

## BCRG COMMUNITY FORUM 3/2014

13 August, 2014

6:00pm for 6:30 – 8:30 pm

Brooklyn Community Centre, Cypress Avenue, Brooklyn



### Meeting Purpose:

- To provide an update on progress towards resolution of dust, noise and odour issues

Chair: Jen Lilburn

### Agenda Items and Actions from meeting

<p><b>1. Welcome, Jen Lilburn</b></p> <p>Apologies, Confirm previous draft meeting notes.</p> <p>Update on Stockpile Working Group</p> <p><b>Action 130814_1:</b> Jen to follow up with industry regarding the progress of the new Construction and Demolition Industry guidelines.</p>
<p><b>2. YOTN Update, Bruce Light</b></p>
<p><b>3. BRAG Update, Bert Boere</b></p>
<p><b>4. Clean Air, (Cr Sandra Wilson, Mayor, Hobsons Bay City Council)</b></p> <p><b>Action 130814_2:</b> Cr Sandra Wilson to provide an update on the Clean Air Agreement at the November BCRG.</p>
<p><b>5. VCAT decision regarding Jones Road, Responses from Brimbank CC, Community, Industry</b></p> <p><b>Action 130814_3:</b> Chris to report back to BCRG on the issue of road cleaning strategies.</p>
<p><b>6. Dealing with the VCAT decision: a potential Plan B (Geoff Mitchelmore, BRAG)</b></p> <p><b>Action 130814_4:</b> Brimbank CC to provide an update on the Jones and Bunting Rds at the November BCRG meeting.</p> <p><b>Action 130814_5:</b> Jen to send the BRAG Plan B proposal to Hobsons Bay CC and Maribyrnong CC for consideration.</p>
<p><b>7. Transpacific Operations Update (Olga Ghiri, Stakeholder &amp; Community Engagement Manager, TPI)</b></p> <p><b>Action 130814_6:</b> TPI to provide further updates on the subsurface hotspot.</p>
<p><b>8. EPA Victoria Update on dust, noise and odour program</b></p> <p><b>(Chris Bydder, Team Leader – Compliance Strategy &amp; Support, Metro, EPA)</b></p>
<p><b>9. Federation Trail Update, (Geoff Mitchelmore, BRAG)</b></p>

## 10. Panel

**Malcolm Ramsay (Hobsons Bay CC), Ian Butterworth (Maribyrnong CC), Susan Fitton (Brimbank CC), Chris Bydder (EPA), Olga Ghiri (TPI)**

**Action 130814\_7:** *Jen to invite Nial Finegan to the next BCRG meeting.*

**Action 130814\_8:** *HBCC to provide a response to planning issues near Cypress Ave.*

**Action 130814\_9:** *Olga to provide an update when the fence is complete.*

The intent of these meeting notes is to promote open communication between local business, local and state government, community and the EPA. They are not to be used in a manner that compromises this objective.

Notes from this meeting will be posted on the Brooklyn Industrial Precinct website and will be available to the general public. Meeting participants should advise Andrea Mason or Jen Lilburn if they would like their name removed from this public document.

### Item 1. Welcome, Jen Lilburn

Jen Lilburn (Convenor) welcomed everyone to the forum especially John Watson, Administrator for Brimbank CC, Cr Jason Price from Hobsons Bay CC who was representing Mayor Sandra Wilson, Wade Noonan, senior management from all 3 councils, Lisa McLeod, EPA Victoria, community representatives from Yarraville on the Nose (YOTN), Brooklyn Residents Action Group (BRAG) and industry representatives. Apologies received included Cr Michael Clarke, Cr Sandra Wilson, Jane Nathan and Richard Marks, EPA Victoria (see Attendee list at the end of these notes).

The draft meeting notes from the previous meeting on the 14th May 2014 were confirmed as accurate.

Jen thanked Australian Tallow Producers for the site tour that was conducted before the forum.

Update on Stockpile Working Group Re: **Action 140514\_4:** *Jen to invite potential nominees via email to be part of a working group dedicated to crafting an appropriate letter to councils from BCRG.*

This action from the May BCRG forum led to the formation of the Stockpile Working Group (SWG) to draft a letter from BCRG to the 3 councils. The intent of the letter was to request government to address current policy gaps relating to management of stockpiled materials. Group members were Bert Boere (BRAG), Brendan Murphy (HBCC), Chris Bydder (EPA), Alan Bloomfield (Industry) and Tom Buxton (Industry).

SWG members were advised that construction and demolition industries had committed to the development of a new set of best practise guidelines related to the operations of these industries in Victoria.

A letter was drafted by the SWG but consensus could not be reached. Industry members felt that the letter was pre-emptive given that the new guidelines should address many of the concerns about stockpile management and operations within the sites. It was also felt that the draft letter's focus on stockpiles was too narrow.

Jen noted that as the independent convenor of BCRG, she could not send a letter on its behalf unless all sectors comprising BCRG were in agreement.

**Question: When did the industries initiate the guidelines update?**

**Response (Jen Lilburn):** The process was already in train; an industry meeting was planned for 14 August to progress the project and appoint a consultant. Perhaps this process has helped promote the need for the new guidelines.

**Question: Was there any sense of timeline given for the new guidelines?**

**Response (Jen Lilburn):** An update on the guideline development project will be provided following the industry meeting on 14 August.

