



Community dialogue - meeting #9

Hi-Quality – Bulla Spoils Facility

Meeting details

Date: 28 September 2021, 5.00pm to 6.15pm

Venue: Online (via Zoom)

Attendees:

Community representatives	
Anthony White	Controller, Sunbury SES
Chris O'Neill	No Toxic Soil Campaign
Graham Williams	Sunbury Residents Association
Heather Dodd	Local resident
Michael Osborne	Sunbury Business Association

Project representatives and guests	
Amy Watson	Partner, Forge Communications (Hi-Quality)
Anthony Havers	Director Communications and Engagement, West Gate Tunnel Project
Josh Bull MP	State Member for Sunbury
Lance Ingrams	Regional Manager, Victoria, Hi-Quality Group

Facilitator	
Todd Beavis	Founder and Principal, i.e. community

Purpose

The meeting was held to continue the dialogue between Hi-Quality and community representatives in relation to the establishment of the Bulla Spoil Processing Facility to collect, treat and dispose of material from the tunnel boring machines on the West Gate Tunnel Project.



Agenda

- Follow up from last meeting
- Construction update
- Addressing community expectations
 - Attendance by other project parties at community dialogue meetings
 - Benefits to the Sunbury and Bulla communities
 - Mitigation of noise and safety concerns in Bulla township
 - Request for funding for the Bulla CFA
 - Commitment to transparency
- Next steps on community dialogue
 - Formalising the process
 - Expanding the group
- Next meeting

Key points of discussion

- The meeting commenced with a welcome to Josh Bull MP and Anthony Havers and introductions by all participants.
- Updates were provided by Hi-Quality on two outstanding actions from previous meetings.
 - Lance confirmed that the truck seen leaving the secondary entrance to the site was a water truck classed as a light vehicle and therefore approved for the entrance. A community representative raised a question about another truck seen leaving the through the gate at 1pm on Tuesday 21 September. Lance advised he would again reinforce to contractors that large vehicles and machinery need to enter and leave the site through the main entrance.
 - Lance also confirmed that the review of all machinery had identified a reversing beeper on a maintenance vehicle that had since been changed to a white noise alarm. He asked if there had been any further concerns about reversing beepers at night and the community representative who had raised the issue advised that they had no further concerns.
- Next Lance provided a construction update, confirming that the site was included in the Victorian Government's two-week construction industry shutdown. He advised that while work on building the facility was on hold, some activity was taking place onsite for safety and maintenance purposes, including dust control measures. He advised that while the shutdown may shift some timelines, he did not expect it to have a major impact with progress still being made, including on the water treatment plant which is being built offsite in Sydney.
- Next Josh Bull MP was invited to address the group, most of whom he knew well through his work with the local community. He advised he was attending as the local member to hear from the community representatives and acknowledged that it was a challenging project, with people holding varying and passionate views. He advised that as the decision has been made, it was really important that the views of the community are heard and responded to, highlighting safety and truck movements as two important issues.
- Josh then provided a brief update on a number of projects that are being delivered in the area, including the Sunbury bypass, duplication of Sunbury Road, level crossing removal and construction of a new carpark. He finished by thanking the representatives for their involvement and advocacy.

i.e.

- Next on the agenda was discussion of the community expectations put forward following the recent online briefing. Expectations outlined in an email from Chris O'Neill were used as a starting point, as these had already received support from other community representatives. Todd explained that the purpose of the discussion was to test these with the group as a whole and to give Josh and Anthony the opportunity to hear directly from the community representatives.
- An overview of the expectations and the discussion is provided below.

Addressing community expectations

- 1) A plan and commitment from the project parties on what it is going to provide to this community such as;
 - a) Bike trail upgrades for Sunbury and Bulla
 - b) Park facility upgrades for Sunbury and Bulla
 - c) Donations or grants open to local Sunbury & Bulla sporting clubs and community charities and;
 - i) Upgrades to Sporting Facilities to improve the health outcomes and improve the wellbeing of Sunbury and Bulla residents
 - ii) Investment in planting of trees along our local waterways, streets, parks and gardens
 - iii) Donations to Sunbury festival committees (Street Life, Sunfest etc)
 - d. A mandated minimum requirement of Local jobs from Sunbury and Bulla

Discussion:

- In discussing the above, community representatives noted that the bypass, Sunbury Road duplication and carpark were all promised before the proposal to treat the West Gate Tunnel material by Hi-Quality. The benefits that are being delivered by the West Gate Tunnel Project for other areas of Melbourne, such as Spotswood were noted, and that, given that it is a multi-billion project, Bulla and Sunbury should benefit with investment and a commitment to local jobs.
 - In addition to the items raised above, the group raised the following:
 - the need for a toilet in Bulla to service all the trucks that would be travelling through the area
 - increased road maintenance, particularly for Bulla Bridge
 - cleaning of the roadway and property boundaries along Sunbury Road, noting that there was a lot of rubbish in the area and that despite repeated complaints to VicRoads nothing had been done.
- 2) A plan and commitment on how noise and safety concerns will be mitigated through the township of Bulla;
 - a) Installation of No Engine Braking signs through Bulla;
 - i) Wildwood road or;
 - ii) Coghill Street
 - iii) The main area is flat and engine braking should not be required
 - b) Release of all documents (unredacted) generated in relation to the Bulla Bridge and its structural integrity
 - c) Signalised pedestrian activated crossing in the Bulla Township
 - d) Improved road infrastructure around bulla
 - i) Improved truck parking at the front of BP (currently mud)
 - ii) Improved road infrastructure for Bulla residents (Service road)
 - e) Written conditions for drivers of project trucks that are mandatory



