



Biannual Trip Origin Destination Report

01 November 2024 – 30 April 2025

Moorebank Precinct West

24/06/2025

P2588r02



Info@asongroup.com.au

+61 2 9083 6601

Suite 17.02, Level 17,

1 Castlereagh Street,

Sydney, NSW 2000

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Contents

Glossary

1	Introduction	6
1.1	Introduction	6
1.2	Purpose	7
1.3	Scope	7
1.4	Data Collection	8
2	Container Transport	9
3	Truck Gate Opening Periods	10
3.1	Period of Opening	10
3.2	Exceptions to Full Time Opening	10
3.3	Actual Hours of Opening	10
4	Traffic Volumes	11
4.1	MPW Main Access	11
5	Origin-Destination Results	13
5.1	Survey Locations	13
6	Employee Numbers	23
7	Summary	24

Contents Continued

Figures

Figure 1: Origin-Destination Gates	14
Figure 2: Visual of Average OD Movements – All Vehicles	16
Figure 3: Visual of Average OD Movements – Light Vehicles	18
Figure 4: Visual of Average OD Movements – Rigid Heavy Vehicles	20
Figure 5: Visual of Average OD Movements – Articulated Heavy Vehicles	22

Tables

Table 1: Operational Status of Facilities Within MPW	7
Table 2: Shipping Container Transport	9
Table 3: Breakdown of Operational Status Within MPW	10
Table 4: Truck Gate Opening Period Exceptions	10
Table 5: Average Daily Traffic Volumes	11
Table 6: Average Weekday Daily Traffic Profile (March 2025)	12
Table 7: OD Survey Gates	13
Table 8: Average Daily OD Movements – All Vehicles	15
Table 9: Average Daily OD Movements – Light Vehicles	17
Table 10: Average Daily OD Movements – Rigid Heavy Vehicles	19
Table 11: Average Daily OD Movements – Articulated Heavy Vehicles	21
Table 12: Employee Numbers by Facility	23

Glossary

Acronym	Description
BTODR	Biannual Trip Origin Destination Report
GFA	Gross Floor Area
IMEX	Import-Export Intermodal Terminal
INTS	Interstate Intermodal Terminal
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
OD	Origin - Destination
OTAMP	Operational Traffic and Access Management Plan
RMS	Roads & Maritime Services
SSD	State Significant Development
TA	Transport Assessment
Tactical	Tactical Project Management Pty Ltd
TEU	Twenty Foot Equivalent Units
TfNSW	Transport for New South Wales

Reference Documents

Abbreviation	Document
MPW Stage 1 – TTAIA	Moorebank Intermodal Terminal – Traffic, Transport and Accessibility Impact Assessment Report (Parsons Brinckerhoff, April 2015)
MPW Stage 2 – OTTIA	MPW Stage 2 Proposal – Operational Traffic and Transport Impact Assessment (Arcadis, October 2016)
MPW Stage 3 – TA	Transport Assessment, Moorebank Intermodal Precinct West – Stage 3 (SSD 10431) (Ason Group, 24 April 2020)

1 Introduction

1.1 Introduction

Ason Group has been commissioned by Tactical Project Management Pty Ltd on behalf of ESR to prepare a Biannual Trip Origin Destination Report for Moorebank Precinct West, including the Interstate Terminal, as outlined within the development consent SSD 7709. This BTODR has been prepared to address the following Condition B120:

Condition B120.

Each six months following commencement of operation, the Applicant must prepare a Biannual Trip Origin and Destination Report (in a format agreed with TfNSW and RMS) that advises:

- (a) the total number of actual and standard twenty foot equivalent shipping containers despatched and received during the period;*
- (b) the number of actual and standard twenty foot equivalent shipping containers transported to and from the site by rail during the period;*
- (c) actual hours of operation for the truck gate listing days and hours of operation;*
- (d) records of vehicle numbers accessing the site including a record of heavy vehicle entry by date and approximate time;*
- (e) direction of travel into and out of the site for light vehicle on a representative day; and*
- (f) representative vehicle origins and destinations of all classes of vehicles and covering the intermodal terminal, the warehousing facility and any other uses such as the freight village.*

*A copy of the report required under **Condition B120** is to be submitted to the Planning Secretary, TfNSW and RMS within one month of its preparation.*

The approved Operational Traffic and Access Management Plan, prepared by Aspect Environmental, broadly outlines the methodology for collecting relevant data for inclusion within the BTODR.

Additionally, the OTAMP provides commentary to the requirements and responsibilities for the activities involved in preparing a BTODR. This BTODR has been prepared in response to those requirements and responsibilities. Furthermore, due to the similarities between Condition B120 and Condition B28 of SSD 7638 (that relates to the MPE BTODR) the format adopted for the MPW BTODR is consistent with the format approved for the MPE BTODR, noting the format (as established by the MPE BTODR Framework) was agreed in consultation with TfNSW.

