

ATTACHMENT C - RECOMMENDED CONDITIONS OF APPROVAL

Moorebank Precinct West (MPE) Stage 2 (SSD 7628)

Agency	New condition or amendment to proposed condition	Environmental Aspect	Issue Raised	Justification	Proposed amendment to condition ¹
Recommended conditions from agencies, post-response to submissions preparation					
TfNSW	Amendment to proposed condition	Traffic	<p>i) The construction of new or modification to existing traffic lights along Moorebank Avenue will require consent from Roads and Maritime under Section 87 of the <i>Roads Act, 1993</i>. Proposed traffic control light and/or modifications shall be designed to meet Roads and Maritime requirements prior to the commencement of construction works.</p> <p>The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner. The submitted designs shall be in accordance with Austroads Guide to Road Design in association with relevant Roads and Maritime supplements (available on www.rms.nsw.gov.au). The certified copies of the signal/civil design plans shall be submitted to Roads and Maritime for consideration and approval prior to the release of a Construction Certificate by the Principal Certifying Authority and commencement of road works.</p>	N/A	<p>i. The construction of new or modification to existing traffic lights along Moorebank Avenue will require consent from Roads and Maritime under Section 87 of the Roads Act, 1993. Proposed traffic control light and/or modifications shall be designed to meet Roads and Maritime requirements prior to the commencement of construction works.</p> <p>The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner. The submitted designs shall be in accordance with Austroads Guide to Road Design in association with relevant Roads and Maritime supplements (available on www.rms.nsw.gov.au). The certified copies of the civil design plans shall be submitted to Roads and Maritime for consideration and approval prior to <u>the release of the Construction</u></p>

¹ Proposed additions to recommended condition of approval are denoted as bold and underlined text
Proposed deletions to recommended condition of approval are denoted as bold underlined and struck through text

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			<p>Roads and Maritime fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.</p> <p>The proponent will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the WAD will need to be executed prior to Roads and Maritime assessment of the detailed signal/civil design plans.</p>		<p><u>Certificate by the Principal Certifying Authority and the commencement of road works <i>for the Moorebank Avenue Upgrade</i>.</u></p> <p>Roads and Maritime fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.</p>
TfNSW	Amendment to proposed condition	Traffic	<p>ii) The proponent may be required to dedicate land or provide an easement for the maintenance of the traffic control lights. Further details will be included in the WAD process.</p>	<p>The specific location for permanent traffic signals for the Moorebank Avenue upgrade and associated intersection has yet to be determined. Should these signals be located on land included within the Moorebank Precinct, SIMTA would facilitate for suitable access arrangements to be provided to Roads and Maritime Services for maintenance. These access arrangements would be discussed as part of the WAD process however neither a dedication of land or easements are considered necessary and inconsistent with the current arrangement for access to existing signalling within the Moorebank Precinct (on Moorebank Avenue, south of Anzac Road).</p> <p>SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.</p>	Condition not to be included in final conditions of approval
TfNSW	Amendment to proposed condition	Traffic	<p>iii) The proposed road upgrade, road raising and widening works by the proponent along Moorebank Avenue shall</p>	<p>The Moorebank Avenue upgrade works are only one aspect of the MPE Stage 2 Proposal, with other works to be</p>	<p>The proposed road upgrade, road raising and widening works by the proponent <i>for the Moorebank Avenue upgrade and</i></p>