**Action 130814\_1:** *Jen to follow up with industry regarding the progress of the new Construction and Demolition Industry guidelines.*

**After the meeting,** Tom Buxton provided an update on the development of the Best Practice Guidelines for the Construction & Demolition Industry:

The consultant (Dick Millet) has been appointed and briefed. Among other things, the guidelines will pick up the visual impact of operations, as well as minimising environmental impacts (dust suppression, water quality and noise). They will describe best practice for operational methods and systems, taking into account local topography and prevailing weather conditions.

The program and timing for the project is still being developed.

Jen will follow up with Tom in another month for an update.

**Response (Chris Bydder, EPA):** A legislative response would probably be slower than this industry-led process. In the interim, EPA still has regulatory authority that can be used for dust noncompliance.

**Comment (Jen Lilburn):** Most of the construction and demolition industries have permits already which prevent visible dust leaving the site and stipulate height conditions therefore industry is not unregulated at present but more work needs to be done.

**Comment (Stuart Menzies, BCC):** The EPA and BCC continue to work with industries regarding permits, stockpile heights, vegetation, and emissions.

**Question: Will the Stockpile Working Group be ongoing?**

**Response (Jen Lilburn):** The purpose of the SWG was to write the letter. There is no view that SWG will reconvene.

**Question: Is EPA convinced that the stockpiles are major contributors to the dust problem?**

**Response (Chris Bydder, EPA):** EPA modelling through the Living Brooklyn project has shown that the greatest contribution to dust is mainly caused by transport tracking mud onto the roads. Stockpiles in themselves do to emit much dust, otherwise we would see more exceedences occurring on weekends.

**Comment: Dust from the stockpiles is clearly visible and impacts on local residents particularly when the machinery is operating on the top.**

**Response (Chris Bydder, EPA):** Activities on the stockpiles and the processing of stockpiles may be contributing to the dust.

**Comment:** Industries should be adopting overseas best practise and operating inside sheds.

**Response (Alex Kozeniauskas, Delta Group):** Industry disagrees that operating indoors is better and may pose increased health risks to staff.

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**Item 2. Bruce Light, Yarraville on the Nose (YOTN) This item was withdrawn from the agenda.**

### **Item 3. Bert Boere, Brooklyn Residents Action Group (BRAG)**

Bert provided an update on the Metropolitan Waste Management Group (MWMG) which has now become the Metropolitan Waste and Resource Recovery Group (MWRRG), which better reflects the work done in resource recovery. There are studies being undertaken by the group looking at site clearance requirements, encroachment etc. The chosen sites are those close to residents such as Clayton and Wyndham but do not include Brooklyn at this stage. There is the capacity to add sites to this study and BRAG is lobbying with the support of Brimbank CC for Brooklyn to be included.

The road traffic survey on truck movements through Yarraville undertaken by Maribyrnong CC is currently in draft for comment. Under the current model the prediction for truck movements through the Geelong Rd/Millers Rd/Francis St intersection will rise to 8500 per day with the potential to impact on Brooklyn as well as the residential areas of Yarraville. It would be preferable for trucks to use the freeway as much as possible and only exit via Grieve Pde to avoid residential areas.

The new private Brooktrade Business Park in Geelong Rd will hopefully replace many old factories with modern industrial buildings which could be a win for Brooklyn.

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### **Item 4. Cr Jason Price, (Hobsons Bay City Council), Clean Air Agreement**

Cr Sandra Wilson was a late apology. Cr Jason Price provided an overview of the Clean Air Agreement which is currently being developed by Environment Minister Hunt and supported by the outcomes of the Senate Clean Air Enquiry. They are seeking recommendations from state and territory governments on what should be included. The timeframe for this process is still unclear. Local governments are still finding ways to be more involved.

Sandra is exploring ways for council to engage through BCRG and in partnership with other councils with a view to taking a stronger advocacy role for the area.

**Action 130814\_2:** *Cr Sandra Wilson to provide an update on the Clean Air Agreement at the November BCRG.*

Carmen Largaiolli commented that she had recently attended the National Pollution Summit and met many community groups like BCRG fighting for the right for clean air and facing similar difficulties.

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### **Item 5. VCAT decision regarding Jones and Bunting Roads**

#### **Adrian Ashford, (Manager Engineering Services, Brimbank CC)**

Adrian's presentation can be seen in full in [Attachment 1](#).

Adrian gave an overview of the process which Brimbank CC has undertaken to address the amenity and functionality of Jones and Bunting roads which are not currently effective as industrial roads. The special charge scheme initiated by Council was to partly fund the sealing of the roads and to supplement Council and state funding already committed. Four submissions were made to VCAT with the result that the special charge scheme for Jones Rd was not supported for several reasons but particularly as:

- A Community Benefit would be derived from the construction of the road and therefore the community, through the Council, should contribute towards the cost of the works.
- The proposed Jones Road construction and drainage works are not required in light of the State Government's proposed East West Link - West project.

Adrian noted that the announcement of the new timeline for the East West link occurred during this process. The East West link proposal will still take over two years to plan and still provides a level of uncertainty for Brooklyn.

