

Bill & Liz Burdett
11 Mitchell Street
Blayney, NSW, 2799
(950 metres WSW from proposed
'offensive' industry development.)

22 May 2015

Planning Services
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

http://majorprojectsplanning.nsw.gov.au/index.l?action_job&job_id=6594

Attention: Manager – Industry Assessments
Reference: Blayney Export Meats Smallstock Abattoir – SSD 6594

Declaration: **We declare that we are objectors to the proposed 'offensive' industry development.**
We declare that we have not made any donations to any political organisation or party in the past two years.

Dear Assessors,

The Burdett's moved to Blayney four years ago from a small village of 150 people with the nearest facilities being 20 kilometres distant. Blayney attracted us because it has modern facilities, a very good medical practice, a modern small hospital, a large supermarket, great sporting and leisure facilities and is a clean and tidy and friendly town. Presentation for visitors and residents is excellent.

Superior medical facilities and major city style shops are only a half hour away. It seemed to be a sensible move because as retirees we were able to set ourselves up to live in our own home as long as possible.

All the necessary facilities are within walking distance!
Other facilities are able to be accessed by public transport or friendly drivers.

Now we have been presented with a proposal to establish an 'offensive' industry within the town boundary which will adversely affect the amenity of this town.

The developer rests his case for 'approval' on a questionable industrial zoning in Newbridge Road, Blayney, which may be changed 'by consent' by your department to accommodate an 'offensive' industry.

This was not stated in the original application for warehousing in a rural zone or to change the rural zone to an 'industrial' zone.

The zoning is questionable because:

- ** the developer's consultant, Mr Hornery, was General Manager of the Blayney Shire Council when a rural zone was approved to accommodate a single warehouse development – highly irregular! Later after many after hours meetings between Mr. Hornery and the developer and much aggressive lobbying of councillors, approval was given to add extra warehouses (cold storage) in a rural zone. Soon after, a new industrial zoning was approved. During this time, Mr Hornery left the employment of the Council and joined the developer as a 'consultant'. **The whole episode smells!**
 - ** **the land in question was set aside on the FLOODPLAIN of the Belubula River - surely a high risk decision.** (Refer to the Dungog, NSW, 2420, experience of flooding which occurred in April, 2015)
 - ** the new zone is at least a kilometre from the Blayney Industrial Estate which lies to the north across the river and across the Mid Western Highway. **There is no direct link or common boundary to claim "it is just an extension of the Blayney Industrial Estate"**
 - ** **the new zone is poorly serviced by road from the direction of the town and cannot be serviced by heavy vehicles from the Newbridge direction.**
 - ** Almost all road traffic must access the zone via Blayney's main streets (Adelaide and Church Streets) which in that area accommodate two schools, a number of residences, the fire station, five churches, two child care facilities, the Shire Council offices, post office, two banks, an hotel, and several shops and cafes.
 - ** This is a relatively high pedestrian area and includes the elderly from the nearby (50 metres) Inala retirement village.
 - ** This traffic must then turn at the post office (Burns Street) and proceed very close to the (50 metres) Inala retirement village and past an historic and heritage listed reception centre.
 - ** Furthermore, **the zone is entirely unsuitable for an 'offensive industry':**
 - ** it is prone to flooding.
 - ** any run off (this is an abattoir!) will enter the river only two kilometres above the upstream entry to Carcoar Dam. **There are plans by the NSW Government to use this dam for potable water in the not too distant future.**

The dam is also home to Central West Sailability – a Rotary supported group - which provides water activities for children and youth with disabilities.

The dam is also a camping, fishing and swimming destination for residents of the Central West especially at Christmas time.
- Any risk of contamination with even small volumes of livestock waste/washings will destroy this amenity for the region way beyond Blayney.**

Small amounts of contamination will cause algal blooms, further eroding the use of the amenity.

- ** this 'offensive industry' will only be **350 metres** from the heritage listed reception centre and home.
- ** it will only be **700 metres** from the retirement village.
- ** it will only be **700 metres** from the unloading dock of the supermarket where fresh meat and produce is unloaded and sold.
- ** it will only be **850 metres** from the pharmacy, cafes, restaurants, churches, child care centre and shopping precinct of Adelaide Street.

- ** **By any measure this 'offensive industry' site does not meet the modern buffer standards recommended by your department and other regulators, of five kilometres from residential or retail areas.**

These are reasons enough to object to this 'offensive industry' development within our town and we implore you, for these reasons, to reject this proposal.

However there are many more reasons for us to object to such an ill considered development:

- ** **there is no shortage of 'smallstock' abattoir capacity much closer to the source of the feral goats.**
A commercial negotiation conducted in 'good faith' could easily utilise capacity at abattoirs in Nyngan, 2825 and Binnaway, 2395 (recently opened, 'state of the art', 20 kms from the town and approachable for smallstock contract processing).

