



Traffic Assessment

Responsibility: Plant Manager

Prepared By:

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Plant Manager



1.Introduction

CocoNutZ Australia Pty Ltd have prepared a basic traffic assessment detailing expected changes to traffic onsite and offsite and outlining planned parking and manoeuvring arrangements. Practicable measures have been identified to minimise the impact to local traffic, and to the existing operational mill site. Findings are detailed in the following sections.

2.Existing Site Conditions

2.1 Subject Site Location

The site is located on the Mossman Mill industrial site, approximately 400m from the Captain Cook Highway that passes through the centre of Mossman.

An aerial map is shown below in Figure 1. The areas lease by CocoNutZ Australia are marked in red.

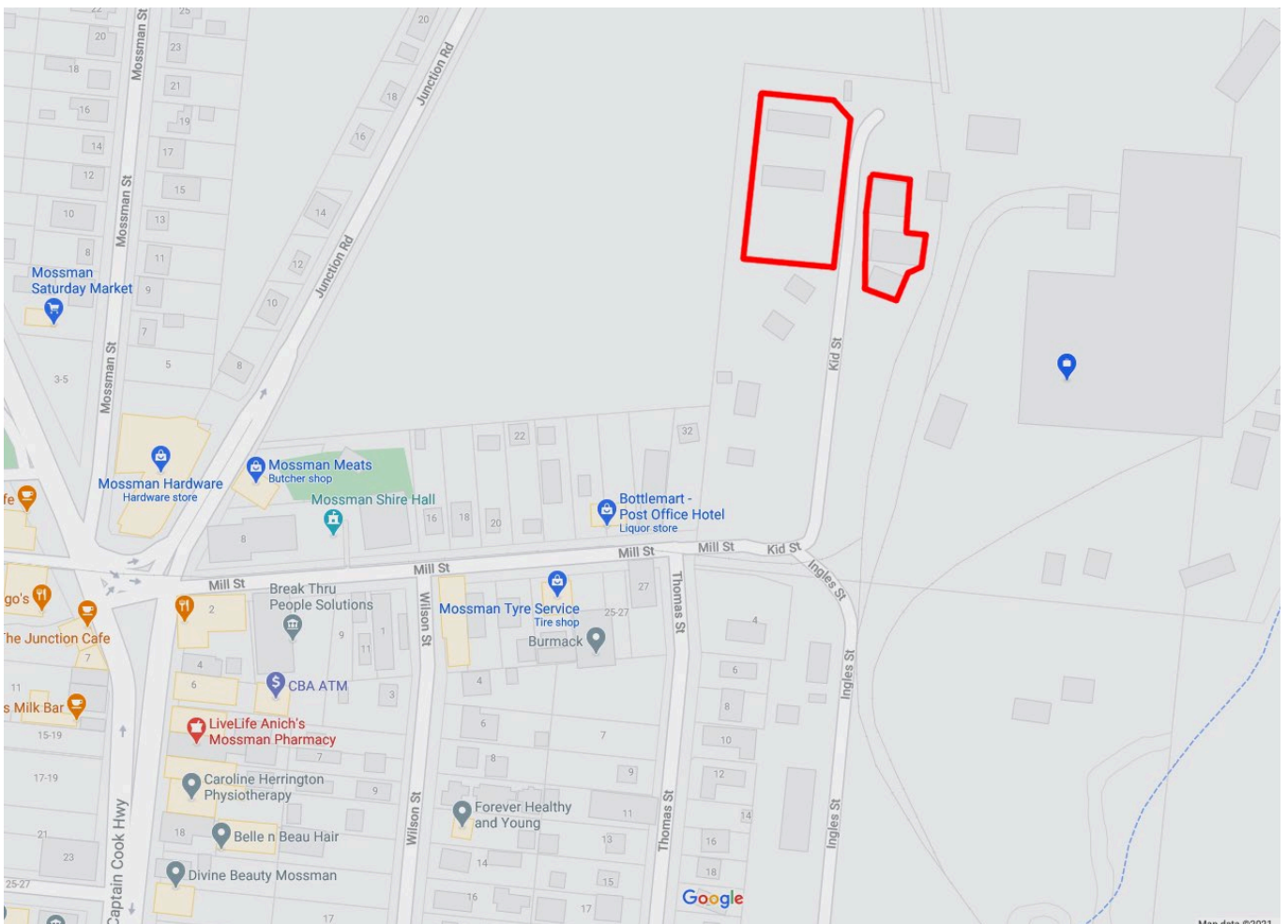



Figure 1: Locality Map

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2.2 Subject Site and Existing Use

The subject land has been previously used for production and storage of bagged sugar, and as an office. All site areas to be leased are currently vacant.

