

### Questions to Council prepared by Matt Mushalik (MEng)

More of the same policy and decisions will create more of the same problems

#### Development Applications

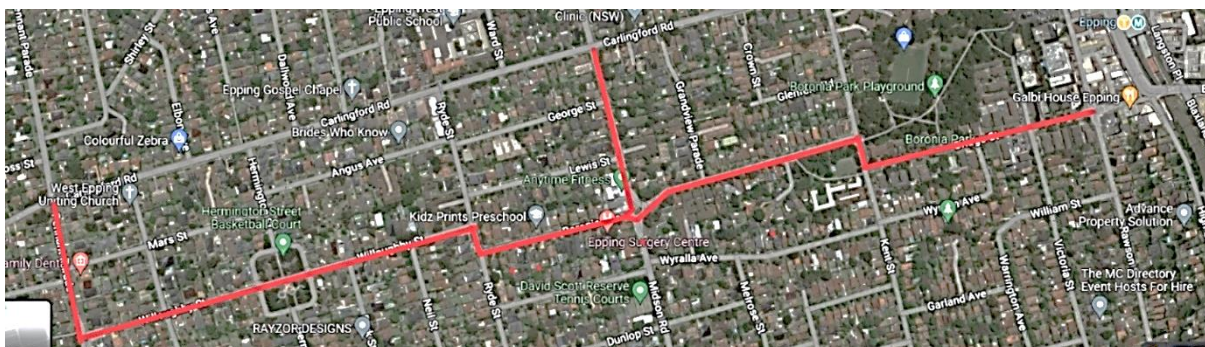
##### Why do we no longer get notifications from Council about DAs submitted by neighbours?

The standards for compliant developments are so low that we are now confronted with a situation where we can get nasty surprises like shading of solar panels, complete removal of vegetation for symbolic landscaping, black roofs (reducing efficiency of PV panels), black driveways, black colorbond fencing and PLASTIC grass (heat islands) and commercial type architecture.



#### Traffic

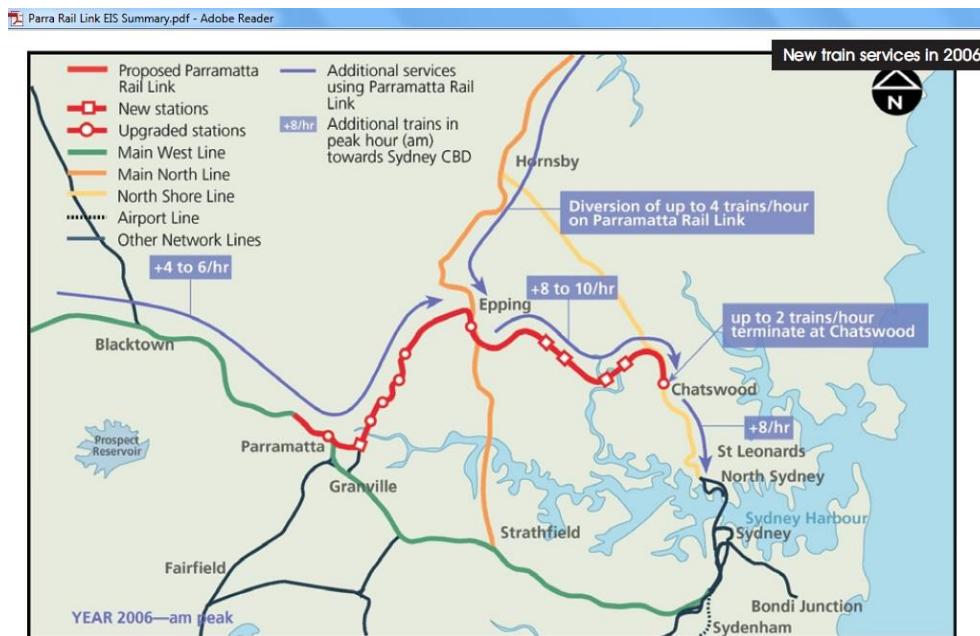
Will Council stop the State/Federal governments from funding an additional west-bound lane on the bridge over the Northern rail line? Because this will channel traffic into West Epping with a rat race on Willoughby St, which is already cracking up from heavy construction traffic and Metro buses.



