

Master plan

Introduction

- 2.1 In late 1998 the site of the proposed works and an adjacent 1.65ha of river front land owned by the New South Wales Waterways Authority were rezoned. Also in that year, in order to facilitate the use of the Department of Defence (DoD) land for residential purposes and the Waterways Authority for public open space they were both rezoned under Parramatta Local Environmental Plan (LEP) 1993 Amendment No. 12.¹
- 2.2 In August 1998, State Environmental Planning Policy No. 56 Sydney Harbour Foreshores and Tributaries (SEPP 56) was gazetted by the New South Wales Minister for Urban Affairs and Planning. Under SEPP 56 the DoD and Waterways Authority land is declared a State Significant Schedule 1 site.
- 2.3 The implications of being declared a State Significant Schedule 1 site include:
- that the New South Wales Minister for Urban Affairs and Planning becomes the consent authority for any development of the lands, rather than the Parramatta City Council;
 - development consent cannot be granted for development of the lands unless it is consistent with a master plan approved by the Minister; and

1 The DoD land was rezoned Residential 2(b2) which allows the development of large scale residential estates with development consent. The New South Wales Waterways Authority land was rezoned Foreshore Open Space Zone 6(a2) which allows a range of public open space facilities and activities. Exhibit 1, p. 13.

- master plans must be prepared for the whole of the site.²

2.4 In evidence to the Committee DoD advised that a Master Plan for the proposed development of the site was lodged in December 1999 and during 2000 the public exhibition of the document resulted in a number of amendments. DoD further advised that it expected that the Master Plan would be formally made by the New South Wales Planning Minister in December 2000.³

Ermington Master Plan

2.5 The Master Plan envisages up to 700 dwellings using a range of building and product types. These include freestanding houses, courtyard houses, town houses, apartments and combination buildings.

2.6 Major elements of the Master Plan include:

- Parklands⁴ – A foreshore promenade is intended to invite public use of the water. Fingers of parkland will extend from the waterside into the site. The central finger of parkland will be a large local park for informal play and leisure. An eastern finger will extend to Tristram Reserve, creating a creek corridor growing endemic trees and water plants. The southern portion of Tristram Reserve will be landscaped to provide a neighbourhood park.
- Streets⁵ – The street layout of the proposed development is intended to invite the general public to explore and use the parks. River Road and Spurway Street will extend straight to the foreshore. A central east-west avenue will link these streets. Local streets are intended to cross the avenue and run towards the waterfront parklands, maximising the visual and physical links between housing and the river.
- Dwellings⁶ – Between 550 and 700 dwellings are planned to be constructed for the proposed development. The construction is intended to use a wide variety of building types - freestanding houses, courtyard houses, town houses and apartments. Most buildings are intended to be two or three storeys high.

2 Exhibit 1, p. 13.

3 Evidence, p. 22.

4 Exhibit 1, p. 10.

5 Exhibit 1, p. 10.

6 Exhibit 1, p. 11.

- Local shops and home businesses⁷ – The proposed development intends to provide for local shops to trade from central locations selected to reinforce a sense of community.
- Public transport⁸ – The street pattern of the proposed development and the relative concentration of residents is intended to encourage the future provision of a ferry service at the bottom of Spurway Street. A bus service along the central avenue has also been planned, which may connect with Olympic Park Rail Station and local shops at the intersection of Victoria Road and Spurway Street.

Ministerial approval of the Master Plan

2.7 It is a requirement under SEPP 56 that development consent cannot be granted for development of the site unless it is consistent with a Master Plan approved by the New South Wales Minister for Urban Affairs and Planning.

2.8 At the public hearing the Committee questioned DoD regarding the consequences of the New South Wales Minister for Urban Affairs and Planning not approving the Master Plan. DoD advised that:

... the impact of the master plan being delayed is that the development applications for the infrastructure works would be delayed, and therefore the infrastructure works would be delayed. However, in the program we have, in the time for the master plan being made, which is projected to be April, there is a significant amount of float between the making of the Master Plan, the application for developments and the commencing of the infrastructure. So, while I would have to refer to the program to be absolutely precise, there is a significant amount of float in that process. The critical path, in fact, runs through the filling process, which is not subject to the master plan. I would guess that we could let the master plan, dare I say, slip by six months and it would not have any impact whatsoever on the infrastructure works.⁹

7 Exhibit 1, p. 11.

8 Exhibit 1, p. 11.

9 Evidence, p. 22.

