

Tarago Action Plan Routine Inspection Checklist

Date:	15-Mar-23	UGL RL Environmental Representative
Start time:	8:45 AM	completing inspection ¹ :
Finish time:	9:47 AM	[REDACTED]
Weather:	14.9°C, wind 11 km/hr W, 99% humidity, 0.4mm rain since 9am yesterday, partly cloudy, early fog BoM	
Date and volume of maximum rainfall in a 24hr period since last inspection?		
Date:	6-Mar-23	
Max volume (mm) in 24hr period:	7.4	
General Site Observations		
Is airborne dust from site evident?		
No, no dust was visible in the air or on any surfaces at the station platform (Photo 1)		
Is sediment run-off evident that is not captured by sediment controls?		
No evidence of sediment was observed on downstream boundaries past rail culverts (Photos 2 - 5)		
Is surface water discharging from site?		
No, the site was generally dry. No surface water flow was observed. Some pooled water was observed immediately downstream of culverts (Photos 2-5)		
Is there evidence of excavation or other works non-compliant with the Action Plan?		
No		
Other observations?		
<p>As per suggestions in the Environmental Management Plan, Polymer sealant application was underway during visiting site (Photo 16 - 17).</p> <p>No sediment loading was observable in rock checks and armoury, and all locations were in good condition. Silt fences were all in good condition with the exception of a redundant fencing on the southern boarder of the site next to the Station Masters Cottage (Photo 18). Ramboll recommends this silt fencing could be removed.</p> <p>Drain inlet between the main and loop lines showed slight evidence of sediment build up (Photo 19-20). Although this drain does not directly discharge off site, Ramboll recommends a filter (geofabric or similar) placed over or the drain inlet or silt fencing around the drain inlet would reduce sediment mobility.</p>		

¹Action Plan inspections must be completed by a UGL Representative suitably trained and experienced in application and management of erosion and sediment controls including stockpile management.

s	Control	Inspection		Corrective Action
		Yes	No	
5.1	Is Exclusion Zone signage present as recommended on Figures 2a - 2e Appendix 1 to demarcate contamination in the rail formation and adjacent soils?	Yes (Photos 11 - 13)		
	Is Exclusion Zone signage undamaged?	Yes, signage was in good condition (Photos 11 - 13)		
	Are sediment controls present in/adjacent each rail culvert?	Yes, rock checks and rock armour observed upgradient of each culvert (Photos 6 - 10), silt fencing west of former woodlawn siding and along cess drain feeding the southern culvert.		
	If sediment is present what is the estimated depth of sediment?	n/a sediment was not present		
	Are sediment controls still functional?	Yes		
	Is the existing stockpile covered securely to prevent surface water infiltration?	Yes		
	Are cracks present in the capping of the existing stockpile? If so record the width and length of cracks in written form and through photographs and consolidate with this checklist.	Yes, minor hairline crack (1-2mm x 2m) is present on the stockpile (observed during an inspection 31/01/2023) remain stable and not does allow for water infiltration (Photo 14)		
	Are there signs of erosion or sediment run-off on or relating to the existing stockpile? If so record in written form and through photographs and consolidate with this checklist.	No, area surrounding the stockpile was clear of sediment		
	Are there signs of vegetation on the existing stockpile? If so record in written form and through photographs and consolidate with this checklist.	Yes, weeds growing out of the side of the stockpile (Photo 15)		
	Is geofabric marker layer visible beneath capping of the existing stockpile? If so record in written form and through photographs and consolidate with this checklist. If marker layer is visible rectification work is required.	No geofabric marker layer visible, however hairline cracking and weeds observed, consider weed removal		
7.3	Have any additional stockpiles of contaminated material been created?	No		
	Are additional stockpiles placed away from drainage lines, gutters, stormwater pits or inlets?	n/a no additional stockpiles		
	Are stockpiles covered securely to prevent surface water infiltration?	n/a no additional stockpiles		
	Are stockpiles positioned on level surfaces with construction of bunds to control water ingress / egress.	n/a no additional stockpiles		

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Photo 1: Picture of railway station facing south west. No airborne dust visible in air or on surfaces.



Photo 2: Immediately downgradient of southernmost culvert showing pooled water, not flowing off site. High reeds and vegetation adding natural filters for sediment.

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Photo 3: Culvert under Golburn street, downgradient of southernmost culvert on site, showing no evidence of surface water run off on site and no evidence of sediment from previous surface water on site.



Photo 4: Downgradient of middle culvert showing no evidence of surface water run off on site and no evidence of sediment from previous surface water on site.

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Photo 5: Downgradient of northernmost culvert showing no evidence of surface water run off on site and no evidence of sediment from previous surface water on site.



Photo 6: Upgradient of southernmost culvert showing no evidence of surface water run off on site and no evidence of sediment from previous surface water on site.

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Photo 7: Upgradient of southernmost culvert showing rock armour used as control measures for sediment control.



Photo 8: Rock checks and silt fences running alongside former Woodlawn siding towards the middle culvert. No sediment build up on rock checks or fencing.

