

Transport for NSW

Tarago Land Management Project

Community information session
April 2024



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OFFICIAL

01

Welcome

Cassandra Ffrench

Acting Regional Director
Community and Place





Acknowledgement of Country

Transport pays respects to Elders past and present, and recognises and celebrates the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.



TYPE YOUR
QUESTIONS IN THE
Q&A FUNCTION



RESPECT OUR
STAFF



NO VIDEO OR
LIVESTREAMING

WAYS OF WORKING

Meet the team

- **Cassandra Ffrench** – *Acting Regional Director, Community and Place*
- **Vicki Oszko** – *Director, Regional Property and Asset Renewal*
- **Jo Mcloughlin** – *Project Manager, Land Management*
- **Daniel Francis** – *Senior Manager, Environment and Sustainability*
- **Belinda Olteanu** – *Project Officer*
- **Lisa Cahill** – *Community Engagement Manager*
- **Karena Thomas** – *Senior Community Engagement Officer*

Agenda

Item	Time
Tarago ROA information with an overview of the process undertaken	10 mins
Preferred ROA option and next steps for implementation	5 mins
Stockpile update	5 mins
Tarago air and water monitoring update	5 mins
Tarago former Station Master's Cottage historical interpretation and consultation	5 mins
Overview of works to occur in 2024 - 2025	3 mins
How to give feedback on the Tarago Rail Corridor ROA	2 mins
Q & A with audience	50 mins

02

Tarago Rail Corridor Remediation Options Assessment (ROA)

Vicki Oszko

Director, Regional Property and Asset Renewal

Site map



This plan is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult primary data and information sources to ascertain the usability of information.

History of the Remediation Options Assessment

	Report	Preferred methodology	Outcome
2019	Remediation Action Plan including an options assessment	Above ground onsite containment	Progressed to identifying preferred location for containment
2020	Containment Cell Selection	Relocate material to location along Bungendore to Captains Flat corridor	Social impacts and ongoing costs to maintain the containment cell were not favourable
	Remediation Options Assessment	Return the material to Woodlawn Mine (Heron Resources)	Commenced discussions with Heron Resources. Heron Resources went into receivership and this option was no longer feasible
2021	Remediation Action Plan including an options assessment	Offsite treatment and disposal of material as general solid waste at suitability licenced waste facility	Approved with the condition that a Specific Immobilisation Approval was obtained and an agreement with Veolia was required.

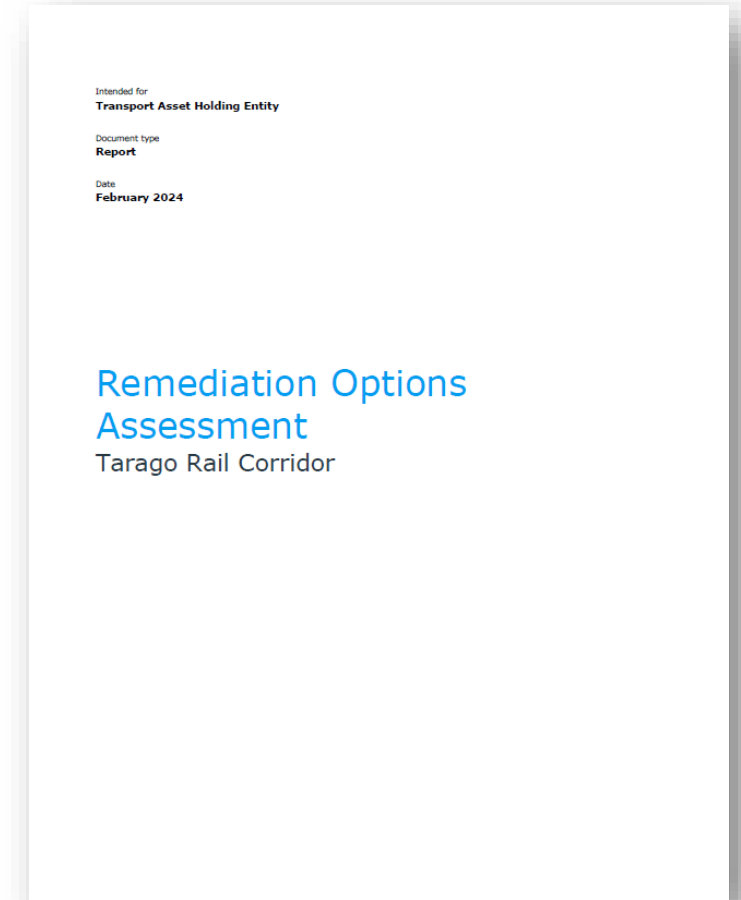
History of the Remediation Options Assessment

