

Metro Tunnel: Over Site Development – CBD North

Incorporated Document

October 2017

Incorporated Document in the Melbourne Planning Scheme pursuant to section 6(2)(j) of the *Planning and Environment Act 1987* (Vic).

1. INTRODUCTION

- 1.1 This document is an Incorporated Document in the schedule to Clause 52.03 and the schedule to Clause 81.01 of the Melbourne Planning Scheme (**Planning Scheme**), and is made pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.
- 1.2 This Incorporated Document is to be read in conjunction with 'Melbourne Metro Rail Project – Incorporated Document, May 2017, as amended from time to time (**MMRP Incorporated Document**).

2. PURPOSE

- 2.1 The purpose of this Incorporated Document is to permit and facilitate the use and development of the land described in Clause 3 for the purposes of an over site development above the Railway station approved under the MMRP Incorporated Document (**OSD**) in accordance with the controls in clauses 4, 5 and 6 of this document.

3. LAND DESCRIPTION

- 3.1 This Incorporated Document applies to the land as defined by the black lines as shown on the map in Appendix 1 (**OSD Land**).

4. THIS DOCUMENT ALLOWS

- 4.1 This document allows for demolition, including bulk excavation and the development and use of the OSD Land for Accommodation (including but not limited to Serviced Apartments, Residential Building, Student Accommodation and Residential Hotel but excluding any beds within the podium levels of the building/s), Education Centre, Office, Place of Assembly (other than Amusement parlour and Nightclub), Restricted Recreation Facility, Retail Premises (other than Adult sex bookshop, Department store, Hotel, Supermarket, and Tavern unless with the consent of the Minister for Planning) and advertising signage and staging generally in accordance with the following plans and subject to the requirements of this Incorporated Document:

- a) Building envelope plans prepared by Hassell dated October 2017 and numbered:
 - I. TAS-CYP-OS-00-DRG-ARC-CBN-01
 - II. TAS-CYP-OS-00-DRG-ARC-CBN-02
 - III. TAS-CYP-OS-00-DRG-ARC-CBN-03.

In this document **OSD Incorporated Plans** means the above drawings.

5. CONTROL

- 5.1 The controls in this Incorporated Document prevail over any contrary or inconsistent provisions in the Planning Scheme except as provided for in clause 5.3.
- 5.2 Despite any provision to the contrary or any inconsistent provision in the Planning Scheme, no planning permit is required for, and no provision in the Planning Scheme operates to prohibit, control or restrict any works required for integration with the Railway station on the OSD Land, site preparation, demolition, bulk excavation works and site retention works, provision of bicycle parking, advertising signs and the development and use of the OSD Land in accordance with this Incorporated Document for the purposes of, or related to, developing and using the OSD except as provided for in clause 5.3.
- 5.3 The control in clause 5.1 of this Incorporated Document does not apply to:

- a) the use and development of land for the purposes of the Metro Tunnel Project which is subject to the controls in the MMRP Incorporated Document.
 - b) advertising signs unless they are in accordance with the Advertising Signage Strategy approved under condition 6.15.
- 5.4 The subdivision of any part of the OSD Land is exempt from a public open space contribution under clause 52.01 of the Planning Scheme and the subdivision of the OSD Land is a class that is exempt from any public open space requirement under the Subdivision Act 1988.
- 5.5 The 'Melbourne Metro Rail Project – Infrastructure Protection Areas – Incorporated Document (December 2016)' and schedule 70 to Clause 43.02 (Design and Development Overlay) of the Planning Scheme do not apply to use and development carried out under this Incorporated Document.

6. CONDITIONS

- 6.1 The development and use permitted by this Incorporated Document must be undertaken in accordance with the following conditions:

6.2 MASTERPLAN

- 6.2.1 Prior to the submission of the development plans under condition 6.3, a masterplan generally in accordance with the OSD Incorporated Plans must be submitted to and approved by the Minister for Planning in consultation with the Melbourne City Council. The masterplan must include:

- a) Masterplan design objectives;
- b) Proposed uses;
- c) Design response to support internal amenity;
- d) Demarcation between the OSD and the development and use approved under the MMRP Incorporated Document;
- e) Building adaptability;
- f) Indicative design;
- g) Shadow analysis;
- h) Façade concept;
- i) Wind study;
- j) Waste management concept;
- k) Bicycle parking concept which includes the number and type of bicycle facilities to be provided on OSD Land in accordance with the requirements set out in the tables at Appendix 3 and Appendix 4, unless the Minister for Planning is satisfied that a lesser number is sufficient; and
- l) Public realm and amenity.