Rat race through West-Epping

## Botched rail planning

These 550 buses are a bad replacement for the Parramatta – Epping Rail Link which was abandoned by the State government after downgrading the Epping – Chatswood tunnel to metros, thereby fundamentally losing operational flexibility.



In order to solve the problem of the congested CBD – Strathfield rail corridor, the original plan was to re-route trains via the Chatswood – Epping - Parramatta rail link. Now an astronomically expensive Metro West tunnel is being built instead. HUGE interchange problems in Parramatta and Westmead are already pre-programmed.

## Light rail

20/7/2017 Sydney planning chaos: New Planning Review makes no provision for light rail at Epping station (part 2) <http://crudeoilpeak.info/sydney-planning-chaos-epr-part2>

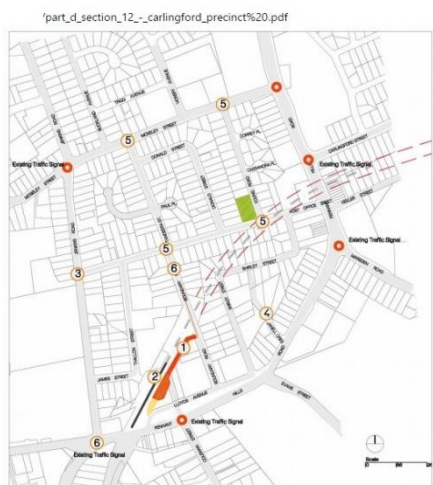


Figure 4. Structure Plan – Access and Circulation

20/7/2017 Sydney planning chaos: New Planning Review makes no provision for light rail at Epping station (part 1) <http://crudeoilpeak.info/sydney-planning-chaos-epr-part1>

The Parra light rail stage 1 stops at Carlingford without any plans to continue to Epping station. That would require a short tunnel under Carlingford Court. Why is Council approving deep basement car parks for apartment towers in this corridor? What we see here is a total planning failure.

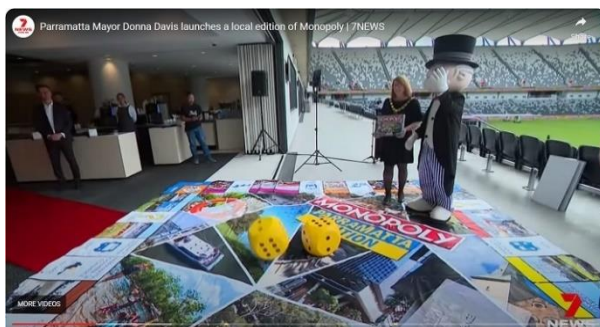
Why is Parramatta light rail so expensive? For example, Berlin has just opened a 2.2 km extension of its tram No 10, costing 37 m Euro = A\$ 60 m for trackwork, 4 stops including shelters, installation of overhead wires and 2 substations all of which is very simple subcontractor work – provided of course there is an experienced department which can manage such projects.

### Quadruplication of Northern line



Is Council aware that the Northern Rail line has to be quadruplicated from Strathfield to Hornsby? Therefore, planning in Epping must leave space for a 4<sup>th</sup> track. And that's why it makes no sense to add another lane on a road bridge which spans only 3 tracks south of Epping station.

### Monopoly



Why is the Parramatta Lord Mayor playing Monopoly? Who is going to be the winner in this game? Not us. We expect the Council to PROTECT us from the ravages of developers. Instead, Council is on the wrong side and supports developers.

