The Timberyards by RTL Co. (SSD-76927247)

Victoria Road, Sydenham Road, Farr Street and Mitchell Street, Marrickville

DPHI Social & Diverse Housing Assessments
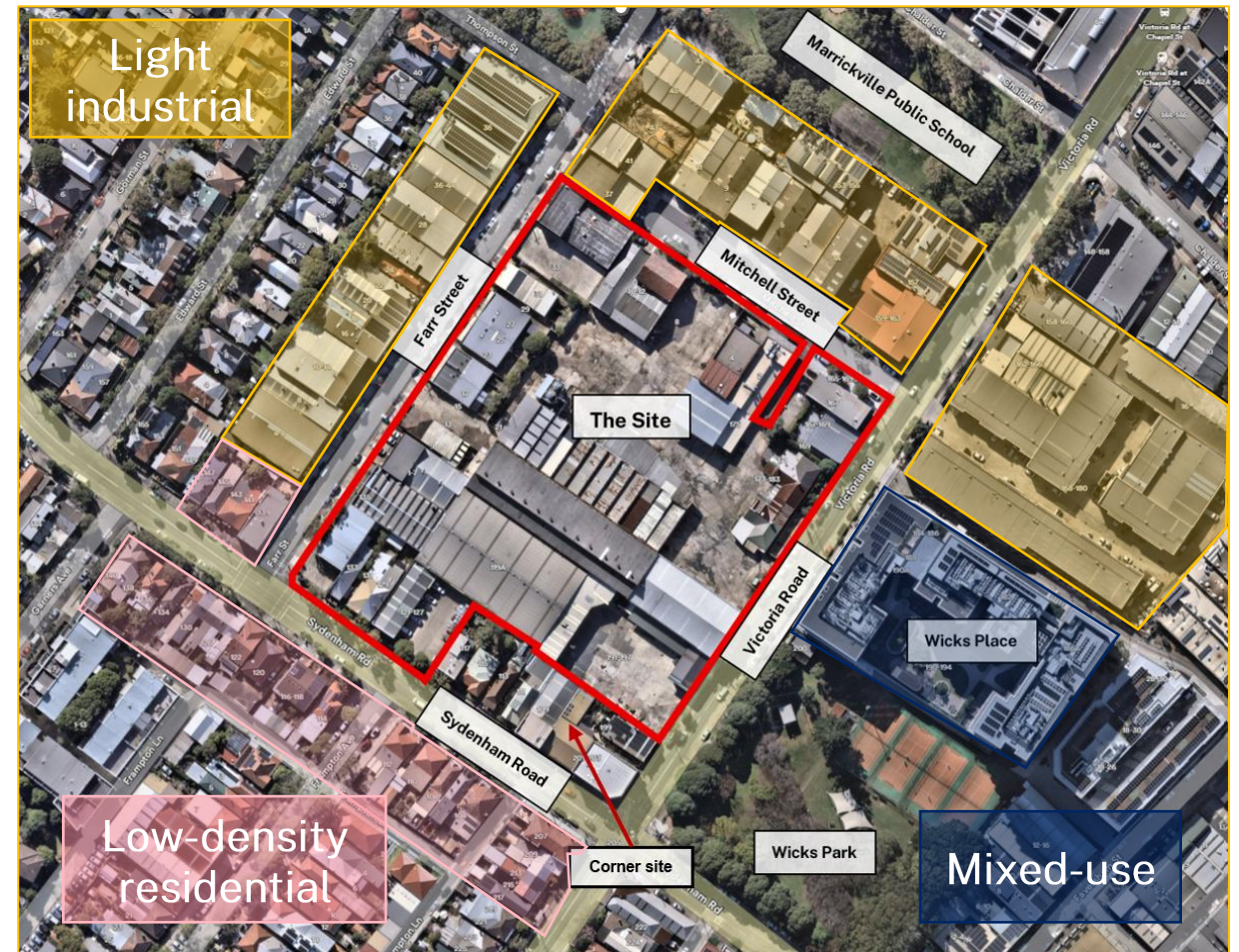
3 December 2025

IPC briefing meeting

NSW GOVERNMENT

Site context

- 39 lots with an area of 22,770m^2

- The site (in red) currently contains a mix of uses, mostly light industrial

- Surrounded by light industrial, low-density residential and mixed-use

Statutory context

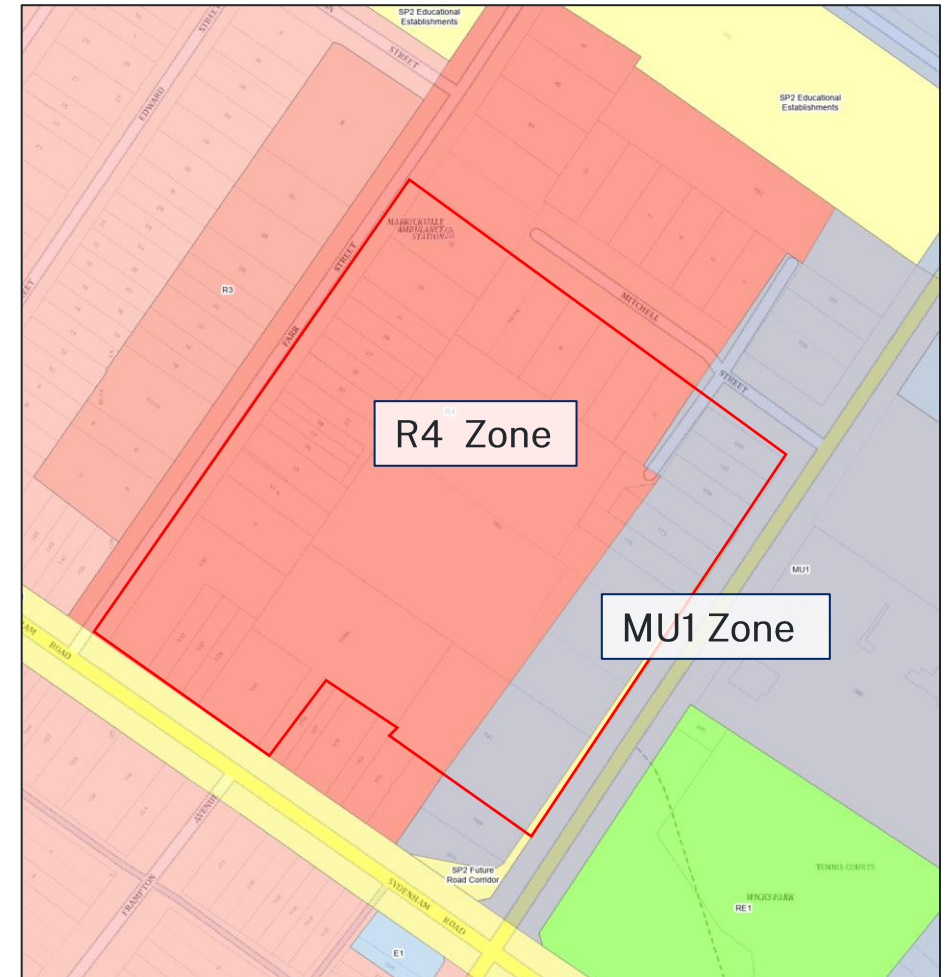**Inner West LEP 2022 (IWLEP)**

<u>Zone</u>:

- MU1 (mixed use) fronting Victoria Road

- R4 high density residential (remainder)

<u>Maximum Height</u>:

- 13.2m-57m (including +20% under Housing SEPP)

- Subject to airspace height limits from 47.6 to 51 AHD

<u>Maximum FSR</u>:

- 3.6:1 site wide (including +20% under Housing SEPP)

Proposal overview

Proposal

- Rental precinct for 1,181 dwelling within seven buildings:

Building	Residential and retail use	Height
A	BTR	7-8 storeys
B	BTR, Co-living, Affordable	9-14 storeys
C	Co-living, retail	8 storeys
D	Co-living, retail	1-8 storeys
E	BTR, Co-living, Affordable	2-14 storeys
F	Co-living, neighbourhood shop	8 storeys
G	BTR	5-7 storeys

- Demolition, basement, ground floor retail, through-site links, landscaping and a public park

