

# **OPERATIONAL SUMMARY**

Proposed Development – 128 Andrews Road, Penrith

**CI** : HONEST,  
PURE,  
ICONIC  
GLASS

# Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
<b>2</b>	<b>Occupier information</b>	<b>1</b>
<b>3</b>	<b>Proposed Operation</b>	<b>1</b>
3.1	Product Storage	1
3.2	Staff	2
3.3	Carparking	2
3.4	Hours of operation	2
3.5	Deliveries and truck movements	3
3.6	Customers	4
3.7	Volumes of materials.	4
3.8	Acoustic considerations	4
<b>Appendix A – Annotated Site Plan</b>		<b>5</b>

# 1 Introduction

The proposed development seeks to deliver a 50,000m<sup>2</sup> warehouse and distribution centre to be occupied by O-I. The subject site is immediately adjacent to O-I's existing bottle manufacturing facility at 130-172 Andrews Road, Penrith.

This document summarises the proposed operation and management of the subject site including the interrelationship between the proposed development and the existing adjacent facility.

## 2 Occupier information

The proposed occupier is O-I (Owens-Illinois), the world's leading glass-packaging maker and have operated their NSW manufacturing facility at 130-172 Andrews Road, Penrith since the early 1970's. Their current operation sees glass containers manufactured at 130-172 Andrews Road, packaged onto pallets then loaded onto semi-trailer trucks. The trucks then transport the completed goods on the road public road network to the existing warehouse and distribution centre at St Marys, NSW.

## 3 Proposed Operation

The proposed development would see relocation of their current warehouse and distribution centre in St Marys to the subject site. From a high level, the operational process for the subject site is as follows:

1. Glass containers are manufactured and packaged onto pallets at the existing manufacturing facility at 130-172 Andrews Road, Penrith;
2. The manufacturing facility manufactures over 150 different types of glass containers. Given the complexity and effort involved in changing the output container type, a particular container type will be manufactured continuously for a required period of time to build stock of that product. Once adequate stock has been completed, a new container type is manufactured;
3. O-I's clients cannot hold surplus empty containers, therefore, O-I needs a warehouse to store and progressively distribute the completed products to clients when needed;
4. Pallets of completed product are loaded onto trucks which transport the completed products to the new warehouse via the private access road, avoiding truck movements on the public road network;
5. Forklifts will move the completed product within the warehouse and stack according to type of container and likely duration of hold in the warehouse.
6. Completed products are delivered to clients when needed. Pallets are loaded onto trucks which make the deliveries.
7. The warehouse will also store and distribute a small amount of product which is manufactured at interstate plants.
8. Packaging materials such as pallets are returned to the warehouse on incoming empty trucks arriving to collect finished goods. These materials are sorted and returned to the manufacturing facility via the private access road.

The operation is summarized on the annotated floor plan at Appendix A.

### 3.1 Product Storage

The proposed development will store glass containers on pallets. The pallets are stacked to optimize storage volume and efficiency. This storage height has dictated the building height nominated in the application to maximize efficiency and ensure the project is feasible. An example of the stored product is shown in Figure 1.



*Figure 1. Completed glass containers to be stored at the proposed warehouse*

### 3.2 Staff

The anticipated staffing requirements for the proposed development are as follows.

- Day shift – 20 staff
- Night shift – 15 staff

The staffing at the existing facility at 130-172 Andrews Road are not discussed because this is an existing and ongoing operation.

### 3.3 Carparking

Refer to the Traffic Impact Assessment for further information, however, the proposal provides more than adequate parking for the actual staff parking demand. However, the proposal also provides a reasonable contingency of additional spaces, consistent with rates for similar facilities, to future-proof the parking supply on site.

### 3.4 Hours of operation

The proposed development is expected to operate 24 hours a day, 7 days a week. This is consistent with the existing glass manufacturing operation and is required to ensure viability of the site for O-I.

### 3.5 Deliveries and truck movements

The truck movements are discussed in more detail in the Traffic Impact Assessment submitted with the DA. However, deliveries and movements are summarized below.

Table 1 shows the anticipated truck movements *external* to the site, ie, those which travel via the public road network.

