

Planning and Development (Draft Variation 357) Consultation Notice 2021

Notifiable instrument NI2021–462

made under the

Planning and Development Act 2007, s 63 (Public consultation—notification)

1 Name of instrument

This instrument is the *Planning and Development (Draft Variation 357) Consultation Notice 2021*.

2 Draft variation to the Territory Plan

The planning and land authority (the *Authority*) has prepared a draft variation – 357 End-of-trip Facilities General Code (the *draft variation*) to vary the Territory Plan. The draft plan variation 357 proposes to vary the Territory Plan by replacing the Bicycle Parking General Code with a new 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 Land, Planning and Building Services Shopfront, 8 Darling Street, Mitchell ACT, 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 **Friday 17 September 2021** (the *consultation period*).
- (3) Copies of the documents mentioned in section 3 (1) are also available for inspection during the consultation period online at: www.act.gov.au/draftvariations.

4 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; or
 - (b) mail to Territory Plan Section, EPSDD, GPO Box 158, Canberra, ACT 2601; or
 - (c) delivered to the Access Canberra Land, Planning and Building Services Shopfront, 8 Darling Street, Mitchell ACT.

Note All 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.

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 Land, Planning and Building Services Shopfront, 8 Darling Street, Mitchell ACT, 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.
- (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 variation

Section 65 of the Act does not apply in relation to the draft variation and therefore it does not have interim effect as a result of notification of this instrument. Where a draft variation does not have interim effect, the current Territory plan will continue to apply.

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. A reference to the draft variation should be included in any email.

8 Dictionary

In this instrument:

draft plan variation 357 End-of-Trip Facilities General Code means the draft plan variation in schedule 1.

Dr Erin Brady
Delegate of the planning and land authority
30 July 2021



ACT
Government

Environment, Planning and
Sustainable Development

Schedule 1

Planning and Development Act 2007

Draft
Variation to the
Territory Plan
357

End-of-Trip Facilities General Code

August 2021

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

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1. INTRODUCTION

1.1 Summary of the Proposal

The draft variation is proposed to replace the Bicycle Parking General Code in the Territory Plan with a new End-of-Trip Facilities General Code. The aim of the code is to provide adequate facilities for bicycle riders and other active travel users at either end of a trip (either origin or destination). These facilities include bicycle parking, showers, change rooms, lockers, and drying areas.

The End-of-Trip Facilities General Code applies to all new developments, major alterations or extensions to existing buildings and/or changes of use that require a Development Application.

The End-of-Trip Facilities General Code does not apply to single residential development or to end-of-trip facilities provided on public land. Such facilities on public land are the responsibility of the ACT Government. Some guidance on these facilities is provided in the Municipal Infrastructure Standards 05 – Active Travel Facilities Design and Planning for Active Travel.

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 that 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 Director-General of EPSDD is the planning and land authority.

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 nonurban), 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 (planning and land authority) submits a report on consultation and a recommended final variation to the Minister responsible for planning for referral to the Legislative Assembly standing committee responsible for planning. 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 Public Consultation

Written comments about the draft variation are invited from the public by **Friday 17 September 2021**.

Comments should include reference to the draft variation and be addressed to the Territory Plan Section, EPSDD. 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:

- emailed to terrplan@act.gov.au
- mailed to Territory Plan Section, GPO Box 158, Canberra, ACT 2601
- delivered to the Access Canberra Land, Planning and Building Services Shopfront, 8 Darling Street, Mitchell ACT.

Copies of written comments received with respect to the draft variation 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 the Access Canberra Land, Planning and Building Services Shopfront, 8 Darling Street, Mitchell ACT and will 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 is available online at **www.act.gov.au/draftvariations** until the closing date for written comments.

Printed copies of the draft variation (this document) is available for inspection and purchase at the Access Canberra Land, Planning and Building Services Shopfront, 8 Darling Street, Mitchell ACT, 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

2.1.1 The policy development background

The ACT Government's vision for Canberra is to be a healthy and active city. Active living and active travel are considered 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 Planning Minister's 2015 Statement of Planning Intent includes priorities to create environments that support walking and bicycle riding (active travel) and demonstrates 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 Bicycle Parking General Code to be reviewed to promote best practice bicycle parking and end-of-trip facilities for bicycle riders and other active travel users.

In response to the Statement of Planning Intent, a review of the Bicycle Parking General Code was undertaken by the Transport Canberra and City Services Directorate in consideration of whether the Bicycle Parking General Code meets best practice industry standards. The review concluded that the Bicycle Parking General Code needed updating and should be replaced. In 2017, Draft Variation 357 was prepared to replace the Bicycle Parking General Code with a new End-of-Trip Facilities General Code to provide end-of-trip facilities for bicycle riders and other active travel users.

