

Meeting minutes

Special Meeting: MRL CRG – Cleanaway’s proposal for the West Gate Tunnel Project (WGTP)

Date: Thursday, 02 July 2020
Time: 6.30pm – 8.00pm
Location: Online

Meeting called by Cleanaway

Type of meeting Melbourne Regional Landfill Community Reference Group (MRL CRG)

Facilitator Susan McNair, Currie

Notetaker Isabella Grutzner, Currie (technical assistance Sophie Clayton, Currie)

Invitees

Attendees

Members

- Cr Bob Turner, Melton City Council
- Cr Bruce Lancashire, Brimbank City Council
- Marion Martin, Stop the Tip and resident
- Marlene Gormon, Stop the Tip
- Mia Marevic, Stop the Tip and resident
- Sharon Lee, Stop the Tip and resident

Cleanaway

- Bruno Pronesti, Regional Manager
- Olga Ghiri, Stakeholder and Community Engagement Manager
- Alaa Abou-Antoun, Engineering Manager

EPA

- Sophie Gove, Senior Environment Protection Officer
- John Downing, Environment Protection Officer
- Gavin Scott, Engagement Manager, EPA

Consultants

- Patrick Clarke, Senversa
- Adam Terrill, Tract

Apologies

- Kate Sims, Environmental specialist, EPA

About these minutes

These minutes and supporting information are in line with the agreed Terms of Reference. Any concerns/queries about papers supporting the MRL CRG should be raised with the Chair/Facilitator, Susan McNair by emailing susan@curriecommunications.com.au.

Extraordinary meeting governance

- Quorum = 5 members (including a minimum of 3 community members, 1 Cleanaway representative and the Chair)
- DRAFT minutes to be provided the community members within two weeks of meeting for comment
- Review period for DRAFT minutes is 21 days (3 weeks)
- Finalised minutes to be distributed and posted on Cleanaway website within 5 working days of finalisation.

Meeting opened: 6:30pm

1. Welcome

S.McNair opened the meeting, welcomed participants and explained how the special meeting would proceed and how participants could ask questions through the online format.

Attendees introduced themselves and apologies were given.

S.McNair reminded participants that the meetings are intended to be respectful, constructive and open. Participants are encouraged to listen and participate in the conversations and are expected to take information discussed during the meeting back to their respective networks, peers and organisations.

2. Cleanaway presentation

Cleanaway presented its proposal to construct a Soil Management and Reuse Facility (SMRF) at its Melbourne Regional Landfill, to manage the receipt, storage, disposal, and reuse of tunnel spoil (soil and rock) from the West Gate Tunnel Project WGTP).

(see 'Attachment 1: Cleanaway presentation').

B.Pronesti provided an overview and status of Cleanaway's Tender submission for the WGTP:

- Cleanaway has Tendered for the project and is awaiting the outcome of that process.
- Cleanaway is one of three companies that has Tendered.
- Cleanaway requires approvals from the EPA and Planning Minister to construct the SMRF.
- Tunnelling will commence when a solution for managing the tunnel spoil (soil and rock) is in place
 - Tunnel spoil could have up to 60% moisture content - a sludge consistency.
 - Initial testing has shown low levels of PFAS (Per- and polyfluoroalkyl substances), may be present in the tunnel spoil when tunneling begins.
 - PFAS is a common contaminant in soil unearthed during major construction projects.
 - All the tunnel spoil will be tested following excavation to ensure the material is safely managed in accordance with EPA requirements.

P.Clarke from Senversa introduced himself as a leading consultant assisting Cleanaway in the development of the designs and management measures for the new facility, feeding into the tender and the EPA approvals process.

