



From: "Pieri, Suzanne" <Suzanne.Pieri@det.nsw.edu.au>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 24/09/2010 8:51 am
Subject: M% West widening

To whom it may concern,

what an excellent idea! A little disappointing that it isn't continued all the way along the tunnel to General Homes Drive.
Suzanne

Suzanne Pieri
Principal
Mortdale Public School
Coleborne Ave
Mortdale
* 9580 5244
7 9580 7053

P Please consider the environment before printing this e-mail

This message is intended for the addressee named and may contain privileged information or confidential information or both. If you are not the intended recipient please delete it and notify the sender.

Mark Turner - Online Submission from Alan Barnet (support)

From: Alan Barnet <alan.barnet@deewr.gov.au>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 24/09/2010 1:43 PM
Subject: Online Submission from Alan Barnet (support)
CC: <assessments@planning.nsw.gov.au>

2

My main request is that the noise abatement provision on the Queen st overpass is strengthened by installing the barriers across the roadway rather than ending them on either side. The noise problem will obviously increase with the addition of two extra lanes. The problem is not just the noise of heavy vehicles crossing the bridge but the effect of air pressure changes created when large trucks go past. We have lived in the house since 1950 and were aware of the freeway corridor but never expected that the overpass bridge would not be provided with the normal height sound barriers. There is already a continuous flow of traffic along Queen street and into the industrial area opposite. The air pressure changes are very noticeable inside the house and had had a detrimental effect on my father's (DR Les Barnet) hearing. I would like to know what provisions are going to be made for noise reduction as a part of the road widening project, which I am very much in favour of.

Name: Alan Barnet

Address:
37 Queen Street
Revesby, NSW, 2212

IP Address: proxy3sg.deewr.gov.au - 165.12.252.113

Submission for Job: #3924 M5 West Widening Project
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3924

Site: #2234 M5 South West Motorway
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2234

Mark Turner
Environmental Planning Officer

P: 02 9228 6351
F: 02 9228 6355
E: Mark.Turner@planning.nsw.gov.au


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Mark Turner - Online Submission from [REDACTED] (support)

From: [REDACTED]
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 24/09/2010 2:25 PM
Subject: Online Submission from [REDACTED] (support)
CC: <assessments@planning.nsw.gov.au>

3



Firstly I would appreciate whether my name will be kept private. 

I support the proposal entirely and it is a deep shame it has taken so long to start work. I have a couple of points to improve the project.

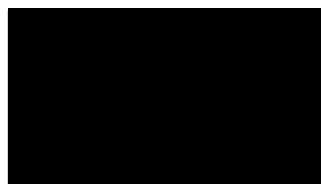
Firstly, there should be 3 lanes eastbound from Fairford Rd through linemarking until King Georges Rd. I have read the reasoning against this decision but this third lane can be used as the exit lane to King Georges Rd. Through advance signage, vehicles can be aware and have enough time to make a decision. The distance from Fairford Rd to King Georges Rd is over 3km with no traffic entering the motorway so this gives motorists ample time to make a decision.

Secondly, I do not understand why the start of 3 lanes northbound at the southern end of the project begins straight after the M7 exit. Why not make the on ramp of the M7 the start of the 3rd lane? This would eliminate merging and the distance is minimal.

Thirdly, the thin median shoulder across the bridges is a worry. To provide only 0.5m next to the concrete safety barrier is a safety issue as it provides no buffer zone for emergencies. A wire rope barrier is thinner and therefore the better option across the project but obviously oncoming headlights is a worry. Even though it only takes a second or two to pass the bridge, this could prove dangerous. To provide such a narrow shoulder against a concrete safety barrier is not advisable I think under any safe design measures by the RTA.

Fourthly, I would advise that the 110km/h limit on the motorway be reduced to 100km/h to make this consistent with the rest of the motorway. With the number of vehicles that the road takes, a 100km/h limit is appropriate and in fact on all metropolitan freeways in Melbourne, this is the case.

Thank You



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Mark Turner

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Mark Turner - M5 WEST WIDENING-APPLICATION NUMBER 10_0052

4

From: arthas_dong <arthas_dong@126.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 24/09/2010 1:56 PM
Subject: M5 WEST WIDENING-APPLICATION NUMBER 10_0052

Dear sir,

My name is BINBIN DONG. I'm living in 11a earls ave riverwood 2210.