	Report	Preferred methodology	Outcome
2022			<p>Negotiations commenced with Veolia in 2022 – they could not accept the waste.</p> <p>Discussions held with Develop (new owners of Woodlawn Mine). Develop advised they were not able to accept the waste in October 2022</p>
2023	Updated Remediation Options Assessment	Updated options assessment to dispose the waste as hazardous waste at a suitability licenced waste facility	The Site Auditor raised concerns regarding the increase in costs and requested a new remediation options assessment
	Remediation Options Assessment	Disposed of waste at the legacy mine containment cell at Captains Flat	Preferred option is approved and progressing with community consultation and stakeholder negotiations for this option

Tarago Rail Corridor Remediation Options Assessment – where we are now

The objective of the ROA is to assess appropriate and feasible remediation options to allow an informed decision regarding the remediation strategy for the site.

- A total 11 remediation options were identified
 - three (3) were determined not feasible
 - eight (8) were selected for a detailed assessment.



Remediation options considered

	Option	Permissible	Feasible
1	On-site containment at Tarago Rail Yard (underground)	✓	✓
2	Onsite containment elsewhere in CRN (underground)	✓	✓
3	Onsite treatment (screen and immobilise) and offsite disposal	✓	Potentially
4	Onsite screening and offsite disposal	✓	Potentially
5	Offsite disposal of unsegregated waste	✓	✓
6	Onsite, above-ground capping	✓	✓
7	Onsite, bury and cap	✓	✓
8	Offsite containment at the Lake George Legacy Mine	✓	✓
9	Return of contaminated soils to the Woodlawn Mine	Potentially	✗
10	Offsite treatment and disposal	Potentially	✗
11	Ongoing management to mitigate contaminant exposure risks	✓	✗

Remediation options considered for detailed assessment

Permissible: Transport would be able to fulfill all of the legislative and planning requirements and undertake the action lawfully.

Feasible: the practicalities of delivering the option.

Potential: the option did not score high enough in the assessment process to warrant further investigations.

	Option	Permissible	Feasible
1	On-site containment at Tarago Rail Yard (underground)	✓	✓
2	Onsite containment elsewhere in CRN (underground)	✓	✓
3	Onsite treatment (screen and immobilise) and offsite disposal	✓	Potentially
4	Onsite screening and offsite disposal	✓	Potentially
5	Offsite disposal of unsegregated waste	✓	✓
6	Onsite, above-ground capping	✓	✓
7	Onsite, bury and cap	✓	✓
8	Offsite containment at the Lake George Legacy Mine	✓	✓

Tarago Rail Corridor ROA assessment process

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

The workshop participants included:

- Specialist environmental experts
- Regional environmental experts
- Safety experts
- Project engineers
- Project Team
- Director of Regional Property & Asset Renewal
- Consultants (with 3 representatives).

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

Tarago Rail Corridor ROA assessment process

- Transport developed groupings under the domains of Economic, Social and Environmental.
- There were 26 criteria in total. Each criteria were weighted according to their agreed significance.
- The Social grouping made up 51% of the overall assessment rating.

Table 10-2: Contribution of Sustainability Indicators to the Tarago Remediation Options Assessment

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%

Tarago Rail Corridor ROA assessment process

- In the second workshop, we applied the weightings and scored the criteria.
- Diverse expertise at the workshops ensured that the criteria and weightings were fully considered.
- Consultants were not involved in scoring the options at the second workshop.

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

Tarago Rail Corridor ROA – preferred option

Preferred options	Cost
Offsite containment at the Lake George Legacy Mine (preferred option)	Approx. 2.3 million dollars
Offsite disposal of unsegregated waste (second preferred option)	Approx. 6.2 million dollars

Transport have seriously considered the social, economic and environmental impacts of each option.

Tarago Rail Corridor ROA – preferred option

- The containment cell is scheduled to open in January 2025, for twelve months.
- It will take approximately 210 truck movements to remove 4650m³ of waste from Tarago.
- The containment cell can only take this specific type of contamination.
- It was designed to remediate the mine and has been redesigned to take in waste from Transport and Crown Lands.