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			<p>be designed to meet Roads and Maritime requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to Roads and Maritime for consideration and approval prior to the release of the Construction Certificate by the Principal Certifying Authority and commencement of road works.</p>	<p>undertaken on the Proposal site that do not specifically relate to this upgrade. As indicated within the traffic impact assessment (Section 3.6, Appendix K of the MPE Stage 2 EIS) access to the Proposal site during construction would be initially (Works period A and B) from the existing Moorebank Avenue (existing MPE warehousing entrance). The Moorebank Avenue diversion road (Works periods C-E) and Moorebank Avenue upgrade (Works periods F and G) would be utilised in later stages of construction.</p> <p>In particular, access to the Proposal site, during the initial stages of construction, would be via the existing MPE warehouse entrance which would not result in unreasonable traffic impacts on the surrounding road network. As a result, it is considered suitable that this intersection could function for the construction of the Proposal prior to the Moorebank Avenue upgrade design being approved by Roads and Maritime. As a result, it is not considered appropriate that the release of the Construction Certificate, which is broadly applicable to all of the Proposal, be linked to the Moorebank Avenue upgrade, when an initial entrance could be utilised for construction access</p>	<p><u>associated intersections along Moorebank Avenue</u> shall be designed to meet Roads and Maritime requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to Roads and Maritime for consideration and approval prior to <u>the release of the Construction Certificate by the Principal Certifying Authority and</u> commencement of road works <u>for the Moorebank Avenue upgrade and associated intersections.</u></p>
TfNSW	New condition	Traffic	<p>iv) The works associated with traffic lights and road upgrade works are to be designed and delivered at no cost to TfNSW or Roads and Maritime Services.</p>	<p>The apportionment of costs associated with traffic lights and road upgrades for the MPE Stage 2 Proposal (SSD 7628) is subject to agreement between TfNSW, Roads and Maritime Services and SIMTA. This apportionment is to be confirmed</p>	<p>Condition not to be included in final conditions of approval</p>

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				<p>prior to approval of the MPE Stage 2 Proposal.</p> <p>Given the status of these discussions, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.</p>	
TfNSW	New condition	Traffic	<p>v) The Applicant is to ensure that the construction and operation of the proposed development will not prevent the existing use of Moorebank Avenue as a public road to a standard commensurate to its current use prior to the development. A staging plan should be submitted for review and approval to Roads and Maritime Services and TfNSW prior to construction works commencing, to ensure adequate capacity including a requirement to maintain two lanes open to traffic along Moorebank Avenue at all times.</p>	<p>The MPE Stage 2 Proposal includes an upgrade to Moorebank Avenue and provides mitigation measures to ensure the following:</p> <ul style="list-style-type: none"> Staging Report would be submitted to the Secretary (should this package be delivered separately) as indicated in the Final Compilation of Mitigation Measures (FCMM) No. 0D in the MPE Stage 2 RtS Management of traffic along Moorebank Avenue would be in accordance with an approved Construction Traffic Management Plan – FCMM No. 1A in the MPE Stage 2 RtS). <p>These mitigation measures, are considered suitable to ensure that the MPE Stage 2 Proposal would not prevent the existing use of Moorebank Avenue as a public road to a standard commensurate to its use prior to the development.</p> <p>Further, Indicative Preliminary Road Upgrade Staging Plans have been prepared and include at Attachment C(iii) of this letter. Further details relating to the staging of construction would be included in a subsequent staging plan (provided to</p>	Condition not to be included in final conditions of approval

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				<p>the Secretary) or within the CTMP for the MPE Stage 2 Proposal.</p> <p>In consideration of the above, the following amendments (with additions bold and underlined and deletions bold underlined and struck through) should be made to the Recommended condition of approval:</p> <p>On the basis of this recommended condition being unnecessary in the context of the mitigation measures which would ensure that we maintain Moorebank Avenue as a publicly accessible private road, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.</p>	
TfNSW	New condition	Traffic	<p>vi) Prior to the issue of any Construction Certificate, the proponent is required to undertake a Road Safety Audit for the proposed construction vehicle assess on Moorebank Avenue by an independent TfNSW accredited road safety auditor in accordance with the relevant Austroads guidelines to identify the safety issues for the proposed construction vehicle access. The proponent shall recommend corrective actions for the identified safety issues and propose appropriate traffic management measures (i.e. temporary traffic signals and other traffic management measures) in consultation and approval from the relevant Council, TfNSW and Roads and Maritime.</p> <p>The Road Safety Audit report should be submitted to the relevant Council and</p>	<p>The Proposal includes one construction access point from Moorebank Avenue, which will become an operational site access for the Proposal. The operational access will undergo a Road Safety Audit as part of the design approval process.</p> <p>In addition to this, a Road Safety Audit for Moorebank Avenue / Cambridge Avenue has previously been undertaken for the MPE Stage 1 Project (SSD 14-6766) with part of the recommendations of this audit implemented. As a result, the undertaking of additional road safety audits along the whole length of Moorebank Avenue is not considered relevant for the construction of the MPE Stage 2 Proposal.</p>	<p>i. Prior to <u>the opening of the construction access at the Moorebank Avenue/ MPE Stage 2 site access intersection, issue of any Construction Certificate</u>, the proponent is required to undertake a Road Safety Audit for the proposed construction vehicle assess at this location by an independent TfNSW accredited road safety auditor in accordance with the relevant Austroads guidelines to identify the safety issues for the proposed <u>new</u> construction vehicle access. The proponent shall recommend corrective actions for the identified safety issues and propose appropriate traffic management measures (i.e. temporary traffic</p>