- 6.2.2 The masterplan approved under condition 6.2.1 may only be amended, from time to time, at the request of the developer of the OSD Land, with the approval of the Minister for Planning in consultation with the Melbourne City Council. Any amendments to the masterplan must be generally in accordance with the OSD Incorporated Plans.

6.3 DEVELOPMENT PLANS

- 6.3.1 Prior to commencement of building or works associated with the OSD (excluding any works required for integration with the Railway station on the OSD Land, demolition, bulk excavation and site preparation works), development plans generally in accordance with the masterplan approved under condition 6.2, must be submitted to and be approved by the Minister for Planning in consultation with Melbourne City Council.

6.3.2 The development plans must include, as appropriate:

- a) Detailed site layout plans including the proposed uses;
- b) Architectural and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access, waste collection and storage, loading and other ancillary facilities;
- c) Demarcation between the OSD and the development and use approved under the MMRP Incorporated Document;
- d) A detailed development schedule;
- e) Detailed plans demonstrating that any canopy(ies) and any other projections to Swanston Street do not encroach upon street tree protection zones to accommodate street trees;
- f) Any detail as required by the façade strategy approved under condition 6.8, and perspectives of the proposal showing the design functionality, quality and relationships within the context of the Railway station precinct and the Railway station infrastructure, consistent with the façade strategy approved under condition 6.8; and
- g) Any further detail that is required to demonstrate integration of the OSD with the Metro Tunnel Project and associated work.

6.3.3 Prior to the submission of the development plans under condition 6.3.1 to the Minister for Planning for approval, the development plans must be referred to the Urban Design and Architectural Advice Panel (**UDAAP**) or as nominated by the Minister for Planning. The UDAAP or the nominated body must have regard to the urban context report specified by condition 6.3.4 and the masterplan approved under condition 6.2. The development plans submitted to the Minister for Planning for approval must be accompanied by all written comments received from the UDAAP or the nominated body.

6.3.4 In conjunction with the submission of the development plans to the Minister for Planning, the following reports must be submitted to the Minister for Planning for endorsement:

- a) An urban context report which demonstrates how the OSD achieves the recommended objectives and design outcomes, set out in section 4.6 of the *CBD North Over Site Development Urban Context Report (Jones and Whitehead) (October 2017)* to the extent relevant to the OSD and not already documented in the masterplan approved under condition 6.2; and
- b) A wind analysis report prepared by a suitably qualified person. The wind analysis report must:
 - I. Demonstrate compliance with the wind effects requirements of Appendix 2;
 - II. Explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all façades, or half the total height of the building, whichever is greater;
 - III. At a minimum, model the wind effects of the proposed development and its surrounding buildings (existing and proposed) using wind tunnel testing;
 - IV. Identify the principal role of each portion of the publicly accessible areas for sitting, standing or walking purposes;
 - V. Not rely on street trees or any other element such as screens, within public areas for wind mitigation; and
 - VI. Consider the approved conditions that include the ventilation/extractor vents that are included in the Metro Tunnel Project works approved under the MMRP Incorporated Document.

6.4 LAYOUT NOT ALTERED

6.4.1 The development and use must be carried out in accordance with the approved development plans except for any alterations or modifications with the prior written consent of the Minister for Planning. The scope of approval of any alterations is limited to the extent of the alterations or modifications to the development plan.

6.5 STAGING

6.5.1 The development authorised by this Incorporated Document may be completed in stages if a staging plan is submitted and approved to the satisfaction of the Minister for Planning in consultation with Melbourne Metro Rail Authority.

6.5.2 A staging plan must set out when development plans and other plans as required by this Incorporated Document will be submitted for each stage.

