



Central Coast Council

Planning Proposal

Peat Island, Mooney Mooney

File No: RZ/58/2014;

June 2017



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Version Pre Gateway

Central Coast Council

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Peat Island Mooney Mooney-

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Background & Locality Context

This Planning Proposal applies to land east and west of the M1 Motorway at Mooney Mooney and the entirety of Peat Island (figure 1). A full schedule of the land subject to this proposal is provided in Annexure A. The site adjoins the Hornsby Shire Local Government Area (LGA) boundary.

The site is located approximately 29 kilometres to the south-west of Gosford City Centre, approximately 55km to the north of Sydney CBD and approximately 24km from the start of the M1 Motorway at Hornsby / Wahroonga.

The closest railway station is situated at Brooklyn, approximately 5km to the south east. Bus services connect the Hawkesbury River Station to Mooney Mooney and to Hornsby in the south.



Figure 1 Land subject to this proposal (as outlined in red)

Peat Island was originally developed for institutional purposes. Since that time the site has been used for various uses including as a psychiatric facility, home for boys and as a disability institution until its permanent closure in 2010. The Mooney Mooney Public Primary school opened in 1939. A decline in enrolments and an increase in the availability of alternative schools within the locality resulted in the closure of the school in 2007.

Due to the closure of these former uses the site is surplus to the needs of the NSW State Government. The current land use zonings reflect former land uses at the site which are now obsolete.

A request for the rezoning and redevelopment of the land was submitted to the former Gosford City Council in 2014. This sought the rezoning of the land from SP2 Infrastructure to a mix of residential, community, environmental, recreational and employment uses to enable revitalisation of the site and provide an ongoing use of the land. The Department of Planning and Environment (DP&E) required additional information before the proposal could be further considered for a Gateway determination.

A modified planning proposal was lodged with Central Coast Council on 18 October 2016 which responded to issues identified by the DP&E in response to the original proposal. This was inclusive of additional studies and a proposed development concept (figure 2) which were generally sufficient to support the application for a Gateway determination.