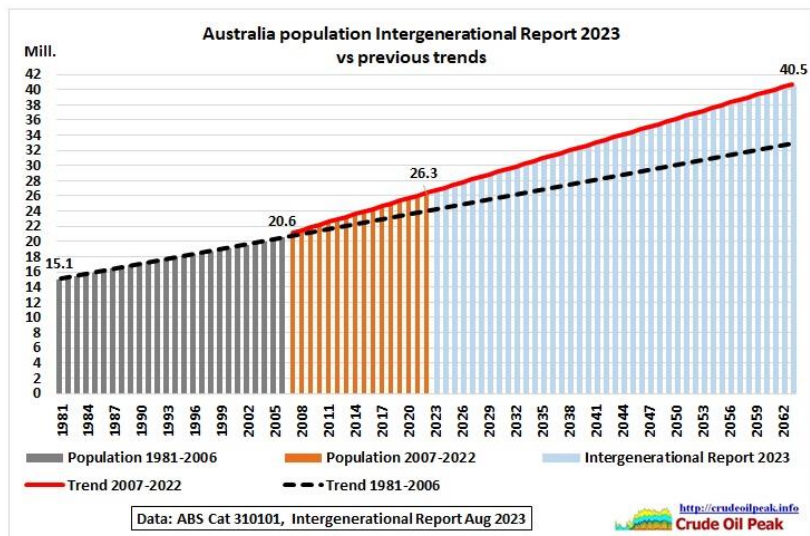
### Affordable housing

Because the Federal government has allowed rich urban speculators to settle in Australia, all affordable housing in Epping (1950s- 1970s charmers) has been sold or increased in prices so much that my grandchildren will not be able to buy anything here. That is how immigration drives out Australians. Why have both State and Local governments acquiesced to this disastrous situation?

### Population

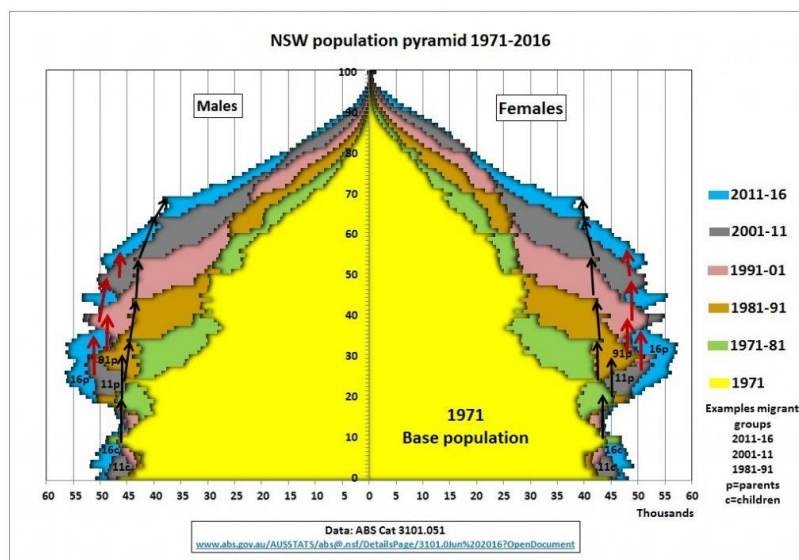
Has Council calculated natural population growth of the EXISTING population of a given base year (Cohort survival analysis based only on birth and death rates) instead of relying on State and Federal government “projections” in which natural growth is inflated by adding natural growth from FUTURE immigration. Such immigration is a political TARGET, not a parameter. The recently published Intergenerational Report makes the same mistake and is therefore

methodologically wrong. Moreover, it continues with high rates of immigration which started in 2007, just when conventional oil production started to peak.



The Federal government has deliberately chosen the higher immigration rates 2007-2022 as a basis for the trend out to 2062 (which is academic anyway because this idea is energy and climate change ignorant)

While it is the government’s duty of care to plan for natural growth of the existing population, it is NOT its job to allow millions of immigrants to settle in Sydney and other Capital cities and turn them into versions of Bombays and Shanghais. It is also not understood that immigration actually ACCELERATES future aging as migrants are fed sideways into the population pyramid compared to natural growth which enters at the bottom.



The immigration bulge in the NSW population (outside the arrows). Details are in this article:

27 Feb 2017 Sydney would peak at 4.9 million with zero net overseas migration  
<http://crudeoilpeak.info/sydney-would-peak-at-4-9-million-with-zero-net-overseas-migration>

## Energy

Has Council calculated future power consumption in MWh pa and winter/summer peak loads in MW of a population forced upon it by State/Federal governments? Has Council updated a graph of the sustainability department of these peak loads in the Parramatta CBD?

[parramatta.nsw.gov.au/\\_data/assets/pdf\\_file/0004/179878/Appendix\\_13\\_Sustainability\\_and\\_Infrastructure\\_Study.pdf](https://parramatta.nsw.gov.au/_data/assets/pdf_file/0004/179878/Appendix_13_Sustainability_and_Infrastructure_Study.pdf)

