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Our Ref: 16NEW0055

Monday, 10 May 2021

Broaden Pty Ltd
Suite 11.02
205 Pacific Highway
St Leonards NSW 2065

Submitted via email: mark@broaden.com.au

Dear Mark,

**Blackhill Industrial Subdivision, John Renshaw Drive
Black Hill**

Please find following a review of an analysis of any feasible alternatives to the carrying out of the development activity or infrastructure, having regard to its objectives, including the consequences of not carrying out the development, activity or infrastructure.

In considering alternatives, it is important to provide the context in which the development application was made. The application was lodged as stage 2 of a staged development application. The first stage was lodged with a concept plan under clause 4.22 of the EP and A Act. The two stages were as proposed;

1. Stage 1 – clearing of the site together with a concept plan
2. Stage 2 – the subdivision of the site.

The concept plan lodged with the first application, a copy of the proposed concept plan is shown below as figure 1;

As a result of the concept plan being lodged, any future development application could not be inconsistent with the concept plan. This in turn meant that the development application lodged with the council for the subdivision of the site could not be inconsistent with the concept application.

In this regard, the concept plan established the nature of the development as a large lot subdivision, identified the location of the intersections and the location of the road, showed the general configuration of lots and also identified the areas of the site that would be retained.

In relation to the Concept Plan, this was currently being assessed by Council at the time the application for subdivision was lodged for assessment. The Subdivision DA was lodged as stage 2 of the concept application, which was under assessment. The initial Stage 1 application, for clearing of the site together with the concept plan, was withdrawn on the 25th of July, 2019. However, it was withdrawn on the basis that the land clearing, which was stage 1 of the first development application, was consolidated into the second DA for subdivision and it was no longer consider as part of a staged development application, and it was after the DCP for the site had been adopted. It is important to note that the subdivision development application was lodged on the 22nd of August, 2018 and was considered as a second stage of the initial application for 11 months until the first application was withdrawn.

The development application that was lodged, retained the location of the access points, the road location, the development footprint and the final use as a large lot industrial subdivision.

In the course of the assessment occurring on the site, the site specific DCP was adopted which reinforced the road layout, staging, industrial use and development footprint.

As a result of the above there wasn't any feasible alternatives for the site.

The site has been identified as industrial land for more than 16 years in the various strategies that under pin the development of the Lower Hunter. This includes:

- a. the 2006 Lower Hunter Regional Plan;
- b. the Hunter Regional Plan; and
- c. the Greater Newcastle Metropolitan Plan which identified the Blackhill/Beresfield Area as a Catalyst Area for the Hunter.

The rezoning of the site expected the development to be used as an industrial subdivision. The Cessnock Development Control Plan also identifies the need to have 2 access points to support the traffic generation on the site and setting the expected industrial zoning as IN2 Light Industrial, together with an additional permitted use of General Industries being permitted with development consent.

The site has been identified as a significant employment hub for the Hunter with the strategic planning documents listed in the above paragraph, being included as a key site for delivering the expected new jobs for the region.



The proposed subdivision of the site will only facilitate the delivery of jobs and the proposed industrial uses expected from the strategic planning documents, rezoning and subsequent LEP amendments to zone the land to IN2 light industrial while preserving the E2 land.

Similarly, due to the importance of the site being identified in the strategic planning documents for future industrial development, the benefits and opportunities of the site include:

- supporting future employment,
- maximise the opportunities of the convergence of the national road networks for the trading hub of Beresfield / Blackhill,
- the delivery of freight and logistics hubs at Beresfield and Blackhill and to allow these precincts to take advantage of early adopters of technology – enabling solutions for faster deliveries, improved safety and increased productivity.
- Continue to deliver the cluster of freight and logistics industries around Blackhill and Beresfield which will grow in response to the changing freight demand and new freight tasks,
- Underpin new job opportunities for Greater Newcastle,
- Provide jobs close to housing,
- Desired Freight and Logistics hub, with complimentary manufacturing and light industrial activity,
- Potential for the Growth and expansion of industries,
- Short term focus of employment and investment.

If the development of the site does not proceed, none of these outcomes will be achieved, this would be a poor outcome for the site and for the Hunter more broadly.

If you have any queries regarding this information, please do not hesitate to contact me as below.

Yours sincerely,



Stephen Barr
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