The proposed new code encourages greater use of active travel. In order to support active travel, end-of-trip facilities are required to meet existing demand and foreseeable increases, without incurring an unreasonable burden on building developers, owners and managers. The code plays a pivotal role in seeking to make active travel a mainstream element of Canberrans' daily lives.

Although principally for bicycle riders, showers, lockers, change rooms and drying facilities are also used by other active travel users who walk or run to work or educational institutions, or exercise at lunch time. End-of-trip facilities encourage people to use active travel modes of transport now and into the future. This is consistent with the Government's plan to promote 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.

The provision of bicycle parking facilities at destinations and places of residence provides the fundamental requirements to support cycling as a form of 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. Commuters and riders, however, also require longer term parking, more secure facilities and appropriate showers and change rooms.

Showers and change facilities in workplaces reduce barriers to active travel and contribute to making bicycle 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. These facilities offer benefits and/or incentives to bicycle riders as well as other people who walk or exercise regularly.

As explained in section 2.1.3, one set of uniform provision rates are proposed to determine the required number and size of end-of-trip facilities for non-residential development based on land use type. The resultant rates are designed to cater for an overall mode share target of seven percent both for walking and bicycle riding. Many areas, particularly within inner Canberra are likely to exceed this target.

Cycling mode share percentages for each area were calculated using ABS Census (2016) data for transport mode by place of work. The ABS information was separated into four categories: private vehicle, public transport, cycling and walking.

2.1.2 Previous Public Consultation (2017)

The draft variation was initially released for public consultation in 2017 for a period of six weeks. During that process, a total of five written submissions were received. Three were from professional/industry organisations. One was from a private company and one was from an individual.

All five submissions supported the intent of the draft variation in providing facilities for bicycle riders and other active travel users at either end of a trip (either origin or destination).

The key issues raised by the submitters are summarised below:

- Changes to the definition of *gross floor area* to clarify what is excluded from the gross floor area calculation to determine the amount of end-of-trip facilities to be provided
- Clarification of the type of developments that trigger the application of the code
- Flexibility of location of end-of-trip facilities to cater for building design and tenancy requirements

- Preference for including criteria which allow some flexibility in meeting requirements rather than only mandatory rules
- The proposed provision rates for end-of-trip facilities were generally considered too high, especially for City and town centres.

2.1.3 Collaborative consultation and reasons for revisions to the draft variation

To work through the key issues, a series of workshops were held from 2017 to 2019 with interested community and professional/industry stakeholders. The outcomes of this collaboration resulted in changes to the draft variation which are summarised below:

- Introduce a new definition, being for *net lettable area* contained in the code to more accurately reflect the number of people in a building during business operating hours, and further clarify the *gross floor area* definition.

Concerns were raised about using of *gross floor area* to calculate the minimum requirement for bicycle parking spaces. These concerns included that the *gross floor area* would include not just floor area, but also other areas within a building that were not able to be occupied, such as circulation areas, kitchens, bathrooms, lifts and stairwells.

It was discussed at the workshops that the definition of *net lettable area* would better reflect the usable floor area for workers in a building and generate a more accurate calculation of the number of short and long-stay bicycle parking required for new and refurbished buildings.

Based on these discussions, the current definition of *gross floor area* in the Territory Plan is proposed to be amended and introduce the definition of *net lettable area* in the code.

- Clarify the types of development where the code will apply.

The code has been changed to make sure that bicycle parking rates are consistent with development types that are defined in the Territory Plan.

For example, educational establishment is a use defined in the Territory Plan and a rate for this land use was not previously specified. Rather than bicycle parking rates being stipulated for primary, secondary and tertiary schools it is proposed that the same provision rate will apply to all educational establishments.

- Allow for flexibility in the location of end-of-trip facilities, especially for major alterations and extensions to existing buildings that require a development application.

The draft variation initially prescribed rules and criteria for the location of long and short-stay bicycle parking arrangements. At the workshops key stakeholders gave examples where the proposed provisions would be difficult to achieve.

Examples included:

- Difficulty in providing end-of-trip facilities at the prescribed location for developments involving major alterations and/or extension to existing buildings
- The desired location of short-stay bicycle parking would be difficult to achieve in areas where the verge adjacent to a development is narrow and/or where street furniture and landscaping are extensive.
- Simplify the calculation of end-of-trip facilities by proposing one set of provision rates that apply to the entire ACT, instead of three sets of rates for three geographical areas across the ACT that were generally considered too high for the City and town centres.

The draft variation initially proposed three different bicycle parking rates for the City; town centres, Northbourne Avenue Corridor and Dickson Group Centre; and for the rest of Canberra.

During the workshops, concerns were raised by certain stakeholders that the bicycle parking rates for the City were too high, particularly for the proposed short-stay bicycle parking rates for development types such as drink establishments and restaurants, whilst other stakeholders noted that the lower bicycle parking rates outside the City and town centres would not necessarily result in more active travel.

