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Shaun Li

Lead – Project Delivery

CBH

Level 6, 240 St Georges Terrace

Perth, WA 60004

via email Shaun.Li@cbh.com.au>

28th August 2026

Dear Shaun,

Re: Broomehill Peak Planning Project – Traffic Impacts (2605002-LE-022)

It is understood that, to cater for excess storage demand from the 2025 harvest, CBH constructed 2x temporary Open Bulkhead (TBH) storage areas at its existing Broomehill grain receival site to accommodate excess storage demand. The temporary works involved the construction of two temporary open bulkhead (TBH 14/15) at their existing Broomehill site on vacant land to the southwest of the existing bulkheads to cater for excess demand, as shown in **Figure 1** and the attached concept layout as provided by CBH. CBH is now proposing to operate these storage areas permanently.

This letter is provided to outline the traffic impacts associated with the upgrades to support CBH's Development Application to the Shire of Broomehill Tambellup.



Figure 1: Site Location

Traffic Volumes

The proposed site works consisted of constructing two new emergency-specification (unsealed) bulkheads, providing 60,260t of 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.

Traffic Impacts and Level of Assessment

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 previously, 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.

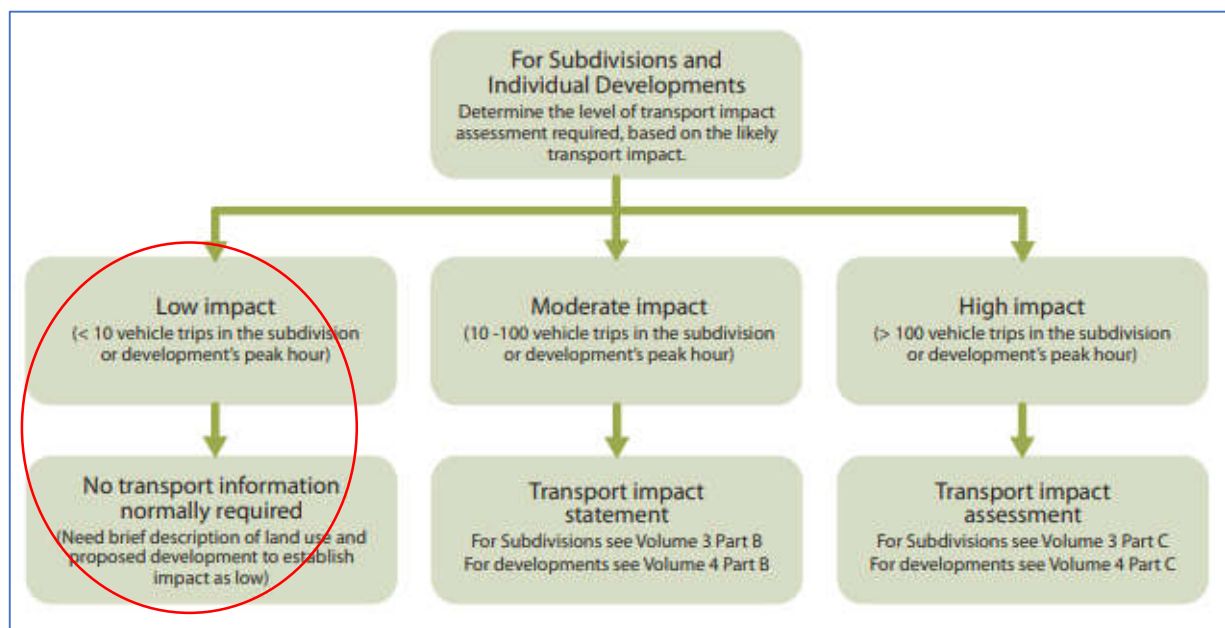


Figure 2: Level of Assessment

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

A handwritten signature in black ink, appearing to read 'James Bridge', written in a cursive style.

James Bridge

Principal Civil Engineer / Director

Attachments:

558-ENG-CI-DCO-0016 – CBH Concept Layout