The BTODR is a document, and process, that is ultimately intended for when MPW is fully operational. Currently MPW has a mixture of lots with operational warehouses or warehouses under construction, which creates challenges for collecting the full extent of data envisaged. Accordingly, this BTODR has been compiled based on the data currently available, with a view to achieving as best as possible the objectives of the BTODR.

Further to the above, **Table 1** summarises the operational status of the facilities within MPW.

TABLE 1: OPERATIONAL STATUS OF FACILITIES WITHIN MPW

Tenanted Area	Operational (Y/N)	
	1 May 2024 – 31 Oct 2024	1 Nov 2024 – 30 Apr 2025
INTS	Y	Y
N1	Y	Y
N2	Y	Y
N3A	N	N
N3B	N	N
N4A	N	N
N4B	N	N
W12	Y	Y
W13	Y	Y
S1	N	N
S2A	N	N
S2B	N	N
S5	N	N
S6&7	N	N
S8	N	N
S9	N	N

Note: Those in **bold** are the changes from the previous reporting period.

1.2 Purpose

This BTODR addresses the relevant requirements of the Project Approvals and other guidelines and standards applicable during operations of MPW. The BTODR is proposed to keep an accurate record of the shipping containers and vehicle arrivals / departures against approved volumes.

1.3 Scope

The reporting period for this BTODR is the 6-month period from 01 Nov 2024 – 30 April 2025 (inclusive). The scope of this BTODR includes:

- Review of the number shipping containers dispatched and received (expressed in twenty-foot equivalent units).
- Review the number of days in the 6-month period that the truck gate was open for dispatching trucks and detail any exceptions to the actual hours of operation.
- Record the number of vehicles accessing MPW.
- Outline the vehicle origin and destinations based on a cordon in the surrounding road network.
- Comment on the employee numbers at MPW.

This report has assumed selected Origin-Destination cordons (as outlined within **Figure 1**) which will apply to all classes of vehicles (while also covering the INTS, warehousing facilities and any other uses such as the freight village).

1.4 Data Collection

As mentioned above, the main objective of the BTODR is to report on traffic once MPW is completed and fully operational. At this stage, MPW is only partially operational and has several areas within the precinct that are under varying stages of construction.

The following summarises the data collection periods adopted to inform this BTODR:

- Shipping Container Transport: 1 November 2024 – 30 April 2025
- Truck Gate opening period: 1 November 2024 – 30 April 2025
- Traffic Volumes: 5 May 2025 – 9 May 2025
- Origin / Destination Numbers: 5 May 2025 – 9 May 2025

2 Container Transport

This section provides the total number of actual TEUs dispatched and received during the reporting period. The analysis is based on the operational data from logistical schedules.

For reference, the BTODR considers the following movements for container movements

- Inbound Movements: TEUs from IMEX/INTS terminal to subject warehouse
- Outbound Movements: TEUs from subject warehouse to IMEX/INTS terminal

Details relating to the operations of the IMEX and INTS terminals have been provided by Tactical.

The INTS is operational; however, it is not currently dispatching or receiving any containers.

TABLE 2: SHIPPING CONTAINER TRANSPORT					
Reporting Period	Month	Total Containers Received / Dispatched		Cumulative Total for Period	
		Inbound	Outbound	Inbound	Outbound
Period 1	May-2024	0	0	0	0
	Jun-2024	1	1	1	1
	Jul-2024	5	5	6	6
	Aug-2024	145	145	151	151
	Sep-2024	148	148	299	299
	Oct-2024	170	170	469	469
Period 2	Nov-2024	239	233	239	233
	Dec-2024	318	300	557	533
	Jan-2025	310	318	867	851
	Feb-2025	269	271	1,136	1,122
	Mar-2025	368	370	1,504	1,492
	Apr-2025	366	357	1,870	1,849

3 Truck Gate Opening Periods

3.1 Period of Opening

The period of time where the MPW was operational has been outlined in **Table 3**.

TABLE 3: BREAKDOWN OF OPERATIONAL STATUS WITHIN MPW	
Reporting Period	Period of Opening
Period 1	1 May 2024 – 31 October 2024
Period 2	1 November 2024 – 30 April 2025

3.2 Exceptions to Full Time Opening

Table 4 outlines the timeframes and reasons for when the INTS gates were not open.

TABLE 4: TRUCK GATE OPENING PERIOD EXCEPTIONS		
Reporting Period	Period of Closure	Reason for Closure
Period 1	1 May 2024 – 31 October 2024	The INTS was operational however it did not have any customers during this period.
Period 2	1 November 2024 – 30 April 2025	The INTS was operational however it did not have any customers during this period.