In addition, it was noted in the workshops that improved end-of-trip facilities alone would not result in higher bicycle usage without more investment in other capital works and travel demand management initiatives.

Following these discussions, feedback was sought from the key stakeholders involved in the workshops as to how the rates of provision could support the anticipated increase in cycling and walking in the ACT. A single set of provision rates for land uses were agreed that are similar to the rates that previously applied to town centres, the Northbourne Avenue Corridor and Dickson Group Centre. The analysis that TCCS undertook also showed that uniform rates can achieve the mode share target of seven to ten percent across the Territory.

- Provide criteria to increase flexibility in meeting code requirements for most of the rules that were previously proposed to be mandatory.

During the workshops, some stakeholders felt that the number of mandatory rules could result in difficulties achieving the requirements. The addition of criteria provides increased flexibility for industry to provide facilities in an innovative way that may even exceed code requirements.

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 provide adequate facilities for bicycle riders and other active travel users
 - introduce other definitions which specifically relate to end-of-trip facilities, including *net lettable area*.
- amend the current definition of *gross floor area* (GFA) in the Definitions section of the Territory Plan to exclude areas for bicycle parking and associated end-of-trip facilities from GFA calculations.
- include a new definition for *end-of-trip facilities* in the Definitions of the Territory Plan
- consequential changes to substitute Bicycle Parking General Code with End-of-Trip Facilities General Code in relevant development codes and precinct codes.

2.3 Reasons for the Proposed Draft Variation

The reasons for the draft variation are as follows:

- respond to the Planning Minister's Statement of Planning Intent (2015), in particular for the Bicycle Parking General Code to be reviewed to promote best practice bicycle parking and end-of-trip facilities for bicycle riders and other active travel users
- encourage bicycle riding and other forms of active travel in the ACT by providing adequate provision of end-of-trip facilities

- improve the health, social and economic benefits of active travel for the ACT community.

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 requires that the Territory Plan is not inconsistent with the NCP.

2.4.2 ACT Planning Framework

Statement of Strategic Directions

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*. The proposal is consistent with the Territory Plan's statement of strategic directions in terms of environmental, economic and social sustainability and spatial planning and urban design principles.

1.10 Integrated land use and transport planning will seek to maximise accessibility and transport efficiency, prioritise active travel, reduce energy consumption, increase physical activity, support the preferred pattern of development, promote safety, safeguard environmental quality, and minimise greenhouse gas emissions.

The draft variation seeks to encourage active travel as a mode of transport by reducing the barriers, particularly to the uptake of bicycle riding. This will maximise accessibility and transport efficiency, contribute to community health and vitality, allow for changing needs, and encourage use of walking and bicycle riding, including commuter bicycle riding, as active modes of transport.

1.18A Development is planned to promote active living through the following six principles:

- a) *providing connectivity between uses and activity nodes*
- b) *preserving open space*
- c) *encouraging mixed land use and density*
- d) *ensuring public places are safe and attractive for all*

- e) *providing supportive infrastructure that encourages regular physical activity*
- f) *ensuring environments promote social inclusion, and are equitable and where practicable are accessible by all.*

Active living principles were incorporated into the Statement of Strategic Directions in December 2017. The draft variation is consistent with these principles as the provisions will encourage development to promote active travel by providing connectivity between uses and activity nodes and supportive infrastructure that encourages regular physical activity.

2.6A Development will provide suitable and well-designed supportive infrastructure that enhances the experience of the urban environment for people of all abilities and encourages and supports regular physical activity.

The draft variation will provide end-of-trip facilities such as bicycle parking, shower and change facilities, lockers and drying areas that will encourage people of all abilities to experience the urban environment and be active regularly.

2.7 Development will be planned to encourage use of public transport, walking and cycling, including commuter cycling. Routes will be reserved for an enhanced inter-town public transport system. Requirements for vehicle parking will be related to commercial needs and transport policy objectives.

The draft variation encourages development to be planned to promote active travel including walking and bicycle riding and use of public transport.

Other Strategic Documents

The draft variation complements and responds to the relevant actions of the ACT Government's policies, including the ACT Planning Strategy 2018 and the Planning Minister's 2015 Statement of Planning Intent.

The Statement of Planning Intent includes as an immediate action, a review of the Bicycle Parking General Code of the Territory Plan to promote best practice bicycle parking and end-of-trip facilities for bicycle riders.

The draft variation is consistent with the ACT Transport Strategy and provides end-of-trip facilities such as bicycle parking, shower and change facilities, lockers and drying areas that will encourage cycling and walking.

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 continues to apply.

2.6 Consultation with Government Agencies

The Environment, Planning and Sustainable Development Directorate 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

The NCA has no comment on Draft Variation 357 End-of-Trip Facilities General Code. Proposed planning policy that encourages active travel is supported.