I have something to say about the widening of M5. You may know that behind Earls ave, M5 is extremely close to where am i living. Because of the pool fences, it's pretty noisy around here. In my point of view. I think the widening of M5 is not fair for us. Because the it will greaten the noises. We know the widening will help the improvement of the economy, and surely it will improve the transportation. It is a happy thing for us. But the more the motor way lans, the more the cars, and surely the greaten the noises. The huge noise from the back of the houses trough out days and nights. If our lovely government gives us a little help which is just strengthen or improve the fences a little bit. I think all the residents living here will appreciate it very much. Thank you for ur patient.

Best regards,

Allen

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Mark Turner - M5 west Widening-application number 10_0052

From: "richjask@iinet.net.au" <richjask@iinet.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 24/09/2010 9:28 AM
Subject: M5 west Widening-application number 10_0052



To the Director,infrastructure Projects

I strongly object to the M5 west Widening-application number 10_0052

I am a resident of Graham rd Narwee, and my unit backs right up onto the M5. I can actually see the trucks go past from most rooms in my unit.

The noise on the other hand is relentless and unbearable as it is (whether it's trucks with their airbrakes, cars and even speeding motorbikes). Now, widening the M5 with an extra lane, which brings the traffic even closer to my dwelling is upsetting to say the least. Our baby is constantly awoken due to the traffic, and i have just recieved a quote so as to double glaze his bedroom window which came to \$700. Now with more traffic and even closer to us the entire unit may have to undergo the same treatment.

Also the extra pollution is a worry with a young child. Our fly screens are cleaned monthly due to soot.

The fact that we can see the trucks go past might indicate that the wall isn't high enough.

Maybe deterrents for speeding should be placed along that stretch (the residential area) to cut down noise, as well signs for trucks not to overuse airbrakes at residential areas

May be the government should look into compensating residents as well as looking into soundproofing and double glazing windows for residents.

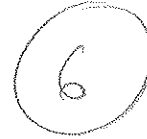
Regards

Richard Kotevski

8/67-69 graham rd Narwee,2209

Mark Turner - Online Submission from Peter Langsam (object)

From: Peter Langsam <peter_langsam@bigpond.com.au>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 26/09/2010 8:00 AM
Subject: Online Submission from Peter Langsam (object)
CC: <assessments@planning.nsw.gov.au>



Where are the plans for the noise barriers along the M5 in the Liverpool area along the George River and Casula sections. Why has this particular section been ignored. Why is the expansion being stopped at King Georges Road. The M5 needs widening all the way to the city. This will simply move the current bottlenecks a little further along the M5. This project is nothing more than to serve the Moorebank Intermodal Terminal and nothing else.

Name: Peter Langsam

Address:
7 Brownlow Court
Wattle Grove NSW 2173

IP Address: cpe-58-172-21-62.ldcz1.clt.bigpond.net.au - 58.172.21.62

Submission for Job: #3924 M5 West Widening Project
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3924

Site: #2234 M5 South West Motorway
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2234

Mark Turner

Environmental Planning Officer

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E: Mark.Turner@planning.nsw.gov.au

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From: Thomas Britz <sonofnob@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 25/09/2010 7:43 am
Subject: M5 West widening - application number 10_0052

7

Dear Sirs,

I support your proposal; it presents a well-thought through way to expand M5 West with minimal cost and effort.

East-going traffic on the M5 will be congested as long as the two lanes of the present M5 tunnel is the only real conduit at that point on the M5, but the presently proposed expansions should improve west-going traffic significantly and will compact congestion of the east-going traffic to a shorter (if slower) interval of the M5 leading into the M5 tunnel.

If I may, could I offer three suggestions?

1. Ensure that bicycles will still be able to ride along the M5 emergency lanes. This is vital for much of the bicycle commuting that flows between the (south-)western and inner suburbs, and bicycle traffic will be an increasing priority in future traffic planning for Sydney.
2. For the three-lane parts of the M5, it could be a good idea to restrict heavy traffic (trucks but perhaps not buses) to the left and center lanes, so as to allow better passage for quicker-moving vehicles.
3. One of the reasons for congestion is that cars accelerate and break, rather than keeping an even flow. This is often to prevent other cars from "stealing" the space between the car in question and that in front of it. Such "theft" is only possible if lane changes are possible, so it could be a good idea to prohibit lane changes where feasible, particularly in the M5 tunnel but also along some of the other intervals of the M5. Some signs encouraging drivers to strive for stable speeds and even traffic flow might also be a good idea, particularly in the M5 tunnel. Of course, although such measures will ease congestion, much of the congestion is caused by trucks slowing down while climbing the hills along the M5, for instance at the west exit of the M5 tunnel (and this is cannot be fixed without some expense), and overtaking should of course be allowed at such points.

