

Online briefing questions and answers

Hi-Quality: Bulla Spoils Processing Facility

2 September 2021

General

How has the facility been allowed, given the requirements of the Sunbury South Precinct Structure Plan? And why is it located adjacent to Emu Creek?

Hi-Quality has been operating a major quarry, landfill and resource recovery facility on this site since 2003. The site's operations include wide buffer zones to ensure minimal impact to neighbouring properties.

The site is one of only a small number of locations in Victoria that can safely handle contaminated soil and has been identified by the State Government as a key site for the treatment and disposal of soil for major infrastructure projects, such as the Metro Tunnel and West Gate Tunnel. It is a Hub of State Significance in the Statewide Waste and Resource Infrastructure Plan 2018 and the Metropolitan Waste and Resource Recovery Implementation Plan 2016.

Our Environmental Management Plan requires regular testing on Emu Creek both upstream and downstream, in accordance with EPA verification and approval, to ensure that no leaching occurs. We will provide these results to the EPA, and it will be their decision on whether they will be reported on.

How long will the project last and will all the visible works be removed to return the entry into Sunbury to its original style?

The facility will be used for the West Gate Tunnel Project for at least 18 to 24 months. Over the long term, the site will be remediated for other uses in line with the South Sunbury Precinct Structure Plan.

Trucks and transport

How many trucks a day are expected to go to Hi-Quality each day?

At the absolute peak, when both tunnel boring machines are working at full capacity, we expect to see approximately 430 trucks per day. However, it will take some time for the project to ramp up with this number of trucks coming to the site, and the highest volume is only expected for a short period. Outside of this period, the number of trucks will be far lower. It's expected there will be approximately 230 trucks per day on average.

While the facility operates 24 hours a day, truck movements are likely to be less frequent during peak periods to reduce impact on traffic.

The West Gate Tunnel Project builder, CPB John Holland Joint Venture, will provide further information on truck movements once contractual arrangements with Hi-Quality are finalised.

Is it true traffic lights are being installed at Hi-Quality gates on Sunbury Road?

To help minimise impacts of truck movements and improve safety, traffic lights will be installed and the planned speed reduction to 80km on Sunbury Road will be introduced. The installation of traffic lights was already planned as part of the Sunbury Road Upgrade to be delivered by Major Road Projects Victoria. Works for the installation of the traffic lights are likely to commence in November. More information on these works will be provided prior to commencement.

The roads are already in poor condition – who is going to fix them after thousands of trucks make them even worse?

As part of our approvals we are required to enter into a road maintenance agreement with the Department of Transport.

We understand how important it is that trucks are as clean as possible when leaving the site. We have put a number of measures in place to achieve this, including truck cleaning, installing wheel-washes and sealing roads within the site.

While we make every effort to ensure trucks are clean before they leave the site, when turning left onto Sunbury Road there is a cut-off, a dirt section of the road, that trucks drive through taking dirt out onto the road. This issue should be fixed when this area of the road is sealed as part of the works to install traffic lights and upgrade the road at the site entrance.

Will the police / dept of transport be monitoring truck movements?

All trucks would also be fully assessed for roadworthiness and compliance with noise and emission limits, GPS tracked to ensure truck routes are adhered to and all drivers would undergo inductions specific to haulage.

The trucks that take excavated spoil from the West Gate Tunnel Project worksites will travel via approved truck routes to get to the disposal site. Hi-Quality are required to provide a Traffic Management Plan as part of their Planning Scheme Amendment for approval to identify the best traffic route to their facility.

A detailed traffic assessment and a road safety audit will be carried out to ensure the most suitable routes are used and traffic impacts are appropriately managed. We will work with the local community to ensure they are informed about impact and, where possible, implement any mitigated measures.

The West Gate Tunnel Project builder, CPB John Holland Joint Venture, will provide further information on truck movements once contractual arrangements with Hi-Quality are finalised.

What traffic management is going to put in place to allow acceptable commute times during peaks for residents?

Truck movements will be assessed against peak periods and are likely to be less frequent during commute times to reduce impact on traffic.

