

OPERATIONAL MANAGEMENT PLAN - ASPECT INDUSTRIAL ESTATE WAREHOUSE 6A

1. INTRODUCTION

This Operational Management Plan (**OMP**) has been prepared to outline the proposed operational activity requirements for Warehouse 6A which will be in accordance with the planning and use guidelines associated with warehousing and distribution. This development is proposed under the DA24/0264 application.

The speculative warehouse is intended to operate in alignment with the Estate Concept Proposal approved under the SSD-10448 on May 24, 2022, along with subsequent approved modifications (Mod 1-7). These development and operational activities are part of the DA24/0264 application for the Stage 5 development within the Aspect Industrial Estate (**AIE**).

The operation of this warehouse is proposed to be warehousing, distribution, and industrial activities, however this will be tenant dependant and any change to the use approval will form part of a separate change of use application if applicable. AIE is located within the Penrith Local Government Area (LGA) and forms part of the Mamre Road Precinct within the broader Western Sydney Employment Area (WSEA).

The use of the premises as a warehouse and distribution centre must be carried out in accordance with this Operational Management Plan as modified. The operational activities at this premises will be in accordance with the provisions under SSD-10448 (as modified).

2. PROPOSED USE

As per the DA24/0264 application and the broader concept approval (SSD-10448), Warehouse 6A will operate as a **warehouse and distribution centre**, which is defined in the Standard Instrument as follows:

“a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, but does not include local distribution premises.”

In support of the proposed warehouse and distribution centre use, Warehouse 6A will be supported by loading dock areas (including 5 loading docks and a 36m wide hardstand area), ancillary office space as well as 36 car parking spaces (including 2 EV spaces and 1 accessible space). On-grade bicycle parking spaces are proposed near the office area. Overall, Warehouse 6A will include 4,212m² of warehouse GFA and 500m² of ancillary office GFA.

The warehouse or distribution centre will store finished goods on pallets, block stacked and/or on racking or shelving as detailed on the plans. Heavy Vehicles servicing the warehouses will vary and will include rigid vehicles including semi-trailers (some with shipping containers) and B-doubles. Trucks will unload and load by reversing into the recessed and other docks or parking parallel to the building for side loading as required by the vehicle type and goods. Loading and unloading will be supervised by a loading dock manager and will take place under the approved awning.

3. DANGEROUS GOODS AND CHEMICALS

The commodities to be stored within the facility will be under the SEPP 33 threshold and noting the storage of all goods will be reviewed by our Dangerous Goods consultant to ensure compliance with this code.

The commodity types within the facility will be in line with commodity classification 1 to 4 which will be protected by fire sprinklers throughout.

4. VEHICULAR MOVEMENTS AND ACTIVITIES

4.1. GENERAL

Traffic will be managed as per the Transport Assessment (TA) (Ason 2024) included within our Development Application. In accordance with the approved AIE Stage 1 consent, access from Mamre Road to the cafe will be provided through Access Road 1, connecting to Access Road 3 which will provide separate heavy and light vehicle access/egress. Vehicle movements being both light and heavy are compliant with our Stage 1 consent and noting the permanent intersection at the junction of Mamre Road and Road 1 has been approved by TNSW and is operational.

4.2. VEHICLE TYPES

A 26m B-Double has been adopted as the design vehicle for heavy access and circulation and will be the largest vehicle to enter the site. Smaller vehicles like medium rigid vehicles, including fire brigade appliances, can also safely enter and manoeuvre around the site. Separate light vehicle access to the carparking has been provided.

4.3. HEAVY VEHICLE MAINTENANCE

No heavy vehicle maintenance and / or servicing (including any refuelling) is proposed.

4.4. VEHICLES TO BE KEPT / GARAGED ON SITE

No vehicles are proposed to be garaged on-site.