3.3 Actual Hours of Opening

At present, the INTS does not receive or dispatch any containers and therefore does not have any ‘actual hours of opening’.

4 Traffic Volumes

4.1 MPW Main Access

Traffic data has been collected to identify the volumes of light and heavy vehicles accessing MPW from the current main access on Moorebank Avenue. The reported traffic volumes include data from both the MPW warehouse tenancies through Bushmaster Avenue to the east of the roundabout and the INTS to the south of the roundabout. **Table 5** summarises the average daily volumes from the data collected.

TABLE 5: AVERAGE DAILY TRAFFIC VOLUMES

Reporting Period	Reporting Dates	Vehicles In		Vehicles Out	
		Light Vehicles	Heavy Vehicles	Light Vehicles	Heavy Vehicles
Period 1	18 Nov 2024 – 22 Nov 2024	784	200	789	199
Period 2	5 May 2025 – 9 May 2025	1,020	317	941	315

In addition to the above average daily volumes entering and exiting MPW, using the weekday data collected during the month of March 2025, a profile for an average representative weekday has been generated and is presented in **Table 6**.

TABLE 6: AVERAGE WEEKDAY DAILY TRAFFIC PROFILE (MARCH 2025)

Time (hour starting)	Light Vehicles		Heavy Vehicles	
	Entry	Exit	Entry	Exit
12:00 AM	1	11	1	2
1:00 AM	1	20	1	2
2:00 AM	2	1	0	1
3:00 AM	1	0	0	0
4:00 AM	68	6	0	0
5:00 AM	118	16	3	1
6:00 AM	78	9	8	4
7:00 AM	91	13	11	8
8:00 AM	68	13	12	11
9:00 AM	38	16	13	12
10:00 AM	21	19	13	13
11:00 AM	17	23	14	13
12:00 PM	27	29	15	14
1:00 PM	88	34	12	13
2:00 PM	73	120	9	11
3:00 PM	10	135	6	9
4:00 PM	5	80	4	7
5:00 PM	14	50	3	5
6:00 PM	2	29	2	3
7:00 PM	1	8	2	2
8:00 PM	2	4	1	2
9:00 PM	5	5	2	2
10:00 PM	3	63	2	2
11:00 PM	1	4	4	3
Daily Total	735	708	138	140

5 Origin-Destination Results

5.1 Survey Locations

OD surveys have been undertaken to understand the assignment and distribution of MPW traffic on the surrounding road network. To meet the requirements of the BTODR, the OD surveys have recorded traffic volumes across a 24-hour period, with the locations of the survey and corresponding gate numbers presented on **Figure 1** and outlined in **Table 7**.

TABLE 7: OD SURVEY GATES

Gate Number	Gate Location
OD1	Moorebank Ave, about 350m north of the M5 South Western Motorway
OD2	Eastbound off-ramp of M5 interchange
OD3	Eastbound on-ramp of M5 interchange
OD4	Westbound on-ramp of M5 interchange
OD5	Westbound off-ramp of M5 interchange
OD6	Moorebank Ave, about 300m south of the M5 South Western Motorway
OD7	Anzac Rd
OD8	MPE Main Access
OD9	MPE IMEX Main Access
OD10	Cambridge Ave
OD11	MPW Main Access
OD12	MPW IMEX Main Access

