



# MADDINGLEY

BROWN COAL

Landfill & Resource Recovery Operations

## Title: Maddingley Brown Coal Community Consultative Committee

<b>Date /time</b>	5.30pm to 7.30pm, Thursday 26 February 2020	
<b>Location</b>	Online or in-person: <ul style="list-style-type: none"><li>• Boardroom, 11 Tilley's Rd, Maddingley</li><li>• Teams invitation</li></ul>	
<b>Attendees</b>	Allan Comrie, Chair David Marnie Keith Jackson, GCWWRRG, Recycling Victoria Rick Dickson, Neighbour Ruth Jarman, Senior Consultant at Environmental Risk Sciences (enRisks) Peter Thurn	Tim Tillig, MBC Jay Connor, MBC Dylan Nichols, MBC David Maltby, MBC Paula Lawrence, Facilitator Alice O'Mara, Committee support
<b>Apologies</b>	Nick DeLeur, CFA Vincent Nguyen	

<b>1.</b>	<b>Welcome</b>	<b>AC</b>
	- Minutes from previous meeting approved by Rick Dickson, seconded David Marnie	
<b>2.</b>	<b>Tender to manage soil from the West Gate Tunnel Project</b>	<b>AC</b>



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	<ul style="list-style-type: none"><li>- Spoil from the tunnelling process at the West Gate Tunnel Project requires a receiving facility. There is approximately 16-18 months of tunnel boring which will peak and then tail off. The soil is from a depth of 27.2 metres below surface. There have been ground water bores to take samples to determine levels of PFAS or other contamination. There has been a small level of PFAS found in water. PFAS is expected to be found in lower levels in the soil due to the nature of PFAS (these chemicals are known to be highly leachable).</li><li>- At this stage the tender is a competitive process with no decision made. MBC's tender has not been submitted.</li><li>- MBC are tendering as they currently have a permit to take Category C contaminated soil and have site specific attributes to make it suitable for this type of storage. The site has favourable geology and suitable buffers are already in place as the site already accepts landfill waste. Measures are in place to protect the local environment.</li><li>- The storage bays will use a compacted clay liner inspected by a geotechnical expert to make sure infrastructure is in</li></ul>	<b>RJ, TT, DM</b>
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	<p>accordance with the designs reviewed by the EPA appointed auditor.</p> <ul style="list-style-type: none"> <li>- Calleja Group is a family run business and MBC is key infrastructure in terms of the acceptance of landfill waste as well as having contracts with industrial companies. It is important to protect the infrastructure for future use and monitoring. It is in the best interests of the Calleja Group to follow regulations to protect other contracts.</li> <li>- MBC are applying for Ministerial intervention based on section 20 (4) of the Planning Act, for the Planning Minister to review and amend the planning scheme to amend current permit. Due to the time constraints of the project this is a better option rather than local council and subsequently VCAT.</li> <li>- If approved, the permit would be project specific, meaning that only soil from the WGTP tunnelling process could be accepted and managed in a dedicated designed facility including a containment cell. The permit will expire when this process is complete and all related infrastructure will be decommissioned at that time.</li> <li>- Consultation with Stakeholders <ul style="list-style-type: none"> <li>o MBC have met with</li> <li>o Moorabool Shire Council and Councillors</li> <li>o CFA</li> <li>o Southern Rural Water</li> <li>o Bacchus Marsh Grammar</li> </ul> </li> <li>- Additional consultation with market gardeners, environmental groups and business groups will commence in March. The aim of the stakeholder engagement process is to explain to groups what the project looks like, what MBC are doing, to understand community concerns and provide an opportunity for input into the amended permit.</li> </ul>	
<b>3.</b>	<b>Presentation – Environmental Risk Sciences (enRisks)</b>	<b>RJ</b>
	<ul style="list-style-type: none"> <li>- PFAS are a group of man-made chemicals with stain and stick resistance. They are ubiquitous in the environment and are commonly found during construction in urban and industrial areas. The tunnels are going through an industrial area of Melbourne. Over 300 groundwater samples have been collected along the tunnel alignment and have shown that PFAS levels are below recreational water quality standards (standards for water you can swim</li> </ul>	