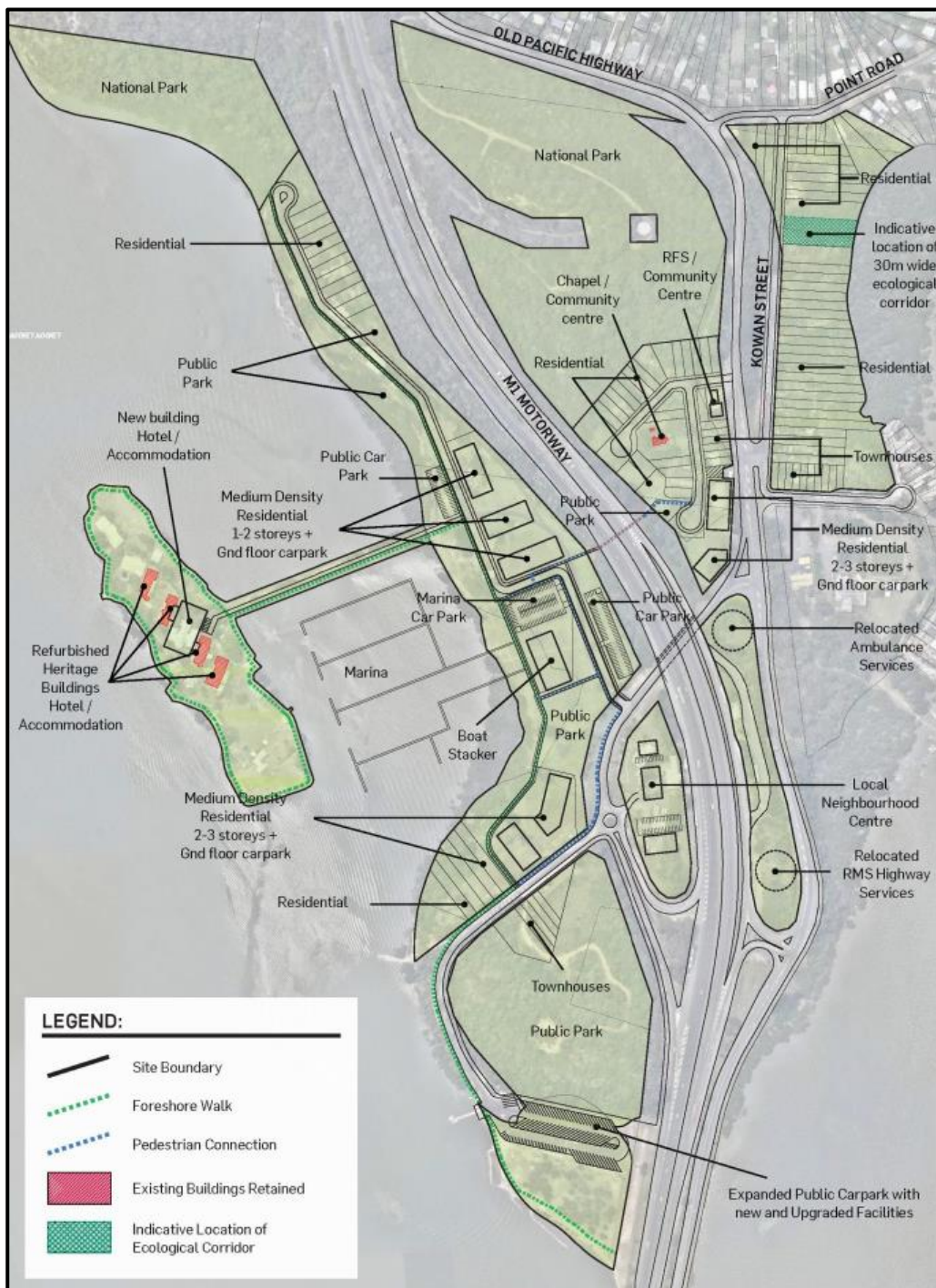


Figure 2 Development Concept Plan

Part 1 Objectives or Intended Outcomes

The objective of this proposal is to rezone the subject land from SP2 – Infrastructure and RE1 – Public Recreation to a mix of residential, tourist, business, recreation and conservation zones.

The intended outcome is to enable residential, commercial and tourist development of the site. It is also intended that areas of the site are dedicated to Council for public recreation and to the NSW National Parks and Wildlife Service.

Part 2 Explanation of Provisions

The intended outcomes will require amendment of the Additional Permitted Uses (APU), Floor Space Ratio (FSR), Height of Building (HOB), Land Zoning (LZN), Lot Size (LSZ) maps of Gosford Local Environmental Plan 2014 (GLEP 2014).

Schedule 1 Additional Permitted Uses of GLEP 2014 will also require amendment to include additional uses within the proposed RE2 Private Recreation zone where it is proposed to occur within the site.

The existing provisions of GLEP 2014 relating to Acid Sulfate Soils and Environmental Heritage on this site are not proposed to be altered by this proposal.

The following table identifies the specifics of the proposed amendments.

Table 1 GLEP 2014 Proposed Amendments

Existing Provision	Proposed Amendment
Additional Permitted Uses (APU) Schedule 1 Additional Permitted Uses	- Amendment of GLEP 2014 Schedule 1 to enable additional permitted uses on land proposed to be zoned RE2 Private Recreation within the subject site including Boat Building and Repair Facilities; Boat Launching Ramps; Boat Sheds; Car Parks; Charter and Tourism Boating Facilities; Marinas and Water Recreation Structures as proposed by the draft APU map within the Supporting Documentation (Mapping)
Floor Space Ratio Map(FSR)	- Amendment of GLEP FSR maps to apply maximum FSRs. This map is yet to be drafted.
Height of Building Maps (HOB)	- Amendment of GLEP 2014 HOB maps to apply maximum building heights of 8.5m, 9m and 12m to specific land within the subject site, as proposed by the draft HOB Map within the Supporting Documentation (Mapping)
Land Zoning (LZN)Land Zoning Map	- Amendment of GLEP 2014 LZN maps to rezone the subject site to R1 General Residential, R2 Low Density Residential, B2 Local Centre, SP3 Tourist, RE1 Public Recreation, RE2 Private Recreation and E1 National Parks as proposed by the draft LZN Map within the Supporting Documentation (Mapping)
Lot Size Map(LSZ)	- Amendment of GLEP 2014 LSZ maps to apply minimum lots sizes of 400m ² and 550m ² to specific land as proposed by the draft LSZ map within the Supporting Documentation (Mapping). Amend the Lot Size Map to provide

	for various minimum lot sizes across the site
Urban Release Area map	- Yet to be made