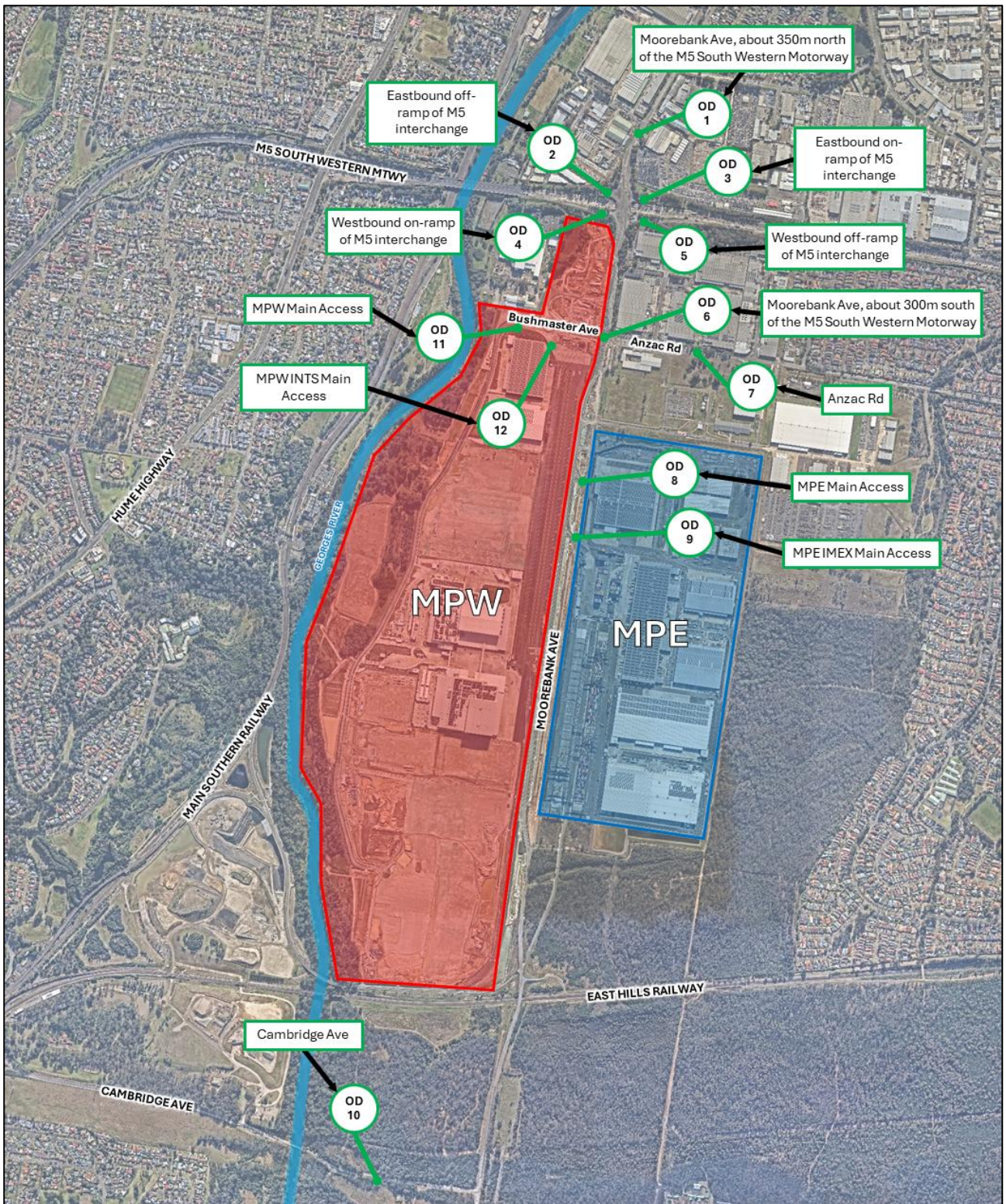


Figure 1: Origin-Destination Gates

The data of the OD surveys have been collated and is presented on the following tables for an average day, for the relevant vehicle classes, as well as graphically on the following figures.

TABLE 8: AVERAGE DAILY OD MOVEMENTS – ALL VEHICLES

From Station	To Station												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
1	0	0	497	10,391	0	3,363	924	217	29	1,393	216	0	17,030
2	16,279	0	0	354	0	5,318	1,414	491	140	1,889	463	0	26,348
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1,691	0	1,691	0	0	3,333	811	221	79	1,292	199	0	9,317
6	3,743	0	3,564	4,398	0	0	3,434	1,156	413	4,790	1,086	0	22,584
7	919	0	614	883	0	2,416	0	207	32	1,532	76	0	6,679
8	377	0	218	341	0	920	198	0	0	122	12	0	2,188
9	363	0	137	255	0	751	27	13	0	24	3	0	1,573
10	2,460	0	2,102	2,132	0	6,694	1,687	141	48	0	102	0	15,366
11	232	0	55	110	0	397	70	3	4	61	0	1	933
12	9	0	3	4	0	10	0	0	0	0	3	0	29
Total	26,073	0	8,881	18,868	0	23,202	8,565	2,449	745	11,103	2,160	1	102,047

Below is a visual representation of the OD Movements within **Table 8**.