The trucks that take excavated spoil from the West Gate Tunnel Project worksites will travel via approved truck routes to get to the disposal site. Hi Quality are required to provide a Traffic Management Plan as part of their PSA for approval to identify the best traffic route to their facility.

A detailed traffic assessment and a road safety audit will be carried out to ensure the most suitable routes are used and traffic impacts are appropriately managed. We will work with the local community to ensure they are informed about impact and, where possible, implement any mitigated measures.

What road works are going to occur from Bulla through to Sunbury, who is paying and when are they being done?

Traffic lights will be installed and the planned speed reduction to 80km on Sunbury Road will be introduced as part of the Sunbury Road Upgrade, to be delivered by Major Road Projects Victoria. As part of the Sunbury Road Upgrade Major Road Projects Victoria will also add an extra lane in each direction between Powlett Street and Bulla-Diggers Rest Road, and install traffic lights to replace the roundabouts at Francis Boulevard and Lancefield Road. There will also be new walking and cycling paths and safety barriers installed along the road.

The Sunbury Road Upgrade is part of a broader Suburban Roads Upgrade program, jointly funded by the Australian and Victorian Governments.

Works for the installation of the traffic lights outside Hi-Quality are likely to commence in November. More information on these works will be provided prior to commencement.

Is Hume Council involved in monitoring traffic to Bulla Sunbury?

Bulla-Sunbury Road is under the care, maintenance and management of the Department of Transport. VicRoads carries out regular traffic monitoring

The spotlights on the site make driving on Bulla Sunbury Road dangerous at night – can this be fixed?

All construction works for the facility are taking place between 6am and 6pm to limit impacts on Sunbury Road, surrounding properties and the environment. While the site is lit at night for safety and to enable our normal operations, our lighting plan is designed to avoid any unnecessary lighting. We will continue to review on-site lighting to ensure any impacts are minimal.

If you continue experiencing issues, please don't hesitate to send us an email at getintouch@hiqualitysunbury.com.au or give us a call on 03 9021 0678.

What is the estimated volume on each truck?

The trucks that transport tunnel spoil and debris away from West Gate Tunnel Project worksites will meet all EPA requirements to protect the community and environment. Trucks will be loaded inside a purpose-built enclosed shed to reduce noise and contain spoil, then before they leave the site they are washed, weighed, covered, and GPS monitored by the haulage contractor.

All trucks would be:

- Fully covered and sealed so there is no soil dropping onto the road
- Travelling via approved truck routes to get to and from the site
- GPS tracked to ensure truck routes are adhered to
- Assessed for roadworthiness and compliance with noise and emission levels

With the required protections in place, the low levels of PFAS we're expecting to find during tunnelling aren't harmful to the public during soil removal, relocation or disposal.

The West Gate Tunnel Project builder, CPB John Holland Joint Venture, will provide further information on truck movements once contractual arrangements with Hi-Quality are finalised.

What is the process of road clearing? Because it is not working at the moment.

We understand how important it is that trucks are as clean as possible when leaving the site. We have put a number of measures in place to achieve this, including truck cleaning, installing wheel-washes and sealing roads within the site.

The builders of the facility also have dust mitigation measures in place to reduce impacts on Sunbury Road and surrounding properties, including regular watering of exposed areas, stockpile protection to minimise emissions, and air quality monitoring. The site's construction teams pay close attention to dust and will increase the use of water trucks to minimise impacts during windy days.

When truck movements start for the project, we will be cleaning using road sweepers and a water truck with jets to spray the road directing the mud to the side, which is then followed by the road sweeper and a road support vehicle that escorts the water truck and sweeper. The support vehicle will ensure the safety of road users while cleaning is taking place.

If you have a concern or would like to report an incident, please contact us on (03) 9307 1000.

If Bulla bridge was closed due to structural problems, what would be the alternate route to Hi-Quality?

Alternative routes have been identified in the event that parts of the road network are closed or subject to significant delays, for example due to roadworks or a collision. We will provide further information on these routes in the coming months.

