

# Planning and Development (Draft Variation No 357) Consultation Notice 2017

## Notifiable instrument NI2017—197

made under the

Planning and Development Act 2007, s 63 (Public consultation—notification) and s 64 (Public consultation—notice of interim effect etc)

---

### 1 Name of instrument

This instrument is the *Planning and Development (Draft Variation No 357) Consultation Notice 2017*.

### 2 Draft variation to the Territory plan

The planning and land authority (the **Authority**) has prepared a draft plan variation No 357 – End-of Trip Facilities General Code (the **Draft Variation**) to vary the Territory Plan. The Draft Variation is proposed to replace the Bicycle Parking General Code of the Territory Plan by introducing an End-of-Trip Facilities General Code.

### 3 Documents available for public inspection

- (1) The Authority gives notice that the following documents are available for public inspection and purchase:
  - (a) the Draft Variation; and
  - (b) the background papers relating to the Draft Variation.
- (2) Copies of the documents mentioned in section 3(1) are available for inspection and purchase at Access Canberra, Environment, Planning and Sustainable Development Shopfront, Ground Floor South, Dame Pattie Menzies House, 16 Challis Street, Dickson, Monday to Friday (except public holidays) between 8:30am and 4:30pm for the period commencing on the day this notice commences and ending on 13 June 2017 (the **Consultation Period**).
- (3) Copies of the documents mentioned in section 3(1) are also available for inspection during the Consultation Period online at [http://www.planning.act.gov.au/tools\\_resources/legislation\\_plans\\_registers/plan\\_s/territory\\_plan/draft\\_variations\\_to\\_the\\_territory\\_plan](http://www.planning.act.gov.au/tools_resources/legislation_plans_registers/plan_s/territory_plan/draft_variations_to_the_territory_plan)

### Invitation to give written comments

- (1) The Authority invites written comments about the Draft Variation during the Consultation Period. Comments should include reference to the Draft Variation and be addressed to the Territory Plan Section of the Environment, Planning

and Sustainable Development Directorate (**EPSDD**). Please also provide your name and contact details to assist in the assessment of the comments provided and to enable the Authority to contact you in relation to your comments, if required.

- (2) Written comments should be provided to the Authority by:
  - (a) email to [terrplan@act.gov.au](mailto:terrplan@act.gov.au); or
  - (b) mail to Territory Plan Section, EPSDD, GPO Box 158, Canberra, ACT 2601; or
  - (c) hand delivery to Access Canberra, Environment, Planning and Sustainable Development Shopfront, Ground Floor South, Dame Pattie Menzies House, 16 Challis Street, Dickson.

## 5 Public inspection of written comments

- (1) Copies of written comments about the Draft Variation given in response to the invitation in section 4, or otherwise, or received from the National Capital Authority will be available (unless exempted) for public inspection for a period of at least 15 working days starting 10 working days after the day the consultation period ends at Access Canberra, Environment, Planning and Sustainable Development Shopfront, Ground Floor South, Dame Pattie Menzies House, 16 Challis Street, Dickson, Monday to Friday (except public holidays) between 8:30am and 4:30pm and may be published on the EPSDD website at [www.planning.act.gov.au](http://www.planning.act.gov.au).
- (2) You may apply under section 411 of the *Planning and Development Act 2007* (the **Act**) for part of your consultation comments to be excluded from being made available to the public. A request for exclusion under this section must be in writing, clearly identifying what you are seeking to exclude and how the request satisfies the exclusion criteria. Please note that your name and contact details and other personal information will not be made public unless you request otherwise.

## 6 Effect of the draft plan variation

Section 65 of the Act does not apply in relation to the Draft Variation and therefore it does not have interim effect. The current Territory plan will continue to apply while the Draft Variation remains in draft form.

## 7 Obtaining further information

Further information about the Draft Variation can be obtained through email correspondence with the Territory Plan Section, EPSDD, at [Terrplan@act.gov.au](mailto:Terrplan@act.gov.au), a reference to the Draft Variation should be included in any email.

## **8 Meaning of *draft plan variation No 357 – End-of-Trip Facilities General Code***

In this instrument:

***Draft plan variation No 357 – End-of-Trip Facilities General Code*** means the draft plan variation in the schedule.

*Note 1:* Your personal information will be managed in accordance with the *Information Privacy Act 2014* and the *EPSDD Information Privacy Policy* which are available through the EPSDD website.

Brett Phillips  
Delegate of the planning and land authority  
26 April 2017



**ACT**  
Government

Environment, Planning and  
Sustainable Development

**Schedule 1**

*Planning and Development Act 2007*

**Draft  
Variation to the  
Territory Plan  
No 357**

**End-of-Trip Facilities General Code**

**April 2017**

Draft variation for public consultation prepared  
under s60 of the *Planning and Development Act 2007*

*This page is intentionally blank.*

# Contents

<b>1.</b>	<b>INTRODUCTION</b> .....	<b>1</b>
1.1	Summary of the Proposal.....	1
1.2	Outline of the Process.....	1
1.3	This Document.....	2
1.4	Public Consultation.....	2
<b>2.</b>	<b>EXPLANATORY STATEMENT</b> .....	<b>3</b>
2.1	Background.....	3
2.2	Proposed Changes.....	6
2.2.1	Proposed Changes to the Territory Plan Map.....	6
2.2.2	Proposed Changes to Territory Plan.....	6
2.3	Reasons for the Proposed Draft Variation.....	6
2.4	Planning Context.....	7
2.4.1	National Capital Plan.....	7
2.4.2	Territory Plan.....	7
2.4.3	ACT Government Policies.....	8
2.5	Interim Effect.....	8
2.6	Consultation with Government Agencies.....	8
<b>3.</b>	<b>DRAFT VARIATION</b> .....	<b>10</b>
3.1	Variation to the Territory Plan.....	10
3.1.1	Variation to the General Codes.....	10
3.1.2	Variation to the Development Codes.....	11
3.1.3	Variation to the Definitions.....	11

*This page is intentionally blank.*

# 1. INTRODUCTION

## 1.1 Summary of the Proposal

Draft variation to the Territory Plan 357 (DV357) End-of-Trip Facilities General Code is proposed to replace the Bicycle Parking General Code of the Territory Plan by introducing an End-of-Trip Facilities General Code.

