



Ms Monica Tudehope MP
Member for Epping

Dear Monica,

Thank you for meeting with the Beecroft Cheltenham Civic Trust on Friday 23rd May 2025 and sharing the undated correspondence you received on the issue of noise pollution associated with the M2 from the Parliamentary Secretary for Planning and Public Spaces Mr Stephen Bali MP, on behalf of the Hon Paul Scully MP Minister for Planning and Public Spaces.

As the Trust discussed with you last week the correspondence provided more questions than answers. Based on the unsatisfactory past responses the Trust believe it would be more beneficial if you respond to the appropriate minister on behalf of the Trust and our affected residents.

The correspondence refers to "... an operational performance review of the M2 Upgrade in 2020." The Trust is unaware of that review and of any report that may have resulted. Consequently the Trust is unable to accept the Minister's assertion that ".... noise is being correctly managed in line with the noise management sub-plan" particularly as this assertion is clearly inconsistent with the daily experience of residents living in proximity to the M2. To help resolve this inconsistency and progress this issue the Trust request copies of whatever documents resulted from the review.

In addition we have no knowledge of a "noise management sub-plan" and request whatever documents detail this plan. A full understanding of the results of the review in light of the sub-plan is obviously a prerequisite for any discussions with RMS or Transurban.

However, the Trust believes operational factors do not account for all of the noise problems experienced by residents. The M2 Upgrade Project Deed, Volume 1, Environmental Assessment, May 2010, states that "for the M2 Upgrade project, preference would be given to the use of noise walls to mitigate noise levels." This raises the question of the actual effectiveness of the noise walls installed during the upgrade and of any subsequent modifications.

The Project Approval for the M2 Upgrade requires that (at 3.2) , *"No later than one year after construction completion and commencement of operation of the project, or as otherwise agreed by the Director General, the Proponent shall undertake operational noise monitoring to compare actual noise performance of the project against noise performance predicted in the review of noise mitigation measures required by condition 2.26 and prepare an Operational Noise Report."*

Assuming that the Operational Noise Report was prepared as required, the Trust request the Report at the Minister's earliest convenience so that the Trust can assess the actual performance of the noise mitigation measures at that time.

Note though, we are now a decade on from the time the operational noise monitoring was presumably performed. Consequently finally resolving the M2 noise problem may well require contemporary operational noise monitoring to provide the data required for designing further noise mitigation procedures and infrastructure.

The suggestion that Transurban may be willing to offer additional noise monitoring is noted but based on feedback from residents dealing with Transurban in the past, the Trust believes it may be more appropriate to deal with the relevant government agency.

Finally, regarding speeding vehicles late at night we agreed that you would approach the Police Department and request some sort of control on the M2 west of the Epping tunnel.

Thank you for your assistance to date. With your continued support the residents of Beecroft and Cheltenham look forward to achieving a satisfactory outcome to this significant problem. The Trust has no objection if you wish to use this reply in your correspondence.

Yours faithfully,

Ross Walker OAM

President

Beecroft Cheltenham Civic Trust

27 May 2025