

# HAMPTON PARK TRANSFER STATION

COMMUNITY REFERENCE GROUP



ENVIRONMENTAL FEEDBACK HOTLINE: 1800 368 737  
EPA ENVIRONMENT LINE: 1300 372 842

## MINUTES

Date: 5.30pm, for 5.45pm start, Tuesday, 12 December 2023

Location: 274 Hallam Road, Hampton Park

### COMMUNITY

- Tony O'Hara (TOH)
- John Theodoridis (JT)
- Vernadette Dickson (VD)
- Terry Boyceman (TB)
- Susan Boyceman (SB)

### GUESTS AND STAFF

- **EPA:** Jo Prendergast (JP), Bianca Sigismundi (BS)
- **Veolia:** Mark Globan (MG), Ashley Kelly (AK), Cecilia Wu (CW)
- **City of Casey:** Anne Sorensen (AS), Paul McGrath (PG)

### FACILITATOR

- Susan McNair (SMc)
- Lilith Palmer, notetaker (LP)

### APOLOGIES

- Kim Murphy, community

#### 5:45pm WELCOME AND AGENDA (Facilitator)

SMc welcomed participants and thanked them for joining the session, explained the agenda and encouraged questions. All participants introduced themselves.

SMc reiterated that effort had been put into recruiting new community members for the CRG, and that that endeavour would continue. SMc asked all attendees to notify her if they knew of interested parties.

#### 5:50pm PROJECT PRESENTATION (Ash Kelly, Mark Globan, Cecilia Wu)

##### Background

AK opened the presentation by explaining the purpose of the transfer station CRG – to bring interested parties together and consider the proposed station in detail.

AK let participants know they can share feedback through various communication channels including the meeting, letterbox drop and online materials. Veolia's desire is that participation in the transfer station CRG not be onerous for community representatives.

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MG spoke about future waste management needs, explaining that the Hallam Road facility had been operating since the early 2000s but is currently in its 'twilight years' with an estimated five or six years left of operation at current filling rates. MG directed participants to a slide that demonstrated the waste flow, with the current site and the proposed transfer site being important 'cogs' within this system.

The transfer station is an opportunity to continue to meet waste management needs once Hallam Road Landfill closes.

### **Plans and design**

MG referred to a map of the current site (slide 3) which shows the proposed transfer station on virgin land that has not been quarried and is considered to be the best location for the facility within the Veolia site. MG explained that once the landfill is filled and capped there is a 30-year aftercare period to manage the site and ensure it is managed in line with EPA guidance.

MG presented an artistic vision of the transfer station (slide 4) and emphasised that with Hallam Road closing, approximately 450,000 tonnes of municipal and commercial waste annually would need to be processed by other means.

### **Proposed facility**

Referencing slides 5 to 11 CW directed participants to an architectural sketch of the proposed site and explained that the current public drop off site would be maintained. Activities to occur on the site would be very simple. Waste will be delivered on delivery trucks, with separate entry and exit for waste delivery trucks, transfer trucks and partner vehicles for safety. Once delivered, waste will be tipped on the floor of receipt hall then pushed into the waste compactor. The waste will be compacted into specially designed containers. The transfer station building will be fully enclosed. Once compacted, waste will be loaded onto outgoing trucks and transferred to other sites for processing.

Some of the key highlights of the design to note: waste compaction will occur in a fully enclosed building, trucks and containers are specially designed to minimise traffic as utilised in other Veolia sites effectively, and a wheel wash will further minimise impact.

CW spoke on items that the Veolia team believe to be of high interest to the community:

### **Odour**

High velocity fans will maintain negative pressure in a fully enclosed building, with all activities handled inside. Waste will be handled quickly and cleared by 6pm every day.

Risk assessment for odour based on current modelling is low. The modelling utilises odour data from a Veolia transfer site in Banksmeadow, NSW.

### **Noise**

Noise will be kept to a minimum with concrete wall slabs utilised in the build, sandwich panelling in the sunroof and the building being fully enclosed. This will be further helped by an existing earthen bund on the site.

### **Dust**

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Waste transfer station activities will have minimum dust impact. This has been effectively demonstrated at the Banksmeadow site which currently manages similar quantities to the proposed Hampton Park site.

### **Traffic**

A similar amount of waste will be received at the site as currently delivered to the landfill. CW directed participants to a graph modelling incoming waste for the transfer station, based on the current operation at Hallam Road Landfill and commercial collection business, which showed the waste delivered from 12am - 6am is minimal.