Table 1. Truck movements external to the site

Description	Operation	Vehicle type	Volume per day (7 days per week)
<b>INBOUND MOVEMENTS</b>			
Interstate transfers	24/7	B-doubles	2
Containers	24/7	40' shipping container	1 to 3
Packaging loads	N/A*	N/A	0
<b>Total Inbound</b>			<b>3 to 5</b>
<b>OUTBOUND MOVEMENTS</b>			
Interstate transfer to O-I sites & customers	24 hrs x 7 days	B-doubles	12
		Various	6
Customer orders	24 hrs x 6 days	48' single	30 to 45
Containers	24 hrs x 7 days	40' shipping container	1 to 3
<b>Total Outbound</b>			<b>48 to 63</b>

\* packaging loads are not a specific movement – packaging for reuse is typically delivered back to site within empty trucks arriving for an outbound movement of finished product

Table 2 shows the anticipated truck movements *internal* to the site, ie, those which travel directly to/from the existing manufacturing facility via the private internal road.

Table 2. Truck movements internal to the site

Description	Current Operation	Vehicle type	Volume per day (7 days per week)
<b>INBOUND MOVEMENTS</b>			
Transfers from plant	24 hrs x 7 days	48' single	33
<b>Total Inbound</b>			<b>33</b>
<b>OUTBOUND MOVEMENTS</b>			
Packaging loads to plant	12 hrs x 5 days	48' single	8
<b>Total Outbound</b>			<b>8</b>

## 3.6 Customers

O-I produces and delivers glass containers for Australia's leading food and beverage manufacturers including the following:

- Lion (Tooheys)
- ABI (Carlton United Breweries - CUB)
- Coca-Cola Amatil (CCA)
- Diageo
- Simplot
- Kraft

## 3.7 Volumes of materials.

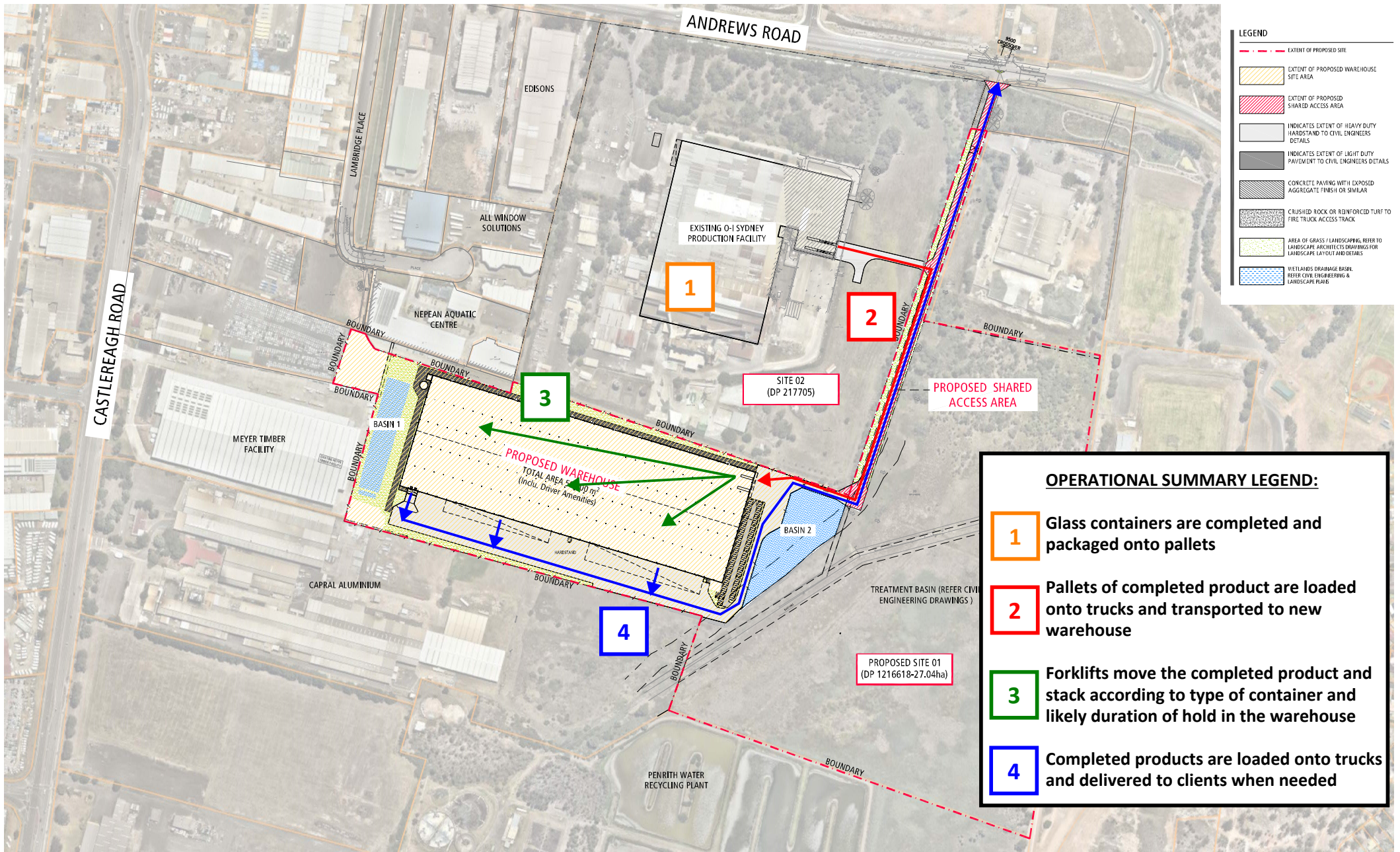
The volumes of materials are linked to the delivered and truck movements discussed in section 0 above. The manufacturing facility produces approximately 400,000 pallets of glass containers per year, and as such, the proposed development has been designed to be able to store approximately 50,000 pallets of completed product.