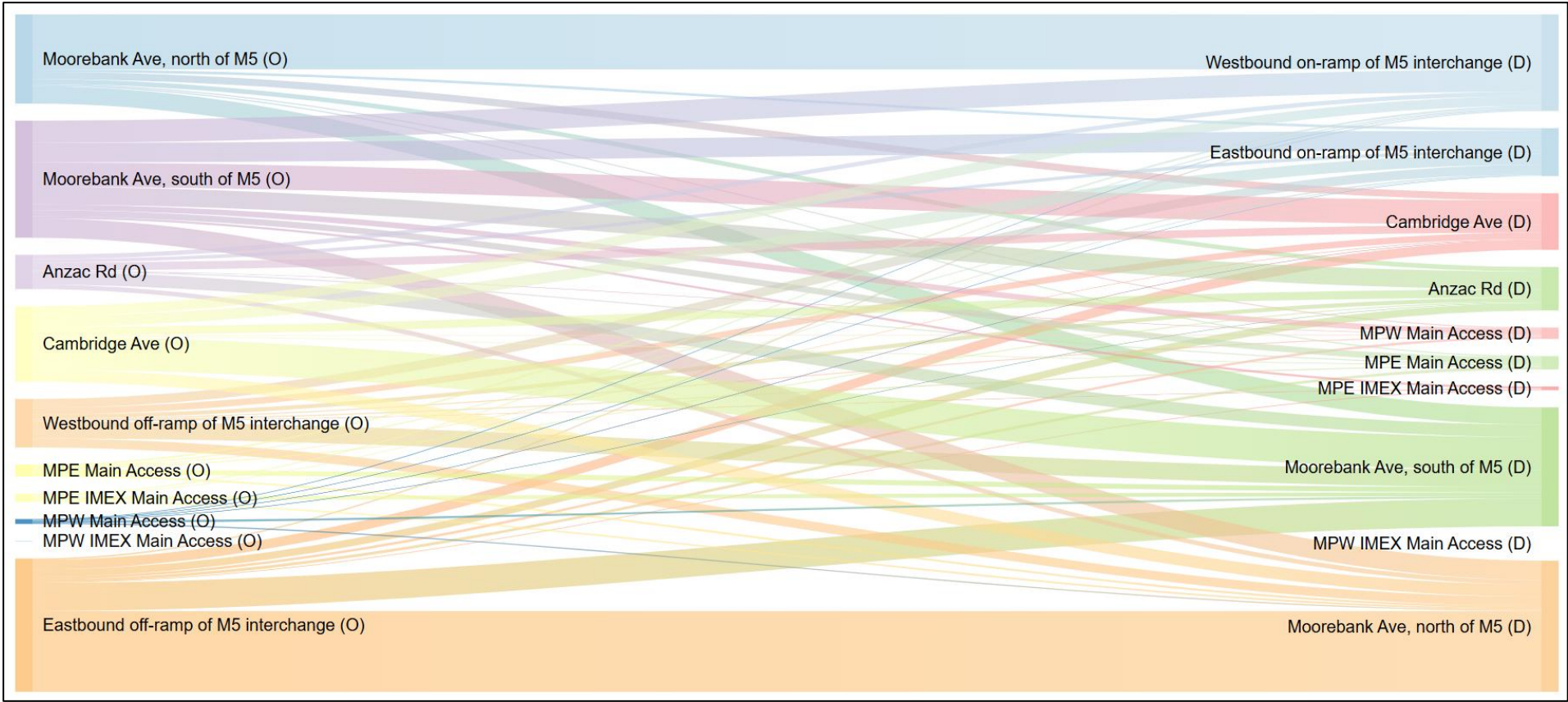


Figure 2: Visual of Average OD Movements – All Vehicles

TABLE 9: AVERAGE DAILY OD MOVEMENTS – LIGHT VEHICLES

	To Station												
From Station	1	2	3	4	5	6	7	8	9	10	11	12	Total
1	0	0	393	8,850	0	2,993	858	169	19	1,368	193	0	14,843
2	14,747	0	0	333	0	4,518	1,310	348	48	1,848	382	0	23,534
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1,559	0	1,559	0	0	2,853	757	171	15	1,253	184	0	8,351
6	3,398	0	3,045	3,638	0	0	3,095	775	158	4,589	858	0	19,556
7	758	0	567	796	0	2,121	0	202	32	1,528	59	0	6,063
8	361	0	210	330	0	901	192	0	0	98	5	0	2,097
9	141	0	42	70	0	253	27	0	0	21	0	0	554
10	2,349	0	2,061	2,077	0	6,487	1,676	126	13	0	102	0	14,891
11	119	0	41	64	0	224	59	0	0	59	0	1	567
12	7	0	3	3	0	7	0	0	0	0	3	0	23
Total	23,439	0	7,921	16,161	0	20,357	7,974	1,791	285	10,764	1,786	1	90,479

Below is a visual representation of the OD Movements within **Table 9**.

