



Biannual Trip Origin Destination Report

01 November 2025 – 30 April 2026

Moorebank Precinct West – Stage 2

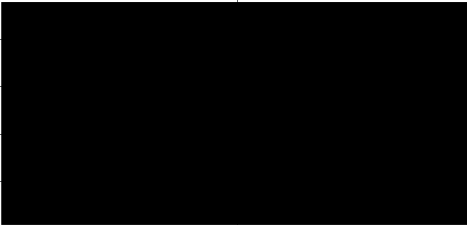
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Glossary

Acronym	Description
BTODR	Biannual Trip Origin Destination Report
DPHI	NSW Department of Planning, Housing and Infrastructure
IMEX	Import-Export Intermodal Terminal
INTS	Interstate Intermodal Terminal
MIP	Moorebank Intermodal Precinct
MoNDC	Woolworth's Moorebank National Distribution Centre
MoRDC	Woolworth's Moorebank Regional Distribution Centre
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
MPWS2	Moorebank Precinct West Stage 2
OD	Origin-Destination
OTAMP	Operational Traffic and Access Management Plan
RMS	Roads & Maritime Services
SSD	State Significant Development
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 2 OTAMP	Operational Traffic and Access Management Plan Moorebank Logistics Park – West Precinct Stage 2 (Aspect Environmental, April 2024)

1 Introduction

1.1 Background

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 Stage 2, which covers the 'northern' warehouses of Moorebank Precinct West plus the Interstate Intermodal Terminal, as outlined within the development consent SSD 7709. MPW (consisting of MPWS2 plus the 'southern' warehouses) is one of 2 precincts that, with the adjacent Moorebank Precinct East – which accommodates warehousing as well as the Import-Export Intermodal Terminal – collectively constitutes the Moorebank Intermodal Precinct.

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 MPW 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 MPW OTAMP provides commentary on 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 MPWS2.

TABLE 1: OPERATIONAL STATUS OF FACILITIES WITHIN MPWS2

Tenanted Area	Operational (Y/N)	
	1 May 2025 – 31 Oct 2025	1 Nov 2025 – 30 Apr 2026
INTS	Y	Y
N1	Y	Y
N2	Y	Y
N3A	N	N
N3B	N	N
N4A	N	N
N4B	N	N
MoRDC	Y	Y
MoNDC	Y	Y

*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 MPWS2. 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 six-month period from 1 November 2025 – 30 April 2026 (inclusive). The scope of this BTODR includes:

- Review of the number of shipping containers dispatched and received (expressed in Twenty Foot Equivalent Units).
- Review the number of days in the six-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 MPWS2.
- Outline the vehicle origins and destinations based on a cordon in the surrounding road network.
- Comment on the employee numbers at MPWS2.

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 2025 – 30 April 2026
- Truck Gate opening period: 1 November 2025 – 30 April 2026
- Traffic Volumes: 16 March 2026 – 20 March 2026
- OD Numbers: 16 March 2026 – 20 March 2026

2 Container Transport

This section provides the total number of containers (measured in TEU) dispatched and received during the reporting period. The analysis is based on the operational data from logistical schedules. **Table 2** summarises the container movements recorded during the reporting period.

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

- Inbound Movements: Containers (TEU) from IMEX/INTS Terminal to subject warehouse
- Outbound Movements: Containers (TEU) 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 (MEASURED IN TEU)

Reporting Period	Month	Total Containers Received / Dispatched		Cumulative Total for Period	
		Inbound	Outbound	Inbound	Outbound
Period 3	May-2025	538	506	538	506
	Jun-2025	1,429	1,345	1,967	1,851
	Jul-2025	1,512	1,385	3,479	3,236
	Aug-2025	1,217	1,169	4,696	4,405
	Sep-2025	1,015	982	5,711	5,387
	Oct-2025	1,102	1,065	6,813	6,452
Period 4	Nov-2025	863	842	863	842
	Dec 2025	795	780	1,658	1,622
	Jan 2026	856	819	2,514	2,441
	Feb 2026	1,110	1,149	3,624	3,590
	Mar 2026	1,140	1,187	4,764	4,777
	Apr 2026	897	887	5,661	5,664

3 Truck Gate Opening Periods

3.1 Period of Opening

The period of time which the MPWS2 was operational has been outlined in **Table 3**.