- ** this capacity is respectively 350 kms and 345 kms (five hours) closer to the source of the targeted feral goats and reduces stress on the animals, truck drivers and the amount of heavy vehicle traffic on the roads.

- ** if the developer wishes to increase the utilisation of his existing freezer facility, the processed carcasses or packed meat can be easily loaded into 'chiller' containers and delivered to Blayney by rail thus utilising the rail siding which has been installed to service his freezer complex. Road traffic will also be substantially reduced.

- ** **the claimed 'extra jobs' from this development is a total 'furphy'!**
The construction phase will employ people who already have jobs in the industry and in the Central West. Only a very small number (if any) will need to be relocated.
The operational jobs in the factory will mostly be filled by 457 VISA men. We know from the experience of other regions that these men are regularly exploited by Labour Hire Contractors, are forced to live in sub – standard conditions and send home to their families any cash they might be lucky enough to save.

The 'furphys' continue: There is an oft told myth that workers displaced from Simplot (Bathurst) and Electrolux (Orange) will be absorbed into the abattoir workforce at Blayney. This is wishful thinking!! These workers are used to working in pristine conditions! They will certainly not be attracted to the 'blood and guts' environment of an abattoir 'killing' floor, dressing chain or boning room.

- ** Note that we said above that men will make up most of the work force and that many will come from offshore. It is not within the scope of your assessment, but if this development is approved, we are likely to see an application to establish a brothel in the town.

This is not an attractive prospect for this beautiful quiet town.

- ** Unemployment in Blayney is low. The few who are not in jobs would not be attracted to most abattoir jobs. The rest of the 'jobless' are retirees who are in the town from farms or businesses or who have moved here because of the town's clean, tidy and friendly environment.

The proposed development is set to tarnish that image.

Other reasons to support our objection include:

- ** no facilities for drivers – where do they get food, drink, comforts - especially 'after hours'?
- ** what happens when the Mid Western Highway in Blayney is closed due to the rail crossing gates being closed several times over 24 hours? Does this mean truck loads of stressed and stinking goats are stationary in the main shopping precinct amongst the bakeries, coffee outlets and shops, churches and child care centre?
This scenario occurs now when stock and other trucks are caught in the melee. Extra truck movements will create a nightmare!
- ** there is no 'truck parking' in Blayney. How can drivers obtain food, coffee, take a toilet break or have a 'kip' with out breaking the law? Brazenly unfair on these workers!!
- ** extra noise from vehicles and animals, especially those awaiting slaughter, will adversely impact the amenity of the town.
- ** Blayney had an abattoir until it's closure in 1999. At that time the Blayney Police Station was manned around the clock by four or five police. The main jobs: sorting brawls before and after the pubs closed, sorting assaults – general and domestic and handling a plethora of thefts and minor crimes.

Today, the Blayney Police Station is mostly unmanned. Police in nearby villages are allocated to duties away from our area. We have a very peaceful town! Do not send the town back to those 'dark' days!

- ** Pedestrians are often in jeopardy now with the Mid Western Highway running through the main street and shopping centre. Adding fifty extra truck movements, extra service vehicles and employee vehicles to the mix each day will add to the danger for them.
- ** We already have two very big industries drawing water from our region – Cadia Gold (Newcrest) and Purina Pet Food (Nestle). This new industry could easily force us into water restrictions. Again this will tarnish the amenity of the town.
- ** The EIS states that goats will be in transit for a maximum of eight hours. The goats are to be sourced in 'Western' NSW and Queensland. When the speed zones of towns, schools and roadworks are added to the mix of remote area unsealed roads of the West and Queensland, the travel time will be around 14 to 16 hours level. – a very stressful experience for animals and drivers and dangerous for other road users. Utilisation of processing capacity closer to the goat sources will reduce travel time by at least five hours.

Q Fever: the debilitating disease:

The single major hazard for abattoir workers, those in related industries including transport and anyone living near transport links, is the presence of Q Fever which is prevalent and virulent in feral goats. This disease is spread by airborne spores and can infect humans who may be several kilometres away from the source. The most vulnerable are children playing at home or in school grounds who come in contact with spores deposited by passing trucks. Most schools in the Central West are beside the highways which are designated to transport feral goats over unnecessary distances. The next most vulnerable group are those who suffer asthma or for some reason have a weakened resistance such as the elderly and those who are recovering from other illnesses.

In your assessment of this proposal SSD 6594, please consider that if approval is given, any resultant flare up of Q fever will trigger a massive and highly publicised Class Action against the developer and approving authorities.

Liz and I believe we have amply justified our objections to the establishment of this 'offensive industry' in the proposed location in our town and immediate region.

Liz Burdett

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Bill Burdett

Bill Burdett.