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			Roads and Maritime for review and comment.	SIMTA therefore does not agree with the inclusion of this amended condition, and proposes the extent of the road safety audit be reduced to include only the new intersection works as proposed	signals and other traffic management measures) in consultation and approval from the relevant Council, TfNSW and Roads and Maritime. The Road Safety Audit report should be submitted to the relevant Council and Roads and Maritime for review and comment
TfNSW	New condition	Traffic	<p>vii) A Construction Traffic and Access Management Plan detailing staging of works, construction vehicle routes, construction traffic generation, construction traffic impacts, impacts to pedestrians / cyclists, local property access, hours of operation, parking for workers, access arrangements, cumulative construction impacts, mitigation measures and traffic control should be developed in consultation with the relevant Council, TfNSW and Roads and Maritime Services.</p> <p>The Construction Traffic and Access Management Plan should be submitted to the relevant Council, TfNSW and Roads and Maritime for approval prior to the commencement of construction works.</p>	<p>A Construction Traffic Management Plan is to be prepared for the MPE Stage 2 Proposal (refer to FCMM No. 1A in the MPE Stage 2 RtS). Notwithstanding this, SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 (SSD 7628) approval instrument.</p> <p>Standard practice is for construction documentation to be approved by the Secretary rather than government agencies. The recommended condition of approval, already identifies consultation ensuring that Council, TfNSW and Roads and Maritime would have an opportunity to comment on the Construction Traffic and Access Management Plan and therefore approval is considered unnecessary.</p> <p>In summary, this recommended condition of approval is considered inconsistent with standard practice and consultation (with Council, TfNSW and Roads and Maritime) is provided in the initial part of the recommended condition of approval. On this basis, SIMTA therefore does not agree with the inclusion of this amended</p>	Condition not to be included in final conditions of approval

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				condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.	
TfNSW	New condition	Traffic	<p>viii) The proponent is to generate and provide a report each six months (in a format agreed with TfNSW and Roads and Maritime) that advises:</p> <ul style="list-style-type: none"> • The number of actual and standard twenty foot equivalent shipping containers despatched and received during the period; • The number of days in the period that the truck gate was open for despatching trucks 24 hours a day, 7 days a week. Detail any exceptions and advise actual hours of operation; • A record of every vehicle entry by class, date and time; • The number of light vehicles turning right into the driveway/s and the number of light vehicles turning left from the driveway/s for a representative day; and • The despatch location or origin address. 	<p>Operational traffic monitoring is to be undertaken for the MPE Stage 2 Proposal as part of FCMMs (refer to FCMM 1D, Section 8 of the MPE Stage 2 RtS). This monitoring is to be identified within the Operational Environmental Management Plan (OEMP) for the MPE Stage 2 Proposal. The specific monitoring to be undertaken would be determined prior to the operation of the MPE Stage 2 Proposal.</p> <p>In addition to the above, the MPE Stage 2 Proposal includes an upgrade of Moorebank Avenue to accommodate traffic from the Moorebank Precinct and background traffic until 2029. This upgrade is considered suitable to mitigate the potential traffic congestion impacts of the MPE Stage 2 Proposal.</p> <p>The objective of the monitoring proposed in the recommended condition of approval is unclear and the level of monitoring requested is not considered commensurate with the level of impact identified for the MPE Stage 2 Proposal. The monitoring requested, in particular vehicle class, date and time and also dispatch location or origin address has the potential to impact on the competitive nature of SIMTA's operations and also, if provided publicly, the security of the MPE Stage 2 Proposal's facilities.</p>	Condition not to be included in final conditions of approval