Best regards,

Thomas Britz
12A Dickenson St
Panania, NSW 2213

Mark Turner - Online Submission from Glenn Goodacre (other)

From: Glenn Goodacre <glenng@chu.com.au>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 27/09/2010 12:32 PM
Subject: Online Submission from Glenn Goodacre (other)
CC: <assessments@planning.nsw.gov.au>



Why are you only adding one additional lane? Two extra lanes (ie four lanes each way) is needed right now!! By the time this thing gets built, it will be obsolete. One extra lane will not be anywhere near enough - you might as well not bother.

Can you please go to Melbourne and see what they are doing down there. 5 laned expressways everywhere.....

Name: Glenn Goodacre

Address:
68 O'Dea Rd
Mount Annan NSW 2567

IP Address: qbeinsurancegroup.sd12.optus.net.au - 119.225.4.22

Submission for Job: #3924 M5 West Widening Project
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3924

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Mark Turner

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Mark Turner - Online Submission from Signe Westerberg of Private Citizen. member of NSW Greens (other)

From: Signe Westerberg <swesterberg@lso.com.au>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 27/09/2010 2:19 PM
Subject: Online Submission from Signe Westerberg of Private Citizen. member of NSW Greens (other)
CC: <assessments@planning.nsw.gov.au>

Thank you for the opportunity to comment on this project. I am concerned that little community discussion has taken place and that there still seems to be an enormous ignorance to the noise levels being laboured on to the residents of the Links? estate are unfair, unrealistic and discriminatory. Here we have a community bordered by rail noise, the Hume Highway and the M5 will exacerbate the situation unnecessarily. These residents have been campaigning and protesting for years and here we have a situation where the possible expansion will go ahead, again, without concern for these poor residents.

ENOUGH IS ENOUGH... IF THERE ARE BARRIERS NEARLY ALL ALONG THE M5 REGARDLESS OF RESIDENTIAL COMPONENT....BUILD THEM HERE TOO!!!

Name: Signe Westerberg
Organisation: Private Citizen. member of NSW Greens

Address:
PO Box 553, Liverpool NSW

IP Address: 124-168-14-241.dyn.iinet.net.au - 124.168.14.241

Submission for Job: #3924 M5 West Widening Project
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3924

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Mark Turner
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Mark Turner - Online Submission from Anita Bonic (object)

From: [REDACTED]
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 27/09/2010 9:20 PM
Subject: Online Submission from Anita Bonic (object)
CC: <assessments@planning.nsw.gov.au>

10

To whom it may concern

The recent environmental assessment of the impact of the M5 expansion on the Liverpool Links/Georges River area seems ridiculously inadequate.

The assessment seems to not have taken into account the height of the M5 bridge over the Georges River and the hilly topography of the surrounding Liverpool Links Estate Area.

The Laws of Physics would inform you that sound waves travel similarly to light waves in many respects, ie, in the absence of a barrier, sound waves from the M5 bridge will travel and hit any house that can see the M5 bridge. Talk a walk on the bridge- how many houses can you see well enough to notice the colour of their door? That's how many will be affected.

Will you be offering window insulation to every house that is visible from the bridge? To any house from which the M5 traffic is already audible?

Window insulation is a selective, discriminatory, and limited solution. Window insulation denies us our right to leave our windows open and enjoy fresh air. It forces us to decide whether we would prefer quiet OR fresh air- but apparently in Liverpool, you can't have both. What if it was your child's bedroom that was denied fresh air? Or your non-ambulatory mother's room?

Would you like your HSC student/daughter/son to study in a noisy environment? Or is it only wealthy sons and daughters that are given respect when studying?

Most people are motivated in their careers and daily lives to perform a good service to society. Does your heart tell you window insulation is the best and most fair solution? Or the cheapest solution?

Can you seriously say that the person that was 'lucky' enough to have been selected for architectural modifications to their home is more affected than his next door neighbour? The minutely varied decibel value may indicate so, but again, what does your conscience tell you?

