



ACT
Government

Environment, Planning and
Sustainable Development

End-of-Trip Facilities General Code

This page is intentionally blank.

Contents

Introduction	1
Table 1: Development required to comply with this code	1
Relevant development codes and general codes.....	4
PART A – Provision of end-of-trip facilities	5
Element 1: End-of-trip facilities provision	5
1.1 Bicycle parking facilities for long-stay users	5
1.2 Bicycle parking facilities for short-stay users	5
1.3 Bicycle parking facilities subject to individual assessment	5
Table 2: Development with set rate end-of-trip facilities provisions	6
Table 3: Development subject to individual assessment for end-of-trip facilities.....	6
Table 4: Provision rates for end-of-trip facilities - all areas	7
PART B – DESIGN REQUIREMENTS OF END-OF-TRIP FACILITIES.....	9
Element 2: Access and location	9
2.1 Bicycle parking spaces	9
2.2 Access.....	9
2.3 Location.....	10
Element 3: Signage	
3.1 Wayfinding signage.....	11
Element 4: Bicycle parking devices	12
4.1 Bicycle parking facilities design	12
4.2 Bicycle parking devices.....	12
Element 5: Shower and change facilities.....	13
5.1 Shower and change facilities	13
5.2 Personal storage facilities	14

This page is intentionally blank.

Introduction

Name

The name of this code is **End-of-Trip Facilities General Code**.

Application

This code applies to all new developments, major alterations and/or extensions to existing buildings (if the work affects more than 50% of the floor area of the whole of an existing building), or changes of use that require approval of a Development Application (DA) by the planning and land authority.

Table 1 identifies the developments that are required to comply with this code.

Table 1: Development required to comply with this code

Airport	Drive-in cinema	Outdoor recreation facility
Animal care facility	Educational establishment	Personal service
Aquatic recreation facility	Emergency services facility	Place of assembly
Boarding house	Farm tourism	Place of worship
Bulk landscape supplies	Freight transport facility	Produce market
Bulky goods retailing	Funeral parlour	Public transport facility
Caravan park/camping ground	Group or organised camp	Railway use
Cemetery	Health facility	Religious associated use
Child care centre	Hospital	Residential care accommodation
Civic administration	Indoor entertainment facility	Restaurant
Club	Indoor recreation facility	Scientific research establishment
COMMERCIAL ACCOMMODATION USE	Industry	SHOP
Community activity centre	Light industry	Student accommodation
Community theatre	Mental health facility	Supermarket
Corrections facility	Minor use	<i>Supportive housing</i>
Craft workshop	Mobile home park	Take-away food shop
Cultural facility	<i>Multi-unit housing</i>	Tourist facility
Department store	Municipal depot	Veterinary hospital
Drink establishment	NON-RETAIL COMMERCIAL USE	Warehouse
		Vehicle sales

This code does not apply to single residential development. This code does also not apply to end-of-trip facilities provided on public land which are the responsibility of the ACT Government. Some guidance on these facilities is provided in the Municipal Infrastructure Standards Part 5 - Active Travel.

The developments listed in table 3 do not have a set rate specified for the number of end-of-trip facilities required, and as such should be provided to the satisfaction of the planning and land authority.

National Capital Plan

Where a development is subject to special requirements under the National Capital Plan (NCP), or any relevant development control plan prepared under the NCP, the development must not be

inconsistent with the special requirements or development control plan. Where any provision of this is inconsistent with special requirements under the NCP, or any relevant development control plan prepared under the NCP, that provision has no effect.

Purpose

The purpose of the code is to make sure that adequate facilities are provided for bicycle riders and other active travel, sporting and recreational user groups at either end of a trip (either origin or destination). These facilities include bicycle parking, showers, change rooms and lockable personal storage devices (lockers).

End of trip facilities are to be provided for non-residential development and the non-residential component of mixed use development in all zones in accordance with the tables in the code.

