



Project Fact Sheet and FAQs

Captains Flat Rail Corridor and former Station Master's Cottage

April 2024



Transport for NSW acknowledges the Traditional Custodians of the lands on which we work and pays respect to Elders past, present, and emerging.

About the project

Transport for NSW (**Transport**) has identified elevated levels of lead containing materials at the Captains Flat former Station Master's Cottage (**FSMC**) and Captains Flat Rail Corridor (**Rail Corridor**).

The Rail Corridor was reported to the NSW Environment Protection Authority (**EPA**) in September 2020 and the Captains Flat FSMC was reported to the EPA in February 2022. The Sites were declared as contaminated by the EPA in April 2021 and September 2022 respectively.

To manage any potential risks to the community and environment, an Environmental Management Plan (EMP) is in place for contamination within the rail corridor and an Interim Environmental Management Plan (IEMP) is in place for the FSMC.

Where are we up to

The project is in the Remediation Planning phase.

Transport completed a Remediation Options Assessment (**ROA**) to identify the preferred remediation methodology and criteria for the Rail Corridor. Community consultation on the Captains Flat Rail Corridor ROA occurred in December 2022.

The outcomes and approved remediation methodology were:

- to remediate the Site to public open space criteria
- to return the Site to the Captains Flat Pathway to Gold Heritage Trail (**Heritage Trail**)
- to dispose of the waste material in the Lake George (**legacy**) Mine Containment Cell.

Similarly, remediation planning has occurred in the nearby town of Tarago. Transport has prepared the **Tarago Rail Corridor ROA**, which outlines Transport's preferred option of removal of the contaminated waste for offsite containment of at legacy mine containment cell in Captains Flat.

Transport have seriously considered all social, economic and environmental impacts of this option and have invested a considerable amount of time and resources in assessing all of the feasible and permissible options and their impacts.

What's next

The options assessed within the Tarago Rail Corridor ROA will be placed on public exhibition for 28 days and will be open to community feedback via written submissions between 10 April - 7 May 2024. The Captains Flat community are invited to make a submission. The submission link will be made available on the [project website](#).

- Phase 1 – Initial Assessment Completed
- Phase 2 – Risk Management Completed
- Phase 3 – Preliminary Site Investigation Completed
- Phase 4 – Detailed Site Investigation Completed
- Phase 5 – Remediation Planning **In progress**
- Phase 6 – Remediation & Validation
- Phase 7 – Environmental Management Plan

Frequently asked questions

Captains Flat remediation planning

Where is the Captains Flat Rail Corridor project up to?

Transport has completed the Captains Flat Rail Corridor ROA to identify the preferred remediation methodology and criteria for the Rail Corridor.

Community consultation on the ROA for the Rail Corridor occurred in December 2022. The outcomes and approved remediation methodology were:

- to remediate the Site to public open space criteria
- to return the Site to the Heritage Trail
- to dispose of the waste material in the legacy Mine containment cell.

In November 2022 Transport completed a Remediation Action Plan (**RAP**) for the Rail Corridor, detailing the work plan and implementation methodology. The RAP identified a number of data gaps which require additional investigations in 2024 to inform the remediation strategy and enable the preparation of detailed design and engineering.

A Supplementary Site Investigation (**SSI**) and Interim Audit Advice (**IAA**) will be completed by February 2025 to assist Transport in addressing any data gaps. The RAP for the Rail Corridor will be updated once the SSI and IAA have been finalised.

In December 2023 Transport completed a Future Land Use (**FLU**) Assessment for the FSMC. The outcome and approved future land use is to demolish the buildings and to remediate the Site with the Rail Corridor. The vacant land will form part of the Heritage Trail.

Is it possible to extend the Heritage Trail from the old turntable to the Captains Flat Station and to the Beverley Hills Road crossing.

Transport is proposing that the site of the Captains Flat former Station Master's Cottage forms part of the Captains Flat Heritage Trail. We note the feedback from the community and the preference to extend the Heritage Trail and recommend that you contact Queanbeyan – Palerang Regional Council for further information.

What is happening with the Captains Flat FSMC?