Discussion:

- In discussing the above, a community representative put forward their view that there is no need for trucks to use engine breaks through the township. In response to advice from VicRoads that trucks need engine breaks to navigate roundabouts, the representative said if truck drivers needed to use engine breaks to go through the roundabouts they should not be hauling dirt for the project.
- Several representatives emphasised that with “1,000 trucks a day” travelling through the area, it is not a matter of if, but when, there will be a major accident involving a truck and that action needs to be taken now to reduce the risk and protect the community.

3) A commitment from the project to fund the Bulla CFA (before first trucks leave the pivot site)

- a) For all equipment needed in the case of an accident involving a heavy vehicle
- b) Investment in the training of all volunteers who may be first responders to truck accidents (SES and CFA)

Discussion:

- Following an initial discussion about this request, Anthony White clarified that the SES, rather than the CFA, is responsible for responding to a major accident in the area. He advised that the SES has been in discussion with the State Government for some months to ensure the SES is properly funded and equipped to deal with a heavy vehicle rescue, particularly in the context of the level crossing removal in Sunbury. He confirmed that an agreement had been reached with the State Government to provide the additional resources needed to ensure the SES was capable of responding to an emergency on both sides of the rail line.
- The group welcomed this advice and noted that this additional funding and resources for local emergency services should be communicated to the community.
- At this point Josh took the opportunity to respond to some of the key points, noting that he was very interested in the discussion around truck movements and that it is important the community is provided further information about the number of trucks. He advised that he had taken a lot of notes from the discussion and that he would be following up with the relevant authorities, in particular:
 - the request for the toilet with Council, who he was meeting with later that week
 - the use of engine breaks through Bulla and the condition of Sunbury Road, noting that the situation was complicated by the upcoming duplication
 - funding for additional safety and road upgrades.
- Anthony Havers added that he had also taken a lot of notes and acknowledged that truck haulage is significant issue that needed to be addressed. He advised that once a contract was in place with the CPB John Holland Joint Venture (JV), that the JV would be able to address many of the concerns around the fleet, driving behaviour and emergency management.
- He advised that the number of trucks would be far less than the “1,000 trucks a day” that had been mentioned. He said that once the tunnel boring machines were turned on that truck numbers would take time to build up and average 230 trucks per day (460 movements to and from the facility). He advised they would peak at 430 trucks per day (860 movements), but only for a number of weeks as the work on the two tunnels crossed over.
- Anthony also acknowledged that road maintenance was a key issue and that he would be able to arrange for the relevant authorities to talk to the group about how this would be managed. A community

i.e.

representative raised an issue that had occurred with Sunbury Road behind the airport where it was damaged during hot conditions and took two months to be fixed.

- Following a brief discussion about the complexity of the project, with multiple parties all having different accountabilities, a community representative asked who they should contact to get information. Anthony agreed that it would be helpful for the community to have a single point of contact and said he would discuss with the other parties.

4) A commitment to be transparent

- a) Release of an unredacted EMP in full (within 30 Days)
 - i) You have the facility being built, this is as good as a contract.
- b) Creating a report that is accessible by the public on toxicity levels of all spoil from the project and testing results be available.
 - i) This report can be a generalised monthly collaborative report with access to more extensive data

Discussion:

- Lance opened the discussion by advising that it is not Hi-Quality's intention to release an unredacted version of the EMP (Environmental Management Plan) due to the fact that it contains a lot of commercially sensitive information about the facility and how the material from the tunnel will be treated. He also raised the concern that as much of the information is highly technical, that it could be misinterpreted or misrepresented without a clear explanation of what this means for the local community.
- A community representative responded by acknowledging that there may be commercially sensitive information that can't be shared, however, there must be sections that don't contain proprietary information, such as the section on human health effects. Hi-Quality was asked to reconsider its position on the EMP.
- Community representatives also asked that the information be provided in plain English so that it was accessible and easy for community members to understand.
- digestible and plain English
- Amy raised that while Hi-Quality may not be able to release the EMP, information could be provided in other ways, advising that a construction fact sheet is currently being drafted which would provide more of the technical information contained in the EMP, using the water treatment plant as an example. In response to the second point about a public report on toxicity levels, Anthony advised that there is no mandatory reporting requirements, however, he would work through it with the builder and come back to the group on how this can be addressed.
- The meeting closed with a question about the truck routes. Anthony confirmed that the Department of Transport is still reviewing the traffic management plan as a final step in approving the proposed routes. Lance confirmed Bulla-Diggers Rest Road is not being considered.

i.e.

Agreed actions

- Hi-Quality to coordinate response from all project parties to requests and actions discussed under "Addressing community expectations" by next meeting.
- Hi-Quality to confirm instructions to all contractors that secondary entrance to the site is only to be used for light vehicles.
- Due to time constraints, discussion on the next steps for the community dialogue was carried over to the next meeting.

Next meeting

- The next meeting will be held on Tuesday 9 November.