

Epping: From leafy suburb to Skyscraper Sleep City

A planning process gone wrong

Submission Epping Planning Review

By Matt Mushalik, 16/7/2017

Summary

Destruction of Epping

The current destruction of the Epping precinct can be characterised by 2 pictures:



Business is moving because there was no proper transitional planning for office space



Demolition of the Cambridge St Business park to make room for China's Polyhorizon apartments – a completely unnecessary “development”

So many jobs were destroyed. This is not urban renewal. It's the opposite. Land has actually been exported. The owners and/or renters are rich Asian speculators and immigrants.

How did it happen? What Epping needed was a modernisation of the commercial area which had dilapidated over the years (marked red - approximate), most likely as a result of establishing the car dependent Carlingford Court and Macquarie shopping centres decades ago. So this was already a town planning sin.



The areas marked red should have been developed first. But modern business parks were demolished first. Shame on those who participated in this game.

But instead of trying to fix the disadvantages of Epping's old commercial and retail areas, the NSW government happily forced ambitious federal immigration targets on all Council areas in Sydney and pushed Councils to rezone business areas B into "B2 Local Centre" which

① www.hornsby.nsw.gov.au/media/documents/planning-and-building/epping-town-centre
 /epping-town-centre-study-september-2011/Epping-Town-Centre-Study-Chapter-5-Structure

basically allows any use which is most profitable to developers and that is residential. Read the justification:

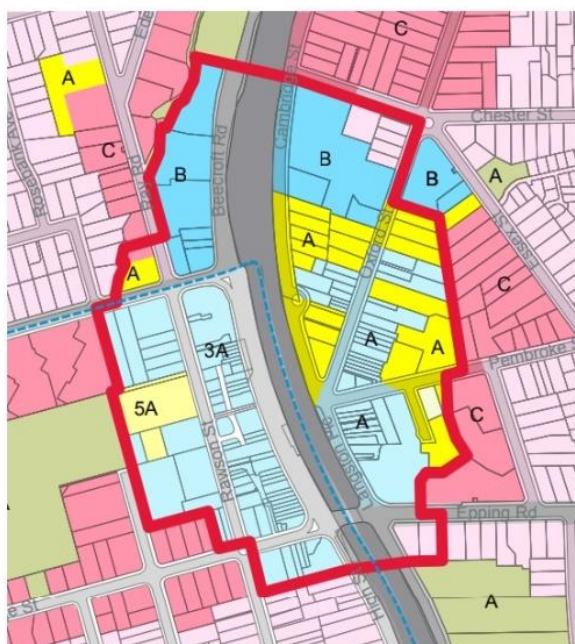


Figure 25 - Town Centre Core boundary (existing zoning) JBA Planning • 10254

"To simplify the planning controls for the centre, a single B2 Local Centre zoning is recommended. This zone permits a wide range of uses, including retail, business, office, residential, community and entertainment purposes. There is no reason to continue to prohibit retail uses on those sites currently zoned Business B (Special) zone under the Hornsby LEP 1994. As such, it is not necessary to differentiate between zones".

The link to the above land use plan is here:
<http://www.hornsby.nsw.gov.au/media/doc>

[uments/planning-and-building/epping-town-centre/epping-town-centre-study-september-2011/Epping-Town-Centre-Study-Chapter-5-Structure-Plan-Part-A.pdf](http://www.austlii.edu.au/au/legis/nsw/num_epi/plep20112011540325.pdf)

The problem was of course not that retail would move into business areas B. This trick allowed to introduce a chewing gum B2 land use, to suit the interests of developers.

① www.austlii.edu.au/au/legis/nsw/num_epi/plep20112011540325.pdf

Part 2 Permitted or prohibited development

2.1 Land use zones

The land use zones under this Plan

Residential Zones

- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential

Business Zones

- B1 Neighbourhood Centre
- B2 Local Centre
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor

Zone B2 Local Centre

1 Objectives of zone

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To encourage the construction of mixed use buildings that integrate suitable commercial, residential and other developments and that provide active ground level uses.

Free-for all definitions

http://www.austlii.edu.au/au/legis/nsw/num_epi/plep20112011540325.pdf

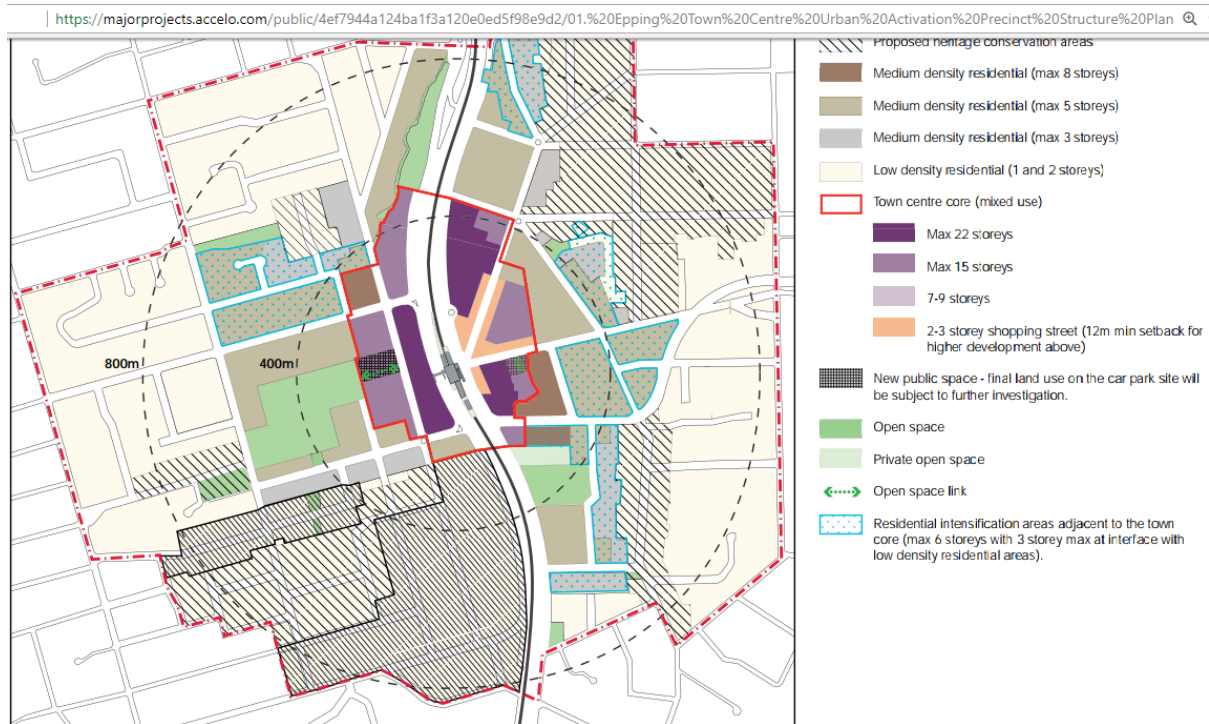
As a result of the changes in 2011, Hornsby Council's Town Centre Study shocked residents with this image:



A mono functional and mono-cultural sleep city

<http://www.hornsby.nsw.gov.au/media/documents/planning-and-building/epping-town-centre/epping-town-centre-study-september-2011/Epping-Town-Centre-Study-Chapter-5-Structure-Plan-Part-A.pdf>

In 2013 it got worse. The State government, who should actually do State Planning started to play town planning not only in the CBD (pet project Barangaroo) but also in the outer suburbs. The trick here was to turn town centres into “major projects”.



<https://majorprojects.accelo.com/public/4ef7944a124ba1f3a120e0ed5f98e9d2/01.%20Epping%20Town%20Centre%20Urban%20Activation%20Precinct%20Structure%20Plan.pdf>

Now also the Council car park has turned into something 15 storeys high. The note “further investigation” is a farce. Note the definition of the town centre core.

The dwelling unit “yield” (town planning objectives reduced to making profits like shares) was also calculated:

<https://majorprojects.accelo.com/public/4ef7944a124ba1f3a120e0ed5f98e9d2/01.%20Epping%20Town%20Centre%20Urban%20Activation%20Precinct%20Structure%20Plan.pdf>

DWELLING YIELD

Most of the new dwellings will be located in the town centre core. Over the next 20 years an estimated 3,650 dwelling will be provided in the precinct.

- 800 are estimated for the Parramatta portion of the town centre core
- 1,650 are estimated for the Hornsby Shire portion of the town centre core
- 1,200 dwellings in the residential intensification areas located in Hornsby Shire.

The estimated dwelling yield resulting from the proposed planning controls is outlined in more detail in the Planning Report including comparisons to estimates in previous studies and existing LEP controls.

But that was a (deliberate?) miscalculation. 4 years later we learn planning controls allowed 10,000 dwelling units. A scandal of the 1st order. The public has been taken for a ride. But instead of stopping it, the Epping Planning Review continues business as usual.

How was that possible? With embellished illustrations....