- Max FSR: 3.39:1

IPC Referral trigger

- Referral under delegation as more than 50 public objections were received prior to SEPP Amendment.
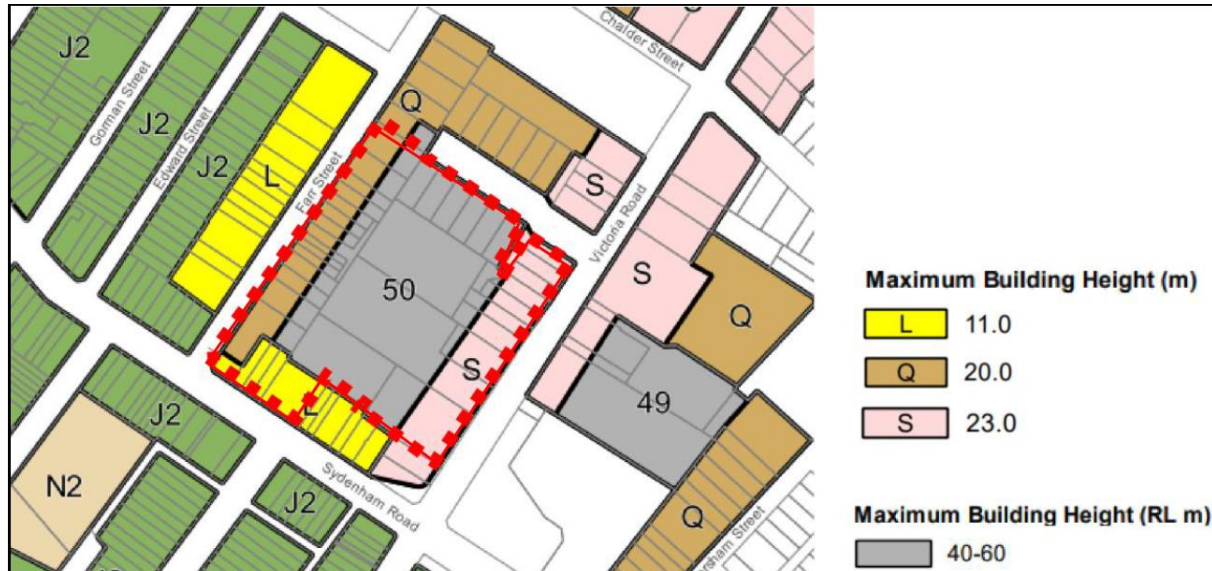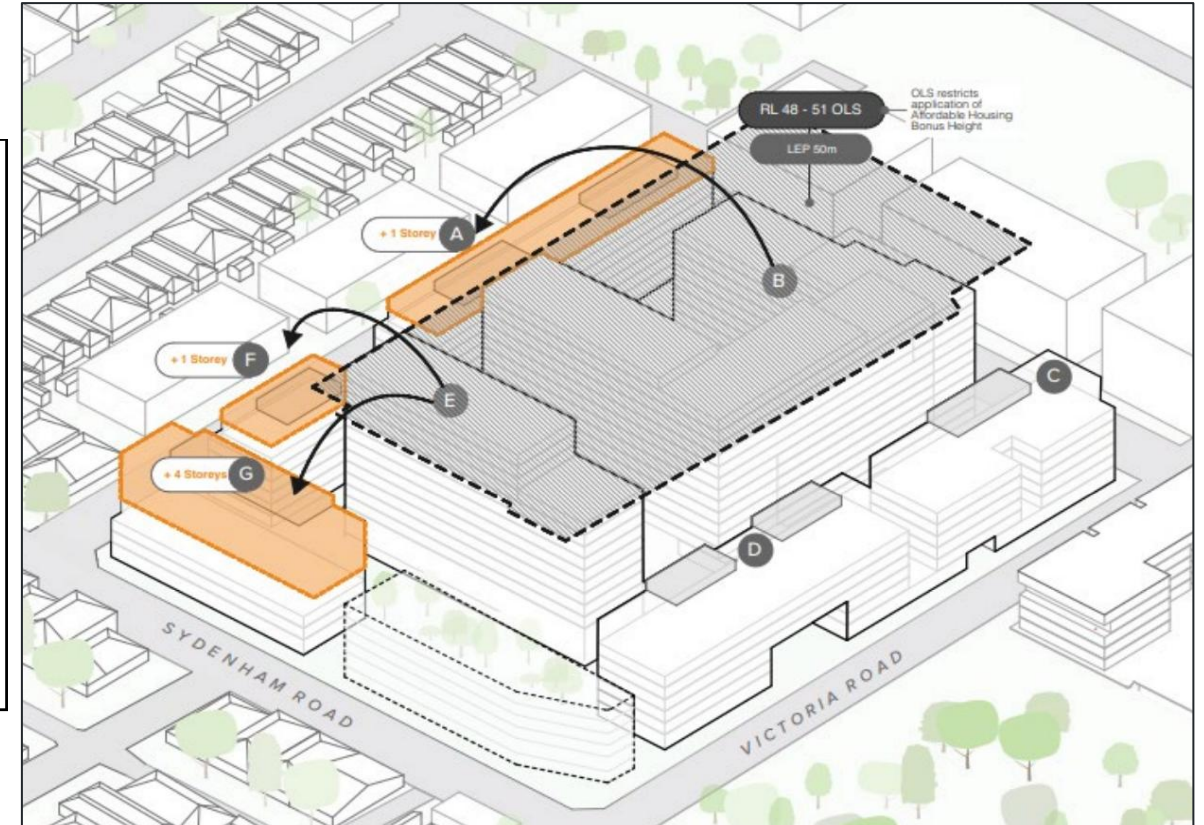
Key and other matters

- Height and density
- Potential site isolation
- Construction impacts
- Traffic and Parking:
  - construction parking
  - operational parking
  - Site access and safety considerations
- Internal building separation
- External building separation
- Overshadowing
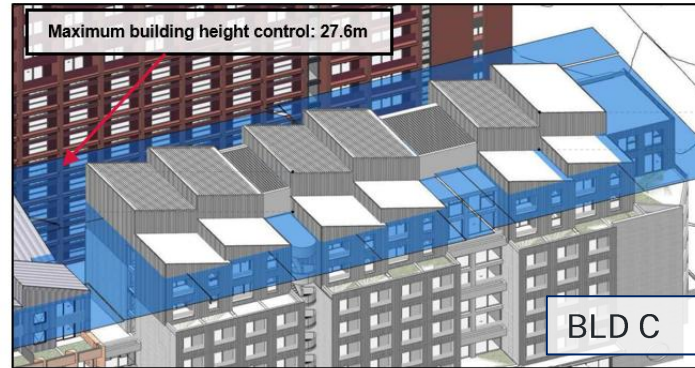
# Key and other matters discussion

Height

Note: *LEP height shown*

Maximum Building Height (m)

L	11.0
Q	20.0
S	23.0

Maximum Building Height (RL m)

	40-60

Height – Victoria Road

Victoria Road

Maximum building height control: 27.6m

BLD D

Maximum building height control: 27.6m

BLD C

Additional setback recommended
(3m ground floor 6m above)

Victoria Road – Existing

Victoria Road – Visualisation

BLD D

BLD C

Building	Storeys	Maximum permissible height	Maximum proposed height	Proposed variation	Portion of building exceeding height limit
C	8	27.6m	33.3m	5.7m (20.7%)	Plant and roof form
D	8	27.6m	31.1m	3.5m (12.7%)	Plant and roof form
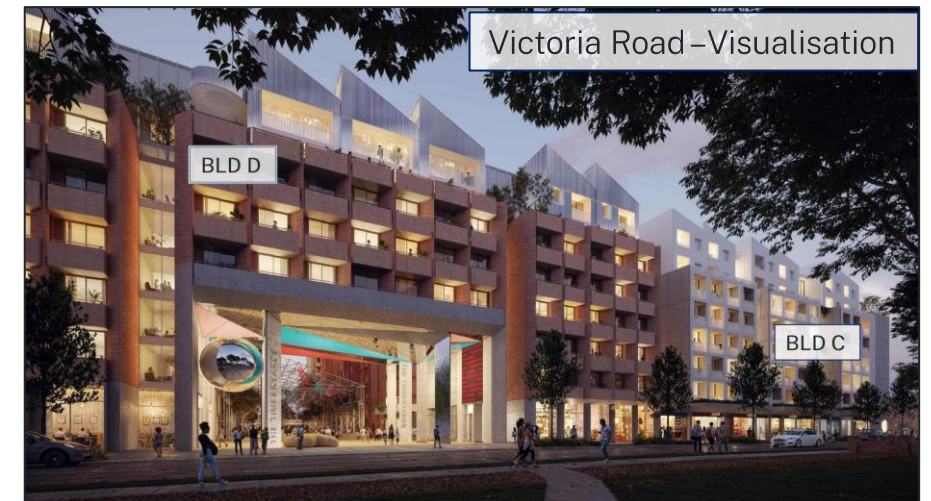
Height – Farr Street
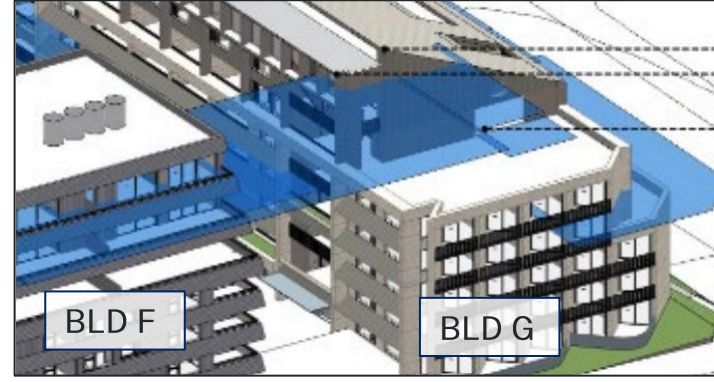
BLD A