Jones and Bunting roads are in unacceptable condition and Council is now in discussion with industry and community regarding other options to address these issues e.g. reduced project scope, more defined roads, better drainage etc.

**Question: The East West link may still take over 10 years and the road sealing project was targeting a 7 -10 year outcome which seems to have been ignored by VCAT. Have any of the property owners offered to contribute to the sealing of the roads?**

**Response (Adrian Ashford, Brimbank CC)** Some industries have expressed interest in getting the roads built but council is not in a position to enforce this without the special charge scheme. We will continue to discuss options with all the stakeholders.

**Question: Is there a right of appeal with VCAT?**

**Response (Adrian Ashford, Brimbank CC)** Brimbank CC has 28 days to appeal through the Supreme Court. The expected costs are in excess of \$200, 000 plus the business' costs if unsuccessful. The outcome is then referred back to VCAT! Brimbank CC has decided not to appeal.

**Response (John Watson, Brimbank CC)** The appeal would have to be based on a point of law regarding the process VCAT used to make its decision - not the decision itself.

**Question: What happens to the \$900,000 committed from the state? Has any been spent and has there been any discussion with the state regarding those funds?**

**Response (Adrian Ashford, Brimbank CC)** BCC hasn't received the funding yet as it is based on reaching milestones which did not include the VCAT process. The state has not withdrawn the offer and Council will discuss any new options developed with the state.

**Question: Would some sort of speed restriction e.g. speed humps help to reduce dust?**

**Response (Adrian Ashford, Brimbank CC)** Speed humps are difficult for trucks and the speed that trucks can travel down these roads is already 20km to 25km, based on traffic counts that we undertook.

**Comment:** EPA recommends slow speeds for trucks to relevant industries and the poor condition of the roads already slow traffic.

**Question: Who is responsible for cleaning the mud on McDonald Rd?**

**Response (Chris Bydder, EPA)** VicRoads is responsible for cleaning the gutter and the road itself. The best results in reducing dust are achieved if the roads are cleaned before a 'high risk' day however as VicRoads are using subcontractors and not their own equipment they are often slower to respond than councils.

**Question: What other options are there to stop vehicles from driving and parking on the verges and cutting corners on McDonald Rd?**

**Response (Chris Bydder, EPA)** There may be opportunities to install wire barriers such as on Cemetery Rd to reduce this. EPA can make these requests to VicRoads and councils for consideration.

**Action 130814\_3:** Chris to report back to BCRG on the issue of road cleaning strategies and potential upgrade of verges on McDonald Rd.

## **Item 6. Geoff Mitchelmore, (BRAG). Dealing with the VCAT decision: a potential Plan B**

Geoff's presentation can be seen in full in [Attachment 2](#).

Geoff presented some solution focussed thoughts that the BRAG group has developed as a result of the disappointing VCAT decision regarding Jones Rd.

The main points are:

- Close Jones Rd at the south end diverting all traffic via Bunting Road; and
  - Curb & channel north end Jones Road & plant along verges;
  - Complete curb & channel Old Geelong Road and plant along verges;
  - Install bollards to prevent trucks parking on unsealed kerbs in Old Geelong Road;
  - Green & clean Old Geelong Road - Opportunities with new BrookTrade development;
- Develop the first 100m of Bunting Road that will remain beyond the new East West link development & install traffic control at McDonald Rd/Bunting Rd intersection;
- Develop Crown Land as gateway to Brooklyn at end Old Geelong Road;
- Install a roundabout on Geelong Road near Onesteel, clean and green the area to complement BRAG Federation Trail and TPI revegetation already established;
- Install bollards to prevent vehicles from parking on the verges in Geelong Road;
- Create a green belt close to Kororoit Creek; plus
- General dust mitigation and stockpile reduction.

**Response (John Watson, BCC)** Brimbank CC was shocked by the VCAT decision. The engineers are looking at all new ideas and will follow proper processes to make decisions. Closing roads is not a simple matter. BCC is committed to working on this issue.

**Question: Closing and revegetating Jones Rd should reduce the dust from that area. Would the state and BCC funding already committed be enough to cover the costs of sealing all Bunting Rd?**

**Response (Adrian Ashford, BCC)** This is still unclear. The engineers could consider some of the BRAG options. They would need to consider the increase in traffic (1200 vehicles per day) travelling onto McDonald Rd and turning right with no traffic lights. Also if Bunting Rd was not sealed the increase in maintenance would be substantial.

**Comment:** It could be argued that there is already a need for traffic lights at McDonald Rd.

**Comment (Chris Bydder, EPA)** EPA modelling suggests that if Jones Rd was closed and all of Bunting Rd was sealed, and facilities using Bunting Road all had wheel washes and sealed driveways dust could be reduced by approximately 15 %.

**Action 130814\_4:** *Brimbank CC to provide an update on the Jones and Bunting Rds at the November BCRG meeting, including any available response to the BRAG Plan B proposal.*

**Action 130814\_5:** *Jen to send the BRAG Plan B proposal to Hobsons Bay CC and Maribyrnong CC for consideration.*

**Question: Who is responsible for Geelong Rd and Francis St?**

**Response (Chris Bydder, EPA)** There is mixed responsibilities from VicRoads and HBCC and some confusion due to the lack of kerbing.

**Comment:** There may be a need for more barriers in the problem area heading from Francis St onto Geelong Rd as trucks can't make the turn.