I think any moral person would agree that noise barriers are the most ethical and widely beneficial solution.

Please keep in mind that the increase in decibels has been occurring ever since the original construction of the M5, not only with the currently proposed expansion. Fortunately this time, we have the baseline figures from noise studies performed in the area.

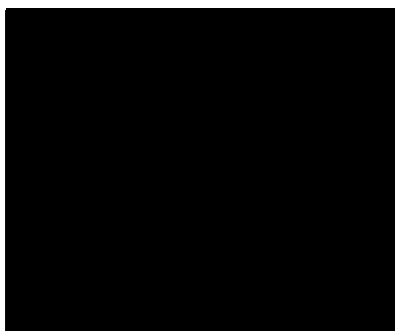
This is the only portion of the M5 where the surrounding houses have not been protected by noise barriers. This expansion provides the opportunity to correct a past and present injustice and have a positive effect on the surrounding community. To whomever reads this letter and holds a position of influence in the matter, this will be your legacy or footprint on a community, long after you have changed your job or career- to your credit or shame.

This is primarily a blue collar, migrant and elderly community. They would have a tough time navigating the maze of web pages that it took to complete this submission. Another form of discrimination. However, it is not difficult to find a no-win, no-fee lawyer.

In the absence of a sound barrier, I would encourage anybody in the Liverpool Links area that suffers the effects of insomnia, be it a car accident or work place accident to consult a lawyer as to the culpability of the bodies concerned with the M5 construction.

Yours truly

Dr Anita Bonic



Submission for Job: #3924 M5 West Widening Project

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Site: #2234 M5 South West Motorway

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Mark Turner

Environmental Planning Officer

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E: Mark.Turner@planning.nsw.gov.au

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Mark Turner - Online Submission from Anthony Lucisano (support)

From: Anthony Lucisano <anthonylucisano@sydneycitytoyota.com.au>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 28/09/2010 11:08 AM
Subject: Online Submission from Anthony Lucisano (support)
CC: <assessments@planning.nsw.gov.au>



its a great idea to do this and it should be done asap. this road in its current form is slowing down sydney. the financial & social benefits will be fantastic. the project must and should also include the expansion/duplication of the M5 east. The last thing the project needs is a bottle neck at king georges road city bound which will give no one any real benefit.

Name: Anthony Lucisano

Address:

824 Bourke St Waterloo NSW 2017

IP Address: sydneycitytoyota.com.au - 202.86.115.202

Submission for Job: #3924 M5 West Widening Project

https://majorprojects.onhiive.com/index.pl?action=view_job&id=3924

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Mark Turner - M5 Widening

From: David Rich <drich@energi.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/09/2010 10:51 AM
Subject: M5 Widening
Attachments: Director Infrastructure Projects.doc

12

Please find attached our submission for the Widening of the M5 Motorway.

Regards

David Rich

Director Infrastructure Projects
NSW Department Of Planning
GPO Box39 , Sydney NSW 2001

12
Hed

28th September 2010
21 Baldi Ave Panania
NSW 2213

Dear Sir,

We agree with the widening of the M5, but we totally condemn the lack of foresight whilst not extending the M5 to Bexley Road and widening the M5 Tunnel to suit.

I can spend up to 4 hours a day travelling to and from work, due to the poor traffic flow and with no break down lane in the tunnel.

The Government of the day should enlist contractors to provide commercially affordable tolls and the government should pickup the balance of costs to offer the public adequate Motorway transport. The public would accept slightly higher taxes if the road system was dynamic with a vision for the future.

We hope you take our thoughts seriously as the system is inadequate for today and unless planning takes the correct steps now, the M5 car park as it is commonly known will surely deliver to the NSW Planning Department and the Government of the day the ongoing gridlock that occurs everyday. The cost to the state in lost revenues is growing daily and the M5 is pivotal to the Sydney roads network.

Looking forward to a positive outcome with the widening of the M5

Kind Regards

David Rich

Mobil 0413 154 684

Email: drich@energi.com.au

13

27/9/2010

THE DIRECTOR OF INFRASTRUCTURE
PROJECTS.
NSW DEPARTMENT OF
PLANNING.

E. P. ALVES
4 HAVILLAN CT
WATTLE GROVE 2173



PCU014990

A. N. 10 0052

RE: M5 WIDENING.

