

6.4 CHILD CARE PREMISES

This document has been prepared under Schedule 2 of the 'Planning and Development (Local Planning Schemes) Regulations 2015' and the City of Stirling 'Local Planning Scheme No.3'.

1. CITATION

This Policy may be cited as 'Local Planning Policy 6.4 - Child Care Premises'.

2. APPLICATION OF THIS POLICY

- a) This Policy applies to all Child Care Premises developments.
- b) Where this Policy is inconsistent with the provisions of a specific Local Development Plan or Structure Plan applying to a particular site, the provisions of that document shall prevail.

3. PURPOSE

This Policy promotes the provision of Child Care Premises in areas located close to activity centres and along urban corridors to encourage multi-purpose trips. This Policy seeks to ensure that Child Care Premises are designed and located in a way that considers and preserves the existing and future amenity of an area where the use is proposed.

4. OBJECTIVES

- a) Prioritise the location of Child Care Premises close to activity centres and along urban corridors.
- b) Ensure new buildings respect the existing or future built form, scale and character of the area.
- c) Provide landscaping to mitigate development impacts on the amenity of the surrounding area.
- d) Ensure developments in residential areas are located along roads that can carry anticipated traffic volumes and minimises the impact on the function and safety of the local road network.
- e) Ensure Child Care Premises operate in a manner that mitigates the impacts of amenity on people living in nearby dwellings with regard to intensity of use, hours of operation, noise, traffic impacts, light spill, waste management and the provision of facilities.
- f) Require buildings to be designed in a way which minimises the impacts of noise, overlooking, overshadowing, traffic, car parking and access.
- g) Provide a safe and connected environment for pedestrians both on and around the site.

5. GENERAL PROVISIONS

5.1 AMENITY IMPACT STATEMENT

All proposals for Child Care Premises must include a written and illustrated amenity impact statement which demonstrates how the proposal preserves the existing and future amenity of the area.

The requirements of the amenity impact statement are provided in Appendix 1.

5.2 OPERATION

- a) The hours of operation are to be between:
 - i. 7.00am to 6.30pm on weekdays; and
 - ii. 8.00am to 6.00pm on weekends.

5.3 FENCING

- a) Front fences to be visually permeable above 1.2m above natural ground level, subject to the need for noise mitigation and security.

5.4 LANDSCAPING

- a) Outdoor play areas should provide shade in the form of trees or shade structures to provide protection from natural elements.
- b) Play spaces are not to be included as part of the landscaping calculation.
- c) Artificial/synthetic turf doesn't contribute towards the required landscape area.
- d) A 2m minimum landscaping buffer is to be provided within the street setback area to allow for the planting of mature trees.
- e) Shade trees to be planted and maintained in open car parking areas at the rate of one tree for every four (4) car parking bays.

5.5 PARKING AND ACCESS

- a) Car parking areas are designed and landscaped to mitigate visual impacts when viewed from the street.
- b) Car parking bays should be easily accessed by customers, and the least visible or accessible bays should be allocated for staff use.
- c) Crossover widths are to be a maximum of 6m.
- d) The use of the verge for parking is not permitted.

5.6 WASTE FACILITIES

- a) Bin storage areas are to be located behind the building setback line and are to be screened from view from the street or adjacent property.
- b) Bin storage areas are not permitted abutting a residential property.
- c) Adequate space is to be provided to ensure a bulk refuse truck can access the bin storage area and manoeuvre.

6. SPECIFIC PROVISIONS

6.1 PREFERRED LOCATIONS

- a) Child Care Premises are to be located:
 - i. On a private or public-school site;
 - ii. Within 100m of a Centre identified in the Local Planning Strategy (Refer to Figure 1 in Appendix 2); or
 - iii. Fronting a Corridor Class 1, Class 2 and Class 3 road as identified in the Local Planning Strategy (Refer to Figure 1 in Appendix 2).
- b) Child Care Premises are not to be located in the following locations/type of sites:
 - i. Sites on cul-de-sacs;
 - ii. Sites with sole vehicular access from an undedicated or predominantly residential right-of-way, or laneway;

to prevent conflict with residential amenity, traffic and access, and where located on Corridors to orientate and activate the Corridor.