This code will be used by the planning and land authority to assess all new development proposals, major alterations and/or extensions to existing buildings, or changes of use that require a DA.

Structure

This code has an introduction, a reference to other relevant codes and the following parts:

Part A – Provision of end-of-trip facilities stipulates the standard requirement for the number of end-of-trip facilities based on the type, size and location of a development, and a corresponding criterion which provides the qualitative controls for the development.

Part B – Design requirements of end-of-trip facilities provides the general requirements to be met for end-of-trip facilities design, including the type of bicycle parking device, their placement, access and other considerations.

Each part contains one or more elements. Each element has one or more rules and, unless the rule is mandatory, an associated criterion. Rules provide quantitative, or definitive, controls. In contrast, criteria are chiefly qualitative in nature.

In some instances rules are mandatory. Such rules are accompanied by the words “This is a mandatory requirement. There is no applicable criterion.” Non-compliance with a mandatory rule will result in the refusal of the DA. Conversely, the words “There is no applicable rule” is found where a criterion only is applicable.

Assessment tracks

Assessment tracks for particular developments are specified in the relevant zone development table.

Proposals in the **code track** must comply with all rules relevant to the development.

Proposals in the **merit track** and **impact track** must comply with a rule or its associated criterion, unless the rule is mandatory (i.e. it has no related criterion). Where a rule is fully met, no reference to the related criterion needs to be made. Where there is a departure from a rule, or where a criterion only applies, the onus is on the applicant to demonstrate that the relevant criterion is satisfied, through supporting drawings and/or written documentation. In addition, the applicant for proposals in the impact track must justify any non-compliance by reference to the Statement of Strategic Directions.

Code hierarchy

Where more than one type of code applies to a development, the order of precedence when there is inconsistency of provisions between codes is precinct code, development code, and general code, as defined by the *Planning and Development Act 2007*.

Definitions

Defined terms and references to legislation and other documents are italicised.

Definitions of terms used in this code are listed in part 13 of the Territory Plan or, for terms applicable only to this code, listed below and associated with the respective rule.

Active travel means physical activity undertaken as a means of transport and not purely as a form of recreation. Active travel can include walking, cycling and scooting – as well as skating, skateboarding, and the use of mobility aids. Active travel also includes using any of these forms as incidental activity associated with the use of public transport.

At-grade means the same level as the surrounds. This will commonly be street-level, however should be considered in the context of the surrounding bicycle riding network for more complex sites.

AS1158.3.1 means the Australian Standard for Pedestrian Area (Category P) Lighting, as amended from time to time.

AS2890.3 means the Australian Standard for Parking Facilities Part 3: Bicycle Parking Facilities, as amended from time to time.

Bicycle parking device means a product constructed of high security material designed to provide stability to a bicycle parked in or against the device. For example, bicycle rails or hanging racks.

Bicycle parking spacing envelope means the design space of a standard bicycle, which allows for locking and parking movements as defined by AS2890.3

Long-stay user means a category of user generally defined by the time spent at the end-of-trip (either origin or destination) where the duration of the stay is typically half a day or more. Long-stay users generally include employees, residents, and students.

Major alterations and/or extensions to existing buildings means works to an existing building that affects more than 50% of the floor area of the whole of the existing building.

Mode share means the percentage of people using a particular ‘mode’ (or category) of transport.

Mode shift means the change in the mode share of a demographic within a given area.

Multi-tier bicycle parking means a multi-tier bicycle parking racking system in accordance with AS2890.3.

Net lettable area (NLA) means the sum of a building’s lettable floor area measured from the interior faces of the exterior walls, excluding the areas for stairs, fire stairs, accessways, lift shafts, toilets, recessed doorways, cupboards, fire hose reel cupboards, smoke lobbies (must be compliant with relevant Acts and Regulations), escalators, plant/motor rooms, telecommunications cupboards, kitchen and other service areas, and lift lobbies and areas dedicated to public spaces and the like.

Primary access means the most logical route between the entry/exit points at arrival to/from the building with a bicycle.