TOH asked how many containers can be filled per hour. CW clarified they can pack one container every half hour. MG clarified that six trucks worth of waste would result in one compacted load for transporting to further processing, but that it does vary based on how full the trucks are.

### **Fire**

Safety measures that would be in place at the transfer site include two water tanks, a fire pump room, 10 hydrants as well as on-site equipment.

### **Questions and comments**

*Fire:* TOH brought up a recent fire within a council garbage truck and asked about the chance of a fire occurring in the transfer station facility or in the trucks. MG explained that as the trucks use fully enclosed containers, there is no access to air and can't be compared to a landfill that has oxygen available if a fire starts.

JT raised a lack of fire services in the area, which had been an issue in the most recent election. JT asked how that would be managed, as the local fire service is under resourced based on local population growth. MG suggested that the water stored on site, based on industry experience, would significantly mitigate the need for external fire services as less services would need to attend in the case of a fire to maintain water pressure. JT suggested this information should be emphasised as it is a community concern.

VD reiterated that with the landfill experiencing three fires this year, it's a concern for community.

*Truck movements:* VD asked to clarify truck size regarding noise generated by engine brakes. She explained some close residents can hear brakes from the landfill trucks currently. CW explained that trials with A double trucks are being run in the area to include in modelling, and that in the proposal A double trucks would only start leaving the facility from 7am, as compaction starts from 6am. CW explained that the site would receive waste from midnight, the compactor and waste transport will start from 6am. MG suggested that limiting the use of air brakes would be a council decision.

TD explained that the community perception is that the trucks will be running 24 hours. AK explained that through modelling usual landfill activity, the plan for the transfer station has A double leaving the site between 7am and 6pm. CW explained that based on current modelling, an average of four additional trucks would leave the site each hour between 7am and 6pm.

VD asked which road the trucks would use. MG explained that the route would be approved by VicRoads. VD asked what happens at the Banksmeadow site and CW clarified that the waste is

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removed from the site by train. VD expressed concern about the additional trucks on the local road, based on an accident that had occurred in the area some years ago involving children. With an intersection having a set of traffic lights implemented as a result. SB noted there should be some responsibility on local residents to use the traffic lights as intended for crossing safely.

MG explained that while accidents cannot be fully controlled, all precautions would be taken on the site to maximise safety. Veolia will check engine brake requirements with the relevant jurisdictions.

*Planning process:* CW gave an overview of the process that must be undertaken by Veolia, explaining lodgement of the planning permit and development licence applications took place earlier this month. Decisions from Council and EPA are anticipated next year (2024), with construction following in 2025 and 2026. CW explained that there a lot of moving parts and the designs (as presented at the meeting) would evolve as feedback from Council and EPA was taken on board.

TOH sought clarification around how feedback on the transfer station that was raised with Council through the Hampton Hill Development Plan process had been addressed or resulted in changes. MG explained that as a council process Veolia have limited oversight. AS explained that a lot of the concerns were relating to the current landfill rather than the long-term strategic plan for the area. Council officers went through every submission received and a report was compiled that summarised the feedback and provided responses. TOH suggested the feedback should be shared directly with Veolia. CW explained that additional assessment and study has been done with the Banksmeadow data to improve understanding and knowledge as a result of the community input that has been received by Veolia to date. AK explained that engagement with the CRG, the letterbox drop and online ads has been a conscious effort to procure feedback on the proposed transfer station.

BS explained that EPA will also seek clarification and response from Veolia to community concerns during its assessment of the application.

VD asked about a landfill gas assessment, and whether one would be completed for the transfer station. CW clarified that a landfill gas risk assessment has been carried out and submitted to EPA as part of the Development Licence Application.

JP explained the process for DL applications is that they are made publicly available on the EPA website and notice included in newspapers that the application has been received. The application and all relating information will be made available unless commercially sensitive. Community then has three weeks to make a submission.

AS explained that the planning application to council was received last week. A planner will go through documents and determine whether there is a need for further information or if the documents provided are satisfactory. Council have 28 days to complete their review. Requirement under the planning scheme is twofold: looking at the development licence but also providing advice as a statutory authority under the act. Other authorities are referred to as well as in-house experts. Once all feedback received, planner reviews would determine if there is a need to liaise and consider beneficial changes for which there would be consultation with Veolia.

TOH asked AS about community feedback and how community members can find out about changes. AS said this was being considered and that EPA have indicated everything would be shared on their website unless commercially confidential so council are considering what they can reasonably share

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such as elevation plans and technical reports. AS shared that communications are also being looked at to share on the council website as to the roles of the different authorities and the process of the planning application, to provide more transparency for the community. While Council has no formal requirements of notice, community are welcome to contact council directly.