P. Clarke provided an overview of Cleanaway's proposal:

- Construct a Soil Management and Reuse Facility (SMRF) next to MRL
 - The SMRF would be situated within a quarry void, 10 metres below ground (meaning it will be mostly hidden from view).
 - EPA approval process includes classifying the tunnel spoil to determine how it is handled, reused or disposed once it arrives at the SMRF.
 - Tunnel spoil classified as Prescribed Industrial Waste (PIW) to be moved off site to an external licensed facility.
 - Tunnel spoil classified as fill material and non-prescribed industrial waste (low level contamination) to be held in lined cells prior to reuse at the SMRF and MRL.
 - It is anticipated that the bulk of the material will be fill material or non-prescribed industrial waste.
 - Only Category C soil will be accepted at MRL as per existing license conditions.
 - Category B or Category A soil will be taken off site to an external facility that is licensed to accept and treat it.
- Testing and classifications process
 - Samples of tunnel spoil to be collected by an independent third party.
 - Soil samples to be taken to an independent National Association of Testing Authorities (NATA)-approved laboratory for chemical analysis for testing and classification.
 - The independent third party will classify the material using an EPA approved sampling and analysis plan.
 - An environmental auditor will verify the waste classification processes.
- Environmental Safeguards
 - Water that comes into contact with the tunnel spoil is called 'spoil water' and will be initially retained within the holding pens and lined cells.
 - The lined cells will include a drainage collection system to ensure spoil water is captured and managed to protect the surrounding environment.
 - Spoil water will be decanted from the holding pens and lined cells to a lined settlement pond, to allow removal of sediment, and then to a lined spoil water holding pond.
 - All spoil water will be and put through an onsite water treatment plant to remove PFAS.
 - Treated water will be reused onsite for dust suppression and construction purposes at the SMRF and at MRL or discharged to stormwater.

A.Terrill from town planning consultancy Tract introduced himself and provided an overview of the planning and approval process:

- Transport safeguards from WGTP to MRL
 - Tunnel spoil to be transported by WGTP contractors to the SMRF in approved vehicles, using a material tracking system.

- Trucks will be covered and sealed in line with EPA requirements during transportation.
- Trucks will travel along the Western Highway and take the Christies Road exit
- Dedicated entry and exit points to the SMRF on Middle Road will be established, with a potential second access point on Christies Rd, south of the main MRL weighbridge.
- Improvement works are proposed for the section of Middle Road between Christies Rd and the SMRF entrance to ensure no impact on local residents.
- Location site plan
 - For a full overview of the site plan, see maps on slides 12 and 13 in 'Attachment 1: Cleanaway presentation'.
 - There is a 2-kilometre buffer from current or future residentially zoned land.
 - Surrounding land is identified for industrial uses.
- Planning and regulatory approvals
 - Cleanaway is seeking planning and EPA approval to construct the SMRF at Ravenhall.
 - The town planning and EPA approvals are two separate approvals processes under different regimes.
 - The application for Planning Scheme Amendment (Specific Controls Overlay) is submitted to the Minister for Planning under s20(4) of the Planning & Environment Act 1987 (Vic).
 - The Environmental Management Plan will be subject to verification by an independent environmental auditor, prior to approval by EPA, under new regulations: Environment Protection (Management of Tunnel Boring Machine Spoil) Regulations 2020.

O.Ghiri outlined Cleanaway's community engagement plan and the range of information materials developed for the community to understand the proposal, and how they can obtain more information and ask questions, including:

- Creating a dedicated information page on the Cleanaway website: www.cleanaway.com.au/SMRF
- Brochure that explains the proposal.
- Detailed Q&As.
- Summary fact sheet.
- Animated video explaining Cleanaway's end-to-end solution for the WGTP.

O.Ghiri will inform the group when the information goes live on the website.

3. Questions

S. McNair opened the floor to questions from the community.

Q. How many truck loads can each holding pen hold?

P. Clarke: The holding pens have been designed to take the average daily production rate during peak production. He specified that during the peak production month, the holding pen would expect to receive between 160 and 180 truckloads a day and two holding pens would be active each day.

Q. What times of the day will the trucking operation occur?

P. Clarke: Once the tunnel boring machines are switched on, they'll continue operating, meaning the collection and transportation would occur 24 hours a day. Transporting of the soil will be managed by the WGTP contractors (CPB Contractors and John Holland Joint Venture (CPBJH JV)), who have informed tenderers that the aim of the trucking will be to avoid peak hour traffic and, in general, there was likely to be more truck movements during daylight hours than overnight.

