



4 September 2025

Penny White
NSW Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

Dear Penny,

Aspect Industrial Estate Stage 3 WH2 (SSD-58257960-Mod-2) Response to Submissions Letter

This response letter has been prepared by Urbis on behalf of Mirvac Industrial Developments Pty Ltd (Mircac) (**the Applicant**) in response to submissions from the Department of Planning, Housing and Infrastructure (**DPHI**) and Penrith City Council in connection with the above Modification Application for Warehouse 2 at the Aspect Industrial Estate under SSD-58257960.

This letter is accompanied by the following attachments:

- Attachment A – Amended Architectural Plans – SBA
- Attachment B – Operations Advice Letter – TWL
- Attachment C – Amended Swept Path Analysis – Ason
- Attachment D – Amended Statutory Compliance Table – Urbis

Table 1 below contains the relevant responses to the matters raised in response to the submission of the modification application.

Table 1 Submissions and Response.

Body and Date	Comment	Response
Penrith City Council – 8 August 2025	Council has reviewed the information referred for comment on 29 July 2025 and provides the following advice for the Department's consideration: 1. Planning Considerations	Noted.

Body and Date	Comment	Response
	a. It is understood that the proposed modification is to meet the needs of a prospective tenant and involves a range of internal changes, increase in roof ridge height and introduction of roof mounted mechanical plant to accommodate a 'temperature-controlled space'. There are no proposed changes to gross floor area, landscaping, vehicle access, carparking, signage or stormwater management.	
	b. The Department should consider and be satisfied that the proposal is consistent with SSD-10448 as modified.	Noted. The application remains consistent with SSD-10448.
	c. Details of the overall height of the rooftop plant have not been provided. The Statutory Compliance Table (Appendix C) refers to a Visual Impact Letter of Support prepared by Clouston and Associates (Appendix G). This document could not be located within the submitted documents and has not been reviewed. The Department should consider and be satisfied that the overall height and location of the roof mounted plant does not result in unacceptable visual impact and that appropriate screening is in place in accordance with 4.2.5 (14) of the Mamre Road DCP.	Specifications for the proposed changes to elevations and positioning of mechanical plant have been provided at Attachment A. Amended architectural drawings have been provided which outline the nominal RL of the mechanical units proposed which is 64.500 ($\pm$ 500mm). Due to the location of the warehouse within an existing approved warehouse estate and Warehouse 2's physical setback from Mamre Road behind Warehouse 1, there will be no adverse impacts on the public domain as a result of the proposed plant height and location. Therefore, visual screening is not required to conceal any rooftop plant. Appendix C of this modification application has been amended to remove an error in reference to a previous Visual Impact Letter that supported the SSDA (Attachment D).
NSW DPHI – 21 August 2025	Please update the Noise Impact Assessment (NIA) or provide additional information in response to the following:	SLR who prepared the Noise Impact Assessment outline that the proposed customer (tenant – TWL) has confirmed as

Body and Date	Comment	Response
	The NIA states that refrigerated trucks are expected to be a minimal percentage of the total heavy vehicle movements at Warehouse 2, with only one refrigerated truck being modelled during the day, evening and night periods and operating continuously during the typical worst-case 15-minute periods. Please provide explanation of the assumption that only one refrigerated truck is proposed to service the site at one time.	per Attachment B, that refrigerated trucks will be a minimal percentage of their overall truck movements at the site, and no more than one refrigerated truck with the refrigeration unit operating will be on the hardstand/recessed docks at any one time (during the day, evening and night periods and operating continuously during the typical worst-case 15-minute periods).
	Further, the Large Format Warehousing Data and Analysis Note (Transport for NSW 2024) provides trip generation profiles of nearby sites (see Appendix B). The surveyed sites indicate that the use of heavy commercial vehicles (HCV) during the daytime / evening periods is similar to that of night time periods. Please provide a realistic assessment of the number of refrigerated trucks and the times they will be accessing the site and any justification if this is dissimilar to the nearby sites surveyed in Appendix B of the Note.	The vehicle volumes used in the assessment were provided by Ason which were based on the GFA for the site and adopted trip generation profile. The volumes are consistent with the approved WH2 development and TWL operations.
	The plans indicate three recessed docks located on the western side of the warehouse adjacent to the temperature-controlled portion of the warehouse. The modification report also states that the temperature controlled area will be serviced by the three recessed loading docks. Clarify whether these three loading docks are to accommodate refrigerated trucks and how often each of the loading docks will be use.	The three loading docks adjacent to the temperature-controlled portion of the warehouse have the ability to accommodate refrigerated trucks, however the customer (tenant – TWL) has confirmed as per Attachment B, that no more than one refrigerated truck with the refrigeration unit operating will be on the hardstand/recessed docks at any one time (during the day, evening and night periods and operating continuously during the typical worst-case 15-minute periods). Warehouse 2 was speculatively developed as approved under SSD-58257960 and

Body and Date	Comment	Response
		therefore designed to ensure flexibility to cater for a range of future customers. The three loading docks were approved as part of the original detailed SSDA for the warehouse.
	Please provide details of the movements of refrigerated trucks on site, i.e. idling and manoeuvring in loading areas, and how this may impact on the operational noise assessed for the development and the wider estate. Please provide a worst-case scenario assessment for the number of refrigerated trucks accessing the site at one time.	As detailed above, no more than one refrigerated truck with the refrigeration unit operating will be on the hardstand/recessed docks at any one time. Truck movements and manoeuvring would be located within the hardstand area of the site, accessed via entry/exit driveways from the estate road. Modelled noise source locations representative of the operations of the site and are shown in Figure 5 of the NIA report. Results of the worst-case scenario noise assessment including refrigerated trucks are provided in Section 3 of the NIA report. Ason has provided updated swept path analysis (Attachment C) to demonstrate vehicle manoeuvring for the recessed docks and proposed tenancy operations and accessed via the entry and exit driveways.

We trust that the above appropriately addresses the matters raised by the Penrith Council and DPHI.

If you wish to discuss the above further, please feel free to contact the undersigned or Jacqueline Parker at jparker@urbis.com.au or 8233 9969.

Kind regards,

A handwritten signature in black ink, appearing to read "Zara Bennett".

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