<https://majorprojects.accelo.com/public/4ef7944a124ba1f3a120e0ed5f98e9d2/01.%20Epping%20Town%20Centre%20Urban>



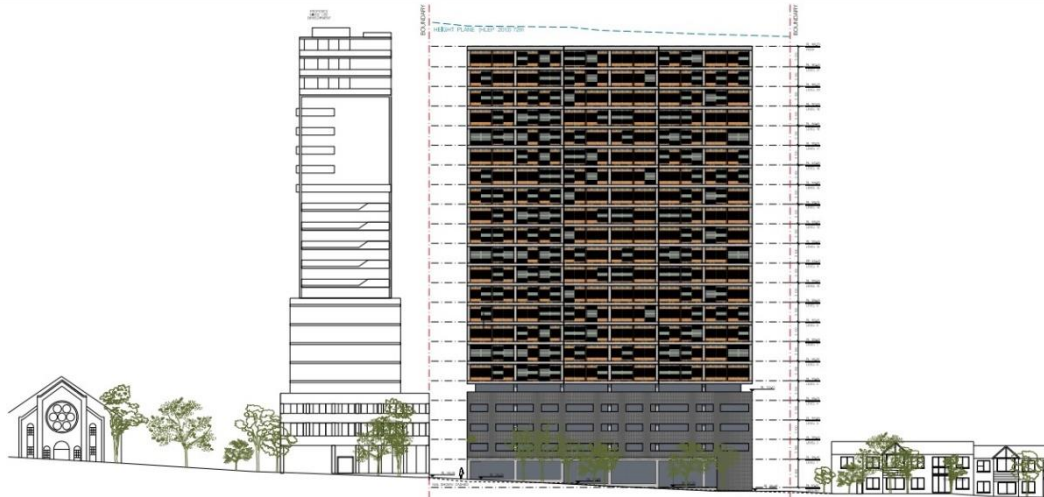
Figure 1: Indicative vision for Oxford Street, looking north

...hiding the magnitude of what the planning controls allowed. Take Oxford St

Attachment_6_-_elevations.pdf



http://www.planningpanels.nsw.gov.au/DevelopmentRegister/tabid/62/ctl/view/mid/424/JRP_P_ID/2432/language/en-AU/Default.aspx



Scale of the proposed residential tower in comparison to church

Para 4.4 of the EPR reads: “The scope of the Epping Planning Review is limited to better managing the impacts of new development generated from planning controls that came into effect in March 2014 and allowing Council to assess other proposals for growth in the town centre.”

The physical damage inflicted on Epping cannot be undone. Other proposals for growth? What a joke. What has to be done first is to stop all residential tower DAs and allow only projects which rebuild the business areas measured in floor space m2 which were destroyed.

This para shows Council is under pressure from the State government.

Procedural flaws

(a) The public was not properly informed about a target of 10,000 dwelling units, a material change compared to the last time there was a public consultation process.

(b) Contrary to what is claimed in the EPR summary paper, a 10,000 cap was never mentioned in Epping's Urban Activation Precinct finalization report (November 2013) and published on the website 2014

(c) The EPR documents are inconsistent as the population numbers given in the Social infrastructure workshop dated 15/5/2017 imply a dwelling unit number of 5,150, not 10,000

(d) The interim traffic report by EMM is not in the list of documents but you can find it by googling if you know the name of the report.

(e) The public was informed about the submission deadline only on 5/7/2017 in the local Newspaper "Northern District Times", cutting short the exhibition time by half

These are the details with links to the relevant documents.

(1) The planning process started publicly on 14/12/2016 in a community meeting in Epping In the minutes of this public meeting it reads

"The UAP process delivers 3,750 dwellings but estimates it will deliver more like 5,000

additional dwellings"

<https://www.cityofparramatta.nsw.gov.au/sites/council/files/inline-files/2%20Discussion%20Paper%20Appendix%204.pdf>

That in itself is already a violation of the 2014 targets and should never have been allowed without public consultation. The EPR should have criticised this.

(2) The text on this EPR website

<https://www.cityofparramatta.nsw.gov.au/about-parramatta/news/on-exhibition/epping-planning-review-discussion-paper>

does not mention the number of dwelling units. It would be like doubling the length of the Badgerys Creek runway and not starting another EIS

(3) The Executive Summary of the EPR (June 2017) says on page 4:

"When new planning controls came into effect in 2014, the centre's capacity for additional residential growth was capped at 10,000 dwellings. Already, nearly 4,700 dwellings of this are being delivered as they have reached development application stage or are under construction revealing the fast pace of change that the centre is experiencing."

<https://www.cityofparramatta.nsw.gov.au/sites/council/files/inline-files/DISCUSSION%20PAPER%20-%20EXECUTIVE%20SUMMARY%20-%20VERSION%20FOR%20EXHIBITION%28rev%206%29.pdf>

The statement above is incorrect

This is the website of the 2014 Epping Town Centre <http://www.planning.nsw.gov.au/epping>

The finalisation report dated Nov 2013 says (page ii)

"As a result of the recommended changes [compared to the 2011 LEP] the estimated dwelling yield for the precinct has increased from 3,600 to 3,750"

<http://www.planning.nsw.gov.au/~media/AD196E14F52F4EEFA3AB0CCC528B41FA.ashx>

And on (p 8)

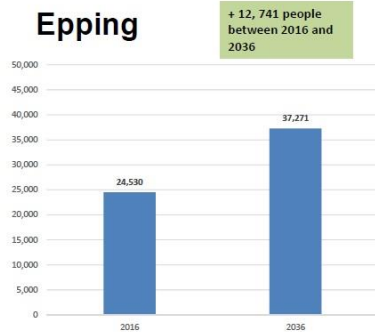
"Overall dwelling yield for the precinct to be similar with the dwelling yield forecast in the Halcrow traffic study of about 3,000 new dwellings"

<http://www.planning.nsw.gov.au/~media/AD196E14F52F4EEFA3AB0CCC528B41FA.ashx>

10,000 dwellings were never mentioned. This means the public was misled by making them believe that the target was always 10,000

(4) in the Social infrastructure workshop (15/5/2017) which I attended the population growth for the whole of the Epping suburb was given in slide 1. I immediately challenged the presenter that this is not a forecast but a target.

Population Forecasts



PARRAMATTA WE'RE BUILDING AUSTRALIA'S NEXT GREAT CITY

Note the small print so that no one can see it.

2016 25,430
2036 37,271
growth 11,841

It is also shown here:

<https://www.cityofparramatta.nsw.gov.au/sites/council/files/inline-files/7%20Social%20Infrastructure%20Study.pdf>

Assuming a household size of 2.3 that would be 5,150 dwelling units for the whole suburb, therefore less for the precinct. No mention of 10,000. This means the EPR planning documents are inconsistent and contradictory

(5) Final traffic report was not submitted

EMM's traffic report for the EPR process was only interim.

<https://www.cityofparramatta.nsw.gov.au/sites/council/files/inline-files/Interim%20Traffic%20Modelling%20Report.pdf>

But this report is not shown in the list of documents

<https://www.cityofparramatta.nsw.gov.au/about-parramatta/precinct-planning/epping-planning-review>

EMM is now revising Halcrow's report dated July 2011 (with a population target of 22,276 in 2036 (2006 census 14,894)

<http://www.hornsby.nsw.gov.au/media/documents/planning-and-building/epping-town-centre/epping-town-centre-study-july-2011/Volume-2-Appendix-A-Traffic-Reports,-Part-1.pdf>

The number of dwelling units has not been mentioned in the Halcrow report but taking the assumed population growth (page 1) and assuming a household size of 2.3 that would be 3,200 dwelling units. 10,000 is a tripling.

The 1st thing the EPR should have done starting in December 2016 was the traffic study. A tripling of local traffic means permanent gridlock and Epping becomes dysfunctional. Only the next oil shock will solve the traffic problem.

10,000 was never mentioned in the workshops I attended. This was an afterthought in June 2017, probably imposed by the state government.

Truthfully the EPR should have said Epping is full at 4,700 dwelling units compared to what the public was told in 2014. Instead it sneaks in the 10,000 target through the backdoor.

(6) The community consultation paper June 2017 - without proper date
https://www.cityofparramatta.nsw.gov.au/sites/council/files/inline-files/9%20Phase%20Community%20Engagement%20Report_0.pdf
does not mention the number of dwelling units

(7) Exhibition period too short

This is another procedural error

“The Epping Planning Review Discussion Paper is on exhibition from Wednesday 21 June to Wednesday 19 July 2017”

<https://www.cityofparramatta.nsw.gov.au/about-parramatta/precinct-planning/epping-planning-review>

However, the public was only informed on 5/7/2017 (in the Northern District Times p 17) about this deadline. The exhibition period was therefore cut in half. The deadline should have been 5/8/2017.

Administrator messages not mentioning number of dwelling units.

