

Section 3.1 – Development Services

APPENDIX 1

POLICY 3.1.1 - CHILD CARE CENTRES**OBJECTIVE**

The purpose of this policy is to provide guidance for the location and development of Child Care Centres to maximise user convenience and maintain a high level of amenity in residential areas.

STATEMENT**Relevant Legislation**

~~TPS1 Clause 1.8: District Planning Scheme No.2 Clause 1.9:~~

~~CHILD MINDING CENTRE means a day care centre as defined by the Child Welfare (Care Centres) Regulations 1968, published in the Government Gazette of 15 July 1968, but does not include a family care centre or an occasional care centre as defined by those Regulations. CHILD CARE CENTRE means premises used for the daily or occasional care of children in accordance with the Community Services (Child Care) Regulations 1988.~~

Table No 1 Zoning Table

The use class ~~Child Care Minding Centre~~ is a 'D' use in the Residential, Mixed Use, Business, Commercial, Civic and Cultural, Private Clubs/Recreation and Special Residential Zones. A 'D' use is a use that is not permitted without the approval of the Council in the Residential, General Residential, Residential Development, Commercial, Civic, Whitford Town Centre, Special Development A., Two Rocks Town Centre, Joondalup City Centre, and Mixed Business Zones. ~~, but the Council may grant its approval after following the procedures of the scheme that relate to matters to be considered by Council and advertising.~~ The use is not permitted in the Service Industrial and Rural zones Private Recreation/Clubs Zone unless it is incidental to the predominant use.

TABLE 6

USE	NUMBER OF CARS
Child Care Centre	Not less than 5 and 1 per staff member

Related Legislation And Policies

Community Services (Child Care) Regulations 1988 (Government Gazette 25/11/1988)
ADVERTISING OF PLANNING PROPOSALS POLICY G3-02

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Location

1 Road Hierarchy

Child Care Centres are reasonably high traffic generators and therefore should not be located on Primary District Distributors where the primary function is to cater for through traffic or on Local Distributors in close proximity to District Distributors or in or adjacent to Access Roads in residential areas where amenity, safety and aesthetics must take priority. Accordingly, these Centres should be located on Local Distributor roads in such a fashion that they will not conflict with traffic control devices and will not encourage the use of nearby Access Roads for turning movements.

2 Neighbouring Uses

Wherever possible it is preferred to locate Child Care Centres adjacent to non-residential uses such as Shopping Centres, Medical Centres/Consulting Rooms, School Site, Parks and Community Purpose Buildings to minimise the impact such Centres will have on the amenity of residential areas.

3 Existing Child Care Centres

When submitting an Application for Approval to Commence Development for a new child care centre, the proponents should demonstrate their awareness of the number, size and location of existing or approved centres within the locality.

Parking

1 Location

All parking areas should be located in front of buildings or at least be easily visible from the entry to the site so that patrons are encouraged to use the on-site parking and not the road verges. Any difficult to use or access parking bays should be allocated to staff.

2 Design

Parking areas should preferably be designed to allow traffic to flow through using entry and exit crossovers so that traffic conflicts and congestion do not unnecessarily restrict the use of the parking area. For the purposes of determining parking requirements, designs incorporating through flow are referred to as **Type 1** and those accessed only by a two-way crossover as a **Type 2**. In certain circumstances, detailed below, Type 2 designs require more parking bays than Type 1 designs.

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3 Number - Children And Staff

All Child Care Centres must provide a minimum of one parking bay for each staff member and at least five parking bays for up to 25 children. For Centres with more than 25 children the required parking bays are determined by reference to the attached figure. The actual parking requirement for Centres in this category varies with the configuration of the parking area and the number of children.

At least one parking bay must conform to ACROD standards and be set aside for that purpose.

Setbacks

1 Street

In residential areas all buildings should be set back from the street boundary at least as far as the lesser of the two adjoining residences and if the adjoining lots are vacant should be set back a minimum of six metres.

2 Other

Side and rear setbacks should generally be in accordance with the Residential Planning Codes for residential buildings. Care should be taken to ensure outdoor play areas are not located adjacent to private open space or living areas.

Landscaping

1 Onsite

All street frontages of the site to a depth of three metres are required to be suitably landscaped and reticulated to assist to preserve the character of residential areas.

2 Verge

The verge area in front of all Child Care Centres is required to be suitably landscaped and reticulated and maintained to discourage patrons from parking on the verge instead of using the parking areas provided. Under no circumstances is the verge to be paved or sealed as this would encourage its use for parking and detract from the amenity of the area.

Advertising

1 Application

Because of the possible detrimental effect Child Care Centres can have on the amenity, safety and aesthetics of residential areas, all applications must be advertised for public

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comment prior to consideration for approval. In accordance with Council's Policy D3-02 Advertising of Planning Proposals, only those applications able to be supported on planning grounds will be advertised for public comment.