As the FSMC is being incorporated into the rail corridor, a ROA is no longer needed to progress the remediation of the cottage. A RAP will be prepared in 2024 for the rail corridor, including the FSMC. The next steps for the demolition of the FSMC involves preparation and consultation on the Review of Environmental Factors (**REF**) for the Site, including a Statement of Heritage Impact (**SOHI**) before demolition works commence.

Transport will conduct a Hazardous Materials Assessment for the FSMC buildings. This assessment will be done prior to demolition, so that demolition works can be scoped.

Demolition is targeted to occur by the first quarter of 2025, however this is subject to change. We will keep the Council and community informed regarding demolition timelines once details have been confirmed.

The demolition program will be a 6-8 week program of work, which is weather dependent. We will notify the community regarding specific timelines for demolition works once they are confirmed.

As part of these works, Transport will:

- finalise pre-works plans, including Safety Management Plan, Asbestos Removal Control Plan and Demolition Plan
- submit the SafeWork Notification
- deliver remediation of the Site
- complete validation and approvals.

Will there be future consultation regarding use of the vacant Captains Flat FSMC site?

During the public exhibition period in September – October 2023, suggestions were captured regarding heritage interpretation and ideas for encouraging visitation to the area. Consultation will occur with Council and the community regarding heritage interpretation for the vacant FSMC Site and will include any previously captured suggestions.

This engagement processes will run concurrently to the consultation occurring for remediation planning at Captains Flat. We will contact the community with more information regarding opportunities to give feedback once details have been confirmed.'

Captains Flat schedule of works

What is the schedule of works for 2024 – 2025?

Key project deliverables are outlined in the table below. The dates listed below may change depending on planning approvals and weather conditions.

Milestone/deliverables	Due date
Third party access approval from UGL	June 2024
Public exhibition of the Review of Environmental Factors (REF) and Statement of Heritage Impact (SOHI) for the Captains Flat FSMC	November 2024
Biodiversity management	January 2025
Supplementary Site Investigation (SSI) and Interim Audit Advice (IAA)	February 2025
Detailed design and engineering	March 2025
*Completion of REF and SOHI for the Rail Corridor	TBC
Remediation Action Plan (RAP) for the Rail Corridor and FSMC, including IAA	April 2025
Remediation works commence	December 2025 – April 2026

Transport acknowledges that it has taken time to get to this phase of the project and there is still much to do over the next 12 – 18 months. Engineers and specialist consultants will be seen in the rail corridor over the coming months, conducting the investigations required to achieve the project milestones.

As Transport is a self-determining authority, all works will go through a Review of Environmental Factors (REF). The REF is the planning pathway being used to progress remediation of both the rail corridor and FSMC. The demolition REF for the Captains Flat FSMC will be placed on public exhibition for 28 days, towards the end of 2024.

Please note that Regional NSW (RNSW) will manage consultation on the REF and SOHI for Captains Flat Rail Corridor as the owners of that planning approval process. Details regarding consultation of the REF have not been confirmed by RNSW.

The RAP for the Captains Flat rail corridor and FSMC will outline the method by which Transport will safely manage the remediation of the Site. Transport will continue keep the NSW EPA informed regarding project milestones.

Tarago Rail Corridor Remediation Options Assessment (ROA)

Why are you consulting the Captains Flat community on the ROA for Tarago Rail Corridor?

Transport's preferred option within the Tarago Rail Corridor ROA is to remove the contaminated waste in Tarago for offsite containment at the legacy mine, which is located in Captains Flat, (constructed by RNSW). Therefore, the Captains Flat community are being consulted on the Tarago Rail Corridor ROA which will be on public exhibition.

Why is offsite containment at the legacy mine containment cell in Captains Flat the preferred option?

The preferred option received the highest score when assessed against the other 7 feasible and permissible remediation options in the Tarago Rail Corridor ROA. More information regarding assessment and scoring are included on the pages that follow.

The development of the criteria weightings and the assessment of options has been through a rigorous and defensible process. Two full day workshops were undertaken to identify and finalise the weightings and assess the options. Transport engaged specialist external consultants and internal subject matter experts at these workshops to develop the assessment criteria and weightings.