Part 3 Justification

Section A – Need for the Planning Proposal

1. *Is the Planning Proposal a result of any Strategic Study or report?*

The Planning Proposal is not the result any strategic study or report.

2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

The land use provisions currently applicable to the site are not supportive of adaptive reuse of surplus government infrastructure or land.

The Planning Proposal is the only means of enabling the objectives/intended outcomes. The Planning Proposal process allows Council and the community to be directly involved in the decision-making process for land which introduces motorists to the Central Coast Council Local Government Area.

Section B – Relationship to strategic planning framework

3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Central Coast Regional Plan 2036

The site is within an existing urban area. An assessment of the proposal against the goals and directions of the CCRP has been undertaken (refer to Supporting Documentation). This assessment indicated that the proposal is generally consistent with the CCRP 2036. However, additional information and / or studies will be required to support the proposal such as heritage, flooding related to the eastern portion of the site and a community needs analysis.

4. Is the planning proposal consistent a Council's local strategy or other local strategic plan?

Gosford 2025 Community Strategic Plan

The Gosford Community Strategic Plan (CSP) outlines a set of guiding principles, aspirations and values for the community. These reflect on social, economic, environmental and governance aspects for now and the future.

An assessment of the proposal against the strategies outlined in the Community Strategic Plan has been undertaken (refer to Supporting Documentation). The assessment identified that the proposal is generally consistent with the objectives of the CSP. It is envisaged that a site-specific DCP may guide the design of future development at the site with the regard to enhancement of the future character of the area.

Biodiversity Strategy

The Planning Proposal is consistent with relevant actions of the Biodiversity Strategy. It proposes to zone land for residential purposes generally within the existing urban footprint.

The subject lots are predominantly cleared and the remaining vegetation of the site can be addressed by a hollow bearing tree assessment should the Gateway support the request.

Residential Strategy

The Planning Proposal is consistent with relevant actions of the Residential Strategy.

The proposed low-density residential will not constitute ribbon development. It will provide for a transition from existing low density residential areas of Mooney Mooney and proposed R1 – General Residential zones.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The proposal has been considered against the relevant State Environmental Planning Policies (SEPP) (see Supporting documentation).

The proposal is considered to be generally consistent with the applicable SEPPs. Further information and detail will be required such as coastal impacts of the proposed marina and land contamination from previous uses at the site.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The proposal has been considered against the relevant Ministerial Section 117 Directions as summarised below. The full assessment of these Directions is contained within the Supporting Documentation of this proposal.

Table 2: -S117 Ministerial Direction Compliance

No.	Direction	Applicable	Consistent
Employment & Resources			
1.1	Business & Industrial Zones	Y	Y
1.2	Rural Zones	N	N/A
1.3	Mining, Petroleum Production and Extractive Industries	N	N/A
1.4	Oyster Aquaculture	Y	TBD
1.5	Rural Lands	N	N/A
Environment & Heritage			
2.1	Environmental Protection Zones	Y	Y
2.2	Coastal Protection	Y	Y
2.3	Heritage Conservation	Y	TBD
2.4	Recreation Vehicle Areas	N	N/A
2.5	Application of E2 and E3 Zones and Environmental Overlays in Par North LEPs	N	N/A
Housing, Infrastructure & Urban Development			
3.1	Residential Zones	Y	Y
3.2	Caravan Parks and Manufactured Home Estates	N	N/A
3.3	Home Occupations	Y	Y
3.4	Integrating Land Use & Transport	Y	TBD
3.5	Development Near Licensed Aerodromes	N	N/A
3.6	Shooting Ranges	N	N/A
Hazard & Risk			
4.1	Acid Sulfate Soils	Y	TBD