<https://www.cityofparramatta.nsw.gov.au/about-parramatta/governance-of-the-council/office-of-the-administrator/administrators-column>

This is a list of Administrator messages during the EPR planning period which failed to inform the public about the magnitude of Epping’s development:

7/12/2016	EPPING TOWN CENTRE PUBLIC MEETING
14/12/2016	HELP SHAPE THE FUTURE OF EPPING
21/12/2016	NEW VISION AND PRIORITIES FOR CITY OF PARRAMATTA
18/1/2017	holidays, no topic on Epping
25/1/2017	holidays, no topic on Epping
1/2/2017	holidays, no topic on Epping
15/2/2017	no topic on Epping
22/2/2017	PARRAMATTA LIGHT RAIL ROUTE ANNOUNCEDwe’ll be advocating for this first route to be part of a wider network linking the Parramatta CBD to other key commuter locations and economic hubs, including Epping
29/3/2017	no topic on Epping
3/4/2017	COUNCIL MEETING IN EPPING NEXT MONDAY
12/4/2017	STRATEGIES ON EXHIBITION
19/4/2017	nothing on planning in Epping

25/4/2017 nothing on planning in Epping
 3/5/2017 nothing on planning in Epping
 10/5/2017 Aquatic centre and library at Epping mentioned
 17/5/2017 nothing on planning in Epping
 22/5/2017 **DRAFT OPERATIONAL PLAN ON EXHIBITION**
 To have your say join us Thursday 25 May at the laneway between Rawson St and Beecroft Rd, Epping from 9am to 1pm
 31/5/2017 nothing on planning in Epping
 14/6/2017 nothing on planning in Epping
 28/6/2017 nothing on planning in Epping
 5/7/2017 **EPPING DISCUSSION PAPER ON EXHIBITION**
Extensive consultation has already been undertaken as part of the review process and the feedback received so far has been incorporated into the discussion paper. Council has now placed the discussion paper on exhibition until 19 July 2017

The first message in December 2016 should have read: “Massive increase in number of dwelling units in Epping. Have your say on proposed planning changes”

Conclusion: The process was apparently done in a rush, maybe to be completed before the next Council election. This is unprofessional planning.

Traffic report

Quote: “Epping Road Rail bridge carriageway widening is undertaken by removal of footpaths on north and south sides to accommodate additional westbound lane”

Comment: What is the use of this? There are only 2 north bound lanes on Beecroft Rd.



View from the bridge towards west. 2 lanes continue on Beecroft Rd. 1 lane branches into Bridge St.

The 3rd west bound lane on the bridge would force traffic into Bridge St and on to the Boronia – Willoughby rat race route (residential street) now already frequently used (pic below)



That such a bad planning can even make into a discussion paper is beyond comprehension. It makes biking more dangerous and is therefore against the objective of active transport.

<https://www.cityofparramatta.nsw.gov.au/sites/council/files/inline-files/Draft%20Bike%20Plan%20Summary%20Report.pdf>

Widening work for a 3rd west bound lane on Epping road is being prepared.

<http://www.rms.nsw.gov.au/documents/projects/sydney-north/epping-town-centre/epping-town-centre-community-consultation-report.pdf>

The result can be seen here:



Urban decay along Epping Road.

Impact of NorthConnex

NorthConnex will not make things easier for Epping. Traffic on the Beecroft Rd has been estimated to increase by 20%, on the Carlingford Rd by 26% between 2013 and 2029

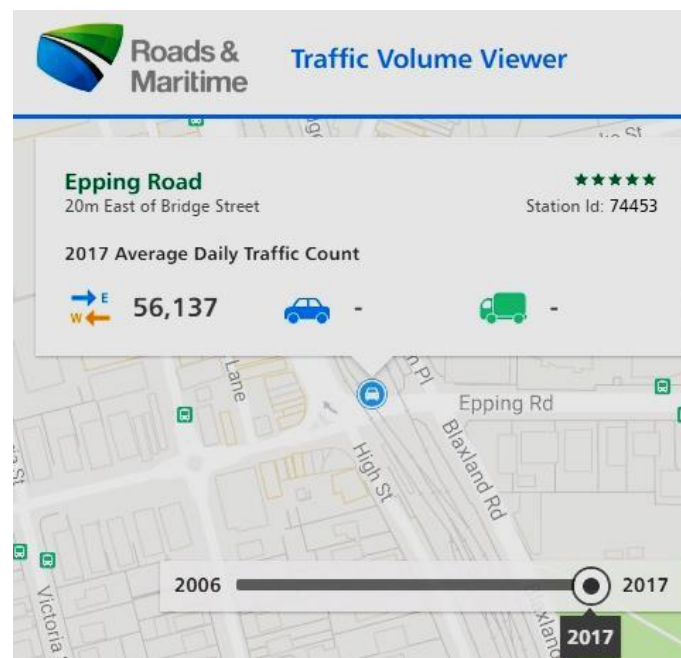
4_EIS Volume 2.pdf - Adobe Reader

Table 8-31 Comparison of 2019 and 2029 'without project' and 'with project' light vehicle volumes on the surrounding road network

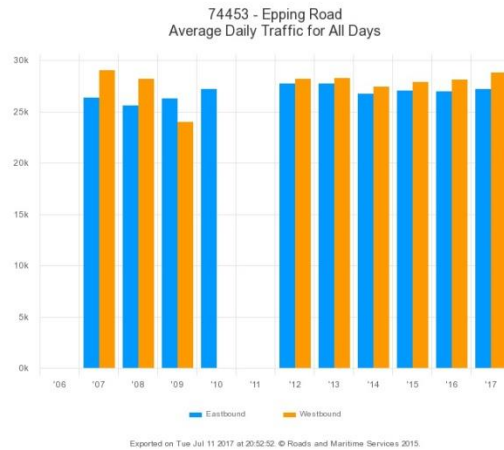
Road	Location	Direction	AWDT (Light Vehicles)				
			2013	2019 without	2019 with	2029 without	2029 with
Beecroft Road	South of Hills M2 Motorway	Northbound	19,850	22,400	22,600	23,750	24,850
		Southbound	14,300	15,550	15,300	15,700	16,000
Carlingford Road	East of Pennant Hills Road	Eastbound	12,100	14,250	13,950	15,950	16,000
		Westbound	19,100	21,300	20,700	23,150	23,250

Of course these calculations are oil and energy illiterate – but that is another topic altogether

The 2011 Halcrow study mentions an AADT on Epping Rd (East) of 55,000 (p 32) in 2005
<http://www.hornsby.nsw.gov.au/media/documents/planning-and-building/epping-town-centre/epping-town-centre-study-july-2011/Volume-2-Appendix-A-Traffic-Reports,-Part-1.pdf>

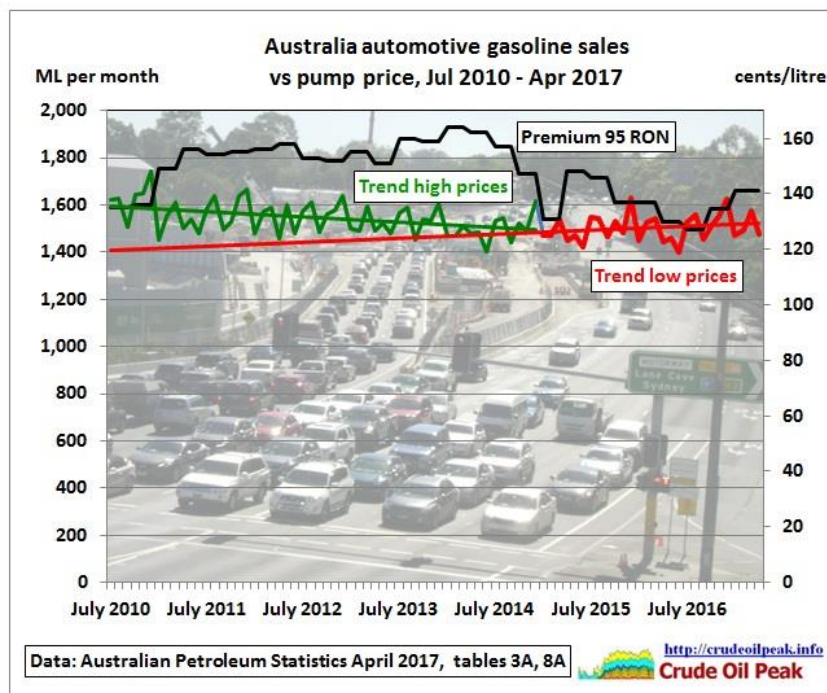


In the meantime, traffic is marginally higher, suggesting that traffic over the rail bridge is at saturation point. This is one statistical evidence that Sydney has reached its infrastructure limits to growth, contrary to what we were told by the Parramatta Administrator in an August 2016 meeting in the West Uniting Church that Sydney is not full.