The ACT Government's vision for Canberra is to be a healthy, active and vibrant city. Active living and active travel are integral to this vision. The ACT Government is committed to providing facilities that support active travel and active living through its policies and programs. Urban planning can play a vital role in creating a healthier population

The aim of the End-of-Trip Facilities General Code is to ensure that adequate facilities are provided for bike riders and other active travel users at either end of a trip (either origin or destination). End-of-trip facilities such as bicycle parking, shower and change facilities, lockers and drying areas will encourage people to use active travel modes of transport now and into the future.

This is consistent with the Government's plan to encourage physical activity and healthy lifestyles by providing accessible opportunities for active travel users and reducing the barriers that might limit the uptake of these activities.

## 1.2 Outline of the Process

The Commonwealth's *Australian Capital Territory (Planning and Land Management) Act 1988* allows for the Legislative Assembly to make laws to establish a Territory Planning Authority and for that Authority to prepare and administer a Territory Plan. The *Planning and Development Act 2007* (the Act) establishes the planning and land authority as the Authority which prepares and administers the Territory Plan, including continually reviewing and proposing amendments as necessary. The functions of the planning and land authority are administered by the Environment, Planning and Sustainable Development Directorate (EPSDD).

The Territory Plan is comprised of a written statement and a map. The written statement contains a number of parts, namely governance; strategic directions; zones (including objectives and development tables and zone or centre development codes); precinct codes; general codes; overlays; definitions; structure plans, concept plans and development codes for future urban areas.



The Territory Plan Map graphically represents the applicable land use zones (under the categories of residential, commercial, industrial, community facility, urban parks and recreation, transport and services and non urban), precincts and overlays. The zone, precinct and overlay requirements are detailed in the volumes of the Territory Plan.

Draft variations to the Territory Plan are prepared in accordance with the Act. Following the release of the draft variation under section 63 of the Act, submissions from the public are invited. At the conclusion of the consultation period the EPSDD submits a report on consultation and a recommended final variation to the Minister responsible for planning for approval. The Minister has the discretion to determine if referral to the Legislative Assembly standing committee responsible for planning is warranted prior to approval, depending on the nature and significance of the proposal. If the draft variation is referred to the committee by the Minister or otherwise, the Minister must consider the findings of the committee before deciding whether to approve the draft variation. If the Minister approves the variation, the variation and associated documents will be tabled in the Legislative Assembly. Unless disallowed by the Legislative Assembly within five sitting days, the variation commences on a day nominated by the Minister.

### **1.3 This Document**

This document contains the background information in relation to the proposed variation. It comprises the following parts:

Part 1 This Introduction

Part 2 An Explanatory Statement, which gives reasons for the proposed variation and describes its effect

Part 3 The Draft Variation, which details the precise changes to the Territory Plan that are proposed.

### **1.4 Public Consultation**

Written comments about the draft variation are invited from the public by **13 June 2017**.

Comments should include reference to the draft variation and be addressed to the Territory Plan Section. Please also provide your name and contact details to assist in the assessment of the comments provided, and to enable EPSDD to contact you in relation to your comments, if required. Your personal information will be managed in accordance with the *Information Privacy Act 2014* and the EPSDD Information Privacy Policy, which is available for viewing on EPSDD's website.

Comments can be:

1. emailed to [terrplan@act.gov.au](mailto:terrplan@act.gov.au)
2. mailed to Territory Plan Section, GPO Box 158, Canberra, ACT 2601
3. delivered to EPSDD's Customer Service Centre at 16 Challis Street, Dickson
4. made on the 'Have Your Say' website: <http://yoursay.act.gov.au/>  
[www.yoursay.act.gov.au/](http://www.yoursay.act.gov.au/)

Copies of written comments will be made available for public inspection for no less than 15 working days starting 10 working days after the closing date for comment. The comments will be available at EPSDD's customer service centre in Dickson and may be published on EPSDD's website. Comments made available will not include personal contact details unless you request otherwise.

A request may be made for parts of a submission to be excluded under section 411 or 412 of the *Planning and Development Act 2007*. A request for exclusion under these sections must be in writing, clearly identifying what parts of your submission you are seeking to exclude and how the request satisfies the exclusion criteria.

### *Further Information*

The draft variation and background documents are available online at **[www.act.gov.au/draftvariations](http://www.act.gov.au/draftvariations)** until the closing date for written comments.

Printed copies of the draft variation (this document) and background documents are available for inspection and purchase at the Environment, Planning and Sustainable Development Directorate's Customer Service Centre, 16 Challis Street, Dickson, Monday to Friday (except public holidays) between 8:30am and 4:30pm. Please call 6207 1923 to arrange a copy for purchase.

## **2. EXPLANATORY STATEMENT**

### **2.1 Background**

The ACT Government's vision for Canberra is to be a healthy, active and vibrant city. Active living and active travel are integral to this vision. The

ACT Government is committed to providing facilities that support active travel and active living through its policies and programs.

The ACT Government's Active Travel Framework is part of delivering on key government policies, including *Transport for Canberra (2012)* and other initiatives such as the 2012 ACT Planning Strategy and Action Plan 2 and the *Towards Zero Growth: Healthy Weight Action Plan (2013)*.

The Planning Minister's 2015 Statement of Planning Intent includes priorities to create environments that support walking and bike riding (active travel), and ensure that planning encourages greater take-up of active travel. The Statement of Planning Intent calls for active living principles to be incorporated into the Territory Plan, and for the Bike Parking General Code to be reviewed to ensure it promotes best practice bike parking and end-of-trip facilities for bike riders and other active travel users.

A review of the Bicycle Parking General Code was undertaken in 2015. The purpose of that review was to consider whether the Bicycle Parking General Code was meeting best practice and supporting the mode share targets of *Transport for Canberra - Transport for a Sustainable City (2012-2031)*, and where it is not, to provide recommendations on how this could be achieved.

The draft variation is to replace the Bicycle Parking General Code by introducing an End-of-Trip Facilities General Code (the Code). The aim of the Code is to ensure that adequate facilities are provided for bike riders and other active travel users at either end of a trip (either origin or destination). End-of-trip facilities such as bicycle parking, shower and change facilities, lockers and drying areas will encourage people to use active travel modes of transport now and into the future. This is consistent with the Government's plan to encourage physical activity and healthy lifestyles by providing accessible opportunities for active travel users and reducing the barriers that might limit the uptake of these activities.