Hi-Quality does not keep Sunbury road clean at the moment, what are they going to do to stop our cars being covered in mud and dirt...?

See previous answer.

Am I correct that the duplication of Sunbury Rd will not be done in time for when the trucks start arriving at the Bulla Spoils Facility? Would the Vic Govt be silly enough to have the 800+ trucks a day travelling along Sunbury rd as well as doing Road works to duplicate the road!!!

Major Road Projects Victoria (MRPV) anticipates that the proposal would have minimal impact on the Sunbury Road Upgrade, where early works are due to commence by the end of the year.

MRPV will work closely with the West Gate Tunnel Project to ensure the Sunbury Road Upgrade continues as scheduled.

The trucks that take excavated spoil from the West Gate Tunnel Project worksites will travel via approved truck routes to get to the disposal site. Hi Quality are required to provide a Traffic Management Plan as part of their Planning Scheme Amendment for approval to identify the best traffic route to their facility.

A detailed traffic assessment and a road safety audit will be carried out to ensure the most suitable routes are used and traffic impacts are appropriately managed. We will work with the local community to ensure they are informed about impact and, where possible, implement any mitigated measures.

The West Gate Tunnel Project builder, CPB John Holland Joint Venture, will provide further information on truck movements once contractual arrangements with Hi-Quality are finalised.

Transparency and engagement

Will records be kept detailing where the exact location on-site of each load including dates and volumes? How long will these be kept and will they be publicly available?

Our process for the management of the material from the tunnel boring machines (the spoil), involves detailed record keeping, including movement of all trucks in and out of our facility, the date, location (specific containment bay) and volume of each truck load. All records will be kept and provided to the EPA at its request.

When it comes to testing of the spoil and reporting of the results, this will be the responsibility of the West Gate Tunnel Project builders, CPB John Holland Joint Venture (JV), who will be obligated to comply with the requirements set by EPA Victoria.

The testing regime required is very extensive and will continue beyond the life of the approved facility. As testing reveals more information about actual pollution levels and risks, it can be adjusted with agreement from EPA. The testing regime is set out in the Environmental Management Plan and is a legal requirement

What is behind the name change for Hi-Quality to the Bulla Spoil Processing Facility?

The purpose-built facility for the West Gate Tunnel Project has been named the Bulla Spoil Processing Facility in line with the planning approval process for the project. The facility is being purpose built for the project and is separate to Hi-Quality's existing operations on the site. As the landowner, Hi-Quality Group executives will continue to play a major role in the Bulla Spoil Processing Facility.

Why aren't VicRoads and Transurban attending the meeting? – they are key to the impact on Bulla/Sunbury

Neither VicRoads or the EPA were invited to attend the meeting. Transurban was present at the briefing and presented an overview of the West Gate Tunnel Project and provided answers to questions, particularly related to the construction of the facility and PFAS expected in the tunnel boring machines. While this session focused on the project, PFAS levels and the facility, we have plans to conduct further briefings involving other project parties in the coming months.

How are you going to keep Sunbury informed of what's going on? – not everyone has email

A newsletter was recently distributed to all households in Sunbury and Bulla providing an update on the project. We will continue to provide updates online through the project website and (www.hiqualityecohub.com.au) and our online engagement hub (www.hiqualitysunbury.com.au), We also have a phone line (03 9021 0678) and encourage anyone with questions or concerns to get in touch.

Hotline for Hi Quality? Will there be one set up for residents to contact with complaints, concerns, incidents or issues?

We have had a dedicated phone line (03 9021 0678) and encourage anyone with questions or concerns to contact us. Please note that this is a message service, so please do leave a message and we will get back to you within one business day.

Why is it that the Hi-Quality Bulla Spoil Processing facility has been located in an area which ignores the guidelines regarding the need for buffers from page 25 of the Sunbury South Precinct Plan of June 2018?

The Sunbury EcoHub and the Bulla Spoil Processing Facility have been developed in line with the Sunbury South Precinct Plan as part of the long term plans for the development of Sunbury.