6.2 WITHIN AND/OR ABUTTING RESIDENTIAL ZONES

- a) Have a minimum site area of 1,000m².
- b) Development is to comply with the development provisions applicable to the residential density coding of the site for building height, open space, lot boundary setbacks, visual privacy and overshadowing.
- c) Boundary fencing is to be constructed from masonry materials to minimise noise impacts to the residential neighbours.
- d) Buildings set back from the street boundary are to correspond to the average of the setback of existing dwellings on each adjacent property fronting the same street or minimum as per R-Codes, whichever is greater.
- e) Buildings must address the street with a clearly defined entry point visible and accessible from the street.
- f) Where abutting a residential boundary a minimum 1.5m landscaping buffer is required.

7. VARIATIONS

Where a Child Care Premises development does not meet the provisions of this Policy, the proposal will be assessed against the Purpose and Objectives of this Policy.

8 OTHER RELEVANT DOCUMENTS

- Local Planning Scheme No.3 Scheme Text
- Local Planning Policy 4.2 Mixed Use & Commercial Centre Design Guidelines
- Local Planning Policy 4.5 Private Institution Design Guidelines
- Local Planning Policy 6.1 Advertising Signs
- Local Planning Policy 6.6 Landscaping
- Local Planning Policy 6.7 Parking and Access
- State Planning Policy 7.3 Residential Design Codes
- Planning and Development (Local Planning Schemes) Regulations 2015 – Clause 67, Part 9, Schedule 2

APPENDIX 1 – AMENITY IMPACT STATEMENT

The Amenity Impact Statement is to demonstrate how the design of the proposal engages with and responds to its location and surrounding context. The Amenity Impact Statement is to:

DESCRIBE

Identify the site and context area (physical and non-physical) using research, observation and surveys (where appropriate) and describe in a report and plan.

Explain how the site and context area has been determined.

ANALYSE

Assess the characteristics of the site and surrounding context. It may be useful to visit the site and surrounding area to gain a better understanding of the context. Some aspects of analysis can be measured and factually recorded but others are about experience of the place.

Explore the impacts the development will have on the site and context.

Identify the key site and context issues.

RESPOND

Explain and illustrate how the design responds to the site and context issues.

DOCUMENT

Document the site and context analysis and design response, including any drawings, photographs, diagrams, maps or plans.

In considering the impact of a proposed development on the amenity of the surrounding locality, the local government will consider the impact of the proposed development upon that amenity including but not limited to:

- Access to daylight and ventilation to outdoor areas and major openings to adjoining sites.
- The effect of noise on outdoor areas and major openings to adjoining sites.
- The sense of confinement resulting from cumulative building bulk.
- The location of existing trees and vegetation.
- Articulation of the elevations in terms of varied setbacks, design features, building materials and treatments.
- Impact upon the existing streetscape.
- Degree to which the development reflects the scale of the existing built form within the streetscape.
- The amount of open space around buildings.
- The design and external appearance, including exterior cladding of any new building or addition and its effect on the amenity of existing buildings and the area generally.
- Any other relevant aspects of the character or site specific characteristics of the adjoining property and/or the surrounding area that may be affected by the proposed development.

APPENDIX 2 – APPLICATION REQUIREMENTS

The following information required:	Provided Yes/No:
<p>Details describing the business, including:</p> <ul style="list-style-type: none"> • The number and age ranges of children to be cared for; • The number of staff; • The hours of operation; and • Any other relevant information 	
<p>Car and bicycle parking, and vehicle access provided in accordance with:</p> <ul style="list-style-type: none"> • Local Planning Policy 6.7 Parking and Access; • Local Planning Policy 5.8 Stirling City Centre Parking; • Local Planning Policy 5.9 Mirrabooka Town Centre Parking; or • Any relevant Local Development Plan. 	
Proposals for new Child Care Premises development are to provide a Transport Impact Statement or Transport Impact Assessment, dependent on the number of children proposed (refer to the Transport Impact Assessment Guidelines published by the Western Australian Planning Commission)	
Proposals to increase the number of children within existing Child Care Premises by more than 10 additional children are to provide a Transport Impact Statement	
A parking management plan is to be provided with all Child Care Premises applications (refer to Appendix 3)	
An acoustic report prepared by a suitably qualified person must be submitted with the application for development approval	
A noise management plan is also required where identified by the acoustic report	
A detailed landscaping plan to be provided which identifies deep soils planting areas to support the growth of mature trees and plantings	
Identify the location of fire boosters on the provided site plan	
A detailed waste management plan to be provided to include the location of bin storage on site	