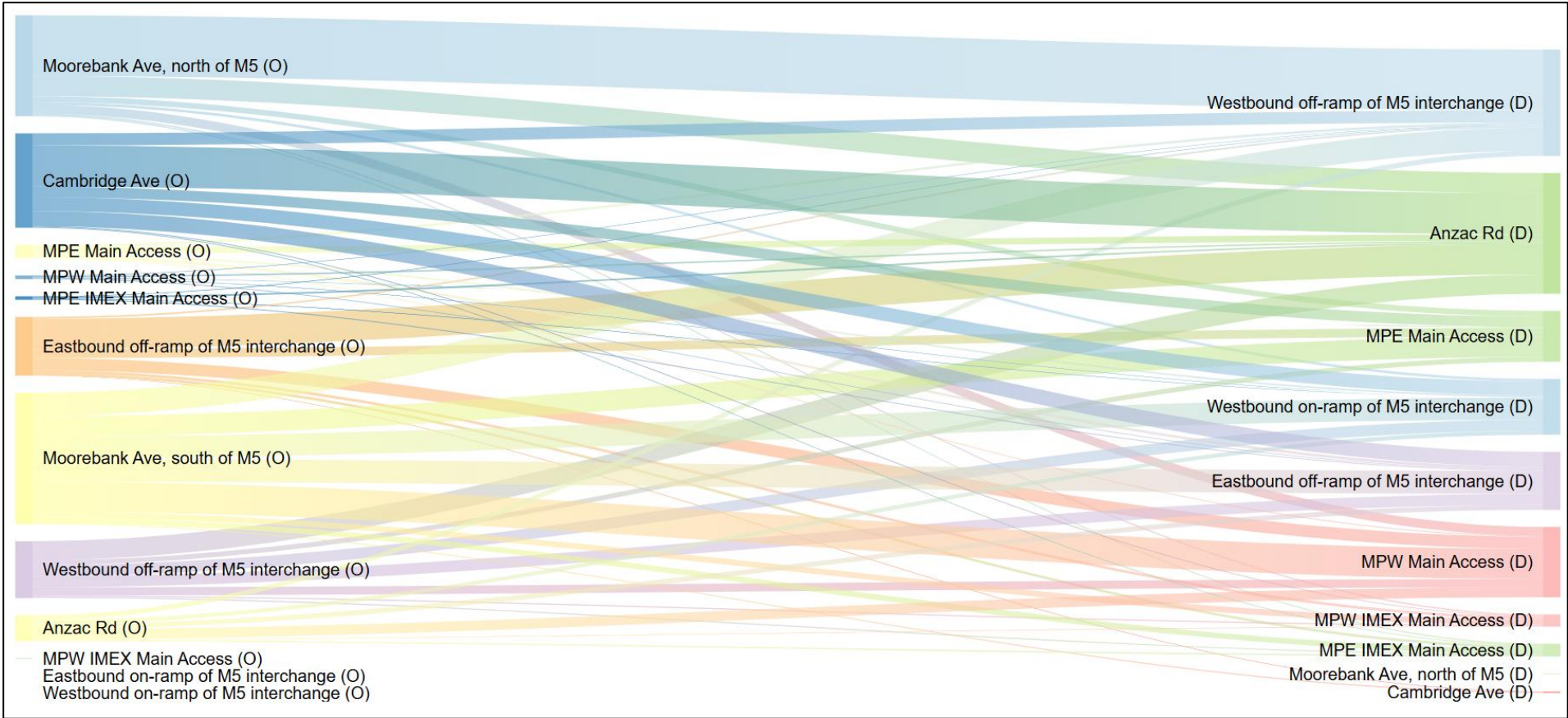


Figure 3: Visual of Average OD Movements – Light Vehicles

TABLE 10: AVERAGE DAILY OD MOVEMENTS – RIGID HEAVY VEHICLES

	To Station												
From Station	1	2	3	4	5	6	7	8	9	10	11	12	Total
1	0	0	67	971	0	311	65	46	0	25	23	0	1,508
2	1,040	0	0	19	0	406	85	76	0	34	40	0	1,700
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	98	0	98	0	0	239	41	37	0	21	12	0	546
6	271	0	268	403	0	0	271	224	13	148	129	0	1,727
7	120	0	41	71	0	232	0	5	0	4	17	0	490
8	11	0	5	7	0	13	6	0	0	24	3	0	69
9	126	0	65	106	0	295	0	12	0	3	0	0	607
10	103	0	38	50	0	191	11	15	13	0	0	0	421
11	59	0	10	25	0	94	11	1	0	2	0	0	202
12	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,828	0	592	1,652	0	1,781	490	416	26	261	224	0	7,270

Below is a visual representation of the OD Movements within **Table 10**.

