

## Division 11 Child Care Centre Code

### 11.1 Overall Outcomes

- (1) The overall outcomes are the purpose of this code.
- (2) The overall outcomes sought by the Child Care Centre Code are the following:-
  - (a) The siting and physical form of any **child care centre** are appropriate to the desired character and environmental values of the area in which it is situated;
  - (b) Acceptable levels of natural light, natural ventilation and privacy for the occupants of adjoining premises are not compromised by the development;
  - (c) Acceptable levels of amenity for occupants of the **child care centre** and adjoining premises are provided and maintained; and
  - (d) Safe, convenient and adequate infrastructure is available to the premises.

### 11.2 Compliance with the Child Care Centre Code

Assessable development that is consistent with the specific outcomes of the Development Requirements *Table 6.1.11 – Assessment Criteria for Assessable Development* contained in Section 11.4 complies with the Child Care Centre Code.

### 11.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (1) Development Site Area Limitations
- (2) Siting, Setbacks and Buffers
- (3) Noise and Air Quality Constraints
- (4) Pedestrian Access
- (5) Car Parking and Service Vehicle Facilities
- (6) Artificial Lighting
- (7) Infrastructure Provision

### 11.4 Development Requirements Table

**Table 6.1.11: Assessment Criteria for Assessable Development**

Specific Outcomes for Assessable Development	Probable Solutions
<b>Development Site Area Limitations</b>	
<b>SO 1</b> The overall development <b>site</b> is of a size which adequately accommodates the siting and use of the buildings and other associated facilities comprising the <b>child care centre</b> while maintaining the established or desired character of the area.	<b>PS 1</b> The overall development <b>site</b> has an area of no less than 1,500m <sup>2</sup> .
<b>Siting, Setbacks and Buffers</b>	
<b>SO 2</b> All buildings, other <b>structures</b> and on-site parking facilities are located on the development <b>site</b> , and are buffered from adjacent <b>sensitive land uses</b> , in a manner which:- <ol style="list-style-type: none"> <li>(1) does not adversely impact on the existing or desired streetscape for the area;</li> <li>(2) is in keeping with the desired or established character of the area;</li> <li>(3) does not result in significant loss of amenity to uses on adjacent land, or land in the general vicinity of the <b>site</b>, having regard to:-               <ol style="list-style-type: none"> <li>(a) overshadowing;</li> <li>(b) privacy and overlooking;</li> <li>(c) natural light and ventilation; and</li> </ol> </li> <li>(4) does not result in adverse effects on the safe and efficient operation of the vehicle carriageways and pedestrian thoroughfares within the frontage road.</li> </ol>	There is no "probable solution" for side and rear boundary clearances to buildings and other <b>structures</b> under this element. <b>PS 2.1</b> Unless, greater setbacks are required under another code within this <b>planning scheme</b> which is applicable' to the particular development <b>site</b> a road boundary clearance of no less than 6m is maintained for all buildings and <b>structures</b> , (other than <b>structures</b> having a height of less than 1m above <b>natural ground surface</b> , fences and freestanding retainings walls) on the land. For purposes of this provision, the property boundary includes any identified <b>probable future land acquisition line</b> . <b>AND</b> <b>PS 2.2</b> A solid screen fence having a height of no less than 2m above finished ground level is provided for the full length of, and adjacent to, those boundaries of the development <b>site</b> which abut land within a Residential A, Residential B, Special Residential, Park Residential or Future Urban zone.

