

## Tarago Action Plan Routine Inspection Checklist

Date:	20-Dec-23	UGL RL Environmental Representative
Start time:	8:05 AM	completing inspection <sup>1</sup> :
Finish time:	9:29 AM	[REDACTED]
Weather:	12.7°C, 11°C lowest temp, 17°C highest temp, cloudy with showers, 17.6mm of rain (BOM) since 9am (19/12/23), ESE 15km/h wind, 99% humidity	
<u>Date and volume of maximum rainfall in a 24hr period since last inspection?</u>		
Date:	20-Dec-23	
Max volume (mm) in 24hr period:	19.2mm	
<b>General Site Observations</b>		
<u>Is airborne dust from site evident?</u>		
No airborne dust was visible ( <b>Photos 1 - 2</b> ).		
<u>Is sediment run-off evident that is not captured by sediment controls?</u>		
No sediment run-off was seen in surface water flowing off-site at southern ( <b>Photos 3 and 4</b> ). No evidence of sediment run-off from the middle and northern culverts, attributed to no flowing surface water observed ( <b>Photos 6, 7 and 10</b> ).		
<u>Is surface water discharging from site?</u>		
Surface water was observed discharging from the site at the southernmost culvert ( <b>Photos 3 and 4</b> ). Surface water was observed at the middle culvert pooled on site ( <b>Photo 6</b> ). No other flowing surface water was observed onsite during the inspection.		
<u>Is there evidence of excavation or other works non-compliant with the Action Plan?</u>		
No		
<u>Other observations?</u>		
<p>1. Exposed marker layer location that was identified during the previous inspection had been patched using a cement mixture (<b>Photo 12</b>). One new marker layer location (<b>Photo 13</b>) was identified during the current inspection. UGL Representative was made aware of the location.</p> <p>2. The rock armour at the southernmost culvert, upgradient of the railway, appeared to be in a weathered condition in a previous investigation (14/11/23). Ramboll recommended rock armour be reinstated by clearing the sediment and debris and repairing the misshaped rock armour. Ramboll notes this was not done before the current investigation.</p> <p>3. Minor suspected hydrocarbon spill was noted in a small area of pooled surface water on site (<b>Photos 16 and 17</b>). This is suspected to relate to recent rail operations and is unlikely to represent a risk to the receiving environment.</p> <p>4. During the time of inspection quarterly surface water monitoring sampling was being undertaken by Ramboll staff.</p>		

<sup>1</sup>Action 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.

Section	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 ( <b>Photos 1, 2 and 5</b> )		
	Is Exclusion Zone signage undamaged?	Yes, exclusion zone signage appeared in good condition ( <b>Photo 1, 2 and 5</b> ).		
	Are sediment controls present in/adjacent each rail culvert?	Yes, rock checks and rock armour observed upgradient of each culvert. Coir sediment control logs west of former Woodlawn siding and along cess drain feeding the south and middle culverts. Silt fencing between middle and northern culverts. ( <b>Photos 5, 8, 9 and 11</b> )		
	If sediment is present what is the estimated depth of sediment?	Minimal surface water and sediment present onsite.		
	Are sediment controls still functional?	Yes. The southernmost rock armour was observed with sediment and debris - refer to 'additional observations' section point 2 for comment'.		
	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 cracking is present on the stockpile, these remain stable and are not expected to adversely affect cap competency in current condition.		
	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. No erosion of, or sediment from the stockpile was observed.		
Are there signs of vegetation on the existing stockpile? If so record in written form and through photographs and consolidate with this checklist.	Yes, several small-medium sized weeds were identified growing out from the stockpile from previous inspections. These are not expected to affect stockpile capping effectiveness.			
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.	Yes. One new marker layer exposure was noted on the stockpile. Refer to 'additional observations' section point 1 for comment'.			
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 at northern end of Tarago railway station platform facing north. No airborne dust visible.**



**Photo 2: Picture at of Tarago railway station. No airborne dust visible.**

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<b>Site:</b> Tarago, NSW			
<b>Client:</b> UGL Regional Linx			



**Photo 3: Downgradient of southern culvert with surface water flowing offsite. Surface water is clear with low turbidity.**



**Photo 4: Downgradient of southern culvert with surface water flowing offsite. Surface water is clear with low turbidity.**

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**Photo 5: Upgradient of southern culvert showing coir sediment control logs and reed bed vegetation with natural sediment control.**



**Photo 6: Downgradient of middle culvert with pooled surface water. Surface water was clear with low turbidity.**

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**Photo 7: Downgradient of middle culvert showing no surface water flowing off site. No sediment visible on road causeway off site.**



**Photo 8: Upgradient of middle culvert with no flowing surface water. Sediment control rock armour appears in good condition.**

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**Photo 9: Upgradient of middle culvert upgradient of the railway line with no flowing surface water. Minor observed build-up of sediment fencing.**



**Photo 10: Downgradient of northernmost culvert with no flowing surface water.**

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**Photo 11: Upgradient of northernmost culvert. No surface water flowing through culvert. Minimal sediment build up on rock armoury.**



**Photo 12: Geofabric marker layer visible in stockpile capping in previous inspection. Covered with cement by UGL Representatives as advised.**

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**Photo 13: Geofabric marker layer visible in stockpile capping underneath metal plate. UGL Representatives on site advised of location.**



**Photo 14: Location of previous stockpile capping that was visible and then covered with cement. Cement mixture appears to have sufficiently covered area and been maintained for an extended period of time even with rainfall.**

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**Photo 15: Visible evidence of erosion due to loss of ground cover (ballast material) upgradient of southernmost culvert. Remaining material is stable and no major further erosion is noted since previous inspections.**



**Photo 16: Minor suspected hydrocarbon spill noted in pooled surface water on site. Located between rail lines near drain between middle and northernmost culverts.**

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**Photo 17: Minor suspected hydrocarbon spill noted on wet ballast material on site. Located between rail lines near drain between middle and northernmost culverts.**

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