The Bulla Spoil Processing Facility operates within the buffers from Hi-Quality's existing operations (500m), including the landfilling operations and Veolia facility (1.3km).

Hi-Quality is not "remote...well away" from residential communities. A number of issues including increased noise, traffic and dust have been observed. Why do hi-Quality persist in misinforming our community?

Hi-Quality has operated safely and without significant impact to surrounding communities since 2003. Most of our operations are within the valley on the site, out of view and impact to the nearby communities. The holding bays for the Bulla Spoil Processing Facility will be constructed on the land along Sunbury Road, and as a result the community has noticed an increase in activity during construction.

We are undertaking a range of activities to mitigate impacts, including dust suppression, stockpile protection, and avoiding work during adverse weather conditions. We are also building a bund (barrier) wall along Sunbury Road to reduce potential noise and visibility impacts on nearby properties.

Will you release to the public WEEKLY all EPA tests results (or any other subcontractors being used for such testing) for the whole area?

The testing regime required is very extensive and will continue beyond the life of the approved facility. As testing reveals more information about actual pollution levels and risks, it can be adjusted with agreement from EPA. The testing regime is set out in the Environmental Management Plan and is a legal requirement. At this stage the testing results are not required to be made public under the approved EMP.

If contaminated soil is dug up, it is safely stored on site in line with EPA requirements before it is transported via covered and sealed trucks to an approved soil disposal location. Depending on the type of contamination found, soil may be covered or kept wet to contain dust until the soil can be transported away from site.

The logistics of the soil sampling and testing is still being finalised by the West Gate Tunnel Project builder CPB John Holland, who will provide further information on PFAS testing once contractual arrangements with Hi-Quality are finalised.

Lance's map of the area shows the Future Bulla Bypass. No route has been decided on as yet by the Vic govt therefore it should not be noted on the map. Unless Lance knows more than we do!!

Planning for the Bulla Bypass is ongoing and will take into consideration the Hi-Quality site in Bulla and its operational requirements, as well as other interfacing projects such as the Sunbury Road Upgrade and the future Outer Metropolitan Ring Road.

Major Roads Projects Victoria (MRPV) has provided an indicative alignment for the bypass. Please go to the MRPV website for further information: <https://roadprojects.vic.gov.au/projects/bulla-bypass>

A detailed traffic assessment and a road safety audit will be carried out to ensure the most suitable routes are used and traffic impacts are appropriately managed. We will work with the local community to ensure they are informed about impact and, where possible, implement any mitigated measures.

The West Gate Tunnel Project builder, CPB John Holland Joint Venture, will provide further information on truck movements once contractual arrangements with Hi-Quality are finalised.

Has this online briefing been arranged so you can tick a box to say you have conducted adequate community consultation?

This briefing was arranged to provide the community with information about the project and the new facility.

Handling of PFAS

Why isn't soil being tested before it comes to Sunbury?

The logistics of the soil sampling and testing is still being finalised by the builder CPB John Holland. The simple answer is there is not enough space at the tunnelling site to hold the amount of soil that's being excavated by the tunnel boring machines every day. They are working 24/7 and they are excavating a huge amount of soil. So, the soil will be held temporarily in a closed shed at the site but it will then be transported to Hi-Quality, where it will be held in purpose-built holding bays until the testing results are received. It will then be processed accordingly.

The tunnelling site shed is 90 metres wide and 180 metres long, and houses two 9000m³ capacity spoil bins. This shed is designed to contain noise and dust associated with the spoil handling process and will hold approximately two to three days of soil when both tunnel boring machines are operating.

The West Gate Tunnel Project builder, CPB John Holland Joint Venture, will provide further information on soil testing once contractual arrangements with Hi-Quality are finalised.

What happens if the PFAS levels are higher than anticipated?

Based on tests done to date, the levels of PFAS in the material from the tunnel boring machines are extremely low. However, if PFAS levels are higher than anticipated, Hi-Quality Group's solution is equipped to handle higher levels of PFAS than anticipated. If it is not safe for storage onsite, which we believe is unlikely, it will be safely transported to another facility licensed to accept it.