BLD F | BLD G

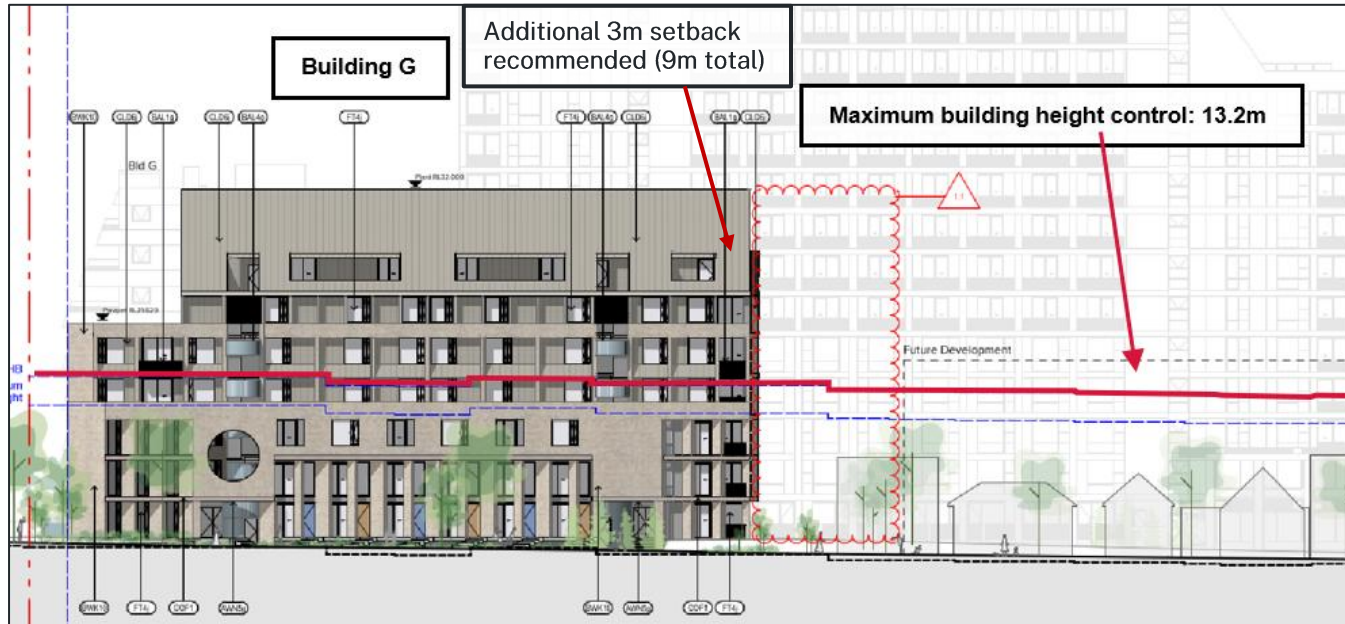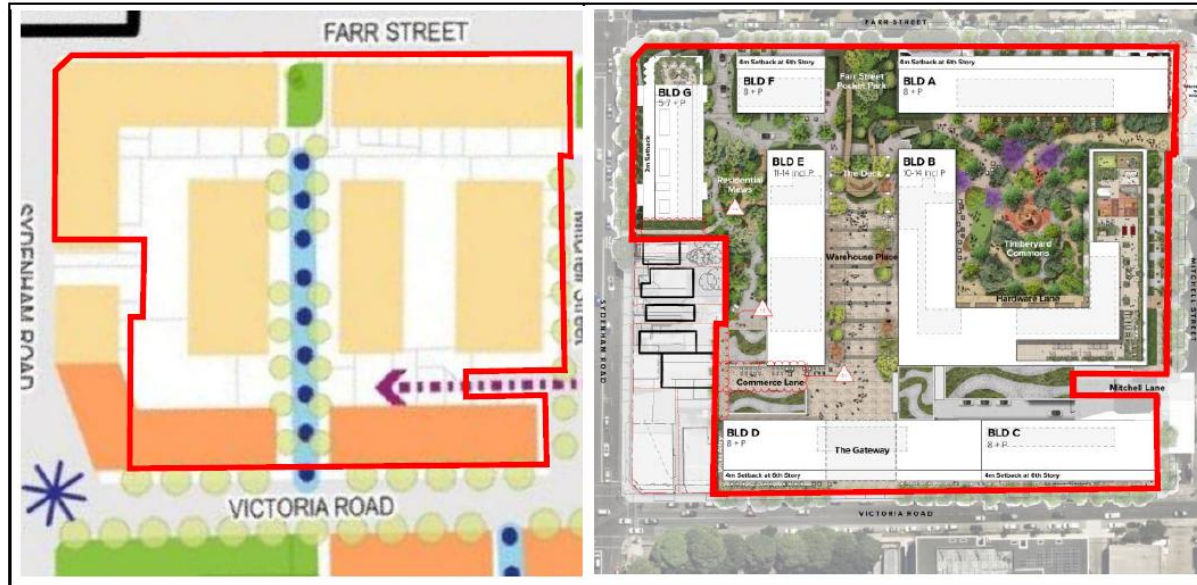Farr Street – Existing

Farr Street – Visualisation

BLD E

BLD F

Building	Storeys	Maximum permissible height	Maximum proposed height	Proposed variation	Portion of building exceeding height limit
A	7-8	24m	31.2m	7.2m (30%)	1 storey and plant
F	8	24m	29.2m	5.2m (21.7%)	1 storey and plant
		13.2m	27.4m	14.2m (107.6%)	4 storeys
G	5-7	13.2m	28.7m	15.5m (117%)	3 storeys and plant
		24m	27.3m	3.3m (13.7%)	1 storey and plant

Height – Sydenham Road

Building G

Additional 3m setback recommended (9m total)

Maximum building height control: 13.2m

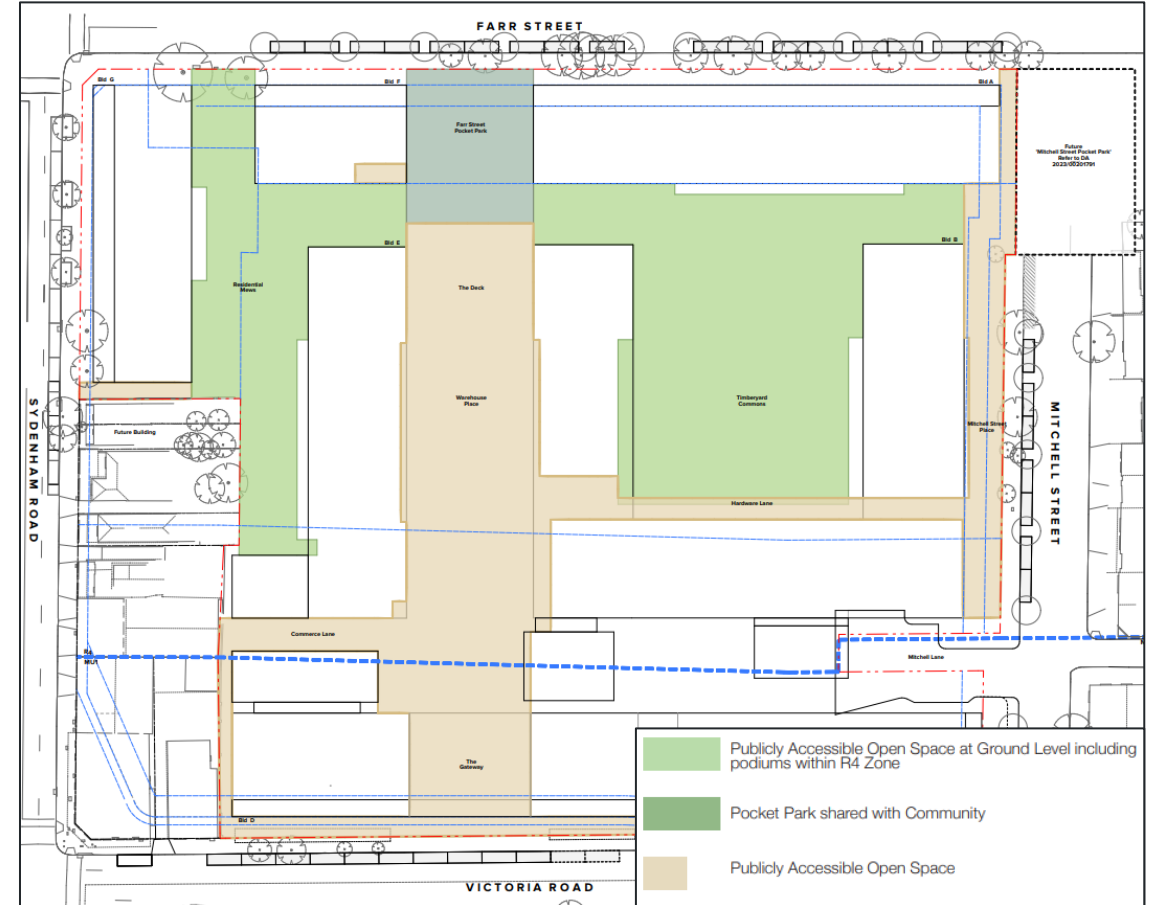| Building	Storeys	Maximum permissible height	Maximum proposed height	Proposed variation	Portion of building exceeding height limit
G	5-7	13.2m	28.7m	15.5m (117%)	3 storeys and plant
		24m	27.3m	3.3m (13.7%)	1 storey and plant