6.5.3 Any corresponding obligations under this Incorporated Document may be completed in stages.

6.6 CONSTRUCTION MANAGEMENT PLAN

6.6.1 Prior to commencement of development, a construction management plan (**CMP**) must be submitted and approved by the Melbourne City Council. The **CMP** must be prepared in accordance with the *Melbourne City Council – Construction Management Plan Guidelines (Guidelines)* and must be consistent with the Construction Environmental Management Plan (**CEMP**) required under the MMRP Incorporated Document Environmental Management Framework. To the extent of any inconsistency between the Guidelines and the **CEMP**, the requirements of the **CEMP** shall prevail. The **CMP** is to consider, but not be limited to, the following:

- a) Public safety, amenity and site security;
- b) Operating hours, noise and vibration controls;
- c) Air and dust management;
- d) Stormwater and sediment control;
- e) Waste and materials reuse;
- f) Traffic management consistent with the construction traffic management plan approved under condition 6.7;
- g) Demolition;
- h) Bulk excavation;
- i) Management of the construction site and land disturbance;
- j) Discharge of polluted waters;
- k) Disposal of contaminated soil (if any);
- l) Asbestos (if any); and
- m) Pollution of ground water.

6.6.2 The approved **CMP** must be implemented to the satisfaction of the Melbourne City Council and must not be altered without the prior consent of the Melbourne City Council.

6.7 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

6.7.1 Prior to commencement of development (or any stage of development), a Construction Traffic Management Plan (**CTMP**) must be submitted to and approved by Transport for Victoria, in consultation with Melbourne City Council.

6.7.2 The **CTMP** must outline how public transport operations and traffic will be managed throughout the construction of the development and how impacts to public transport are mitigated. The endorsed **CTMP** must be implemented in accordance with the standards as at the date of this

Incorporated Document to the satisfaction of Transport for Victoria and must not be altered without the prior consent of Transport for Victoria. All traffic management and mitigation costs will be at the full cost of the developer.

- 6.7.3 The CTMP must also provide information on truck routes, the number of trucks per hours accessing the site and truck waiting areas outside the city and detail how traffic, including pedestrians and cyclists, will be managed around the OSD Land and other road closures associated with the development of the OSD Land.

6.8 FAÇADE STRATEGY

- 6.8.1 In conjunction with the submission of development plans under condition 6.3, a façade strategy, generally in accordance with the façade concept within the masterplan (condition 6.2), must be submitted to and be approved by the Minister for Planning, in consultation with UDAAP (or the body nominated under condition 6.3.3) and Melbourne City Council. All materials, finishes and colours must be consistent with the approved façade concept to the satisfaction of the Minister for Planning. The façade strategy for the development must include:

- a) A concise description by the architect of the building design concept and how the façade works to achieve this;
- b) A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with clear coding;
- c) Elevation details generally at a scale of 1:50 illustrating typical podium details, entries and doors, typical privacy screening and utilities, typical tower detail, and any special features which are important to the building's presentation;
- d) Cross sections or other method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material;
- e) Information about how the façade will be accessed and maintained and cleaned, including planting where proposed;
- f) Example prototype and/or precedents that demonstrate the intended design outcome indicated in plans and perspective images;
- g) Detail to confirm external glazing must be of a type that does not reflect more than 20% of visible light when measured at an angle of incidence normal to the glass surface; and
- h) Any detail on building plant and equipment on the roofs, balcony areas, common areas, public through fares so that they are concealed and incorporated into the design. The construction of any additional plant machinery and equipment, including but not limited to all air-conditioning equipment, ducts, flues, and communications equipment must be suitably screened.

- 6.8.2 The approved façade strategy must not be altered without the prior consent of the Minister for Planning in consultation with UDAAP (or as nominated by the Minister for Planning) and the Melbourne City Council.