Response

Noted.

Conservator of Flora and Fauna

The Conservator of Flora and Fauna made the following comments

Thank you for the opportunity to review the revised version of Draft Variation No. 357. NIL comments from the Conservator.

Response

Noted.

Environment Protection Authority

The Environment Protection Authority provided the following comments

The EPA has no comments on the re-circulate DV357 End-of-Trip Facilities General Code after its first round of public consultation.

Response

Noted.

Heritage Council

The Heritage Council provided the following comments

The Council does not object to the changes proposed by DV357, or the most recent alterations to the draft General Code, as the provisions of the Heritage Act 2004 will continue to guide the management of heritage places and objects that may be affected by any requirement for end of trip facilities.

Response

Noted.

3. DRAFT VARIATION

3.1 Variation to the Territory Plan

The Territory Plan is varied in all of the following ways:

Variation to the Territory Plan Written Statement

1. General Codes, Part 11.2 Bicycle Parking General Code

Substitute

Bicycle Parking General Code

with

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

2. Part 3-9 Zone Development Codes, Part 10 Precinct Maps and Codes and Part 11. General Codes

Substitute

All references to the 'Bicycle Parking General Code'

with

'End-of-Trip Facilities General Code'

3. Part 13 Definitions, Part 13.1 Definitions

Insert

End-of-trip facilities means places where amenities are provided for bicycle 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-għajnuna 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	Ako vam je potrebna pomoć prevodioca telefonirajte:
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



End-of-Trip Facilities General Code

August 2021

Draft for public consultation

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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	Student accommodation
Community activity centre	Light industry	Supermarket
Community theatre	Mental health facility	Supportive housing
Corrections facility	Minor use	Take-away food shop
Craft workshop	Mobile home park	Tourist facility
Cultural facility	Multi-unit housing	Veterinary hospital
Department store	Municipal depot	Warehouse
Drink establishment	Non-retail commercial use	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

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 and bicycle 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.

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> <ul style="list-style-type: none"> a) in accordance with the NLA definition b) 85% of a building's gross floor area. <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> <ul style="list-style-type: none"> a) in accordance with the NLA definition b) 85% of a building's gross floor area. <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	Place of worship
Bulky goods retailing	Health facility	Produce market
Caravan park/camping ground	Hospital	Public transport facility
Child care centre	Indoor entertainment facility	Religious associated use
Civic administration	Indoor recreation facility	Residential care accommodation
Club	Industry	Restaurant
Commercial accommodation use	Light industry	Scientific research establishment
Community activity centre	Mobile home park	Student accommodation
Community theatre	Multi-unit housing	Supermarket
Corrections facility	Municipal depot	Supportive housing
Cultural facility	Non-retail commercial use	Take-away food shop
Department store	Outdoor recreation facility	Tourist facility
Drink establishment	Personal service	Veterinary hospital
Educational establishment	Place of assembly	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
<i>Student accommodation</i>	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

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 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 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>

Rules	Criteria
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 periods. <p>The access path to end-of-trip facilities must also be in accordance with AS2890.3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</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>
2.3 Location	
<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, 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>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>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 	<p>C11</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>

Rules	Criteria
<p>main building, is well-lit, secure, safe and easy to access and find, and is located where there is an appropriate level of surveillance</p> <p>b) for short-stay users -</p> <p>i) if located within the main building, it 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</p> <p>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</p> <p>Stairs are only permitted as the primary access route from a building entrance to bicycle parking facilities in constrained circumstances, including:</p> <p>a) in a change of lease application for an existing building where a stair cannot be avoided</p> <p>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> <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	
R14 Bicycle parking wayfinding signage is provided in accordance with AS2890.3.	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.

Element 4: Bicycle parking devices

Rules	Criteria
4.1 Bicycle parking facilities design	
R15 Access aisles adjacent to bicycle parking devices must be a minimum width of: a) 1.5m for side-by-side bicycle parking, and b) 2.0m for multi-tier bicycle parking or bicycle lockers. Access aisles are designed in accordance with AS2890.3.	This is a mandatory requirement. There is no applicable criterion.
R16 Not more than 80% of all bicycle parking spaces are to be multi-tier, in accordance with AS2890.3.	This is a mandatory requirement. There is no applicable criterion.
There is no applicable rule.	C17 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.
R18 Bicycle parking devices must accommodate the bicycle space envelope nominated in AS2890.3.	This is a mandatory requirement. There is no applicable criterion.
4.2 Bicycle parking devices	
There is no applicable rule.	C19 General storage areas in residential development may be counted as bicycle parking subject to achieving all of the following: a) any provision is proved in addition to other planning requirements for storage areas, such as within development codes b) meeting the minimum dimensions and access requirements of AS2890.3, including internal storage and access isle dimensions.

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>C23</p> <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>