Sydenham Road – Existing

Southern R2 zone

BLD G location

Sydenham Road/Farr Street – Visualisation

BLD A

BLD G

BLD F

Corner site

Density

Maximum FSR (LEP)	Maximum FSR (Housing SEPP)	Proposed FSR
3:1	3.6:1	3.39:1

Legend:
- Publicly Accessible Open Space at Ground Level including podiums within R4 Zone
- Pocket Park shared with Community
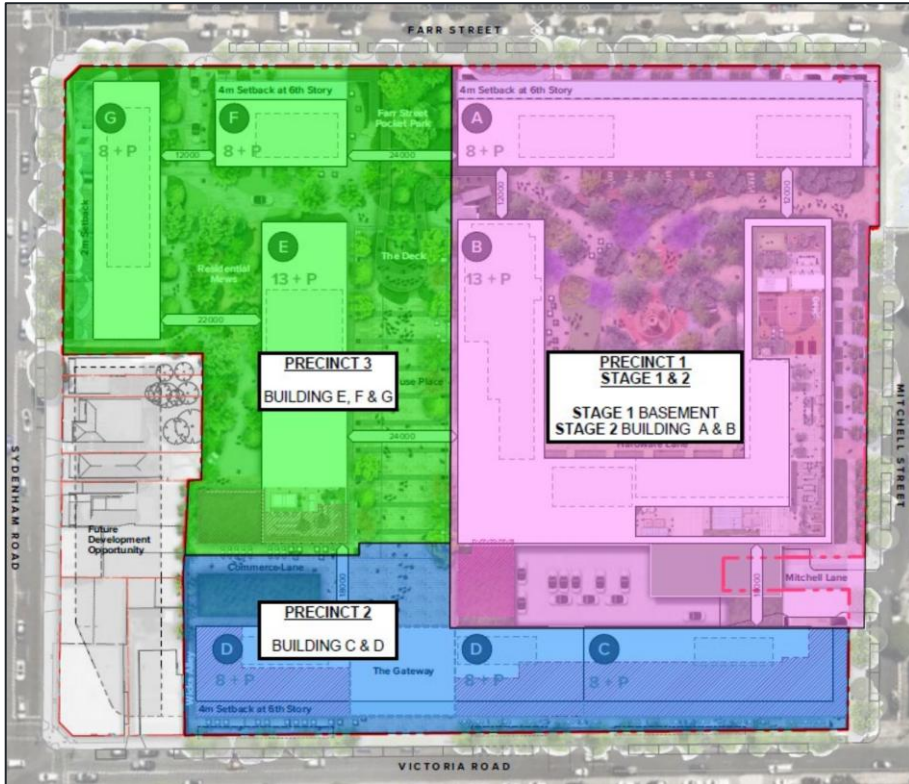- Publicly Accessible Open Space

Potential site Isolation
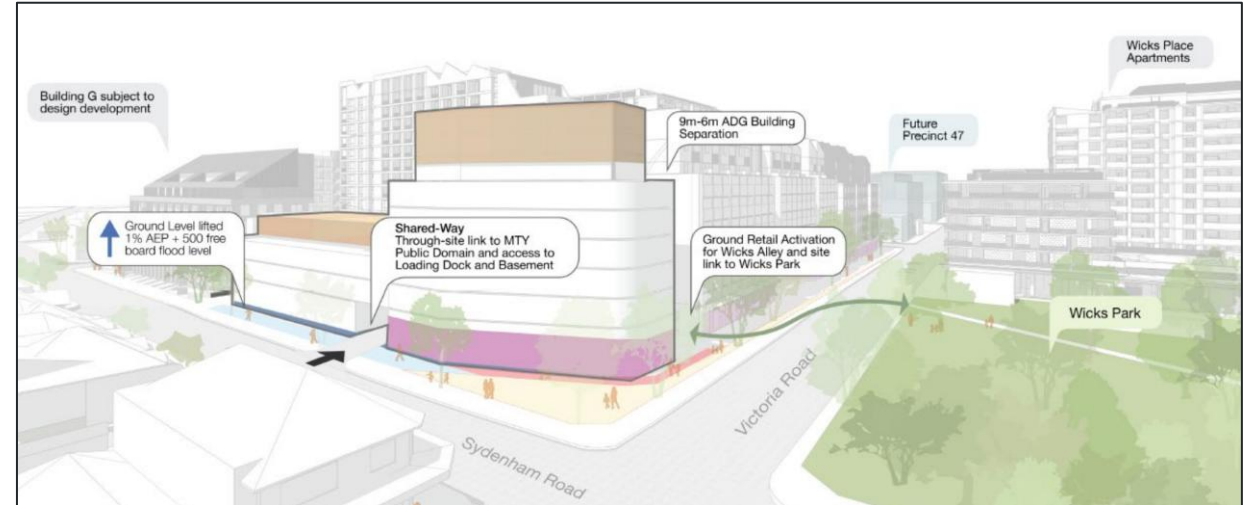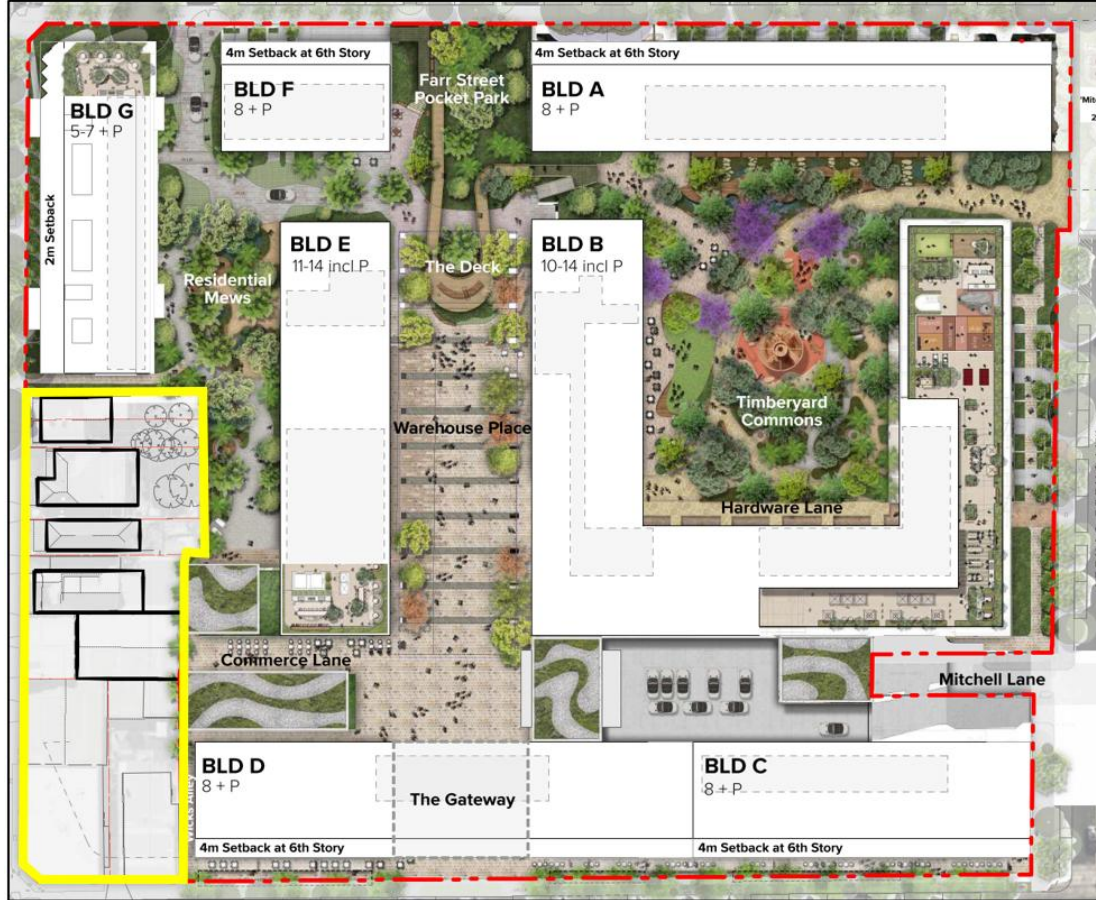
Planning principle for site isolation (Karavellas v Sutherland Shire Council)
- reasonable efforts to achieve amalgamation were undertaken,
- isolated site retains the capacity for orderly and economic development