What actually happens to the contaminated soil or the PFAS doesn't stay on site or what happens once it's gone through the treatment process.

Based on tests done to date, the levels of PFAS in the material from the tunnel boring machines are extremely low. However, if PFAS levels are higher than anticipated, Hi-Quality Group's solution is equipped to handle higher levels of PFAS than anticipated. If it is not safe for storage onsite, which we believe is unlikely, it will be safely transported to another facility licensed to accept it.

If you would like to know more about the anticipated levels of PFAS for the project, please visit the West Gate Tunnel Project's website using the link below, where you can find more information about the projected levels of PFAS compared to national health and safety guidelines and an explanation from Dr Jackie Wright from environmental assessment services provider, EnRisks:

<https://westgatetunnelproject.vic.gov.au/construction/soil-management/expected-pfas-levels>

What happens to the PFAS, does it stay on-site?

See above.

Will the spoil stay after it's treated or be taken elsewhere as landfill? How long will the contaminated soil be stored at Hi-Quality?

Based on tests done to date, the levels of PFAS in the material from the tunnel boring machines are extremely low. The spoil coming from the tunnel will be very wet and the PFAS is contained in the water, rather than the spoil itself. Our proposed solution involves the safe storage of the wet spoil in specially designed containment bays from which the water will be extracted and put through a purpose-built water treatment plant to remove all the PFAS. These bays will also capture any surface water run-off, preventing it from entering waterways and ensuring it is processed through the water treatment plant.

The concentrated PFAS will be taken off site to a specialist facility that is licensed to safely dispose of PFAS. Based on the expected low levels of PFAS in the spoil, we anticipate the amount of PFAS taken off site to be low.

If the soil needs to be held in a shed once extracted before transportation, are the holding cells at Bulla Spoils Processing Facility covered by a shed too?

The holding bays at the Bulla Spoil Processing Facility will not be covered by a shed, however they will have high walls and robust lining underneath. As the material will be the consistency of sludge when it arrives on site, the likelihood of material being picked up by wind is extremely low.

You said dispose of PFAS, I am under the impression that it cannot be destroyed or disposed of...?

The concentrated PFAS extracted from the material through the treatment process will be taken off site to a specialist facility that is licensed to safely dispose of PFAS.

Environmental impact

Regarding local waterways, what testing is going to be undertaken and how will the results be reported?

Even before the West Gate Tunnel Project was announced we had obligations to test the local waterways site, so we have groundwater and monitoring programs already in place and will be continued throughout the project.

Our Environmental Management Plan requires regular testing on Emu Creek both upstream and downstream, in accordance with EPA verification and approval, to ensure that no leaching occurs. We will provide these results to the EPA, and it will be their decision on whether they will be reported on.

What testing of local water (Jackson's creek and other waterways) is going to be undertaken and will it be reported on?

See above.

Have base levels of PFAS and contaminants been determined for the waterways before the project starts to monitor against?

As part of the Sunbury Eco-Hub's regular operations, we undertake regular monitoring of groundwater, stormwater, leachate and air quality. Groundwater monitoring is completed biannually. To date no monitoring has detected evidence of leachate impact on Emu Creek.

What environmental impact studies have been conducted at the site? By whom? Over what time frame and what times of day? If studies have been conducted, is the document publicly available?

Hi-Quality was required to submit robust environmental studies as part of the Environmental Management Plan, approved by the EPA Victoria. You can read the plan on the EPA's website here:

<https://www.epa.vic.gov.au/.../west-gate-tunnel-project-emps>

Is there an environmental management/wildlife plan in place and is it available to view on public record?

See above.

I am really concerned that there is so much activity at night on this site. This must disturb nocturnal animals. How is the site being made safe for the Kangaroos?

- Can you share the map for the corridor for the kangaroos to manoeuvre safely?
- I would like to know if the environmental management plan is available to the public. Can I have a copy?

