

Submission for (SSD-81767963) - CSE Ref No. (P-164762)

Dear Sir/Madam,

Referring to the above SSD, I object the proposal and request for an amendment.

My main concern is the related transportation impact to the area, and I does not agree with some of the points in the Appendix O of the EIS

1) Table 3-4:

Only T2 line service Homebush station (frequency not as high compare with the trip planner), the report seems to mix it up with the Strathfield station and show T1, T3 and T7 line as well in the table of service (although Homebush passengers can take a change at Strathfield station.)

2) Table 3-5:

Of the six bus route listed, only 526 and 408 are easy to be accessed by the Homebush population, 407, 458, 466, and 483 are running at the boundary of Homebush (please watch their route map). No buses running along either Loftus Crescent, Subway Lane, Knight Street, Bridge Street, as well as the surrounding streets, Except 526 run on a section of Parramatta Road and turn at Underwood road heading to Rhodes, and 408 may be the only bus pass Homebush West.

3) Part 7: Traffic Assessment: Development traffic generation seems not reasonable

7.1 shows a vtph rate per unit for low dense residential dwelling (0,68 in AM peak)

7.2 shows a vtph rare per unit for Sydney Metropolitan area. (o.19 in AM peak)

The report takes 0,19 to calculate car flow .Compare with the real situation, I believe when in peak hour, most of the people lived around would drive since the public transport services around here is far inferior than in City. From my personally experience in my block, more than 2/3 of our tenants drive to school and to work, if 2/3 of the cars ($318 * 2/3 = 212$) will use Loftus Crescent to found their way, which is about 2.5 - 3 times more than the estimation of the Table 7-1 in report. (there also a prediction of -2 car In original and 20% of car go to car part instead of leaving in the table?)

4) impact of New apartment in Crane Street and Parramatta Road in late 2026

Although the report was finished in Aug. 25 and seems to be very detail, it seems hasn't take attention about the 3 new apartments which have been started to build years ago. Of them, one in Crane Street, a hundred meter near to the roundabout of the Bridge Road. Other two in Parramatta Road also within 2 hundred meters to the intersection of Knight Street and the Paramatta Road. Those 3 apartments may housing people in this year, earlier than the proposed project.

5) 7.6 Sensitivity analysis:

It seems not sensible about the assumption of 2% annual background traffic growth rate. According to the information, the about three apartments may provide about 300 units. As total Homebush population is around 12000, which means population increases will be well more than 2 % increase which directly affect the traffic growth in this year. In addition, according to the government reforming plan around this area and no significant improvement in public transportation , 2% growth rate in traffic is quite against the real picture.

Thank you for your kind attention.

Yours faithfully.

David Hui

4 Feb 2026