No.	Direction	Applicable	Consistent
4.2	Mine Subsidence and Unstable Land	N	N/A
4.3	Flood Prone Land	Y	TBD
4.4	Planning for Bushfire Protection	Y	TBD
Regional Planning			
5.1	Implementation of Regional Strategies	N	N/A
5.2	Sydney Drinking Water Catchments	N	N/A
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	N	N/A
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	N	N/A
5.8	Sydney's Second Airport: Badgery's Creek:	N	N/A
5.9	North West Rail Link Corridor Strategy	N	N/A
5.10	Implementation of Regional Plans	Y	Y
Local Plan Making			
6.1	Approval and Referral Requirements	Y	Y
6.2	Reserving Land for Public Purposes	Y	Y
6.3	Site Specific Provisions	Y	Y
Metropolitan Planning			
7.1	Implementation of A Plan for Growing Sydney	N	N/A
7.2	Implementation of Greater Macarthur Land Release Investigation	N	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy	N	N/A
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N	N/A

Section C – Environmental, Social and Economic Impact

7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

An Ecological Review of the Concept Plan has been prepared by Travers Bushfire & Ecology (see Supporting Documentation).

The application proposes to rezone areas of high environmental and ecological value such as existing highly vegetated areas and escarpments to E1 – National Parks and Nature Reserves and RE1 – Public Recreation.

The review has identified that the proposed RE2 – Private Recreation zone and proposed marina aspects of the proposal represent the highest marine impact risk. This locality comprises sensitive mangrove vegetation and an estuarine environment. The review recommends that an Environmental Impact Statement (EIS) would likely need to be prepared for these aspects of the proposal to assess and determine impacts on estuarine and aquatic ecology. A Maritime Facilities Review prepared by Mott MacDonald (see Supporting Documentation) recommends that the feasibility of a marina and dry stack berthing be assessed prior to construction which would include an assessment of the impacts and effectiveness of dredging in regards to hydrodynamic conditions (especially flushing) and sedimentation in the marina.

The Review identified that the proposed zonings are sympathetic to important terrestrial habitat features. It further determined that a balance between conservation and potential development opportunities could be achieved with the proposed zonings.

Future survey and impact assessment will be required across the site to determine impacts and further mitigation measures and management options at the subdivision and development application stages where potential impacts are identified.

8. *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

Bushfire

The subject land comprises Category 1 and Buffer bushfire prone vegetation (figure 3).