4.5. LOADING DOCK MANAGEMENT

A shared hardstand area (36m wide) is proposed at the eastern side of the warehouse to facilitate the required truck manoeuvring around the loading dock. One-way (south-to-north) heavy vehicle entry and exit is proposed across two separate driveways, connecting to Access Road 3 with sliding gates. This will enable all vehicles to operate within the site and mitigate any queuing issues. All vehicles to manoeuvre in a forward direction.

In the event there are two separate tenancies across Warehouses 6A and 6B, the loading dock interactions will be managed through a tenancy management plan which is a common plan for dual tenancies.

4.6. VISITOR ARRANGEMENTS

Visitors will park in the light vehicle car park and enter through the main office entrance. They will be signed in at the lobby and inducted into the warehouse, if required.

4.7. TRANSPORT ARRANGEMENT

It is anticipated that staff will travel to the warehouse for work predominantly by car, with car-pooling encouraged as detailed in the Green Travel Plan.

Shared path infrastructure is provided within the newly constructed estate roads which will connect to the shared pedestrian and bicycle paths are generally provided along Erskine Park Road and sections of Mamre Road to the north of the Site. The future Mamre Road Stage 2 upgrade will enable cycling route connectivity between the Mamre Road north and Aspect Industrial Estate.

5. SECURITY ARRANGEMENT

The proposal will maintain the appropriate degree of safety with consideration Crime Prevention Through Environmental Design (CPTED) principles. The following security arrangements will be implemented:

- Clear sightlines within at-grade car parking areas to prevent malicious damage to property;
- Vehicular entry and exit points are also clearly visible and identifiable from the access roads;
- Security fencing and gates around the perimeter of the site to prevent unauthorised access to ensure the site is secure;
- Parking areas for trucks and heavy vehicles will be clearly delineated on the hardstands;
- The development will maintain substantial glazing across the main office area;
- The site will be supported with the appropriate CCTV installations; and
- Security lighting to all external areas of the facility which will be in operation after hours.

6. USE OF OUTDOOR AREAS

The site and the overall estate offer various outdoor and recreational spaces for employee use. These will include:

6.1. WAREHOUSE OUTDOOR BREAKOUT SPACE

Outdoor spaces located around the main-office areas will provide covered outdoor seating on the ground floor and is open and accessible to landscaping areas.

6.2. CAFÉ

The estate café provide food and beverage amenity to Warehouse 6A and can be accessed by foot via the estate footpath network.

6.3. ESTATE-WIDE OPEN SPACE PROVISION

The estate provides significant, landscaped communal open space at an estate level. The riparian zone located at the northern end of the estate will be vegetated with a pedestrian path with amenity nodes with seating provided along the corridor where applicable.

7. STAFFING

7.1. STAFF NUMBERS

The maximum amount of operating staff is 40 persons at any one time. Staffing allocation can range between tenants, however the typical and anticipated % split is:

- Management – 10%
- Office – 40%
- Warehousing – 40%
- Maintenance personnel – 10%

Driver numbers are not included in the above calculations as they are not anticipated to occupy the warehouse and are commonly third party logistics operators.

7.2. SHIFT ARRANGEMENTS

The warehouse proposed to operate 24 hours a day 7 days per week and shift arrangements will be managed by the management and operational staff

It is expected that standard shifts may be between 6.00am to 10.00pm Monday to Friday and 6.00am to 5.00pm Saturdays and Sundays, however this is subject to change depending on the tenants requirements.

8. WASTE MANAGEMENT

All materials and goods associated with the use are to be stored within the building at all times.

All waste, recycling and bins are to be contained within the building or an approved screened and secure structure, in accordance with the Waste Management Plan (MRA 2023). Operational waste recycling will be a key focus for this site to minimise the environmental footprint.