## 3.8 Acoustic considerations

Refer to the noise impact assessment for further information, however, the proposed 24/7 operation is consistent with surrounding existing uses and the analysis of noise emissions indicates that operational usage of the proposed warehouse will be compliant with requirements relating to the development, even during the night time period. The recommendations of the noise impact assessment shall be implemented including:

- Between 10pm and 7am - It is expected that on average there will not be more than 2 truck movements to the site in a 15 minute period.
- If a diesel forklift is required for the purpose of large container movement, it is recommended that this only occur between the hours of 7am – 10pm
- Detailed review of any proposed external mechanical plant should be undertaken at Construction Certificate stage (once equipment selections are known). However, given the distance from the site to nearby residences, it is unlikely that any form of acoustic treatment will be needed, however this should be confirmed once equipment selections are finalised.

## Appendix A – Annotated Site Plan



**LEGEND**

- EXTENT OF PROPOSED SITE
- ▨ EXTENT OF PROPOSED WAREHOUSE SITE AREA
- ▨ EXTENT OF PROPOSED SHARED ACCESS AREA
- ▨ INDICATES EXTENT OF HEAVY DUTY HARDSTAND TO CIVIL ENGINEERS DETAILS
- ▨ INDICATES EXTENT OF LIGHT DUTY PAVEMENT TO CIVIL ENGINEERS DETAILS
- ▨ CONCRETE PAVING WITH EXPOSED AGGREGATE FINISH OR SIMILAR
- ▨ CRUSHED ROCK OR REINFORCED TURF TO FIRE TRUCK ACCESS TRACK
- ▨ AREA OF GRASS / LANDSCAPING, REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR LANDSCAPE LAYOUT AND DETAILS
- ▨ WETLANDS DRAINAGE BASIN, REFER CIVIL ENGINEERING & LANDSCAPE PLAN

**OPERATIONAL SUMMARY LEGEND:**

- 1** Glass containers are completed and packaged onto pallets
- 2** Pallets of completed product are loaded onto trucks and transported to new warehouse
- 3** Forklifts move the completed product and stack according to type of container and likely duration of hold in the warehouse
- 4** Completed products are loaded onto trucks and delivered to clients when needed

NO.	DATE	REVISION	BY	CHK
P1	23/10/2018	PRELIMINARY ISSUE	UW	SA

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PROJECT:  
**Proposed Warehouse Development**  
 128 Andrews Road, Penrith NSW  
 Document Set ID: 8566508  
 Version: 1, Version Date: 08/02/2019

TITLE:  
**MASTER PLAN**



DATE: October, 2018  
 DRAWN BY: UW  
 SCALE: 1:2000 @ A1  
 SCALE: 1:4000 @ A3

JOB NO:	18161
DRAWING NO:	SK 01
PIECE NO:	P1