*Comparison with Banksmeadow:* VD asked about the Banksmeadow facility and whether it was comparable in terms of vicinity to residents. AK showed the Banksmeadow site on Google maps showing residential houses to be approximately 500m from the site. CW explained that the data was being applied to Hampton Park circumstances specifically.

AK reiterated that a number of these design considerations would not be fully confirmed until feedback was received through the application process from Council and EPA. Veolia's planning and designs will be modified to address this feedback.

*Buffer overlay:* VD asked about the buffer area potentially being extended and whether there were any updates. AS said not yet as council are working through a range of matters and want to be comprehensive. Eaglehawk, City of Bendigo, are going through an overlay process and have provided a panel report. VD asked if it would be part of EPA decisions with regard to draft guidelines that they are working on. AS said it's not that they will not be considered, but that those guidelines haven't progressed to a planning scheme or other legislative document. Still investigating the merit of a BAO – Buffer Area Overlay – which will be reported in February.

TOH asked about a planning panel for this site. AS explained that the first step is determining the merit of a BAO/ planning scheme amendment. VD asked whether the devaluation of property would be a consideration. AS explained they aren't really a planning consideration in terms of the Environment Act, thus they are not in a position to give them a lot of merit as not considered a land use planning matter.

*Current landfill operations:* TB asked about closing the cells and whether there would be no odour once capped as methane is odourless. MG agreed that once capped the landfill gas network would manage odour, which is why there is a 30 year management period.

*Proposed transfer station operations:* TB asked about staffing changes and MG explained there is unlikely to be a major shift for Veolia internal personnel.

AK thanked the community for their questions and confirmed these would inform further communications outputs that would be shared more widely with the community. He acknowledged the personal time given up by those attending the meeting and thanked all for their input.

### 6:45pm OTHER BUSINESS

SMc : the date for the next meeting is yet to be confirmed but will likely be March. Website will be updated, and email monitored in the meantime. Those residents that had expressed interest in staying up to date but did not want to be a member of the CRG, will be provided email updates.

TOH asked if publicly available documents could be shared and CW confirmed.

VD asked EPA representatives about the buffer extension zone process. JP to confirm.

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7:00pm MEETING CLOSED

## Action tracker:

Item	Action	Who	Date
Confirm next meeting	Confirm next meeting date and share with residents	Veolia, Currie	

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## Appendix one: Veolia presentation



# Proposed Hampton Park Transfer Station

*December 2023  
Presented by Mark Globan, Veolia*



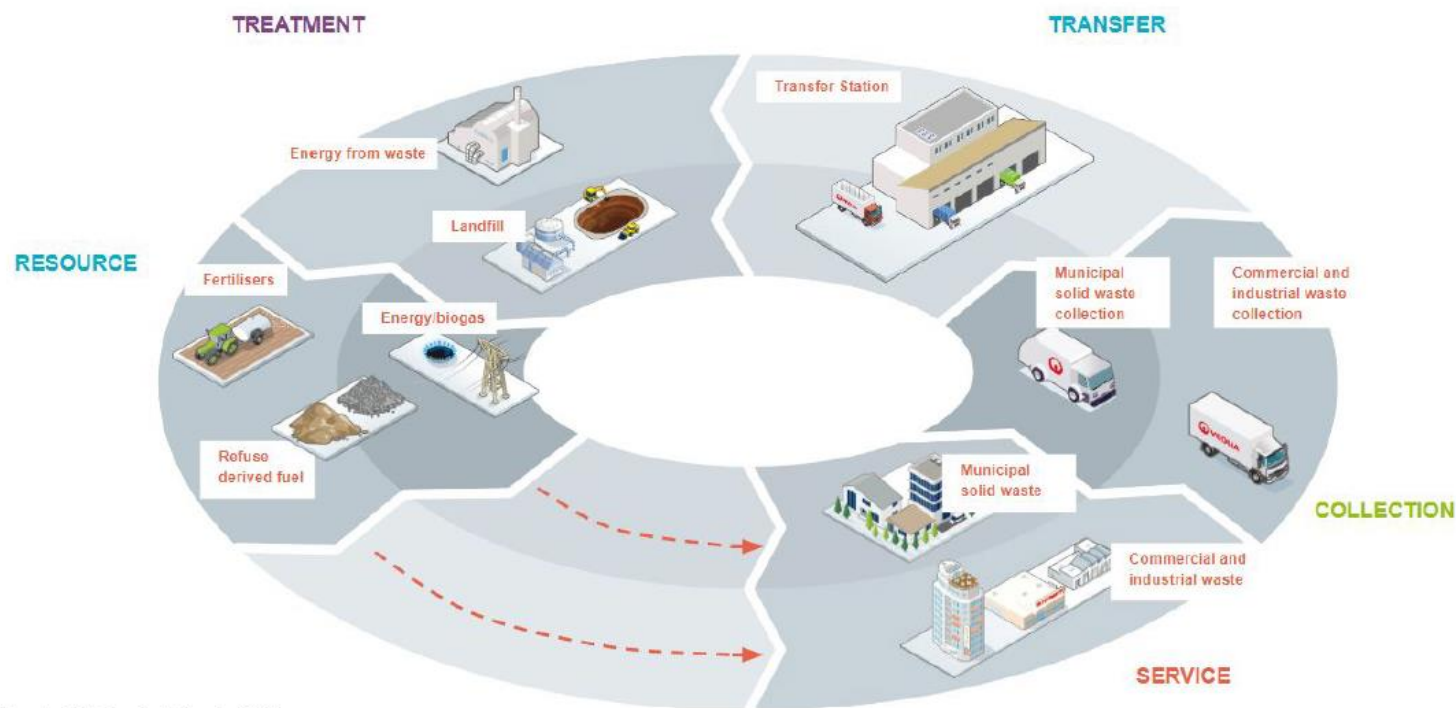
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## Waste management FUTURE NEEDS