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	<p>in). This is a very different situation to other publicised PFAS sites around Australia. These other sites are areas where AFFF (Aqueous Film-Forming Foam) was used (defence bases, fire training facilities etc.) and PFAS concentrations in groundwater are much higher.</p> <ul style="list-style-type: none"><li>- MBC have designed a facility to contain the spoil. This design has been reviewed by enRiskS along with the features of the site and the surrounding community and environment. Under the proposed design, it is highly unlikely that PFAS could escape from the facility and enter the environment. This is also because the MBC site has a unique water management system that would be expanded to include the spoil facility. However, enRiskS has assessed a worst-case scenario that looks at who in the off-site community might be affected if the PFAS from the spoil does get out of the facility and into the environment. This assessment has back calculated the concentrations of PFAS in spoil that can be stored in the facility where risks to human health and the environment are negligible. Spoil with concentrations of PFAS higher than these concentrations will not be allowed to be stored at the MBC site.</li><li>- The soil must be moved from the current site because the project site does not have the luxury of vast amounts of land to stockpile and classify the spoil. When moved to site, the spoil will be stored in lined bays and segregated into batches of approximately 3,000 cubic metres to be tested according to the testing regime approved by the EPA Victoria. In the unlikely event that Category A or B contaminated soil is found to be present in the storage bays, this would be removed from the MBC site and sent to a facility that is licensed to accept that type of waste.</li><li>- Based on the groundwater testing, MBC does not anticipate any Category A or B contaminated soil but have designed the facility to safely store this type of material until it is removed, as a precaution. Category C contaminated soil would stay on site and be deposited in the existing Category C landfill cell. Water from the spoil</li></ul>	
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	<p>facility will be managed in the same way as the leachate from the existing landfill facility.</p> <ul style="list-style-type: none"> <li>- MBC will install seven additional groundwater bores around the spoil facility for monitoring.</li> <li>- The planning scheme amendment will have a sunset clause of 2 years which is the expected duration of the project and environmental approvals are specifically for the West Gate Tunnel Project.</li> </ul>	
<b>4.</b>	<b>Transport and Truck Routes</b>	<b>AC</b>
	<ul style="list-style-type: none"> <li>- Tim provided a map of proposed truck routes. <ul style="list-style-type: none"> <li>o Route one – Western Highway – Avenue of Honour – Woolpack Rd</li> <li>o Route two – Parwan / Exford Road – Grieg’s Road</li> </ul> </li> <li>- Route two is expected to be used between 6am and 8pm each day and during key events such as Anzac Day and the strawberry festival.</li> <li>- Expected average truck movements approximately 230 in each direction, each day. Transport is not under the control of MBC. There are controls in the contract to dictate where and when the trucks can go, MBC do not want trucks not using the approved route. All trucks will be GPS tracked on and offsite. A design that enables spoil to be tracked from “cradle to grave” has been adopted.</li> <li>- Dallas tag and scanner reader gives data from the pivot site. Data will be downloaded when the truck is onsite. Any trucks without required information or the wrong GPS will not be allowed to enter the MBC facility. Significant road upgrades on East Maddingley Rd, Tilley’s Rd and Woolpack Rd.</li> <li>- The approved truck route does not go near Bacchus Marsh Grammar Rds. All roads and traffic impacts have been subject to a road safety audit.</li> <li>- Per current safety regulations, all trucks will have appropriate mitigation measures and be sealed and covered with tarps. Concerns that dust or spoil falls from truck all will be sealed and covered with GPS traffic</li> </ul>	



