

# Tarago Action Plan Routine Inspection Checklist

Date:	14-Sep-23	UGL RL Environmental Representative
Start time:	8:30 AM	completing inspection <sup>1</sup> :
Finish time:	9:30 AM	[REDACTED]
Weather:	10.3°C, -0.9°C lowest temp, 10.3°C highest temp, 0.2mm of rain since 9am (BOM) (13/09/23), 11km/h highest wind gust, SE 4km/h wind speed, 85% humidity	
Date and volume of maximum rainfall in a 24hr period since last inspection?		
Date:	23-Aug-23	
Max volume (mm) in 24hr period:	8.2mm	
<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. Some evidence of sediment was observed in pooled water on site downgradient of the middle culvert ( <b>Photo 4</b> ), however run-off between inspections appeared unlikely as meteorological records generally indicated light rainfall since the last inspection ( <b>Photos 5 - 6</b> ). In addition at this location, pooled water was found adjacent to the site boundary, though not flowing off site ( <b>Photo 19</b> ).		
No evidence of sediment run-off beyond northern, middle and southernmost rail culverts ( <b>Photos 3, 7, 8, 13, 16</b> ).		
<u>Is surface water discharging from site?</u>		
Yes. Surface water was discharging at a slow rate from the southern culvert through a thick layer of grass ( <b>Photo 3</b> ). A large pool of water was observed on site and immediately downstream of middle culvert but not discharging off site ( <b>Photos 4 - 6</b> ). Damp soil off site, near an onsite pooled water source ( <b>Photo 19</b> ), suggests water running off site at some time since the last inspection. There was no surface water discharging at the northern culvert ( <b>Photos 7 - 8</b> ).		
<u>Is there evidence of excavation or other works non-compliant with the Action Plan?</u>		
No		
<u>Other observations?</u>		
Regarding the stockpile, this inspection identified two new locations where the marker layer was exposed ( <b>Photos 20 - 21</b> ). One location on the north-east side of the stockpile and another on the south-east side. Both locations were marked with blue paint. Ramboll recommends their immediate repair by applying a concrete patch to the exposed areas to seal them.		
Evidence of erosion has been noted upgradient of the southern most culvert in multiple previous site inspections and remains on site but in a stable condition ( <b>Photo 9</b> ). No evidence of sediment was found in water flowing offsite at southern culvert. Ramboll recommends replacing ground cover material (ballast) if further erosion occurs or sediment is visible in the downstream surface water of the southern culvert.		
During the last inspection (16/08/23) pooled water was observed more frequently onsite alongside the railway tracks amongst the eastern half of the site. During this inspection, pooled water adjacent to the railway tracks was not present ( <b>Photo 22</b> ).		

<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 17 - 18</b> )		
	Is Exclusion Zone signage undamaged?	Yes, exclusion zone signage appeared in good condition ( <b>Photo 17 - 18</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 ( <b>Photos 10 - 16</b> ). Silt fencing between middle and northern culvert.		
	If sediment is present what is the estimated depth of sediment?	Some sediment/turbid water present in pooled water on site downgradient of middle culvert ( <b>Photo 4</b> ). Minimal sediment present on silt fencing and rock checks.		
	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 cracking is present on the stockpile (observed during an inspection 15/03/23), 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.	No, weeds previously growing out of stockpile had been removed due to vegetation maintenance.		
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. Two new exposed locations were identified. Refer to 'Other Observations' section for comments and required actions.			
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 north-east end of railway station facing south-west. No airborne dust visible.**



**Photo 2: Picture at south-western end of railway station facing north-east. No airborne dust visible.**

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<b>Client:</b> UGL Regional Linx			



**Photo 3: Southern most culvert downgradient of rail line, with slow moving surface water travelling off-site. Water is clear, low turbidity, minimal observable sediment, long grass and some algae present.**



**Photo 4: Downgradient of middle culvert showing brown turbid water on site. No surface water currently running off site at middle culvert.**

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**Photo 5: Downgradient of middle culvert. Water is pooled adjacent to site boundary fencing. Extending to off-site damp soil, in line with the pooled water, was visible suggesting former run-off. No current water running off from site.**



**Photo 6: Causeway downgradient of middle culvert showing no evidence of current surface water moving off site. No visible sediment on road or vegetation nearby from sediment water was running off site in between inspections.**

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**Photo 7: Downgradient of northernmost culvert showing evidence of no surface water runoff from site to neighbouring property.**



**Photo 8: Upgradient of northernmost culvert showing evidence of no surface water.**

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**Photo 9: Visible evidence of erosion due to loss of ground cover (ballast material) upgradient of southernmost culvert. Remaining stable and no major further erosion since last inspection. Facing north-east.**



**Photo 10: Upgradient of southernmost culvert showing Coir sediment control logs, used as control measures for sediment control. Facing north-east.**

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**Photo 11: Rock checks running along former Woodlawn siding and between southern and middle culverts. Silt fencing replaced by Coir sediment control logs.**



**Photo 12: Rock checks running alongside former Woodlawn siding towards the middle culvert. No evidence of sediment build-up in rock armoury or Coir sediment control logs.**

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**Photo 13: Upgradient of Middle culvert showing no flowing or pooled water. No evidence of sediment build-up in culvert.**



**Photo 14: Upgradient of middle trainline culvert facing east. Silt fencing is clear with no sediment visible.**

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**Photo 15: Rock armour upgradient of trainline running from the middle to the north culvert. Some sediment visible on rock armour. Facing north-east.**



**Photo 16: Upgradient of northernmost culvert. No evidence of surface water run off on site. No evidence of sediment buildup on rocks. Rock armor and natural vegetation allow for sediment control in surface water.**

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**Photo 17: Exclusion zone signing placed periodically along contamination areas. Undamaged and in good condition. Facing North-East.**



**Photo 18: Exclusion zone signing placed periodically along contamination areas. Undamaged and in good condition. Facing East.**

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**Photo 19. Downgradient of middle culvert. Water is pooled adjacent to site boundary fencing. Extending to off-site damp soil, in line with the pooled water, was visible suggesting former run-off. No current water running off from site.**



**Photo 20: Exposed geofabric layer marker on main stockpile newly identified during the inspection. Marked with blue paint. Facing the south-western side of stockpile.**

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**Photo 21: Exposed geofabric layer marker on main stockpile newly identified during the inspection. Marked with blue paint. Facing the north-western side of stockpile.**



**Photo 22: No pooled water adjacent to railway tracks. Facing North-East.**

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