

Tarago Action Plan Routine Inspection Checklist

Date: <i>13.01.23</i>	JHR Representative completing inspection:
Start time: <i>1200</i>	<i>[Redacted]</i>
Finish time: <i>1345</i>	<i>[Redacted]</i>

Weather: *Warm and partly overcast.*

BoM

Date and volume of maximum rainfall in a 24hr period since last inspection?

Date: *12/1/23*

Max volume (mm) in 24hr period: *0 mm*

General Site Observations

Is airborne dust from site evident? *No*

Is sediment run-off evident that is not captured by sediment controls? *No*

Is surface water discharging from site? *No (see photos)*

Is there evidence of excavation or other works non-compliant with the Action Plan?
No

Other observations?

- *Additional stockpile at the northern end of Tarago Yard, west of the rail line was inspected using a drone and there was evidence of environmental controls (sed fencing) in place. The stockpile is not new and has been identified in previous site inspections with EPA and Ramboll. Photos attached.*
- *Cement covered stockpile notes: **
Plan reference 5.1 - stockpile cracking most likely due to thermal expansion. No lateral cracking present. Future monitoring will focus on identification of lateral cracking, widening of cracks and observed depth.

Plan Ref	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		
	Is Exclusion Zone signage undamaged?	Yes		
	Are sediment controls present in/adjacent each rail culvert?	Yes		
	If sediment is present what is the estimated depth of sediment?	5-10mm varies		
	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.	Approx 4 noticeable cracks, less than 1mm in width, but run full width of stockpile. Depth unknown.		
	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		
	Are there signs of vegetation on the existing stockpile? If so record in written form and through photographs and consolidate with this checklist.	No		
	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		
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		
	Are stockpiles covered securely to prevent surface water infiltration?	N/A		
	Are stockpiles positioned on level surfaces with construction of bunds to control water ingress / egress.	N/A		

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.



Figure 1: Sediment controls, west of railway line looking North.



Figure 2: Sediment controls, west of railway line looking South towards Goulburn Street level crossing.



Figure 3: Demarcation fencing around old concrete loading dock and pit, looking north.



Figure 4: Stabilised sand encased stockpile, west of railway line looking North.



Figure 5: Stockpile Zone 5 – foreground of image gives an example of approximately 1mm cracking in stabilised sand cement cover. Future monitoring will focus on lateral cracking, width, and depth.



Figure 6: Erosion and Sediment Controls (sediment fence and rock checks) positioned west of the railway line looking north.



Figure 7: Exclusion fencing and signage, perpendicular to railway line looking west to Mulwaree Street subdivision.



Figure 8: Sediment fences protecting site drainage, installed west of the railway line looking north (approximately opposite Boyd Street)



Figure 9: Non contaminated ballast material stockpile, located west of the railway line, northern end of the site.



Figure 10: Stagnant site water, located on the east side of the railway line, opposite Boyd Street.