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Photo 9: Upgradient of middle culvert, showing sediment control measures of rock checks and silt fencing.



Photo 10: Upgradient of northernmost culvert, showing sediment control measures of rock armour.

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Photo 11: Exclusion zone signing placed periodically along contamination areas. Reverse side of more signing can be seen on opposite side of railway track.



Photo 12: Additional exclusion zone signing placed periodically along contamination areas.

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Photo 13: Additional Exclusion zone signing demarcating the capped stockpile of contaminated material.



Photo 14 Hairline cracking in stabilised sand applied to the stockpile for capping. Pen used for sizing reference.

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Photo 15: Vegetation (weeds) growing out of stockpile capping. No marker layer visible.



Photo 16: Polymer Sealant application in progress. Sprayed through hose by contractors onto railways and surrounding areas.

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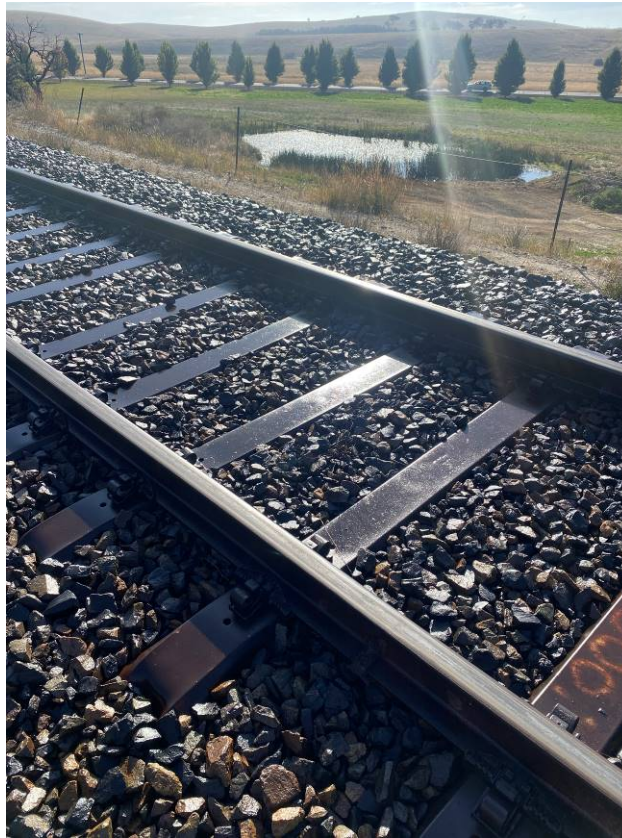


Photo 17: Polymer Sealant application on railway tracks. Translucent layer which oily sheen can be seen on rail sleepers.

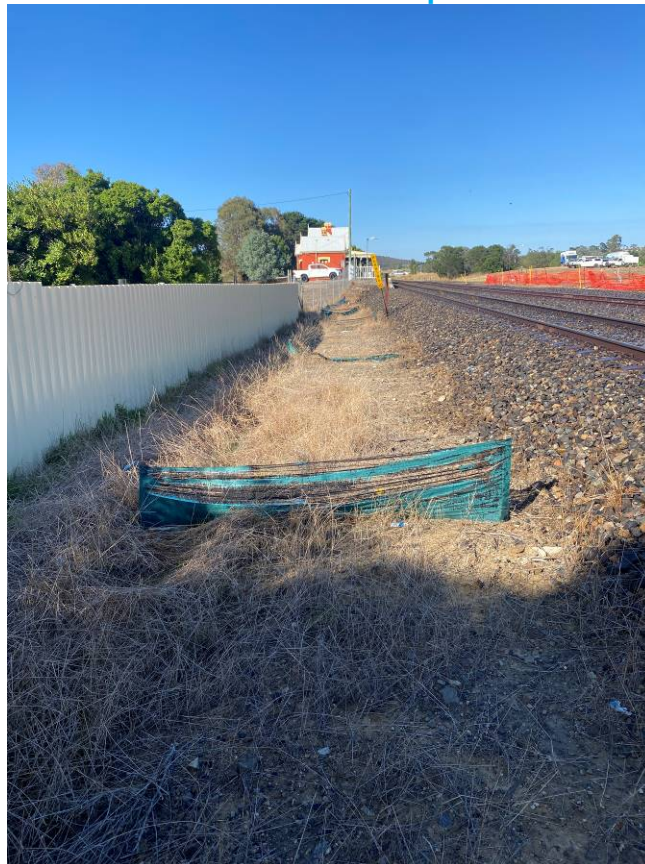


Photo 18: Damaged redundant silt fencing adjacent to the boundary of the Station Masters Cottage. Removal is recommended.

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Photo 19: Outlet of drain from centre of railroad tracks showing minor signs of sediment. Water would flow through drain pipe to upgradient of the railway culverts and then through sediment controls in place at the culverts.



Photo 20: Inlet of drain from centre of railroad tracks showing minor signs of sediment.

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