Tarago Rail Corridor remediation - next steps

In 2024, Transport plan to:

- Finalise the remediation option
- Develop a Remediation Action Plan (RAP)
- Prepare detailed design and engineering
- Prepare a Review of Environmental Factors (REF).



Tarago Rail Corridor remediation - next steps

- Remediation will take 8 – 12 weeks, depending on planning approvals and the weather.
- Remediation is planned for October – December 2025, however, this timeframe is subject to change.
- Transport will work with Regional NSW and Councils to keep the communities in Tarago and Captains Flat informed about the project.



03

Stockpile update

Jo McLoughlin

Project Manager, Regional Property & Asset Renewal

Stockpile update

- The Stockpile is located on Veolia land, adjacent to the Tarago Rail Corridor.
- The volume of waste to be removed from the Stockpile is 750m³.
- A Remediation Action Plan (RAP) for the remediation of the Stockpile has been completed.
- We are in the procurement phase to engage a contractor to implement the RAP.



Stockpile update

- The remediation strategy for the Stockpile is offsite disposal at an appropriately licensed waste facility. This is the most efficient remediation option.
- Control measures will be in place during the remediation of the Stockpile.
- Remediation will occur in the 2024 - 2025 Financial Year, subject to weather and planning approvals.
- Information regarding truck movements and costs are yet to be determined.
- Monthly routine inspections of the Stockpile will be ongoing until the site is remediated.

04

Air and surface water quality monitoring update

Daniel Francis

Senior Manager, Environment and Sustainability

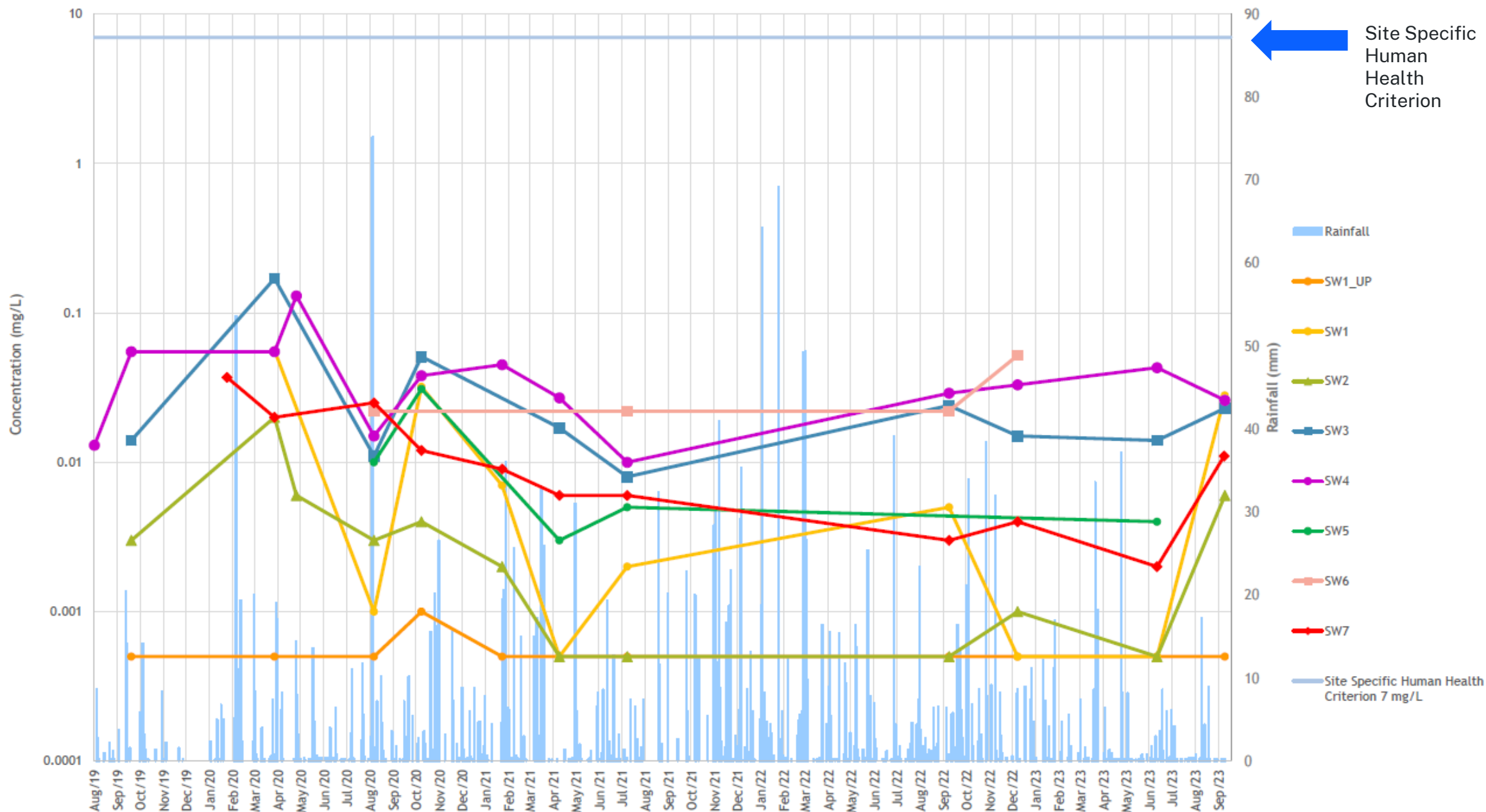
Air and surface water quality monitoring