A key aim of the Code is to support the expected increase in walking trips and commuter bike riding trips in Canberra to 7% each by 2026, consistent with the target in *Transport for Canberra - Transport for a Sustainable City (2012-2031)*. There should be appropriate facilities for normal requirements, and to meet foreseeable increases, without incurring an unreasonable burden on building developers, owners and managers. The Code is a component of the Territory Plan, which provides the foundation for transport planning in the ACT. The Code plays a pivotal role in seeking to make active travel a mainstream element of Canberrans' daily lives.

The Code applies to all new developments, major alterations or extensions to existing buildings, or changes of use that require approval of a Development Application (DA) by the planning and land authority. There are a limited number of exemptions.

The Code does not apply to single residential development or to the multi-unit housing component of residential mixed use development. The Code also does 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 Facilities Design.

End-of-trip facilities include bicycle parking, showers, change rooms, lockers, and drying facilities. Although principally for bike riders, showers, lockers, change rooms and drying facilities are also used by active travel users, staff and others (for example, students) who walk or run to work or educational institutions, or exercise at lunch time.

The provision of bicycle parking facilities at destinations and places of residence provides the fundamental requirements to support active travel. In many instances, the provision of basic bicycle parking with good passive surveillance adjacent to a building entrance may be all that is required, for example for short shopping trips. However, commuters and riders require longer term parking, more secure facilities and additional facilities including appropriate showers and change room facilities.

Showers and change facilities in workplaces reduce the barriers to active travel, and in particular bike riding, and contribute to making bike riding a viable alternative to less sustainable travel modes such as private car trips. To change travel choices, and make active travel more attractive, it is necessary to equip workplaces with convenient, easy to locate and functional end-of-trip facilities (inclusive of showers, lockers and changing facilities). These facilities offer benefits and/or incentives to bike riders as well as other people who walk or exercise regularly.

Three geographic 'areas' across the ACT – City, Town Centres and Northbourne Avenue Corridor, and all other areas – were used to determine the required number and size of end-of-trip facilities for non-residential development. The resultant rates are designed to cater for an overall mode share target of 7% each for walking and bike riding, for work trips, adopted under the Territory Plan. Many developments, particularly within inner Canberra are likely to exceed this target. As such, 'area multipliers' represent the relative capacity of each area to contribute to the overall ACT cycling mode share.

Cycling mode share percentages for each area were calculated using ABS Census (2011) data for transport mode by place of work. The ABS information was separated into four categories: private vehicle, public transport, cycling and walking.

## **2.2 Proposed Changes**

### **2.2.1 Proposed Changes to the Territory Plan Map**

There are no changes proposed to the Territory Plan Map.

### **2.2.2 Proposed Changes to Territory Plan**

It is proposed to replace the Bicycle Parking General Code of the Territory Plan by introducing an End-of-Trip Facilities General Code.

The aim of the Code is to ensure that adequate facilities are provided for bike riders and other active travel users at either end of a trip (either origin or destination). End-of-trip facilities such as bicycle parking, shower and change facilities, lockers and drying areas will encourage people to use active travel modes of transport now and into the future.

It is proposed to amend the current definition of *gross floor area* (GFA) in the Definitions of the Territory Plan. The current definition of GFA provides for the exclusion of 'basement car parking' from the calculation, but does not exclude basement areas used for other purposes. This definition of GFA does not encourage the provision of facilities for bike riders and other active travellers in the ACT. This is particularly in relation to commercial or multi-unit developments, as including areas for end-of-trip facilities in GFA calculations reduces the floor area available for office or residential use.

It is also proposed to include a new definition for *end-of-trip facilities* in the Definitions of the Territory Plan. The End-of-Trip Facilities General Code provides other definitions specifically relating to end-of-trip facilities.

## **2.3 Reasons for the Proposed Draft Variation**

The reasons for the draft variation are as follows:

1. respond to Towards Zero Growth: Healthy Weight Action Plan (2013), the ACT Government's vision for a healthy, active and vibrant Canberra.
2. respond to the Planning Minister's Statement of Planning Intent (2015), in particular for the Bike Parking General Code to be reviewed to ensure it promotes best practice bike parking and end-of-trip facilities for bike riders and other active travel users.
3. encourage bike riding and other forms of active travel in the ACT by ensuring adequate provision of end-of-trip facilities.

4. improve the health, social and economic benefits of active travel for the ACT community.
5. review the scope of the Bicycle Parking General Code and incorporate relevant provisions into the End-of-Trip Facilities General Code.
6. introduce variable rates for the number of end-of-trip facilities required by geographical areas to ensure supply facility rates are specific to three areas across the ACT to reflect the proportion of active travel users in an area.
7. introduce proximity requirements regarding distance to bicycle parking from entrances.
8. consider a number of other functional and technical design requirements, including updates to create consistency with best practice bike parking and end-of-trip facilities for bike riders, and with relevant Australian Standards.

## **2.4 Planning Context**

### **2.4.1 National Capital Plan**

The *Australian Capital Territory (Planning and Land Management) Act 1988* established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (NCP) and to keep the NCP under constant review and to propose amendments to it when necessary.

The NCP, which was published in the Commonwealth Gazette on 21 January 1990, is required to ensure that Canberra and the Territory are planned and developed in accordance with their national significance. The *Planning and Land Management Act 1988* also required that the Territory Plan is not inconsistent with the NCP.

### **2.4.2 Territory Plan**

The Statement of Strategic Directions sets out the principles for giving effect to the main objective of the Territory Plan as required by the *Planning and Development Act 2007*.

DV357 End-of-Trip Facilities General Code is consistent with the Territory Plan – Statement of Strategic Directions in terms of environmental, economic and social sustainability and spatial planning and urban design principles.

In particular, DV357 is consistent with spatial planning and urban design principles for development to be planned to encourage walking and bike riding, including commuter bike riding, and use of public transport. The changes seek to encourage active travel as a mode of transport by reducing the barriers, particularly to the uptake of bike riding. This will maximise accessibility and transport efficiency, contribute to community health and vitality, allow for changing needs, and encourage use of walking and bike riding, including commuter bike riding, as active modes of transport.