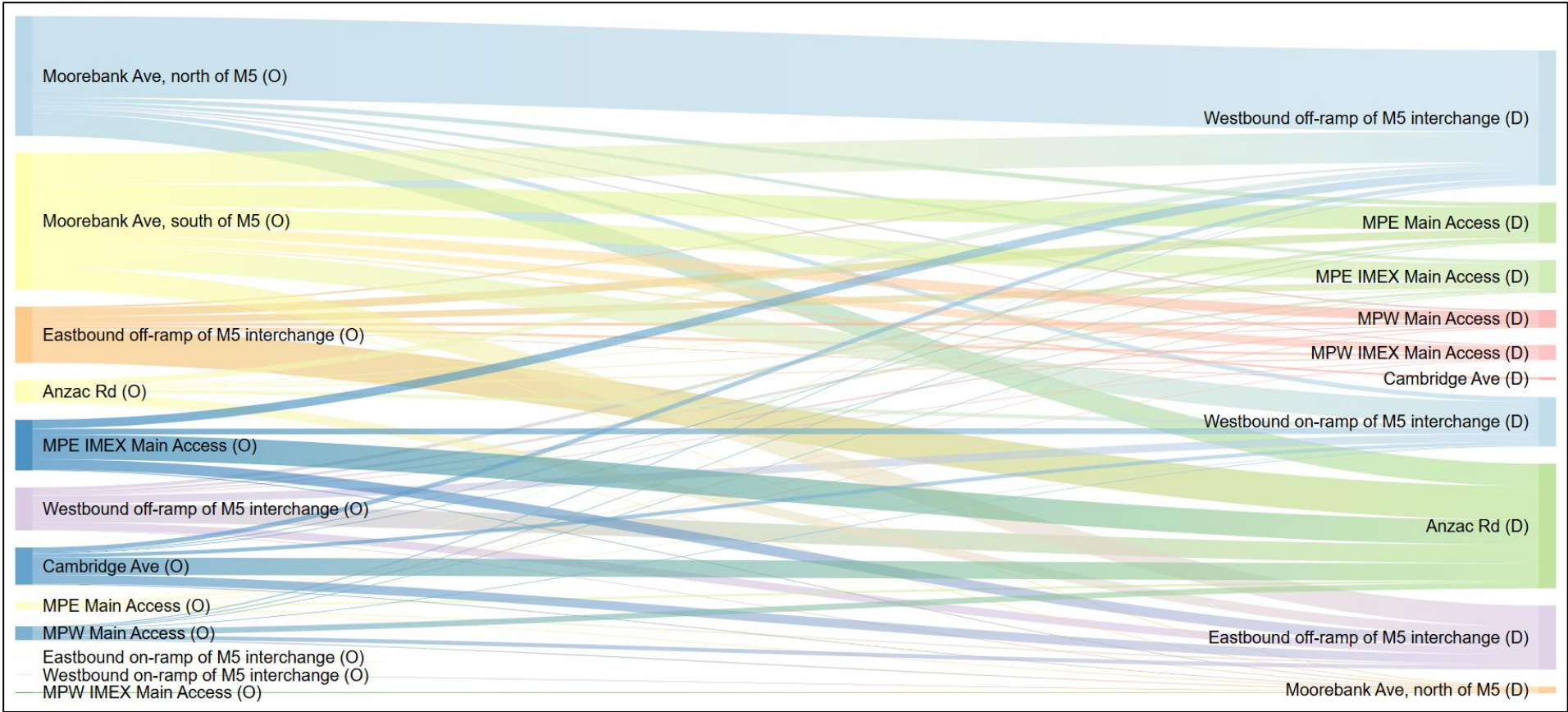


Figure 4: Visual of Average OD Movements – Rigid Heavy Vehicles

TABLE 11: AVERAGE DAILY OD MOVEMENTS – ARTICULATED HEAVY VEHICLES

	To Station												
From Station	1	2	3	4	5	6	7	8	9	10	11	12	Total
1	0	0	37	570	0	59	1	2	10	0	0	0	679
2	492	0	0	2	0	394	19	67	92	7	41	0	1,114
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	34	0	34	0	0	241	13	13	64	18	3	0	420
6	74	0	251	357	0	0	68	157	242	53	99	0	1,301
7	41	0	6	16	0	63	0	0	0	0	0	0	126
8	5	0	3	4	0	6	0	0	0	0	4	0	22
9	96	0	30	79	0	203	0	1	0	0	3	0	412
10	8	0	3	5	0	16	0	0	22	0	0	0	54
11	54	0	4	21	0	79	0	2	4	0	0	0	164
12	2	0	0	1	0	3	0	0	0	0	0	0	6
Total	806	0	368	1,055	0	1,064	101	242	434	78	150	0	4,298

Below is a visual representation of the OD Movements within **Table 11**.