Q. What is the duration of the wait time between sending the soil away for classification and getting the results back?

P. Clarke: The CPBJH JV is estimating soil classification will typically take between 14 to 21 days. The proposed SMRF has been designed so that there is capacity for 28 days of tunnel spoil production, to accommodate potential delays in the soil classification process.

Q. How would soil from different truckloads be segregated and classified if it all goes into the same holding pen?

P. Clarke: Each pen is not separated by each truckload, but rather will hold one day's worth of tunnel spoil produced by a tunnel boring machine. A sampling plan has been put together, audited and is currently waiting EPA approval. Multiple samples will be collected from each pen, and all the spoil in one holding pen will get a waste classification. The sampling frequency has been determined by CPBJH JV and is awaiting EPA approval.

Q. Where is the proposed location of the initial holding facility?

A. Terrill referred to the map on slide 13 of the Cleanaway presentation (see 'Attachment 1: Cleanaway presentation').

A. Terrill: The holding pens are labelled temporary storage areas, and can be found in the southern area of the map near the Middle Road boundary.

Q. Is the proposed location on space that Cleanaway had previously proposed for landfill?

A. Terrill: The majority of the project land is outside the landfill. Some of it is within the south eastern portion of the approved Southern Expansion area. At the conclusion of the proposed project, that land would become landfill.

Q. What safeguards are in place for the possible flooding of the open water pens?

A. Abou-Antoun: The pens have been designed for a day's storage, with freeboard – vertical airspace buffer – to cater for any excess water.

P. Clarke: There is half a metre freeboard in each pen, and that the capacity of those holding pens will cater for any water that is released from the spoil or incident rainfall.

Q. What is the capacity and number of holding pens?

P. Clarke: There are 56 holding pens, and each pen can hold a day's worth of soil production during the peak production month. Typically, tunnel spoil will sit in the holding pen for up to 28 days whilst awaiting soil classification. With 56 separate holding pens, there is adequate capacity for receiving and temporarily holding tunnel spoil awaiting classification for the duration of the project.

Q. How big will the sample sizes be, and how it can be trusted that the samples will reflect the percentage of PFAS in the soil?

P. Clarke: The sample size and frequency will be agreed upon in the sampling plan submitted to EPA for approval, based on current understanding of PFAS. Multiple samples will be collected from every holding pen. Initially, a select number of samples will be analysed. If there are any issues indicated by the initial results from a particular holding pen, more samples from that pen will be analysed to confirm the waste classification. The proposed sampling plan suggests that sampling frequency will be increased when the tunnel boring machines hit a new geological formation in the tunnel, to confirm the new status in relation to PFAS. If the samples are providing consistent results, they will drop the frequency of sampling back.

Q. S.Gove sought clarity on the waste classification, asking if it is IWRG screening and PFAS?

P. Clarke: In the sampling plan submitted to the EPA, it is proposed that they will specifically sample for IWRG chemicals where the tunnel bores into a former sewer that has been redirected and filled in with grout. Cleanaway is increasing the sampling frequencies for IWRG parameters outside the sewer domains to at least one sample collected and tested per holding pen per day.

S.Gove commented that she hopes there are contingencies built into the sampling plan if odorous material is found.

P. Clarke confirmed there are contingencies for odorous material. He explained that they are not predicting much naturally occurring odorous material, but should there be any odorous material, there are contingencies included into the proposed management plan for the facility.

Q. How will the process be monitored by the EPA?

G. Scott: EPA is assessing a number of applications at the moment and a final decision is yet to be made. Any assessment of an application of this site would also have an assessment of the checks and balances in place to ensure an organisation is going to do as it says it will do.

Q. What safeguards will be in place to prevent liquid spilling out of the trucks?

P. Clarke: The trucks will have seals specifically to deal with the nature of the soil, and that those seals are part of the requirement.

A. Terrill: The trucks will be specially designed to accommodate for the wet materials. The trucks will be specially licensed and approved to transport this waste.

Q. Will the EPA do additional monitoring of fumes and air pollution due to the truck traffic?

G. Scott noted the concern raised for air quality but stated that there was no additional monitoring at this stage.

A community member expressed concern for the road quality due to additional truck traffic.