The leased land is based on an industrial processing site that operates in the period of June-December, processing sugar cane into raw sugar 24/7. In January to May maintenance works are ongoing at the site, typically only during day hours (7:00am-3:30pm) and weekdays.

The Mill site currently processes up to 45,000 tonnes of cane per week, delivered on site by rail, and exports 1,500 tonnes of molasses and 6,000 tonnes of sugar as products by road each week.

The CocoNutZ site is a smaller-scale demonstration facility, and will process up to 400 tonnes of cane per week, delivered by road. At maximum output, it will produce 89 pallets of Kecap Manis per week, equivalent to 1 Heavy Rigid Vehicle out-loading a day.

Between the mill site and the highway, there is a mixture of residential houses and businesses.

Access to the leased area from the highway can be achieved via Mill St and William St. The existing mill site has heavy vehicles regularly visiting the site

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3. Parking Assessment

Following Douglas Shire guidelines, 1 parking space will be provided per 90m² of GFA, compliant with AS2890 and its subclauses, and are detailed on the attached site plan. Provision for 9 parking spaces are shown in Figure 2 below.

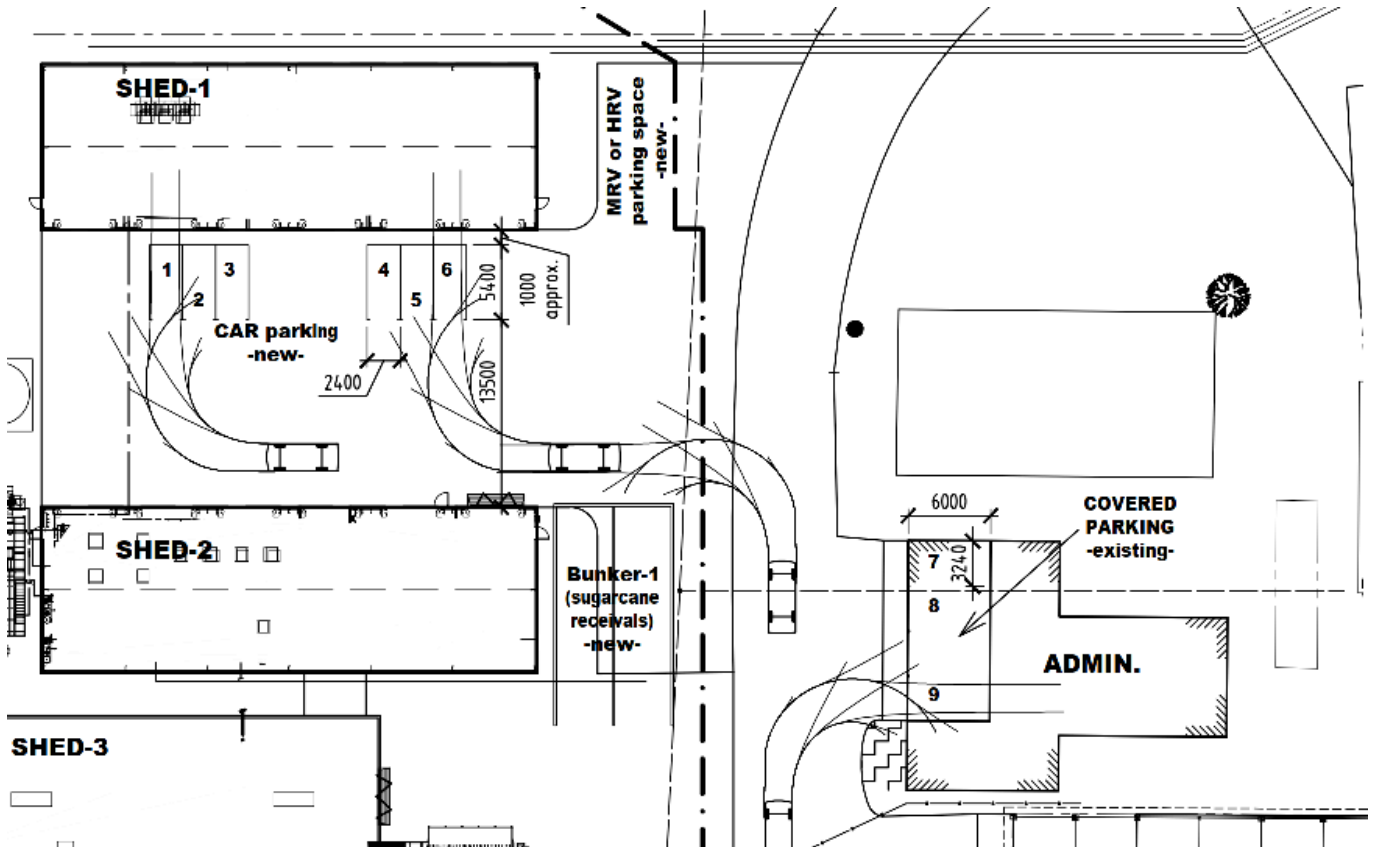


Figure 2: Site parking provisions

Bicycle parking provisions are not required for the development. It is planned that car parking spaces can be used for motorcycles.

4. Servicing and loading

4.1 Heavy Vehicles

The vehicle types servicing the site will not change from those typically used on the mill site. The attached site plan shows turning circles and sweep paths for a 12.5m Heavy Rigid Vehicle (HRV).

The frequency of vehicle movements will be additive to the mill's operations during June-December (the cane harvesting period). It is expected that the CocoNutZ Australia site will have an extended operating period.

Multi-lift trucks will deliver cane up to three times a day. A table summarizing the peak Vehicles Per Hour (VPH) is below, averaged over a weekly basis:

Heavy vehicles will be planned to service the site during day-hours only (between 8am and 5pm), up to 7 days a week.