Short-stay user means a category of user generally defined by the time spent at the end-of-trip (either origin or destination) where the duration of the stay is typically a few hours or less. Short-stay users generally include shoppers, meeting attendees or residential visitors.

Wheeling ramp and/or bicycle channel means a device that makes stairs accessible to bicycle riders.

Acronyms

AS	Australian Standard	NCP	National Capital Plan
DA	Development Application	NLA	Net Lettable Area
GFA	Gross Floor Area		

Relevant development codes and general codes

Development codes that may be relevant to the End-of-Trip Facilities General Code are:

- Residential Zones Development Code
- Multi Unit Housing Development Code
- Commercial Zones Development Code
- Industrial Zones Development Code
- Community Facility Zone Development Code
- Parks and Recreation Zone Development Code
- Transport and Services Zone Development Code
- Non-Urban Zones Development Code

In addition to the **development codes** specified above, **general codes** may be relevant. The following general codes, in particular, may be relevant to the End-of-Trip Facilities General Code:

- Parking and Access General Code
- Crime Prevention through Environmental Design General Code

Development must comply with all relevant codes (including precinct codes and other general codes not listed above), subject to the code hierarchy outlined in the introduction to this code. General codes are found in part 11 of the Territory Plan.

Part A – Provision of end-of-trip facilities

Element 1: End-of-trip facilities provision

Rules	Criteria
1.1 Bicycle parking facilities for long-stay users	
<p>R1</p> <p>Development listed in table 2 provides on-site secure bicycle parking spaces for long-stay users in accordance with the relevant rates shown in table 4.</p> <p>Net lettable area is calculated in one of the following ways:</p> <p>a) in accordance with the NLA definition</p> <p>b) 85% of a building's gross floor area.</p> <p>Note: Wall-mounted bicycle parking devices located above the bonnet of car parking spaces must not be counted toward the provision of bicycle parking required to meet this rule.</p>	<p>C1</p> <p>The required amount of on-site bicycle parking spaces for long-stay users may be varied, to the satisfaction of the planning and land authority and the government entity responsible for bicycle parking facilities, after consideration of a proposal to construct secure off-site end-of-trip facilities at a nearby location.</p>
1.2 Bicycle parking facilities for short-stay users	
<p>R2</p> <p>Development listed in table 2 provides publicly accessible bicycle parking spaces for short-stay users in accordance with the relevant rates shown in table 4.</p> <p>Net lettable area is calculated in one of the following ways:</p> <p>a) in accordance with the NLA definition</p> <p>b) 85% of a building's gross floor area.</p> <p>Note: Wall-mounted bicycle parking devices located above the bonnet of car parking spaces must not be counted toward the provision of bicycle parking required to meet this rule.</p>	<p>C2</p> <p>For development listed in table 2, short-stay bicycle parking must be provided to meet the anticipated demand of users, to the satisfaction of the planning authority and the government entity responsible for bicycle parking facilities.</p>
1.3 Bicycle parking facilities subject to individual assessment	
<p>There is no applicable rule.</p>	<p>C3</p> <p>For development listed in table 3, long-stay and short-stay bicycle parking must be provided to meet the anticipated demand of users, to the satisfaction of the planning authority and the government entity responsible for bicycle parking facilities.</p>

Table 2: Development with set rate end-of-trip facilities provisions

Aquatic recreation facility	Emergency services facility	Produce market
Bulky goods retailing	Health facility	Public transport facility
Caravan park/camping ground	Hospital	Religious associated use
Child care centre	Indoor entertainment facility	Residential care accommodation
Civic administration	Indoor recreation facility	Restaurant
Club	Industry	Scientific research establishment
COMMERCIAL ACCOMMODATION USE	Light industry	SHOP
Community activity centre	Mobile home park	Student accommodation
Community theatre	<i>Multi-unit housing</i>	Supermarket
Corrections facility	Municipal depot	<i>Supportive housing</i>
Cultural facility	NON-RETAIL COMMERCIAL USE	Take-away food shop
Department store	Personal service	Tourist facility
Drink establishment	Place of assembly	Veterinary hospital
Educational establishment	Place of worship	Warehouse