### **2.4.3 ACT Government Policies**

DV357 also complements and responds to the relevant actions of the ACT Government's policies, including the Planning Minister's 2015 Statement of Planning Intent and Towards Zero Growth: Healthy Weight Action Plan (2013).

The Statement of Planning Intent includes, as an immediate action, a review of the Bike Parking General Code of the Territory Plan to ensure it promotes best practice bike parking and end-of-trip facilities for bike riders.

It should be noted that DV348 – Incorporating Active Living Principles into the Territory Plan, is a concurrent draft variation that seeks to amend the Statement of Strategic Directions to bring them in line with planning principles for active living. This is consistent with the objectives of the End-of-Trip Facilities General Code.

## **2.5 Interim Effect**

Section 65 of the *Planning and Development Act 2007* does not apply in relation to the draft variation so it does not have interim effect. The current Territory Plan will continue to apply while the variation remains in draft form.

## **2.6 Consultation with Government Agencies**

EPSDD is required to, in preparing a draft variation under section 61(b) consult with each of the following in relation to the proposed draft variation:

- the National Capital Authority
- the Conservator of Flora and Fauna
- the Environment Protection Authority
- the Heritage Council

- the Land Custodian, if the draft variation would, if made, be likely to affect unleased land or leased public land – each custodian for the land likely to be affected.

### **National Capital Authority**

The National Capital Authority provided the following comments on 27 February 2017:

*The NCA has no comment to make on Draft Variation 357. Proposed planning policy to encourage active travel is supported.*

#### Response

Noted.

### **Conservator of Flora and Fauna**

The Conservator of Flora and Fauna made the following comments on 27 February 2017:

*In accordance with Section 61(b) of the Planning and Development Act 2007 I advise that I have examined Draft Variation No 357, End Of Trip Facilities General Code, that proposes to ensure that adequate facilities are provided for cyclists and other active travel users e.g. bicycle parking, shower and change facilities, lockers and drying areas, to encourage people to use active travel modes. I have no comments to provide other than to note my support.*

#### Response

Noted.

### **Environment Protection Authority**

The Environment Protection Authority provided the following comments on 5 April 2017:

*The Environment Protection Authority has reviewed the Draft Variation DV357 for the proposed End-of-Trip Facilities General Code to replace the Bicycle Parking General Code of the Territory Plan and supports the proposed change to the Territory Plan.*



## Response

Noted.

### **Heritage Council**

The Heritage Council provided the following comments on 16 March 2017:

*On 24 February 2017, a Draft Variation to the Territory Plan No.357 (DV357) was referred to the ACT Heritage Council (the Council) for consideration and comment.*

*DV357 proposes to replace the existing Bicycle Parking General Code with an 'End-of-Trip Facilities General Code', which would require that all new developments and major alternations to existing buildings provide adequate facilities for active travel users, such as bicycle parking, shower and change facilities, lockers and drying areas. The new Code would not apply to single residential development, or to facilities on public land which are the responsibility of the ACT Government.*

*The Council does not object to the changes proposed by DV357, as Heritage Act 2004 provisions will continue to guide the management of heritage places and objects that may be affected by any required for end of trip facilities.*

## Response

Noted.

## **3. DRAFT VARIATION**

### **3.1 Variation to the Territory Plan**

#### **3.1.1 Variation to the General Codes**

- **General codes, Part 11.2 Bicycle parking general code**

#### *Substitute*

Bicycle Parking General Code with End-of-Trip Facilities General Code  
**(Appendix A).**

### 3.1.2 Variation to the Development Codes

#### Development codes

The following codes need to be updated to reflect the End-of-Trip Facilities General Code:

- 3.2 Residential Zones Development Code
- 3.4 Multi Unit Housing Development Code
- 4.2 Commercial Zones Development Code
- 5.2 Industrial Zones Development Code
- 6.2 Community Facility Zone Development Code
- 7.2 Parks and Recreation Zone Development Code
- 8.2 Transport and Services Zone Development Code
- 9.2 Non-Urban Zones Development Code

### 3.1.3 Variation to the Definitions

#### 13 Definitions, Part 13.1 Definitions, Part B Definitions of terms

*Insert*

**End-of-trip facilities** means places where amenities are provided for bike riders and other active travel users at either end of a trip (either origin or destination). The end-of-trip facilities can include amenities such as bicycle parking, shower and change facilities, lockers and drying areas.

*Substitute*

**Gross floor area (GFA)** means the sum of the area of all floors of the building measured from the external faces of the exterior walls, or from the centre lines of walls separating the building from any other building, excluding any floor area reasonably used and necessary solely for fixed mechanical plant and/or basement car parking, bicycle parking and associated end-of-trip facilities.

## Interpretation service

ENGLISH	If you need interpreting help, telephone:
ARABIC	: إذا احتجت لمساعدة في الترجمة الشفوية ، إتصل برقم الهاتف :
CHINESE	如果你需要传译员的帮助，请打电话：
CROATIAN	Ako trebate pomoć tumača telefonirajte:
GREEK	Αν χρειάζεστε διερμηνέα τηλεφωνήσετε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajjnuna t'interpretu, ċempel:
PERSIAN	: اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ако вам је потребна помоћ преводиоца телефонирајте:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacımız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