I DO AGREE IT REALLY NEEDS NOT JUST ONE
LANE BUT 2 LANES AS AT THE MOMENT IS MORE
LIKE A CAR PARK. NOT A MOTORWAY.

BETTER THINK FOR THE NEAR FUTURE WITH ALL
NEW SUBURBS BEING DEVELOPED.

E. P. Alves

Department of Planning Received
29 SEP 2010
Scanning Room

Mark Turner - Online Submission from PAUL DEGNEY ()

From: PAUL DEGNEY <p_degney@hotmail.com>
To: Mark Turner <Mark.Turner@planning.nsw.gov.au>
Date: 28/09/2010 7:02 PM
Subject: Online Submission from PAUL DEGNEY ()
CC: <assessments@planning.nsw.gov.au>

14

The additional lanes will only further exacerbate the problem. Additional rail? Some creative thinking around the problem? As usual the people who live in the area will have a further deterioration of quality of life.

Name: PAUL DEGNEY

Address:
123 FOREST ROAD ARNCLIFFE

IP Address: c211-30-118-56.rivrw2.nsw.optusnet.com.au - 211.30.118.56

Submission for Job: #3924 M5 West Widening Project
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3924

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Mark Turner

Environmental Planning Officer

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From: [REDACTED]
To: <plan_comment@planning.nsw.gov.au>
Date: 28/09/2010 8:11 pm
Subject: [REDACTED]

15

PXT Message: Re: App number 10_0052 M5 West widening. From: [REDACTED]
[REDACTED] (not for publication). I generally support the proposal to widen the M5 West. I believe the proposed widening will give immediate relief to the west-bound traffic congestion experienced in the afternoon peak period. However, I seriously doubt that the east-bound widening will bring any noticeable improvement to the morning peak period until such time as the M5 East is duplicated (east-bound). The junction of the M5 and King Georges Road is a major bottle neck in the morning peak period with KJR feeding the M5 East with a large volume of traffic from both north and south. As a result, by 7:30 am the city-bound traffic is often reduced to a crawl as far back as the Hammondville toll gates or further.

Hi, you have been sent a PXT message. Did you know you could send a one time FREE reply back ??

Click here to REPLY

[REDACTED]
(Please note you can reply only once, and have 14 days to reply before this message expires).

For more info, see www.vodafone.com.au/pxtworld.

Mark Turner - M5 West widening - application number 10_0052

From: "Puckeridge Shayne" <Shayne.Puckeridge@kone.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 29/09/2010 10:25 AM
Subject: M5 West widening - application number 10_0052
CC: <sbpucko@exemail.com.au>

Director, Infrastructure Projects
 NSW Department of Planning
 GPO Box 39, Sydney NSW 2001

To whom it may concern

There are several outstanding questions that have to be asked when reading thru all of the political & infrastructure jargon that is on display.

The 1st question would always be why?

I personally and thru work use the M5 daily and can see that this road was not designed for the amount of traffic that uses it now.

The support roads that feed off the M5 can not support this road either.

I have lived on Nuwarra Road for several years. If you can find some one in Government (federal or state), planning, the RTA or even council to explain why the people that live on this road have to suffer daily because of west and east bound drivers refusing to use the M5.

Nuwarra road falls under the jurisdiction of a council road, but when it sees fit the RTA stamp their authority and complete upgrades to infrastructure when it suits the RTA.

I've been to both state & federal government to find who is responsible but to no avail.

No one can still explain it to me why half of Nuwarra road has speed decline devices as to speed humps and roundabouts and the other half doesn't.

Why one half of the road you can use high tonnage trucks and the other half you can't.

Why on one half of the road there is a designated 40km zone for schools and on the other half near a school zone there is no 40km zone.

Nuwarra Road is a single lane road

There is a purpose built road 1.7km to the west that was built for the M5 traffic that is a ghost town that no body uses. The road is an RTA road with dual lanes in either direction. The road is Moorebank Ave.

