

**22.05**04/04/2019  
C223**CHILD CARE CENTRES**

This policy applies to the use and development of land for child care centres (including kindergartens) within the municipality.

**22.05-1**04/04/2019  
C223**Policy Basis**

This policy provides guidance on the demand for and preferred location, siting and built form, amenity, landscaping and traffic design of child care centres within the municipality.

It is important that child care centre proposals respond to a genuine community demand. These facilities should complement broader land use objectives and be established in a timely manner in the locations that are identified in development plans and other incorporated documents.

This policy builds on the Municipal Strategic Statement objectives in Clauses 21.04 and 21.12 to co-locate with community based facilities and maximise beneficial relationships between compatible uses and areas well serviced by public transport. This policy also supports the Municipal Strategic Statement objectives in Clauses 21.08 and 21.09 to encourage connection to place and the community through design and proposals that minimise residential amenity impacts.

**22.05-2**04/04/2019  
C223**Objectives**

- To support child care centres in appropriate locations and that fulfil a demonstrated need for the local community in order to complement broader land use objectives.
- To facilitate child care centres in strategic locations that have good access to existing or future planned public transport, community, educational, commercial and recreational facilities.
- To support and prioritise child care centres adjacent to or within an Activity Centre, or co-located with appropriate community service uses in a planned community hub.
- To discourage child care centres located on larger lots that are intended for medium density housing.
- To ensure the siting and design of child care centres positively contribute to the character and appearance of established and establishing residential areas by having regard to:
  - The design of building frontages at footpath level to offer visual interest, passive surveillance and opportunity for social interaction.
  - The prioritisation of pedestrian movement through the site, separate to vehicular access.
  - The adequate provision for on-site car parking.
  - The traffic generated by the proposal and the potential impact on the existing road network and pedestrian safety.
  - A high quality of landscaping.

**22.05-3**30/06/2020  
C248wsea**Policy**

It is policy to:

**Need and preferred location of centres**

- Require applications to demonstrate a need for that facility in the local community having regard to the economic operation of the facility and other existing or planned facilities located, or to be located, as part of a community hub.
- Provide for child care centres that are:
  - Within at least a 400m walkable distance (measured by the shortest route reasonably accessible on foot) to an existing or proposed activity centre or recognised community activity cluster,

## WHITTLESEA PLANNING SCHEME

- Co-located with similar appropriate non-residential uses (i.e. retail, education facilities, active open space facilities etc.),
  - Within at least a 200m walkable distance (measured by the shortest route reasonably accessible on foot) from an existing or future planned public transport stop or train station,
  - In locations that are readily and safely accessible by road, public transport, bicycle and pedestrian networks.
- Encourage child care centres on collector roads and discourage child care centres on, or within proximity to arterial roads.
  - Provide for flexibility and discretion in allowing child care centres that serve catchments beyond the local level in established or establishing residential areas, where they are located in or adjacent to activity centres or sited on collector roads that avoid extra generation of traffic on residential streets.
  - Discourage the co-location of child care centres with incompatible non-residential uses.

### **Siting, design and built form**

- Encourage proposals that:
  - Positively contribute to and respect the existing or proposed character of the surrounding neighbourhood context, having regard to scale, height, massing, setbacks, building, roof form etc.
  - Minimise the extent of car parking in the front by providing a front building setback consistent with existing or future surrounding front setbacks.
  - Provide clearly defined, accessible entries that address the street frontage and are a design feature of the building.
  - Provide facades that contain a variety of quality finish materials, and include transparent glazing to enhance the presentation of the building.
  - Provide a mix of high quality solid and permeable fencing treatments of a low height that integrate with the overall design of the child care centre building along the frontage of a site within the public realm.
- Encourage a 'statement' built form response for corner sites that address the building design, access arrangements, window treatments, fencing treatments and landscaping.

### **Playspaces and landscaping**

- Encourage external play areas to be designed and located to provide a high standard of amenity having regard to slope, solar orientation, shade techniques, high quality landscaping, external noise sources and traffic related air impacts from arterial roads.
- Encourage north facing playspaces, where practicable.
- Provide for landscaping within the front setback which contributes and responds to the public realm and screens any car parking.

### **Car parking, vehicle access, car park layout and traffic**

- Encourage outcomes where the expected increase in traffic does not adversely affect the amenity, environment or safety of the surrounding locality.
- Provide car parking at the side or rear of a property where practicable.
- Provide car parking within basement and/or undercroft parking areas, for developments within activity centre locations or for larger child care centre proposals.
- Avoid tandem car parking, including for staff parking arrangements.

- Ensure car parking areas and driveways are designed to contribute to the functionality, safety and appearance of the development by having regard to:
  - Convenience of access, with well-defined vehicle entry points and separate access for pedestrians.
  - Enablement of vehicles including waste collection to exit the site in a forward direction onto abutting roads.

**General amenity, waste disposal and collection**

- Provide for the visual and acoustic privacy of, and minimise odour impacts to adjoining or nearby properties through the sensitive siting of car parks, play areas, service and waste collection areas, storage areas, windows, doors and the use of appropriate design, fencing and landscaping techniques.
- Ensure that waste collection areas are separated from general parking and access/egress areas.

**22.05-4**

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**Decision guidelines**

Before deciding on an application, it is policy that the responsible authority considers:

- The extent to which the proposed development meets the objectives and policy statements of this policy.
- The extent to which the proposal demonstrates a need for the facility and how it may impact on other planned nearby facilities which are part of a community hub.
- Whether a proposal that exceeds the local community need is appropriately located in or adjacent to an activity centre or sited on a collector road to avoid extra generation of traffic on residential streets.
- The location of the site and its suitability for the proposed use, having regard to:
  - Proximity within an activity centre.
  - Co-location with compatible non-residential uses.
  - Proximity of neighbouring residential uses.
  - Proximity to designated public transport routes and public transport stops.
  - Proximity away from arterial roads.
- The layout of the site, having regard to the following:
  - the scale, form and design of any proposed building and the building design,
  - playspaces,
  - landscaping,
  - utilities and waste collection,
  - vehicle access and functionality of the car parking area – including circulation, and the prioritisation of pedestrian accessibility.
- The capacity of the road servicing the site and vehicular access/egress arrangements.
- The impact and contribution of the proposal on the amenity of nearby residential uses and whether it respects the character of the surrounding area.

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**Policy references**

*City of Whittlesea Natural and Built Shade Policy, 2016*

Landscape Guidelines for Non Residential Uses in Residential Areas