### TRANSLATING AND INTERPRETING SERVICE

**131 450**

Canberra and District - 24 hours a day, seven days a week



**ACT**  
Government

Environment, Planning and  
Sustainable Development

# End-of-Trip Facilities General Code

**April 2017**

Draft for public consultation

*This page is intentionally blank.*

# Contents

Introduction .....	1
Table 1: Development required to comply with the Code.....	1
Relevant development codes and general codes.....	4
<b>Part A – Provision of end-of-trip facilities .....</b>	<b>5</b>
<b>Element 1: End-of-trip facilities provision .....</b>	<b>5</b>
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 3: Development with set rate end-of-trip facilities provisions.....	6
Table 4: Development subject to individual assessment for end-of-trip facilities.....	6
Table 5: Provision rates for residential and education uses – All areas.....	7
Table 6: Provision rates for end-of-trip facilities for other uses in Area 1 – City.....	7
Table 7: Provision rates for end-of-trip facilities for other uses in Area 2 – Town centres and Northbourne Avenue corridor.....	9
Table 8: Provision rates for end-of-trip facilities for other uses in Area 3 – All other areas ..	10
<b>Part B – Design requirements of end-of-trip facilities.....</b>	<b>12</b>
<b>Element 2: Access and location.....</b>	<b>12</b>
2.1 Location of bicycle parking spaces .....	12
2.2 Access.....	13
<b>Element 3: Signage.....</b>	<b>14</b>
3.1 Wayfinding signage.....	14
<b>Element 4: Bicycle parking devices.....</b>	<b>14</b>
4.1 Bicycle parking facilities design .....	14
4.2 Bicycle parking devices.....	14
<b>Element 5: Shower and change facilities .....</b>	<b>15</b>
5.1 Shower and change facilities .....	15

*This page is intentionally blank.*

# Introduction

## Name

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

## Application of the Code

The End-of-Trip Facilities General Code (the 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.

The Code does not apply to single residential development. The 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 Facilities Design. Table 1 identifies the developments that are required to comply with this Code.

**Table 1: Development required to comply with the Code**

Airport	Department store	Mobile home park
Animal care facility	Drink establishment	Multi unit housing
Aquatic recreation facility	Drive-in cinema	Municipal depot
Boarding house	Educational establishment	Non-retail commercial use
Bulky goods retailing	Emergency services facility	Office
Business agency	Farm tourism	Outdoor recreation facility
Caravan park/camping ground	Financial establishment	Personal services
Cemetery	Freight transport facility	Place of assembly
Chancellery	Funeral parlour	Place of worship
Child care centre	Group or organised camp	Primary school
Civic administration	Health facility	Produce market
Club	Hospital	Public agency
Commercial accommodation use	Indoor entertainment facility	Public transport facility
Community activity centre	Indoor recreation facility	Railway use
Community theatre	Industry	Religious associated use
Corrections facility	Light industry	Residential care accommodation
Craft workshop	Mental health facility	Restaurant
Cultural facility	Minor use	

The developments listed in table 4 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 is not inconsistent with the special requirements or development control plan. Where any provision of this Code 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 Code will be used by the planning and land authority to assess all new development proposals, major alterations or extension to existing buildings, or changes of use that require a DA.

## Structure

The 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 and size of land use development and location, and a set of criteria which must be considered before a departure from the rule is granted.

**Part B – End-of-trip facilities selection and design** 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 the Code are listed in part 13 of the Territory Plan or, for terms applicable only to the 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 and bike riding – 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.

**Area multiplier** means a factor for calculating the required minimum number and size of end-of-trip facility requirements (number and size) for non-residential and certain non education related development in specific geographic areas in the ACT.

The multipliers are noted in table 2 below for reference, and have been incorporated into the relevant End-of-Trip Facilities General Code tables (tables 5 – 8).

**Table 2: Area multipliers for areas in the ACT**

Area	Area multiplier
Area 1 – City <i>Note: Excluding Designated land.</i>	2.5
Area 2 – Town Centres (Belconnen, Gungahlin, Tuggeranong and Woden) and Northbourne Avenue corridor	1
Area 3 – All other areas	0.5

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

**End-of-trip facilities** means places where amenities are provided for bike riders and other active travel users at either end of a trip (either origin or destination). The end-of-trip facilities can include amenities such as bicycle parking, shower and change facilities, lockers and drying areas.

**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.

**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

**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 bike riders.

#### Acronyms

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

## 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 the 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
<b>1.1 Bicycle parking facilities for long-stay users</b>	
<p><b>R1</b></p> <p>Development listed in table 3 provides on-site secure bicycle parking spaces for long-stay users in accordance with the relevant rates shown in tables 5 – 8.</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><b>C1</b></p> <p>The required amount of on-site bicycle parking spaces for long-term users may be varied, to the satisfaction of the planning and land authority, after consideration of a proposal to construct secure off-site end-of-trip facilities at a nearby location.</p>
<p><b>R2</b></p> <p>Development listed in table 3 provides on-site secure bicycle parking spaces for long-stay users in accordance with the relevant rates shown in tables 5 – 8.</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><b>C2</b></p> <p>For developments where a reduced provision of car parking is sought from the minimum rates in the Parking and Vehicular Access General Code, a commensurate increase in bicycle parking is provided.</p>
<b>1.2 Bicycle parking facilities for short-stay users</b>	
<p><b>R3</b></p> <p>Development listed in table 3 provides publicly accessible bicycle parking spaces for short-stay users in accordance with the relevant rates shown in tables 5 – 8. 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><b>C3</b></p> <p>The required amount of on-site bicycle parking spaces for short-stay users may be varied by demonstrating one or more of the following:</p> <ol style="list-style-type: none"> <li>a) readily available publicly accessible off-site compliant bicycle parking spaces</li> <li>b) availability of existing on-site compliant bicycle parking spaces that will be retained as part of development.</li> </ol>
<b>1.3 Bicycle parking facilities subject to individual assessment</b>	
<p>There is no applicable rule.</p>	<p><b>C4</b></p> <p>For development listed in table 4, long stay and short stay bicycle parking must be provided to meet the anticipated demand of users, to the satisfaction of the planning authority.</p>

**Table 3: Development with set rate end-of-trip facilities provisions**

Aquatic recreation facility	Hospital	Public transport facility
Bulky goods retailing	Indoor entertainment facility	Residential care accommodation
Caravan park/camping ground	Indoor recreation facility	Restaurant
Child care centre	Industry	Scientific research establishment
Civic administration	Light industry	Secondary school
Club	Mobile home park	Student accommodation
Commercial accommodation use	Multi-unit housing	Supermarket
Community activity centre	Municipal depot	Supportive housing
Community theatre	Non-retail commercial use	Take-away food shop
Corrections facility	Outdoor recreation facility	Tertiary institution
Cultural facility	Personal service	Tourist facility
Department store	Place of assembly	Veterinary hospital
Drink establishment	Place of worship, including Religious associated use	Warehouse
Emergency services facility	Primary school	
Health facility	Produce market	

