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Bradley Ashworth
Manager – Project Delivery
CBH
Level 6, 240 St Georges Terrace
Perth, WA 60004
via email bradley.ashworth@cbh.com.au

8th July 2025

Dear Bradley,

Re: Narngalu Peak Planning Project – Traffic Impacts

Further to recent discussions on the matter, we understand that CBH are proposing to undertake temporary works at their existing Narngalu grain receival site to facilitate a predicted excess storage demand from the 2025 harvest. The works will involve the construction of three temporary open bulkheads on vacant land and the extension of two existing temporary open bulkheads within the existing site, as shown in **Figure 1** and the attached concept plan provided by CBH.

This letter is provided to outline the traffic impacts associated with the upgrades to support CBH's Development Application to the City of Greater Geraldton.

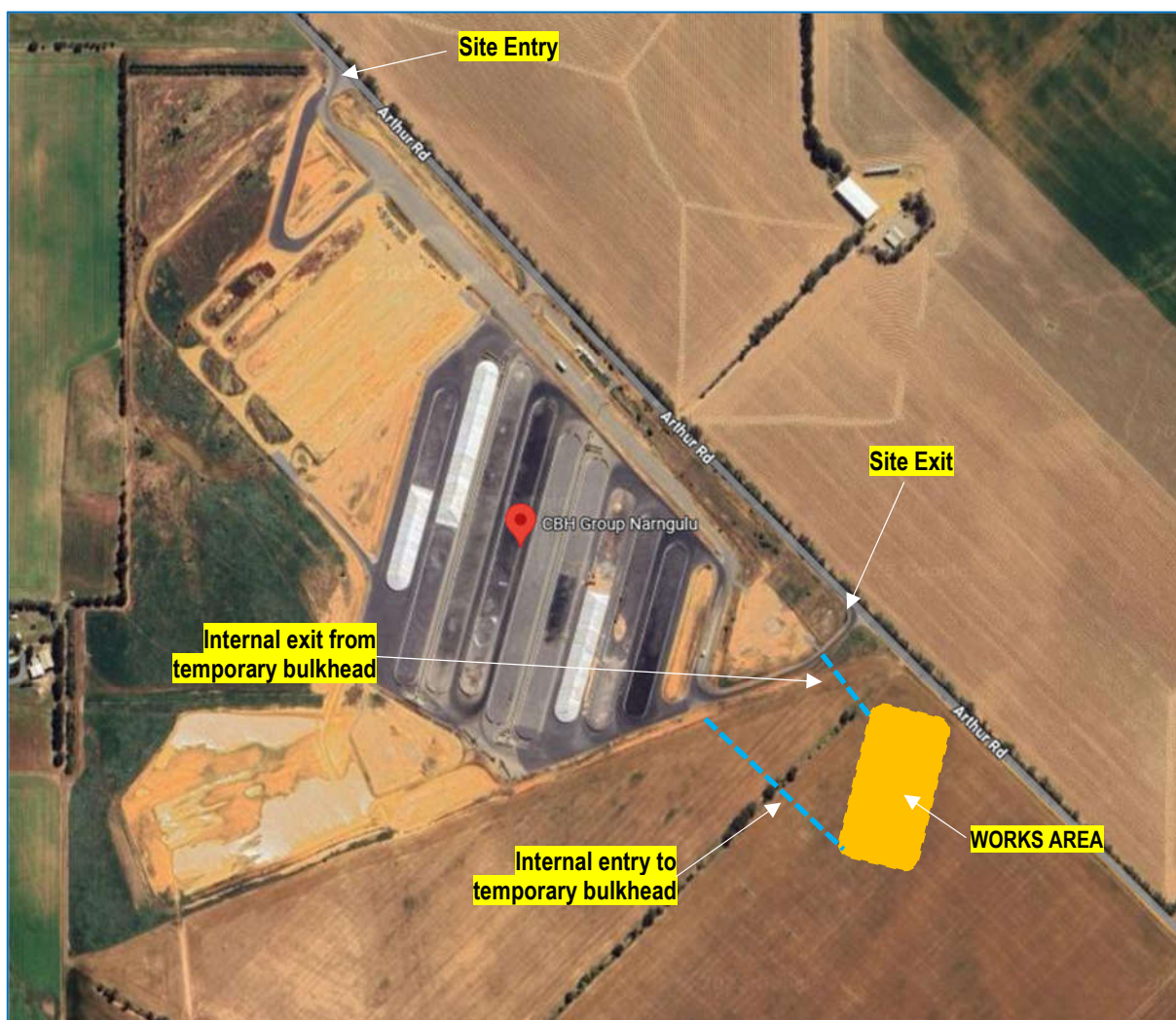


Figure 1: CBH Concept Excerpt

The proposed site works consist of constructing three new emergency specification (unsealed) bulkheads to provide 119,865t of additional storage.