6.9 LOADING, BICYCLE AND VEHICLE ACCESS

- 6.9.1 The development plans submitted under condition 6.3 must meet the following requirements:
- a) The development must not allow for motor vehicular access to the OSD via either Swanston Street and La Trobe Street;
 - b) The development must allow for loading and waste collection services to occur via Little La Trobe Street within the shared facility provided under the MMRP Incorporated Document or an alternative to the satisfaction of the Minister for Planning;

- c) No additional motor vehicle access point is to be provided to Little La Trobe Street to accommodate both loading and waste collection (shared) beyond the single access point provided under the MMRP Incorporated Document or an alternative to the satisfaction of the Minister for Planning;
 - d) The design of bicycles spaces is generally in accordance with Appendix 3; and
 - e) Bicycle signage is provided in accordance with Appendix 3.
 - f) The number and type of bicycle facilities to be provided complies with the bicycle parking concept within the masterplan.
- 6.9.2 On site loading and unloading must occur within the shared facility provided under the MMRP Incorporated Document unless an alternative is provided to the satisfaction of the Minister for Planning. Vehicle movements may occur by reverse-in and forward-out motion in accordance with AS 2890.2-2002, Australian Standard Parking facilities, Part 2: Off-street commercial vehicle facilities.
- 6.9.3 If new motor vehicle crossings or pedestrian entrances are constructed by the developer of the OSD, the existing street levels adjacent to the site must not be altered for such purpose without the prior written approval of the Melbourne City Council.
- 6.9.4 If new motor vehicle crossings are constructed by the developer of the OSD, all necessary motor vehicle crossings must be constructed and all unnecessary motor vehicle crossings demolished and the footpaths adjacent to all boundaries of the property must be reconstructed in sawn bluestone and to accommodate street trees, at no cost to the Minister for Planning or the Melbourne City Council and to the satisfaction of the Melbourne City Council.

6.10 WASTE MANAGEMENT PLAN

- 6.10.1 Prior to commencement of development (excluding any works required for integration with the Railway station on the OSD Land, demolition, bulk excavation and site retention works), a Waste Management Plan (**WMP**) prepared by a suitably qualified and experienced waste engineer must be submitted to and approved by Melbourne City Council. The WMP must be generally in accordance with the waste management concept within the masterplan (condition 6.2), and meet the following requirements:
- a) Waste management systems must demonstrate that both OSD and underground station waste services can operate in a compatible and efficient way;
 - b) Storage facilities for all garbage and other waste material must be located within the OSD Land;
 - c) A warning device/sign must be installed at the car park entry and loading bay area alerting pedestrians when vehicles are exiting the building, to the satisfaction of the Melbourne City Council;
 - d) All access ways and associated structures should be designed as a minimum to accommodate Australian Standard Small Rigid Vehicle (6.4m length) waste collection vehicles; and
 - e) The development must allow for waste management services in accordance with *The Melbourne City Council's Guidelines for Waste Management Plans (2017)*.
- 6.10.2 The approved WMP must be implemented to the satisfaction of the Melbourne City Council. Waste storage and collection arrangements must not be altered without the prior consent of the Melbourne City Council.

6.11 ENVIRONMENTALLY SUSTAINABLE DESIGN STATEMENT & INTERNAL AMENITY

- 6.11.1 Prior to commencement of development (excluding any works required for integration with the Railway station on the OSD Land, demolition, bulk excavation and site retention works), an environmentally sustainable design statement (**ESD Statement**) from a suitably qualified

environmental engineer must be submitted, to the satisfaction of the Minister for Planning and in consultation with Melbourne City Council. The ESD Statement must:

- a) demonstrate that the building is capable of achieving a minimum 5-star Green Star rating under the Green Star Design & As built rating tool of the Green Building Council of Australia (as at October 2017), and 5 Star NABERS indoor environment office energy rating and 4 Star NABERS indoor environment office waste rating (as at October 2017);
- b) Demonstrate consideration of ESD opportunities in the OSD including the following:
 - i. integrated water sensitive urban design and sustainable stormwater management systems;
 - ii. integrated waste management systems including efficient and smart waste management solutions;
 - iii. sustainable materials;
 - iv. integrated urban biodiversity including green infrastructure and biophilic design; and
 - v. sustainable construction outcomes; and
- c) Demonstrate consideration of decentralised energy opportunities including the use of on-site renewable energy systems or alternate energy sources, including but limited to solar photovoltaic solutions, geothermal energy, and co-gen/tri-gen systems.