All construction works for the facility are taking place between 6am and 6pm to limit impacts on Sunbury Road, surrounding properties and the environment. While the site is lit at night for safety and to enable our normal operations, our lighting plan is designed to avoid any unnecessary lighting. We will continue to review on-site lighting to ensure any impacts are minimal.

More generally, construction of the facility has been planned to have minimal impact on wildlife, for example the fence along the site boundary is open at the back and one side to allow free movement of wildlife. The team at the facility pays close attention to surrounding wildlife during all works at the site to ensure there are no issues on-site.

Hi-Quality's Environmental Management Plan, approved by the EPA Victoria is available on the EPA's website here: <https://www.epa.vic.gov.au/.../west-gate-tunnel-project-emps>

Are there plans for wildlife ecological networks and corridors as recommended by the IUCN Guidelines included in your plans?

The environmental approvals for the project are governed by a range of Federal and State regulations, as outlined in our Environmental Management Plan.

The holding bays and containment cell will be specially constructed with layers of impermeable lining. The water will be removed from the soil and then contained in lined pre-treatment leachate holding ponds, prior to being pumped to an onsite water treatment plant.

The water will then be treated to drinking water quality and potentially be re-used on-site for dust suppression or disposed of to a licensed facility.

Managing the soil and the water this way ensures that there is no link to the groundwater system – except in the instance where the contaminants have been removed to at least drinking water standards.

Groundwater and surface water will also be monitored to ensure that no impact has occurred.

The preliminary assessment of the site identified the presence of native vegetation and potential presence of, spiny rice flower and habitat for the golden sun moth and growling grass frog.

The detailed assessment of the site identified native vegetation which will be offset in accordance with the requirements of the Melbourne Strategic Assessment and Melbourne Strategic Assessment (Environmental Mitigation Levy) Act 2020.

The planning approvals include measures required to minimise the impact on significant flora and fauna and prevent the introduction and spread of pest plants, weeds and disease.

Given that there is a nearby population of endangered growling grass frogs, what are the environmental offsets that you have agreed to?

Flora and fauna offsets will be paid in accordance with the requirements of the Melbourne Strategic Assessment (Environment Mitigation Levy) Act 2020.

Community impact

If there is an incident at Bulla Spoil Processing Facility, how will the community be alerted?

See response below.

If there is an incident at Hi-Quality (fire, leakage etc) what community alerts will be raised?

As part of the planning approval process, we have developed a detailed Emergency Response Control Plan and an Incident Response Plan specifically for the Bulla Spoil Processing Facility. These plans outline all response procedures for personnel at the Bulla Spoil Processing Facility, including actions, roles and responsibilities including notifying authorities, emergency services, employees.

What benefits are there for Sunbury residents? All we get is horrendous traffic and toxic waste. How about something of benefit?

Hi-Quality is a major local employer, with most of our workforce living nearby. This local employment focus will guide our employment and contractor and supplier decisions for the Bulla Spoil Processing Facility. It is anticipated that this project will provide at least 200 additional construction jobs and ongoing employment in the area.

How will these PFAS levels affect those with greater than “recreational exposure”, like we can expect people living within 200m of this site for greater than one year?

Environmental experts AECOM conducted an analysis of the latest groundwater testing from monitoring wells along the tunnel alignment and found that PFAS levels of samples do not exceed national guidelines for safe recreational water use such as swimming in lakes, rivers or beaches, and in many cases, do not exceed the health guidelines for drinking water.

The national recreational water guidelines are based on a person accidentally ingesting 200 mL of water each time they swim, with 150 swimming events per year (i.e. ingesting an average of 30 L of water during swimming each year). The guideline values also include a 10-fold margin of safety.

A PFAS briefing from WGTP held for the workers on site had some different numbers around PFAS concentration specifically around the pivot site and portal sites heading North East to Footscray road region. How can the two datasets have such significant differences?

We are unaware of the briefing that has been referred to. Please provide more specific information so that we can properly investigate and reply accordingly.

We are already seeing the failure in dust mitigation, how can we trust that you can control dust once PFAS and contaminated spoil is delivered to site?