4.2 Passenger Vehicles

Personnel will access the site using personal vehicles. 5 employees will access the site, working Monday to Friday, with start times varying from 7:00-9:00am, and finishing at 3:30-5:00pm. 2 employees will work 7:00am-3:30pm, providing day work coverage for 7 days. The remaining 8 employees will work an 8-hour shift roster with nominated start times of 7am, 3pm and 11pm, with 2 persons per shift, working 7 days a week when the site is at full capacity.

Shift workers will park between the sheds as shown in Parking Spots 1-6 in Figure 2, spotlights are installed between the sheds to provide adequate lighting for access to the workplace.

The Kecap Manis product is planned to be sold Business-to-Business, to South-East Asian manufacturers, customer visits are expected to be minimal. The site will not be open to the public.


	Visits per week	VPH
Heavy vehicles		
Multi Lift	21	0.13
12.5m HRV		
<i>Consumables in</i>	2	0.012
<i>Product out</i>	7	0.04
Passenger cars		
Workers	67	0.40
Visitors	1	0.006
Contractors	2	0.012

Figure 3: Vehicle Traffic to Site at Full Production

4.3 On-Site Vehicle Movements

On-site vehicle movements expected are listed below:

- Front-End Loader transferring cane from bunker to cane hopper – up to 70 transfers per day, 24/7. A white noise reversing alarm can be installed if preferable
- Front-end loader transferring mud and bagasse to the Mill's on-site storage piles – 28 transfers per day expected, 24/7
- Front-end loader transferring cane leaf material into multi-lift, to be returned back to farm – once per day, during day hours only
- Fork-lift truck loading empty pallets, unloading full pallets, transferring dry ingredient pallets – during day hours only, 7 days a week
- Fork-lift truck unloading deliveries – during day hours only, 7 days a week

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4.4 Site Access

Access to the site will be the same as is currently used by the mill. Vehicles will primarily access the site via Mill St, vehicles can also access via William St if there are road closures (shown in Figure 4 below).

