**Re: Narngalu Peak Planning Project 2026/27– 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 2026 harvest. The works will involve the construction of four temporary open bulkheads on vacant land as shown in 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.

The proposed site works consist of constructing four new emergency specification (unsealed) bulkheads to provide 161,130t 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 1**), 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.

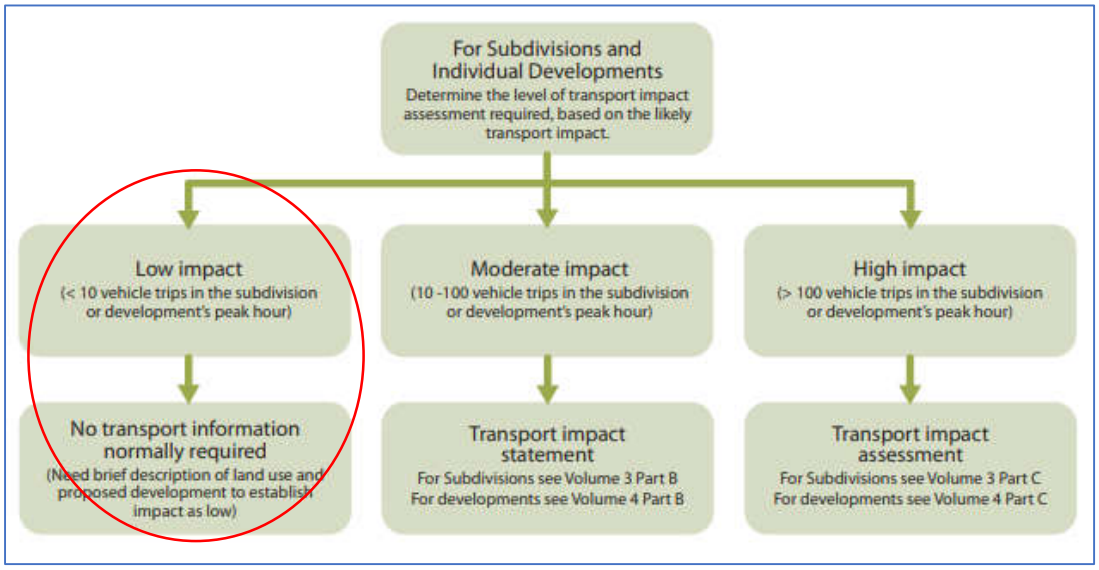
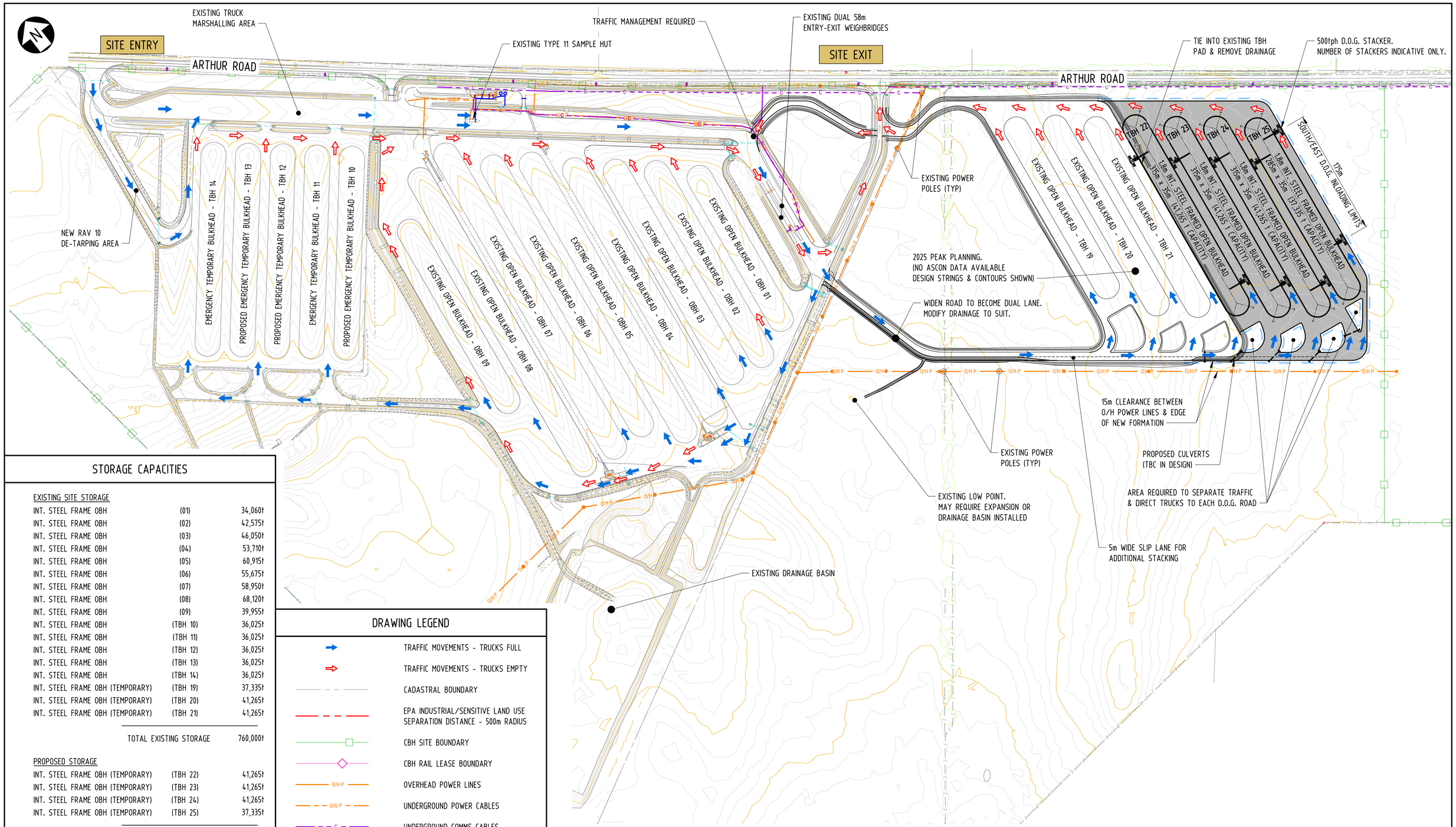



