

Submission on the referral

Aurizon Operations Ltd – Berrimah Freight Terminal Expansion Project

This submission is made under regulation 53 of the Environment Protection Regulations 2020

Government authority: Department of Infrastructure, Planning and Logistics

Summary: inadequate information supplied for proper assessment.

Section of Referral	Theme or issue	Comment
Appendix – d- traffic – impact - assessment	Social impacts	<p>The existing Wishart Road/ Berrimah Road intersection layout to the proposed Berrimah Freight Terminal (BFT) expansion site will need to be assessed further on the suitability of the proposed development.</p> <p>Further clarification needs to be provided on the following:</p> <ul style="list-style-type: none"> • Internal road design, ownership and maintenance/ management responsibilities • Construction access/ management • Proposed internal road to the North eg. design, ownership and maintenance/ management responsibilities <p>Design documents of the proposed intersection/ internal roads (including construction access) etc must be submitted to the Transport and Civil Services Division, Department of Infrastructure, Planning and Logistics for road agency approval, prior to commencement of works.</p> <p>The proponent is required to obtain a "Permit to Work within the NTG Road Reserve" prior to the commencement of any works within a NTG road reserve.</p> <p>An Operational Traffic Management Plan (detailing site access, haulage routes, vehicle types, volumes of vehicles and other relevant matters, including a risk assessment) shall be submitted to the Transport and Civil Services Division, Department of Infrastructure, Planning and Logistics prior to commencement of any operations.</p> <p>The proponent shall ensure that all reasonable measures are taken to prevent the dropping or tracking of materials onto the sealed road network (e.g. the loads of all trucks entering and leaving the site of works are to be constrained). This includes ensuring that all wheels, tracks and body surfaces are free of mud and other contaminants before entering onto the sealed road network. The use of shaker screens/ rubble pads to remove loose material from trucks prior to entering the road network is a requirement. Tracked material on the road pavement is a potential safety issue. Should this occur, the proponent will be obliged to sweep and clean material off the road.</p>