Table 3: Development subject to individual assessment for end-of-trip facilities

Airport	Drive-in cinema	Minor use
Animal care facility	Farm tourism	Outdoor recreation facility
Boarding house	Freight transport facility	Railway use
Bulk landscape supplies	Funeral parlour	Vehicle sales
Cemetery	Group or organised camp	
Craft workshop	Mental health facility	

Table 4: Provision rates for end-of-trip facilities - all areas

Land use	Standard rates for end-of-trip facilities	
	Long-stay users (residents, employees, students)	Short-stay users (customers, patrons, visitors)
Aquatic recreation facility	1 space per 3000m ² NLA	1 space per 150m ² NLA
Bulky goods retailing	1 space per 1750m ² NLA	1 space per 1000m ² NLA
Caravan park/camping ground	1 space per 5 ha	5 spaces per ha
Child care centre	1 space per 600m ² NLA	1 space per 65m ² NLA
Civic administration	1 space per 200m ² NLA	1 space per 400m ² NLA
Club	1 space per 150m ² NLA	1 space per 150m ² NLA
COMMERCIAL ACCOMMODATION USE	1 space per 250m ² NLA	1 space per 250m ² NLA
Community activity centre	1 space per 1500 seats or 1 space per 1500m ² NLA	1 space per 15 seats or 1 space per 15m ² NLA
Community theatre	1 space per 1500 seats or 1 space per 1500m ² NLA	1 space per 15m ² NLA
Corrections facility	1 space per 15 staff	Individual assessment
Cultural facility	1 space per 1200m ² NLA	1 space per 60m ² NLA
Department store	1 space per 1500m ² NLA	1 space per 200m ² NLA
Drink establishment	1 space per 150m ² NLA	1 space per 150m ² NLA
Educational establishment	1 space per 10 staff plus 2 spaces per 10 students	1 space per 100 students
Emergency services facility	1 space per 1000m ² NLA	None
Health facility	1 space per 4 practitioners or 1 space per 1500m ² NLA	1 space per 2 practitioners or 1 space per 75m ² NLA
Hospital	1 space per 3 beds or 1 space per 150m ² NLA	1 space per 15 beds or 1 space per 900m ² NLA
Indoor entertainment facility	1 space per 3000m ² NLA	1 space per 150m ² NLA
Indoor recreation facility	1 space per 3000m ² NLA	1 space per 150m ² NLA
Industry	1 space per 800m ² NLA	1 space per 2,000m ² NLA or part thereof
Light industry	1 space per 800m ² NLA	1 space per 2,000m ² NLA or part thereof
Mobile home park	1 space per 5 ha	5 spaces per ha
<i>Multi-unit housing, including Attached house</i>	1 space per one or two bedroom dwelling, 2 spaces per three or more bedroom dwelling with a car parking space AND 1 space per bedroom for dwellings not allocated a car parking space	1 space per 10 dwellings