6.11.2 The approved ESD Statement must be implemented to the satisfaction of the Minister for Planning and must not be altered without the prior consent of the Minister for Planning.

6.12 STUDENT HOUSING MANAGEMENT PLAN

6.12.1 If any of the OSD Land will be developed for the purpose of student housing, before the use commences a Student Housing Management Plan (**SHMP**) must be submitted to and approved by the Melbourne City Council. The SHMP should meet the following requirements:

- a) Permanent display of a notice confirming the operators are using an approved Management Plan in a common area, which is available on request;
- b) Provision for at-call contact details of a suitably responsible contact person for response 24 hours a day and seven days a week, to be displayed so they are clearly visible to any person entering the site;
- c) Provision of information on community and education services, including health, counselling and cultural services;
- d) Provision of information on local public transport and to encourage walking (e.g. information on facilities within walking distance, local public transport timetables, outlets for purchase of Myki tickets, car share services etc);
- e) House rules confirming occupancy and behaviour of students and visitors;
- f) Resolution process for disputes between students and complaints from persons not residing on the site;
- g) Areas where washed clothes may be dried;
- h) Details of rubbish bin storage and waste collection;
- i) Employment of a suitably qualified manager or lead tenant who is accommodated onsite;
- j) The nature of the management of the complex and the contact details of the manager/lead tenant;
- k) Critical Incident Management and Emergency & Evacuation Procedures;
- l) Management procedures over holiday periods; and
- m) Information for students on how to use the building effectively, efficiently and responsibly.

6.12.2 The approved SHMP must be implemented to the satisfaction of the Melbourne City Council, and must not be altered without the prior consent of the Melbourne City Council.

6.13 **STORMWATER**

6.13.1 A storm water drainage system for the development must be constructed at no cost to Melbourne City Council and provision must be made to connect this system to Melbourne City Council's underground stormwater drainage system or the Railway station stormwater system, and where necessary, upgrade the system to accept the discharge from the site in accordance with plans and specifications first approved by Melbourne City Council.

6.14 **ACOUSTIC AMENITY REPORT**

6.14.1 Prior to the commencement of development (excluding any works required for integration with the Railway station on the OSD Land, demolition, bulk excavation and site retention works), a report from a qualified acoustic consultant demonstrating that the development has been designed to limit internal noise levels in habitable rooms of residential or other noise sensitive uses adjacent to high levels of external noise (with windows closed) to a maximum of 45dB and otherwise in accordance with the relevant Australian Standards for acoustic control (**Acoustic Amenity Report**) must be submitted to and endorsed by the Minister for Planning. The features and recommendations of the endorsed Acoustic Amenity Report be implemented to the satisfaction of the Minister for Planning.

6.14.2 Any building that will accommodate new residential or other noise sensitive uses must:

- i. be designed and constructed to include noise attenuation measures; and
- ii. have external glazing, doors, air conditioning systems and ventilation systems which have been designed to meet the specifications of the requirements of a recognized acoustic consultant.

6.14.3 For the purposes of this condition, noise sensitive uses are those that have an element of residential accommodation and are nested under the definition of Accommodation in the Planning Scheme.

6.15 **SIGNAGE STRATEGY**

6.15.1 Prior to commencement of development (excluding any works required for integration with the Railway station on the OSD Land, demolition, bulk excavation and site retention works) a Signage Strategy must be submitted to and approved by the Minister for Planning, in consultation with Melbourne City Council. The Signage Strategy submitted for approval must include, but is not limited to, indicative locations or elevations for signs, an assessment of the cumulative impact of all signs and wayfinding within the OSD precinct to demonstrate how proposed signs do not result in visual clutter, as well as measures to prevent interference with station access and wayfinding.