Q. Will there be queues of trucks lining up before entering the site?

P. Clarke: Cleanaway has been working with traffic consultants to model the truck movements. The prediction is that during the peak production month there will be seven trucks every 30 minutes, and then in the other months there will be three trucks every 30 minutes. Trucks would be spaced out, and if any queuing were to happen, it would be on the quarry floor, not on the public road.

A. Terrill: Cleanaway has engaged a traffic consultant to identify the most appropriate trucking routes and assess if any road upgrades are needed. This assessment has led to the proposal to seal a section of Middle Road and establish an intersection at the site entrance on Middle Road. Similarly, it is proposed that on Christies Road there will be an intersection constructed to allow for movements. The traffic consultant is of the view that with those upgrades, the roads will be able to cope through the lifetime of this facility.

Q. Will all untested soil be on bedrock in lined cells?

P. Clarke: Nothing will be placed on the quarry floor until after it has been classified as clean fill. Anything coming into the site will be placed in a lined holding pen until it is classified. Once it's classified it will either go into other lined cells, or to another licensed facility, depending on its classification.

Q. Will placing Category A or B soil into liners destroy the liners whilst the soil is held awaiting classification?

P. Clarke: The lining systems in the holding pens will consist of materials that will not be damaged by the anticipated contaminants. The potential Category A or B soil would only sit in a holding pen for a short-term period of up to 28 days, which is insufficient time for contamination to move through or to the lining systems.

Q. Has the roundabout at Christies Road been considered when assessing the impact of additional traffic?

A. Terrill: Consultants have looked closely at the full route and have undertaken traffic surveys over a period to understand current usage of that road to predict the impact the trucks would have. Those consultants are currently looking at any potential upgrades that might be necessary to make sure that the road maintains an adequate level of service across the period of this proposal.

Q. What has been proposed to safeguard the residents coming and going from the railway station?

A. Terrill: Community safety from additional traffic is part of the traffic consultants' assessment and will be included in their report. Trucks will be specially designed to avoid spills on the road.

Q. When would the road upgrades occur?

A. Terrill: If the consultants conclude upgrades are necessary, then they will be done prior to the commencement of operations.

Q. Who pays for these upgrades, Cleanaway or taxpayers?

A. Terrill confirmed that Cleanaway would pay for the road upgrades.

Q. Is there a plan to deal with the potential of trucks banking up whilst soil keeps being produced from the tunnel boring machine?

P. Clarke: The capacity of the 56 holding pens has been designed to over-cater for the amount of tunnel spoil they are predicting. CPBJH JV may well commission two sites, allowing for a contingency and other options down the track.

Q. Does that mean the tender may go to two different organisations?

P. Clarke affirmed that that could be the case.

Q. What is the distance between the holding pen and the site boundary?

A. Terrill: The holding pens will be within the quarry floor, which will be 60 to 70 metres from the Middle Road at its closest point. That part of the proposal includes upgrades to enhance landscape buffer, involving planting of native vegetation and additional mounding to help screen the facility.

There is approx. a 500-metre buffer external buffer; ranging from the edge of the boundary to external residencies. The proposed facility has different requirements for buffering than landfills.

Q. If Cleanaway is awarded the tender, will the organisation go through EPA to get approval for use of the land in this way?

A. Terrill: The land use is separate to landfill and Cleanaway is in the process of acquiring approval. He clarified that if Cleanaway doesn't get approval, then the facility cannot and will not operate. Cleanaway is working to design the facility in a way that will minimise impact. They would only begin construction and operations once they get the appropriate EPA and planning approvals.

S. McNair flagged that the meeting had run 30 minutes over time and requested that there be just two more questions for the evening. She assured attendees that further questions could be submitted in writing, but due to time constraints, the meeting would be limited to just two final questions.

Q. If the tender is successful, when does Cleanaway anticipate operations will commence?

B. Pronesti: It is unclear when they will find out the results of the tender. There is a construction timeframe that could be up to six to eight months before any soil starts coming into the facility.

A community member expressed concern that the prison was 300 metres from the proposed facility, when it had been stated in the presentation that the closest residents would be two kilometres away.

