

**Beecroft Cheltenham residents voted, in a survey conducted by their Civic Trust, that the single biggest issue for them was noise from the M2. This noise is markedly louder than what was predicted and appears to have increased since the opening of the North Connex. If elected, what would you do to ameliorate this noise?**

I've discussed the M2 road noise with the Trust, and I understand the residents' concerns.

I wrote to previous Transport Minister Andrew Constance, asking him to commit to a noise study by sending Transport for NSW staff to measure decibel levels on both sides of the M2 in Beecroft and Cheltenham.

At the time, the response I received from Minister Constance was that the Hills Motorway Limited had conducted noise modelling for traffic speeds of 100 km/h on the main carriageway to assess the impact of the Hills M2 upgrade in 2012-14. As a result, new noise walls were installed on the southern side of the motorway at Beecroft Reserve, the northern and southern side of the motorway near Cheltenham Oval and the northern side of the motorway near Lyne Road Reserve, while sixteen houses also received acoustic treatment.

At the time, I understand that noise monitoring after the upgrade found that the noise levels are within the acceptable range and the existing noise mitigation measures are performing as intended. As such, Transport for NSW were reluctant to conduct a new noise study at these locations.

I appreciate the Trust has done excellent work surveying residents. I believe that conditions may have changed sufficiently in the nearly ten years since to warrant further measures to be taken to mitigate against excessive road noise.

I still believe that a noise study is the best way to proceed, as this data is necessary in order to clearly establish the scale of the issue and seek solutions.

Improving the residential comfort of my constituents in Beecroft and Cheltenham is critical and will be one of the first things I'll be working on if a Liberal Nationals Government is re-elected.

**The Beecroft Cheltenham Civic Trust has written to the current government highlighting difficulties and inherent conflicts built into the current system of private certifiers. If elected, what would you do to address these concerns?**

I'm open to seeing if there are areas we can improve, but it's important to note that there are already safeguards in place here. Private certifiers are regulated by Fair Trading NSW, and are only allowed to issue a development certificate if all legislative requirements are met.

As your local Member, I have consistently supported local heritage, and I have been equally consistent in opposing developments that are out of step with the style and ethos of the local area – especially high-rise residential developments.

In my experience, a lot of the concerns about private certifiers relate to Complying Developments. Complying Developments exist to provide a faster and more straightforward route in situations where the works are considered to be more minor enough not to need to go through the DA process, but more substantial than an Exempt Development. .

Complying Developments must comply with Hornsby Shire Council's Local Environmental Plan (LEP), as well as the State Environmental Planning Policy (SEPP).

Local councils have full enforcement powers to ensure that all Complying Developments abide by the regulations set out in the LEP and SEPP and private certifiers have an obligation to lodge the development plans and other relevant documents with Council.

This layered approach ensures our local heritage is protected.

**The State Government funded a cycle track through Beecroft and Cheltenham. This track is not connected to any track on either the north or the south, with the result that it is not connected into Sydney's regional cycle network. If elected, what would you do to address this problem?**

The cycle path from Beecroft Community Centre to Cheltenham Railway Station was originally envisioned as the middle section of a track from Pennant Hills to Epping. In 2017, the NSW Government allocated \$5 million to Hornsby Shire Council to deliver this project.

Completion of the remaining two sections would obviously provide an opportunity to solve this problem by connecting it to Sydney's wider cycle network at both ends. However, I understand that Hornsby Shire Council have made the determination that they do not have sufficient funds to proceed with the rest of the route.

I've heard from residents: both those who want Hornsby Council to proceed with the rest of the path and those who want funds to be reallocated elsewhere.

If re-elected, I will be more than happy to discuss these matters with Hornsby Council again and encourage them to commit funds for the full cycle pathway.

**If elected, will you commit to the State government funding much-needed public green space in Epping to replace the loss of the former Epping bowling club.**

I'll always be open to opportunities to increase the amount of green space we have for the local community, not just in the Epping suburb but in every part of our electorate.

A huge part of what makes this such a great area to live, work and raise a family is that we have all the advantages of being connected to the great CBD of Sydney, but at the same time we're not truly an urban area. I want kids to be able to grow up playing outdoor sports, for families to be able to spend a Saturday in their local park, and for seniors to be able to easily access our beautiful natural environment.

That is something I cherish, and I will always fight for.

I'll always be open to opportunities to increase green space – we just have to do it in the right way.

**We are seeing increasing traffic problems, and we need a thoughtful approach to the increased traffic along the M2 and Epping Rd railway bridge. Trains and metros are not the answer for all commuters. If elected, what will you do?**

As the area grows, we have to ensure that we keep providing the necessary local infrastructure.

Public Transport plays a key role here. Every person who can catch the Metro, or a train, or ride a bike to work means one less car on the road. I'm proud that in the past four years the Liberal

Government has delivered the NorthWest Metro – with stations at Epping and Cherrybrook – and a crucial upgrade at Beecroft Station.

At the same time, we need a world-class road network too. That's why I am committed to widening Epping Bridge. It's a massive undertaking, but it has to be done to release that bottleneck through Epping. I secured joint federal funding for this project – \$220m to directly benefit the people of this electorate. We've already secured those funds in the NSW 2022 Budget, and just a few weeks ago the project went out for tender.

Labor talks about infrastructure, but they don't deliver. 16 years of a Labor government and they built next to nothing. It's the Liberals who've delivered NorthConnex, WestConnex, road upgrades and new roads across the state – and we'll deliver Epping Bridge too.

**We are seeing severe loss of tree canopy throughout Epping and Beecroft/Cheltenham. The State Government issued a legislative direction that local councils must implement a Local Strategic Planning Statement with associated strategies aimed to make our communities more sustainable and more liveable. The intent of the LSPS is to preserve tree canopy in Parramatta and Hornsby Councils but current development policies are still allowing wholesale removal of trees. If elected, what will you do to ensure NSW tree canopy targets are met? Noting in particular the future predictions of severe heating impacts in Sydney and elsewhere.**

I love the fact that we have so many trees in our electorate, it's one of the things that sets Epping apart from other electorates as close to the CBD as we are. I know that this is an area Mayor Ruddock is truly passionate about as well.

I'm told that we've planted 33,817 trees across Hornsby Shire Council area over the past four years – a huge achievement. And to make sure we're doing everything we can to maintain our canopy, wherever an existing tree has to be removed, a replacement planting will occur.

As you say, the NSW Government has taken the step of issuing this legislative direction, in order to ensure that councils across the state take real action to make all our communities more sustainable and more liveable.

I strongly believe we have both a moral duty and a practical obligation to look after the environment that sustains us.

In September 2021, NSW was one of the first governments in the world to commit to net zero emissions by 2050. Under my leadership, we are now on track to reduce our emissions by 50% by 2030 and 70% by 2035, while growing the economy and putting downward pressure on electricity prices.