

Attachment G

Clause 4.6 Variation Request Employee Parking

Written request to vary Clause 107(2)(i) of Housing SEPP

Address: 47-49 Redfern Street, Redfern

Site and Proposed Development

1. Describe the site:

The site is located at the corner of Redfern Street and Elizabeth Street in Redfern. It is currently occupied by a four-storey residential care facility known as Annie Green Court, which provides accommodation and care for seniors at risk of homelessness.

2. Describe the proposed development:

The proposed development involves alterations and additions to the existing facility, including the addition of six single bedrooms with ensuites, resulting in a total of 78 residents. The alterations primarily involve enclosing existing louvered balconies and introducing minor internal modifications.

Planning Instrument, Development Standard, and Proposed Variation

3. Environmental planning instrument to be varied:

State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

4. Site zoning:

The site is zoned R1 – General Residential under the Sydney Local Environmental Plan 2012.

5. Identify the development standard to be varied:

Clause 107(2)(i) of the Housing SEPP requires at least 1 parking space for every 2 employees who are on duty at the same time.

6. Type of development standard:

Numeric.

7. What is the numeric value of the development standard in the environmental planning instrument?

For the largest shift of 32 staff on duty at the same time, the development requires 16 parking spaces for employees.

8. What is the difference between the existing and proposed numeric values? What is the percentage variation?

The development currently does not allocate parking spaces specifically for employees.

Justification for the proposed variation

10. How is compliance with the development standard unreasonable or unnecessary in the circumstances of this particular case?

Compliance is unreasonable in this instance for the following reasons:

1. The facility is located in Redfern, an inner-city area with excellent access to public transport. Most employees utilise public transport for their commute, significantly reducing the demand for on-site parking spaces.
2. The facility has been operational for over a decade without dedicated employee parking and without causing traffic or parking issues in the area. Employee parking has never been a significant concern, as evidenced by the successful operation of the facility under current conditions.
3. Requiring additional parking spaces would necessitate a reduction in other critical functions or landscaped areas, undermining the facility's ability to meet its primary purpose.

11. Are there sufficient environmental planning grounds to justify contravening the development standard?

Yes, there are sufficient grounds:

1. The development aligns with the Housing SEPP objective to provide accommodation and care for seniors. Given the reliance on public transport by employees, strict compliance with the parking requirement is unnecessary and does not contribute to the facility's effectiveness.
2. Employee parking demand is low due to the availability of public transport, and there is no evidence to suggest that the lack of allocated parking spaces has negatively impacted the surrounding area.
3. The variation allows the site to maximise its utility for providing senior care, rather than allocating space to parking that is unlikely to be fully utilised.

12. Is there any other relevant information relating to justifying a variation of the development standard?

The facility has been operating successfully under its existing parking configuration, demonstrating that the lack of allocated employee parking spaces does not affect its functionality or the amenity of the surrounding area.

While the largest shift involves 32 employees, this is limited to a short period (3-4 hours) in the morning. Other shifts are much smaller, further reducing the practical demand for on-site parking.

The proposal supports sustainable urban development principles by encouraging the use of public transport and reducing dependency on private vehicles.

There are 9 on-site parking spaces provided as part of the development. These spaces are not formally allocated to employees, visitors, or other specific users. Instead, their use is informally managed based on availability at any given time. This arrangement has been in place throughout the facility's operational history and has proven to be effective in meeting the needs of staff and visitors without generating parking pressures. Given the high reliance on public transport by employees, the flexible and informal nature of parking allocation is appropriate for this site and aligns with the urban context of Redfern, where on-site parking demands are lower than in suburban locations.



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