

# Community dialogue - meeting #14

## Hi-Quality – Bulla Spoils Processing Facility

### Meeting details

*Date:* 15 March 2022, 5.00pm to 6.30pm

*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)
Andrew Shepherd	Zone Manager, West Gate Tunnel Project
Christian Dolezal	Stakeholder & Community Relations Manager - Tunnels, West Gate Tunnel Project
Lance Ingrams	Regional Manager, Victoria, Hi-Quality Group
Tatiana Echeverri	Community and Stakeholder Engagement Lead, Transurban
Todd Blasch	Traffic Manager, West Gate Tunnel Project

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

## Purpose

The meeting was held to introduce representatives from the CPB John Holland Joint Venture (the JV) to the community representatives and to respond to questions relating to the transport of the material from the tunnel to the Bulla Spoil Processing Facility (BSPF).

## Agenda

Item	Discussion lead
Welcome and introductions	Todd
JV presentation	Andrew
Question and answers	JV representatives
Actions from last meeting	Todd
Community issues and feedback	Todd
Project/construction update	Lance/Amy
Next meeting	All

## Welcome and introductions

- The meeting commenced with the community representatives introducing themselves, explaining their interest in the project.
- Next the representatives of the JV and Transurban introduced themselves, explaining their role. Tatiana advised that she was attending primarily as an observer, but was happy to answer any questions relating to Transurban.

## Presentation from the JV

- Andrew talked the group through presentation on tunnelling construction, it included:
  - an overview on who is building the project
  - a map of the tunnel precinct
  - a look at the tunnelling process and the tunnel boring machines (TBMs)
  - an explanation about how construction impacts would be managed
  - a high-level overview of the spoil handling process
  - information about the haulage process
  - summary of spoil disposal.

## Questions and answers

The following questions were asked by the community representatives at the meeting. While the majority of the questions were addressed at the meeting, they have been provided to the JV and other project parties for a written response.

**1. *How many trucks will be travelling to and from the facility?***

It is estimated that there will be an average of approximately 229 trucks each way per day over the tunnel boring period, with a peak of 429 each way per day over a very short period.

**2. *What are the hours of operation? Will the trucks be running 24 hours a day, 7 days a week?***

The tunnel boring machines operate 24 hours a day to ensure the safety of the operation. Consequently, trucks will be transporting tunnel spoil to Hi-Quality's site during a 24-hour cycle.

**3. *Will there be a specific window when trucks are not on the road, such as peak times?***

Trucks will operate 24 hours a day with trucks carrying spoil from the pivot site at 221 Whitehall Street to Hi-Quality's Facility in Bulla. This is for around 16 – 18 months while tunnelling is underway.

**4. *Will the works continuing on Sunbury Road (as part of the Sunbury Road Upgrade), with the potential to cause delays, be a trigger for the trucks to take an alternative route?***

Emergency routes are only allowed to be used if there is a total road closure – not to avoid delays

There are a number of approved alternative routes the project are able to use in the event of various emergency scenarios that result in total closure of the main route. CPB John Holland will need to inform DoT if an emergency route is planned to be implemented. If an incident has occurred while a truck is on route, it would be required to follow Vic Police or VicRoads traffic management

**5. *How will the community be made aware that the trucks will be using an alternative route?***

For Sunbury, when the primary approved route must be closed for a period of time and the alternative route through Sunbury is in use, the Community Dialogue Group will be informed via email by Hi Quality.

**6. *Over the last few years the Calder Freeway has been closed a number of times due to accidents, how will VicRoads manage the additional traffic from the trucks if the freeway can't be used?***

The Calder Freeway is only used for short periods of time in the event of an incident which causes the closure of Sunbury Road. Both of these roads have the capacity to handle the extra trucks - for Sunbury Road the number of extra trucks equates to a 2-4 per cent increase in total traffic.

If the main haulage route and the emergency route cannot be used due to closures including the closure of the Calder Freeway, there is the ability for material to be stockpiled at the tunnelling hub for a short period until haulage can recommence.

**7. *There have been a lot of crashes on Sunbury Road in recent years, including on Bulla bridge, what is going to be done to improve road safety through Bulla?***

To improve safety on Sunbury Road, traffic lights have been installed at the Hi-Quality site entrance on Sunbury Road and the planned speed reduction to 80km/h has been introduced Sunbury Road between Francis Boulevard and Bulla-Diggers Rest Road.

There has also been road resurfacing works carried out on the Bulla Road Bridge, providing a smoother and safer journey for those who travel across this bridge. The advisory speed limit – of 40km/h – has also been made the enforceable speed limit in the vicinity of this bridge to further improve safety through this winding section of Sunbury Road.

Work has started on the Sunbury Road Upgrade which will see an additional lane added in each direction and safety barriers installed further improving road safety in the area.

**8. *Can the 40km speed limit on Bulla hill be extended to the top of the hill?***

The 40km/h speed limit introduced along Sunbury Road aims to create a safer environment for road users by addressing risks associated with the narrow lanes on the bridge over Deep Creek and the bends in the road north of Deep Creek where there have been crashes in previous years.