**Figure 1: Project Location**

Attachments: 307-ENG-CI-DCO-0024 Rev B – CBH Concept No. 1




## STORAGE CAPACITIES

| | | |
|---|---|---|
| EXISTING SITE STORAGE | | |
| INT. STEEL FRAME OBH | (01) | 34,060t |
| INT. STEEL FRAME OBH | (02) | 42,575t |
| INT. STEEL FRAME OBH | (03) | 46,050t |
| INT. STEEL FRAME OBH | (04) | 53,710t |
| INT. STEEL FRAME OBH | (05) | 60,915t |
| INT. STEEL FRAME OBH | (06) | 55,675t |
| INT. STEEL FRAME OBH | (07) | 58,950t |
| INT. STEEL FRAME OBH | (08) | 68,120t |
| INT. STEEL FRAME OBH | (09) | 39,955t |
| INT. STEEL FRAME OBH | (TBH 10) | 36,025t |
| INT. STEEL FRAME OBH | (TBH 11) | 36,025t |
| INT. STEEL FRAME OBH | (TBH 12) | 36,025t |
| INT. STEEL FRAME OBH | (TBH 13) | 36,025t |
| INT. STEEL FRAME OBH | (TBH 14) | 36,025t |
| INT. STEEL FRAME OBH (TEMPORARY) | (TBH 19) | 37,335t |
| INT. STEEL FRAME OBH (TEMPORARY) | (TBH 20) | 41,265t |
| INT. STEEL FRAME OBH (TEMPORARY) | (TBH 21) | 41,265t |
| TOTAL EXISTING STORAGE | | 760,000t |
| PROPOSED STORAGE | | |
| INT. STEEL FRAME OBH (TEMPORARY) | (TBH 22) | 41,265t |
| INT. STEEL FRAME OBH (TEMPORARY) | (TBH 23) | 41,265t |
| INT. STEEL FRAME OBH (TEMPORARY) | (TBH 24) | 41,265t |
| INT. STEEL FRAME OBH (TEMPORARY) | (TBH 25) | 37,335t |
| TOTAL PROPOSED STORAGE | | 161,130t |
| TOTAL PERMANENT STORAGE | | 460,010t |
| TOTAL TEMPORARY STORAGE | | 461,120t |
| TOTAL SITE STORAGE | | 921,130t |

## DRAWING LEGEND

- TRAFFIC MOVEMENTS - TRUCKS FULL
- TRAFFIC MOVEMENTS - TRUCKS EMPTY
- CADASTRAL BOUNDARY
- EPA INDUSTRIAL/SENSITIVE LAND USE SEPARATION DISTANCE - 500m RADIUS
- CBH SITE BOUNDARY
- CBH RAIL LEASE BOUNDARY
- O/H P — OVERHEAD POWER LINES
- U/G P — UNDERGROUND POWER CABLES
- C — UNDERGROUND COMMS CABLES
- U/G W — UNDERGROUND WATER PIPES
- RAIL LINE
- PROPOSED OPEN DRAINS
- PROPOSED CULVERTS

## HATCHING LEGEND

AREA OF NEW WORKS 76,250m²

**PRELIMINARY ISSUE**
DO NOT USE FOR CONSTRUCTION
DATE 09.02.26

1:2500 @ A1
1:5000 @ A3
0 40 80 120 160 200 240 m



CBH GROUP
ABN 29 256 604 947

| REF DRAWING No. | REFERENCE DRAWING TITLE | REV | DATE | REVISION DESCRIPTION | BY | CHK'D | APP'D |
|---|---|---|---|---|---|---|---|
| - | - | B | 09.02.26 | REVISED & RE-ISSUED FOR REVIEW | JB | | |
| | | A | 30.01.26 | ISSUED AS CHECK PRINT AND FOR REVIEW | JB | | |

SCALE 1:2500
SHEET A1
PROJECT
CO-ORDINATE SYSTEM GCG94

| | | |
|---|---|---|
| DRAWN | J. Bullingham | 30.01.26 |
| CHECKED | | |
| DESIGNED | | |
| DESIGN APPR | | |
| PROJECT APPR | | |

TITLE
NARNGULU
2026 PEAK PLANNING
4 x ADDITIONAL OPEN BULKHEADS
CONCEPTUAL LAYOUT No. 1

ORG No 307-ENG-CI-DCO-0024
SHEET 1 OF 1
REV. B