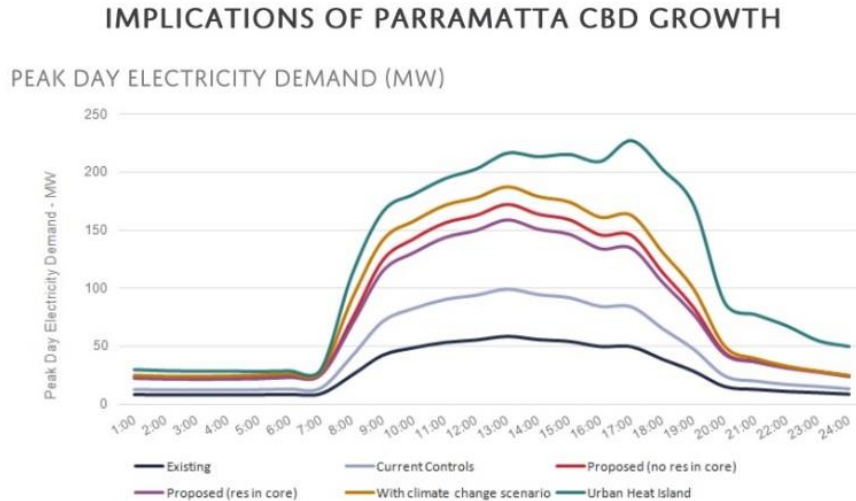
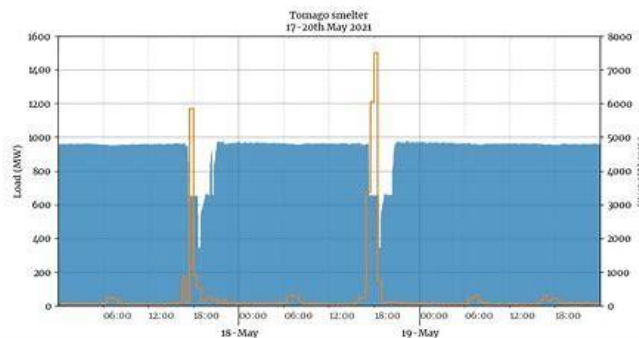


Figure 20: Expected peak day electricity demand profile under each planning scenario as well as under various climate change scenarios.

This is very important because there will be power shortages. AEMO recently informed the public that the transition away from coal is too slow. If coal plants like Eraring (built 1982-84) and Vales Point (built 1978) have to be used longer than planned that will not only continue with high emissions but the aging of these plants poses an additional risk. All these glitzy skyscrapers are running on outdated coal plants (at 60% after sunset). More coal will also need to be transported by rail, increasing the cost of energy. I wonder whether decision makers are using 1970s and 1980s cars to get to their offices every day.

4 years ago I asked then treasurer Perrottet at a public meeting in the Epping RSL where the power will come from for 100s of apartment towers planned by the State government. He answered that he will talk to Matt Canavan (new coal plant) and push through the Narrabri coal seam gas project. When I asked how many MW that would make, he didn't know and called me an alarmist. Since then we had load shedding of the Tomago Alu smelter (graph below), AEMO market interventions and price spikes.



7/6/2021 NSW power spot price spikes May 2021 become regular (part 1)

<https://crudeoilpeak.info/nsw-power-spot-price-spikes-may-2021-become-regular-part-1>

Therefore, my question was justified. In the meantime, pumped hydro Snowy 2 is delayed until 2029 and costs have blown out. Therefore, immigration must be reduced accordingly.

## Land Use Planning



Will the Parramatta Council stop approving so-called “mixed use developments”? As happened under the Hornsby Council who is responsible for the destruction of work places in the former Cambridge Business Park, along Oxford St and at Langston Pl. These projects have turned out to be just apartment towers with a couple of symbolic shops at ground level, a total disregard and misuse of town planning concepts.

< Only 9 commercial tenants in Polyhorizon (Cambridge St)



Recently arrived buyers of apartments in Epping.

Building these apartment towers is a Sisyphus job unless immigration is reduced.

With current policies, the housing problem in Sydney will NEVER be solved.

Will Parramatta Council stop rezoning commercial and industrial land for residential use with unproductive apartment towers? We have to re-industrialize as globalisation has peaked. Both Alan Kohler and the Federal Treasurer (“from globalization to fragmentation”) have mentioned it.

