



Submission to
New South Wales Department of Planning and Infrastructure

State Environmental Planning Policy No 65
Improving apartment design and affordability

Introduction

The proposed changes to State Environmental Planning Policy (SEPP) 65 and the Residential Flat Design Code are designed to further improve apartment design and affordability, however these objectives will not be met unless full and proper consideration is given to the inclusion of bicycle parking in the Code.

Travel data indicates that a growing number of apartment residents are taking advantage of walking or cycling to their destination in New South Wales. And the lack of secure bicycle parking for residents is known to act as a barrier to riding

Bicycle parking must be planned from the design phase because it is difficult and costly to retro-fit after building occupancy.

SEPP 65 and the Residential Flat Design Code must include minimum bike parking requirements so that appropriate level of bicycle parking is designed into every development and redevelopment from the outset.

Proposals

Bicycle Network supports the reduction in car parking close to public transport. As stated on page 70 of the Apartment Design Guide 'reduced requirements promote a reduction in car dependency and encourage walking, cycling and use of public transport'.

Therefore, minimum requirements for bicycle parking must increase when a reduction of car parking has occurred.

1. Proposed changes to the Residential Flat Design Code (the Apartment Design Guide).

Section 3J Bicycle and car parking

The third paragraph of page 70 states 'Provision of parking for alternative forms of transport such as car share vehicles, motorcycles and bicycles should also be considered'. Such a provision could permit the construction of apartments with no bicycle parking, defeating the purpose Policy No 65 and should not be included. Appropriate wording would be 'The provision of bicycle parking is always required and provision alternative forms of transport such as car share vehicles motorcycles should be considered'.

Table 2 Car parking requirements for development close to public transport.

The table states a 'Minimum requirement' for car parking for development close to public transport. A maximum requirement should be adopted in SEPP65 so that developments which are close to public transport cannot exceed a desired amount.

3J-2 Parking and facilities are provided for other modes of transport

The following points should be included to 3J-2 Parking and facilities are provided for other modes of transport:

4. Bicycle parking is at a minimum rate of one per apartment for secure residential parking. Where there is a reduction in car parking requirements due to proximity to public transport, bicycle parking increases to a minimum rate of two per apartment.
5. Bicycle parking is at a minimum rate of one per ten apartments for visitor parking.

6. The design and layout of bicycle facilities must comply with Australian Standard AS 2890.3 Parking facilities Part 3: Bicycle parking facilities.

(Note: Australian Standard AS 2890.3, Bicycle Parking Facilities is currently under review. Parking facilities such as the one shown in figure 3J.3 are considered non-conforming with the existing standard and may not meet requirements of the revised edition.)

2. Proposed additional changes to SEPP 65

Associated changes to SEPP65 need to include:

Part 4 Application of design principles

30 Standards that cannot be used as ground to refuse development consent or modification of development consent

(1) A consent authority must not refuse consent to a development application for the carrying out of residential flat development (or refuse an application for the modification of development consent) on any of the following grounds:

d) Bicycle parking: if the proposed bicycle parking for the building is equal to, or greater than, the recommended minimum amount of bicycle parking set out in Part 3 of the Apartment Design Guide.