELAN SULLIVAN



## City planning the real issue

OPPOSITION to the long discussed freight container terminal raised its head again last week with the assistance of a letter distributed to residents but not signed, for fear of retribution from Council. The brave author missed the point. The terminal has been approved four years ago, the horse has bolted. However the underlying problem with this development was poor city planning by the then Bathurst City Council. Council created the industrial estate then allowed a rural residential area to be developed too close to the well established industrial area. To top it off, Council then approved a DA for a Container Freight Terminal that residents "drove a truck through" in the courts to great expense to the city resulting in the amended DA that has 80 or so conditions attached to restrict its future operation. After all that time and expense, surely lessons have been learnt, but no, more rural residential development was allowed at Blue Ridge estate potentially creating more opposition. It means little that residents of these estates knowingly purchased land within close proximity to industrial areas.

However what is perplexing about this development is that city planners are seemingly not accountable to the ratepayer nor have they made any attempt to improve the areas, hopefully preventing further legal expense to the 99 per cent of ratepayers who don't live in the Blue Ridge Estate or White Rock Road area. Why has council not created vegetation mounds on areas around the boundary of the industrial estate to act as a visual and sound screen to other interests? Little vision was used when these important industrial areas were created. Had the area been planned, developed (and planted) sympathetically in the first place, surrounding residents would not see ugly colourbond scars but 30 foot trees.

So batten down the hatches councillors. You like previous councillors, will waste a lot of your time correcting (and taking the flak) amending poor planning decisions from earlier times. All is not lost though, make sure the bureaucrats get it right from now on.

## Jobs the only good news

"White Rock Road Freight Terminal Provides Three New Jobs for Bathurst" is the only good news coming from Bathurst Regional Council's recent "lack of information night" held to notify residents of the proposed timetable for the construction of the "amenity".

What about the increased truck traffic, fall and operational noise, dust and general unsightliness of the site that must affect the highly regarded Scots School, residents, nearby business and sporting facilities.

All for three permanent jobs. The Town Planner must have lost his copy of "Creating a Liveable Urban Environment" as he pushes forward with this development, instead of embracing the alternate development on the Sydney Road that is far better located, well thought out and reputedly will create 300 jobs.

John Shield  
Bathurst

## contacts

ment  
Manager - Andrew Meenahan  
ing  
ing Manager - Del Robinson  
ales Consultant - John Cutler  
Murray Nichols  
Staff - Brian Wood  
tion  
ion Manager - Wayne Wotton  
per Sales - Cathie Linklater

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