



# Tarago Former Station Master's Cottage and Woodlawn Siding

## Community information session - summary report

December 2023



Transport for NSW held a community information session on 20 September 2023 to update the community about the Tarago Woodlawn Siding and former Station Master's Cottage (Site).

At the event, Transport for NSW (**Transport**) covered the future land use options considered for the cottage and Transport's decision to demolish the cottage, remediate the Site and resume the land into the rail corridor. Updates were given on the status of the Remediation Options Assessment and ongoing stockpile monitoring and inspections. The event agenda, questions asked at the event and next steps for the project are summarised on the pages that follow.





## Key statistics and insights from the event

- A total of 26 people attended the community information session, including three representatives from Goulburn Mulwaree Council. The event was held at Tarago Town Hall.
- Overall, there was a negative community sentiment at the event on the decision to demolish the cottage.
- The main themes discussed included justification of why the other land use options hadn't been considered, such as divestment and rezoning of the land to commercial/industrial and associated costs. Other topics discussed included management of the current stockpile, logistics of contaminated waste removal and heritage related questions.

## Event agenda – 20 September 2023

Item	Time
Project update – former Station Master's Cottage	10 mins
Remediation Options Assessment update	10 mins
Stockpile update and monitoring	10 mins
Next steps	5 mins
Panel discussion	10 mins
Q & A with attendees	15 mins

## Questions raised at the community information session

### 1. Has Transport asked for formal ideas or expressions of interest for community use through commercial lease via a formal EOI process?

Formal expressions of interest have not been requested. The purpose of the consultation in February 2023 was to listen to the community's ideas and sentiment for potential future uses of the cottage, which formed part of the Future Land Use Assessment.

### 2. Why was the Men's Shed consulted and not the Tarago Progress Association (TPA) on future uses for the Site?

The Men's Shed was not consulted separately to the rest of the community. Transport consulted the local community (which included the TPA) and Goulburn Mulwaree Council on future land uses for the Site.

### 3. Why is Veolia's land not denoted on the map presented?

This feedback has been noted and we will provide more detailed maps in the future. The map displayed in the PowerPoint presentation represents the Tarago precinct and delineates the different sites. A more detailed map will be provided in the Remedial Options Assessment once completed.

### 4. How long does the polymer sealant last at the stockpile?

The lifespan of the polymer sealant is variable subject to weather conditions. However, its reapplication is based on monthly observations of dust, erosion and air quality and surface water



monitoring. The objective of the polymer sealant is to limit the migration of contamination via air-borne dust and surface water run-off.

The supplier of the dustless polymer product recommends reapplication every 10-12 months. In addition, the supplier of the DirtGlue Regular product recommends reapplication every 18 months to 2 years.

Transport has been advised that reapplication of the polymer sealant should occur:

- where surface water monitoring or air quality monitoring indicates contaminants are migrating from the Site to the receiving environment at concentrations above assessment criteria defined within the Tarago Lead Management Action Plan
- in accordance with work methods for any excavation works undertaken within the lead impacted areas, and
- in accordance with supplier recommendations for routine maintenance.

To date monthly Site inspections, surface water and air quality monitoring show that contaminants greater than the human health or ecological criteria, are not migrating from the Site.

#### **5. Does the Environmental Protection Authority (EPA) come out and check the stockpile?**

Transport shares all monitoring and inspection reports with the EPA.

#### **6. What measures have you put in place to make sure that inspections are completed on the stockpile?**

Monthly inspections are completed by UGLRL and measures are in place to ensure that the stockpile is monitored. Transport reviews all inspection reports to ensure corrective actions are completed in a timely manner. These inspection reports are available on Transport's website. [Tarago rail yards lead contamination | Transport for NSW](#)

#### **7. What will remediation of the cottage look like if it is resumed into the corridor?**

Remediation of the cottage includes demolition of the buildings and remediating the land to meet the requirements of the Voluntary Management Proposal. Transport will consult with the Community and Council to identify suitable land use options for the land post remediation.

#### **8. Could the space be used as a car park if the cottage is demolished?**

Transport will consider a car park as one of the potential future land uses.

#### **9. If the land is returned to the corridor, will it require rezoning as well?**

No, the Site would not require rezoning in that instance.

#### **10. Transport conducted earthworks for the rail loop extension knowing the land was contaminated, which created other contamination issues in the area. Why shouldn't Transport give the cottage to the community and pay for it?**

Transport acknowledges that there was existing contamination in the rail corridor which was known at the time of the loop extension when it was managed by John Holland Rail. Transport does not dispute that the soil was disturbed during the sleeper and track upgrade. A Lead Management Plan was developed in 2019 to assist with the completion of the track work.