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				SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.	
TfNSW	New condition	Traffic	ix) The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	No amendments to this condition are proposed
TfNSW	New condition	Traffic	x) The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS requirements. In this regard, a plan shall be submitted to the consent authority and Roads and Maritime for approval, which shows that the proposed development complies with this requirement.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	No amendments to this condition are proposed
TfNSW	New condition	Traffic	xi) All vehicles are to enter and leave the site in a forward direction.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	No amendments to this condition are proposed
TfNSW	New condition	Traffic	xii) All vehicles are to be wholly contained on site before being required to stop	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	No amendments to this condition are proposed
TfNSW	New condition	Traffic	xiii) A Road Occupancy Licence is to be obtained from the Transport Management Centre for any works that may impact on	SIMTA has no objection to the inclusion of this recommended condition of approval	No amendments to this condition are proposed

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			traffic flows on Moorebank Avenue or the adjoining state road network during construction activities.	within the MPE Stage 2 approval instrument.	
TfNSW	New condition	Traffic	xiv) All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Moorebank Avenue without the express approval of RMS.	<p>The MPE Stage 2 Proposal would involve an upgrade of Moorebank Avenue (refer to Section 6 of the MPE Stage 2 RtS). There is potential for a construction zone to be required on Moorebank Avenue for the safe undertaking of these works. It is noted that as a result of this recommended condition that a construction zone would not be permitted without Roads and Maritime Services however SIMTA wanted to note the potential for this zone.</p> <p>Further, impact assessment of the Moorebank Avenue upgrade has been indicated within the Construction Traffic Impact Assessment (Appendix K of the MPE Stage 2 EIS).</p> <p>SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.</p>	No amendments to this condition are proposed
TfNSW	New condition	Traffic	xv) The developer shall be responsible for all works required by public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.	<p>The apportionment of costs associated with public utility adjustment/relocation works for the MPE Stage 2 Proposal would be subject to separate discussions with utilities providers.</p> <p>In light of the status of these discussions, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.</p>	Condition not to be included in final conditions of approval

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TfNSW	New condition	Traffic	xvi) All works/regulatory signposting associated with the proposed development are to be approved by Roads and Maritime Services.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	No amendments to this condition are proposed
RFS	Proposed condition	Planning	<p>1. The entire development sites be managed as an Inner Protection Area (IPA) as outlined within section 4.1.3 and Appendix 5 of the Planning for Bush Fire Protection 2006 and NSW Rural Fire Service's document <i>Standards for asset protection zones</i>.</p>	<p>A Bushfire Impact Assessment was provided with the MPE Stage 2 EIS (Appendix U). The Bushfire Impact Assessment for the MPE Stage 2 Proposal provided a comprehensive assessment in consideration of the aims and objectives of the <i>Planning for Bushfire Protection 2006</i> (refer to Section 4 of Appendix W of the EIS). The assessment concluded that the MPE Stage 2 Proposal 'satisfactorily addressed' the aims and objectives of the policy.</p> <p>In particular, the assessment identifies that 'the continued maintenance of the existing vegetation on the land to the east and south of the warehouses, within the Proposal site, provides a satisfactory reduction of fuel loads within these defensible spaces' (refer to Section 4.1 of Appendix U of the EIS).</p> <p>In addition to this, the MPE Stage 2 Response to Submissions (RtS, Arcadis, 2017- Section 8) included a number of additional mitigation measures for bushfire management during both construction and operation of the MPE Stage 2 Proposal. These are as follows:</p> <ul style="list-style-type: none"> (No. 13A – construction) A bushfire management strategy, or equivalent, will be prepared as part of the CEMP 	<p>The <u>entire development sites area between the eastern boundary of the Proposal site and the western boundary of the perimeter road and the southern boundary of the Proposal site and the northern boundary internal transfer road</u> be managed <u>as to the standards of an Inner Protection Area (IPA) as outlined within section 4.1.3 and Appendix 5 of</u> the Planning for Bush Fire Protection 2006 and NSW Rural Fire Service's document <i>Standards for asset protection zones</i>.</p>