Approved Child Care Centres can display only one advertising sign approved by the Chief Executive Officer. The maximum lettering height is 20cm. Where letters or numerals are individually fixed to walls, the Chief Executive Officer shall approve the colours and materials. Where signboards are used the board shall not exceed 50cm in height and 100cm in length, and lettering shall be black on a gold/bronze background. Signs shall not be illuminated after 8.00pm each night.

Previous Policy No.	DS1
Amendments	CJ213-06/99
Issued	July 1999
Related Documentation:	Delegated Authority Manual

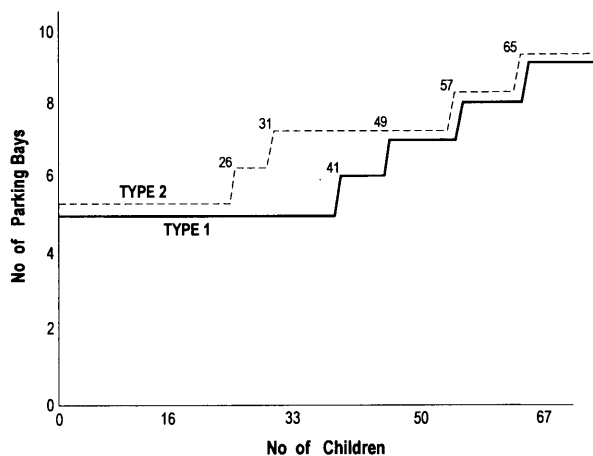
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PARKING FOR CHILDCARE CENTRES

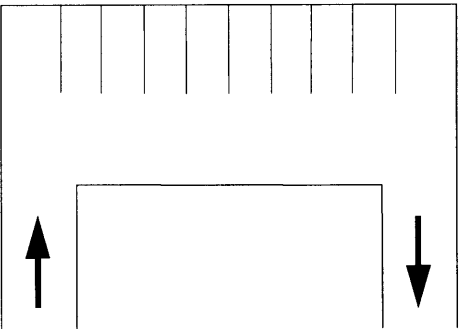
TYPE 1 PARKING		TYPE 2 PARKING	
CHILDREN	BAYS	CHILDREN	BAYS
< 40	5	< 25	5
41 - 48	6	26 - 30	6
49 - 56	7	31 - 56	7
57 - 64	8	57 - 64	8
65 - 72	9	65 - 72	9

NOTE: ABOVE BAYS ARE FOR NUMBERS OF CHILDREN ONLY. ADDITIONAL BAYS ARE REQUIRED FOR EACH STAFF MEMBER.

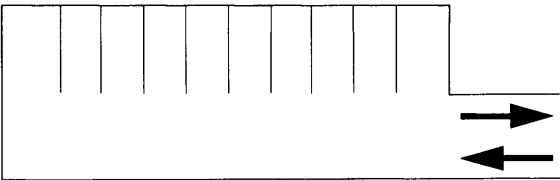
CHILDCARE PARKING



PARKING LAYOUTS



TYPE 1



TYPE 2

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POLICY 3.1.8 - ADVERTISING OF DEVELOPMENT PROPOSALS

OBJECTIVE

~~To determine when applications for development are to be advertised.~~
To provide guidance for the advertising of development applications.

STATEMENT

~~The Council acknowledges that Town Planning Scheme No. 1 does not require mandatory advertising of development proposals.~~

~~The Chief Executive Officer may determine when a development proposal should be advertised, in accordance with the following:~~

~~Commercial, Mixed Business and Industrial Areas~~

~~If the proposal is considered by the Chief Executive Officer to be excessively obtrusive or to go beyond that that may be reasonably expected, then the proposal may be advertised.~~

~~Residential & Rural Areas~~

~~Any application, requiring advertising in compliance with the Town Planning Scheme, must be advertised for public comment.~~

~~In the event that an appeal against refusal is lodged for an application which has not been advertised, the Chief Executive Officer shall canvass public opinion before a response is made on the appeal.~~

~~In addition to any other means of advertising under Clauses 3.11 and 3.16 of Town Planning Scheme No. 1, the Council will require an on-site sign as required by Clause 3.10 of the Scheme to be erected in accordance with the specifications provided by the Chief Executive Officer. Such a sign is considered to be an exempt sign in accordance with the Signs Local Law.~~

1. The City of Joondalup District Planning Scheme No 2 (DPS2) provides for 'A' uses which require advertising prior to determination. The Scheme also provides for 'D' uses which may be advertised prior to determination.
 2. All applications for 'D' uses under DPS2 shall be advertised for public comment prior to determination unless it is considered in a particular instance that the proposal will not impact adversely on the surrounding area, in which case advertising shall not be required.
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Previously Policy No.	G3-02
Amendments	CJ213-06/99, CJ001-02/01
Issued	March 2001
Related Documentation:	Delegated Authority Manual

Section 3.2 - Urban Design

POLICY 3.2.7 - PEDESTRIAN ACCESSWAYS

AUTHORITY

This policy has been prepared in accordance with clause 8.11 of the City of Joondalup's District Planning Scheme No.2, which allows Council to prepare planning policies relating to planning or development within the scheme area.