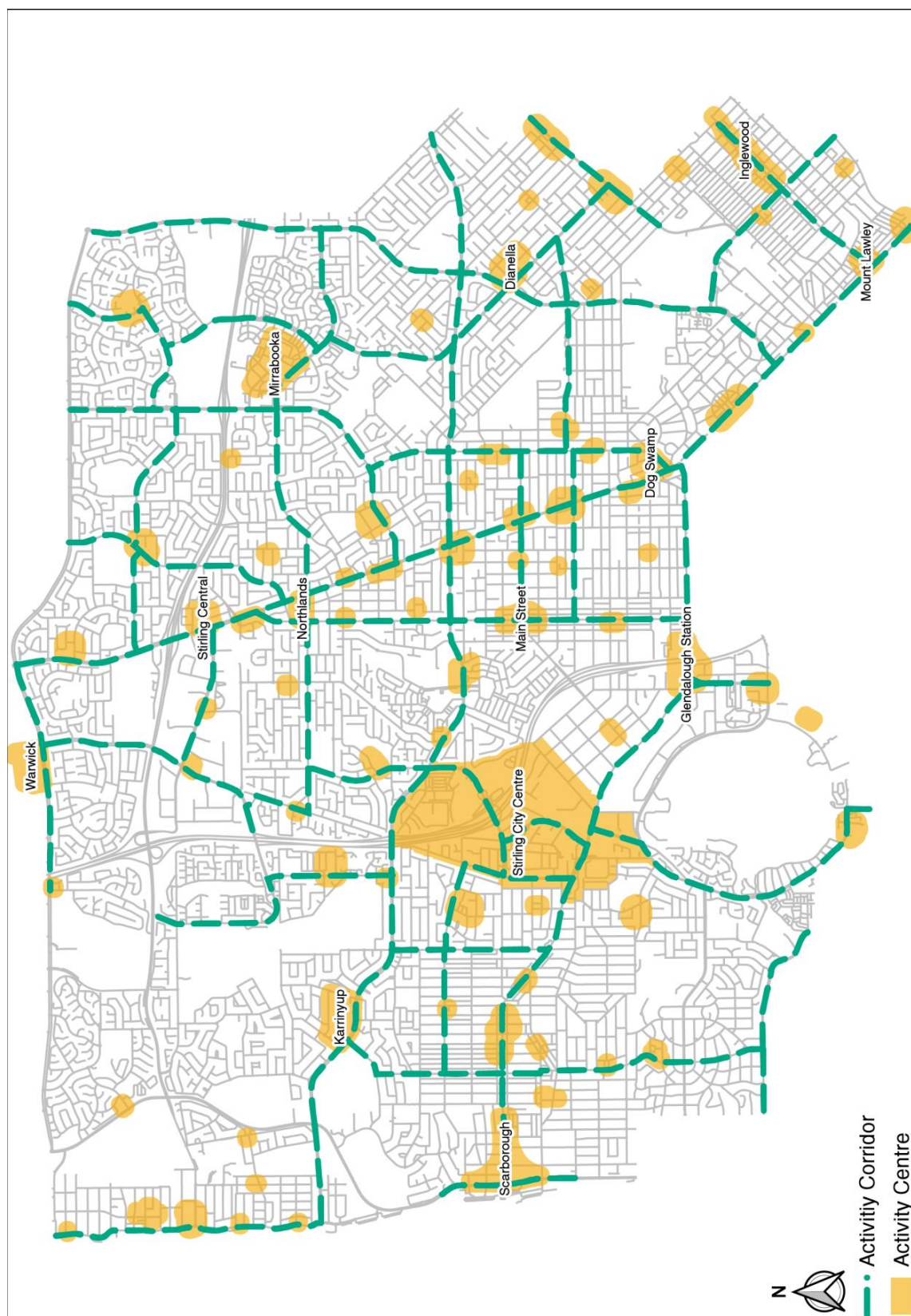


Figure 1: Location of Activity Centres and Urban Corridors

Note: Refer to 'StirlingMaps' on the City's website for the exact permitted locations.

