Tarago Action Plan Routine Inspection Checklist

	Date:	20-Jan-25	Ramboll and UGL RL Environmental
Start time:		09:00 AM	Representative completing inspection ¹ :
	Finish time	: 10:08 AM	

Weather: 12.5°C (9 - 28 min to max), 7 km/h wind NNW, 0 mm rain since 9AM, 98% humidity, Mostly sunny during inspection.

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

Date: 11-Jan-25
Max volume (mm) in 24hr period: 36.8 mm

General Site Observations

<u>Is airborne dust from site evident?</u>

No airborne dust was visible (Photos 1 - 2).

Is sediment run-off evident that is not captured by sediment controls?

No sign of sediment run-off seen in surface water flowing off-site at southern and middle culverts (**Photos 3 and 4**). No evidence of sediment run-off from northern culvert (**Photos 5 and 6**).

Is surface water discharging from site?

Surface water was observed discharging from the site at the southern and middle culverts (**Photos 3 and 4**). Pooled water was observed in a few locations on site (**Photo 13**). No other flowing surface water was observed onsite during the inspection.

Is there evidence of excavation or other works non-compliant with the Action Plan?

No

Other observations?

- 1. Damage to the sediment control coir logs located between the middle and southern culverts was observed (**Photo 10**). However, the coir logs remain functional, and replacement is not currently recommended.
- 2. Evidence of erosion noted upgradient of the southern most culvert in previous site inspections remains on site but in a stable condition (**Photo 7**). No evidence of sediment was observed in water flowing offsite at southern culvert during this site inspection.
- 3. One exclusion sign postage was noted to be missing (**Photo 20**). Signage is located approximately 100 north on eastern side of rail. Ramboll recommends replacing the signage to comply with the 100 lineal meter increments required by the Tarago Lead Management Plan.

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

Saction	Combrol	Inspection	6.	orrective Action	
Section	Control	Yes N	lo	orrective Action	
	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 18 ·	· 20).		
	Is Exclusion Zone signage undamaged?		or one missing	eared in good I sign on the eastern north of the station	
	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 with additional layer of sediment coir logs between middle and northern culvert.			
	If sediment is present what is the estimated depth of sediment?	Minor sediment p	resents on-site	(<5mm).	
	Are sediment controls still functional?	Yes. Sediment controls in place were in average to good condition and no sediment was observed migrating off site. Recommendations included in 'Other Observations' section.			
5.1	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.		le and are not	resent on the stockpile, expected to adversely t 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.			
	Are there signs of vegetation on the existing stockpile? If so record in written form and through photographs and consolidate with this checklist.	growing out from	the stockpile f to 17). These a	rom previous are not expected to	
	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.			
	Have any additional stockpiles of contaminated material been created?	No			
7 2	Are additional stockpiles placed away from drainage lines, gutters, stormwater pits or inlets?	n/a no additional	stockpiles		
7.3	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 south, no airborne dust visible.



Photo 2: Picture facing northeast towards Tarago railway station, no airborne dust visible.

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Photo 3: Southern culvert downgradient of railway line with slow moving surface water flowing offsite. Surface water was clear with no visible turbidity or suspended solids.



Photo 4: Downgradient of middle culvert with slow moving surface water flowing off site.

Surface water near culvert was brown.

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Photo 5: Downgradient of northernmost culvert, minimal pooled surface water observed within culvert. Not flowing offsite.



Photo 6: Property downgradient of northernmost culvert with no observed surface water. Trench line had been dug on adjacent property.

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Photo 7: Southernmost culvert upgradient of the railway line. The erosion due to lack of ground cover observed during multiple previous inspections is still present.



Photo 8: Sediment controls at southernmost culvert upgradient of the railway line.

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Photo 9: Rock armoury in drainage channel between southern and middle culverts. Sediment and vegetation buildup minimal within drainage line.



Photo 10: Damage to sediment control coir logs between southern and middle culverts.

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Photo 11: Rock armoury in drainage channel between southern and middle culverts appears to be in good condition.



Photo 12: Sediment controls at the middle culvert upgradient of the railway line in good condition.

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Photo 13: Sediment controls north of middle culvert, upgradient of railway line in good condition. Sediment buildup in front of coir logs increased since last inspection.



Photo 14: Sediment controls in drainage channel between middle and northern culverts appears to be in good condition.

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Photo 15: Rock armoury in drainage channel between middle and northern culverts appears to be in good condition.



Photo 16: Upgradient of northernmost culvert with no surface water. No sediment build up was noted on rock armoury.

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Photo 17: The concrete-capped stockpile is generally in good condition with no new exposure locations observed.



Photo 18: Exclusion zone signage posted and in good condition.

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Photo 19: Exclusion zone signage posted and in good condition.



Photo 20: One exclusion zone sign missing. Signage approximately 100 north on eastern side of rail.

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