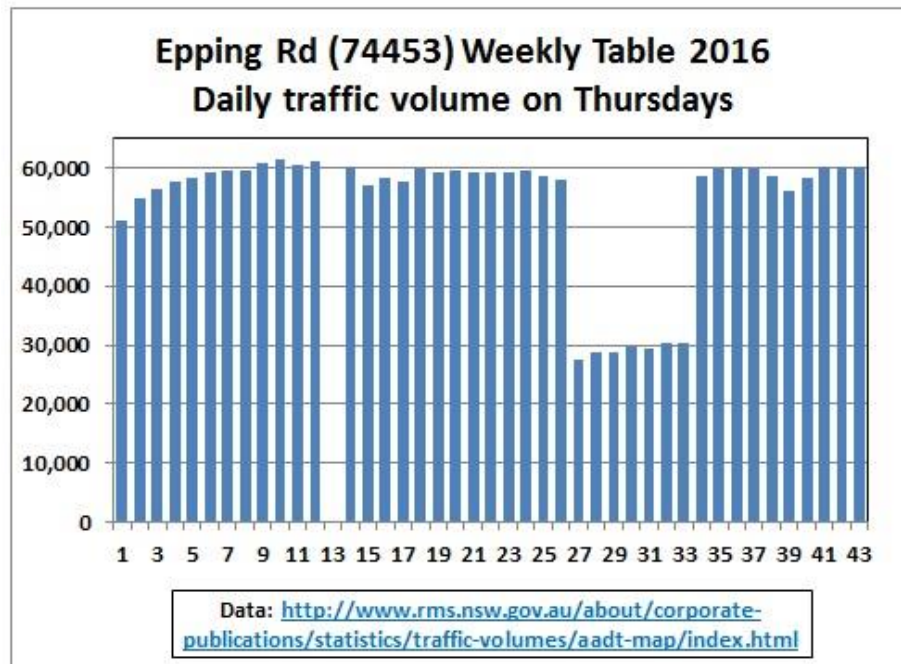
<http://www.rms.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html>

Traffic went down by 3% when petrol prices were high, but increased again to previous levels with lower petrol prices. This is in line with national petrol consumption which shows a kink in trend lines (green-red) in 2014/15:



This means something very dramatic must happen to bring traffic down, but that is not the NSW government's objective anyway. It is beholden to Transurban which lives on eternal traffic growth.

On Thursdays in 2016, traffic nudged up to around 60,000 in certain weeks (the gaps are in all likelihood malfunctions of counters)



Data are from here:

<http://www.rms.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html>

The blue ring route



It is not clear what the function is of this blue route. There would have to be a traffic light at the intersection Kent St/Carlingford Rd which would slow down traffic there. Right turning traffic eastwards would create additional traffic on Carlingford Rd



Traffic on Carlingford Rd backed up in morning peak at Kent St

Questions in the traffic work shop

11a. Delay processing Planning Proposals until the Traffic Study is completed?

Answer: Yes, of course, the longer the better. We are expecting another financial crisis which will stop all this.

In fact it should be a pre-condition. This question shows to which low levels planning has already come down to. DA specific traffic reports all argue that additional traffic is minimal. No one seems to keep track of cumulative traffic from many DAs

11b. Reduction of parking rates

Answer: Yes, try it. Polyhorizon has 500 car spaces just 400 m from the station. That is not transit oriented development. The problem is of course that the apartments are so expensive that for \$ 1 million buyers expect to get a car space.

In Frankfurt developers have to pay a fee to the City Council for building basement car parks in the catchments of mass transit systems (which is operated by the Council), depending on the frequency of the service. The fee is a compensation for a reduction in urban rail patronage if residents use their cars

11c. Commuter parking station near Epping Station?

Answer: No, land is so expensive now that any cost covering parking fee would be unaffordable.

11d. Resident Parking Scheme where owners of new units would not be permitted to park on local streets

Answer: Yes. Current residents must be protected from the ravages of developers

11e. Car sharing schemes

Answer: insignificant compared to congestion problem

11f. Crossing attendants in Rawson St

Answer: No. With 1,000s of commuters streaming to and from the rail station, to fill the 4 min metros, where is the space for them to wait? A pedestrian bridge would be needed, starting at the Beecroft Rd level. Everything is too narrow there. The whole planning is ad hoc and inconsistent.



Fig 11 October 2016 in the morning

Let's have a look at what the March 2013 Urban Activation Plan said about that crossing:



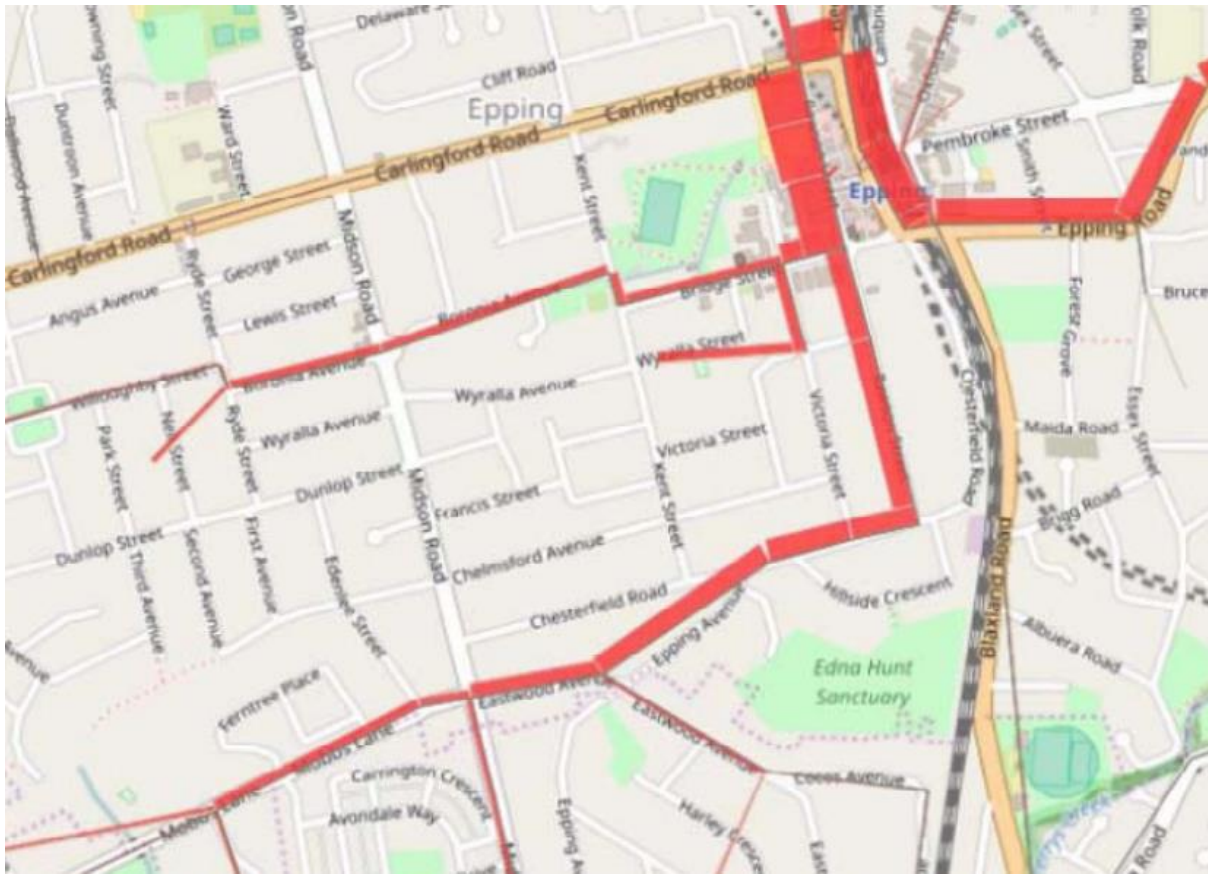
NSW Planning & Infrastructure

EPPING TOWN CENTRE URBAN ACTIVATION PRECINCT

Structure Plan
March 2013

This illustration of the NSW government's town planning expertise and architectural propaganda knows nothing about traffic jams on Rawson St. And it has already pulled down – on paper - a beautiful office block in which the local State MP for Epping has his office. Nothing is sacrosanct.

The root cause for the Rawson St problem is mentioned in the interim traffic report, p 13



Most of the north bound traffic on Rawson St is heading east. And look where it's coming from:

- the Willoughby St rat race route
- the increase in housing densities (Duplexes) in West Epping
- recently built Mobbs Lane flats (Chanel 7 site)
- Midson Rd.

This overdevelopment everywhere adds up. The road network is too weak for this increase in densities.

Terms of reference for traffic study

The focus of the TOR for the traffic study was apparently only for car traffic. However, the number of dwelling units is so high that the area will become inaccessible for cars. Following traffic issues have been completely forgotten:

- Alignment planning for the continuation of the Parramatta – Carlingford light rail to Epping with a terminus at the Epping station. Please refer to the separate submission I did (part1 of 2). The main message of this submission is: if a light rail terminus in Epping (either on Beecroft Rd or the Rawson St car park) cannot be built (for whatever reason) then the Parramatta – Epping rail tunnel must be revisited IMMEDIATELY and the Parramatta light rail to Carlingford should NOT be started. The problem is of course

that 500m of the North West Metro tunnel north of Epping will be used by automatic trains.