For this upgrade work to proceed, this is some of the suggestions that should happen,

1. For the length of the M5 where the RTA design to want to upgrade and expand the M5, the government should purchase 3 houses either side of the M5 for all future expansions where indirectly houses will be affected
2. If this a green associated newly elected federal government, build a bubble over the top of the M5 and filter the air back into the environment to stop the erosion of the ozone layer.
3. Any upgrading of bridgeworks should be completed during the daytime or if this is not possible alternative accommodation should be arranged to not indirectly annoy residents' whilst completing night works. (This was part of the last RTA plan for noise reduction barriers which were temporary fencing with hessian bags for replacing a water pipe that burst that the RTA authorized to lay 6 months earlier at night).
4. Scrap the plan altogether and build a suitable road system underground designed with 20 years in the future infrastructure from Camden Valley Way to General Holmes drive.

For any of these plans to go ahead the state should stop living in the draconian middle ages and look at other states/territories of Australia or other countries. Private developers will still invest if they can see \$\$ signs at the end of the tunnel. You still are charged \$3.80 in the M5; it doesn't matter if you are doing 70km/hr or 0.7km/hr in peak traffic.

But firstly and most importantly the roads that feed off the M5 should be repaired or corrected to make the M5 have a smooth transition from a motor way to a public road. I'm giving you one instance of Nuwarra / Heathcote road; there are many more inclusive King Georges Rd entry to M5, M5 to tunnel etc. If I was the developer I would upgrade this part of the road 1st before I looked at any other lane expansion on the M5.

Sticking camera's on the top of traffic lanes, safety camera's, traffic diversion signs do not work.

If you wish to discuss further, please call

Shayne Puckeridge
0404007377

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From: Kool437 <kool437@yahoo.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 30/09/2010 8:29 pm
Subject: Feedback and comment on widening M5



Name: Lei Chen
Address: 19 Foxgrove ave, Casula NSW 2170

Proposal: M5 West widening - application number 10_0052

I would like to support M5 west widening project.

Because traffic congestion is very bad in peak hours, i use M5 everyday and its taking more than an hour each way. So please start this project ASAP.

Thanks & Regards
Lei Chen

Mark Turner - M5 West widening - application number 10_0052

18

From: "Velibor Tanaskoski" <velibort@tpg.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 30/09/2010 10:55 PM
Subject: M5 West widening - application number 10_0052

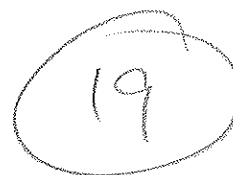
My name & address is:-

Mrs Dajana Tanaskoski
8 Oldbury Ct
Wattle Grove NSW 2173

I agree & support the widening of the M5. I think that it is well overdue.
I just think that the whole of the M5 tunnel should have also been included in the widening. It should have been 3 lanes each way from when it was originally built. The traffic on it is ridiculous.
I believe the widening of the M5 west is ONLY going to cause a major bottleneck at the M5 tunnel going eastbound.

Mark Turner - Comment

From: Robert Devitt <lollie061059@yahoo.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 1/10/2010 9:18 AM
Subject: Comment



Name: Robert Devitt

Address: 117 Belmore Rd North
Riverwood NSW 2210

M5 West widening-Application number
10_0052

I support in principle the widening of the
M5 West

I have one question. Why would you not
realign both sides of the M5 from
Fairford Rd to King Georges Rd especially
when all you are doing is to change the
line markings to make 3 lanes instead of
the 2lanes each way? I can't believe that
there would be a lack of funds to finish
the job properly. This would be like
building a house with a curtain where
the front door should be.

Kindest Regards

Robert Devitt

Mark Turner - M5 West Widening - application number 10_0052

From: [REDACTED]
To: <plan_comment@planning.nsw.gov.au>
Date: 8/10/2010 5:35 AM
Subject: M5 West Widening - application number 10_0052

20

To Director, Infrastructure Projects
NSW Department of Planning

Submission Identification:
M5 West Widening - application number 10_0052

I fully support this proposal for the reason that it will ease congestion.

Please do not publish my name or address in any documents.

[REDACTED]

Mark Turner - Submission identification M5 West Widening _application number 10_0052

From: "D" <smokey_70@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 10/10/2010 9:29 PM
Subject: Submission identification M5 West Widening _application number 10_0052
Attachments: Noise link to heart disease.docx

10/10/2010

Submission identification M5 West Widening _application number 10_0052

Attention: Director, Infrastructure Projects

Dear Sir/Madam

I am writing in regards to the Governments dereliction of its Duty of Care to the Families and their Children living near the railway corridor and the M5 bridge.