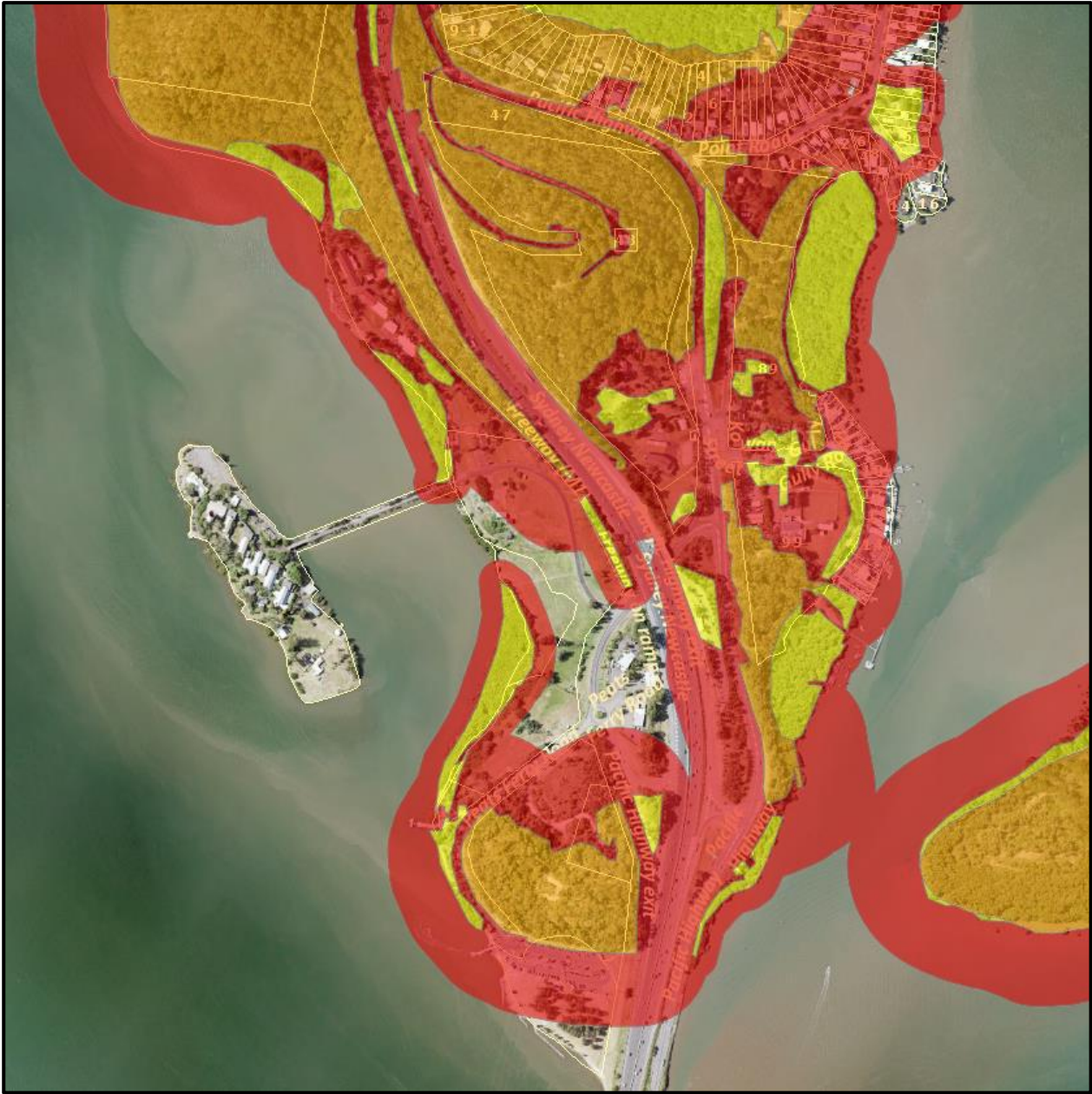


Figure 3 Bushfire Prone Land

A Bushfire Assessment Report of the concept plan has been prepared by Peterson Bushfire Expert Consulting Services (see Supporting Documentation). The report identifies that the proposal accommodates the necessary protection measures as required by the EP&A Act and Planning for Bushfire Protection 2006.

Further consultation will be required to be undertaken with the Rural Fire Service.

Contaminated Land and Acid Sulfate Soils

A Contamination Investigation Report prepared by JBS&G (see Supporting Documentation) has been prepared in relation to the proposed redevelopment of the site.

The report identified that there is potential for isolated areas of contamination of the site based on past and current site usage however historical uses of the areas in question were not intensive and there were no

indications of gross or widespread impacts that would require management or impede development on the site.

The report recommends that subject to intrusive sampling targeting Areas of Environmental Concern and confirmation of the findings of the preliminary investigation, that the site can be made suitable for the proposed land uses. The report recommends that an adequate assessment of potential soil contamination and confirmation of findings be undertaken prior to redevelopment at the site.

Internal assessment indicates the subject land and surrounding estuarine environment comprise Class 1, 2 and 5 Acid Sulfate Soils.



Figure 4 Acid Sulfate Soils

An Acid Sulfate Soils assessment has not been undertaken.

Flooding and Drainage

Portions of the site are flood affected and located within the 1% Annual Exceedance Probability (AEP) flood extent.



Figure 5 Flood prone land (1% AEP)

A Water Cycle Management Review report has been prepared by Mott MacDonald (see Supporting Documentation). The report addresses flooding, riparian and water cycle management for a portion of the site, namely Peat Island and land west of the M1 Motorway.

This review does not encompass the entire site. The impacts of flooding on the proposed residential development areas east of the M1 Motorway have not been quantified or evaluated. Further investigations regarding the nature and extent of this issue are required.