Construction impacts

THE TIMBERYARDS by RTL Co. DEVELOPMENT STAGING PROGRAMME

Activity Description	2026				2027				2028				2029			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
SSDA Consent	◆															
Early Works		EARLY WORKS														
Precinct 1, Stage 1						BASEMENT										
Precinct 1, Stage 2										››››››		A & B				
Precinct 2							C & D									
Precinct 3							E, F & G									

■ EARLY WORKS ■ BASEMENT ■ BUILDINGS › OVERLAP OF BASEMENT + BUILDING A & B
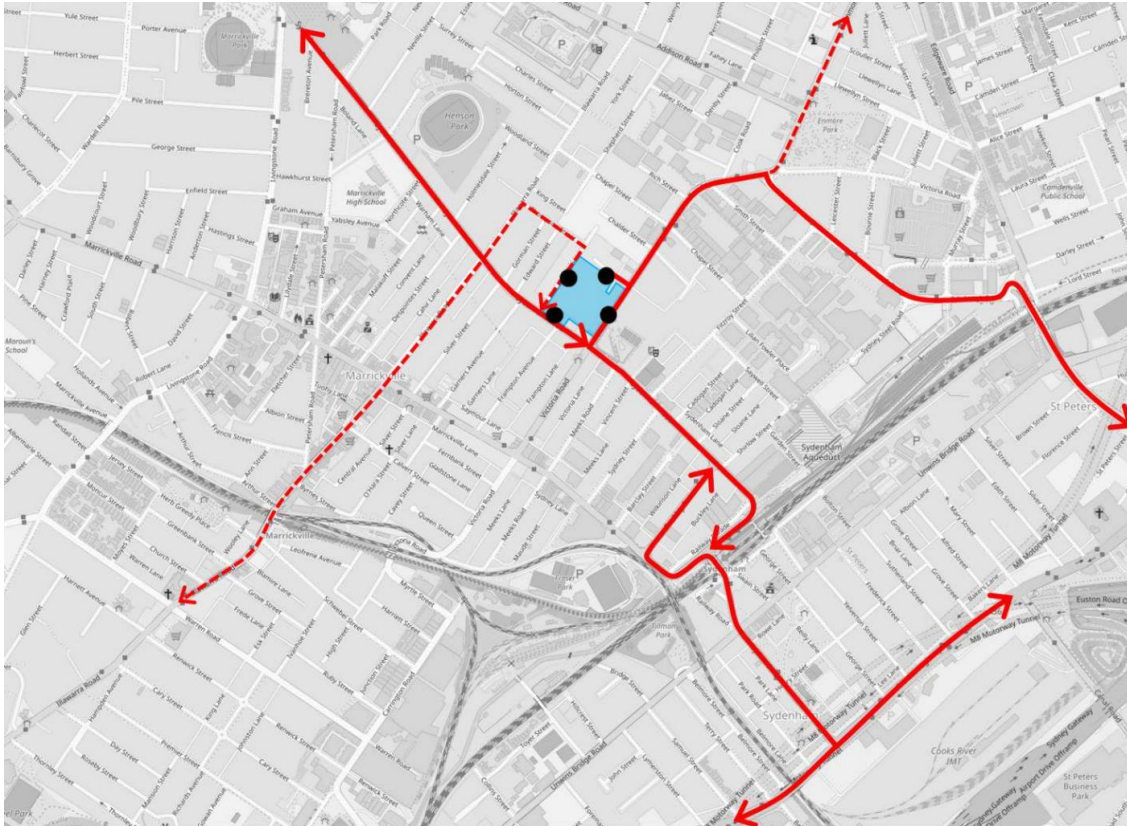
Construction car parking

Figure 31: Estimated Heavy Vehicle Approach and Departure Routes

Construction Traffic and Pedestrian Management Sub-Plan (CTPMP):

- Worker-specific Green Travel Plan to promote sustainable transport

Operational car parking

Car parking:

- 263 total car parking spaces comprising:

    o 238 residential spaces including 22 car share spaces within the basement

    o 7 staff spaces within the basement

    o 18 retail spaces off Mitchell Street

- Development meets the Housing SEPP non-discretionary development standard (0.2 spaces per dwelling for build-to-rent developments)
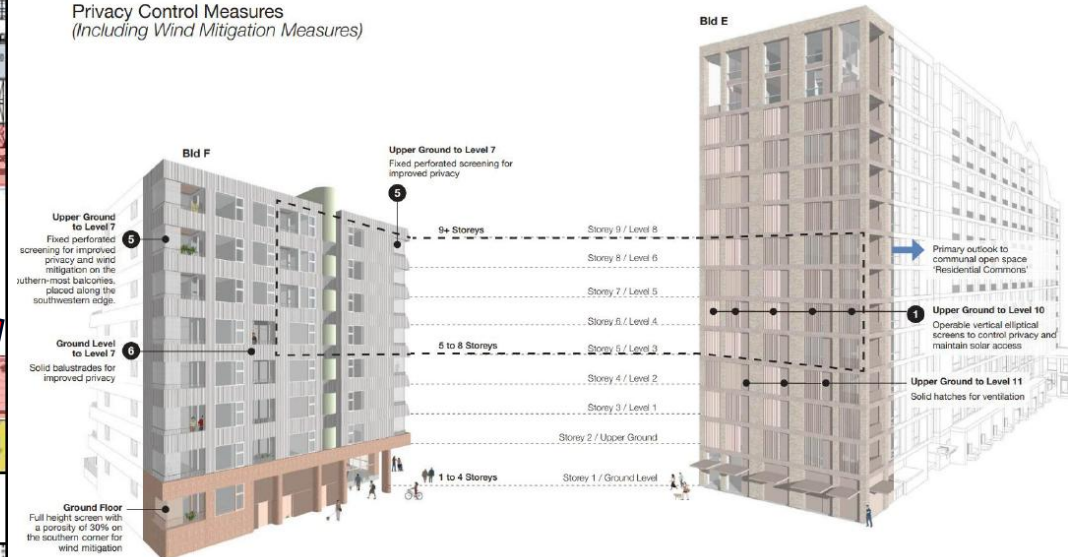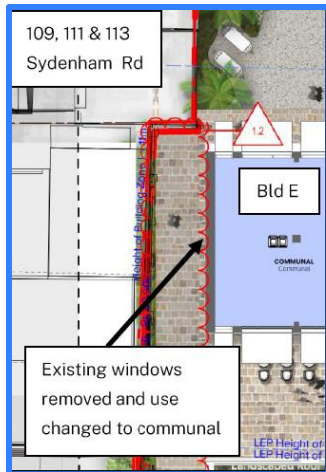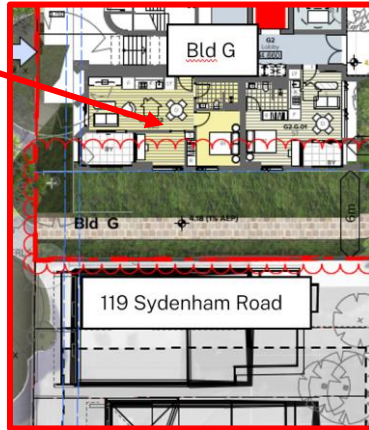
Site access and safety considerations