General waste management processes include:

- **Waste:** General waste shall be placed within a tied plastic bag prior to transferring into the general waste bin or waste compactor. Receptacles will be situated in each designated waste management and storage area for individual industrial units;
- **Commingled recyclables:** All recyclables will be stored in commingled bins (including paper, cardboard, mixed plastic, glass, aluminium, steel). All recyclables should be decanted loose (not bagged) with containers un-capped, drained and rinsed prior to disposal into the recycling bin;

- **Timber Waste:** Pallets (treated and untreated), sawdust and offcuts are common manufacturing waste outputs. Introducing a separate timber organics waste service can reduce size of general waste bin and increase business recycling;
- **Garden Waste:** Minimal garden waste is expected to be generated on site. Any garden waste generated through the maintenance of landscaped areas around the site would be managed and removed by the landscape management contractor;
- **General:** Internal bins should be retained in the offices and warehouse floors and any other areas where waste will be generated in large quantities without direct access to the building waste storage area. Staff will be responsible for transferring waste from each unit to the recycling collection bins and general waste bins or compactor for each warehouse.
- **Other (Problem) Waste:** The disposal of hard, bulky, liquid or potentially hazardous wastes shall be organised between industrial tenants and their respective waste contractors as necessary. Collection would need to be coordinated between tenancies and their contracted Waste Service Provider.

Collection Method and Loading Areas

A private contractor will collect waste generated at the site. Tenants will be responsible for engaging and maintaining a waste collection contract for the regular servicing of waste generated at each industrial unit and other relevant uses.

The arrangements for access and collection servicing for the site are as follows:

- Entrance to the site via Mamre Road;
- Collection of general waste and recycling front lift bins will occur directly from each building waste storage area;
- Collection and replacement of waste compactors (where required):
- Drop off and collection of waste compactors will occur outside of regular business hours to minimise impact on staff and visitors to the site, as well as local residents (timings to be determined in service contract);
- The contractor will initially drop off an empty waste compactor to replace the full one (one for each industrial unit);
- Site management is to indicate the correct waste compactor receiving general waste, through the form of temporary signage and restriction of access to full compactor;
- The contractor will return to collect the full waste compactors in a timely manner.
- Steel front lift bins shall be collected by a front-lift vehicle. Due to their weight, steel bin will be stored in a position that minimises the need to shift bins to/from the collection vehicle;
- Any plastic wheelie bins (240L - 1100L) shall be collected by a rear-lift vehicle (similar vehicle to collect cardboard, e-waste and film plastic bales);
- Exit from the site will be via the exit point back onto Mamre Road.

9. ENVIRONMENT

9.1. ENVIRONMENTAL SAFEGUARDS

The following environmental strategies will be implemented throughout the lifecycle of this facility to again minimise the environmental impacts associated with the operations;

- 50 kw of roof top solar to reduce the electrical demand;
- Rainwater reuse for toilet flushing and irrigation via a tanking system until the permanent precinct wide purple pipe network is activated;
- Low flow fixtures and fitting to reduce water usage;
- 5% of carparking having electric vehicle charging;
- Protection of the stormwater network with no falls to the system from commodity storage areas; and
- Sensors and timeclocks for lighting throughout the facility to minimise the requirement of this service during daylight hours or after hours.

9.2. ENVIRONMENTAL EFFICIENCY TYPE OPERATIONAL PROCEDURES

Some of the proposed operational environmental efficiencies include the following:

- Electric battery charging of materials handling equipment;
- Waste recycling strategies to reduce landfill impacts;
- Assessment of water and energy usage via the smart building technology system to improve sustainability outcomes;
- Potential installation of blinds throughout the office to reduce air conditioning load; and
- Regular assessment of logistics transport methods and volumes to minimise the carbon footprint associated with this workstream.

10. NOISE

Noise impacts will be managed as per the Noise Impact Assessment (SLR 2024) and as follows in the below mitigation measures:

- Use broadband and/or ambient sensing alarms on trucks and forklifts where they are required to reverse during the night-time;
- Review of noise emissions from new tenants;
- Noise monitoring of the post construction operational period; and
- Comply with Operational Noise Limits as detailed in the Noise Impact Assessment (SLR 2024).