While further changes to the speed limit are not proposed at this point in time, the Department of Transport will continue to monitor the performance of Sunbury Road to determine the need for any future improvements.

**9. *Can you explain the difference in the time frames between the pre-interim, interim and final design for the intersection at the entrance to the facility?***

Hi-Quality is working with MRPV and its construction contractor Winslow to provide input on the design of the site intersection as part of the Sunbury Road Upgrade. Timing of the intersection works have not yet been confirmed. The community will be updated with details as it progresses.

***10. Will you monitor travel time along Sunbury Road in real time and adjust the truck schedule to minimise traffic impacts?***

The increase in overall traffic to Sunbury Road is only 2-4 per cent so unlikely to add to traffic congestion and delays

***11. If there is a major accident and SES needs to attend the scene, do we need additional protections? Will we be provided with information or training on how to respond and protect SES volunteers?***

While no specialist equipment or training is required, CPB John Holland can provide further information to SES volunteers if requested.

***12. Has there been reported violations of trucks since commencement of operations? Have any trucks been turned around on arriving at the BSPF?***

On the first day of operation two trucks were turned around, none since then.

***13. Given that there have been some initial problems with trucks, how can the community have confidence that the checks and balances in place will protect the community?***

CPB John Holland apologised to the community that the transportation of spoil is facing some teething issues in the first month of operation. They have thoroughly reviewed and when necessary, upgraded their internal processes and held a subcontractors' forum with truck operators, project parties and authorities to identify the areas of improvement. Since then, they're working on continuing to educate drivers, improving spoil management, and reducing incident response times to minimise the risks and impacts to the community. CPB John Holland Joint Venture is working closely with all relevant authorities to ensure they are compliant and operate in the safest and most efficient manner possible.

***14. Are the trucks plastic lined and water tight?***

There are a number of EPA requirements for CPB John Holland to safely transport the tunnel soil, including there must be no gaps between the tailgate and the tipping body; the tipping body and the load area must be leak proof with no holes or gaps; a leak-free compression seal is required between the body and the tailgate when closed; and the tipping body of the vehicle must be fitted with a waterproof PVC tarpaulin cover. The trucks are covered with an 80% waterproof PVC tarp and have sealed tailgates.

***15. In September last year we discussed and put forward a range of expectations from the community to ensure Sunbury and Bulla benefit from the project. A commitment was given that a response would be provided by all project parties prior to first trucks, this did not happen. When will we get a response?***

The project acknowledges the community's interest in looking for opportunities to bring benefits from the West Gate Tunnel Project to their neighbourhood. The project parties are looking forward to working with the local community and Hume City Council to explore suitable opportunities.

***16. There are a lot of infrastructure projects in the pipeline, with numerous major tunnels being built. We have previously been advised the facility would be demolished and the site returned to its previous state. Are the project parties willing to commit to this in writing?***

The Bulla Spoils Facility has the relevant Government approvals in place to receive tunnelling spoil from the West Gate Tunnel Project. Any future use of the facility would be a matter for Hi Quality and would be dependent on receiving the relevant approvals.

***17. This week we have seen the West Gate Kids Program rolled out in local schools. There are a lot of people in the community very upset that the project has seen fit to engage with 6-year-olds when we have been asking for engagement and responses to our questions for more than 12 months and had no response. How can you justify getting kids involved when you have not engaged with the local community?***

The West Gate Tunnel Project and Hi Quality have been engaging and informing the Sunbury Bulla community over the past two years. This includes attendance at the Community Dialogue and community events such as the Sunbury Village Market.

West Gate Kids is delivered by CPB John Holland / Transurban in partnership with SciencePlay Kids who are the appointed principal delivery partner for the program. It has been developed to encourage kids take an interest in Science, Technology, Engineering, Arts and Mathematics (STEAM) topics that complement the West Gate Tunnel Project, including civil engineering, fluid mechanics, electricity and energy.

The session is delivered either at the Project Information Centre in Yarraville or as a pop-up experience in school to students from targeted primary and secondary schools in the western and northern suburbs. The program is entirely voluntary, and it is up to the school to decide if they would like to participate. Since 2018, 3632 students from 44 schools have participated in the West Gate Kids program with overwhelmingly positive feedback.

***18. Over the last two years the project has caused enormous stress in our community, we have had to manage the impacts of the construction of a major facility and seen significant impacts on our roads. What's in it for our community?***

The project has listened to community concerns and actions have been taken, and will continue to be taken, to reduce impacts on the local community. Planning and EPA approvals also have stringent requirements aimed at mitigating impacts on the community and environment. The project acknowledges the community's interest in looking for opportunities to bring benefits from the West Gate Tunnel Project to their neighbourhood. The State Government has announced a \$2 million Sunbury and Bulla Neighbourhood Fund and looks forward to working with the local community and Hume City Council to explore suitable opportunities.

Due to time constraints, the remaining agenda items were held over to the next meeting.

### **Actions**

- Share JV presentation with community representatives (Hi-Quality).
- SES to be briefed on emergency response and provided with Emergency Risk Management Plan (JV).

### **Next meeting**

It is proposed the next meeting take place on Tuesday 12 April