Land use	Standard rates for end-of-trip facilities	
	Long-stay users (residents, employees, students)	Short-stay users (customers, patrons, visitors)
Municipal depot	1 space per 2 ha	None
NON-RETAIL COMMERCIAL USE	1 space per 200m ² NLA	1 space per 400m ² NLA
Personal service	1 space per 500m ² NLA	2 spaces, plus 1 space per 1000m NLA above 2000m ² NLA
Place of assembly	1 space per 1500 seats or 1 space per 1500m ² NLA	1 space per 15 seats or 1 space per 15m ² NLA
Place of worship	1 space per 1500 seats or 1 space per 1500m ² NLA	1 space per 15 seats or 1 space per 15m ² NLA
Produce market	1 space per ha	30 spaces per ha
Public transport facility	1 space per 1500m ² NLA	1 space per 30m ² NLA
Religious associated use	1 space per 1500 seats or 1 space per 1500m ² NLA	1 space per 15 seats or 1 space per 15m ² NLA
Residential care accommodation	1 space per 2000m ² NLA	1 space per 1000m ² NLA
Restaurant	1 space per 150m ² NLA	1 space per 150m ² NLA
Scientific research establishment	1 space per 150m ² NLA	None
SHOP*	1 space per 250m ² NLA	1 space per 100m ² NLA
Student accommodation	1 space per student bed	1 space per 10 student beds
Supermarket	1 space per 600m ² NLA	1 space per 200m ² NLA
<i>Supportive housing</i>	1 space per dwelling	1 space per 10 dwellings
Take-away food shop	1 space per 250m ² NLA	1 space per 100m ² NLA
Tourist facility	1 space per 15 staff	1 space per 15 patrons
Veterinary hospital	1 space per 300m ² NLA	1 space per 300m ² NLA
Warehouse	1 space per 800m ² NLA	1 space per 2,000m ² NLA or part thereof

* This applies to all other retail land uses not specifically listed in Table 4 that are included under the Territory Plan definition of SHOP.

Part B – Design requirements of end-of-trip facilities

This part specifies the design requirements for end-of-trip facilities. End-of-trip facilities should comply with the requirements of this code. Where similar guidance is provided under the Australian Standard for Bicycle Parking Facilities, this code takes precedence. The Australian Standard specifies the minimum requirement, and in some instances this code will require a higher standard to be met.

Element 2: Access and location

Rules	Criteria
2.1 Bicycle parking spaces	
<p>R4</p> <p>Bicycle parking facility security levels for long-stay users must be Security Level A or B, as set out in AS2890.3, and be:</p> <ul style="list-style-type: none"> a) securely enclosed and separated from publicly accessible areas, including car parking areas b) protected from the weather c) provided on a hard floor surface such as concrete or paving. 	<p>C4</p> <p>Bicycle parking for long-stay users must be:</p> <ul style="list-style-type: none"> a) securely enclosed and separated from publicly accessible areas, including car parking areas b) protected from the weather c) provided on a hard floor surface such as concrete or paving.
<p>R5</p> <p>Bicycle parking facilities security levels for short-stay users must be Security Level C, as set out in AS2890.3.</p>	<p>C5</p> <p>Short-stay bicycle parking is located in a publicly accessible location that provides an appropriate level of security, surveillance, safety and shelter.</p>
<p>There is no applicable rule.</p>	<p>C6</p> <p>The bicycle parking location and its access route(s) must provide an appropriate level of security, surveillance, shelter and lighting, in accordance with the Crime Prevention through Environmental Design General Code and AS1158.3.1.</p>
<p>R7</p> <p>Off-site bicycle parking must be located so that there is a minimum clearance of 0.5m between a parked bicycle and the edge of a motor vehicle traffic lane, parking lane or roadway, except where exempt under AS2890.3.</p>	<p>C7</p> <p>The location of bicycle parking facilities is designed to reasonably prevent motor vehicles encroaching into bicycle parking areas.</p>
2.2 Access	
<p>R8</p> <p>The access path to end-of-trip facilities provides a minimum unobstructed width of:</p> <ul style="list-style-type: none"> a) 1.5m where the number of bicycle movements is less than 30 per hour in peak periods b) 2.5m where the number of bicycle movements is 30 or more per hour in peak 	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
<p>periods.</p> <p>The access path to end-of-trip facilities must also be in accordance with AS2890.3.</p>	
<p>R9</p> <p>Ramp gradients must not exceed 1:12 where they are to be ridden by a bicycle rider accessing end-of-trip facilities, in accordance with AS2890.3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>2.3 Location</p>	
<p>R10</p> <p>Bicycle parking facilities for all development listed in Table 1, except major alterations and/or extensions to existing buildings, must comply with the following:</p> <ul style="list-style-type: none"> a) for long-stay users: located within one level of the building entrance and no more than 30m from this entrance b) for short-stay users: located at-grade and on the main access route to the entrance, is clearly visible and not more than 30m from a major entrance or destination. <p>Bicycle parking facilities are located to allow a bicycle to be ridden within 30m of the end-of-trip facilities.</p> <p>The pedestrian and bicycle access paths associated with these bicycle parking facilities must feed into and provide connections to existing path networks.</p>	<p>C10</p> <p>The location of access points to the bicycle parking facility must facilitate a convenient, safe, legible and contiguous link between the site and the surrounding network.</p>
<p>R11</p> <p>Bicycle parking facilities for major alterations and/or extensions to existing buildings must comply with the following:</p> <ul style="list-style-type: none"> a) for long-stay users - <ul style="list-style-type: none"> i) if located within the main building, it is easily accessible and able to be located from the building entrance, is well-lit, secure, safe and well ventilated ii) if located outside the main building, it is located no more than 30m from the main building, is well-lit, secure, safe and easy to access and find, and is located where there is an appropriate level of surveillance b) for short-stay users - <ul style="list-style-type: none"> i) if located within the main building, it 	<p>C11</p> <p>The location of access points to the bicycle parking facility must facilitate a convenient, safe, legible and contiguous link between the site and the surrounding network.</p>