Pedestrian access
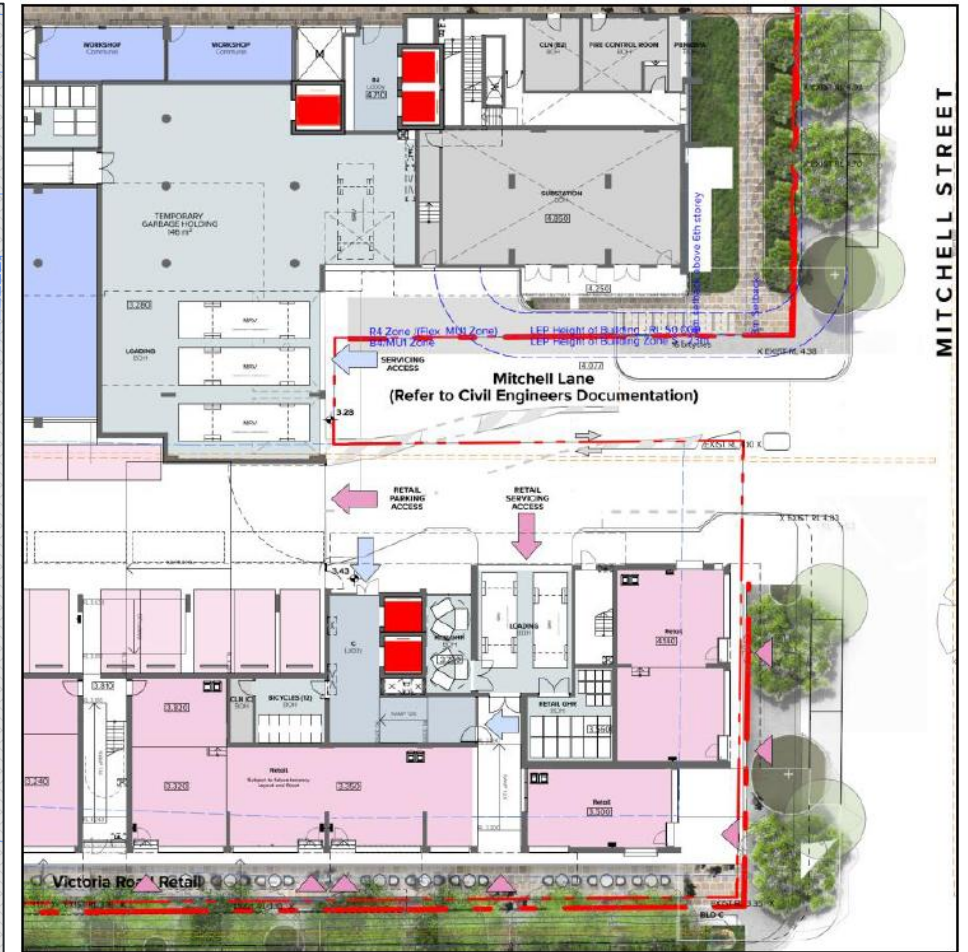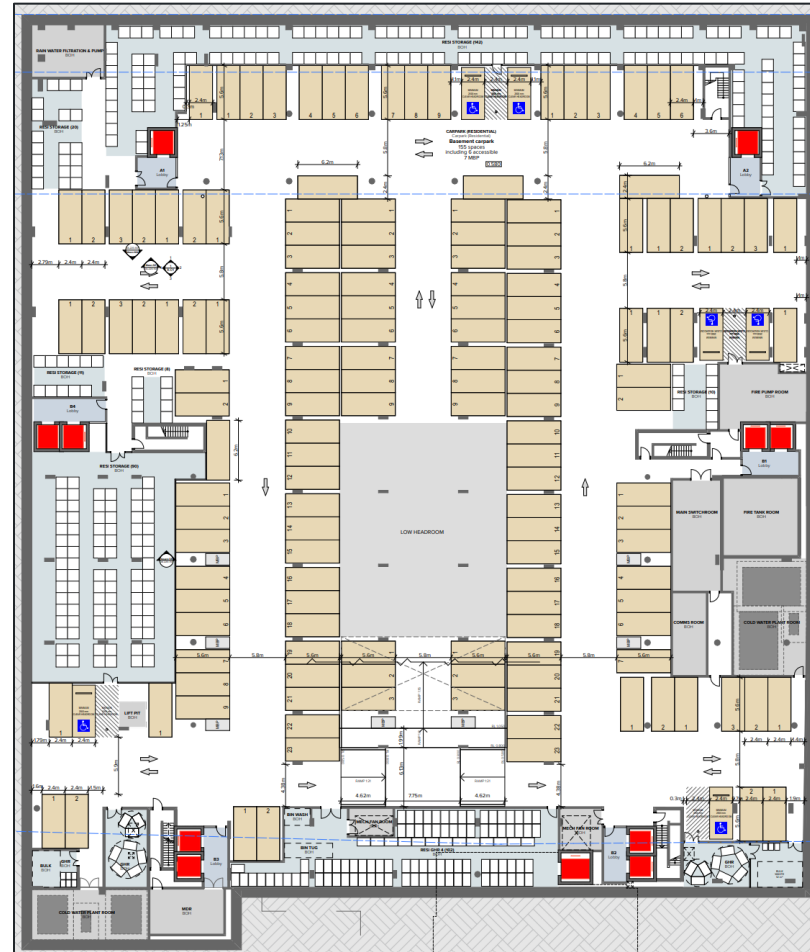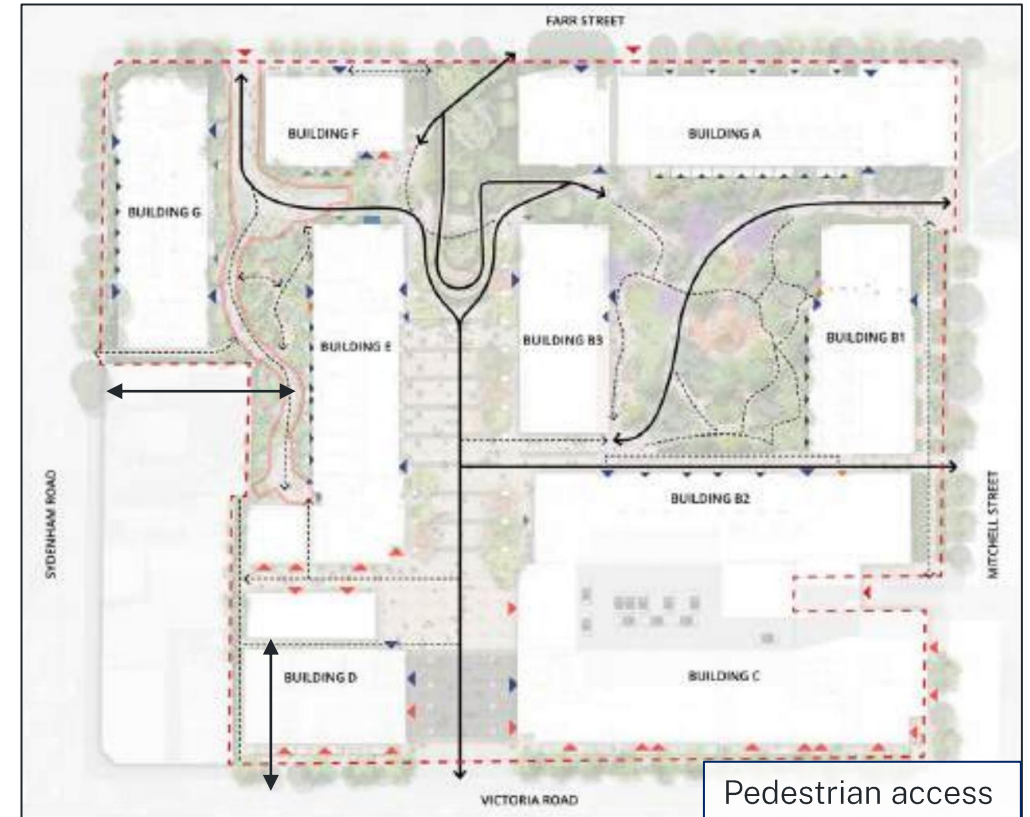