- Transport has conducted air and surface water monitoring over a period of 5 years. All monitoring reports are available on the project website.
- The results consistently confirm that there is no evidence of lead concentrations exceeding the human health and ecological investigation criteria migrating from the Site.
- A recent review of the air and surface water monitoring results was conducted by an Auditor, which also confirmed these findings.
- The *Air Quality and Surface Water Monitoring – Interim Audit Advice (IAA)* report will be available to view on the project website from 11 April.

Surface water monitoring

- Routine surface water monitoring was reinstated at Tarago NSW in September 2022.
- This was not mandated by the NSW EPA, however we commenced surface water monitoring to assess the risks to community health and safety.
- Surface water monitoring was completed between July 2023 and September 2023. December 2023 reports will be made available soon.
- Results were compared against historical observations and relevant assessment criteria.

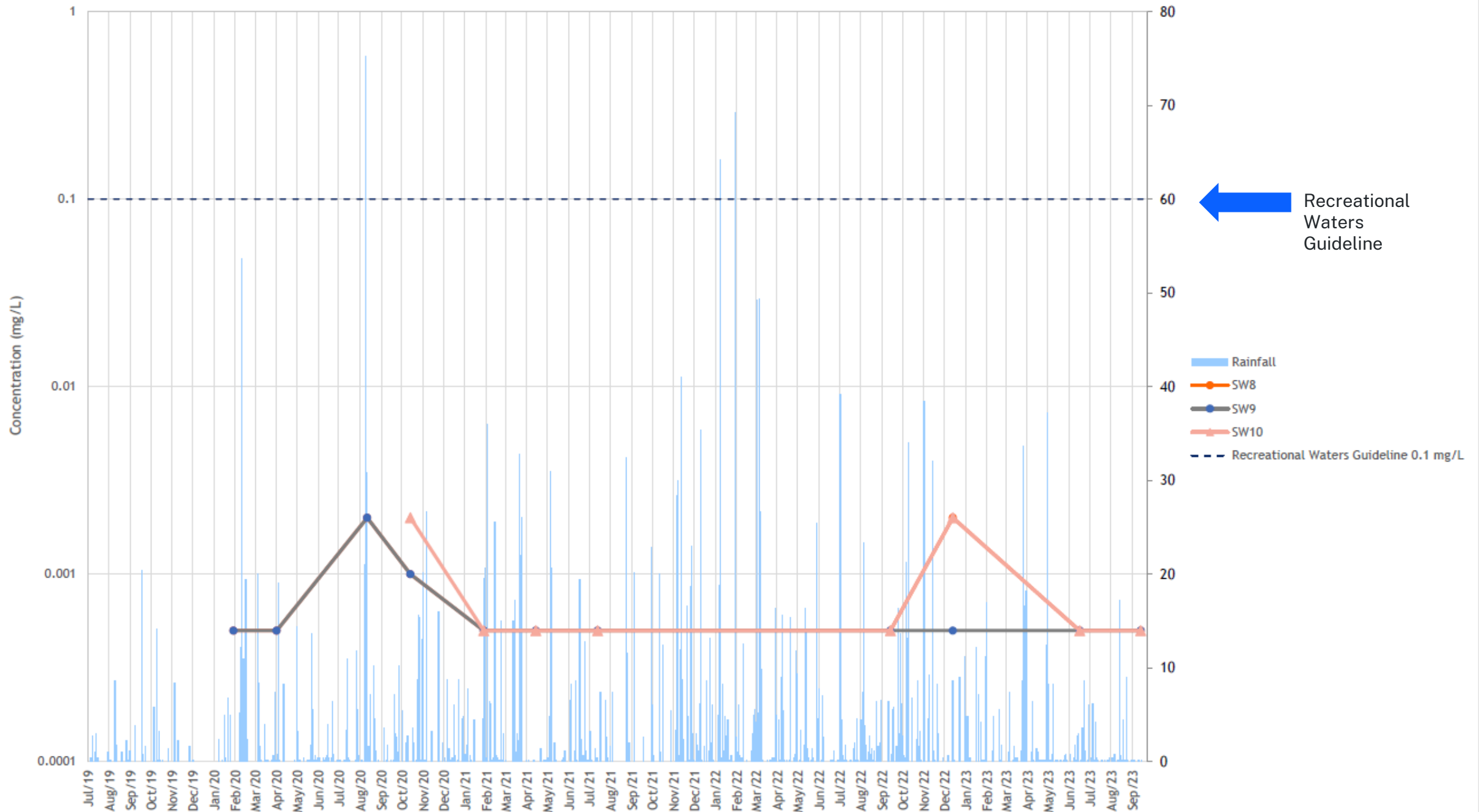
Total Lead (mg/L) - Upgradient and Onsite