A. Terrill clarified that the two-kilometre buffer referred to residentially zoned land. The distance from the prison to the processing area would be approximately 1-1.5km, and that there are some dwellings that are 400-500m from the site. This is reasonable given the type of facility that has been proposed. The assessment of noise, odour, dust and water shows that the buffers that they have are appropriate to meet the required standards.

Q. Would there be community consultation?

O. Ghiri: The MRL CRG was established by Cleanaway to ensure we consult with interested members of the community. This briefing is part of the planning approval process and is consistent with how we like to keep the group updated about our operations and future plans. The website provides more information for the broader community to understand the proposal.

S. Lee wanted it noted in the minutes that she strongly opposes the SMRF site being approved to accept PFAS soil.

O.Ghiri said that the Government authorities in charge of overseeing the tender and approvals may also have their own community consultation process but she's not sure at this stage. She said that Cleanaway has also consulted other key stakeholders, the EPA and Melton and Brimbank Councils about its proposal.

Cr Bruce Lancashire confirmed that his council had been briefed, and almost all councillors were in attendance. Lots of questions were asked and he appreciated the opportunity. He clarified that it was simply a briefing, not a decision-making meeting.

Cr Bob Turner confirmed that his council had been briefed, and he asked many questions at that time. It is his understanding that whilst council has opinions on the decision, the final decision will be in the Minister's hands.

S.Lee wanted it noted that this meeting has been a briefing, not a consultation.

O.Ghiri clarified that Cleanaway's presentation tonight is indeed a briefing to inform the community of Cleanaway's tender and proposal for the SMRF. She explained that consultation tends to imply that the community could have some level of influence on the outcome of the decision, however this is a state government led project.

As such, this meeting was convened to brief the community about Cleanaway's proposal. She identified that the authority may run a separate community consultation, but she was not aware of any such consultation at this stage.

B. Pronesti confirmed that this meeting had been convened to fulfill Cleanaway's commitment that they would notify the community should they tender for the West Gate Tunnel Project.

4. Meeting close

S.McNair thanked people for attending and encouraged community members to submit any further questions in writing.

S.McNair reminded attendees that the next regularly scheduled MRL CRG meeting is in August.

Meeting closed: 8:00pm

Attachment 1 – Cleanaway presentation



West Gate Tunnel Project (WGTP) – Status and Overview

Speaker: Bruno Pronesti - Cleanaway



- Construction managed by CPB Contractors and John Holland Joint Venture (CPBJH JV), contracted by Transurban
- Major infrastructure road project to connect the West Gate Freeway with the Port of Melbourne, CityLink and the City of Melbourne
- Project requires construction of two tunnels for in-bound and out-bound traffic, and an elevated motorway
- **Tunnelling will commence when a solution for managing the tunnel spoil (soil and rock) is in place**
- Cleanaway is awaiting Tender announcement, however the Tenderers have been requested to proceed with approvals process

Tunnel Spoil (soil and rock)

Speaker: Bruno Pronesti - Cleanaway

How to manage the steady flow of tunnel spoil to determine reuse and disposal?

- Tunnel boring machines will continue drilling for approximately 16-18 months
- Tunnel spoil could have up to 60% moisture content - a sludge or slurry consistency
- Initial testing has shown low levels of PFAS (*Per- and polyfluoroalkyl substances*)
- PFAS is a common contaminant in soil unearthed during major construction projects

All the tunnel spoil will be tested following excavation to ensure the material is safely managed in accordance with EPA requirements.

Facts on PFAS

(Per- and polyfluoroalkyl substances)

Speaker: Patrick Clarke - Senversa

- Used in wide range of consumer products:
 - fire-fighting foams
 - water resistant fabrics
 - paints
 - non-stick cookware
 - cleaning products
- Like all waste, it needs proper handling to enable safe disposal and optimise reuse