100 m long light rail terminus alongside Epping station (white line). Detailed investigations on this option would be 1,000 times more important than additional car lanes or the work now being undertaken on Carlingford Rd/Beecroft Rd intersection



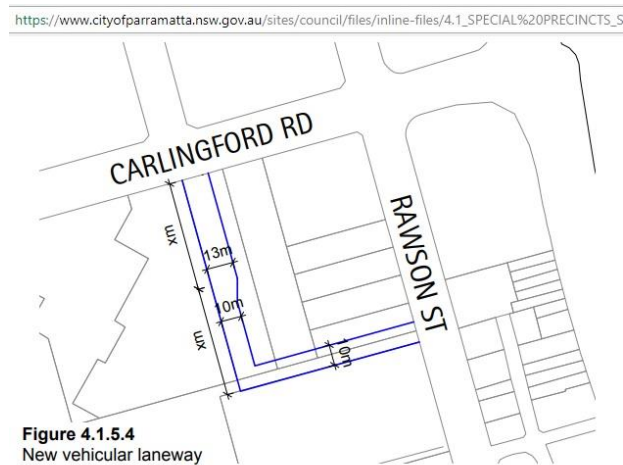
Buses can turn into bus lane stop, but not light rail. One south bound lane on Beecroft Rd will have to be set aside for the light rail terminus

Indicative location of light rail terminus

The other alternative for a light rail terminus is the Council car park in Rawson St which is now being used as a bargaining chip in negotiations with developers which should actually not happen until the light rail alignment is approved and budgeted for. A simple “commitment” is not enough.

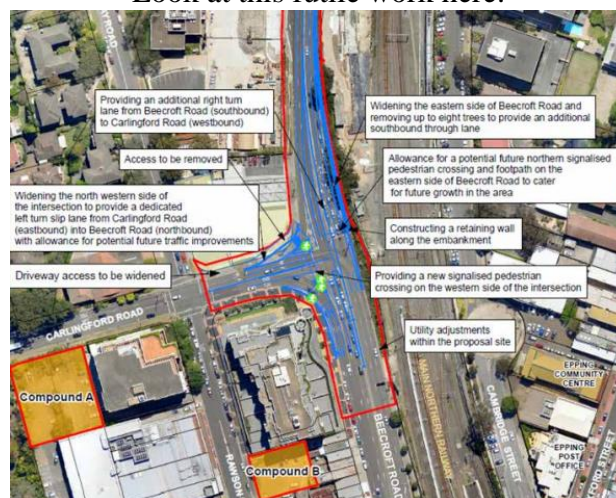


The entry/exit should be where a laneway is proposed



https://www.cityofparramatta.nsw.gov.au/sites/council/files/inline-files/4.1_SPECIAL%20PRECINCTS_SPECIAL%20PRECINCTS.pdf

Look at this futile work here:



<http://www.rms.nsw.gov.au/documents/projects/sydney-north/epping-town-centre/epping-town-centre-project-1-community-update-2016-03.pdf>

What is compound A and compound B? RMS trying to snatch land?

- Pedestrian flow planning to connect east and west Epping



Chicken ladder steps to Epping station, west side. They were extended by 500 mm after my intervention

- Accommodation of a 4th rail track at Epping station with implications for the Epping Rd bridge



View from the Epping Rd bridge south wards. 4 tracks between East wood and Epping narrow down to 3 tracks



Track from platform 1
Newcastle/limited express
freight trains southbound

Track from/to platform 2
for all stoppers to/from
Strathfield

Newcastle express,
freight trains northbound

I had already advised Howard about the need of a quadruplication between Strathfield and Horsby. He did not want to listen. Only a 3rd freight track was built between Epping and Thornleigh

The EPR discussion paper mentions the closing of the Epping- Chatswood tunnel in 2018. That will be a total disaster and should be stopped. Part 1 of my submission has a proposal how to fix the problem

4/1/2015

Sydney mismanages transition to driver-less single deck trains (part 2)

<http://crudeoilpeak.info/sydney-mismanages-transition-to-driver-less-single-deck-trains-part-2>

30/12/2014

Sydney plans to dismantle rail infrastructure built just 6 years ago (part 1)

<http://crudeoilpeak.info/sydney-plans-to-dismantle-rail-infrastructure-built-just-6-years-ago-part-1>

If there is an oil crisis next year, some decision makers are likely to lose their jobs.

- A local bus plan as the Epping centre becomes inaccessible for cars from local residents. The M54 gets regularly stuck in Carlingford Rd traffic jams. With random arrival times it is impossible to plan a trip to catch a particular train. It is better to walk or bike
- Bike path plan under preparation by the Council. This is a good example in Thornleigh:



Other Questions

8a: Retail and office floor space

Answer: yes, option 1, but do not increase height controls as the whole “development” is already too bulky. A rush to DAs could be stopped with a development freeze. The public would welcome this as they hate what they see happening now.

8b: Allow additional floor space

Answer: No, B2 allows it already now. Hornsby Council has misinterpreted B2 in favour of residential. That was not necessary, especially as the Cambridge business park and the business area along Beecroft Rd were destroyed. No height increase. If residential floor space is reduced, that’s good. Because these expensive apartments are not for us. They should be built in Broken Hill.

8c: Increase density

Answer: No

8d: Use of 240 Beecroft Rd

Answer: The R4 rezoning was a mistake. The site should exclusively be business/retail to be offered on a preferential basis to all the businesses between Rawson St and Beecroft Rd when these are replaced. The loss of residential floor space is to be welcomed (see answer to 8b)

8e: Council car park

Answer: Unless a light rail terminus can be accommodated along the railway station in a lane of Beecroft Rd. the car park is the only viable location for a light rail terminus. All negotiations with developers should be stopped until the planning for a light rail terminus is approved. That Council does not think about it is typical for a car oriented mindset.

8f and 8g: Library

Answer. All dealings like Hornsby’s EOI should be stopped. Can’t we left in peace from overdevelopment?

8h: Supermarket on Eastern side

Answer: Yes, ask Aldi – they like to be near rail stations. Remember that the number of dwellings mean that east and west Epping will get separated by permanent traffic jams and because right hand turns from Langston Pl are no longer allowed.

8i: Supermarket on Western site

Answer: No floor space incentives. It will only drive up the cost of land and the rents business pay. There is already Coles. If you allow redevelopment according to figure 27, then where will customers go during 2-3 years of construction? Council must think about the phasing of all this. Moreover, the building on corner Rawson St/ Carlingford Rd is a modern

building. No need to replace this. Pulling it down would be the same sin as committed with the Cambridge business park. Do not allow any increase in density as the infrastructure isn't there. There is need to develop area 28 but this should have at least the same number of shops as now

A 30 min city is political propaganda. Read here how a 30 min city looks like:

26/8/2009 Sustainable Cities Master Plan
<http://crudeoilpeak.info/sustainable-cities-master-plan>

9a: Expanding existing parks

Answer: Try first to stop the destruction of existing parks, e.g. the extension of Victoria St towards Carlingford Rd

9b: Bowling Club

Answer: do not change current zoning. Council must be strict otherwise you open door to hell. RMS has just snatched away land for their unnecessary Epping Rd widening. They should not be rewarded by allowing concessions to Austino.

9c: Open space acquisition

Answer: Negotiations are preferable, but not by allowing higher densities elsewhere

9f: Civic space

Answer: on top of the proposed light rail terminus on Council's car park land. It would be quiet and waiting passengers could enjoy vistas of the Boronia Park. Funding could come from the State government's light rail project. Council should not sell that land. Council is not a property developer except for its offices in Parramatta. It has to serve the interest of residents, not developers.

9k: Aquatic Centre

Answer: recreational

10a: Through links

Answer: Currently the rail station is used to connect east and west. This may not be sufficient in future during peak times

Un-Affordable Housing

Not much is said in the EPR about affordable housing. The number of dwelling units suggests governments on all 3 levels will continue to support (and think they can make money with) an aggressive federal immigration program. That is a guarantee that there is no return to affordable housing which has been officially defined to be housing at \$650 K:

Premier Gladys Berejiklian announces housing affordability reforms

1/6/2017


Under the package announced on Thursday, first home buyers of existing and new properties costing up to **\$650,000** will be exempt from paying stamp duty from July 1.

<http://www.smh.com.au/nsw/premier-gladys-berejiklian-announces-housing-affordability-reforms-20170601-gwi0jn.html>


It is an untested assumption that more housing supply will lower house prices. The current building boom is just like the mining boom. Costs go up and up until it crashes.