TABLE 3: GATE OPERATIONAL STATUS WITHIN MPWS2

Reporting Period	Period of Opening
Period 3	1 May 2025 – 31 October 2025
Period 4	1 November 2025 – 30 April 2026

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 3	1 May 2025 – 31 October 2025	The INTS was operational however it did not have any customers during this period.
Period 4	1 November 2026 – 30 April 2026	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

Traffic data has been collected to identify the volumes of light and heavy vehicles accessing MPWS2 via the main access connections to Moorebank Avenue. The reported traffic volumes include data from both the MPWS2 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	Inbound		Outbound	
		Light Vehicles	Heavy Vehicles	Light Vehicles	Heavy Vehicles
Period 3	1 Sep 2025 – 5 Sep 2025	1,158	408	1,058	404
Period 4	16 Mar 2026 – 20 Mar 2026	1,344	626	1,300	646

In addition to the above average daily volumes entering and exiting MPWS2, using the weekday data collected during the month of March 2026, a profile for an average representative weekday has been generated and is presented in **Table 6**.

TABLE 6: AVERAGE WEEKDAY DAILY TRAFFIC PROFILE (MARCH 2026)

Time (hour starting)	Light Vehicles		Heavy Vehicles	
	Entry	Exit	Entry	Exit
12.00AM	10	13	8	7
1.00AM	4	118	7	5
2.00AM	34	8	7	2
3.00AM	15	54	7	5
4.00AM	272	29	17	11
5.00AM	112	64	26	33
6.00AM	78	33	32	43
7.00AM	87	14	35	39
8.00AM	54	12	38	39
9.00AM	36	13	38	42
10.00AM	31	19	45	45
11.00AM	26	32	48	47
12.00PM	87	40	43	43
1.00PM	50	122	40	43
2.00PM	190	81	40	37
3.00PM	31	271	34	34
4.00PM	13	71	33	32
5.00PM	44	61	32	27
6.00PM	5	54	23	22
7.00PM	4	16	18	17
8.00PM	51	15	15	16
9.00PM	5	62	14	15
10.00PM	3	12	12	12
11.00PM	4	15	10	9
Daily Total	1,246	1,229	622	625

5 Origin-Destination Results

5.1 Survey Locations

OD surveys have been undertaken to understand the assignment and distribution of MPWS2 traffic on the surrounding road network. To meet the requirements of the BTODR, the OD surveys have recorded traffic volumes across the 4.30AM - 11.00PM 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

Area	Gate Number	Gate Location
Moorebank Ave (north)	OD1	Moorebank Ave, about 350m north of the M5 Southwestern Motorway
M5 Mwy (west)	OD2	Eastbound off-ramp of M5 interchange
	OD4	Westbound on-ramp of M5 interchange
M5 Mwy (east)	OD3	Eastbound on-ramp of M5 interchange
	OD5	Westbound off-ramp of M5 interchange
N/A	OD6	Moorebank Ave, about 300m south of the M5 Southwestern Motorway
Anzac Rd (east)	OD7	Anzac Rd
MPE	OD8	MPE Main Access
	OD9	MPE IMEX Main Access
Cambridge Ave (southwest)	OD10	Cambridge Ave, about 350m west
MPW	OD11	MPW Main Access
	OD12	MPW INTS Main Access

5.2 Modifications to OD Survey Analysis

The OD surveys, analysis and reporting have been refined over time compared to previous reporting periods. The most recent changes addressed comments from NSW Department of Planning, Housing and Infrastructure received following a review of an earlier version of this MPW BTODR. Received from DPHI on 14 July 2026, the comments queried why the OD analysis included movements between OD Areas that did not include MPW and if deemed unwarranted, DPHI requested the non-MPW movements be removed from the analysis. Upon reviewing the BTODR and having consideration for Condition B120, it was agreed to reduce the analysis significantly to only MPW inbound and outbound movements. It is also accepted that the comprehensive and detailed reporting of the data was confusing and therefore the reporting presented below has also been reduced significantly to improve clarity and focus on the key OD matters.