SOURCES: TOXIC-FREE FUTURE, EP

PFAS soil can be safely managed using existing EPA and national guidelines

Cleanaway's Solution - Our Proposal

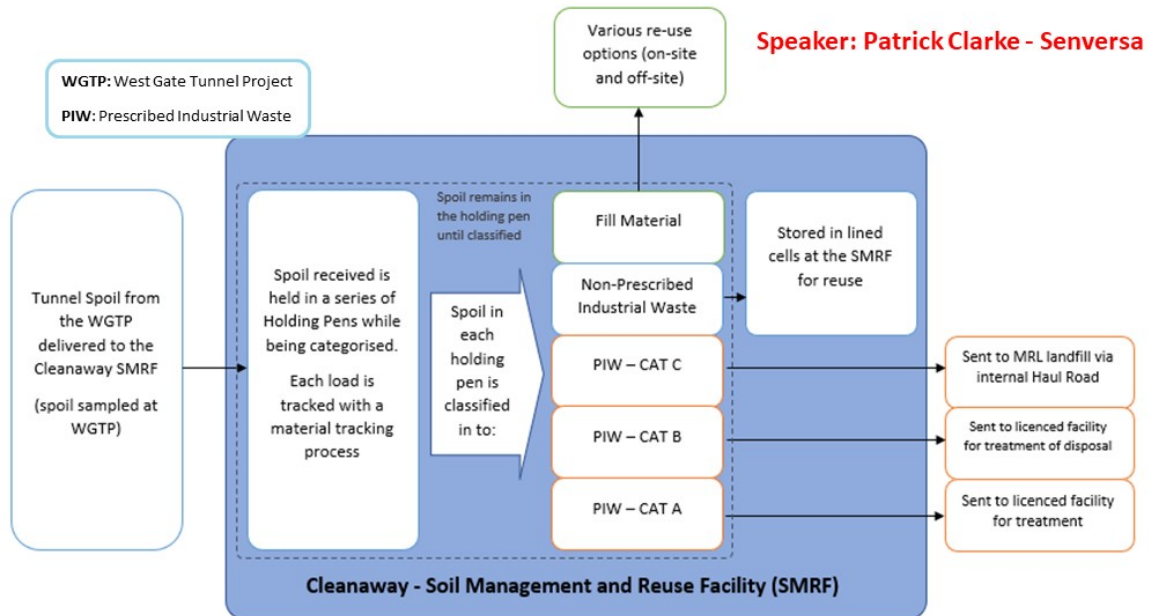
Speaker: Patrick Clarke - Senversa

A safe solution to manage the receipt, disposal and reuse of tunnel spoil

- Construct a **Soil Management and Reuse Facility (SMRF)** next to MRL
- Situated within a quarry void, 10 metres below ground (meaning it will be mostly hidden from view)
- EPA approval process includes classifying the tunnel spoil to determine how it's handled, reused or disposed once it arrives at the SMRF
- Tunnel Spoil classified as **Prescribed Industrial Waste to be moved off site** to an external licensed facility
- Tunnel Spoil classified as **Fill Material and Non-Prescribed Industrial Waste** (low level contamination) to be held in Lined Cells prior to reuse at the SMRF and MRL

SMRF is designed to safely contain tunnel spoil while classification occurs.

Soil Management and Reuse Facility (SMRF)



Testing and Classification Process

Speaker: Patrick Clarke - Senversa

Environmental Management Plan sets out the process for managing the tunnel spoil

EMP will be verified by an independent environmental auditor, prior to EPA approval

- Samples of tunnel spoil to be collected by an independent third party
- Soil samples are taken to an independent NATA* approved laboratory for chemical analysis for testing and classification (*national accreditation body for laboratories)
- Independent 3rd party will classify the material using EPA approved sampling and analysis plan
- An Environmental Auditor to verify the waste classification processes

Receival and Handling Safeguards

Speaker: Patrick Clarke - Senversa

- Upon arrival at the SMRF, trucks will be guided by traffic controls and directed to tip into allocated Holding Pen
- Tunnel Spoil stored in Holding Pens will be classified as either:
 - Fill Material - meaning the waste can be used without restriction
 - Non-Prescribed Industrial Waste (NPI) or
 - Prescribed Industrial Waste
- Tunnel Spoil classified as Non-Prescribed Industrial Waste can be placed into Lined Cells to dry out for reuse at MRL as per licence conditions
- **Prescribed Industrial Waste will be taken off site to an external EPA licensed facility.**
- Waste classifications will be reviewed by an independent environmental auditor