We are aware that there have been concerns with dust in recent weeks as the site has been cleared and winds have been high. We have taken the feedback on board and have asked the construction teams to increase water suppression activities and to pay close attention to weather conditions and make any necessary adjustments to work practices to limit impacts on the surrounding area.

You mentioned in the past that this project would create 34 more jobs but now you are projecting more than 200? How did this figure change and are these full time roles?

Apologies, we are not sure where that figure comes from. Now the plans are final, we can confirm that more than 200 full-time jobs have already been created during construction and significant ongoing full-time employment will be provided.

Why are the prison fences needed?

The fence along Sunbury Road has been constructed for the protection and security of the site, including our workers and the equipment in operations. The four-metre bund (or retaining) wall, being built behind the fence line, will be landscaped when construction is complete, and the tree line along the fence will remain to improve visual amenity of the site boundary.

What happens if the dams overflow onto the next door farms?

The topography of the site means water naturally flows through the pre-treatment ponds and towards the water treatment plant. The capacity of the bays, ponds and plant have been designed to hold a much higher volume of water than expected from the West Gate Tunnel Project, to account for major rainfalls and adverse weather events. In the rare event that the water flows in the other direction, we are exploring additional buffers and protections and will provide further information as available.

Will the consortium impose strict noise controls on trucks carting the spoil through Bulla? The quality of life has already been affected by truck exhaust noise.

The trucks that transport tunnel spoil and debris away from West Gate Tunnel Project worksites will meet all EPA requirements to protect the community and environment.

Trucks will be loaded inside a purpose-built enclosed shed to reduce noise and contain spoil, then before they leave the site they are washed, weighed, covered, and GPS monitored by the haulage contractor.

All trucks would be:

- Fully covered and sealed so there is no spoil dropping onto the road
- Travelling via approved truck routes to get to and from the site

- GPS tracked to ensure truck routes are adhered to
- Assessed for roadworthiness and compliance with noise and emission levels

The trucks that take excavated spoil from the West Gate Tunnel Project worksites will travel via approved truck routes to get to the disposal site. Hi-Quality are required to provide a Traffic Management Plan as part of their PSA for approval to identify the best traffic route to their facility.

A detailed traffic assessment and a road safety audit will be carried out to ensure the most suitable routes are used and traffic impacts are appropriately managed. We will work with the local community to ensure they are informed about impact and, where possible, implement any mitigated measures. The West Gate Tunnel Project builder, CPB John Holland Joint Venture, will provide further information on truck movements once contractual arrangements with Hi-Quality are finalised.

Soil testing

Who prepared and tested the soil along the tunnel alignment that you used for your data?

There were a number of environmental well-known and reputable environmental consultancies involved. Their work and reports are overseen by an independent accredited Victorian EPA auditor. We looked at the data as a whole, we were given all of the data again independently, and we reviewed the five years' worth of data.

Before major infrastructure such as the West Tunnel Project gets underway, the ground is tested for contaminants.

Testing carried out as part of the project's comprehensive Environment Effects Statement identified low levels of PFAS in areas of the project alignment, which has been confirmed during subsequent testing. We expect to find these low levels of PFAS in the spoil when we start tunnelling and are working through a tailored solution for safely managing the spoil in line with EPA requirements.

With the required protections in place, these low levels of PFAS aren't harmful to the public during soil removal, relocation or disposal.

How were the location and number of the groundwater samples chosen?

For projects of this type, a rigorous process is undertaken to determine the most suitable locations, depths and frequency of testing conducted at these locations. Factors considered include the location of known sources, the size of the area and potential contamination hotspots. With 201 monitoring wells (testing) locations along the tunnel alignment and multiple testing periods since 2016, this can be considered a comprehensive testing process.

Who will be responsible for the testing of waste soil delivered to Hi-Quality?

When it comes to testing of the spoil and reporting of the results, this will be the responsibility of the West Gate Tunnel Project builders, CPB John Holland Joint Venture (JV), who will be obligated to comply with the requirements set by EPA Victoria. We will be able to provide more detail in response to your questions, with input from the JV, when the information is available.