As a Transport Agency we do not generally manage community assets such as the cottage. We have consulted with Goulburn Mulwaree Council, regarding ongoing responsibility and management of the



cottage. Council has indicated that it is not in a position to maintain the cottage as part of their property portfolio. Transport will consult with Council to determine if there are suitable future uses for the vacant land that Council would be able to manage.

**11. During the community consultation, was there any support for the cottage being demolished?**

We received mixed views regarding the demolition of the cottage, with some residents wanting to retain it and some residents confirmed that that demolition was a sensible way forward. Overall, there was a higher level of support to retain the cottage.

**12. Can you provide Transport's heritage plan?**

We are working with the Heritage Council to finalise the Regional Rail Heritage Strategy (HRRS) so that we can prioritise the funding for heritage items.

The Goulburn to Queanbeyan Line is recommended as a Priority Line in the Regional Rail Heritage Strategy (HRRS) along with the heritage assets for ongoing active management and use.

It is noted that the Cottage is not listed on the State Heritage Register or Local Environmental Plan.

**13. Is a heritage building allowed to be knocked down?**

The Tarago former Station Master's Cottage is not Heritage listed. As a general rule, Transport prefers to see alternative uses in Heritage transport buildings where they are no longer required for operational purposes, to extend their useful life. Such uses must be balanced with the condition of the building and necessary work, its location relative to other assets and public safety.

If an asset sits within a State Heritage Area, there are lengthy processes to determine where to invest and prioritise funding.

**14. Does Transport have funding to maintain these heritage items?**

This Site is not Heritage listed however is subject to routine inspections and maintenance. As a general rule, UGLRL maintain assets under their contract and uphold a minimum maintenance standard. UGLRL has a budget for maintenance, which is addressed through the UGLRL operating and maintenance deed.

**15. Can Transport provide a Statement of Heritage Impact and does it cover the Tarago Railway Precinct? The community developed a town plan, with Veolia and the buildings were a vital part of it.**

The Cottage is not Heritage listed. Therefore, a Statement of Heritage Impact is not required for the demolition and remediation of the cottage Site. The Woodlawn Siding forms part of the Tarago Rail Precinct which is listed on the State Heritage Register. Transport will be required to prepare a Statement of Heritage Impact and seek Heritage NSW approval for the remediation works in the rail corridor.

**16. There is a waste facility in the area, so why can't it be used to take the waste? Is different licensing needed to remove the soil?**

The facility in the area is not licensed to take hazardous waste. This soil is classified as hazardous waste. A facility has been established in New South Wales to take this type of waste. There are also facilities in Queensland, Western Australia and Victoria.



**17. Why can't Transport and EPA direct Veolia to take the waste? Why are Transport paying for the lead to be removed?**

Veolia are not licensed to take the waste and have advised us that they are not able to assist in this matter. As the owner of the Site, it is Transport's responsibility to fund remediation, which includes the removal of contaminated soil from the Site. How the contamination is removed and disposed of is yet to be determined.

**18. Where does the contaminated soil go? Once the cottage is demolished, will there be a cost to remove it?**

Transport is currently assessing eight options to remediate both the Woodlawn Siding and the former Station Master's Cottage. This investigation is in progress. Each option will also include indicative costs.

The options will be presented in the final Remedial Options Assessment in 2024.

**19. Do you know what the cost would be to demolish the cottage?**

The final cost to demolish the cottage has not been determined.

**20. Does a containment cell mean that you would keep the contamination onsite?**

Yes, that is a potential option. A containment cell is a lined, below ground cell designed and engineered to encapsulate polluted material and safeguard surrounding areas and individuals. Typical linings include engineered clay and sealed, high-density plastics.

**21. Is there a waste facility in Sydney that could take the soil?**

Yes.

**22. Why can't it go by rail?**

Rail could be an option for removing the contaminated soil.

**23. The cottage used to be held privately. Why can't Transport remediate and sell it, once the building has been decontaminated?**

Due to its age and location, the cottage is unable to meet the required standards to enable Transport to sell the cottage in future. Transport's standards have changed over the years, including the standards used to manage the risk. This property now falls below these standards.

When divestment is considered, Transport must follow policy and specific criteria for all property. Divestment will not be considered in this instance because the cottage doesn't meet the criteria.

**24. How far below Transport's standards for divestment does the cottage fall?**

Any divestment of land on the Country Regional Network (CRN) is to be managed under the requirements of the Divestment Procedure of CRN Property CRN-P-P008.

Section 6.7 of the Procedure states:

- In selecting boundaries for subdivision, all the following criteria should be adhered to:
- Sale boundaries must be at least 5.5 metres from the centreline
- Sale boundaries must be fenced according to minimum corridor fencing standards
- No building should be closer than 20 metres to the nearest rail.