6.16 **LEGAL AGREEMENTS**

6.16.1 Prior to commencement of development, the owner(s) of the OSD Land must enter into an agreement(s) under section 173 of the Planning and Environment Act 1987 with the responsible authority and the Minister for Planning. The owner(s) of the land to be developed must pay all of DELWP's and or Council's reasonable legal costs and expenses of the agreement(s), including preparation, and execution. The agreement(s) must provide for a Land Management Agreement to be entered into between the owner(s) and the State in respect of services and

structures shared across the Railway station and OSD; including structures, plant, services, infrastructure, egress and circulation, integrated waste management and access arrangements.

6.17 DECISION GUIDELINES

- a) In considering approval of the development plans under condition 6.3 the Minister for Planning must consider the extent to which the development plans are generally in accordance with the masterplan approved under condition 6.2.

6.17.1 In considering any amendments to the masterplan under condition 6.2.2, the Minister for Planning must consider whether approval of the plan will:

- a) facilitate an integrated, transit oriented development that includes publicly available spaces at the lower levels adjacent to the Railway station on the OSD Land, and does not adversely impact the operation of the station (including but not limited to passenger movement and station access);
- b) facilitate a development that provides a high quality architectural response; and
- c) in association with adjoining existing and potential development, support high quality pedestrian amenity in the public realm, in relation to human scale.

7. EXPIRY

7.1 The control in this Incorporated Document expires if any of the following circumstances applies:

- 7.1.1 The development allowed by the control is not started by 31 December 2025.
- 7.1.2 The development allowed by this control is not completed by 31 December 2028.
- 7.1.3 The use allowed by the control is not started by 31 December 2028.
- 7.1.4 The Railway station on the OSD Land is relocated or deleted from the Metro Tunnel Project.

7.2 The Minister for Planning may extend these periods if a request is made in writing before the expiry date or within six months afterwards.

END OF DOCUMENT

APPENDIX 1 – OSD LAND (CBD NORTH)



APPENDIX 2 – WIND EFFECTS

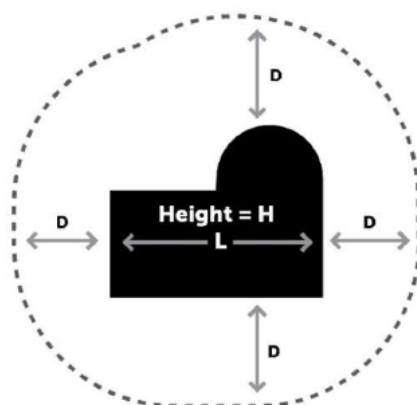
Definitions (from Design and Development Overlay – Schedule 10)

- **unsafe wind conditions** means the hourly maximum 3 second gust which exceeds 20 metres/second from any wind direction considering at least 16 wind directions with the corresponding exceedance percentage.
- **comfortable wind conditions** means a mean wind speed from any wind direction with probability of exceedance less than 20% of the time, equal to or less than:
 - 3 metres/second for sitting areas
 - 4 metres/second for standing areas
 - 5 metres/second for walking areas.
- **mean wind speed** means the maximum of:
 - Hourly mean wind speed, or
 - Gust equivalent mean speed (3 second gust wind speed divided by 1.85).

Design requirements

- Development comprising buildings and works with a total building height in excess of 40 metres must not cause unsafe wind conditions in publicly accessible areas, within a distance equal to half the longest width of the building above 40 metres in height measured from all facades, or half the total height of the building, whichever is greater as shown in Figure 1,
- Development comprising buildings and works with a total building height in excess of 40 metres should achieve comfortable wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 40 metres in height measured from all facades, or half the total height of the building, whichever is greater as shown in Figure 1.

Figure 1



Assessment distance D = greater of:
L/2 (Half longest width of building)
OR
H/2 (Half overall height of building)

APPENDIX 3 – BICYCLE PARKING DESIGN REQUIREMENTS

Bicycle spaces

Bicycle spaces should:

- Provide a space for a bicycle of minimum dimensions of 1.7 metres in length, 1.2 metres in height and 0.7 metres in width at the handlebars.
- Be located to allow a bicycle to be ridden to within 30 metres of the bicycle parking space.
- Be located to provide convenient access from surrounding bicycle routes and main building entrances.
- Not interfere with reasonable access to doorways, loading areas, access covers, furniture, services and infrastructure.
- Not cause a hazard.
- Be adequately lit during periods of use.