Poly Horizon


Adjacent to Epping Station • Poly Quality • Sweeping District Views • Final Building Launch



\$913,000 to \$1,085,000
2 Beds 1 Bath 1 Parking



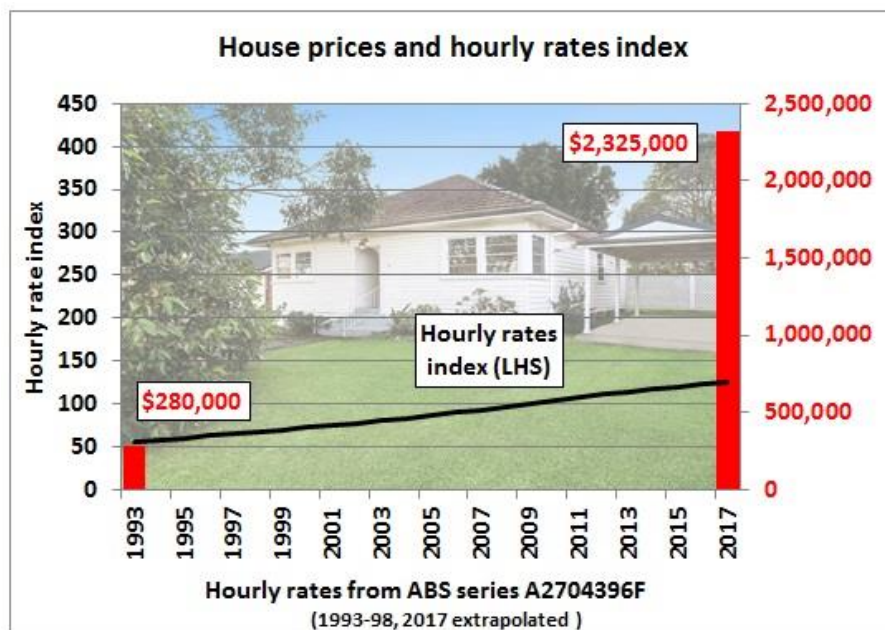
\$455,000 to \$460,000
1 Bed 1 Bath - Parking



\$940,000 to \$1,085,000
2 Beds 2 Baths 1 Parking

Prices for 1 and 2 bedroom apartments

<https://www.domain.com.au/project/1698/poly-horizon-epping-nsw?gclid=Cj0KEQjwmcTJBRCYirao6oWPYMsBEiQA9hQPbqDwd9n0BsQsVhhYtSE3H0B-Lvu4gdnBcdTQFivqf6YaAmF88P8HAQ>





1950s charmer in West Epping 4 times too expensive

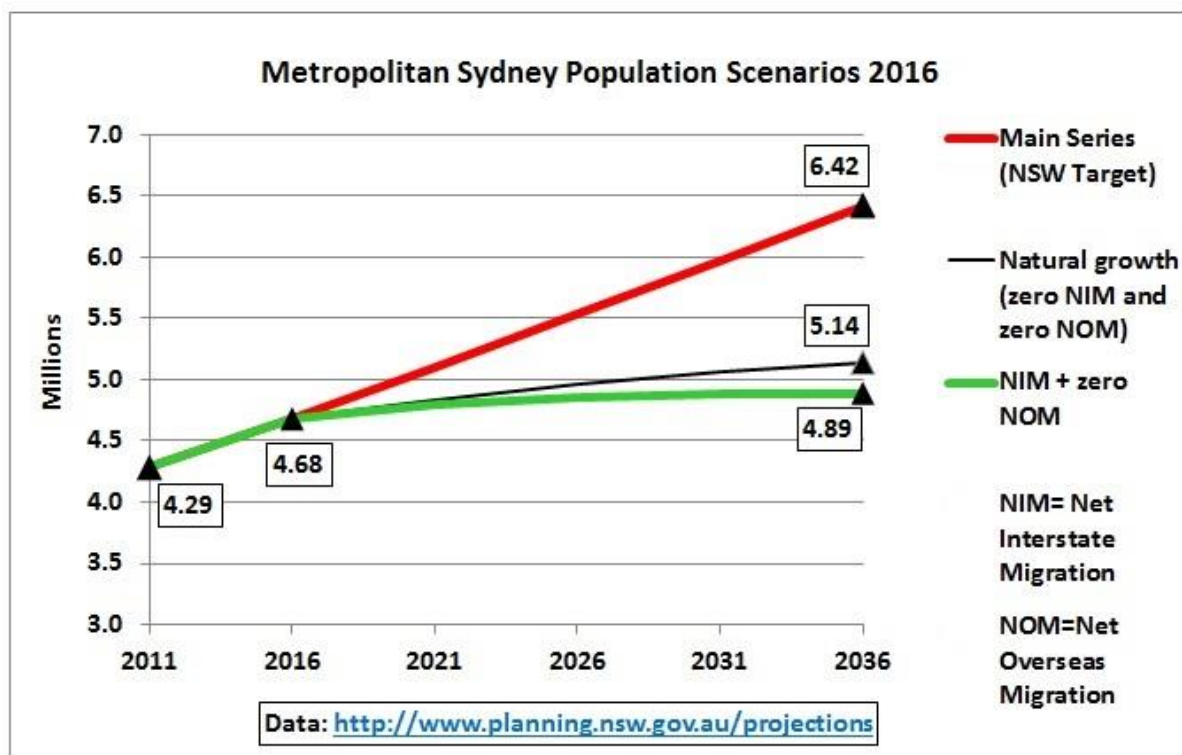
The elephant in the room

Almost 90% of population growth is from overseas migration

nsw population projections planning regions scenarios 2016.xlsx

	A	B	C	D	E	F	G	H
1								
2								
3	Planning & Environment							
4								
5	2016 New South Wales State and Local Government Area Population Projections							
6								
7								
8	TOTAL PROJECT POPULATION - METROPOLITAN SYDNEY REGION SCENARIOS							
9								
10	Scenario	2011	2016	2021	2026	2031	2036	
11	Main Series	4,286,200	4,681,950	5,106,300	5,537,850	5,975,550	6,421,850	1.5 m immigration
12	Low Fertility	4,286,200	4,662,900	5,065,500	5,474,100	5,887,850	6,308,650	
13	High Fertility	4,286,200	4,707,050	5,158,400	5,619,050	6,087,900	6,568,400	
14	Low Life expectancy	4,286,200	4,677,400	5,100,800	5,526,050	5,950,750	6,377,250	
15	High Life expectancy	4,286,200	4,686,250	5,118,350	5,562,250	6,017,950	6,489,350	
16	Low Net Overseas Migration	4,286,200	4,681,950	5,099,000	5,503,650	5,891,600	6,262,300	200 K natural population growth
17	High Net Overseas Migration	4,286,200	4,681,950	5,110,450	5,557,350	6,023,500	6,513,050	
18	Low Net Interstate Migration	4,286,200	4,681,650	5,090,750	5,499,950	5,916,650	6,341,100	
19	High Net Interstate Migration	4,286,200	4,681,650	5,112,500	5,559,800	6,017,300	6,484,600	
20	Zero Net Overseas Migration	4,286,200	4,681,950	4,791,650	4,859,150	4,888,050	4,889,200	
21	Zero Net Overseas Migration & Zero Net Interstate Migration	4,286,200	4,681,950	4,839,200	4,969,450	5,067,700	5,141,350	
22								

Screen shot from an Excel file which hides the zero NOM scenario. Putting this into a graph:



The underlying population growth is 1.9% pa. Let's look at GDP growth from the latest RBA chart set (July 2017):

Australian GDP Growth and Inflation

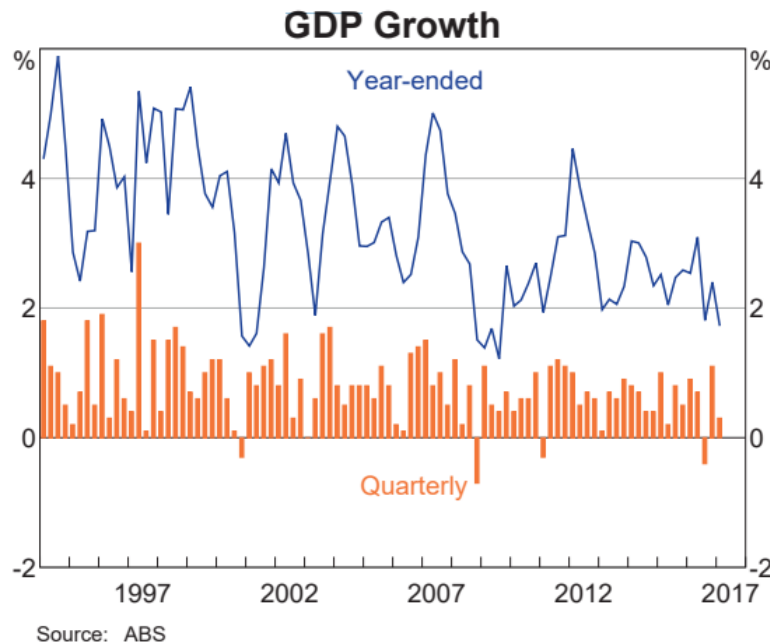


Fig 10

<https://www.rba.gov.au/chart-pack/pdf/chart-pack.pdf>

Oops. GDP growth is in long term decline and around 2% now, compared to 1.9% population growth target. This means that GDP per capita is practically no longer growing. Forget prosperity growth, even before looking at affordable housing.

