

Planning and Development (Plan Variation 357) Approval 2022

Notifiable instrument NI2022–375

made under the

Planning and Development Act 2007, s 76 (Minister’s powers in relation to draft plan variations)

1 Name of instrument

This instrument is the *Planning and Development (Plan Variation 357) Approval 2022*.

2 Commencement

This instrument commences on the day after its notification day.

3 Approval of draft plan variation

(1) I approve under section 76 (2) (a) of the *Planning and Development Act 2007* the plan variation 357 to the Territory Plan.

(2) In this section:

plan variation 357 to the Territory Plan means the plan variation in the schedule.

Mick Gentleman MLA
Minister for Planning and Land Management
4 August 2022



ACT
Government

Environment, Planning and
Sustainable Development

Schedule (See section 3 (2))

Planning and Development Act 2007

Variation to the Territory Plan 357

End-of-Trip Facilities General Code

July 2022

Final variation prepared under section 76 of the
Planning and Development Act 2007

Variation 357

Authorised by the ACT Parliamentary Counsel—also accessible at www.legislation.act.gov.au

Contents

- 1. EXPLANATORY STATEMENT 1**
 - 1.1 Background..... 1
 - 1.2 Summary of the Proposal 5
 - 1.3 The National Capital Plan 5
 - 1.4 Changes to the Territory Plan 6
 - 1.5 Consultation on the Draft Variation 6
 - 1.6 Revisions to the Draft Variation Recommended to the Minister 7

- 2. VARIATION 8**
 - 2.1 Variation to the Territory Plan 8

1. EXPLANATORY STATEMENT

1.1 Background

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, cycling and other forms of 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 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 in demand, 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 use active travel to get 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 active travel 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.

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.

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.

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 *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.

1.2 Summary of the Proposal

The variation replaces 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.

1.3 The National Capital Plan

The *Australian Capital Territory (Planning and Land Management) Act 1988* (Cwlth) 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 *Australian Capital Territory (Planning and Land Management) Act 1988* (Cwlth) also required that the Territory Plan is not inconsistent with the NCP.

In accordance with section 10 of the *Australian Capital Territory (Planning and Land Management) Act 1988*, the NCP defines the planning principles and policies for Canberra and the Territory, for giving effect to the object of the NCP and sets out the general policies to be implemented throughout the Territory, including the range and nature of permitted land uses.

It also sets out the detailed conditions of planning, design and development for areas that have special significance to the National Capital known as designated areas and identifies special requirements for the development of some other areas.

1.4 Changes to the Territory Plan

Detailed changes to the Territory Plan are noted in section 2 Variation.

1.5 Consultation on the Draft Variation

The draft variation was released for public comment between 7 August 2021 and 17 September 2021 with a further extension of the consultation period until 29 October 2021. A consultation notice under section 63 of the *Planning and Development Act 2007* (P&D Act) was published on the ACT Legislation Register on 7 August 2021 and on 10 September 2021 for the extension. A public notice was placed on the ACT Government public notices website on 9 August 2021 and on 10 September 2021 for the extension.

A total of six written submissions were received:

- three submissions were from individuals
- one submission was from the Conservation Council
- one submission from Pedal Power ACT and
- one submission from Molonglo, a developer company.

Comments related to the following:

Issue	Number of Submissions
Support for the intent of the draft variation	3
Provision of adequate locker space needed	3
Greater ambition needed to drive significant shift from car use to active travel	2
Rapid implementation of end-of-trip facilities needed	2
Other measures to support uptake of active travel needed	2
Code should also be applicable to Government facilities	2
Code should clarify responsibilities within type of development	2
Existing buildings need to be addressed	2
Provision rates should accommodate future growth	2
Bicycle parking needs to accommodate variety	2
End-of-trip facilities must support broad participation	2
Associated companion guide needed	2
Code needs a statement of purpose / objective	1

Definition of 'gross floor area' needs revising	1
Definition of 'end-of-trip facilities' needs revising	1
Umbrella term 'SHOP' is excluded from tables in the code	1
Code should apply to more specific uses such as cafes and retail use	1
Carparking should be offset with active travel facilities	1
'Outdoor recreation' would fit better under Table 3	1
Short stay rates should be increased for some uses	1
Provisions for proximity to destination and the cycling network need to be reconsidered	1
Long-stay parking should be sufficiently secure	1

The above issues were considered and are detailed in a report on consultation. Changes were informed by the issues raised. The outcomes of consultation were considered by the Minister responsible for planning prior to approval of this variation.

1.6 Revisions to the Draft Variation Recommended to the Minister

No changes have been made to the draft variation following the referral of the recommended version to the Minister responsible for planning.

2. VARIATION

2.1 Variation to the Territory Plan

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

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

Substitute

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

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, bicycle parking and associated end-of-trip facilities, and/or basement car parking.