**Table 4: Development subject to individual assessment for end-of-trip facilities**

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

**Table 5: Provision rates for residential and education uses – All areas**

Land use	Long stay users (residents, employees, students)	Short stay users (customers, patrons, visitors)
<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
<i>Primary school</i>	1 space per 10 staff plus 2 spaces per 10 students	1 space per 100 students
<i>Secondary school</i>	1 space per 10 staff plus 2 spaces per 10 students	1 space per 100 students
<i>Student accommodation</i>	1 space per student bed	1 space per 10 student beds
<i>Supportive housing</i>	1 space per dwelling	1 space per 10 dwellings
<i>Tertiary institution</i>	1 space per 10 staff plus 2 spaces per 10 full time students	1 space per 100 students

**Table 6: Provision rates for end-of-trip facilities for other uses in Area 1 – City**

*Note: This table applies to the Division of City areas defined in the City precinct map and code.*

Land use	Standard rates for end-of-trip facilities	
	Long stay users (residents, employees, students)	Short stay users (customers, patrons, visitors)
Bulky goods retailing	1 space per 700m <sup>2</sup> GFA	1 space for per 400m <sup>2</sup> GFA
Caravan park/camping ground	1 space per 2 ha	12 spaces per ha
Child care centre	1 space per 240m <sup>2</sup> GFA	1 space per 26m <sup>2</sup> GFA
Club	1 space per 60m <sup>2</sup> GFA	1 space per 6m <sup>2</sup> GFA
Commercial accommodation use	1 space per 800m <sup>2</sup> GFA	1 space per 100m <sup>2</sup> GFA
Community activity centre	1 space per 600 seats or 1 space per 600m <sup>2</sup> GFA	1 space per 6 seats or 1 space per 6m <sup>2</sup> GFA
Community theatre	1 space per 600 seats or 1 space per 600m <sup>2</sup> GFA	1 space per 6m <sup>2</sup> GFA
Corrections facility	1 space per 6 staff	Individual assessment
Cultural facility	1 space per 480m <sup>2</sup> GFA	1 space per 24m <sup>2</sup> GFA
Department store	1 space per 600m <sup>2</sup> GFA	1 space per 80m <sup>2</sup> GFA
Drink establishment	1 space per 60m <sup>2</sup> GFA	1 space per 6m <sup>2</sup> GFA
Emergency services facility	1 space per 400m <sup>2</sup> GFA	None

Land use	Standard rates for end-of-trip facilities	
	Long stay users (residents, employees, students)	Short stay users (customers, patrons, visitors)
Health facility	1 space per 2 practitioners or 1 space per 600m <sup>2</sup> GFA	1 space per practitioner or 1 space per 30m <sup>2</sup> GFA
Hospital	1 space per bed or 1 space per 60m <sup>2</sup> GFA	1 space per 6 beds or 1 space per 360m <sup>2</sup> GFA
Indoor recreation facility Outdoor recreation facility Aquatic recreation facility Indoor entertainment facility	1 space per 1200m <sup>2</sup> GFA	1 space per 60m <sup>2</sup> GFA
Industry, Light industry, Warehouse	1 space per 320m <sup>2</sup> GFA	1 space per 800m <sup>2</sup> GFA or part thereof
Mobile home park	1 space per 2 ha	12 spaces per ha
Municipal depot	1 space per ha	None
Office and non-retail commercial use (includes Business agency, Financial establishment, Chancellery, Public agency, Civic administration)	1 space per 60m <sup>2</sup> GFA	1 space per 400m <sup>2</sup> GFA
Personal service	1 space per 200m <sup>2</sup> GFA	5 spaces, plus 1 space per 400m <sup>2</sup> GFA above 800m <sup>2</sup> GFA
Place of assembly	1 space per 600 seats or 1 space per 600m <sup>2</sup> GFA	1 space per 6 seats or 1 space per 6m <sup>2</sup> GFA
Place of worship including Religious associated use	1 space per 600 seats or 1 space per 600m <sup>2</sup> GFA	1 space per 6 seats or 1 space per 6m <sup>2</sup> GFA
Produce market	2 spaces per ha	75 spaces per ha
Public transport facility	1 space per 600m <sup>2</sup> GFA	1 space per 12m <sup>2</sup> GFA
Residential care Accommodation	1 space per 800m <sup>2</sup> GFA	1 space per 400m <sup>2</sup> GFA
Restaurant	1 space per 60m <sup>2</sup> GFA	1 space per 6m <sup>2</sup> GFA
Scientific research establishment	1 space per 60m <sup>2</sup> GFA	None
Supermarket	1 space per 240m <sup>2</sup> GFA	1 space per 80m <sup>2</sup> GFA
Take-away food shop	1 space per 100m <sup>2</sup> GFA	1 space per 40m <sup>2</sup> GFA
Tourist facility	1 space per 6 staff	1 space per 6 patrons
Veterinary hospital	1 space per 120m <sup>2</sup> GFA	1 space per 120m <sup>2</sup> GFA

**Table 7: Provision rates for end-of-trip facilities for other uses in Area 2 – Town centres and Northbourne Avenue corridor**

*Note: This table applies to the areas subject to the Northbourne Avenue precinct code, the Inner North precinct code, and the town centres as defined in the relevant suburb precinct codes.*

