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Residential Standards Discussion Paper

Thank you for the chance to comment on the Residential Standards Discussion Paper.

Much of our comment echoes our submission to the recent review of the State Planning Policies around bicycle parking.

Reform is needed

Our planning laws often prioritise private car travel over active transport like riding and walking, which is out of step with national and international best practice.

While the majority of people travel by private car, it could be argued that is the case because our planning system makes it the easiest way to get around. If we had separated cycling facilities and secure bike parking at all destinations, then bike riding would be more prevalent.

We'd like to see more balance in the planning system to encourage cycling and walking for transport, especially for short trips, but also to link growth areas with urban centres, especially as electric bicycles mean more people are able to ride further than on conventional bicycles.

Parking in multi-unit blocks

Too often developers assume a bicycle is a recreational toy rather than essential transport tool and so apartments are not built with bicycles in mind.

Apartment owners need to have accommodation for bicycles that they use for everyday transport that meet the following criteria:

- Parking must be situated in an area only accessible to residents, preferably via an extra level of security such as swipe card that accesses a cage or lockers.
- Parking must be close to the entrance of a garage or building at street level and undercover.



- Bicycles should not have to be wheeled through the building or through apartments in recognition that they could be wet and oily.
- Parking should be fixed to the ground in recognition of the rise in use of heavier e-bikes and longer cargo e-bikes, and that women and older people are less likely to want to lift bikes.
- Electricity points should be available to charge e-bikes and e-scooters.
- Apartment buildings should provide an area where bikes can be cleaned and maintained close to the bike parking.
- Entrance ramps/driveways to bike parking should be built flush with the road surface.
- Parking spaces should be wide and long enough to accommodate cargo bikes and trikes.
- Visitor parking to be provided close to the entrance where bikes can be clearly seen by people coming and going from the block, within CCTV coverage and well lit.

Ideally there should be at least one bike space per dwelling, especially when the buildings are located in inner city areas where bicycle and scooter transport would be the quickest and easiest mode for short trips. But spaces could also be calculated based on the number of bedrooms.

Other states

Other states in Australia generally require minimum bike parking in apartment buildings, or at least in apartment buildings in central business/activity zones.

Western Australia State Planning Policy 7.3: Residential Design Codes, Volume 2 Apartments, 24 May 2019, provides for: 1 bike space per two apartments for residents and 1 space per 10 apartments for visitors.

The City of Vincent in Western Australia follows the Austroads three-tier classification for bike parking to differentiate between security levels needed.

And Development WA, the state planning agency that sets standards for major development proposals, is the most generous we could find when it comes to apartments and bike parking. In the guidelines it set for the redevelopment of the Perth Girls School, for example, it recommended 2 parks per apartment as well as end-of-trip facilities for at least 10 bike parks:

| Use | Requirement |
|------------------------|---|
| Bicycle Parking | Bicycle parking is provided at a minimum rate of: <ol style="list-style-type: none"> 2 bicycle spaces per dwelling, may be added to residential storeroom or in a shared bike parking area. 1 bay per 10 dwellings or 200m² NLA for visitors, located adjacent to the main public entrance of a building. 1 bay per 100m² of net leasable area (rounded up) for staff of non-residential uses. |
| End-of-Trip Facilities | A minimum of 2 lockers is to be provided for every non-residential bicycle bay A minimum of two female and two male showers, located in separate changing rooms, for the first 10 non-residential bicycle bays. Additional showers to be provided at a rate of one male and one female shower for every 20 bicycle bays thereafter. At least one unisex toilet to be provided for every 10 showers or part thereof. |

Table 7: Bicycle Parking Requirements and End-of-Trip Facilities

The City of Sydney requires 1 bike space per dwelling under Section 3 of the General Provisions of the Sydney Development Control Plan 2012. The same section also recommends visitor and employee bike parking numbers for different land uses and the three security classes for bike parking as in the Austroads report on bicycle parking.

The Victorian Planning Provisions require bicycle parking for employees or residents to be provided in a bicycle locker or at a rail in a lockable compound, while visitor bicycle parking is to be a rail. Bicycle parking compounds should be fully enclosed, lockable and if outside provide weather protection, with bike parking supplied at 1 space per 5 dwellings and visitor parking on top of that.

Response to Case Studies

- Victorian Sustainable Subdivision Framework

We support the recommendation of continuous pedestrian and cycling networks – our submissions to the review of the Tasmanian Planning Policies and State Planning Provisions called for cycling pathways to be included on all new roads.

- NSW Apartment Design Guide

This design guide includes recommendations that “secure undercover bicycle parking should be provided that is easily accessible from both the public domain and common areas” and “conveniently located charging stations are provided for electric vehicles”. This is a good start but we’d expect more detail in the Tasmanian version, including the number of bicycle parking spaces to be provided and other elements of good design we’ve outlined earlier in the submission.

- Development WA

As discussed earlier in our submission, this has the capability of delivering good planning requirements for bike parking in urban areas but changes according to the project.



- Future Homes Victoria

We support the provision of one bike space per apartment plus parking for visitors but these must be designed for transport use and be secure. This means not having to carry bikes up stairs to store on balconies, not having to hang bikes as that is not suitable for heavier e-bikes, and only having access from internal areas, not directly off the street. The plans for these homes are not clear when it comes to bike parking and several images show bikes hanging or stored on balconies or within apartments, which is not suitable if the bike is wet or too heavy to lift.

- City of Victoria Missing Middle Housing

This provides the best direction for bicycle parking of all the case studies. Not only are minimum numbers defined – two parking spots per unit – it outlines the need for electric charging, adequate space for oversized bikes like cargo bikes and three-wheelers and a bicycle maintenance facility. It also states the parking should be enclosed and preferably part of the building design.