Rules	Criteria
<p>should be near the entrance of the main building, be well-lit, secure, safe, easy to find, and well ventilated</p> <p>ii) if located near the main building, it is not more than 15m from the main building and is clearly visible and easily accessible with an appropriate level of surveillance, safety and is sheltered.</p> <p>The pedestrian and bicycle access paths associated with these bicycle parking facilities must feed into and provide connections to existing path networks.</p>	
<p>R12 Bicycle parking facility users must not be required to walk up or down vehicular ramps to access bicycle parking.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>There is no applicable rule.</p>	<p>C13 Stairs are only permitted as the primary access route from a building entrance to bicycle parking facilities in constrained circumstances, including:</p> <ul style="list-style-type: none"> a) in a change of lease application for an existing building where a stair cannot be avoided b) for new developments or major alterations and/or extensions to existing buildings where the site area is exceptionally constrained such that level differences cannot be met by use of ramp(s). <p>In such instances, a solution must be provided, such as a wheeling ramp and/or bicycle channel.</p>

Element 3: Signage

Rules	Criteria
3.1 Wayfinding signage	
<p>R14 Bicycle parking wayfinding signage is provided in accordance with AS2890.3.</p>	<p>C14 Directional wayfinding signage must be clearly displayed adjacent to entrances to the parking area to promote awareness, visibility and maximum use of facilities by prospective users.</p>

Element 4: Bicycle parking devices

Rules	Criteria
4.1 Bicycle parking facilities design	
<p>R15</p> <p>Access aisles adjacent to bicycle parking devices must be a minimum width of:</p> <p>a) 1.5m for side-by-side bicycle parking, and</p> <p>b) 2.0m for multi-tier bicycle parking or bicycle lockers.</p> <p>Access aisles are designed in accordance with AS2890.3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R16</p> <p>Not more than 80% of all bicycle parking spaces are to be multi-tier, in accordance with AS2890.3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>There is no applicable rule.</p>	<p>C17</p> <p>Bicycle parking facilities must be well lit to meet the minimum requirements of the Crime Prevention through Environmental Design General Code to enhance user safety and mitigate risk of theft or vandalism.</p>
<p>R18</p> <p>Bicycle parking devices must accommodate the bicycle space envelope nominated in AS2890.3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
4.2 Bicycle parking devices	
<p>There is no applicable rule.</p>	<p>C19</p> <p>General storage areas in residential development may be counted as bicycle parking subject to achieving all of the following:</p> <p>a) any provision is provided in addition to other planning requirements for storage areas, such as within development codes</p> <p>b) meet the minimum dimensions and access requirements of AS2890.3, including internal storage and access aisle dimensions</p> <p>c) provide a minimum Security Level C bicycle parking facility, as set out in AS2890.3.</p>

Element 5: Shower and change facilities

Note: This Element does not apply to the multi-unit housing component of mixed use development.

