**Submission identification:**

M5 West widening application no.10_0052.

**A statement on whether you support or object to the proposal.**

I object to the proposal because the Department of Planning has failed to include a separated cycleway.

**The reasons why you support or object to the proposal.**

The Department of Planning has failed to include a separated cycleway. The cost of which would be incremental in the overall budget and would provide significant benefits including reduced pollution, safer cycling and the promotion of a healthier lifestyle.

The only reference to cycleways is in the proposal ‘executive summary’, which states: ‘Due to the limited number of bicycle and pedestrian facilities provided within the M5 South West Motorway corridor, opportunities for integration with surrounding networks are limited’ Why has the assessment failed to consider a cycleway option and the integration into the expanding Sydney cycleway network?

A cycleway provides an alternate transport option for commuters travelling to and from work, students to and from school and the general public to use to move along the transport corridor.

Cycling promotes healthy weight loss, improved blood pressure and generally enhanced wellbeing. From an environment perspective, replacing cars with bicycles improves air quality by reducing tailpipe emissions that contribute to smog while lowering the greenhouse gas emissions associated with climate change.

Major infrastructure projects like the M5 widening must include greenhouse gas reduction strategies. Otherwise, current and future greenhouse reduction targets will not be met.

Bicycles have outsold cars in Australia by nearly 50% over recent years. The increased use of bikes will continue as has been the trend in several European cities. For example, Amsterdam has over 600,000 bicycles; Paris will increase the size of its bike path network from 440 km to 700km by 2014.
The Westlink M7 separated cycleway is over 40km in length and sets the standard for safe cycleways in Australia. It can be used 24 hours per day due to being illuminated for its entire length.

So, why has the Department of Planning failed to include a cycleway in the M5 proposal? They have completely ignored a growing trend in bicycle use.

Let me know if you would like more information from me. I look forward to the M5 widening proposal being modified to include a separated cycleway.

Yours Sincerely
Anthony Horneman
16 Haughton Court
Wattle Grove NSW 2173
0411 213 715

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Attention: Director, Infrastructure Projects

Submission re M5 West Widening

Dear Sir/Madam,

I live north of the M5 between the Hume Hwy and the railway, in Birkdale Crescent, Liverpool.

I have noise concerns about this section of the M5. The noise mitigation for this section is inadequate. No noise barriers exist along the bridge over the railway and Georges River. There are also no barriers for the entry/exit ramps at the Hume Hwy. As a result, people who live close to this section are disadvantaged compared to nearly all other residents living adjacent to other parts of the M5. It is quite common to hear the loud noise of truck compression brakes at all hours, but it's particularly disruptive during sleeping hours. It seems only fair that this section of the M5 should have barriers, so that no group of residents are disadvantaged. The need for this will only become more urgent if the planned intermodal terminal is built at Moorebank. Many more container trucks will then be using this stretch of the M5 and as a result there will be more truck noise in our local area.

I ask that during this consultation period, consideration should be given to include the installation of barriers along the aforementioned section of the M5. Do not neglect this part of the M5. It's time to bring it up to the same level of noise mitigation standards that exist for other motorways.

Yours sincerely,

Glen Butterfield

16 Birkdale Cres
LIVERPOOL NSW 2170
From: <johnstoukaloo@qantas.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 25/10/2010 8:48 am
Subject: M5 West widening application no.10_0052.

John Stoukaloo
17/52 auburn st, Sutherland, nsw

Objecting the proposal.
Objection is: No cycleway on the side of the M5 planned. This is outdated design.

Reasons to object (Why): Include cycleway and new road will gain even a better level of utilisation and usefulness catering for much wide audience of commuters.

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