

CITY OF SUBIACO
LOCAL PLANNING POLICY 5.2

BICYCLE PARKING FACILITIES

ADOPTION DATE: 23 June 2009

REVIEW DATE: 7 August 2020

AUTHORITY: LOCAL PLANNING SCHEME NO. 5
PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES)
REGULATIONS 2015

STATUTORY BACKGROUND

This policy is made pursuant to:

- (a) Schedule 2, Part 2, Division 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) relating to local planning policies, and,
- (b) Schedule 2 of the Regulations contains the deemed provisions for local planning schemes (**Deemed Provisions**). Clause 67(u)(iv) of the Deemed Provisions relating to the availability and adequacy for a development of access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities).

This policy seeks to complement Clause 32(1)(1) and Schedule 5 – *Car Parking Standards* of the City of Subiaco Local Planning Scheme No. 5 (the Scheme). Clause 32(1)(1) states that Schedule 5 of the Scheme sets out the requirements for vehicle and bicycle parking for non-residential development, and the non-residential component of mixed-use developments for all zones. Schedule 5 sets out the number and type of bicycle parking facilities to be provided for employees and visitors for different land use classes. This policy supplements the existing scheme requirements by:

- 1. Requiring showers and lockers to be provided as part of end of trip facilities for long term bicycle parking;
- 2. Providing design and location criteria for short term and long term bicycle parking facilities; and
- 3. Providing assessment criteria where a proposal may involve a shortfall in the provision of end of trip facilities.

PURPOSE

People are increasingly becoming aware of the health, social and economic benefits of alternative forms of transport such as cycling, walking and public transport. Providing end of trip facilities including showers, change rooms and bicycle parking in commercial development are a key factor in influencing the decision to use alternative forms of transport.

The purpose of this local planning policy is to specify the requirement for end of trip facilities for non-residential development and the non-residential component of mixed use development in all zones.

POLICY

1.0 Objectives

- a) To encourage the use of alternative modes of transport through the provision of secure and effective on site end of trip facilities, including bicycle storage facilities, showers and lockers.
- b) To ensure appropriate end of trip facilities are provided within non-residential development and the non-residential component of mixed use development to meet the needs of its users.

2.0 Definitions

- (a) The following terms are defined for the purpose of this policy:

Deemed Provisions means the provisions contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

End of Trip Facilities means shower, change room and locker facilities for the use of employees.

Long Term Bicycle Parking Facilities Long term bicycle parking facilities include those of a security Level A and B in accordance with AS 2890.3 (as amended) Table 1.1, and class 1 and 2 in accordance with Schedule 5 of the Scheme, typically for the use of employees.

Relevant Australian Standard As per AS2890.3 – Parking Facilities Part 3: Bicycle parking facilities (as amended).

Scheme means City of Subiaco Local Planning Scheme No. 5.

Short Term Bicycle Parking Facilities Short term bicycle parking facilities include those of a security Level C in accordance with AS 2890.3 (as amended) Table 1.1, and class 1 and 2 in accordance with Schedule 5 of the Scheme, typically for the use of visitors.

- (b) All other terms, words and expressions used in this policy have the same meaning as they have in the Scheme.

3.0 End of Trip Facilities – Long Term Bicycle Parking Facilities

Where long term bicycle parking facilities are required in accordance with Schedule 5 of the Scheme, end of trip facilities must also be provided as detailed in **Table 1**.

Table 1: End of trip facilities

Number of long term bicycle parking spaces required	Number of showers	Number of lockers
First 1 – 10 spaces	0.3 per space	1 per space
More than 10 spaces in total	0.25 per space	
Note: Where a standard set out in Table 1 results in a shower requirement that is not a whole number, the requirement shall be rounded up to the next whole number.		