Surface water monitoring

- Monitoring results indicate no evidence of offsite migration of contaminants in surface water greater than human health or ecological criteria.
- There are no increasing trends in concentrations that would represent an unacceptable risk to human health or ecology.
- Lead concentrations in surface water recorded on and near the site are more than 40-times lower than the adopted human health criteria.
- Concentrations of copper and zinc observed in the Mulwaree River are consistent with background concentrations and do not indicate impacts from the Site.

Total Lead (mg/L) - Mulwaree River



Recreational Waters Guideline

- Rainfall
- SW8
- SW9
- SW10
- Recreational Waters Guideline 0.1 mg/L

Air quality monitoring

Lead in air quality monitoring samples was significantly below the criteria for all monitoring periods.

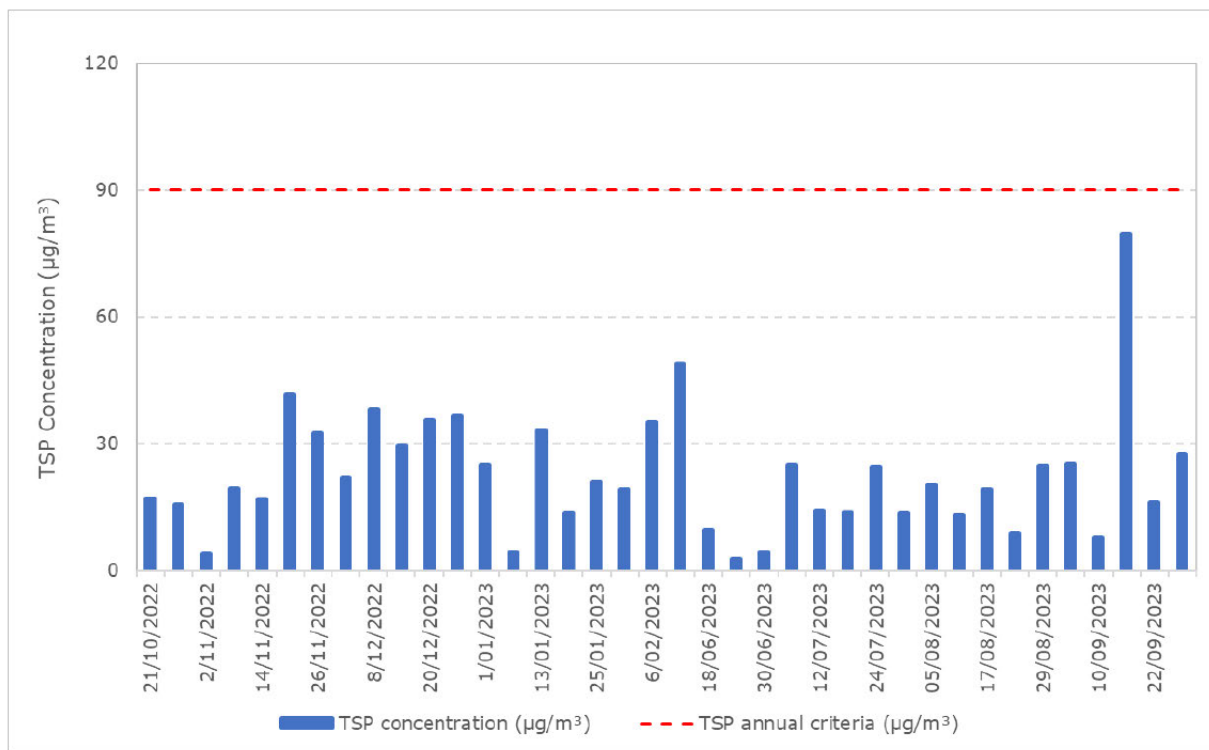


Figure 3-1: Measured 24-hour average TSP concentrations, one day in six since program commissioning

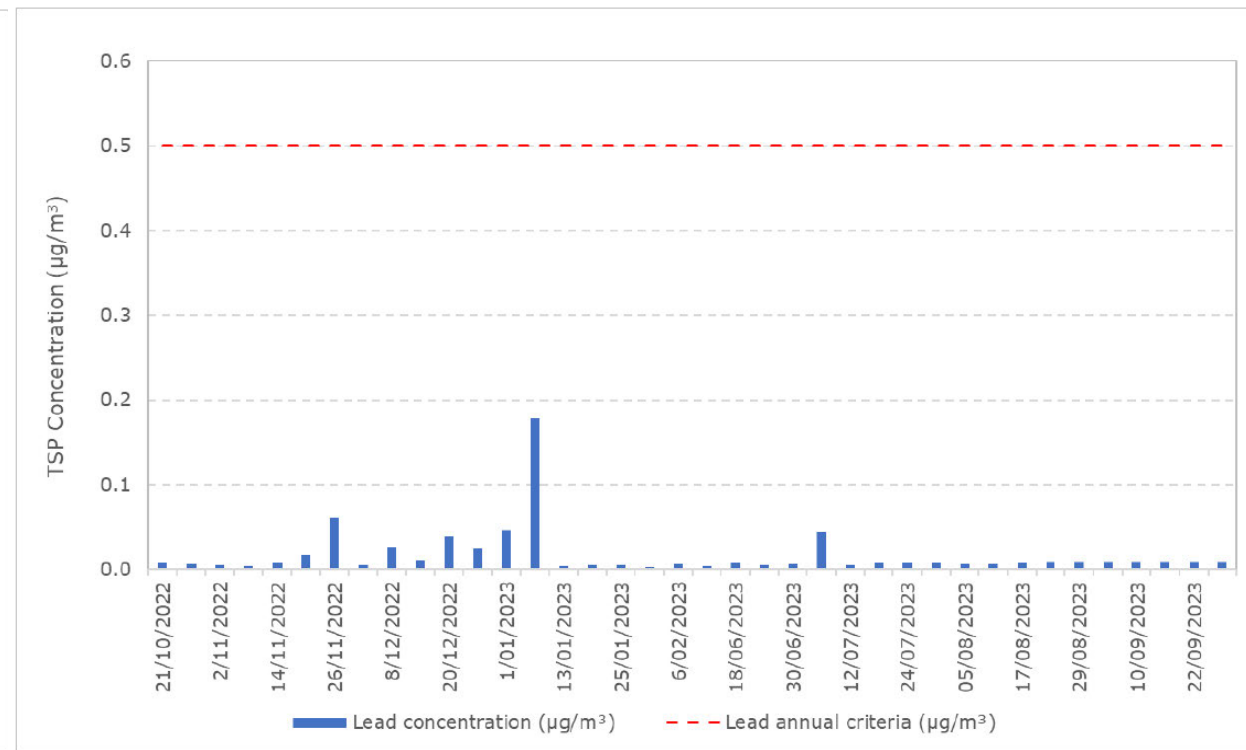


Figure 3-2: Measured 24-hour average lead concentrations, one day in six since program commissioning

Air and surface water quality monitoring - next steps

- Transport has determined that the air and surface water quality monitoring will be changed from a time-based program to an activity-based program.
- This decision has been reviewed and supported by the Site Auditor.
- The EPA have been advised and Transport will amend the Lead Management Action Plan to reflect this change.
- This means that monitoring would only be conducted during activities such as remediation, or earthworks.