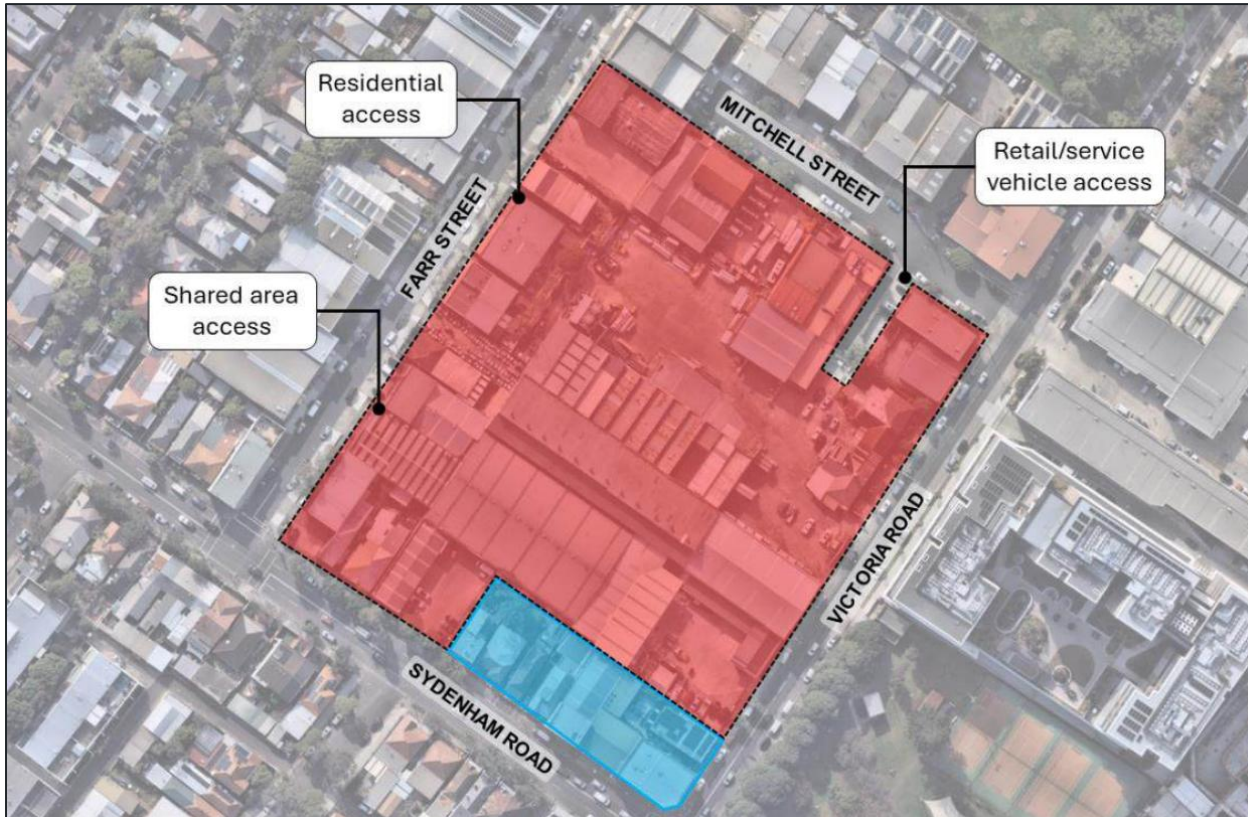
Internal building separation
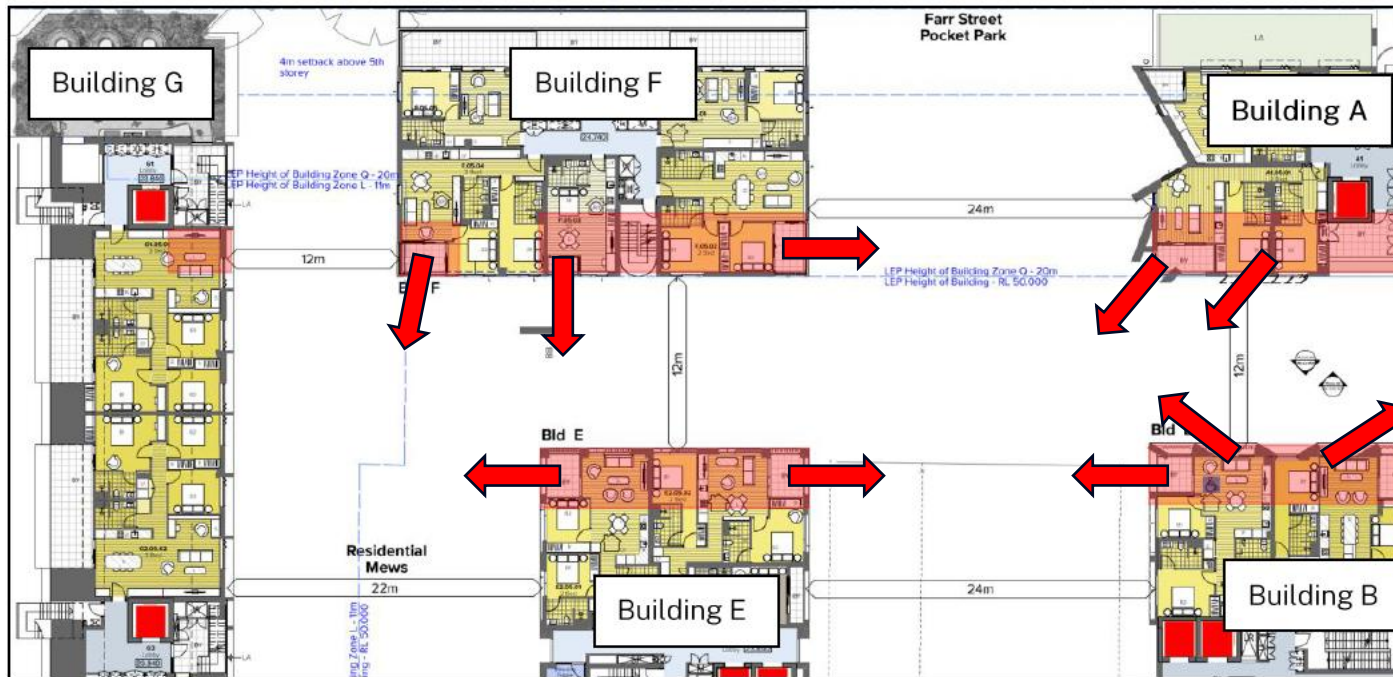
Note: Red arrows show outlook from dwellings