Aboriginal Heritage

A search of the Aboriginal Heritage Information Management System (AHIMS) identifies that the site comprises items and/or places of Aboriginal heritage.

A due diligence Aboriginal heritage assessment prepared by Artefact (see Supporting Documentation) identified both recorded Aboriginal sites and areas where Aboriginal sites are likely to occur.

Further archaeological investigations of the study area are required which comply with the Office of Environment and Heritage (OEH) Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW.

It is envisaged that conservation management requirements may be included in a site-specific DCP.

European Heritage

GLEP 2014 identifies the site comprises general and Archaeological heritage items. These include the grave of Francis Peat (item No 112) and Ruins of Singleton Mill (item No A12).

A Heritage Report prepared by Urbis (see Supporting Documentation) has assessed these items in context with the proposed development. The Report identifies that Peat Island, including its principal buildings, is a place of high heritage significance.

The report further identifies that the proposed concept plan, zoning and master plan provide for the conservation and re-use of the significant items on the island and the land based places associated with its development.

The report also identified that Peat Island and the broader site require the preparation of a Conservation Management Plan to provide for future management of the place.

It is envisaged that conservation management requirements may be included in a site-specific DCP.

Acoustics

The site is in close proximity to the M1 Pacific Motorway. The M1 is a significant source of noise and will result in acoustic impacts on the site.

An Environmental Noise Assessment report prepared by Renzo Tonin & Associates (see Supporting Documentation) has assessed the impact of noise from the M1 on the proposed concept plan. The report did not consider potential acoustic impacts of the nearby rail line.

The assessment concluded that the concept plan could be supported 'in-principle' subject to noise mitigation and attenuation measures such as noise barriers, building treatment and building design. The assessment recommended the engagement of an acoustic consultant at the design phase of the redevelopment.

It is envisaged that acoustic attenuation and mitigation measures or requirements may be included in a site-specific DCP.

Visual

The site is visually prominent from the M1 Pacific Motorway and the Hawkesbury River.

A Visual Assessment Review report was prepared by Richard Lamb & Associates (see Supporting Documentation). This review considered the compliance of the proposal with Sydney Region Environmental Planning Policy (SREP) 20 – Hawkesbury Nepean River (No 2 – 1997).

The review identified the existing visual character of the site and included an opportunities and constraints assessment of the land primarily for residential purposes. It identified impacts that would likely occur as a result of a range of indicative forms of development on the site.

The report identified that the proposal and future development per the applicant's amended proposal would not be inconsistent with the provisions of SREP 20.

Stormwater

Future development of the site will result in increased stormwater runoff due to an increase in impervious area.

A Water Cycle Management Review report was prepared by Mott MacDonald (see Supporting Documentation). The report identified that the proximity of the Hawkesbury River would allow near direct stormwater discharge. Consequently, it is not expected to adversely impact downstream properties. The relative scale of increased flows expected from the site in comparison to flows through the river would be negligible.

The report recommended that various treatment devices should be used as part of a treatment train to target the different levels of pollutants. Such detail should be included with a Development Application for assessment.

9. *Has the planning proposal adequately addressed any social and economic impacts?*

A Community Facilities Needs Analysis prepared by Urbis (see Supporting Document) has been undertaken.

The analysis undertook a high level community facilities needs assessment. The report determined that the proposal will have a beneficial impact in terms of community and open space in the area such as the proposed marina due to the poor conditions of existing facilities, demand from locals who have unsuitable mooring at present and the potential to increase volunteers to support services across the area (e.g. River Rescue).

An Economic Statement prepared by Urbis (see Supporting Documentation) was also undertaken. This identified that the proposal will have the benefit of an increase in local employment opportunities through the marina/boat storage and tourist accommodation/conference centre (with ancillary retail) components. The proposal would result in the creation of approximately 150 direct onsite jobs.

The planning proposal will also contribute to the provision of future housing supply and housing choice as identified by the Central Coast Regional Plan. The Planning Proposal will contribute to the supply of residential land for the Central Coast.

Section D – State and Commonwealth Interests

10. Is there adequate public infrastructure for the planning proposal?

Traffic

A Traffic and Transport Review prepared by Mott MacDonald (See Supporting Documentation) accompanied the proposal.