Land use	Standard rates for end-of-trip facilities	
	Long stay users (residents, employees, students)	Short stay users (customers, patrons, visitors)
Bulky goods retailing	1 space per 1750m <sup>2</sup> GFA	1 space per 1000m <sup>2</sup> GFA
Caravan park/camping ground	1 space per 5 ha	5 spaces per ha
Child care centre	1 space per 600m <sup>2</sup> GFA	1 space per 65m <sup>2</sup> GFA
Club	1 space per 150m <sup>2</sup> GFA	1 space per 15m <sup>2</sup> GFA
Commercial accommodation use	1 space per 2000m <sup>2</sup> GFA	1 space per 250m <sup>2</sup> GFA
Community activity centre	1 space per 1500 seats or 1 space per 1500m <sup>2</sup> GFA	1 space per 15 seats or 1 space per 15m <sup>2</sup> GFA
Community theatre	1 space per 1500 seats or 1 space per 1500m <sup>2</sup> GFA	1 space per 15m <sup>2</sup> GFA
Corrections facility	1 space per 15 staff	Individual assessment
Cultural facility	1 space per 1200m <sup>2</sup> GFA	1 space per 60m <sup>2</sup> GFA
Department store	1 space per 1500m <sup>2</sup> GFA	1 space per 200m <sup>2</sup> GFA
Drink establishment	1 space per 150m <sup>2</sup> GFA	1 space per 15m <sup>2</sup> GFA
Emergency services facility	1 space per 1000m <sup>2</sup> GFA	None
Health facility	1 space per 4 practitioners or 1 space per 1500m <sup>2</sup> GFA	1 space per 2 practitioners or 1 space per 75m <sup>2</sup> GFA
Hospital	1 space per 3 beds or 1 space per 150m <sup>2</sup> GFA	1 space per 15 beds or 1 space per 900m <sup>2</sup> GFA
Office and non-retail commercial use (includes Business agency, Financial establishment, Chancellery, Public agency, Civic administration)	1 space per 150m <sup>2</sup> GFA	1 space per 1000m <sup>2</sup> GFA
Indoor recreation facility Outdoor recreation facility Aquatic recreation facility Indoor entertainment facility	1 space per 3000m <sup>2</sup> GFA	1 space per 150m <sup>2</sup> GFA
Industry, Light industry, Warehouse	1 space per 800m <sup>2</sup> GFA	1 space per 2,000m <sup>2</sup> GFA or part thereof
Mobile home park	1 space per 5 ha	5 spaces per ha
Municipal depot	1 space per 2 ha	None
Personal service	1 space per 500m <sup>2</sup> GFA	2 spaces, plus 1 space per 1000m GFA above 2000m <sup>2</sup> GFA



Land use	Standard rates for end-of-trip facilities	
	Long stay users (residents, employees, students)	Short stay users (customers, patrons, visitors)
Place of assembly	1 space per 1500 seats or 1 space per 1500m <sup>2</sup> GFA	1 space per 15 seats or 1 space per 15m <sup>2</sup> GFA
Place of worship including Religious associated use	1 space per 1500 seats or 1 space per 1500m <sup>2</sup> GFA	1 space per 15 seats or 1 space per 15m <sup>2</sup> GFA
Produce market	1 space per ha	30 spaces per ha
Public transport facility	1 space per 1500m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA
Residential care accommodation	1 space per 2000m <sup>2</sup> GFA	1 space per 1000m <sup>2</sup> GFA
Restaurant	1 space per 150m <sup>2</sup> GFA	1 space per 15m <sup>2</sup> GFA
Scientific research establishment	1 space per 150m <sup>2</sup> GFA	None
Supermarket	1 space per 600m <sup>2</sup> GFA	1 space per 200m <sup>2</sup> GFA
Take-away food shop	1 space per 250m <sup>2</sup> GFA	1 space per 100m <sup>2</sup> GFA
Tourist facility	1 space per 15 staff	1 space per 15 patrons
Veterinary hospital	1 space per 300m <sup>2</sup> GFA	1 space per 300m <sup>2</sup> GFA

**Table 8: Provision rates for end-of-trip facilities for other uses in Area 3 – All other areas**

*Note: This table applies to all other areas where tables 6 or 7 do not apply.*

Land use	Standard rates for end-of-trip facilities	
	Long stay users (residents, employees, students)	Short stay users (customers, patrons, visitors)
Bulky goods retailing	1 space per 3500m <sup>2</sup> GFA	1 space for every 2000m <sup>2</sup> GFA
Caravan park/camping ground	1 space per 10 ha	3 spaces per ha
Child care centre	1 space per 1200m <sup>2</sup> GFA	1 space per 130m <sup>2</sup> GFA
Club	1 space per 300m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA
Commercial accommodation use	1 space per 4000m <sup>2</sup> GFA	1 space per 500m <sup>2</sup> GFA
Community activity centre	1 space per 3000 seats or 1 space per 3000m <sup>2</sup> GFA	1 space per 30 seats or 1 space per 30m <sup>2</sup> GFA
Community theatre	1 space per 3000 seats or 1 space per 3000m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA
Corrections facility	1 space per 30 staff	Individual assessment
Cultural facility	1 space per 2400m <sup>2</sup> GFA	1 space per 120m <sup>2</sup> GFA
Department store	1 space per 3000m <sup>2</sup> GFA	1 space per 400m <sup>2</sup> GFA
Drink establishment	1 space per 300m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA
Emergency services facility	1 space per 2000m <sup>2</sup> GFA	None

Land use	Standard rates for end-of-trip facilities	
	Long stay users (residents, employees, students)	Short stay users (customers, patrons, visitors)
Office and non-retail commercial use (includes Business agency, Financial establishment, Chancellery, Public agency, Civic administration)	1 space per 300m <sup>2</sup> GFA	1 space per 2000m <sup>2</sup> GFA
Health facility	1 space per 8 practitioners or 1 space per 300m <sup>2</sup> GFA	1 space per 4 practitioners or 1 space per 150m <sup>2</sup> GFA
Hospital	1 space per 6 beds or 1 space per 300m <sup>2</sup> GFA	1 space per 30 beds or 1 space per 1800m <sup>2</sup> GFA
Indoor recreation facility Outdoor recreation facility Aquatic recreation facility Indoor entertainment facility	1 space per 6000m <sup>2</sup> GFA	1 space per 300m <sup>2</sup> GFA
Industry, Light industry, Warehouse	1 space per 1600m <sup>2</sup> GFA	1 space per 4000m <sup>2</sup> GFA or part thereof
Mobile home park	1 space per 10 ha	3 spaces per ha
Municipal depot	1 space per 4 ha	None
Personal service	1 space per 1000m <sup>2</sup> GFA	1 space, plus 1 space per 2000m GFA above 4000m <sup>2</sup> GFA
Place of assembly	1 space per 3000 seats or 1 space per 3000m <sup>2</sup> GFA	1 space per 30 seats or 1 space per 30m <sup>2</sup> GFA
Place of worship including Religious associated use	1 space per 3000 seats or 1 space per 3000m <sup>2</sup> GFA	1 space per 30 seats or 1 space per 30m <sup>2</sup> GFA
Produce market	1 space per 2ha	15 spaces per ha
Public transport facility	1 space per 3000m <sup>2</sup> GFA	1 space per 60m <sup>2</sup> GFA
Residential care accommodation	1 space per 4000m <sup>2</sup> GFA	1 space per 2000m <sup>2</sup> GFA
Restaurant	1 space per 300m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA
Scientific research establishment	1 space per 300m <sup>2</sup> GFA	None
Supermarket	1 space per 1200m <sup>2</sup> GFA	1 space per 400m <sup>2</sup> GFA
Take-away food shop	1 space per 500m <sup>2</sup> GFA	1 space per 200m <sup>2</sup> GFA
Tourist facility	1 space per 30 staff	1 space per 30 patrons
Veterinary hospital	1 space per 600m <sup>2</sup> GFA	1 space per 600m <sup>2</sup> GFA

## 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, the Code should take precedence. The AS specifies the minimum requirement, and in some instances the Code will require a higher standard to be met.