A review of the Site against the above criteria confirmed:

- The boundary of the Site to the centreline is approximately 6 metres
- The closest building is approximately 10 metres to the nearest rail.

Based on this, the Site does not meet the criteria for divestment.

**25. There are other local subdivisions in the region that are in very close proximity to the railway line. How has that development been allowed?**

Council is responsible for approving those subdivisions through their own planning processes.

**26. Veolia has developed a plan for the village that has been adopted by the Council. Has this been included in the feedback?**

Council have been consulted on the future of the cottage.

**27. You mentioned \$130,000 for rezoning in your presentation. What is that for specifically?**

This is the estimated costs for consultants to do the work, as well as the associated planning costs.

**28. Is the land zoned as RU5 residential?**

The land is zoned RU6 transitional which includes residential land use. The EPA has determined that the land must be remediated to residential criteria.

**29. We've cycled back to where we were three years ago. How much has been spent on this work?**

Since 2021/2022 Financial Year, Transport has invested approximately \$155,000 to progress remediation of the former Station Master's Cottage.

For the Woodlawn Siding, approximately \$365,000 has been invested to progress remediation since 2021/22. Monthly ongoing air and surface water monitoring is included in these costs. Transport does not have visibility of costs incurred by John Holland prior to this time.

Since 2021, the following milestones have been completed for the Woodlawn Siding:

2021

- Supplementary Detailed Site Investigation completed
- Remediation Action Plan for the corridor (updated in 2023)
- Interim Site Audit Report completed
- Specific Immobilisation Application submitted to EPA
- Lead Management Plan updated.

2022

- Remediation planning commenced
- Specific Immobilisation Application approved by EPA
- Lead Management Plan updated.

2023

- The revised Remediation Options Assessment is currently in progress, as is the Remediation Action Plan for the stockpile.

**30. Why won't Transport sell the cottage as an asset that is contaminated? Transport has sold assets with issues in the past.**

As previously stated, the cottage does not meet Transport's criteria for divestment. Transport has made a commitment to the EPA that the Site will be remediated.

**31. How long will it take you complete the remediation plan?**

The remediation time frame will be determined after the Remediation Options Assessment has been completed and approved. The community will be kept informed regarding timelines as the project progresses.

**32. What budget is set aside and how are you forecasting the funds required to do these works?**

Transport forecasts funding each year according to approved projects and priorities. This work will be forecasted and part of our annual budgeting until the remediation is complete.

**33. When will the next consultation be?**

Transport will continue to consult with Council on potential future uses for the vacant land once it has been remediated and validated for use.

**34. Has there been any significant vandalism at Tarago station?**

We note that the community has mentioned other acts of vandalism within the town. There have been no incidents reported to Transport regarding vandalism at Tarago station.

**35. If you knock the cottage down and remediate, can you consider not landscaping with grass. I'm concerned it will not be maintained and will attract snakes.**

Transport will consider this feedback as part of the Community and Council consultation process for the future use of the land.

**36. When will the costing for the demolition be completed and will Transport share the costing options?**

The cost and timelines for demolition are yet to be determined. The community will be kept informed of demolition timeframes. In terms of costs, we will keep the community informed of any information we are able to share under our procurement and probity guidelines.

**37. How much would it cost to remediate in situ as residential or commercial?**

The requirement of the EPA is that we must remediate to the current zoning standards which is RU6 Transitional. The cost of this has not yet been determined.

**38. Why isn't the cottage included in the Heritage Guidelines?**

The cottage is not included because it is not Heritage listed.

**39. Council won't upgrade the footpaths because of the lead contamination in Tarago.**

We have noted this and will inform Council of the community concerns.



## Next steps for the Woodlawn Siding and Cottage

To progress remediation of the cottage, Transport will:

- Complete the Remediation Options Assessment
- Approve the preferred remediation strategy
- Develop the Remediation Action Plan for the preferred strategy
- Complete detailed design and engineering
- Obtain planning approvals.

Remediation works are planned to occur in the 2025/26 financial year.

## Media promotion and coverage

### Media Statement

Published on 18 September 2023.

### Media Coverage

Articles published by the Goulburn Post on the 19 and 26 September.

### Direct emails

- Emails to community subscriber database
- Email to Goulburn- Mulwaree Council
- Email to Wendy Margaret Tuckerman MP
- Email to The Hon. Jenny Aitchison MP (Minister Regional Transport and Roads).

### Facebook promotion of event

The community event was promoted via Facebook and had a click rate of 2.3%, which is above the industry benchmark (0.9%).

Date: 14/09- 20/09

Reach: 11,660

Link Clicks 273

Engagements: 26