Air and surface water quality monitoring - next steps

- The last planned monitoring report under the current time-based program is scheduled to be completed by the end of June 2024.
- The community will be notified once the Lead Management Plan has been updated.
- Monthly routine inspections of the Stockpile will be ongoing until the site is remediated and are available to view on the project website.

05

Tarago former Station Master's Cottage historical interpretation

Vicki Oszko

Director, Regional Property and Asset Renewal

Tarago former Station Master's Cottage

- Transport announced the decision to demolish the cottage. It is the most cost effective and efficient way forward to progress remediation of the Site.
- The remediation works will take around 18 months to complete.
- While the FSMC is not Heritage listed, it has been assessed as part of Transport's Regional Rail Heritage Strategy.
- Council are not in a position to take on the asset as a Community facility.

Next steps for the Tarago former Station Master's Cottage

- Transport will consult Council and the community later in the year on historical interpretation for the vacant former Station Master's Cottage (FSMC) site and potential future uses of the site.
- Consultation timelines are yet to be confirmed.
- Consultation on historical interpretation will run concurrently to the consultation occurring for remediation planning will at Tarago.

Next steps for the former Station Master's Cottage

Demolition works are planned to occur by the first quarter of 2025. Timelines are yet to be confirmed.

As part of these works, Transport will:

- Finalise pre-works plans, (Safety Management Plan, Asbestos Removal Control Plan and Demolition Plan)
- Submit the SafeWork Notification
- Deliver remediation of the Site
- Complete validation and approval.

06

Overview of works 2024 – 2025

Jo McLoughlin

Project Manager, Land Management

Overview of works 2024 - 2025

Timelines are subject to change.

2024

- Approval of the preferred option including Interim Audit Advice (IAA)
- Finalise Remediation Action Plan (RAP) and RAP IAA
- Finalise the Statement of Heritage Impact (SOHI) for the Woodlawn Siding Rail Corridor and approvals
- Review of Environmental Factors (REF) for the Woodlawn Siding Rail Corridor completed and former Station Master's Cottage completed and placed on public exhibition.

Overview of works 2024 - 2025

Timelines are subject to change.

2025

- Approval of Review of Environmental Factors for the Woodlawn Siding Rail Corridor
- Approval of demolition Review of Environmental Factors for the former Station Master's Cottage
- Cottage demolition works
- Public exhibition of Review of Environmental Factors for the Stockpile
- Detailed design and engineering finalised
- Removal of the Stockpile
- Remediation of the Woodlawn Siding Rail Corridor and former Station Master's Cottage site commences.

07

Community Consultation

Jo McLoughlin

Project Manager, Land Management

Community consultation



Transport is seeking feedback from the community on the preferred option in the Tarago Rail Corridor Remediations Options Assessment (ROA).

The feedback period is between 10 April – 7 May 2024 (28 days).

Feedback can be sent to

landassessment@transport.nsw.gov.au

Or submitted online via the link provided on the next slide.

How to provide feedback

OPTION 1

Scan the QR code



OPTION 2

Go to

www.haveyoursay.nsw.gov.au/tarago-rail-corridor

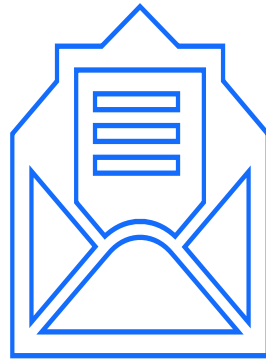
OPTION 3

Email us at
landassessment
@transport.nsw.gov.au

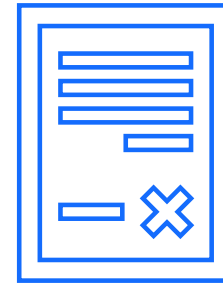
Community consultation process



Consider
community
feedback



Notify the
community of
the outcome



Seek approval on
the remediation
option

Let's Hear From You!

1. Panel Discussion
2. Q & A with Audience

Thank you