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Our Ref: 2009/1126 - 086854.2011
Contact: James Semple
02 9821 9156

31 May 2011

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

Dear Sir/Madam

Re: Exhibition of second concept plan, M5 West Widening (Application: 100_0052)

I write in regards to the M5 West Motorway widening proposal currently on exhibition until 1 June 2011. Council supports the proposal to upgrade the motorway however it is apparent that some of the primary concerns raised by Council have not been incorporated into the revised concept; namely the lack of noise barriers on the Georges River Bridge.

It is noted in the exhibition documentation that the sound level increases caused by the proposed upgrade will increase the sound levels at the Georges River Bridge by 2dBa. This is not insignificant given the already high ambient noise in this area. Council strongly urges that sound barriers are implemented for the full length of the Motorway in urban areas with barriers to extend over the Georges River Bridge.

The RTA's justification for the lack of noise walls for this section of motorway is that the affected dwellings are on the noise abatement list and that only a small number of dwellings are affected. This justification is not considered appropriate by Council particularly considering the additional noise generating projects proposed for the area including the South Sydney Freight Line, the proposed Moorebank freight intermodals and the additional mitigation works proposed at the Hume Highway Interchange.

In terms of access, the full interchange at the Hume Highway should be constructed as part of this project to enable better access to the regional city of Liverpool. Currently, visitors from the south west have to use the already congested Newbridge Road approach or exit the motorway several kilometres away at the Camden Valley Way Interchange and use arterial roads for access into Liverpool.

Due to the short weave distance between the Moorebank /Hume Highway interchange, Council seeks clarification to determine how the increased traffic flows along the M5 will affect these interchanges, especially in light of the slow heavy vehicles combined with the high speed of M5 traffic and significant vehicles volumes that will use this section. Mitigation works may be required to alleviate the potential conflicts at these junctions. These works should be designed at this stage.

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The RTA should re-consider their position and provide a dedicated off road cycleway as this would significantly increase the potential for off-road cycling from the south west to eastern Sydney.

Council supports the move to extend the additional eastbound lane from Fairford Road to King Georges Road as it will provide for improved traffic outcomes.

Council looks forward to a response in regards to the matters raised in this letter. Should you require any further information on this matter, please do not hesitate to contact James Semple, Strategic Planner on 02 9821 9156 or at SP3@liverpool.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Theo Zotos', with a stylized flourish at the end.

Theo Zotos
A/Manager, Strategic Planning

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Dinuka McKenzie - MP10_0052 - M5 West Widening Project

From: <carla.ganassin@industry.nsw.gov.au>
To: <dinuka.mckenzie@planning.nsw.gov.au>
Date: 5/31/2011 11:08 AM
Subject: MP10_0052 - M5 West Widening Project

Hi Dinuka,

Re: M5 West Widening Project (MP10_0052) - Exhibition of Preferred Project Report

The agriculture, fisheries and minerals sections of the Department of Trade & Investment, Regional Infrastructure & Services (DTIRIS) has reviewed the Submissions and Preferred Project Report for the proposal above and has no objections to or any further comment to make on this amended proposal.

Regards,

Carla Ganassin | Conservation Manager | Aquatic Habitat Protection Unit
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