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				<p>for the Amended Proposal. The strategy will include:</p> <ul style="list-style-type: none"> – Emergency response plans and procedures – Restrictions on activities (namely hot works) that cannot be undertaken on total fire ban days within areas of high Bushfire Hazard Rating, unless otherwise advised by the NSW Rural Fire Service. – All construction site offices and temporary buildings will be located outside buffer areas to ensure minimum setbacks of 10 m. – All construction site offices will be accessible via access roads suitable for firefighting appliances similar to NSW Rural Fire Service category 1 tankers. • (No. 13B – operation) A bushfire management strategy, or equivalent, would be prepared as part of the OEMP for the Amended Proposal. In particular, the strategy would ensure management of landscaped areas within the Stage 2 site would be undertaken to maintain minimum dry fuel loads. <p>It is noted that Section 4.1 of the <i>Planning for Bushfire Protection 2006</i> refers only to ‘planning controls for residential and rural subdivision’, both of which are not included in the MPE Stage 2 Proposal.</p>	

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				<p>Section 4.3.6 (f) of the <i>Planning for Bushfire Protection 2006</i> applies to buildings which are classed 5-8 under the BCA, which includes the building proposed within the MPE Stage 2 Proposal.</p> <p>In summary, the MPE Stage 2 Proposal satisfactorily addresses the aims and objectives of the <i>Planning for Bushfire Protection 2006</i> and includes a number of mitigation measure for bushfire management.</p>	
RFS	Proposed condition	Planning	2. Public road access shall comply with section 4.1.3 (1) of <i>Planning for Bush Fire Protection 2006</i> except for the requirement for through access.	<p>A Bushfire Impact Assessment was provided with the MPE Stage 2 EIS (Appendix U). The Bushfire Impact Assessment for the MPE Stage 2 Proposal provided a comprehensive assessment in consideration of the aims and objectives of the <i>Planning for Bushfire Protection 2006</i> (refer to Section 4 of Appendix U of the EIS). The assessment concluded that the MPE Stage 2 Proposal 'satisfactorily addressed' the aims and objectives of the policy.</p> <p>It is noted that Section 4.1 of the <i>Planning for Bushfire Protection 2006</i> refers only to 'planning controls for residential and rural subdivision', both of which are not included in the MPW Stage 2 Proposal. Section 4.3.6 (f) of the <i>Planning for Bushfire Protection 2006</i> applies to buildings which are classed 5-8 under the BCA, which includes the building proposed within the MPW Stage 2 Proposal.</p>	Public road access shall comply with <u>the aims and objectives section 4.1.3 (1)</u> of <i>Planning for Bush Fire Protection 2006</i> except for the requirement for through access.