**Action 130814\_6** *Hobsons Bay CC to provide an update on Francis St maintenance.*

Jen congratulated BRAG members on their proactive approach to this problem.

## **Item 7. Olga Ghiri, Stakeholder and Community Engagement Manager, (TPI), Transpacific Operations Update**

Olga's presentation can be seen in full in [Attachment 3](#).

Olga gave an update on Transpacific's Brooklyn operations including the Market Rd closed landfill and the Old Geelong Road active facility and closed landfill.

In response to the suggestions from BRAG regarding Jones Rd, Olga confirmed that Transpacific is open to the proposal and advised that Jones Road is only utilised to access its groundwater monitoring bores, it does not require access as part of its daily operations. Transpacific owns the easement located at the corner of Bunting and Jones Road and is open to suggestions and will continue discussions with council and BRAG on this matter.

### Old Geelong Rd Site

An organics transfer trial is beginning as part of a state-wide initiative aimed at reducing waste to landfill. The initial trial will receive clean food organic waste, which will not be stored overnight - it will remain on site for approximate six hours and will be transferred offsite for composting. There is not expected to be any odour, however as an extra precaution, an odour neutraliser will be implemented as part of the trial organics program.

TPI has almost completed its closed landfill rehabilitation at the site with lush green areas seen in the pictures provided.

### Market Rd Site

The closed landfill rehabilitation is planned for late 2014. Aftercare of the site will continue for up to 30 years. The sub surface hot spot that was detected in 2013 is still being monitored by MFB/EPA and poses no threat or harm to the community.

### Dust Remediation

Olga gave an update on the extent of the asphaltting at the site entrance, weighbridge and operational activities areas. Street sweepers and water trucks are used daily to reduce dust. Any offsite litter will be contained by a new boundary fence to be erected in September 2014.

### Community

The Community hotline number is 1800 213 753. A new community newsletter has been produced to keep the community informed. [Download here](#).

The old garden shed at the Old Geelong Rd site is to be converted into a community information centre (similar to Clayton) to host education programs, site tours and will be available to community groups as a free meeting facility.

Transpacific is hosting a community planting event at Old Geelong Road on Sunday 17 August to rehabilitate the Lower Kororoit Creek which runs adjacent to Transpacific's site. The planting event is in partnership with Melbourne Water.

**Question: Have any other organic waste stations had cabbages stored overnight as they are extremely high in odour?**

**Response (Olga Ghiri, TPI)** A trial has been conducted in Clayton with decontaminated fresh food waste that is brought on site at 3am twice a week which is blended with shredded material to soak up liquid before being transported offsite within 4 hours. There has been no smell detected to date. In Brooklyn TPI is installing mist machines to spray the material to reduce any odour. There is not expected to be excess quantities of cabbage!

**Question: Once the trial is complete will the operational hours change to include daytime?**

**Response (Olga Ghiri, TPI)** No, the operational hours will stay the same.

**Question: Once the trial is complete will the amount of waste tonnage increase?**

**Response (Olga Ghiri, TPI)** The trial is for 12 -24 months. If there were to be any changes TPI would inform the community.

**Comment: There is still a strong smell of smoke in the evenings which presumably comes from TPI.**

**Response (Olga Ghiri, TPI)** The hot spot that was detected in 2013 is deep seated and well underground and poses no threat or risk. As stated earlier, the site is regularly monitored by MFB and EPA and there is no onsite indication of smoke or odour.

**Action 130814\_6:** TPI to provide further updates on the subsurface hotspot.

**Question: Could the smoke odour be coming from another site other than TPI?**

**Response (Chris Bydder, EPA)** EPA is investigating a potential source other than TPI for the smoke but can't elaborate at this stage.

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## Item 8. Chris Bydder, Team Leader – Compliance Strategy & Support, Metro, EPA Victoria,

### Update on dust, noise and odour program

Chris's presentation can be seen in full in [Attachment 4](#).

Chris introduced Emma Roper who is now part of his team.

### Year in Review: 2013 – 2014

Chris reported that the majority of inspections in the Brooklyn Tottenham area were related to dust control. There have been some improvements noticed in verge works and compliance.

## Year in Review: 2013- 2014

- Over 100 inspections
- Lowest odour on record
- Verge works completed
- Sites coming into compliance
- New notices

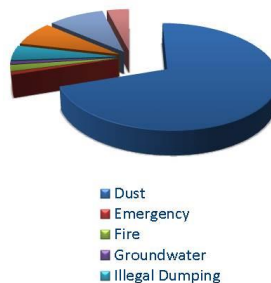


Fig 1

### Odour Update



Last year the lowest number of odour reports on record were received (electronic recording of reports began in 1996) and there have not been any extreme incidents of odour. The EPA can't verify if this is due to the community suffering from 'reporting fatigue' however their staff have noticed less odour themselves, and the drop in report numbers has been significant and rapid (down from 420 in 12/13 to 160 in 13/14). It was noted that as there is no buffer in place there is always the risk of some residual odour emissions when there is an issue on site.