Who prepared and tested the soil at the WGT and provided the data? Were the CSIRO involved in this?

All data referenced by environmental experts AECOM in the publicly available report were provided to Transurban by the CPB John Holland Joint Venture, the builder of the West Gate Tunnel Project.

The report is available on the West Gate Tunnel Project website:

<https://westgatetunnelproject.vic.gov.au/construction/soil-management/resources>

What soil sampling has been taken directly from the old Coode Island fire locations? What was the result of those samples?

The groundwater data set analysed by environmental experts AECOM comprises samples collected since 2016 and was sourced from 201 monitoring wells located along the entire tunnel alignment.

The report is available on the West Gate Tunnel Project website:

<https://westgatetunnelproject.vic.gov.au/construction/soil-management/resources>

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With the required protections in place, these low levels of PFAS aren't harmful to the public during soil removal, relocation or disposal. The Environment Effects Statement is available on the West Gate Tunnel Project website: <https://westgatetunnelproject.vic.gov.au/library/environment-effects-statement>

You said that the samples were taken at various levels. The boring is happening between 20-40m. What percentage of these samples were taken between 20-40m depth?

AECOM's assessment of the analytical results for per- and poly-fluoroalkyl substances (PFAS) in groundwater samples reported as part of the West Gate Tunnel Project, against relevant regulatory screening criteria contains all the relevant data. The report is available on the West Gate Tunnel Project website:

https://westgatetunnelproject.vic.gov.au/_data/assets/pdf_file/0007/550708/AECOM-report-PFAS-assessment-in-groundwater.pdf

I would like to challenge your statistics on the Site Groundwater Comparison. If you are only giving one comparison from the WGT, the figure has to be averaged of the entire route. I would like to see the data that specifically relates to the Coode Island site, per testing hole. This is the area we are all concerned with.

The groundwater data set analysed by environmental experts AECOM comprises samples collected since 2016 and was sourced from 201 monitoring wells located along the entire tunnel alignment. For reference, groundwater in this subject area generally flows towards the Maribyrnong River and/or Yarra River. The report is available on the West Gate Tunnel Project website:

<https://westgatetunnelproject.vic.gov.au/construction/soil-management/resources>

Environmental Protection Agency (EPA)

If the court challenges to the EPA decision are successful will the Soil Dumping be stopped?

Hi-Quality has gone through all the relevant planning environmental approvals to commence building the disposal site and to operate it. From my understanding, Hume City Council has challenged the Minister for Planning's approval of the Planning Scheme Amendment, which as we know has been through a rigorous review process to ensure it meets all the relevant requirements.

Separate from this, the Victorian Ombudsman is actually investigating the EPA's decision to approve Hi-Quality's Environmental Management Plan. Not just Hi-Quality but all three sites that were considered to process the spoil.

The best thing I can do is to quote the Ombudsman when that was announced, "I'm aware of the strength of some community feeling in this matter. And it's important that I make it clear that this investigation cannot stop the construction of the West Gate Tunnel, nor can the Ombudsman make binding orders about where the soil should go."

EPA hasn't managed to control the other tip at the top of Bulla Hill – why do we believe they will do better this time at Hi-Quality?

We can't speak to the operations of other sites, however Hi-Quality has a proven track record of operating safely in the area since 2003, including accepting and disposing of contaminated and non-contaminated waste in our engineered landfills on-site. We take our responsibilities and conditions seriously, and aim to operate to the highest environmental, safety and operational standards.

The Environmental Management Plan and other requirements of the TBM Regulations must be complied with and are enforceable with severe penalties. EPA officers can visit the sites at any time without notice. Complaints can be made to the EPA Pollution Watch line.

The Hi-Quality site has other EPA licensed activities ongoing. This means EPA inspectors visit the site regularly, annual reporting is required, and auditing is ongoing

When we look at the EPA performance or lack of in the regulation of the BTQ site, how can we be confident the community can trust them to ensure undertakings given tonight are achieved?

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