In other words: 88% of flats you see shooting up around you are not for the existing population but for immigrants yet to arrive with heaps of new traffic problems and all this at no prosperity gain. What a useless exercise. And it is quite plausible: divide all of Australia's income from commodity exports (which are not a function of population but overseas demand) by a growing population and there is less to distribute per capita.

This is the crux of the matter: unless immigration is fundamentally reduced, our problems are only going to get worse no matter how many traffic studies are done. Dick Smith who recently spoke at an event in a packed Church Hall in Killara, proposes 70K pa.

Watch this video with Dick Smith

<https://www.youtube.com/watch?v=IRxY2O8OrVM&feature=youtu.be>

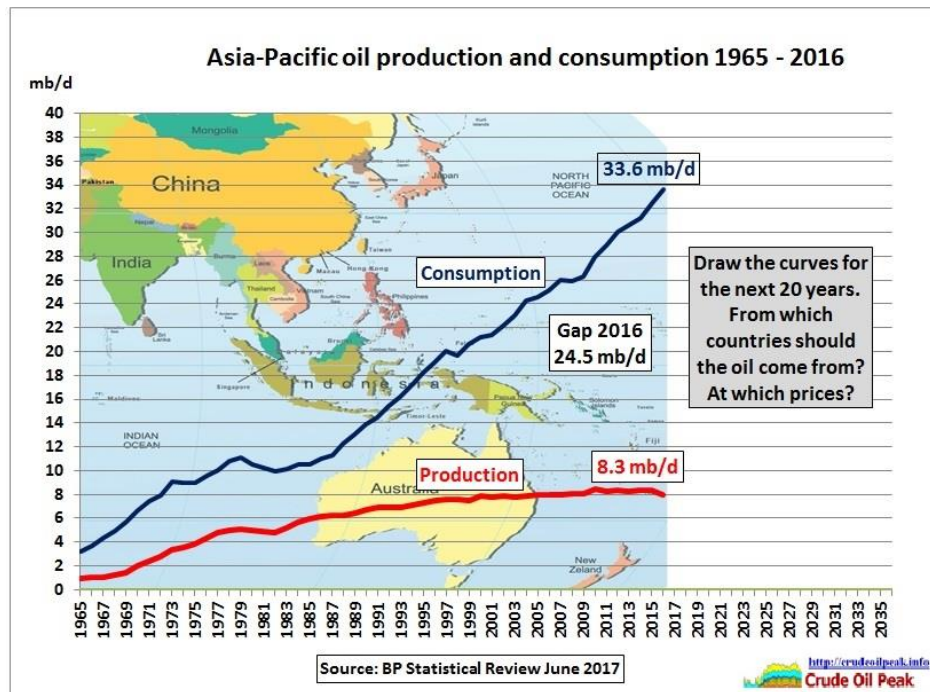
Of course this is a federal matter, but all 3 levels of governments continue to support high immigration in the wrong belief they can make money (stamp duty, rates etc)

Has anyone calculated the marginal infrastructure cost of one additional immigrant?

The underlying constitutional problem is that Councils exist at the pleasure of State governments. So we have here a multitude of intertwined problems. Not a good framework to manage a 5 million city.

Next oil crisis

In principle all government plans are oil and energy illiterate. I asked NSW treasury to fill in this graph:



They responded but could not do it. Worse, they revealed they don't even know what they are supposed to know. Treasury

- (1) knows very little about oil reserves and production
- (2) does not understand how oil prices have and still are impacting both on the global and local economy, the oil and gas industry and budgets
- (3) uses incorrect facts
- (4) works on untested assumptions

I wrote a 27 page long paper debunking every single statement with statistical evidence.

The latest warning:

Halliburton sees 2020 oil spike after industry cuts \$2 trillion

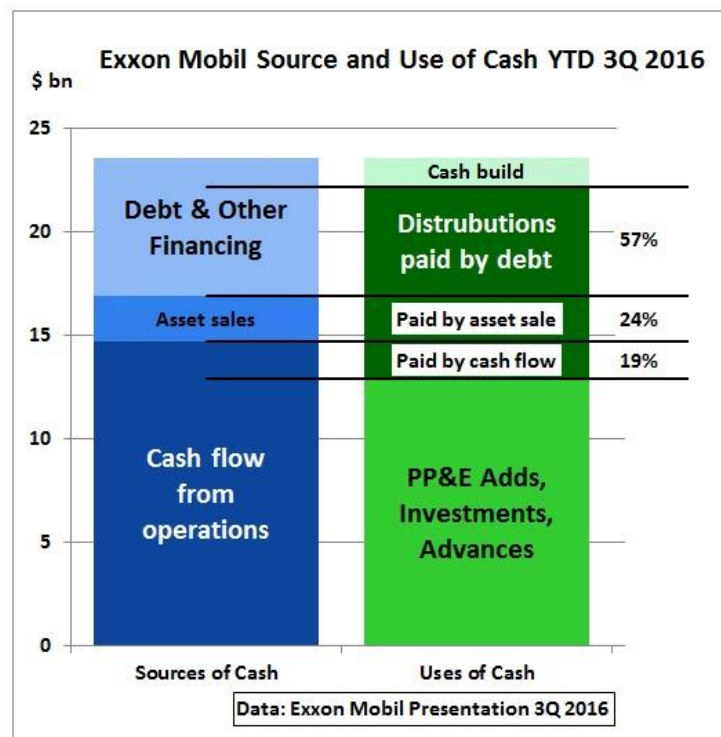
<http://www.worldoil.com/news/2017/7/12/halliburton-sees-2020-oil-spike-after-industry-cuts-2-trillion>

This confirms what the IEA said in March 2017

HOUSTON – Global oil supply could struggle to keep pace with demand after 2020, risking a sharp increase in prices, unless new projects are approved soon, according to the latest five-year oil market forecast from the International Energy Agency.

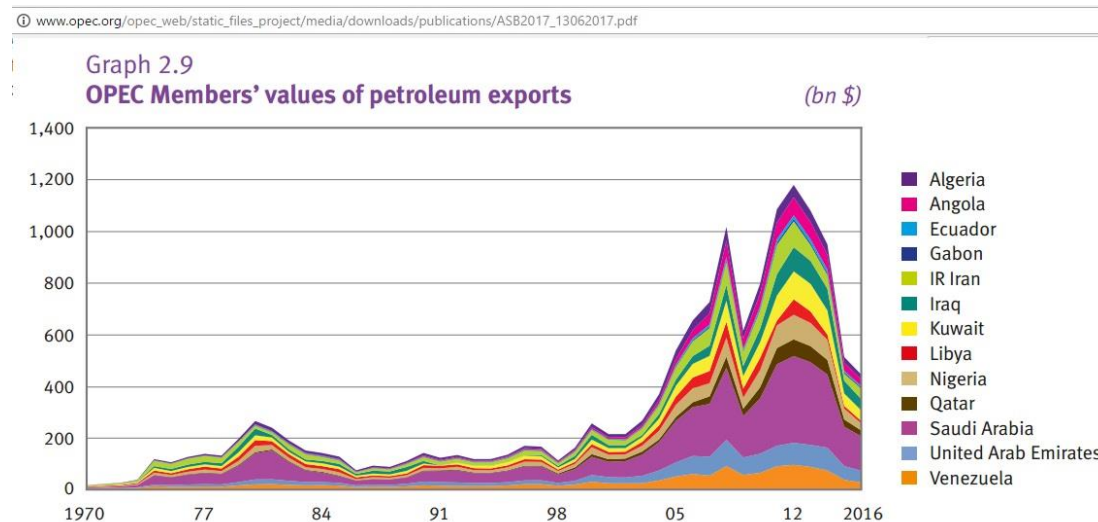
<https://www.iea.org/newsroom/news/2017/march/global-oil-supply-to-lag-demand-after-2020-unless-new-investments-are-approved-so.html>

Low oil prices don't allow oil companies to make sufficient profits. For example, Exxon Mobil had to finance 57% of its distributions from new debt