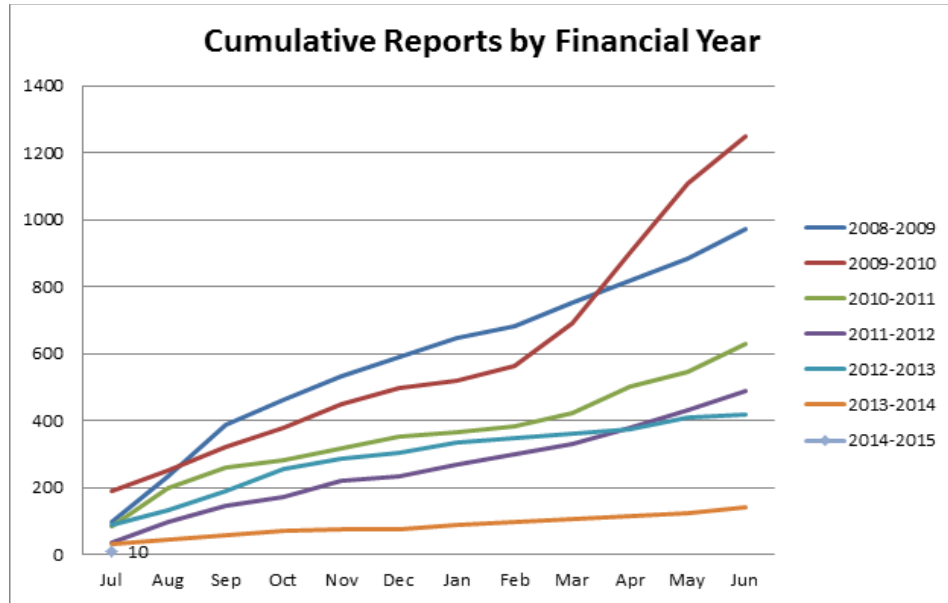


Fig 2

### Air Quality Update

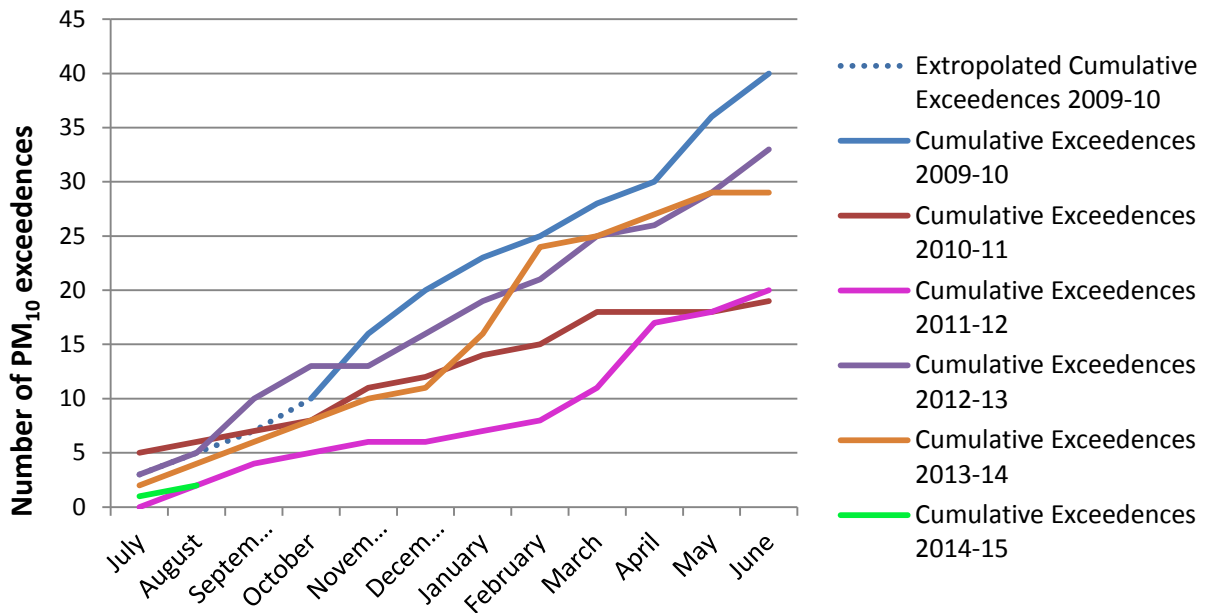


Fig 3

There were a number of poor air quality days last year particularly with the hot windy conditions and state wide fires in February however the numbers did reduce after March. It is hoped that some of the measures being undertaken to control dust are making an impact.

### Where is the dust coming from?

Fig 4 shows that most of the dust measured at the Brooklyn air monitoring station is coming from the direction of McDonald Road/Bunting Road sector. The large number of unsealed container parks in the north-east is also a factor. It may be that the controls and greening of the sites to the west such as TPI may be improving the dust from there.