 Proposed Hampton Park Transfer Station, Dec 2023



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## Proposed Hampton Park Transfer Station



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## Proposed facility **THE NEED**

- Impending closure of Hallam Landfill means **alternative waste management** options are needed
- The proposed Waste Transfer Station will receive **municipal, commercial, and industrial** waste sourced from SE Mel





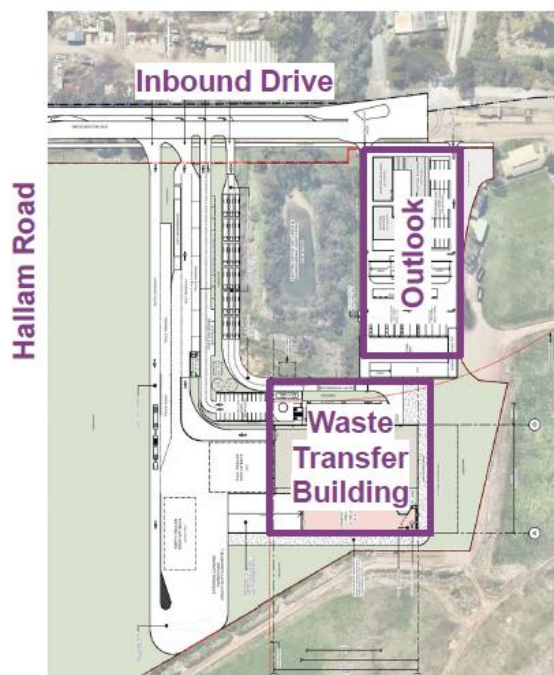
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## Proposed facility STATE-OF-THE-ART OPERATIONS



 Proposed Hampton Park Transfer Station, Dec 2023

### Stage

### Designed Controls



#### Acceptance

Waste delivered to the transfer station by collection vehicles from Councils and other collectors

- Separate entry
- Sealed concrete road



#### Consolidation

Waste received on site will be fed into waste compactor (~5m deep bunker) and loaded into specially designed waste container

- Fully enclosed
- Construction material
- Automatic door
- Compaction
- Negative pressure



#### Transportation

Compacted containers loaded onto outgoing trucks and transported elsewhere for landfill disposal or energy from waste facility

- Specially designed transportation containers
- Wheelwash

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## Facility design CONSIDERATIONS

01

ODOUR

02

NOISE

03

DUST

04

TRAFFIC

05

FIRE

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## Design considerations ODOUR

**High velocity fans** - negative pressure maintained (drawing outside air, in) with air extracted from the building at a rate of 14 times the building volume per hour which supports dilution of any odours

**Enclosed facility** - waste deposited and compacted within building with mixed air discharged from building via a single high stack

**Quick transfer of waste** - *all waste* to leave site by 6pm everyday

**Rapid automatic entry and exit doors** - minimise the exposure of the operational area

**Specially designed transport containers** - all waste leaving the facility will be held within 40ft transport containers designed to contain compressed waste



*Banksmeadow (NSW) receival pad, compactor opening and high velocity fans*

The potential impact of odour was assessed using modelling and odour monitoring data from a Veolia facility in Banksmeadow NSW. The risk of offensive odour at sensitive receptors was assessed to be low