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	system. Will not abide drivers who do not follow the rules onsite or offsite	
<b>5.</b>	<b>1. Questions</b>	<b>AC</b>
	<p>Q: Why will it operate outside of business hours?</p> <ul style="list-style-type: none"> <li>- Better truck mobilisation</li> </ul> <p>Q; Lots of trucks from east Maddingley Rd. Concerns around trucks using quickest route rather than approved route.</p> <ul style="list-style-type: none"> <li>- Current traffic probably due to Ballarat line upgrade. All trucks will have tarps. Trucks will all be sealed and covered and fitted with GPS traffic system. Will not abide drivers who do not follow the rules onsite or offsite</li> </ul> <p>Q; what engagement has been undertaken to date and what engagement will happen next?</p> <ul style="list-style-type: none"> <li>- Engagement to date <ul style="list-style-type: none"> <li>o Moorabool council</li> <li>o BMGS</li> <li>o DOT</li> <li>o EPA</li> <li>o Council (ongoing)</li> <li>o Community</li> <li>o Local business growers</li> <li>o Water authorities</li> <li>o CFA</li> </ul> </li> </ul> <p>Engagement with WGTP and MBC includes</p> <ul style="list-style-type: none"> <li>o Community information sessions with locals with info on WGTP works and MBC proposal</li> <li>o Targeted briefings with business, agriculture and environmental groups</li> <li>o Full list of relevant stakeholders identified and contacted</li> <li>o Website and communications material</li> <li>o Partnerships with local community groups to be explored and appropriate contributions to be made to acknowledge project impact on community</li> <li>o To provide additional info about impact</li> <li>o Moorabool environment group on 2 March</li> <li>o Growers on Tuesday 3 March</li> <li>o Businesses on Friday 6 March</li> <li>o Community information sessions held hourly for four hours each on 5 and 12 March.</li> </ul>	