Specific Outcomes for Assessable Development	Probable Solutions
<p><b>SO 3</b> All buildings, other <b>structures</b> and outdoor activity areas are separated from high voltage electricity transmission lines to the extent necessary to provide a reasonable level of immunity for users of the facility from the adverse effects of electromagnetic radiation emanating from the transmission lines.</p>	<p><b>PS 3</b> A setback distance of no less than the following is maintained between the outer extremities of any electricity transmission line easement and any building, other <b>structure</b>, or outdoor activity area:-</p> <ol style="list-style-type: none"> <li>(1) 20m for an easement containing transmission lines up to 132kV; or</li> <li>(2) 30m for an easement containing transmission lines between 133kV and 275kV; or</li> <li>(3) 40m for an easement containing transmission lines greater than 275kV.</li> </ol> <p>For purposes of this provision, an electricity transmission line easement is an easement issued in favour of an entity responsible for the carriage or supply of electricity which, at the time that application is made to establish the <b>child care centre</b> on the land, contains energised electricity transmission lines.</p>
<b>Noise and Air Quality Constraints</b>	
<p><b>SO 4</b> The development is established in a location where:-</p> <ol style="list-style-type: none"> <li>(1) the ambient air quality; and</li> <li>(2) the ambient noise levels;</li> </ol> <p>are at levels, during the normal operating hours of the facility, which do not cause:-</p> <ol style="list-style-type: none"> <li>(3) nuisance or annoyance to; or</li> <li>(4) a hazard to the health and wellbeing of;</li> </ol> <p>the occupants of the <b>child care centre</b> as part of its normal daily use.</p>	<p>There is no “probable solution” for maximum ambient noise levels which satisfy the specific outcome for this element.</p> <p><b>PS 4</b> The ambient air quality for the <b>site</b> is, at all times that the <b>child care centre</b> is in use, within the prescribed limits of the nominated “Air Quality Goals” for each of the “Air Quality Indicators” listed in Part 3 of Schedule 1 in the <i>Environmental Protection (Air) Policy 1997</i>.</p>
<b>Pedestrian Access</b>	
<p><b>SO 5</b> Convenient, safe and clearly visible pedestrian access paths are provided between the entry points to all buildings on the development <b>site</b>, (other than those used solely for storage purposes), and:-</p> <ol style="list-style-type: none"> <li>(1) the car parking area for the development; and</li> <li>(2) the road frontage to the <b>site</b>;</li> </ol> <p>to a standard which promotes their use by pedestrians in preference to the use of those areas normally traversed by vehicles.</p>	<p><b>PS 5.1</b> Direct and clearly defined pedestrian access pathways constructed to the standard required for use by physically disabled people under <i>Australian Standard AS 1428.1 (2001) Design for Access and Mobility</i> are provided between the entry points to each of the buildings comprising the facility, (other than those used solely for storage purposes), and:-</p> <ol style="list-style-type: none"> <li>(1) the frontage to the development <b>site</b>;</li> <li>(2) designated passenger pick-up and set-down points on the <b>site</b>; and</li> <li>(3) on-site car parking facilities set aside for use by physically disabled people.</li> </ol> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 5.2</b> The pedestrian access pathways prescribed under <i>PS 5.1</i> are, (except for those locations where the pathway crosses an internal roadway), barrier separated from roadways and other vehicle access paths.</p>
<b>Car Parking and Service Vehicle Facilities</b>	
<p><b>SO 6</b> Sufficient space is available on the development <b>site</b> to accommodate:-</p> <ol style="list-style-type: none"> <li>(1) the parking needs of parents, staff and other on-site employees; and</li> <li>(2) the need for service vehicle access manoeuvring and standing areas.</li> </ol>	<p>There is no “probable solution” for the numbers, type or location of service vehicle standing bays to be provided on the development <b>site</b> under this element.</p> <p><b>PS 6.1</b> Employee car parking bays are provided on the development <b>site</b> at a rate of no less than 1 bay per staff member employed on the <b>site</b> at any point in time.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 6.2</b> Visitor car parking bays are provided on the development <b>site</b> at a rate of no less than 1 bay per 5 children enrolled at the facility for that particular day or session.</p>

Specific Outcomes for Assessable Development	Probable Solutions
<b>Artificial Lighting</b>	
<p><b>SO 7</b> An adequate level of illumination is provided at all times at the pedestrian access point to the development <b>site</b> and within those areas of the <b>site</b> which would ordinarily be used during hours of twilight and darkness.</p>	<p><b>PS 7</b> The pedestrian entry point to the land and all designated pedestrian pathways on the development <b>site</b> are, for those hours of twilight and darkness that the on-site facilities are in use, illuminated to a level no less than that prescribed under <i>Australian Standard AS 1158.3.1 (1999) Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements</i>.</p>
<p><b>SO 8</b> Artificial lighting necessarily associated with the use of the <b>child care centre</b> is operated in such a manner as not to cause unreasonable disturbance to any person or animal on adjacent land or on land within the general vicinity of the development <b>site</b>.</p>	<p><b>PS 8</b> Artificial lighting within the overall development <b>site</b> is directed and shielded in such a manner as not to exceed the “recommended maximum values of light technical parameters for the control of obtrusive light” given in Table 2.1 of <i>Australian Standard AS 4282 (1999) Control of Obtrusive Effects of Outdoor Lighting</i>. For purposes of that table, “curfewed hours” are taken to be those hours between 10pm and 7am on the following day.</p>
<b>Infrastructure Provision</b>	
<p><b>SO 9</b> The overall development <b>site</b> has access to infrastructure capable of adequately catering for the reasonable everyday demand of the development in regard to:-</p> <ol style="list-style-type: none"> <li>(1) road access;</li> <li>(2) stormwater drainage;</li> <li>(3) water supply;</li> <li>(4) electricity supply; and</li> <li>(5) telecommunications.</li> </ol>	<p><b>PS 9.1</b> The overall development <b>site</b> has direct vehicular access<sup>2</sup> to a dedicated road constructed to a standard which includes:-</p> <ol style="list-style-type: none"> <li>(1) concrete kerb and channel;</li> <li>(2) a 1.2m wide concrete footpath;</li> <li>(3) sealed road pavement;</li> <li>(4) line marking; and</li> <li>(5) road drainage works;</li> </ol> <p>on the ultimate alignment prescribed in <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i> for a road of the standard designated by the administering authority, and which is constructed for the full frontage of the <b>site</b>.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 9.2</b> The development is directly connected to a <b>Council</b> maintained stormwater drainage system which satisfies the requirement of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 9.3</b> The development has direct access to a reticulated community potable water supply.</p> <p style="text-align: center;"><b>AND</b></p> <p><b>PS 9.4</b> The development has direct access to a reticulated community electricity supply and a landline telecommunication facility.</p>

<sup>1</sup> Those codes identified in the assessment table and any overlay code relevant to the land.

<sup>2</sup> Physical attributes of vehicle access crossings to development **sites** are set out in detail in the Access and Parking Code.