It is appalling that residents at Casula, the Casula Powerhouse customers and all other residents along the line are being treated as second class citizens by the second class politicians who take their job as an ego trip rather than seeing it as an opportunity to serve the community that voted them into power.

The M5 West Widening will further exacerbate the Noise Pollution which will damage people's lives. Please see attached article which links Noise Pollution to Heart Disease - and ultimately premature death.

I would encourage the Government to take the Honourable Course of Action by placing Noise Barriers around people's houses OR giving the family the option of selling their house to the Government at a decent price (which they can no longer get due to the recent increase in Noise Pollution). Elderly residents and people from non English speaking backgrounds should be supported in this process with respect.

Yours Sincerely,
Dominic Scutella
Phone 0408 9731 97
118 Daintree Drive
Wattle Grove
NSW 2173

21

Attach

S.M.H. 7-10-2010

Noisy workplaces are bad for the heart

MINNEAPOLIS: People who work amid constant noise have twice the risk of heart disease as those with quieter jobs. Men younger than 50 and smokers are the most vulnerable to noise, US government data shows.

Researchers tracked 4307 Americans who took part in the US National Health and Nutrition Examination Survey.

The participants received medical and fitness tests and answered questions about their health, lifestyle and work.

Those with the noisiest workplaces were more likely to suffer chest pain, heart attack, heart disease or high blood pressure, the report said.

The industries with the greatest risk were mining, agriculture, construction and manufacturing, said the lead researcher, Wen Qi Gan, of the University of British Columbia's school of environmental health in Vancouver.

White-collar workers, such as those on bond trading floors, may also be vulnerable, Dr Gan said. The investigators defined a loud workplace as any environment where people had to raise their voices to be heard, adding 15 live participants to the noisy category.

"People believe that heart disease belongs to older people," Dr Gan said. "We found that young workers, those under 50, are

most vulnerable to occupational noise. For them, there is a three- to four-fold increased prevalence in heart disease."

The study was published in the journal *Occupational and Environmental Medicine*.

Earplugs and other protection are important but offer only limited help, Dr Gan said. Companies and administrators in charge of loud environments should offer some type of noise control, he said.

Previous surveys of heart risk and noisy workplaces yielded mixed results, with one finding higher noise power workers finding no rise in heart disease.

Shanmug

Mark Turner - M5 West widening application no.10_0052.

From: Ben Still <ben@redant.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/10/2010 4:25 PM
Subject: M5 West widening application no.10_0052.

22

Name: Ben Still
Address: 1 Moore St, Vacluse NSW 2030

Statement: I object to the proposal, as it does not include a dedicated bike lane

Reasons: These roads that we're building now will be around for a long time. I think it is also safe to assume that traffic congestion will increase over the life of the road. I think it is very shortsighted not to actively plan for and include other modes of transport such as bikes.

Thanks for considering this

regards

Ben Still

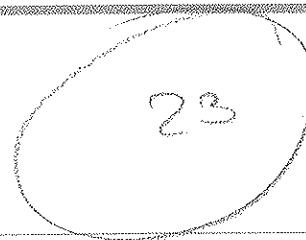
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Ben Still | Red Ant | office +612 9267 8300 direct 9043 8902 | mobile 0425 294 271

our work: <http://www.redant.com.au/>
<http://www.linkedin.com/in/benstill>

Mark Turner - FW: M5 widening

From: John Anderson <j.anderson_lag@hotmail.com>
To: <information@planning.nsw.gov.au>
Date: 18/10/2010 11:22 AM
Subject: FW: M5 widening



From: j.anderson_lag@hotmail.com
To: plancomment@planning.nsw.gov.au
Subject: M5 widening
Date: Mon, 11 Oct 2010 06:46:33 +0930

Attention Director Infrastructure project

I refer to your plans to widen the M5 and have the following comments to make.