One of the key benefits of the preferred option is that the legacy mine containment cell is designed to take this specific type of contamination and was originally designed to remediate the mine. It has been redesigned to take in waste from Transport and Crown Lands.

What will the preferred option cost?

The preferred option of offsite containment at the legacy mine containment cell will cost approximately **\$2.3 million dollars** in total to deliver. The preferred option has been chosen as providing the best outcome for the state of NSW and scored highest in the overall assessment of options.

If approvals cannot be achieved for this preferred option, Transport will revert to the second preferred option being off-site disposal at a suitably licensed waste facility, possibly in Sydney or Queensland. This option would be delivered at an additional cost of around \$3.9 million dollars (approximately **\$6.2 million dollars in total**).

How much contaminated waste will need to be removed from Tarago Rail Corridor?

A total of 4650m³ (8370 tonnes) of contaminated waste material will need to be transported from Tarago. It will take approximately 210 truck movements to remove the waste from Tarago. Traffic flow of trucks on the roads between Tarago and Captains Flat.

Does Transport have an agreement with Legacy Mines to accept the contaminated waste from Tarago?

Discussions have taken place between Transport and RNSW to determine the viability of the preferred option. If the preferred option is approved, Transport will work with RNSW to secure an agreement for the contaminated waste to be disposed of at the legacy mine site containment cell. The containment cell is scheduled to open in January 2025, and is expected to be open for twelve months.

When would the contaminated waste be transported to the containment cell in Captains Flat?

The remediation timeline will be established after the completion of the Tarago Rail Corridor ROA. Remediation of the site is estimated to take 8-12 weeks, depending on the weather and planning approvals. We plan to remediate the Tarago Rail Corridor in October - December 2025, however, this timeframe is subject to change. The communities in Tarago and Captains Flat will be kept informed regarding the transportation, treatment and disposal of the contaminated material at the legacy mine.

What is the process for treating the contaminated waste at the legacy mine containment cell?

The waste from Tarago will undergo the same processing treatment as the contamination at the Lake George (legacy) Mine. The contaminated waste will be treated with a lime material and disposed of in the containment cell. While controls will be in place to ensure public health and safety, it can be a dusty process. Any dust created would be managed throughout the remediation works.

This processing treatment for the legacy mine contamination will be continual for 12-15 months. If the Tarago waste is accepted into the cell, it will mean additional processing. Questions regarding processing periods should be directed to Legacy Mines at meg.media@regional.nsw.gov.au.

Will residents be able to access the containment cell to dispose of contaminated waste on private land?

Transport do not have the ability to manage this outcome. Community is advised to contact Council for up-to-date advice.

What process did Transport undertake to assess and identify the preferred option?

Two full day workshops were undertaken to identify and finalise the weightings and assess the options.

The first workshop included internal Subject Matter Experts (SMEs) and external consultants to identify and determine the weightings. Each expert present at the workshop brought a different perspective to ensure that the development of the weightings was well considered.

An independent Auditor was present at the first workshop to ensure that process of developing the criteria and weightings was robust.

A total of 26 assessment indicators were selected under the domains of environmental, social, and economic sustainability and weightings for each indicator were defined. Transport placed social outcomes at the forefront of the analysis, which made up 51% of the overall assessment rating to ensure that Tarago and Captains Flat communities were considered throughout the process.

For full definitions of each of the 26 assessment indicators outlined below see page 38 of the Tarago Rail Corridor ROA.

Tarago Rail Corridor Remediation Options Assessment - indicators and weightings

Domain	Assessment proportion of Domain	Indicator	Weight	Contribution to Assessment
Environment	25%	Greenhouse gases	2	3%
		Soil functionality	2	3%
		Soil erosion	2	3%
		Water uses	2	3%
		Water movement	2	3%
		Flora, fauna and food chains	1	1%
		Impacts/benefits for land reuse	3	4%
		Primary resource & waste	3	4%
Society	51%	Long term risk management	4	6%
		Risk management performance	4	6%
		Human health impacts	3	4%
		Intergenerational equity	4	6%
		Community optics	5	7%
		Nuisance impacts	2	3%
		Delivery of remediation program	4	6%
		Local culture and vitality	4	6%
		Degree of uncertainty	3	4%
		Validation/verification requirements	2	3%
Economy	24%	Direct costs/benefits	2	3%
		Allocation of finances	2	3%
		Corporate reputation	2	3%
		Duration/timing of benefit	2	3%
		Chances of success	2	3%
		Flexibility to change in circumstances	2	3%
		Resilience to climate change	2	3%
		Ongoing institutional controls	2	3%
Total	100%			100%