Environmental Safeguards

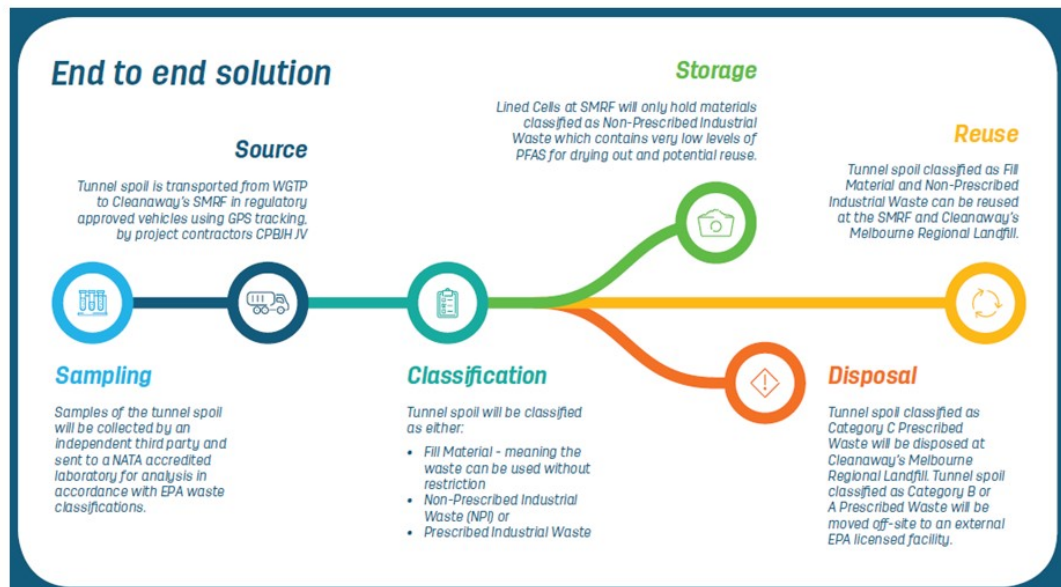
Speaker: Patrick Clarke - Senversa

Groundwater and Surface Water Management

- Water that comes into contact with the tunnel spoil is called *Spoil Water* and will be initially retained within the Holding Pens and Lined Cells
- The Lined Cells will include a drainage collection system to ensure Spoil Water is captured and managed to protect the surrounding environment
- *Spoil Water* will be decanted from the Holding Pens and Lined Cells to a lined Settlement Pond, to allow removal of sediment, and then to a lined Spoil Water Holding Pond.
- All Spoil Water will be and put through an onsite water treatment plant to remove PFAS.
- Treated water will be reused onsite for dust suppression and construction purposes at the SMRF and at MRL or discharged to stormwater

Recap of End to End Solution

Speaker: Patrick Clarke - Senversa



Transport Safeguards From WGTP to MRL Speaker: Adam Terrill - Tract

- Tunnel spoil to be transported by WGTP Contractors to the SMRF in approved vehicles, using material tracking system
- Trucks will be covered and sealed in line with EPA requirements during transportation
- Trucks will travel along the Western Freeway and take the Christies Road exit
- Dedicated entry and exit points to the SMRF on Middle Road will be established, with a potential 2nd access point on Christies Rd, south of the main MRL weighbridge
- Improvement works are proposed for the section of Middle Road between Christies Rd and the SMRF entrance to ensure no impact to local residents.