This review identified that the proposal aligns with the principles of Section 117 Direction 3.4 – Integrating Land Use and Transport.

The proposal provides good connectivity to established and planned employment, education, retail and recreation facilities. This is achieved through existing services and network infrastructure opportunities, which offers access travel mode choices for both local and regional travel. The proximity of the site to rail, road etc. maximises the potential of existing infrastructure, and supports access to public transport, walking and cycling.

Consultation will be required with NSW Roads and Maritime Services.

Water and Sewer

A water and sewer analysis report was not submitted with the proposal.

Initial internal investigations have identified that there is insufficient capacity within Central Coast Council's existing water and sewer headworks / reticulation systems to accommodate increased loads and demands. Existing water and sewer infrastructure is capable of augmentation/upgrades to accommodate additional development on the site, subject to forward funding by the Proponent.

Consultation will also need to be undertaken with Hornsby Shire Council to determine any additional infrastructure demands associated with the development within the adjoining Local Government Area (LGA).

Additional studies are required to determine the augmentation/upgrade requirements for water and sewer infrastructure. These will be required to be undertaken prior to any development taking place. A DCP and / VPA is envisaged to provide details of infrastructure provision, cost burden and ownership of assets.

In the event the site is identified as an Urban Release Area (URA), consent for development may only be granted subject to adequate infrastructure being able to be provided, in accordance with the provisions of Part 6 of GLEP2014.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Consultations with the following agencies is proposed, based on the identified triggers and site constraints:

Table 3: Agency Consultation

Agency	Trigger/Constraint
Darkinjung Local Aboriginal Land Council	- S117 Direction 2.3 – Heritage Conservation

Agency	Trigger/Constraint
Department of Primary Industries - Agriculture	- Former agricultural land uses at the site.
Department of Primary Industries - Fisheries	- S117 Direction 2.2 – Coastal Protection
Department of Primary Industries - Office of Water	- Proximity to Hawkesbury / Nepean River
Guringai Tribal Link	- S117 Direction 2.3 – Heritage Conservation
Hornsby Shire Council	- Integration of proposal with adjacent communities in Hornsby Shire Council
National Parks and Wildlife Service	- S117 Direction 2.1 – Environmental Protection Zones and proposed rezoning of land to E1 – National Parks and Nature Reserves
Office of Environment & Heritage*	- S117 Direction 2.1 – Environmental Protection Zones
Roads and Maritime Services	- Proximity to M1 Motorway
Rural Fire Service	- S117 Direction 4.4 – Planning for Bushfire Protection
Transport for NSW	- Proximity to M1 Motorway and proposed B2 – Local Centre zone adjacent motorway
Department of Planning and Environment	- Potential Urban Release Area

* NOTE: Section 34A of the EP&A Act requires the Relevant Planning Authority (RPA) to consult with the Director-General (Secretary) of the Department of Environment, Climate Change and Water (OEHL) if, in the opinion of the RPA, critical habitat or threatened species, populations or ecological communities, or their habitats may be adversely affected by the proposed instrument.

- The consultation is to commence after a Gateway Determination is issued unless the Regulations specify otherwise.
- The period for consultation is 21 days unless agreed differently between the RPA & the DG or by the Regulations.

Part 4 Mapping

Table 4: Existing and Proposed Mapping

Map	Map Title
A.	Locality Plan
Existing Provisions	
B.	Floor Space Ratio Map FSR_ 012A
C.	Height of Building Map HOB_ 012A
D.	Land Zoning Map LZN_ 012A
E.	Lot Size Map LSZ_ 012A
Proposed Provisions	
F.	Floor Space Ratio Map FSR_ 012A (yet to be drafted)
G.	Additional Permitted Uses APU_012 (yet to be made)
H.	Height of Building Map HOB_ 012A
I.	Land Zoning Map LZN_ 012A
J.	Lot Size Map LSZ_ 012A
K.	Urban Release Area Map (new map – yet to be drafted)

Note: mapped provisions in relation to Heritage and Acid Sulfate Soils are not proposed to be amended by this proposal.