At the second workshop, a total of 11 remediation options were assessed and scored, of which three (3) were determined not feasible. This resulted in eight (8) remediation options selected for a detailed assessment. Consultants were not involved in scoring the options.

The options which received a detailed assessment are listed below, with the corresponding scores for each option. Option 8 received the highest score and is Transport's preferred option. Option 5 received the second highest score and is Transport's second preferred option.

Table 10-3: Remediation Options Assessment Scoring Summary

Options	Environment	Society	Economy	Total Scores
1. Onsite containment at Tarago Rail Yard (underground)	12.2	20.9	11.3	44
2. Onsite containment elsewhere in CRN (underground)	11.8	24.1	11.9	48
3. Onsite treatment (screen and immobilise) and offsite disposal	13.7	25.9	17.1	57
4. Onsite screening and offsite disposal	14.9	27.4	17.4	60
5. Offsite disposal of unsegregated waste	13.9	35.3	17.7	67
6. Onsite above-ground capping	10.4	17.0	9.6	37
7. Onsite bury and cap	11.4	20.0	11.8	43
8. Offsite containment at Lake George Mine	13.8	35.9	19.4	69

Where can information regarding each option assessed and their associated costs?

That information is accessible within the *Tarago Rail Corridor Remediation Options Assessment, Appendix 2, Remediation Option Scoring, Table 20: Direct Costs*.

How can I give feedback on the Tarago Rail Corridor ROA?

The Remediation Options Assessment will be on public exhibition for 28 Days, from **10 April – 7 May 2024**. The community are invited to make a written online submission via [Transport's website](#). Submissions may also be emailed to landassessment@transport.nsw.gov.au

Transport will also provide access to the relevant reports pertaining to the remediation of the Site. The community will be kept informed regarding project milestones and any other relevant information until the Site is remediated.

Health and safety

How are you keeping the community safe?

The health and wellbeing of the community is our highest priority. We are working with the NSW EPA and our environmental consultants and will follow their advice on how best to manage the site.

We have implemented a Lead Management Action Plan (LMAP) to mitigate any potential risks to people and the environment including installing fencing and signage to restrict access to the Site.

How likely is it that I have been exposed to lead? How can I be tested?

Unlikely, as the likelihood that a person has been exposed is dependent on several factors including the level of lead in the immediate environment (soil, water and air), activities that could increase exposure, the length of exposure and the person's age and general health.

If you are concerned about possible exposure to high levels of lead, please see your local GP to request a blood test. You can request this test to be bulk billed. If you have concerns about any companion animals/pets, please speak to your private veterinarian.

General information about contamination

Is it common to find contamination near railway lines?

It is not uncommon to find contamination in and around rail corridors. This is often because the railways are/were used to transport a large variety of industrial freight such as mined ores, minerals and other dangerous materials around NSW. Many rail lines across NSW have been in operation for more than 100 years. Over this time, spills, derailments and accidents have occurred throughout the network.

Due to the industrial scale of the State rail transportation operations, it is common to find localised contamination where some areas have undergone limited remediation, but not to sufficient levels for today's standards. Historically, the health and safety standards for handling and transporting these materials were not as strict and regulated as they are today.

Is contamination an issue across all rail corridors and what is being done?

We have identified a number of sites across NSW requiring further investigation and are preparing a proactive strategy to address this important issue in a methodical and prioritised manner. We are working with other key government agencies, including the EPA and NSW Health to address these issues.

Contact us



Project Infoline **1800 491 566**



landassessment@transport.nsw.gov.au



<https://www.transport.nsw.gov.au/projects/current-projects/captains-flat-contamination>



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