

## **1. BACKGROUND**

Pilbara Ports Authority (PPA) intends to undertake rehabilitation works to the Utah Road pavement. Utah Road connects the Great Northern Highway with the Utah Point Bulk Handling Facility (Utah Point) and was constructed in 2009. The alignment was altered in 2014 to accommodate the realignment of the Great Northern Highway. The Utah Road is approximately 9km in length, 8.1km of which is a PPA asset.

The Utah Road pavement is inadequate to accommodate the current traffic loading and will not meet its design life. The throughput at Utah Point has increased significantly from what was originally envisaged for the facility during its design. As such, the pavement is carrying well in excess of its design traffic loading. This has caused rapid deterioration and pavement failures (Figure 1). Significant reconstruction and maintenance works have been undertaken since 2009, but major defects persist which will manifest as further failures without intervention.

The aim of this project is to rehabilitate the Utah Road pavement to ensure it can accommodate the current traffic loading and meet its design life.



**Figure 1:** Typical pavement rutting on Utah Road.

A clearing permit (purpose permit) is being sought and PPA will undertake all works including re-profiling of the area to establish a stable and non-erodible surface. These works will coincide with the works outlined in native vegetation clearing permit CPS 7859 currently being assessed by the Department of Water and Environmental Regulation. The majority of the native vegetation clearing for the project will fall under permit CPS 7859.

## **2. EXEMPTION**

Utah Road is a private road with public access maintained by PPA on land vested with the Port Authority. PPA is of the view that most of the works outlined above are exempt from the requirements of a clearing permit (Regulation 5, Item 22). Nevertheless, PPA is applying for a clearing permit encompassing the entire project area.

## **3. EXISTING ENVIRONMENT**

A desktop assessment and past surveys of the vegetation was conducted and identified the terrestrial vegetation type within the project area as grassland (Figures 2 to 4).



**Figure 2:** Photo Point 1 vegetation within the proposed clearing area.



**Figure 3:** Photo Point 1 vegetation within the proposed clearing area.



Figure 4: Photo Point 2 vegetation within the proposed clearing area.