Part 5 Community Consultation

The proposal will be made available for **three months** for community/agency consultation and undertaken in accordance with any determinations made by the Gateway.

In resolving to support a request for a Gateway Determination for the proposal, Council also resolved that the proposal have an extended community consultation period. The public exhibition process will enable the community to be involved in the further refinement of the proposals for this important land in their local area.

It is expected that the proposal will be made available at the following locations:

- Gosford Office: 49 Mann Street, Gosford, and;
- Council's website: www.yourvoiceourcoast.com.

Part 6 Project Timeline

Action	Period	Start Date	End Date
Anticipated commencement date (date of Gateway Determination)	N/A	27 April 2017	27 June 2017
Anticipated timeframe for the completion of required technical information	3 months	27 June 2017	27 Sep 2017
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	21 days	27 Sep 2017	27 Nov 2017
Commencement and completion dates for public exhibition	3 months	Jan 2018	March 2018
Dates for Community Information Sessions (Council resolution)	N/A	Jan 2018	March 2018
Timeframe for consideration of submissions and proposal post exhibition	3 Months	Jan 2018	28 May 2018
Date of submission to the Department to finalise LEP**	1 Month	28 May 2018	28 June 2018
Anticipated date RPA will make the plan (if delegated)	30 Days	28 June 2018	28 July 2018
Anticipated date RPA will forward to the Department for notification	1 Day	29 July 2018	29 July 2018

Table 5: Key Project Timeframes

* Includes timeframes for further report, consideration by Council post-exhibition and planning proposal amendment

** Includes timeframes for sign off of any Section 117 inconsistencies, instrument drafting & Parliamentary Counsel opinion.

Supporting Documentation

No.	Document
01 Assessment and Endorsement	
A.	Council Report and Minutes – 22 March 2017
A.	Central Coast Regional Plan 2036 Assessment
B.	State Environmental Planning Policy & Sydney Regional Planning Policy Assessment
C.	Section 117 Ministerial Direction Assessment
D.	Community Strategic Plan
02 Land Use Provisions	
A.	Land Use Tables
B.	Draft Voluntary Planning Agreement & Explanatory Note (yet to be drafted)
C.	Draft site-specific DCP 2013 chapter (yet to be drafted)
03 Agency Responses	
04 Mapping	
A.	Locality Plan
Existing Provisions	
B.	Floor Space Ratio Map FSR_ 012A
C.	Height of Building Map HOB_ 012A
D.	Land Zoning Map LZN_ 012A
E.	Lot Size Map LSZ_ 012A
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G.	Additional Permitted Uses Map APU_012A
H.	Height of Building Map HOB_ 012A
I.	Land Zoning Map LZN_ 012A
J.	Lot Size Map LSZ_ 012A

No.	Document
K.	Urban Release Area Map (new map – yet to be made)
05 Supporting Studies	
A.	Aboriginal Heritage prepared by Artefact
B.	European Heritage prepared by Urbis
C.	Community Needs Analysis prepared by Urbis
D.	Land Capability and Geotechnical prepared by Mott MacDonald
E.	Site Survey prepared by Chase Burke Harvey
F.	Proposed LEP Amendments prepared by Urbis
G.	Contamination Investigation prepared by JBS&G
H.	Ecological Review prepared by prepared by Travers
I.	Flooding and Watercycle prepared by Mott MacDonald
J.	Environmental Noise Assessment prepared by Renzo Tonin & Associates
K.	Bushfire Assessment prepared by Peterson Bushfire
L.	Visual Assessment prepared by Richard Lamb & Associates
M.	Traffic and Transport Review prepared by Mott MacDonald
N.	Maritime Facilities Review prepared by Mott MacDonald
O.	Economic Statement prepared by Urbis
P.	Community Consultation Report prepared by Key Insights Pty Ltd

Annexure A – Subject Land Schedule

Lot	DP
2	239249
7	1180499
12	1158746
10	1157280
11	1157280

8	1180499
9	1180499
4	239249
9	863305
11	863305
14	1158746
1	107391
13	1158746
7011	1057994
2	1205588
1	945014
1	431780
21	836628