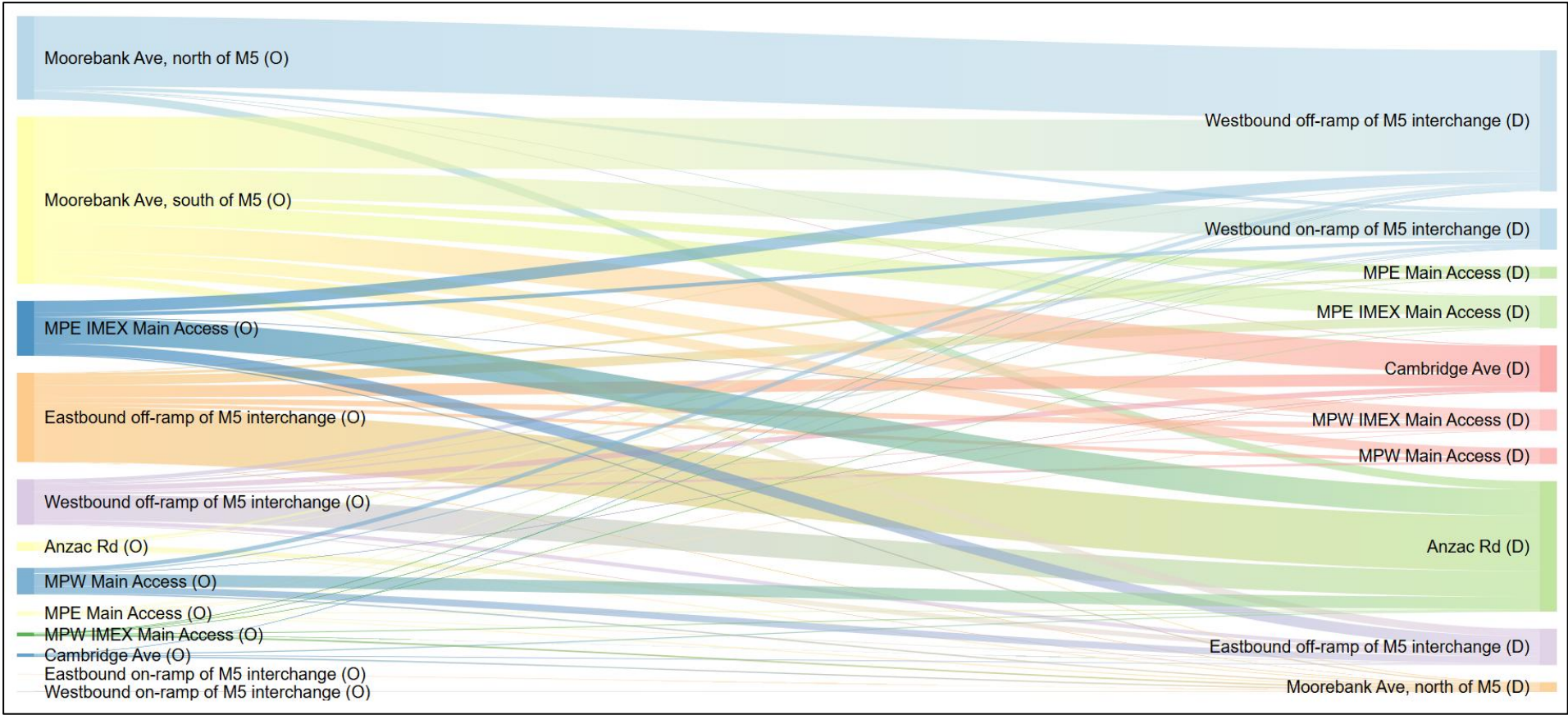


Figure 5: Visual of Average OD Movements – Articulated Heavy Vehicles

6 Employee Numbers

To corroborate data provided within the Workplace Travel Plan and to minimise the need for additional reporting, **Table 12** presents relevant information on employee numbers for each of the facilities within MPW.

It should be noted that several tenanted areas are not yet operational and therefore have no employee data to report.

TABLE 12: EMPLOYEE NUMBERS BY FACILITY

Tenanted Area	Employee Numbers	
	Period 1 (1 May 2024 – 31 Oct 2024)	Period 2 (1 Nov 2024 – 30 Apr 2025)
INTS	21	21 ⁽¹⁾
N1	35	50
N2	20	20 ⁽¹⁾
N3A	-	-
N3B	-	-
N4A	-	-
N4B	-	-
W12	250	250 ⁽¹⁾
W13	250	250 ⁽¹⁾
S1	-	-
S2A	-	-
S2B	-	-
S5	-	-
S6&7	-	-
S8	-	-
S9	-	-

Note: (1) Any information not received from individual tenants have been assumed to be consistent with the previous reporting period. This report will be updated if/when the information is provided.

7 Summary

The data provided within this BTODR for MPW enables a comparative assessment of traffic accessing the Site and future growth in operational activities.

All data is a fair and accurate representation of the operational traffic for MPW and its surrounding road network. This data has been collected for the reporting period between 1 November 2024 – 30 April 2025.