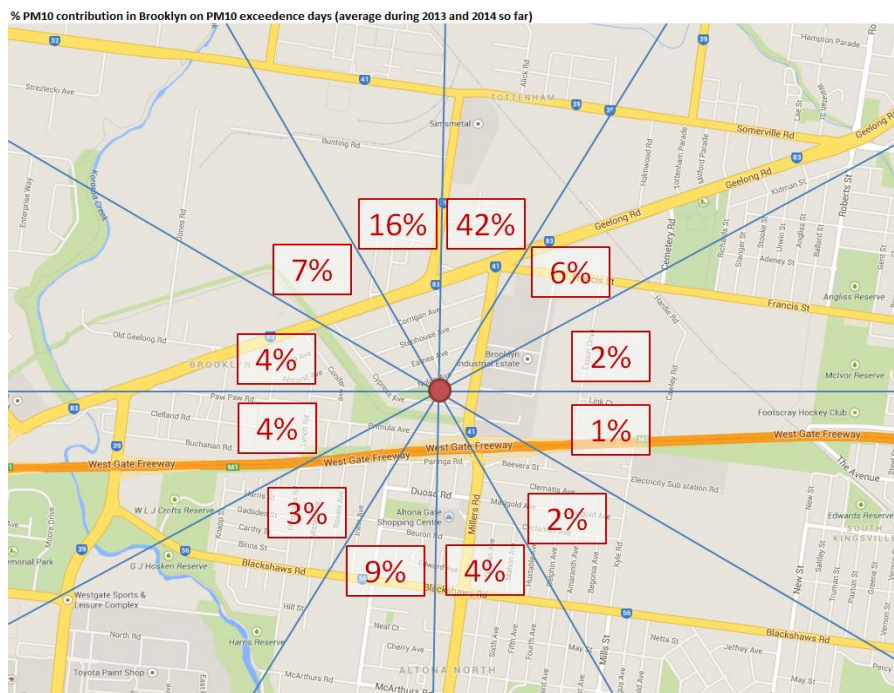


Fig 4

**Question: Does wind direction have an impact as well as the source?**

**Response (Chris Bydder, EPA).** Yes but there are generally as many south westerly winds as northerly winds.

**Question: Are there many unsealed sites in the quadrant showing 42%?**

**Response (Chris Bydder, EPA).** The winds come from north in that quadrant. There are some sites EPA is targeting – see Fig 7.

**Question: Is the quadrant showing 9% at bottom due to the freeway or nearby tip?**

**Response (Chris Bydder, EPA).** EPA has not investigated this, but this wind direction includes southerly weather changes that generally mean strong winds where we see spikes across the network

### Air pollution trends

There has been some decline in exceedences in the last 6 months after poor summer results.

- There are fewer exceedences occurring than the number of days when potential exceedences are predicted ie fewer conversions.
- Only 7 exceedences since March 1. This is mainly holding gains rather than improving
- Roads are still a big problem.

