

31 July 2026

TfNSW Reference: SYD24-01760/07

DPHI Reference: SSD-76927247



Ms Kiersten Fishburn
Secretary
Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Stephen Dobbs

**THE TIMBERYARDS BY RTL CO - MOD 1
VICTORIA ROAD, SYDENHAM ROAD, FARR STREET, AND MITCHELL STREET, MARRICKVILLE**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) with an opportunity to comment on the material provided in the proposed modification to the Timberyards State Significant Development (**SSD**) in Marrickville.

TfNSW has reviewed the material provided and does not expect the proposed changes to the approved development to significantly impact the classified road network.

Accordingly, TfNSW advises its previous comments and recommended consent conditions provided in the TfNSW letter dated 2 July 2025 (see **Attachment A**), remain applicable.

For more information, please contact Matthew Houlden, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "R Davis".

Rachel Davis
Senior Land Use Planner
Transport Planning Branch
Planning, Integration and Passenger

Transport for NSW

2 July 2025

TfNSW Reference: SYD24-01760/04

DPHI Reference: SSD-76927247



Ms Kiersten Fishburn
Secretary
Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Stephen Dobbs

**RESPONSE TO SUBMISSIONS - THE TIMBERYARDS BY RTL CO.
VICTORIA ROAD, SYDENHAM ROAD, FARR STREET, AND MITCHELL STREET, MARRICKVILLE**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (TfNSW) with an opportunity to comment on the material provided in the response to submissions (RtS) for the proposed Timberyards State Significant Development (SSD) in Marrickville.

TfNSW has reviewed the RtS and provides comments in **TAB A** for the consideration of the Department of Planning, Housing, and Infrastructure (DPHI) in the determination of the application. TfNSW highlights that the proposed signalised pedestrian crossing on Victoria Road is not currently supported as it does not meet the minimum distance requirement from the adjoining signalised intersection and does not meet the minimum warrants for traffic signals. .

Subject to the removal of the proposed signalised pedestrian crossing and approval of the proposed development by DPHI, TfNSW would provide concurrence under Section 138 of the Roads Act 1993 for the proposed removal of vehicular crossings and associated civil works on Sydenham Road and Victoria Road, subject to the recommended conditions in **TAB B**.

For more information, please contact Matthew Houlden, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

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

Rachel Davis
Senior Land Use Planner - Eastern
Transport Planning
Planning, Integration and Passenger

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OFFICIAL

W transport.nsw.gov.au

TAB A – TfNSW comments

TfNSW provides the following comments for DPHI's consideration in the determination of the proposed SSD:

1. Signalised pedestrian crossing

- a) The location of the proposed pedestrian crossing is identified as approximately 110m north of the existing signals at Sydenham Road / Victoria Road and is to the north of the proposed main pedestrian access portal on Victoria Road. TfNSW does not support the proposed signal location as it does not comply with Traffic Signal Design – Section 2 Warrants v1.4 which requires a minimum 130m distance from existing signals (and 30m from any side streets). Installing an additional set of traffic lights is expected to be a safety risk as there is a potential for motorists travelling southbound on Victoria Road to fail to stop at the signals due to concentrating on the display of the second signal at Sydenham Road (called the 'see through effect').
- b) TfNSW notes that the midblock crossing may not formally meet the warrants detailed in the Traffic Signal Design – Section 2 Warrants v1.4. Although the Applicant notes that, *"it will provide broader benefits for not only the proposed development but also surrounding developments (existing and planned), the local community and further encourages better activation and through site links – all priorities as defined in Council's Precinct 47 planning"*, the warrants and location requirements are required to be met for TfNSW to provide approval to the proposed signalised midblock crossing, required under Section 87 of the Roads Act 1993.