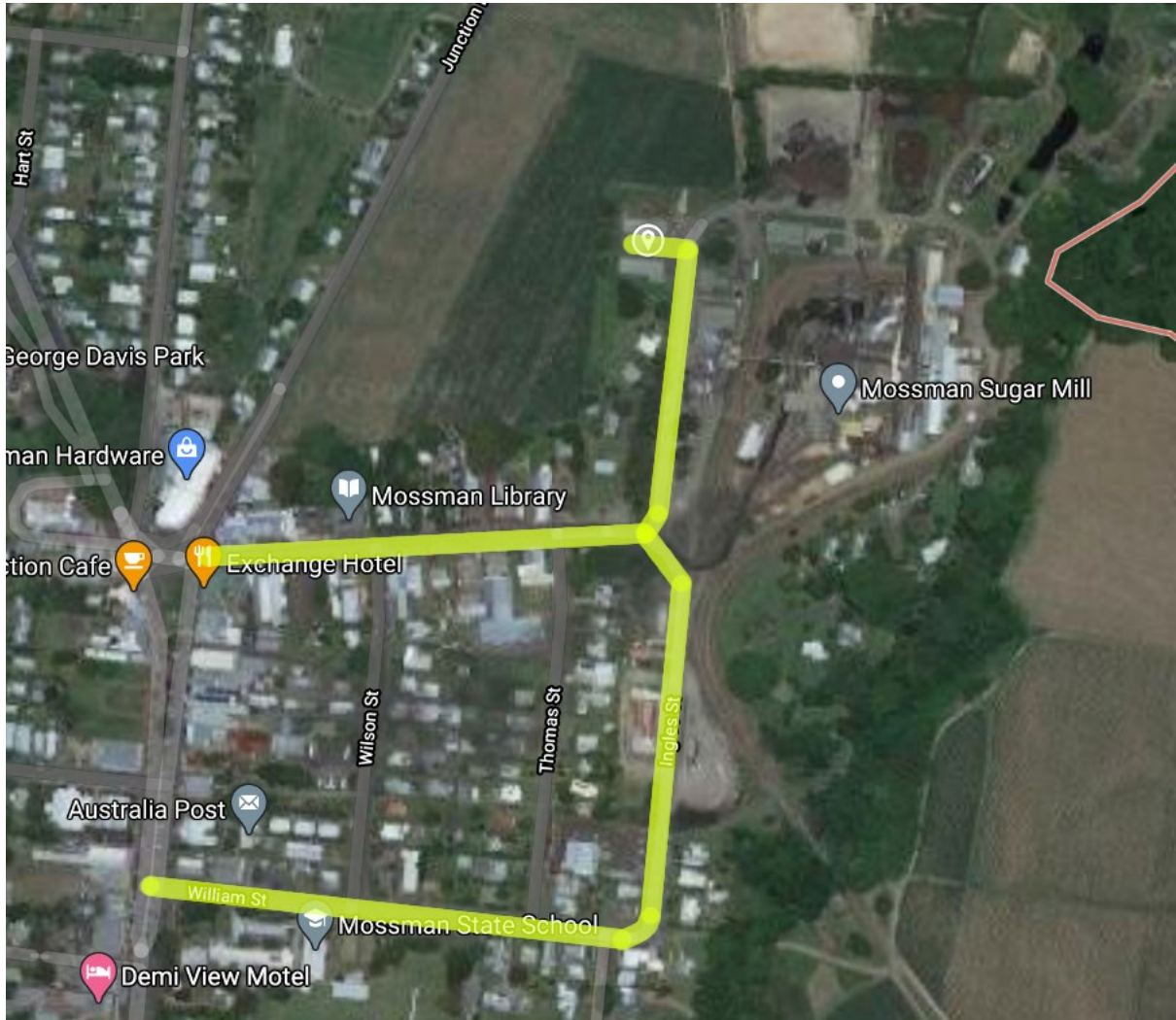


Figure 4: Site access from highway (Mill St at the top, William St at the bottom)

5. Conclusion

Far Northern Milling currently employs around 160 personnel in the cane crushing season, and 60 in the off-season. It is expected that personal vehicle traffic will increase by less than 10%.

The CocoNutZ demonstration facility has around 1.5% of the production capacity of the mill site, the increased traffic impact of heavy vehicles visiting the site is minor, but will be planned for daytime hours to minimise noise impact to the surrounding community.

CocoNutZ will actively respond to any change requests or complaints from Far Northern Milling, or the local community. The site is a new development, and changes can be made to minimise impact to neighbours.



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Revision History

Rev No.	Date of Revision	Revision Details
0	10/3/21	Initial Issue
1	17/3/21	Added site plans (Fig 2) to show parking spaces

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