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	<p><b>Q: What happens if Tilley's Road becomes too bogged?</b></p> <ul style="list-style-type: none"><li>- MBC are working with Council to establish protocols. Normal process is to complete dilapidation report look at approved or proposed transport route. Evaluate current condition and impact from project. Recondition better than or equal to before project</li></ul> <p><b>Q: Can foresee Tilley's Road becoming unworkable and drivers using east Maddingley Road.</b></p> <ul style="list-style-type: none"><li>- Upgrade and maintenance in proposal budget</li><li>- 300-400 cars to school, trucks existing and project trucks. Bitumen will not be required as part of upgrade. Not a case of set and forget. Any trucks not using approved routes will be banned from site. If there is a situation that trucks were not using approved routes, if needed to employ traffic management will happen.</li></ul> <p><b>Q: Which roads will be impacted by upgrades?</b></p> <ul style="list-style-type: none"><li>- All roads from Western Freeway will be subject to upgrade.</li></ul> <p><b>Q; Concerns that the turn at Tilley's Road is dangerous.</b></p> <ul style="list-style-type: none"><li>- Contract will be a very tight contract. No room for error. Tilley's Road will be widened.</li></ul> <p><b>Q; What exactly is PFAS?</b></p> <ul style="list-style-type: none"><li>- PFAS are a group of chemicals. There are around 4,500 PFAS and the three main PFAS are PFOS, PFOA and PFXS. These are the PFAS most commonly found in food that we eat and seen in our blood (especially PFOS). These PFAS are known to bio-accumulate (build up in the food chain) and are the most well studied and the PFAS where Australian guidelines are available. We can test for around 28 PFAS. Research moving fast however the other PFAS are not as well studied as the main three. Yes present in WGTP spoil, in foams but also in food, water, packaging etc.</li></ul> <p><b>Q: What (PFAS) is currently in Bacchus Marsh?</b></p> <ul style="list-style-type: none"><li>- Not sure as have not seen any data for Bacchus Marsh outside of MBC but expect it to be similar to other urban/industrial areas. PFAS is already in Werribee River. Data relating to Fiskville is in relation to AFFF contamination.</li><li>- Scientists are phasing out main three PFAS compounds and coming up with different chemicals.</li></ul> <p><b>Comment:</b> Suspect that no matter how rational you are that this is hard to process. You need to factor in competing business interests, growth in town. Significant tension and conflict and</p>	
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	<p>increase in usage of this site. MBC have been in Bacchus Marsh for a long time and has never seen such a community response. People may not hear PFAS argument. Suspect difficulty advocating as a community member because of conflicts. Curiosity as to why private company would tender for this. Never seen a balance sheet for MBC or Calleja</p> <ul style="list-style-type: none"><li>- Why wasn't this put out as part of the discussion at the start of tender process?</li><li>- A lot of members have worked in industrial areas. A lot of information and misinformation</li><li>- People will find trucking movements very hard to swallow. Infrastructure cannot keep up with demands. Not going to help with the issues'. Trucking may end up being bigger than PFAS as a community issue.</li></ul> <p>Q: Presentation assumes all spoil is taken from tunnel to Maddingley</p> <ul style="list-style-type: none"><li>- Other sites might be located closer but more expensive operating costs</li></ul> <p>Q; TU and Victorian Government have a huge problem. Who makes decision?</p> <ul style="list-style-type: none"><li>- Two pathways. One Planning Minister and the other is EPA.</li><li>- Project of state significance</li><li>- Process is time sensitive. All reports are still being provided. Sits with Minister rather than local council due to time. Other sites going through same process.</li></ul> <p>Q: Why is MBC classified as a significant piece of infrastructure?</p> <ul style="list-style-type: none"><li>- Key policy decision from VIC Government to not allow new landfills. Existing need to be maintained and upgraded and adhere to safety conditions. Based on government policy. Almost impossible to go through community process. Not different to rezoning land for subdivision. Lack of general understanding</li><li>- Comment: Good thing to come out to this is that roads are upgraded, particularly Woolpack Road.</li></ul> <p>Q: BMGS growing has been a huge surprise. Conflict is there. What is the right amount of business on this land? Can the existing businesses continue?</p> <p>Comment: Shouldn't be an either or. They can coexist. Is there physical health and harm to a child? Busy schools in Melbourne.</p> <ul style="list-style-type: none"><li>- Comment: MBC have done minimal amount of work. Landcare, Melbourne water, tree planting. Reputation is not great. Calleja</li></ul>	
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	<p>have not put enough allocation towards managing visual amenity.</p> <ul style="list-style-type: none"> <li>- What can be done specifically to help visual amenity? <ul style="list-style-type: none"> <li>o Get rid of boxthorn</li> <li>o Tidy along road</li> <li>o Better tree planning and planting buffers on Tilley's Road. Direct seeding.</li> <li>o Drive Parwan exit road.</li> <li>o Avenue of Honour is pleasant.</li> </ul> </li> </ul> <p>Comment: MBC have lost control of the narrative. FB now runs the narrative – we need to meet with FB organisers. Transport argument may be more difficult. Can reduce cars going to Grammar. PFAS message needs to be changed. Weed management and planting. To be seen in the community doing something. Addressing visual amenity.</p> <p>Comment: MBC should put factual info in local paper. Not defensive. No one understands the technical completion of cell 6 green native grasses. Tech stuff like Parwan creek people don't understand that creek is not being polluted. Publish results of tests. We know is saltier due to clay.</p> <p>Q; This is a competitive tender? Who are other tenderers?</p> <ul style="list-style-type: none"> <li>- Other landfills are first point for potential for landfill waste. Rather than sent to temp facility then classified. Does make sense from a commercial perspective.</li> <li>- Five bidders in this process in five locations.</li> </ul>	
<b>6.</b>	<b>General Business</b>	<b>TT</b>
	<ul style="list-style-type: none"> <li>- Tim informed members that MBC is planning to offer site tours to members of the public</li> </ul>	