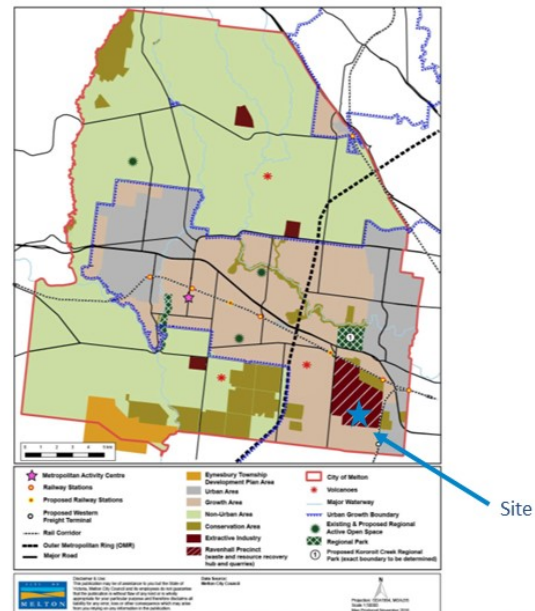
Location Site Plan

Melton Planning Scheme

- Located in 'state significant industrial area' under Plan Melbourne
- Located in a 'waste and resource recovery hub' in the Melton Strategic Framework Plan.
- Located approximately 2km from current or future residentially zoned land.
- Zoned Special Use Zone 1 (Earth and Energy Resource Industry)
- Surrounding land is identified for industrial uses

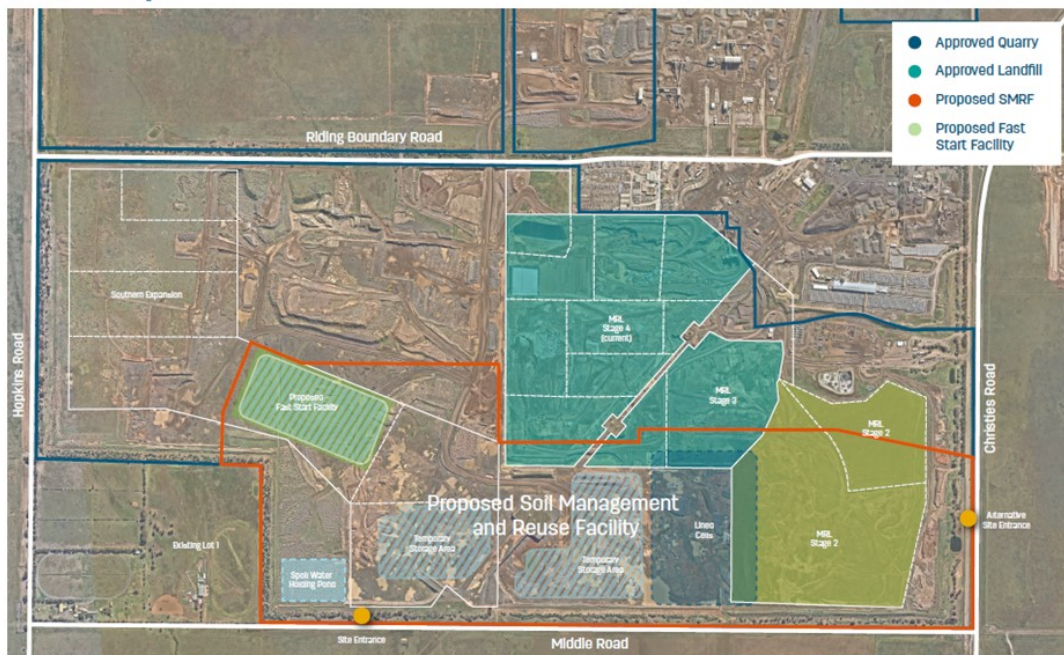
Speaker: Adam Terrill - Tract

Figure 2 – Strategic Framework Plan



Site Map

Speaker: Adam Terrill - Tract



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CLEANAWAY

Planning and Regulatory Approvals

Speaker: Adam Terrill - Tract

- Cleanaway is seeking planning and EPA approval to construct the SMRF at Ravenhall.
- Application for Planning Scheme Amendment (Specific Controls Overlay) to the Minister for Planning under s20(4) of the Planning & Environment Act 1987 (Vic).
- Discussions underway with a range of authorities and agencies.
- Environmental Management Plan will be subject to verification by an independent environmental auditor, prior to approval by EPA, under new regulations: *Environment Protection (Management of Tunnel Boring Machine Spoil) Regulations 2020*.

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Community Engagement

Speaker: Olga Ghiri - Cleanaway

Information materials

- Dedicated webpage - www.cleanaway.com.au/SMRF
- Community brochure
- Detailed Q&As
- Summary Fact Sheet
- Animated Video



Thank you for your time.....QUESTIONS?