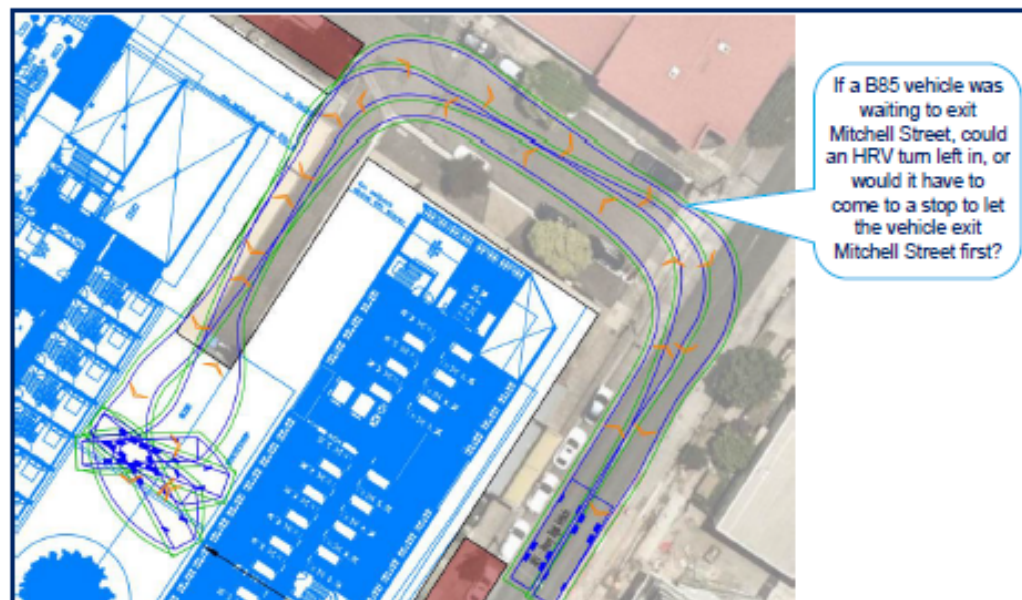
2. Walkability

- a) The development relies on future residents and visitors having access to nearby public transport options. Council and DPHI should be satisfied that walkability to and from nearby public transport options is satisfactory for the needs of future residents and visitors to the proposed development in light of the proposed signalised midblock crossing not being provided.

3. Swept path assessment

- a) A 12.5m long Heavy Rigid Vehicle (HRV) appears to require the use of the majority of the width of Mitchell Street to access the site, such that another vehicle would not be able to wait to turn out of Mitchell Street while the HRV turns left into Mitchell Street. In consultation with Council, DPHI may wish to consider whether there is a need to include a condition of consent requiring the installation of 'No Stopping' signage for an appropriate length on Mitchell Street, adjacent to the intersection with Victoria Road, to provide space for access by HRVs.

Figure 1: Swept Path Excerpt for 12.5m HRV



4. Section 2.120 of State Environmental Planning Policy (Transport and Infrastructure) 2021

- a) The provisions of Section 2.120 (Impact of road noise or vibration on non-road development) of State Environmental Planning Policy (Transport and Infrastructure) 2021 apply to the submitted application as the annual average daily traffic volume along this section of Sydenham Road and Victoria Road is more than 20,000 vehicles.

As such, the developer will need to demonstrate to the satisfaction of the determining authority that the application can comply with provisions contained in Section 2.120 of State Environmental Planning Policy (Transport and Infrastructure) 2021 specifically in relation to measures to ensure the required noise levels as detailed in Subclause 3 are not exceeded when the building is ready to be occupied.

TAB B – Recommended Conditions of Consent

- a) A Loading Dock Management Plan for the entire site shall be prepared to the satisfaction of DPPI to document and implement management measures to ensure that vehicles can enter and leave in a forward direction and store wholly on-site prior to having to stop, at all times.
- b) A Construction Pedestrian and Traffic Management Plan (CPTMP) that includes, but is not limited to, details on construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control shall be submitted to TfNSW at development.ctmp.cjp@transport.nsw.gov.au for review and endorsement, prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is earlier.
- c) The redundant driveways on Sydenham Road and Victoria Road shall be removed and replaced with kerb and gutter. The design and construction of any kerb and gutter and associated works on Sydenham Road shall be in accordance with TfNSW requirements. The design and construction of any kerb and gutter and associated works on Victoria Road shall be in accordance with Council's requirements and relevant standards and guidelines. Detailed design plans for works on Sydenham Road are to be submitted to TfNSW for approval prior to the issue of a Construction Certificate and commencement of any road works. Please send all documentation to development.sydney@transport.nsw.gov.au. A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW.
- d) Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system on Sydenham Road are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to development.sydney@transport.nsw.gov.au.

A plan checking fee will be payable, and a performance bond may be required before TfNSW approval is issued.

- e) Any public utility adjustment/relocation works on Sydenham Road will require detailed civil design plans for road opening/underboring to be submitted to TfNSW for review and acceptance prior to the issue of a Construction Certificate and the commencement of any works. The developer must also obtain any necessary approvals from the various public utility authorities and/or their agents. Please send all documentation to development.sydney@transport.nsw.gov.au. A plan checking fee will be payable, and a performance bond may be required before TfNSW approval is issued.
- f) The developer is required to enter into a Works Authorisation Deed (WAD) with TfNSW, or other suitable arrangement as agreed to by TfNSW, for the works required by Conditions c), d) and e) that impact Sydenham Road.
- g) A Road Occupancy Licence (ROL) shall be obtained from the Transport Management Centre for any works that may impact on traffic flows on the classified road network during construction activities. An ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.