### Element 2: Access and location

Rules	Criteria
<b>2.1 Location of bicycle parking spaces</b>	
<p>R5</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"> <li>a) securely enclosed and separated from publicly accessible areas, including car parking areas</li> <li>b) protected from the weather, and</li> <li>c) provided on a hard floor surface such as concrete or paving.</li> </ul>	<p>C5</p> <p>Bicycle parking must be:</p> <ul style="list-style-type: none"> <li>c) securely enclosed and separated from publicly accessible areas, including car parking areas</li> <li>d) protected from the weather, and</li> <li>e) provided on a hard floor surface such as concrete or paving.</li> </ul>
<p>R6</p> <p>Bicycle parking facilities security levels for short-stay users must be Security Level C, as set out in AS2890.3.</p>	<p>C6</p> <p>Short stay bicycle parking is located in a publicly accessible location that provides an appropriate level of surveillance, safety and shelter.</p>
<p>There is no applicable rule.</p>	<p>C7</p> <p>The bicycle parking location and its access route(s) must provide an appropriate level of surveillance, shelter and lighting, in accordance with the Crime Prevention through Environmental Design General Code and AS1158.3.1.</p>
<p>R8</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>C8</p> <p>The location of bicycle parking facilities is designed to reasonably prevent motor vehicles encroaching into bicycle parking areas.</p>

Rules	Criteria
<b>2.2 Access</b>	
<p>R9</p> <p>The access path to end-of-trip facilities provides a minimum unobstructed width of:</p> <ul style="list-style-type: none"> <li>a) 1.5m where the number of bicycle movements is less than 30 per hour in peak periods, or</li> <li>b) 2.5m where the number of bicycle movements is 30 or more per hour in peak periods,</li> </ul> <p>in accordance with AS2890.3.</p>	<p>This is a mandatory requirement.</p>
<p>R10</p> <p>Bicycle parking facilities must comply with the following:</p> <ul style="list-style-type: none"> <li>a) for long-stay users: located within one level of the building entrance, and</li> <li>b) for short-term users: located at-grade and on the main access route to the entrance, not more than 30m from a major entrance or destination,</li> </ul> <p>and be located to allow a bicycle to be ridden within 30m of the end-of-trip facilities.</p>	<p>C10</p> <p>The location of access points to the bicycle parking facility should facilitate a convenient, safe, legible and contiguous link between the site and the surrounding network.</p>
<p>R11</p> <p>Ramp gradients must not exceed 1:12 where they are to be ridden by a bike rider accessing end-of-trip facilities, in accordance with AS2890.3.</p>	<p>This is a mandatory requirement.</p>
<p>There is no applicable rule</p>	<p>C12</p> <p>Bicycle parking facility users must not be required to walk up or down vehicular ramps to access bicycle parking.</p>
<p>There is no applicable rule.</p>	<p>C13</p> <p>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"> <li>a) in a change of lease application for an existing building where a stair cannot be avoided, and</li> <li>b) for new developments where the site area is exceptionally constrained such that level differences cannot be met by use of ramp(s).</li> </ul> <p>In such instances, a solution must be provided, such as a wheeling ramp and/or bicycle channel.</p>

### Element 3: Signage

Rules	Criteria
<b>3.1 Wayfinding signage</b>	
<p>R14</p> <p>Bicycle parking wayfinding signage is provided in accordance with AS2890.3.</p>	<p>C14</p> <p>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
<b>4.1 Bicycle parking facilities design</b>	
<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>in accordance with AS2890.3.</p>	<p>This is a mandatory requirement.</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.</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 parking space envelope nominated in AS2890.3 of 1.8m x 1.2m x 0.5m.</p>	<p>This is a mandatory requirement.</p>
<b>4.2 Bicycle parking devices</b>	
<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:</p> <p>a) any provision provided in addition to other planning requirements for storage areas, such as within development codes, and</p> <p>b) meeting the minimum dimensions and access requirements of AS2890.3, including internal storage and access isle dimensions.</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
<b>5.1 Shower and change facilities</b>	
<p>R20</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>Minor departures from the rule of up to 10% of the total required number of showers may be considered where reasonable attempts have been made to accommodate the required number.</p>
<p>R21</p> <p>Shower and change facilities must be provided for long-stay users in non-residential development in accordance with the minimum rates in R20, and be rounded up such that an equal number of male and female facilities are provided.</p>	<p>C21</p> <p>Departures from the rule may be considered for one or more of the following:</p> <ul style="list-style-type: none"> <li>a) educational institutions, including primary schools, secondary schools and tertiary education institutions</li> <li>b) shared or off-site facility in developments where less than 5 long-stay bicycle parking spaces are required, and/or</li> <li>c) facilities that are specifically designed for use by a single-sex, such as women's and men's refuges.</li> </ul>
<p>R22</p> <p>Shower and change facilities must provide separate male and female amenities.</p>	<p>C22</p> <p>Where only one shower and change facility is required under other parts of this code, the facility should be designed as a unisex facility.</p>
<p>R23</p> <p>A minimum of one change room is provided per shower, which can be a combined shower/change room, or direct access to a communal change room must be provided.</p>	<p>C23</p> <p>Minor departures from the rule of up to 10% of the total required number of change rooms may be considered where reasonable attempts have been made to accommodate the required number.</p>
<p>R24</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.</p>