Rules	Criteria
5.1 Shower and change facilities	
<p>R20</p> <p>Shower and change facilities must be provided for long-stay users in non-residential development.</p> <p>A minimum of one shower is provided for the first 5 long-stay spaces or part thereof, plus an additional shower for each 10 bicycle parking spaces thereafter.</p>	<p>C20</p> <p>For development requiring multiple showers, up to 25% less than the total required number of showers may be considered where it can demonstrate to meet one or more of the following:</p> <ul style="list-style-type: none"> a) for on-site shower facilities, shower facilities are safe, secure and are provided in one of the following locations: <ul style="list-style-type: none"> i) next to main bicycle parking area ii) close to key entry points b) for off-site shower facilities, shower facilities are safe, secure, easy to find and are provided in one of the following locations: <ul style="list-style-type: none"> i) reasonably close to main bicycle parking area of the development ii) reasonably close to key entry points of the development c) shared or off-site facilities in developments where less than 5 long-stay bicycle parking spaces area required d) facilities that are specifically designed for use by a single-sex, such as women's and men's refuges.
<p>R21</p> <p>Shower and change facilities must be rounded up such that an equal number of male and female facilities are provided.</p> <p>Separate male and female shower and change facilities must be provided.</p>	<p>C21</p> <p>Where only one shower and change facility is required under other parts of this code, the facility is to be designed as a unisex facility.</p>
<p>R22</p> <p>A minimum of one toilet, wash basin and drying area is provided to shower and change facilities.</p>	<p>C22</p> <p>Where toilet, wash basin and drying area are conveniently located near shower and change facilities, no extra toilet, wash basin and drying area are required.</p>
<p>R23</p> <p>A minimum of one change room is provided per shower as one of the following:</p> <ul style="list-style-type: none"> a) a combined shower/change room b) direct access to a communal change room. 	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
<p>There is no applicable rule.</p>	<p>C24</p> <p>For development requiring multiple change rooms, up to 25% less than the total required number of change rooms may be considered where it can demonstrate to meet one or more of the following:</p> <ul style="list-style-type: none"> a) change rooms are safe, secure and are provided in one of the following locations: <ul style="list-style-type: none"> i) next to main bicycle parking area ii) close to key entry points b) more than one toilet, wash basin and drying area are provided with shower and change facilities <p>Change rooms are provided with showers as one of the following:</p> <ul style="list-style-type: none"> a) a combined shower/change room b) direct access to a communal change room.
<p>R25</p> <p>Where a communal change room is provided, direct access is provided via the shower facility, without passing through a publicly accessible area.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>There is no applicable rule.</p>	<p>C26</p> <p>Separate gender-neutral shower and change facilities are provided where possible.</p>
<p>5.2 Personal storage facilities</p>	
<p>R27</p> <p>Personal storage facilities must be provided for long-stay users in non-residential development.</p> <p>Personal storage facilities (lockers) must be:</p> <ul style="list-style-type: none"> a) provided at a rate of 2 for each bicycle parking space provided (lockers may be used by a variety of active travel, recreational and sport user groups) b) of suitable volume and dimensions to allow adequate storage of clothing, towels, helmets, footwear and other personal items c) well ventilated, secure and lockable, and d) located in one or both of the following locations: <ul style="list-style-type: none"> i) close to shower and change facilities to provide for the safety, privacy and convenience of the user ii) within communal change rooms. 	<p>C27</p> <p>Personal storage facilities (lockers) must be provided to meet the reasonable needs of active travel, recreational and sport user groups within a place of work or study.</p> <p>Lockers must provide adequate, secure and lockable storage for clothes, footwear, towels and other personal items and where possible be located close to shower and change facilities.</p>