1. I attended a seminar at Moorebank Library previously and stated that the widening of the M5 was geared to facilitate the construction of the Intermodals at Moorebank and that up to now the M5 had not met community needs and that it was strange the widening had been suggested to coincide with detail release of plans for the Moorebank Intermodal

2 the plans of the widening would not meet present demands and would not help with the expected increase in population increases in the future

3 I can't see any plans to install noise barriers on the Bridge over the Georges River which seems to discriminate against Liverpool residents similar to the debacle regarding the ARTC freightline

4 No community submissions seem to be taken into account when releasing plans regarding the proposed widening

Regards John Anderson Wattle Grove 0409368603

From: GILCHRIST Braith S <Braith_GILCHRIST@rta.nsw.gov.au>
To: "mark.turner@planning.nsw.gov.au" <mark.turner@planning.nsw.gov.au>
CC: Kylie Seretis <Kylie.Seretis@planning.nsw.gov.au>, BONNY Louise A <Louis...>
Date: 21/10/2010 9:19 am
Subject: FW: RTA-PROJECTS FEEDBACK

24

Hi Mark,

Please see bottom of email string for submission to be considered by your Department.

As noted during our conversation last week, where submissions are made to RTA's project email address a response will be sent as shown below. The response identifies DoP's role and the privacy issues.

In this instance the respondent has requested we forward the submission to the Department.

Once the Department has forwarded the submission back to RTA, together with an identification number, this number will be used in the submissions report.

I also understand that a number of other submissions have been received by the Department and await receipt of these for RTA's consideration.

Many thanks,

Braith

BRAITH GILCHRIST | Environment Manager | RTA Motorway Projects | P 8588 5727 | F 8588 4173 | M 0408 672 185

-----Original Message-----

From: BONNY Louise A
Sent: Thursday, 21 October 2010 9:07 AM
To: GILCHRIST Braith S
Subject: FW: RTA-PROJECTS FEEDBACK

Hi Braith

Could you please forward this submission from Mr Frank Caristo to DoP.

Thanks very much

Louise

-----Original Message-----

From: Caristo, Frank [mailto:Frank.Caristo@aecom.com]
Sent: Monday, 11 October 2010 4:32 PM
To: M5 West Widening
Subject: RE: RTA-PROJECTS FEEDBACK

Could you please submit my comment on the proposal.

regards

Frank Caristo
Associate Director
D +61 2 8295 3861 M +61 407 310 512
mailto:Frank.Caristo@aecom.com

AECOM
Level 11, 44 Market Street, Sydney, NSW 2000 P.O. Box Q410, QVB Post Office, Sydney, NSW,
1230
T +61 2 8295 3600 F +61 2 9262 5060
<http://www.aecom.com>

Please consider the environment before printing this email.

.. -.. -

-----Original Message-----

From: IRWIN Helen L [mailto:Helen_IRWIN@rta.nsw.gov.au] On Behalf Of M5 West Widening
Sent: Monday, 11 October 2010 4:09 PM
To: Caristo, Frank
Subject: RE: RTA-PROJECTS FEEDBACK

Hello Frank

Thankyou for your correspondence regarding the M5 West widening project.

The community and interested stakeholders are invited to make a written submission to the NSW Department of Planning by 5pm on Friday, 29 October 2010. The submission should include:

- * Your name and address.
- * Submission identification: M5 West widening application no.10_0052.
- * A statement on whether you support or object to the proposal.
- * The reasons why you support or object to the proposal.

Submissions should be sent by:

Post: Director, Major Infrastructure Assessments, NSW Department of Planning, GPO Box 39, Sydney NSW
Fax: (02) 9228 6355
Email: plan_comment@planning.nsw.gov.au

Alternatively, we can forward your submission to the NSW Department of Planning on your behalf. If you would like us to forward your submission, please confirm your request by return email.

Please note that due to recent changes in legislation, all submissions made to the Department of Planning during the exhibition period will be posted on the department's website at www.planning.nsw.gov.au. The privacy of submitters will be protected by removing names from submissions at the submitter's request. Please indicate in your correspondence if you wish your submission to remain anonymous.

Further information about the project can be found on the project website at www.buildingsydneymotorways.com.au or by phoning the project line on 1800 633 332.

Helen Irwin | A/Infrastructure Communications Manager | Sydney Motorways and Major Projects | Roads and Traffic Authority|

Level 19/101 Miller Street North Sydney 2060|

-----Original Message-----

From: frank.caristo@aecom.com [mailto:frank.caristo@aecom.com]
Sent: Wednesday, 6 October 2010 8:17 AM
To: m5expansion@rta.nsw.gov.au
Subject: RTA-PROJECTS FEEDBACK

Date: 201010060816

Name
Frank Caristo

Email address
frank.caristo@aecom.com

Phone
0407310512

Subject
m5expansion

Message
we need a M5 cycleway similar to the Westlink M7 cycleway

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