External building separation

Additional 3m upper setback recommended (9m total)

Bld G

119 Sydenham Road

109, 111 & 113 Sydenham Rd

Bld E

Existing windows removed and use changed to communal

199 Victoria Rd

Wicks Alley

Bld D

Additional setback recommended (3m ground floor 6m above)

North

FARR STREET

4m Setback at 6th Story

BLD F
8 + P

Farr Street Pocket Park

4m Setback at 6th Story

BLD A
8 + P

BLD G
5-7 + P

2m Setback

Residential Mews

BLD E
11-14 incl P

The Deck

BLD B
10-14 incl P

Timberyard Commons

Warehouse Place

Hardware Lane

Commerce Lane

Mitchell Lane

BLD D
8 + P

The Gateway

BLD C
8 + P

4m Setback at 6th Story

4m Setback at 6th Story

SYDENHAM ROAD

MITCHELL STREET

VICTORIA ROAD

Bld A
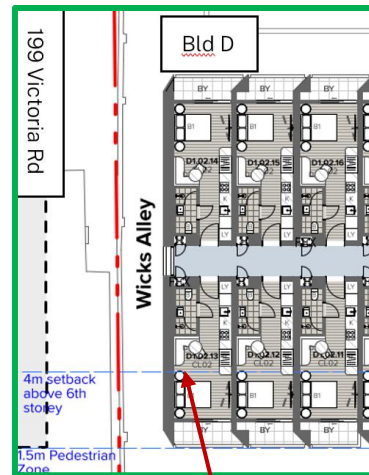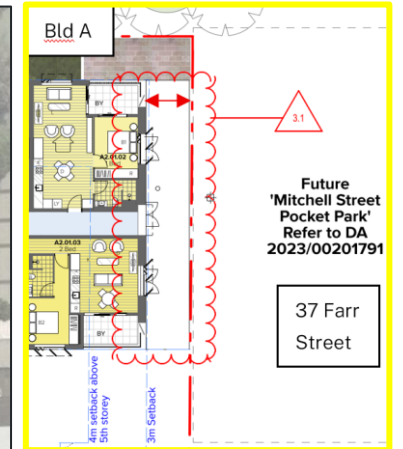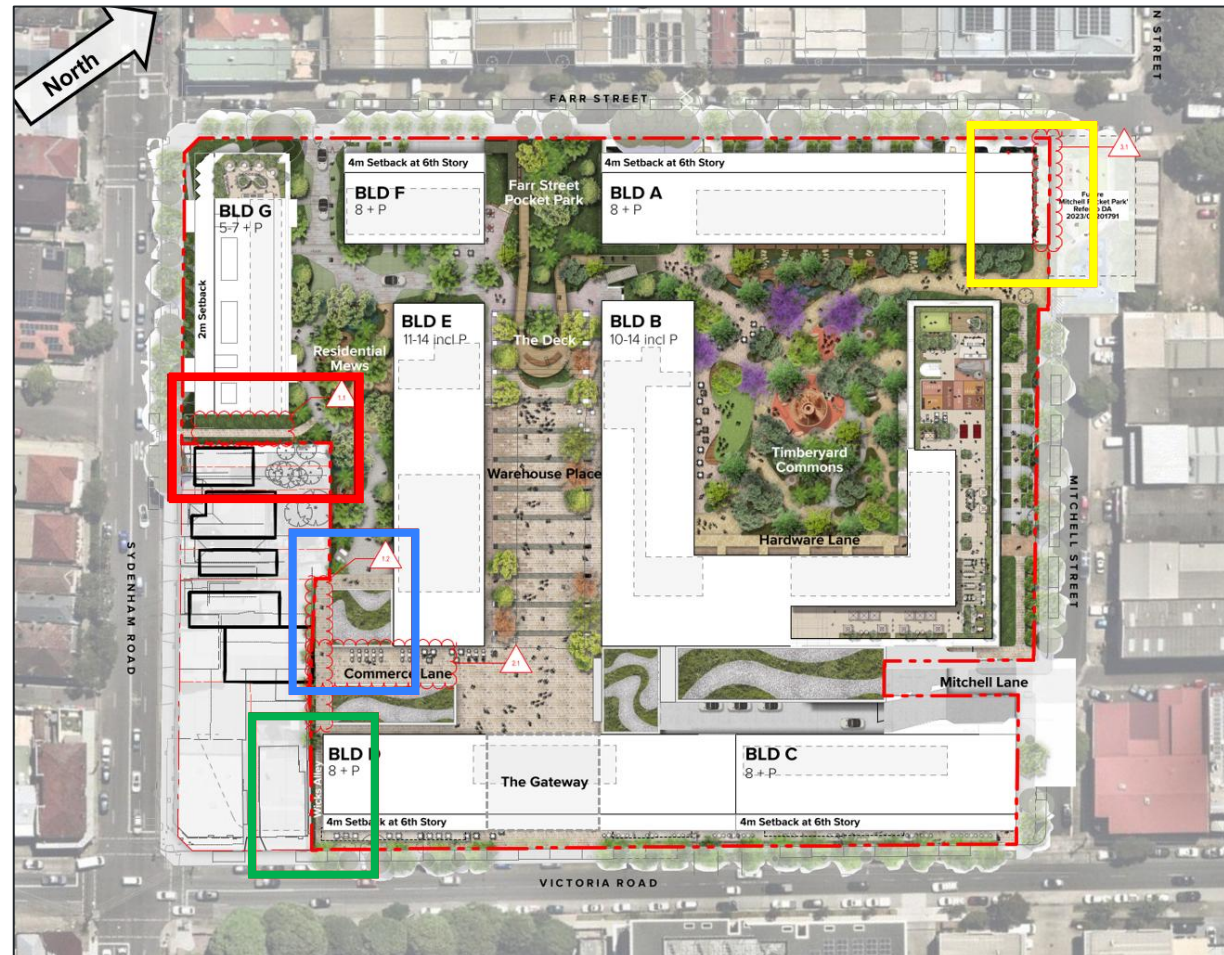
Future 'Mitchell Street Pocket Park' Refer to DA 2023/00201791

37 Farr Street

4m setback above 5th storey

3m Setback

18

Overshadowing

Any other matters

Draft conditions of consent

Height and scale (design amendments)

- Increased upper-level setbacks for Building G (9m).
- Increased setbacks for Building D (3m at ground, 6m above).

Traffic & Parking

- Construction Traffic and Pedestrian Management Plan (CTPMP).
- Worker-specific Green Travel Plan.
- Pedestrian safety signage at Farr Street crossovers.

Flooding & Stormwater

- Minimum floor levels above flood planning levels.
- Emergency Flood Response Plan.

Noise & Construction

- Restricted construction hours and high-noise activity windows.

Construction Noise and Vibration

- Management Plan and acoustic barriers. Affordable Housing
- 10% GFA for affordable housing managed by a registered provider for 15 years.

Public Domain

- Easements for through-site links and pocket park.
- Landscaping and tree protection measures.

Questions?

Traffic

- Intersection upgrades (Victoria and Sydenham Road) originally planned as part of the precinct rezoning in 2017 and enforced as part of a State VPA

- Traffic at intersection has reduced, TfNSW no longer require intersection upgrades.

- The TIA estimates:

  - Up to 80 vehicle trips per hour during weekday peaks for the residential component (1.33 trips per minute)

  - 14 AM peak and 29 PM peak (weekday) vehicle trips per hour, and 48 Saturday midday trips per hour for the retail component (up to 0.8 trips per minute on Saturdays).

- Based upon traffic modelling, it has been assessed that the proposal would not have a significant adverse impact on intersection performance
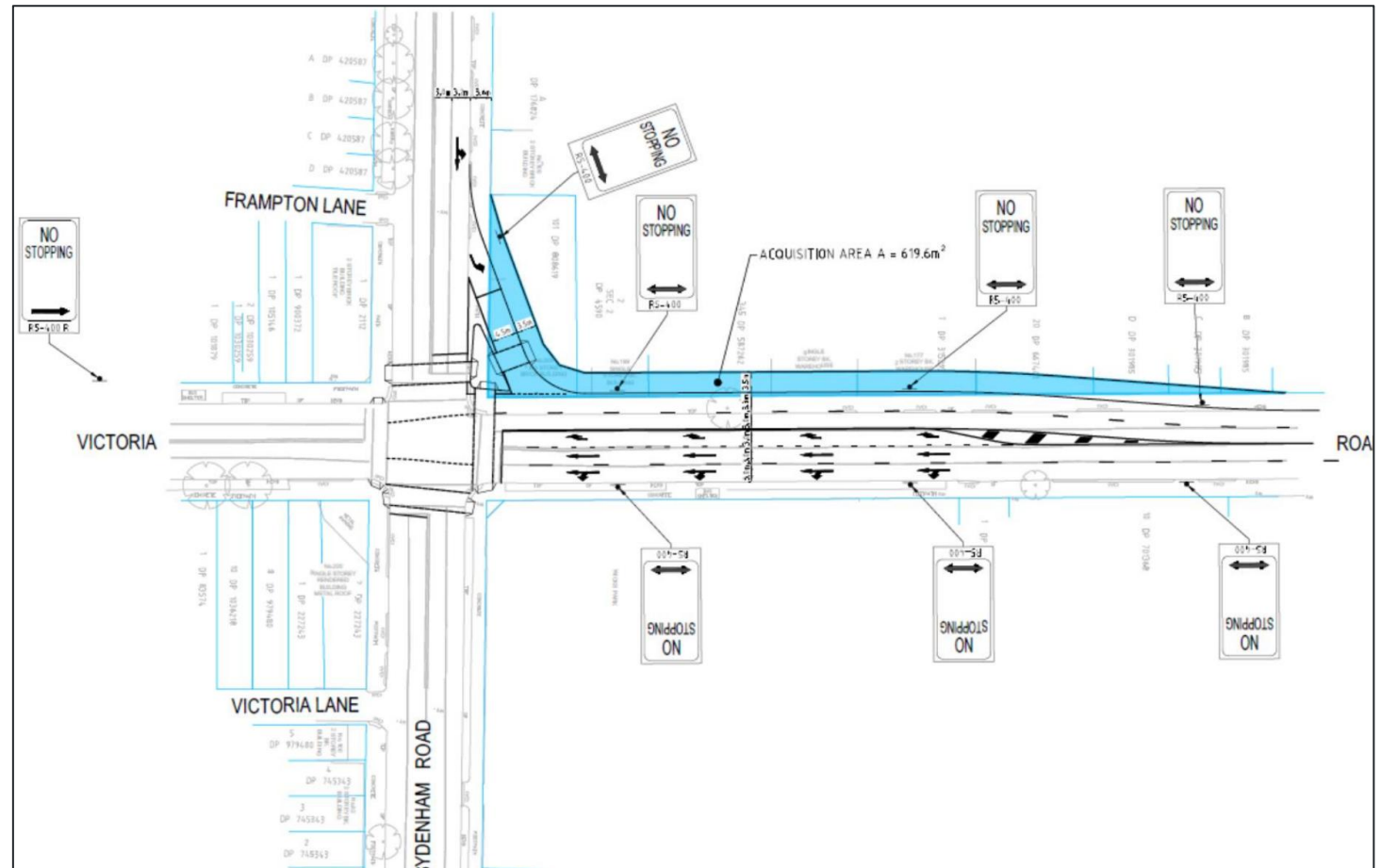
Intersection upgrade required under existing SVPA that is to be replaced with new SVPA