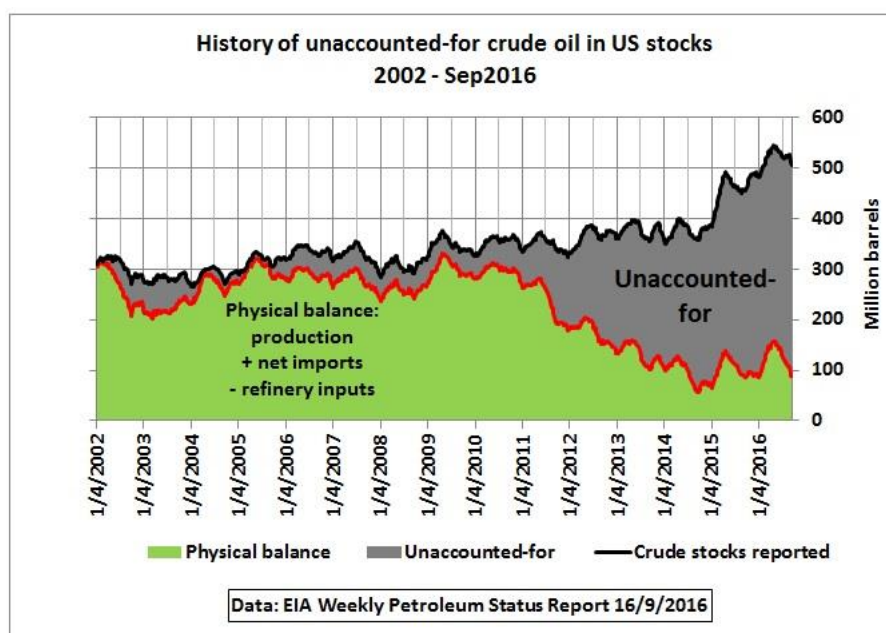


http://cdn.exxonmobil.com/~/media/Global/Files/Earnings/2015/news_presentation_3q15v2.pdf

Worse even the social unrest waiting to happen in the Middle East as budgets are cut and expenditure on services reduced because oil revenue has plummeted



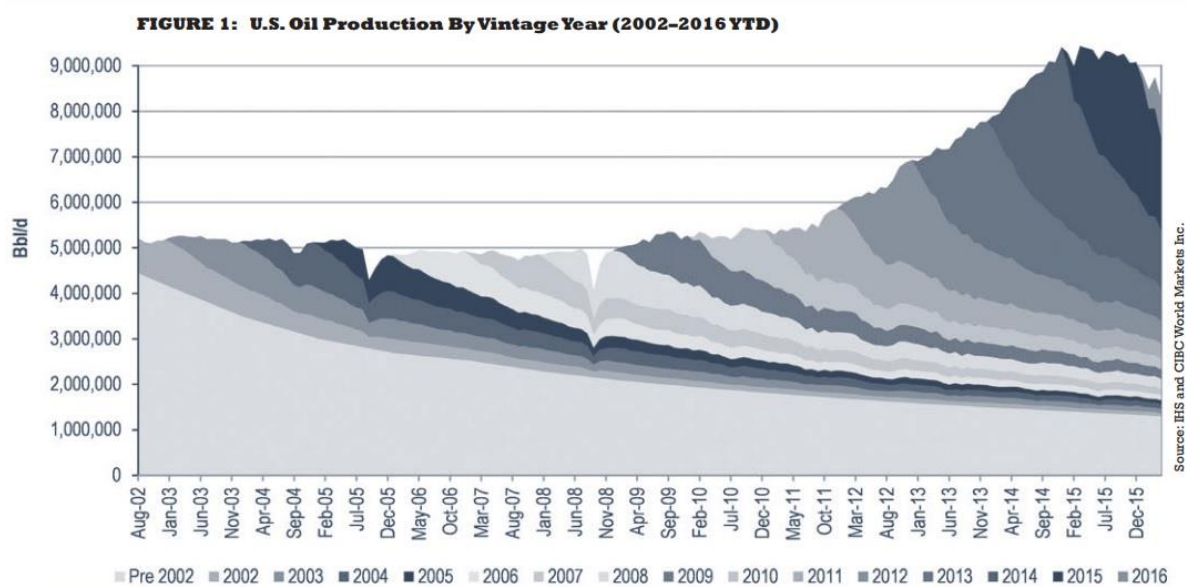
Shale oil will not come to the rescue because it is extra light and cannot be used by all refineries in large quantities but rather as a blending component. It is filling up US inventories (unaccounted for oil)



8/10/2016 U.S. Storage Filling Up with Unaccounted-For Oil
<http://crudeoilpeak.info/u-s-storage-filling-up-with-unaccounted-for-oil>

Shale oil is fundamentally different from conventional oil not just because of its chemical composition of light hydrocarbons but also because of its astronomical decline rates as shown in this graph

https://www.caodc.ca/sites/default/files/statistics/2016_17_SOIR_online_final.pdf



https://www.caodc.ca/sites/default/files/statistics/2016_17_SOIR_online_final.pdf

The bottom part of the above graph shows the slow decline in conventional fields and the upper part the steep declines in shale oil fields. The more wells are added, the steeper the cumulative decline and the more wells must be added in future just to keep production flat. This is not a sustainable business model.

And that's why we read:

BHP chairman says \$20 billion investment in shale was a mistake

29/6/2017

BHP Billiton's Chairman Jac Nasser said on Thursday BHP's \$20 billion investment in U.S. shale oil and gas six years ago was, in hindsight, a mistake.

BHP entered the shale business at the height of the fracking boom in 2011 and invested billions more developing the operations. The fall in oil prices since then has led to pre-tax writedowns of about \$13 billion on the business. Activist shareholder and hedge fund Elliott Management, holding 4.1 percent of BHP's London-listed shares, has been trying to gain support from other shareholders to persuade BHP to sell the shale oil and gas business.

<https://www.reuters.com/article/us-bhp-shale-idUSKBN19K1UZ>

Power shortages

No calculations have been done what the future energy requirements for Epping will be and how they will be met. Last summer NSW was short of 300 MW during peak hrs.

Multiple problems found in AEMO report on load shedding in NSW 10th Feb 2017

[https://www.aemo.com.au/-](https://www.aemo.com.au/-/media/Files/Electricity/NEM/Market%20Notices%20and%20Events/Power%20System%20Incident%20Reports/2017/Incident-report-NSW-10-February-2017.pdf)

[/media/Files/Electricity/NEM/Market Notices and Events/Power System Incident Reports/2017/Incident-report-NSW-10-February-2017.pdf](https://www.aemo.com.au/-/media/Files/Electricity/NEM/Market%20Notices%20and%20Events/Power%20System%20Incident%20Reports/2017/Incident-report-NSW-10-February-2017.pdf)

Liddell coal power plant 2x500 MW under repair

Eraring coal power plant

11:05 Unit 3 output only 549 MW (capacity 720 MW) due to minor boiler tube leak

Vales Point coal power plant

16:09 Within one degree of reaching their absolute outlet temperature limit

Tallawarra gas plant 16:22 trips from 408 MW due to a fault in gas turbine

Colongra gas plant

16:50 All 4 units failed to start. Low gas pressure in fuel supply line as gas was used earlier in the day. 2 unit hrs gas in the pipe. Start with fuel oil also failed. 6-8 hrs of fuel oil available

18:37 Units 3 & 4 finally transitioned to fuel oil but ran out of gas to start units 1 & 2

Interconnectors thermal limits

Victoria-NSW 297 MW over limit

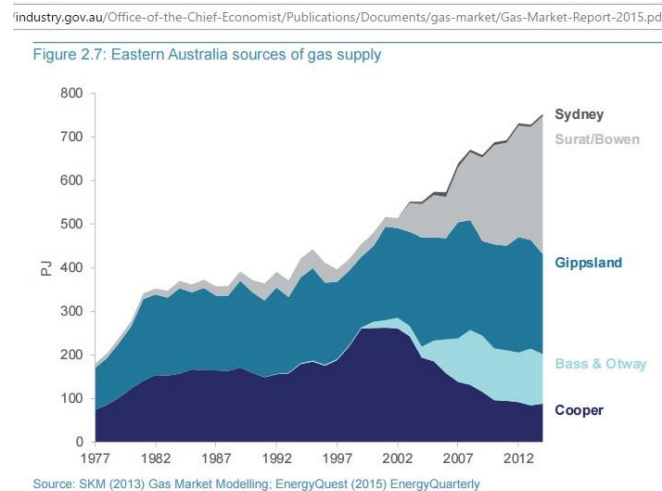
Queensland-NSW QNI 276 MW over limit

14 Feb 2017 NSW's privatized giveaway coal plant causes load shedding in extreme weather

<http://crudeoilpeak.info/nsws-privatized-giveaway-coal-plant-causes-load-shedding-in-extreme-weather>

The Tomago aluminium smelter had to turn off 3 of their pot lines for 1 hr each. This is actually unacceptable. They should have load shedded the office towers of those bureaucrats and politicians who are responsible for the energy mess we are in.

One of the reasons is that conventional gas production has peaked (blue areas)



CSG is wasted in LNG exports. The summer 2017/18 will be worse because the Hazelwood power plant has closed down and NSW is a net electricity importer. By the way, SA's battery pack will last only 1.3 hrs.

Next financial crisis

I theorize that the next financial crisis could come from another oil shock similar to what happened in 2008. It could also come from financial problems of oil companies themselves. Add the Middle East, South Korea (from which 50% of Australian petrol imports come from), South China Sea...the world is accumulating one unsolvable problem after the other. Only our governments ignore it.

In consequence it is unlikely that all these 10,000 dwelling units can be built.

Other omissions

There is no 3D model for 10,000 dwelling units. The public is kept in the dark what that density actually means

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