3.1 Shower and change room facilities

- (a) Change room facilities must be provided in conjunction with showers, and are to comprise either of the following:
 - (i) A combined shower and change cubicle; or
 - (ii) A separate male and female communal change room directly accessible from the shower(s).
- (b) A combined shower and change cubicle may be unisex. Where all shower facilities are unisex, no communal change rooms are to be provided. Change rooms must be attached to the shower as per 3.1(a)(i).
- (c) Where two or more showers are required by **Table 1** and are not unisex, the number of showers is to be equally distributed between males and females. Where an odd number of showers is required by **Table 1**, the odd number may be provided as a unisex shower and change cubicle, or, the number of showers may be rounded up to an even number to facilitate even distribution.
- (d) Showers and change rooms are to be conveniently co-located to bicycle parking facilities. Where end of trip facilities are provided either below or above the ground floor, suitable arrangements are to be made to demonstrate easy and legible access to those facilities.

3.2 Lockers

- (a) Lockers are to be of suitable size to allow storage of clothing, towels, cycling helmets and footwear.
- (b) Lockers are to be well ventilated, secure and lockable.
- (c) Lockers are to be located in either of the following locations:
 - (i) As near as practicable to combined shower and change cubicle(s) ensuring that they are situated in a manner that ensures safety, privacy and convenience of the user; or
 - (ii) Within communal change rooms.

4.0 Design and location of short term bicycle parking facilities

Short term bicycle parking facilities are to be provided in accordance with Schedule 5 of the Scheme and shall:

- (a) Be designed in accordance with the relevant Australian Standard.
- (b) Be located in a convenient and secure position close to the entrance of the premises, so as to minimise bicycle/pedestrian and vehicle conflict.
- (c) Only be located on the ground floor unless the public entrance is located on another floor.
- (d) Be located to avoid steep ramps, speed humps, drainage grates or other hazards.

- (e) Incorporate adequate lighting, be protected from the weather, be placed in public view and be easily accessible from the public access point (road, bicycle path, footpath).
- (f) Be located as close as practical to a cyclist's likely destination.
- (g) Not interfere with access to doorways, loading areas, service/plant rooms, emergency access or bin storage areas.

5.0 Design and location of long term bicycle parking facilities

Long term bicycle parking facilities are to be provided in accordance with Schedule 5 of the Scheme, and shall:

- (a) Be designed in accordance with the relevant Australian Standard.
- (b) Be directly accessible from the ground floor level and shall not require access via steps. Where these facilities are provided either below or above the ground floor, suitable arrangements are to be made to demonstrate safe, easy and legible access for those facilities.
- (c) Be located as close as practicable to main entrance points to the building and shall be weather protected.
- (d) Be located in an area that allows informal surveillance of the facility to occur where possible.
- (e) Be located in a convenient and secure position that minimises bicycle/pedestrian and vehicle conflict.
- (f) Be located to avoid steep ramps, speed humps, drainage grates or other hazards.
- (g) Not interfere with access to doorways, loading areas, service/plant rooms, emergency access or bin storage areas.
- (h) Provide bicycle signage that directs cyclists to the location of bicycle facilities and has dimensions in accordance with the relevant Australian Standard.
- (i) For an application for development approval that does not involve a change of use, the development shall incorporate charging facilities for electric bikes and scooters.

6.0 Discretionary considerations

6.1 Shortfall in provision of end of trip facilities

Consideration shall be given to varying the number of end of trip facilities required:

- (a) For an application not involving a change of use, where it can be demonstrated that the nature of the proposal does not require the extent of end of trip facilities specified in **Table 1**.
- (b) For a change of use application, where the change of use does not involve a substantial change to the existing net lettable area, and where it can be demonstrated that the nature of the proposal does not require the extent of end of trip facilities specified in **Table 1**.

6.2 Variation to the design and location of short and long term bicycle parking facilities

Consideration shall be given to varying a requirement specified in clause 4.0 and 5.0 where:

- (a) It can be demonstrated that due to development or site specific circumstances, the facilities cannot be designed or located as required; and
- (b) The nature and extent of the variation does not have any significant impact upon the amenity of adjoining properties and/or the locality; and
- (c) It can be demonstrated that access to the bicycle parking facilities is safe, convenient and legible for users.