

Moorebank Precinct West Stage 2 Proposal Response to Submissions Appendix C: Consolidated Traffic Table



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant
Development

Application	Description	Concept Approval	Approval to build	Terminal Approval to operate	Cumulative Approval to build	Cumulative Terminal Approval to Operate	Anticipated commencement of construction	Anticipated commencement of operations	Traffic Movements				Cumulative Trip Generation	Operational trip generation assumptions
									Construction		Operation			
									Daily	Peak	Daily	Peak		
MP10_0193 (determined 29 September 2014)	MPE Concept approval	300,000 m2 warehousing IMEX terminal up to 500,000 TEU	Nil	Nil	Nil	Nil	Nil	Q3 2019					LV = 9,337 HV = 10,798	Refer below
SSD 5066 (determined 3 June 2016)	MPW Concept Approval	300,000m2 warehousing Interstate terminal 500,000 IMEX terminal 1M TEU	Demolition & Early Works	Nil	Nil	Nil	Commenced	Nil						
SSD 6766 (determined 12 December 2016)	MPE Stage 1	n/a	IMEX terminal	IMEX 250,000 TEU	IMEX Terminal	IMEX 250k	Commenced	Q3 2018	LV = 750 HV = 112	LV (AM) - 210 trips per hour LV (PM) - 180 trips per hour HV (AM) - 6 trips per hour HV (PM) - 6 trips per hour	LV = 80 HV = 670	LV (AM) - 15 trips per hour LV (PM) - 14 trips per hour HV (AM) - 52 trips per hour HV (PM) - 62 trips per hour	LV = 80 HV = 670	<p><u>Intermodal terminal</u></p> <ul style="list-style-type: none"> The IMT facility (within the MPE Stage 1 site) would operate 52 weeks per year, 7 days a week and 24 hours a day. Containers would arrive every day of the year. In a typical week, 85% of containers would be processed on weekdays (Monday – Friday), with the remaining 15% being processed on Saturday and Sunday. The containers arriving at the IMT facility by rail would be transferred onto trucks for transport on-site and off-site. In some instances containers will be unloaded from trains into the container storage area (i.e. stacked) and then transferred onto trucks. Containers would be loaded onto either B-doubles or semi-trailers. On average a semi-trailer is equivalent to 1.6 TEUs and a B-double equivalent to 2.4 TEUs About 80% of container deliveries would be made by semi-trailers and 20% by B-doubles.
SSD 16_7709	MPW Stage 2	n/a	215,000m ² warehousing Interstate terminal	Interstate 500,000 TEU	IMEX Terminal Interstate terminal 215,000m ² warehousing	IMEX 250k Interstate 500k Warehouse 215,000m ²	Q1 2018	Q3 2019	LV = 570 HV = 810	LV (AM) - 0 trips per hour LV (PM) - 274 trips per hour HV (AM) - 112 trips per hour HV (PM) - 112 trips per hour	LV = 2,670 HV = 1,458	LV (AM) - 252 LV (PM) - 80 HV (AM) - 99 HV (PM) - 105	LV = 2,815 HV = 2,778	<p><u>warehousing</u></p> <ul style="list-style-type: none"> Warehousing facilities would operate 52 weeks of year, 7 days a week and 24 hours a day. Containers will arrive every day of the year. In a typical week 95% of containers will be processed on weekdays (Monday – Friday), with the remaining 5% being processed on Saturday and Sunday. Container are loaded onto either on to a B-double, semi-trailer or rigid trucks. On average a rigid truck is equivalent to 0.8 TEUs About 65% of deliveries will be made by semi-trailers, 30% will be made by rigid trucks and 5% will be made by B-doubles. <p><u>Intermodal terminal</u></p> <ul style="list-style-type: none"> The intermodal terminal facility would operate 52 weeks of year, 7 days a week and 24 hours a day. Containers will arrive every day of the year. In a typical week, 85% of containers will be processed on weekdays (Monday – Friday), with the remaining 15% being processed on Saturday and Sunday. The containers arriving by rail will be transferred on to trucks for transport on-site and off-site. In some instances containers will be unloaded from trains into the container storage area (i.e. stacked) and then transferred onto trucks. Containers are loaded onto either B-doubles or semi-trailers. On average a semi-trailer is equivalent to 1.6 TEUs and a B-double equivalent to 2.4 TEUs About 80% of container deliveries will be made by semi-trailers and 20% by B-doubles. <p><u>Staff shift works</u></p> <ul style="list-style-type: none"> Two shifts per day transitioning to three shifts per day
SSD 16_7628	MPE Stage 2	n/a	300,000m ² warehousing Precinct amenity (retail)	n/a	IMEX Terminal Interstate terminal 515,000m ² warehousing	IMEX 250k Interstate 500k Warehouse 515,000m ²	Q1 2018	Q3 2019	LV = 428 HV = 1,022	LV (AM) - 0 trips per hour LV (PM) - 102 trips per hour HV (AM) - 67 trips per hour HV (PM) - 67 trips per hour	LV = 3,993 HV = 564	LV (AM) - 377 trips per hour LV (PM) - 120 trips per hour HV (AM) - 51 trips per hour HV (PM) - 33 trips per hour	LV = 6,808 HV = 2,540	<p><u>Warehousing</u></p> <ul style="list-style-type: none"> Warehousing would operate 52 weeks of year, 7 days a week and 24 hours a day. Containers would arrive every day of the year. In a typical week, 95% of containers would be processed on weekdays (Monday – Friday), with the remaining five per cent being processed on Saturday and Sunday. Containers would loaded onto either B-doubles, semi-trailers or rigid trucks for dispatch from the Proposal site. On average, a semi-trailer is equivalent to 1.6 TEUs, a B-double is equivalent to 2.4 TEUs, and a rigid truck is equivalent to 0.8 TEUs About 65% of deliveries to warehouses within the Proposal site would be made by semi-trailers, 30% would be made by rigid trucks and five per cent would be made by B-doubles. <p><u>Staff shift work</u></p> <ul style="list-style-type: none"> Staff would work across three shifts per day