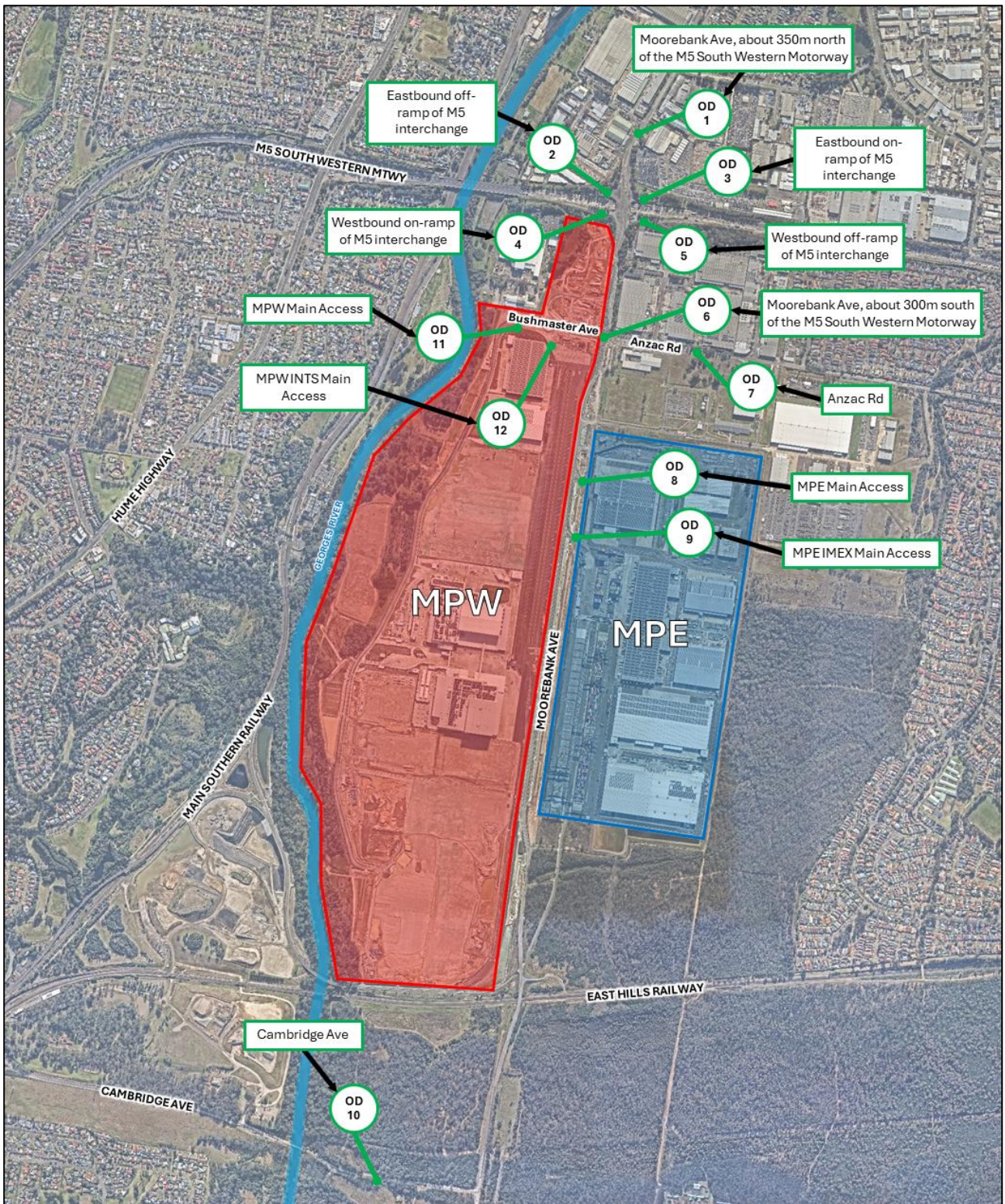


Figure 1: Origin-Destination Gates

5.3 OD Survey Results

The OD survey data has been collated and is presented for an 'average day', in **Table 8** for all vehicle types and in **Table 9** for trucks (heavy vehicles). Each table shows the average number of vehicle trips made between the site and the relevant OD areas across the 4.30AM - 11.00PM survey period. The OD Areas tabled correspond to the areas listed in Table 7.

TABLE 8: AVERAGE OD MOVEMENTS – ALL VEHICLES

Movement	OD Areas					
	Moorebank Ave (north)	M5 Mwy (west)	M5 Mwy (east)	Anzac Rd (east)	Cambridge Ave (southwest)	Total
Inbound	372	862	387	122	134	1,877
Outbound	435	717	468	132	118	1,869
Total	807	1,579	855	254	251	3,746

TABLE 9: AVERAGE OD MOVEMENTS – HEAVY VEHICLES

Movement	OD Areas					
	Moorebank Ave (north)	M5 Mwy (west)	M5 Mwy (east)	Anzac Rd (east)	Cambridge Ave (southwest)	Total
Inbound	93	312	121	20	16	562
Outbound	96	306	148	19	13	582
Total	188	618	270	39	29	1,144

6 Employee Numbers

To corroborate data provided within the Workplace Travel Plan, **Table 10** presents relevant information on employee numbers for each of the facilities within MPWS2.

Several tenanted areas are not yet operational and therefore have no employee data to report.

TABLE 10: EMPLOYEE NUMBERS BY FACILITY

Tenanted Area	Employee Numbers	
	Period 3 (1 May 2025 – 31 Oct 2025)	Period 4 (1 Nov 2025 – 30 Apr 2026)
INTS	21	21
N1	35	55
N2	50	50
N3A	-	-
N3B	-	-
N4A	-	-
N4B	-	-
MoRDC	520	80
MoNDC		615

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 MPWS2 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 MPWS2 and its surrounding road network. This data has been collected for the reporting period between 1 November 2025 and 30 April 2026.