Although there is an increase in total site storage, CBH advise that there is not expected to be an increase in grower demand, and it is anticipated that the development will result in a net decrease in peak truck movements which occur during the busy harvest period. This is because Harvest Essential Moves (HEM's) will be reduced. HEM's occur when local production exceeds the onsite storage capacity, and to continue to offer a service to growers during the harvest, grain must be out-turned to restore storage capacity. The proposed increase in storage will accordingly reduce the risk that storage capacity be exceeded, and that out-turning needs to be undertaken during the busy harvest period.

Out-turning outside of the harvest period will ultimately be required to remove all grain from site for export, but this will be undertaken at the same rate that currently occurs (approximately 2,000t/day),

although over a longer period, proportional to the increase in storage.

In accordance with WAPC's Transport Impact Guidelines (refer excerpt in **Figure 2**), for individual developments which generate a low traffic impact (<10 vehicle trips during peak hour) a formal transport impact document is not normally required, but a brief description of the proposed development should be provided to confirm the low traffic impacts.

As explained, the modest increase in storage capacity will not result in any increase in peak hour trips, but rather is likely to result in a reduction in peak movements. Accordingly, the traffic impacts are low (nil), and a formal transport impact document is not needed.

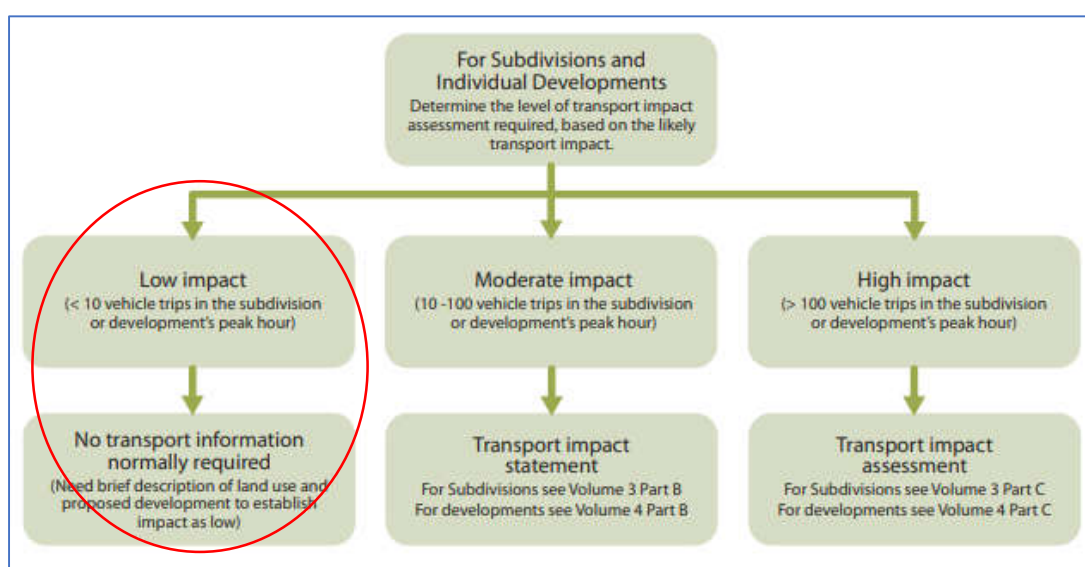


Figure 2: Project Location

I trust this letter addresses CBH's and the Shire's requirements and should you have any queries please do not hesitate to contact the undersigned.

Kind Regards

James Bridge

Principal Civil Engineer / Director

Attachments:

307-ENG-CI-DCO-0022 Rev A – CBH Concept Plan