

Dinuka McKenzie - Widening the M5 at Casula/Georges River

From: Narelle Oliver <N.Oliver@uws.edu.au>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 5/31/2011 8:20 AM
Subject: Widening the M5 at Casula/Georges River

Dear Planning

I am a resident of Casula. I live in the links estate which encapsulates the area of the M5 /bridge over the Georges River. This residential area was developed long before an M5. The noise that emanates off this bridge/road does not abate. In the summer we cannot open windows and doors on the property as all you can hear is the traffic!

Although most people in the south west of Sydney recognise this is vital infrastructure for the area, you need to ensure that residents lives and health is not compromised by it.

There are currently no barriers on the M5 bridge over the Georges River. WHY?

This area needs noise abatement walls as residents quality of life is already compromised.

Any new road automatically gets noise barriers why don't the residents of Casula deserve the same?

This area pierces a residential area yet still no walls? Why aren't there walls in the Links Estate?

Kind regards

Narelle Oliver
Liaison Librarian
☐ University Of Western Sydney,
Bankstown Campus Library
Building 9
Locked Bag 1797, Penrith, NSW, 2751
☎ Phone: 02 9772 6285
☎ Fax: 02 9772 6212
☐ E-mail: n.oliver@uws.edu.au
☐ Website: library.uws.edu.au

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Dinuka McKenzie - M5 Expansion Submission

From: michael russell <mikesdotcom@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 5/30/2011 11:10 PM
Subject: M5 Expansion Submission

Planning NSW

Please see attachment concerning the Expansion of the M5 public exhibition comments

Thanking You

T Russell

7 Buckland Rd

Casula 2170

M5 Expansion 2011
submission.doc

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To : RTA of NSW
RE: M5 Expansion Public Submission.

Submission regarding the Expansion of the M5 Corridor.

I would like to submit the following on behalf of my family whom I have discussed the information supplied by RTA representatives ..

When the M5 was built it became a great asset to the Liverpool and southwest areas. It is the only flood free road which allows vehicles from the southwest to travel to the CBD.

However, the lack of foresight in not planning enough lanes to cope with the traffic from these areas is a major flaw with its design and operational use.

We have lived in Casula area since 1981.

The noise from Trucks and vehicles traveling along the Moorebank bridge over the Georges River has becoming deafening. Why does the RTA refuse to provide relief from the noise. The Links Estate at Casula around the M5 bridge is the only area not protected for kilometers of the M5 motorway.

I am yet to hear a reasonable explanation.

The noise is much worse than when the M5 was first opened and needs sound mitigation now including a bitumen surface to replace the noisy concrete surface.

Please note that this is a big issue in the area among the residents who are affected at night and the early morning by the noise.

We were neglected in the past when then M5 was built and again when the extension to Glenfield and the M7 was built.

Please do not ignore us this time and install some noise mitigation on the bridge.

The noise travels along the areas of the Georges River riverbank.

It is a natural amphitheatre because of the trees reflecting noise towards the houses.

Our quality of life is diminishing daily, so please help us and our children from the effects of noise at all hours but especially at night.

Two lanes from Liverpool Hume Highway to General Holmes Drive is insufficient and the M5 has become almost as bad a parking bay as the M4.

However we have the chance now to correct errors of the past and hopefully we can learn from its, the current M5s past mistakes, and construct a better road.

This is not evident in the plans which have been on display for the public.

One additional lane at Liverpool is not appropriate and will not do anything to help the area. It will quickly become a congestion lane again.

We suggest:

Firstly, truck transport is increasing significantly, and trucks regularly use two or even three lanes where possible. This holds up the traffic traveling behind them. With the Governments planned Intermodal at Moorebank we can expect hundred if not thousands of extra trucks on the roads around Moorebank and Liverpool traveling towards Botany and Melbourne. What is needed is to dedicated Trucks away from car only lanes, from

Foreshore Rd. Botany to Glenfield. By stopping trucks from changing lanes into normal car lanes traffic would flow much more evenly.

Everyday I see trucks change lanes in front of cars traveling fast and then there is a sea of red tail lights and all the traffic slows down sometimes to a stop, We therefore need dedicated truck free lanes

Secondly, because of the expected growth in private housing around the Glenfield, Leppington train line and other new housing estates planned for the southern areas a new dedicated Bus Only lane is required from Glenfield to the CBD. This will help to reduce the number of private vehicles traveling along the M5 especially if a few Bus stop areas for Pick Up and Set down at Liverpool/Moorebank, King Georges Rd and Tempe areas are made available. Places where the buses can pull-in off on the verge to load and unload then quickly rejoin the M5.

The new lanes joining the M5 from access roads need to be better and longer merging lanes so as to help vehicles join the M5 without hindering vehicles traveling at a higher speed behind them. Usually the merging of traffic causes braking and slowing down of all the traffic behind them, often leading to a complete stoppage of vehicles hundreds of metres before the merging lanes. Merging vehicles traveling and 30-50ks jump from the merging lanes into the fast lanes causing faster traveling vehicles behind them to brake suddenly which has the flow on effect.

One new two lane tunnel is not suitable. There is a need to be at least one new three lane tunnel in each direction with no lane changes. Changing lanes whilst traveling inside the tunnel should be stopped because slower vehicles changing lanes causes most accidents and slows the progress of cars behind them, one braking vehicle causes many more behind them.

There should be a truck only tunnel, one lane each way, this will encourage trucks to travel in single file and it should bypass General Holmes Drive and go straight to Foreshore Rd. Botany.

A new exit to Liverpool should be built onto the Hume Highway from the M7 extension. Currently vehicles travel to Moorebank Ave. and either travel into Liverpool through congested local streets to meet up with the Hume or use Governor Macquarie Drive to rejoin the Hume at Warwick Farm. I have seen large B-doubles using Moorebank to do a U-turn to go back to the Hume. There is the argument that the Hume could not handle the traffic but it already does because vehicles enter at either the Cross Roads, Moorebank or Governor Macquarie Drive now. Having this new point will only take it off from other local congested roads elsewhere.

Summing Up:

Noise Mitigation along the Georges River Bridge is Urgently required.

Additional Bus only or Transit Lanes in each direction required.

Longer Merging Lanes required.

Truck free right hand only lanes required in each direction.

Truck only tunnel is required.

No Changing lanes inside tunnels required.

Additional Vehicles lanes required in each direction at Liverpool into CBD and increasing the number of lanes wherever a merging lane enters the M5.

New exit point from M5 city bound for entry onto the Hume Highway at Liverpool required. The explanation that the Hume Highway would need to be upgraded is ridiculous because the cars using the ramp would only be extending their trip from the Crossroads entry to the Highway to the new ramp. Please try to give the truth, not make up stories. If it is because McGrath has the lease for 99 years then tell us, but please do not make up excuse which do not hold water.

Thanking You Sincerely

Tim Russell
7a Buckland Rd
Casula 2170