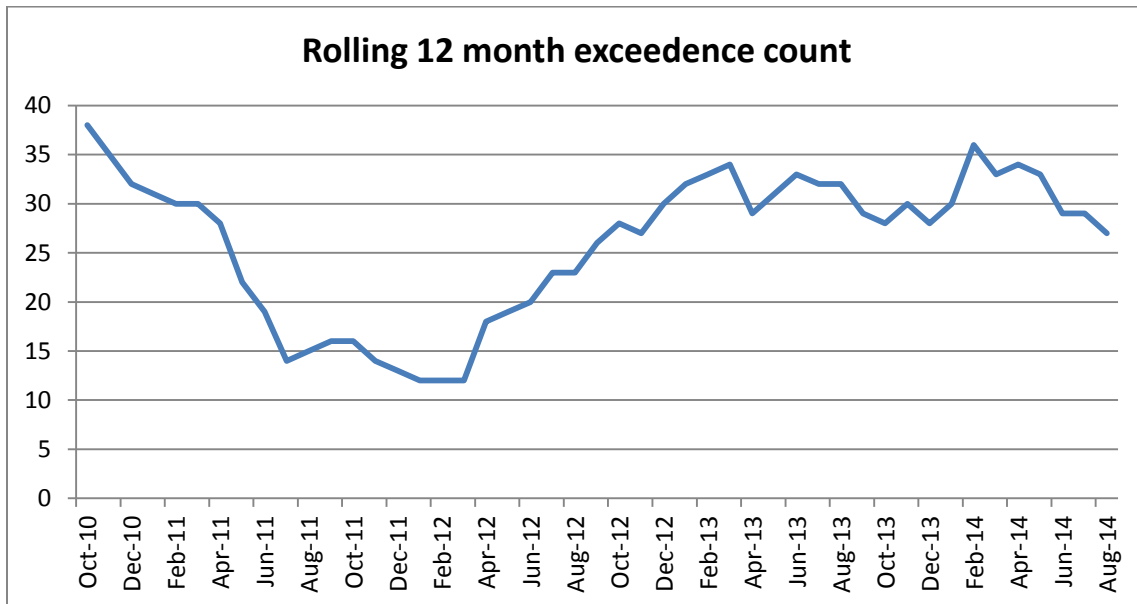


Fig 5

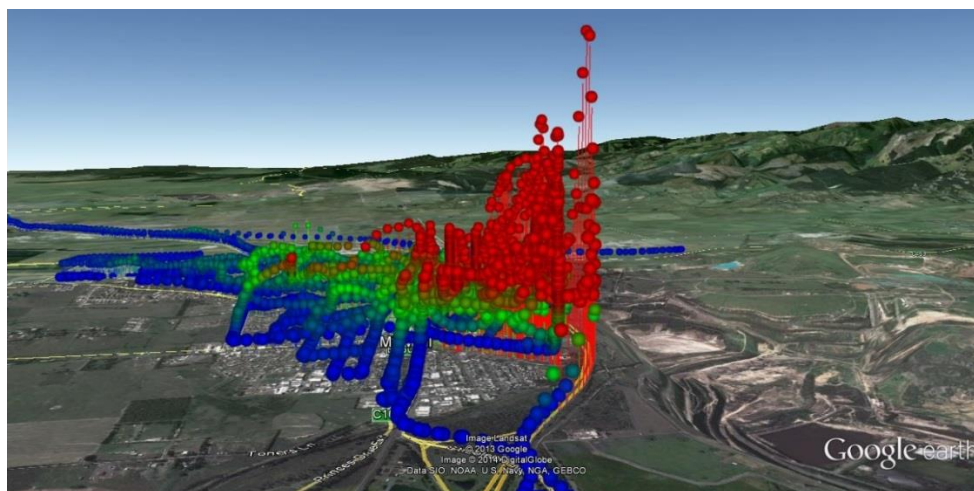
**Progress: Priority 1 (Roads)**

- Verges work
  - Works to remove build-up of soil.
  - Verges seeded, or crushed rock applied
  - Vehicles driving and parking on newly treated areas is a problem
- Alternative roads modelling
  - VCAT decision has halted works on Jones and Bunting Roads
  - EPA has modelled alternatives to sealing both roads

EPA is happy to model any new ideas for future options on ones Rd and Bunting Rds.

**Upcoming Activities**

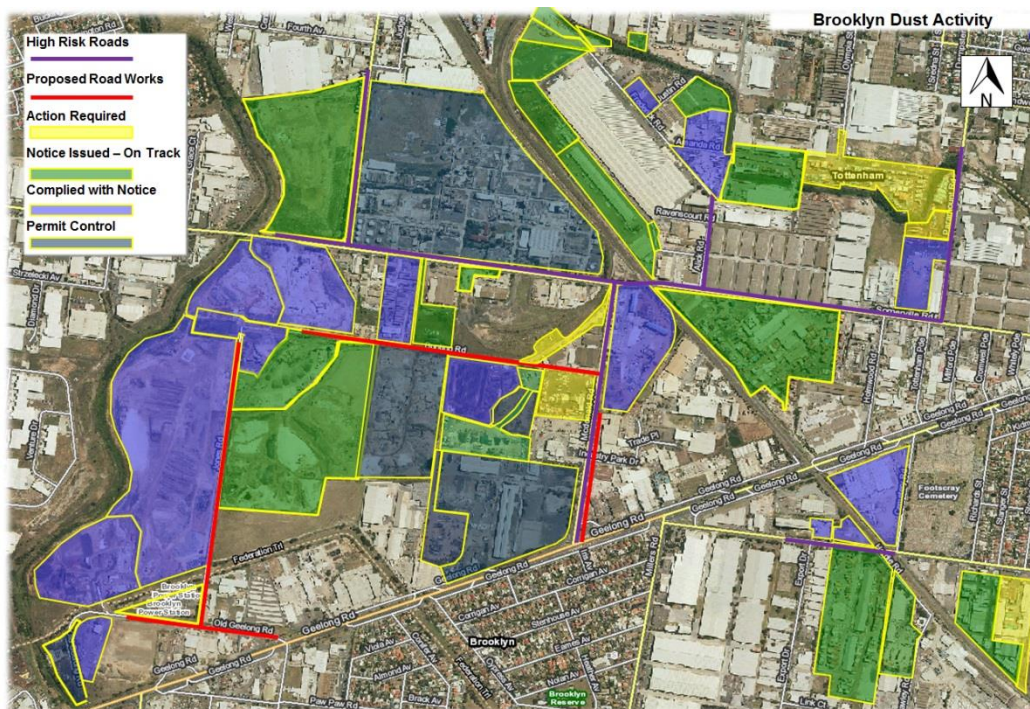
EPA hoping to purchase a ‘travel blanket car’ similar to one used by EPA Tasmania to monitor the plume of smoke in the Latrobe Valley fire. The car will be used to drive through Brooklyn at to measure the concentration and density of PM<sub>10</sub> dust particles. This would provide a useful visual display for monitoring and advocacy (see Fig 6 as an example of modelling created for the Latrobe Valley).



**Fig 6** Latrobe Fire Modelling PM<sub>2.5</sub> example – red dots are higher concentrations

**Progress: Priority 2 (Industrial sites)**

- 27 Companies Currently Have Notices
- 5 Enforcement Actions Commenced
- 27 Notices have been revoked:
  - Change of occupier
  - Occupier has left site
  - Occupier has complied with notice
- 16 New Notices Issued
  - New Occupier of existing site
  - New sites identified
  - New notices on sites that have new issues.



**Fig 7** Dust Compliance Activity - Brooklyn

**Question: How many other monitoring sites are there in Melbourne and how many have exceeded the standard? Brooklyn is still six times over the standard and a major issue.**

**Response (Chris Bydder, EPA).** Agreed, there are 9 sites in Melbourne and one in Geelong South. Footscray and Geelong South had 6 and 8 exceedences last year, another 6 stations had 4. Brooklyn is still an EPA priority.

**Question: What will the blanket car results be used for?**

**Response (Chris Bydder, EPA).** The car will provide on the ground confirmation of modelling results to complement the results from the air monitoring station. It will also provide a good visual tool on the source and density of dust issues so as to inform the community and government.