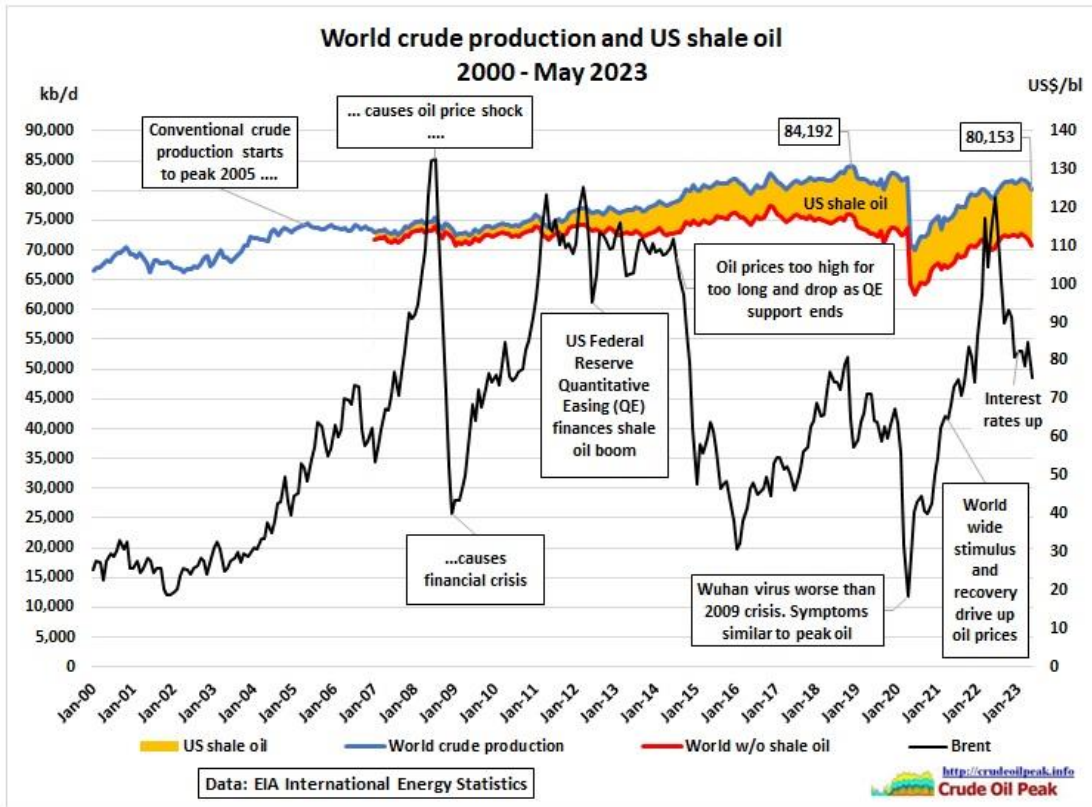
This means that Parramatta light rail stage 2 should NOT go north of the Parramatta River (with an expensive bridge) with the intention to rezone the Melrose Park commercial area.

## “Vibrant” City Centre

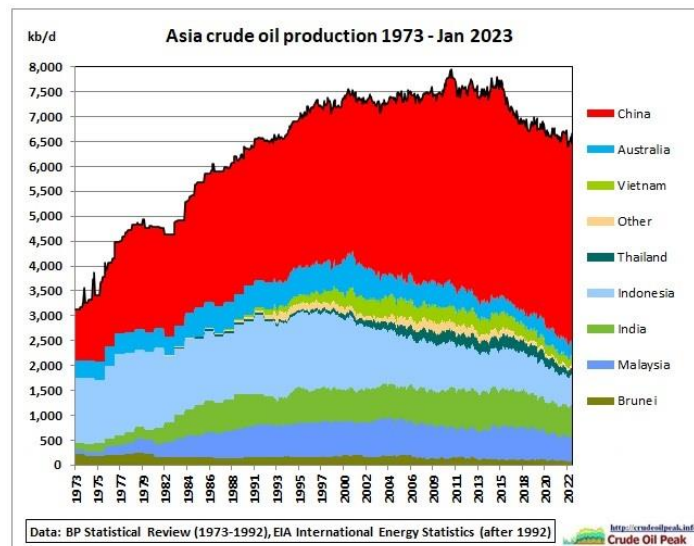
Will Council in its planning documents discontinue using colorful, but misleading language?

The only thing which is vibrating in Epping is the traffic on Beecroft and Carlingford roads.