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## Design considerations **NOISE**

- Precast **concrete wall slabs** - sound reduction index of 45 dB
- **Sandwich panelling sunroof** - sound reduction index of 41 dB
- An **existing earthen bund**, approximately 2.5-metres high, runs along the south side of the site entrance road from Hallam Road for approximately 100 metres: and along the western boundary for a distance of approximately 350 metres. This bund provides additional noise mitigation for residents along Hallam Road to the west of the site.
- **Fully enclosed building**



*Banksmeadow (NSW) container and compaction area.*

Noise assessment and modelling demonstrates that the facility would operate below noise limits



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## Design considerations **DUST**

- **Enclosed** operating area with **automatic door**
- **Fully-paved**, managed with a **street sweeper**
- Only waste transfer activities on site - minimal dust impact
- **Wheelwash** at truck exit



*Banksmeadow (NSW) paved and maintained driveway*



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### Design considerations TRAFFIC

- Main arterial route
- Similar traffic movements and tonnes per day to existing landfill operations



Example of A-double truck

#### Proposed Operating Hours

- Midnight until 6pm Monday to Friday
- Midnight until 4pm Saturday
- Closed Sunday
- Key processing hours are 6am to 6pm

*Approx 4 transport trucks per hour between 6am-6pm*



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## Design considerations FIRE

The firefighting infrastructure onsite is proposed to include:

- Two fire water tanks located adjacent to the WTS building with total capacity of 385 kL
- Fire pump room to be designed and fitted to requisite standard. Current provisions are for a 32m<sup>2</sup> footprint
- 10 fire hydrant located across the site
- Onsite fire-fighting equipment, such as extinguishers, blankets, hose reels, signage, alarm and sprinklers will be designed and implemented by a fire safety professional. This equipment will be regularly tested and serviced as required.



The WTS building will be constructed using fire resistant materials, such as concrete and steel, and will contain automatic rapid rise doors, which can be deployed to reduce airflow into the building if required.

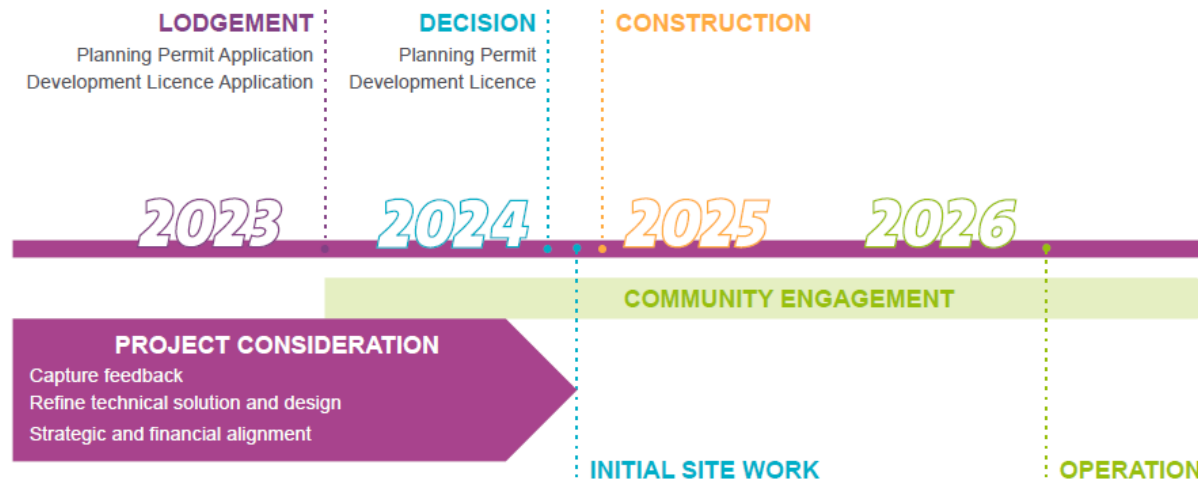
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## Proposed facility PLANNING PROCESS



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## What's next

### Planning Permit Application and the Development Licence Application lodged on 7 Dec:

- Assessed
- Feedback captured
- Refine technical solution and design
- Strategic and financial alignment

### Opportunities to engage:

- EPA - Development Licence process
- Veolia - webpage, CRG, direct email
- Council - no formal engagement process

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**We're committed to  
keep the community  
updated**

[anz.hpts.engagement@veolia.com](mailto:anz.hpts.engagement@veolia.com)

Web page

FAQs

Factsheet

Hampton Park Transfer Station CRG