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**Item 9. Geoff Mitchelmore (BRAG) Federation Trail Update**

Geoff's presentation can be seen in full in [Attachment 5](#).

Geoff showed a series of images highlighting the progress of the Federation Trail Environment Development Project including the two planting days, community involvement and the wonderful improvement to the amenity of the trail.

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**Item 10. Panel questions/discussion Ian Butterworth (MCC), Malcolm Ramsay (HBCC), Susan Fitton (BCC), Chris Bydder (EPA), Olga Ghiri (TPI)**

**Comment: EPA has a new CEO, Nial Finegan, who has been involved in the west before –particularly VicRoads and the Francis St upgrade.**

*Action 130814\_7: Jen to invite Nial Finegan, EPA Victoria to the next BCRG meeting.*

**Question 1 to HBCC: Has HBCC considered that building more multi storey units in the area such as those being built in the triangle near Cypress and Conifer Ave increases the number of people living at risk within the dust line? What is the planning logic?**

**Response – Cr Jason Price** This is a matter for the planning department which I will need to get advice on.

*Action 130814\_8: HBCC to provide a response to planning issues near Cypress Ave.*

**Question 2 to TPI When will the fence that will capture the litter be erected?**

**Response – Olga Ghiri** It is expected to be completed in September.

*Action 130814\_9: Olga to provide an update when the fence is complete.*

**Comment: As a resident my partner suffers from asthma - I don't care how the dust issue is fixed - I just want it fixed! The impacts on health are very worrying.**

**Ian Butterworth, MCC**

*Action 130814\_10: Ian to provide an update on the truck study and any potential impacts identified relating to dust and noise.*

**Question 3 to MCC** The EPA study shows the area around Paramount Rd is contributing to dust. As this is in Maribyrnong CC, is there any investigation being undertaken in relation to dust from this area?

**Response – Chris Bydder EPA** The EPA is already working closely with the relevant MCC officer as well as VicRoads to investigate the issues from that area, however we can't discuss much more at this stage as the area is subject to ongoing investigations.

**Action 130814\_11:** Jen to invite BCC to give an update on Brooklyn Evolution and Living Brooklyn at the next meeting.

Jen thanked everyone for their contribution throughout the meeting.

**Meeting Closed: 8:40pm**

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**Attachment 1** The presentation from Adrian Ashford, Brimbank CC can be seen on the [Brooklynip website](#)

**Attachment 2** The presentation on Future Directions from Geoff Mitchelmore, BRAG can be seen in full on the [Brooklynip website](#)

**Attachment 3** The presentation from Olga Ghiri, Transpacific can be seen in full on the [Brooklynip website](#)

**Attachment 4** The presentation from Chris Bydder, EPA can be seen in full on the [Brooklynip website](#)

**Attachment 5** The presentation on Federation Trail from Geoff Mitchelmore, BRAG can be seen in full on the [Brooklynip website](#)

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## Meeting Attendance Record – 13 August, 2014

38 people registered their attendance.

Name	Organisation	Name	Organisation
Adrian Ashford	Brimbank City Council	Hector Burton	Resident
Alan O'Brien	Transpacific	Ian Butterworth	Maribyrnong City Council
Alex Kozeniauskas	Delta Group	Jan Cole	Resident
Andrea Mason	Executive Officer, BCRG	Cr Jason Price	Hobsons Bay City Council
Ann Hodgson	Resident	Jen Lilburn	BCRG Chair
Andrew Race	Veolia	Joe Coleiro	Cargill
Bert Boere	BRAG	John Watson	Brimbank City Council
Bill Cole	Resident	Kieran Carroll	Sunshine Groupe
Brendan Murphy	Hobsons Bay City Council	Laurie Bell	BRAG
Bruce Light	On The Nose	Leighton Black	Australian Tallow Producers
Carmen Largaiolli	Resident	Le Ha Le	Brooklyn Strategy Committee
Cathy Palmer	Aust Tallow Producers	Lisa McLeod	EPA Victoria
Chloe Carpenter	Resident	Malcolm Ramsay	Hobsons Bay City Council
Chris Bydder	EPA Victoria	Martin Hermans	Resident
Chris Rachor	Transpacific	Olga Ghiri	Transpacific
Emma Roper	EPA Victoria	Richard Mataska	Resident
Geoff Mitchelmore	Resident Altona North	Stuart Menzies	Brimbank City Council
Greg Macartney	Ceo Mentoring	Susan Fitton	Brimbank City Council
Heather Humphreys	Resident	Wade Noonan MP	Member for Williamstown

Apologies			
Helen Paterson	Container Logistics	Sandra Wilson Cr	Hobsons Bay City Council
Jane Nathan	Brimbank City Council	Sharon MacDonell	DEPI
Cr Michael Clarke	Maribyrnong City Council	Simon Vittorio	Brimbank City Council
Richard Marks	EPA Victoria	Tashia Dixon	Brimbank City Council
Russell Cadman	Brimbank City Council	Ray Martin	Brimbank City Council

*Notes were taken by Andrea Mason. Presenters were given the opportunity to review the notes relating to their item to ensure the discussion was accurately recorded. Additional comments received after the meeting have been highlighted as such.*