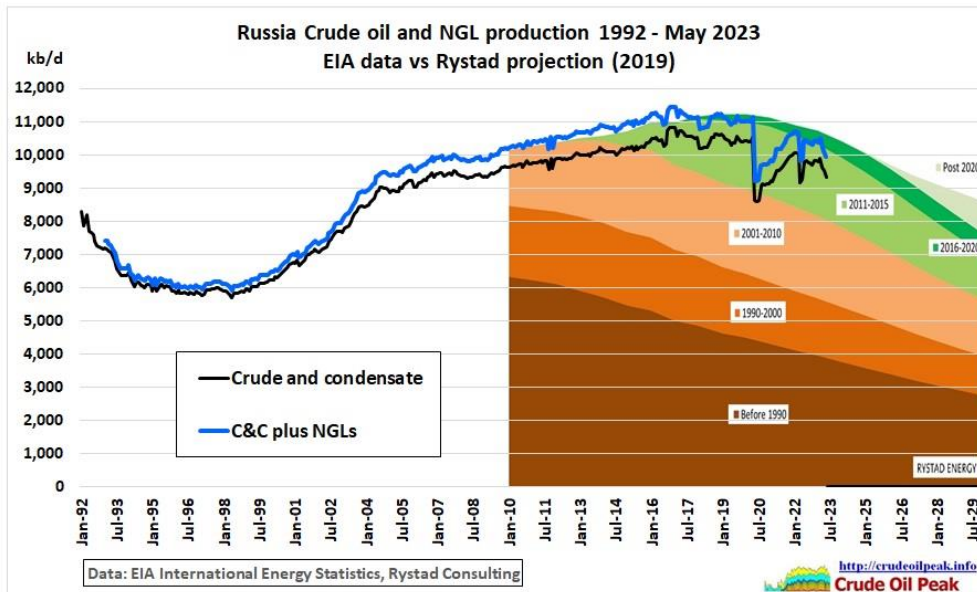
## Appendix



World is in peak oil mode. Governments still look away



Peak oil in Asia

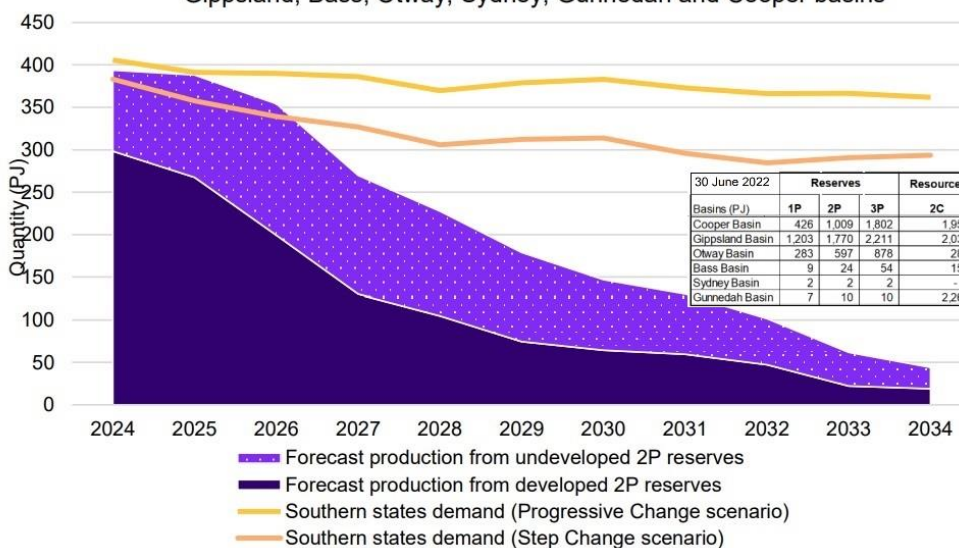


Russia “production cuts” follow decline path

[accg.gov.au/system/files/Gas%20Inquiry%20-%20January%202023%20interim%20report\\_1.pdf](http://accg.gov.au/system/files/Gas%20Inquiry%20-%20January%202023%20interim%20report_1.pdf)

**Chart 5.5: Forecast supply and demand in the southern states, 2024–34**

Gippsland, Bass, Otway, Sydney, Gunnedah and Cooper basins



Source: ACCC analysis of data obtained from gas producers as at August 2022 and domestic demand from AEMO's March 2022 GSOO

Peak conventional gas in Victoria

**Conclusion:**

The time to prepare for decline of oil& gas was 20 years ago.

There will be no perpetual growth. The higher immigration, the higher fuel & energy prices

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