Bicycle rails

A bicycle rail must:

- Be securely fixed to a wall or to the floor or ground.
- Be in a highly visible location for bicycle security (when not in a compound).
- Be of a shape that allows a cyclist to easily lock the bicycle frame and wheels.
- Be located to allow easy access to park, lock and remove the bicycle.

Bicycle compounds and lockers

A bicycle compound or a bicycle locker must:

- Be located to provide convenient access to other bicycle facilities including showers and change rooms.
- Be fully enclosed.
- Be able to be locked.
- If outside, provide weather protection for the bicycle.
- A bicycle locker must provide a bicycle parking space for at least one bicycle.
- A bicycle compound must:
 - Include wall or floor rails for bicycle parking.
 - Provide an internal access path of at least 1.5 metres in width.

Bicycle signage

If bicycle facilities are required by this Incorporated Document, bicycle signage that directs the cyclists to the bicycle facilities must be provided to the satisfaction of the Minister for Planning.

Bicycle signage should:

- Be at least 0.3 metres wide and 0.45 metres high.
- Display a white bicycle on a blue background on the top half of the sign.
- Display information about the direction of facilities on the bottom half of the sign.

APPENDIX 4 - REQUIRED BICYCLE FACILITIES

Tables 1, 2 and 3 to this Appendix set out the number and type of bicycle facilities required. Bicycle facilities are required if the use is listed in column 1 of the table. The number of bicycle facilities required for a use is the sum of columns 2 and 3 of the tables.

If in calculating the number of bicycle facilities the result is not a whole number, the required number of bicycle facilities is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.

A bicycle space for an employee or resident must be provided either in a bicycle locker or at a bicycle rail in a lockable compound.

A bicycle space for a visitor, shopper or student must be provided at a bicycle rail.

Table 1 – Bicycle spaces

Use	Employee/resident	Visitor/shopper/student
Amusement parlour	None	2 plus 1 to each 50 sq m of net floor area
Convenience restaurant	1 to each 25 sq m of floor area available to the public	2
Dwelling other than specified in this table	In developments of four or more storeys, 1 to each 5 dwellings	In developments of four or more storeys, 1 to each 10 dwellings
Education centre other than specified in this table	1 to each 20 employees	1 to each 20 full-time students
Hotel	1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public	1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public
Library	1 to each 500 sq m of net floor area	4 plus 2 to each 200 sq m of net floor area
Medical centre	1 to each 8 practitioners	1 to each 4 practitioners
Minor sports and recreation facility	1 per 4 employees	1 to each 200 sq m of net floor Area
Motel	1 to each 40 rooms	None
Nursing home	1 to each 7 beds	1 to each 60 beds
Office other than specified in this table	1 to each 300 sq m of net floor area if the net floor area exceeds 1000 sq m	1 to each 1000 sq m of net floor area if the net floor area exceeds 1000 sq m
Place of assembly other than specified in this table	1 to each 1500 sq m of net floor area	2 plus 1 to each 1500 sq m of net floor area
Primary school	1 to each 20 employees	1 to each 5 pupils over year 4
Residential building other than specified in this table	In developments of four or more storeys, 1 to each 10 lodging rooms	In developments of four or more storeys, 1 to each 10 lodging rooms
Restaurant	1 to each 100 sq m of floor area available to the public	2 plus 1 to each 200 sq m of floor area available to the public if the floor area available to the public exceeds 400 sq m.
Retail premises other than specified in this table	1 to each 300 sq m of leasable floor area	1 to each 500 sq m of leasable floor area
Secondary school	1 to each 20 employees	1 to each 5 pupils
Shop	1 to each 600 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres	1 to each 500 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres
Take-away food premises	1 to each 100 sq m of net floor Area	1 to each 50 sq m of net floor Area

TABLE 2 – SHOWERS

Use	Employee/resident	Visitor/shopper/student
Any use listed in Table 1	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.	None

TABLE 3 – CHANGE ROOMS

Use	Employee/resident	Visitor/shopper/student
Any use listed in Table 1	1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.	None