APPENDIX 3 – PARKING MANAGEMENT PLAN

XX Month Year

Name

Address

City/State/Postcode

Attention: City of Stirling Officer

RE: PROPOSED CHILD CARE PREMISES AT HOUSE NUMBER XX, XXXXX STREET, SUBURB - PARKING MANAGEMENT PLAN

INTRODUCTION

Company Name has been engaged by the applicant to prepare a Parking Management Plan (hereafter PMP) for the approved Child Care Premises (hereafter CCP) to be located at House Number XX, XXXXX Street in Suburb, City of Stirling (refer Figure 1).

Insert map

Figure 1: Location of the subject site

BACKGROUND

The development application for the proposed CCP was approved by Relevant Authority on XX Month Year. Condition XX of the approval limit the number of children to be catered for at the site to a total of XX to be looked after by a minimum of XX staff. The approved CCP development plans show a total of XX parking bays on site of which the ratio would most likely be XX staff and XX visitor bays.

The Transport Impact Statement/Assessment (TIS/TIA) prepared by Company Name for the proposed CCP included a parking assessment that demonstrated that XX visitor bays would be sufficient to meet the visitor/parent demand and cater for the needs of the facility.

CHILD CARE OPERATIONS

Based on the information provided to Company Name, the CCP operations will comprise XX permanent staff and XX non-permanent staff for operational reasons. As advised by the operator, the non-permanent staff duties would include the following events:

- *List of duties performed by casual/ancillary staff.*

PARKING MANAGEMENT PLAN MISSION

The objective of the Parking Management Plan (PMP) is to ensure efficient, effective and safe use of the car park and to provide effective management of the different types of car parking needs relating to employees and visitors/parents through the application of pavement markings, signage and communication/education.

MANAGEMENT PLAN

The parking associated with this development is to serve employees and visitors/parents of the CCP including occasional service/waste collection vehicles as needed.

The access to the car park is located so to ensure good view of the car park (on entry), vehicles on abutting roads (on exit) and pedestrian paths. The proposed crossover will be constructed in accordance with the City's 'Local Planning Policy 6.7 – Parking and Access'

and as such would ensure ease of access and egress for site patrons. The proposed car park will be designed in accordance with the provisions of AS2890.1.

The development includes a total of XX parking bays out of which XX bays are proposed to be allocated to visitors and XX to CCP staff. All XX visitor bays are proposed to be located on the northern/eastern/southern/western side of the car park and away from the crossover to reduce the risk of any congestion at the car park entry, and to reduce any impact on XXXX Street traffic operations.

All staff and visitor bays in the car park will be pavement-marked to indicate specific use and avoid unnecessary confusion and internal congestion.

The CCP operator proposes that the premises be staffed with XX permanent staff and XX casual/ancillary staff. A total of XX bays are proposed to meet the parking requirement for all staff. However, as advised by the CCP operator not all staff will be present at the site at all times. The number of staff will fluctuate throughout the typical weekday in accordance with the children's attendance rate but is indicatively envisaged to occur as follows:

- 7am – 7:30am: XX staff rostered;
- 7:30am – 8:30am: Estimated peak drop off period – XX staff rostered;
- 8:30am – 10:00am: XX staff rostered;
- 10:00am – 3:00pm: CCP at full capacity – XX staff rostered (XX permanent staff + XX ancillary staff);
- 3:00pm – 4:30pm: XX staff rostered;
- 4:30pm – 5:30pm: Estimated peak pick-up period – XX staff rostered;
- 5:30pm – 6:30pm: XX staff rostered.

The CCP operator would implement/consider the following principles which would serve to alleviate the demand for staff parking at the subject site:

- *List any measures proposed to reduce staff car parking demand.*

A car park schedule is proposed to be kept to ensure efficient and accurate control of car park utilisation so that there is no unauthorised or random use of car parking bays.

COMMUNICATION & EDUCATION

The car park schedule will be planned, organised and implemented by the CCP director and assistant director. The car park schedule will be considered as part of staff scheduling and monitored by management and staff, to facilitate its orderly implementation. The usage and operation of the car park will be monitored on an ongoing basis.

It is proposed that all permanent and casual staff and visitors/parents be introduced to the PMP principles. This should be done at the time of children enrolment/staff hire by summarising the PMP and including a car park map and induction session.

The CCP management will monitor the operation of the car park and propose improvements and changes to the PMP if required.

Yours sincerely,

Name
Title

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

Action	Resolution Number	Effective Date
Modified	0421/009	13/05/2021
Modified	0323/033	13/04/2023