Interpretation service

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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, çempel:
PERSIAN	: اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
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End-of-Trip Facilities General Code

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Contents

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

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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	SHOP
Community activity centre	Light industry	Student accommodation
Community theatre	Mental health facility	Supermarket
Corrections facility	Minor use	<i>Supportive housing</i>
Craft workshop	Mobile home park	Take-away food shop
Cultural facility	<i>Multi-unit housing</i>	Tourist facility
Department store	Municipal depot	Veterinary hospital
Drink establishment	NON-RETAIL COMMERCIAL USE	Warehouse
		Vehicle sales

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

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

National Capital Plan

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

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

Purpose

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

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

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

Structure

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

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

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

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

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

Assessment tracks

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

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

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

Code hierarchy

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

Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Acronyms

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

Relevant development codes and general codes

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

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

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

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

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

Part A – Provision of end-of-trip facilities

Element 1: End-of-trip facilities provision

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

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

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

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

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

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

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

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

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

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

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

Element 2: Access and location

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

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, is clearly visible and not more than 30m from a major entrance or destination. <p>Bicycle parking facilities are located to allow a bicycle to be ridden within 30m of the end-of-trip facilities.</p> <p>The pedestrian and bicycle access paths associated with these bicycle parking facilities must feed into and provide connections to existing path networks.</p>	<p>C10</p> <p>The location of access points to the bicycle parking facility must facilitate a convenient, safe, legible and contiguous link between the site and the surrounding network.</p>
<p>R11</p> <p>Bicycle parking facilities for major alterations and/or extensions to existing buildings must comply with the following:</p> <ul style="list-style-type: none"> a) for long-stay users - <ul style="list-style-type: none"> i) if located within the main building, it is 	<p>C11</p> <p>The location of access points to the bicycle parking facility must facilitate a convenient, safe, legible and contiguous link between the site and the surrounding network.</p>

Rules	Criteria
<p>easily accessible and able to be located from the building entrance, is well-lit, secure, safe and well ventilated</p> <p>ii) if located outside the main building, it is located no more than 30m from the main building, is well-lit, secure, safe and easy to access and find, and is located where there is an appropriate level of surveillance</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	
<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
4.1 Bicycle parking facilities design	
<p>R15</p> <p>Access aisles adjacent to bicycle parking devices must be a minimum width of:</p> <p>a) 1.5m for side-by-side bicycle parking, and</p> <p>b) 2.0m for multi-tier bicycle parking or bicycle lockers.</p> <p>Access aisles are designed in accordance with AS2890.3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R16</p> <p>Not more than 80% of all bicycle parking spaces are to be multi-tier, in accordance with AS2890.3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>There is no applicable rule.</p>	<p>C17</p> <p>Bicycle parking facilities must be well lit to meet the minimum requirements of the Crime Prevention through Environmental Design General Code to enhance user safety and mitigate risk of theft or vandalism.</p>
<p>R18</p> <p>Bicycle parking devices must accommodate the bicycle space envelope nominated in AS2890.3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
4.2 Bicycle parking devices	
<p>There is no applicable rule.</p>	<p>C19</p> <p>General storage areas in residential development may be counted as bicycle parking subject to achieving all of the following:</p> <p>a) any provision is provided in addition to other planning requirements for storage areas, such as within development codes</p> <p>b) meet the minimum dimensions and access requirements of AS2890.3, including internal storage and access aisle dimensions</p>

Rules	Criteria
	c) provide a minimum Security Level C bicycle parking facility, as set out in AS2890.3.

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>

Rules	Criteria
<p>R23</p> <p>A minimum of one change room is provided per shower as one of the following:</p> <ul style="list-style-type: none"> a) a combined shower/change room b) direct access to a communal change room. 	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>There is no applicable rule.</p>	<p>C24</p> <p>For development requiring multiple change rooms, up to 25% less than the total required number of change rooms may be considered where it can demonstrate to meet one or more of the following:</p> <ul style="list-style-type: none"> a) change rooms are safe, secure and are provided in one of the following locations: <ul style="list-style-type: none"> i) next to main bicycle parking area ii) close to key entry points b) more than one toilet, wash basin and drying area are provided with shower and change facilities <p>Change rooms are provided with showers as one of the following:</p> <ul style="list-style-type: none"> a) a combined shower/change room b) direct access to a communal change room.
<p>R25</p> <p>Where a communal change room is provided, direct access is provided via the shower facility, without passing through a publicly accessible area.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>There is no applicable rule.</p>	<p>C26</p> <p>Separate gender-neutral shower and change facilities are provided where possible.</p>

5.2 Personal storage facilities

R27

Personal storage facilities must be provided for long-stay users in non-residential development.

Personal storage facilities (lockers) must be:

- a) provided at a rate of 2 for each bicycle parking space provided (lockers may be used by a variety of active travel, recreational and sport user groups)
- b) of suitable volume and dimensions to allow adequate storage of clothing, towels, helmets, footwear and other personal items
- c) well ventilated, secure and lockable, and
- d) located in one or both of the following locations:
 - i) close to shower and change facilities to provide for the safety, privacy and convenience of the user
 - ii) within communal change rooms.

C27

Personal storage facilities (lockers) must be provided to meet the reasonable needs of active travel, recreational and sport user groups within a place of work or study.

Lockers must provide adequate, secure and lockable storage for clothes, footwear, towels and other personal items and where possible be located close to shower and change facilities.