

Dinuka McKenzie - FW: M5 West widening application number 10_0052

From: Michelle Franks <milofr1@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 5/27/2011 12:05 PM
Subject: FW: M5 West widening application number 10_0052

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Dear Sir/Madam,

In your report, it says a site at Moorebank which has access to the regional road network (M5 motorway and M7 Motorway) and the Southern Sydney Freight line has been identified as a potential intermodal facility. This site would enable freight containers to be transferred between road and rail . It is anticipated that the site would be developed by the private sector.

If this is the case you should not be deceiving the public and stating that you are expanding the M5 for people when in actual fact they are expanding it for more trucks to satisfy big businesses and more Pollution to the residents .

The amount of trucks estimated to be using the M5... (3 Million Trucks) so in effect once a car park always a car park.

The government should start undertaking proper planning and have a vision of a great city and not take the "perceived" cheap way by placing an intermodal mid suburbia. Having no noise barriers on the M5 bridge... all cost cutting at the expense of people and future health implications.

What next, the M5 will be at extreme capacity from the first day it opens as 3 lanes each way from Camden Valley Way to King Georges road.

We are here to say that educated people live in the south west and we will not tolerate such disregard from our government authorities of the South West.

A Proper independent health assessment is needed for the all the Projects in South West Sydney, The M5 and the Moorebank Intermodals together not separately.

I have been alerted that the Liverpool area is one of the Worst Health Areas in NSW and research has shown that the mortality rates are higher than other areas of the state. In an article in March last year Dr. Bin Jaluddin in the Liverpool Leader revealed that the main reason the areas health is so bad is that the geographical nature of the area in a basin makes it very difficult for pollution to be dispersed.

On the 9th March a labor government minister commented on a seminar about planning for Liverpool council area on the 30th September 2009 at the Liverpool Catholic Club that the area had a 11 % higher cardiovascular rate than the rest of the state and had a 6 & higher mortality rate than the rest of the state. Many cynics will say that they are lifestyle issues but there are many other areas like Kings cross would have similar Lifestyle issues so it can't be fully blamed on that reason. Nevertheless we as a humane society shouldn't be able to worsen the health of our community just in the name of corporate issues. The community consultation already that has occurred has been utter disgraceful and they are just trying to say they have spoken to us without intending to take seriously our claims. We are all aware of the health problems associated with Diesel emissions.

Why isn't an intermodal proposed for the North West where the bulk of the containers are going?

Why do people in the North complain about noise such as Epping attain an increase in barriers the next day whereas people in Liverpool complain and they spend half their lifetime lobbying.

It's time for the government to take us seriously.

Appreciate your urgent assessment to all the above concerns and I will be waiting for your reply/Actions.

Regards,

Michelle Franks
Casula Resident
0418-269138

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Dinuka McKenzie - M5 West widening application number 10_0052

From: Nansi Gidiess <gidiess3@yahoo.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 5/27/2011 10:28 AM
Subject: M5 West widening application number 10_0052

(2)

Dear Sir/Madam,

In your report, it says a site at Moorebank which has access to the regional road network (M5 motorway and M7 Motorway) and the Southern Sydney Freight line has been identified as a potential intermodal facility. This site would enable freight containers to be transferred between road and rail. It is anticipated that the site would be developed by the private sector.

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What plans if any are there to cope with increasing demand for a major road from the South West into the CBD? Where will it be placed? Widening the M5 Again is not an option, it is way too expensive and disruptive. There is only one option: tunnels.

Future governments will find this the only viable option, put the service ways underground.

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Regards,

Nansi Gidiess
114 Daintree Drive ,
Wattle Grove,
NSW 2173
0402459807

(22)

Dinuka McKenzie - noise walls at Links Estate

From: Christine Marcelletti <Christine.Marcelletti@bnt.com.au>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 5/27/2011 10:28 AM
Subject: noise walls at Links Estate

Hi,

As a resident of Casula, I am very concerned that we will not have noise walls on the M5/M7/M4 around the LINKS ESTATE area.

It is not fair to build this kind of infrastructure without taking into consideration how it will affect existing residents who are paying mortgages, council rates etc etc.

If you are going to do something, please do it properly, to keep members of the community happy and stress free. We don't need anymore stressed out people in the world, we already have enough pressures to deal with.

Be fair, be considerate, PLEASE build the noise walls. It goes without saying, major motorways with non-stop break in the traffic, NEED noise walls.

Yours Sincerely,
Casula resident