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RFS	Proposed condition	Planning	3. The provision of water, electricity and gas shall comply with section 4.1.3 of <i>Planning for Bush Fire Protection 2006</i>	<p>A Bushfire Impact Assessment was provided with the MPE Stage 2 EIS (Appendix U). The Bushfire Impact Assessment for the MPE Stage 2 Proposal provided a comprehensive assessment in consideration of the aims and objectives of the <i>Planning for Bushfire Protection 2006</i> (refer to Section 4 of Appendix U of the EIS). The assessment concluded that the MPE Stage 2 Proposal 'satisfactorily addressed' the aims and objectives of the policy.</p> <p>Overall, the MPE Stage 2 Proposal has been designed to accommodate heavy vehicle access it would comply with the requirements of the <i>Planning for Bush Fire Protection 2006</i>.</p> <p>SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.</p>	No amendments to this condition are proposed
Recommended conditions from agencies, received during exhibition of the MPE Stage 2 EIS, and responded to in MPE Stage 2 RtS					
LCC	New condition	Greenhouse Gas	Should the proposal be approved then a condition of consent should include a detailed review and specification of alternative low embodied energy construction materials (including but not limited to low embodied energy concrete and recycled steel materials) should occur as part of procurement policies and be considered during detailed design and prior to construction, to ensure embodied	As outlined in Section 18.4.3 of the EIS, consideration will be given to material substitution where reasonable and feasible to reduce embodied energy of construction materials.	Condition not to be included in final conditions of approval

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			energy and resulting GHG emissions are minimised		
NSW Health	New Condition	Noise	<p>There is potential for sleep disturbance from rail pass-by events. As detailed in the Revised Project Report for Noise and Vibration maximum levels at Casula and Glenfield would exceed the sleep disturbance objective for industrial premises. We note there is no separate allowance for wheel squeal. The report correctly indicates that sleep disturbance will depend on the frequency of events and the time of day/night. Appropriate mitigation measures should be considered. Advice should be sought from the Environment Protection Authority about appropriate mitigation but may include, track lubrication, effective maintenance regimes for locomotives and carriages, electrification, and low noise barriers.</p> <p>Consideration should be given to requiring noise monitoring and a Noise Management Plan as a condition of consent.</p>	<p>The Rail link is to be constructed under the MPE Stage 1 Project (SSD 14-6766). The HRA for the MPE Stage 2 Proposal compares predicted noise levels with guideline criteria for health provided by the WHO. The WHO guidelines for community noise are designed to protect against the key health effects of annoyance, sleep disturbance, and cognitive impairment (WHO, 1999). The ratio of the predicted noise level to the guidelines is termed the hazard quotient, with a hazard quotient of less than 1 considered to be an acceptable level of risk.</p> <p>The HRA identifies that for total noise (i.e. including rail noise) for the cumulative Proposal (i.e. including MPE Stage 2, MPE Stage 1 and MPW Stage 2), hazard quotients for annoyance, sleep disturbance and cognitive impairment were less than or equal to one (1) at all residential and educational receivers. This indicates that the operational noise from the cumulative Proposal does not pose an unacceptable risk to the health of these communities. Noise from the cumulative Proposal would result in a predicted hazard quotient of greater than 1 for annoyance and cognitive impairment at the nearest industrial receiver, however, this is considered acceptable given the hazard quotients for existing ambient</p>	Condition not to be included in final conditions of approval

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				<p>noise at this receiver already exceed 1 for these health effects.</p> <p>The operation of the Rail link is subject to the MPE Stage 1 Approval (SSD 14-6766), and MPW Stage 2 Proposal (SSD 16_7709).</p> <p>Mitigation measures 3B, 3C and 3D documented in the MPE Stage 1 RtS address noise from the Rail link, including the potential for wheel squeal. These measures include use of friction modifiers, rail grinding and preparation of a Rail Noise Management Plan (RNMP). As further outlined within measure 3C, background rail noise monitoring will be undertaken during preparation of the RNMP to establish existing levels of rail noise levels in accordance with the RING and prescribe mitigation measures where modelling predicts and /or operational monitoring shows an exceedance attributable to the Proposal that RING prescribes as reasonable and feasible to mitigate.</p> <p>Continuation of existing ambient noise monitoring surveys throughout construction and operation of the MPW Stage 2 Proposal, applicable to the Rail link, is proposed in mitigation measures 2B and 2C respectively of the MPW Stage 2 RtS (refer to Section 8). The noise surveys would quantify any potential noise from the Project and identify any trends/changes in the ambient noise environment during the progressive development, and prescribe appropriate mitigation accordingly.</p>	