OBJECTIVES

Council recognises that a variety of problems may be experienced by people living adjacent to Pedestrian Access Ways (PAWs), but also recognises that they provide important non-vehicular movement through the area for the benefit of the local community.

With this framework in mind this Policy has the following objectives:

- 1 To ensure that a safe, convenient and legible pedestrian movement network is provided and maintained.
- 2 To minimise any anti-social behaviour that may be associated with PAWs.

Application of Policy

To achieve the objectives, this policy provides guidance on the:

- Inclusion and design of PAWs in new subdivisions;
- Assessment Criteria for closure of a PAW.

Policy Statement**1 Provision of Pedestrian Access ways in New Subdivisions**

The creation of new PAWs is generally not supported. The City does acknowledge however that there may be instances where the creation of PAWs are warranted or are the only solution to providing a convenient and legible pedestrian movement network. In these instances, the following requirements will apply:

- (a) The applicant must provide written justification for the inclusion of the PAW and illustrate how the design will minimise opportunities for anti-social behaviour;
- (b) The length of a PAW shall not exceed 70 metres;
- (c) Minimum width of 5 metres where connecting one minor road to another;

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- (d) Where the PAW is located at a cul de sac head that almost abuts a major road, parkland neighbouring development, or area with future development potential the PAW shall be equal to the road reserve width of the minor road;
- (e) Consideration must be given to the gradient of the PAW, particularly its impact on use, safety and security;
- (f) To increase security for those lots abutting the PAW and the safety of pedestrians using the PAW, uninterrupted sight lines shall be provided for the entire length of the PAW;
- (g) The PAW shall be designed and finished at the applicant's expense in a manner, which makes them safe attractive and convenient:
 - (a) Landscaping, including trees, is encouraged but shall not consist of bushes and other elements that would create a visual barrier or harbour illicit activity.
 - (b) Lighting should illuminate the length of the PAW in a way that does not lead to excessive glare into neighbouring properties. Lights shall be provided at both ends of the PAW ~~and through the PAW to AS 1158.3.1.1999 (and as amended),~~ and where possible in intervals through the PAW.
- (h) The PAW must be designed to generally prevent use by vehicular traffic (emergency access should be considered) and designed to limit the speed of cyclists and other users to ensure a safe but convenient link. Barriers which force users to dismount their bicycles are discouraged.
- (i) The PAW should be integrated with the local pedestrian movement network and where ever possible orientated to reinforce the visual link between local landmarks and local attractions to assist in orientation of pedestrians and other users. (If the network is on street as it may be in streets with less than 300 vpd it is still to be integrated with this system and where there are footpaths it should be integrated with them).

Development of Land Adjacent to Pedestrian Access ways

Where a PAW is created in a new subdivision area, adjacent lots should be developed to maximise use and surveillance of the PAW. This shall be encumbered on the developer of the lot through the creation of Detailed Area Plans (DAP) for PAW abutting lots (See Liveable Neighbourhoods Edition 2 page 57) to be incorporated into an appropriate agreed structure plan under District Planning Scheme No.2. DAP for these lots shall include the following provisions.

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Dwelling Layout

Main living areas should be located to ensure that views of the adjoining PAW are maximised.

Building Facades

Building facades facing PAWs should contain major openings to habitable rooms. Large expanses of blank wall should be avoided.

Fencing

Fencing along common boundaries of PAWs/private property should be designed to be visually permeable. Fencing should be 'open in nature' and a maximum of 1.8 metres in height with the solid portion of fencing, a maximum of 750mm in height.

2 Closure of Pedestrian Access ways

Where PAWs form important links in the pedestrian movement network closure shall not be supported except as a last resort in extreme circumstances.

In considering applications for the closure of PAWs, the following assessments will be conducted:

(a) Urban Design Assessment

An Urban Design Assessment shall be undertaken to determine the importance of the PAW in the pedestrian movement network. Factors to be considered are:

Access to Community Facilities

Where a PAW is considered to provide an important access route to a community facility closure shall generally not be supported. Examples of facilities include schools, shops, public open space, bus stops, libraries, churches and rail stations. Other community facilities may also warrant this consideration.

Availability of Alternative Access Routes

A safe, clear and direct alternative route must exist which provides access to community services and facilities.

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Relationship to the Pedestrian Network, Bikeplan and 'Safe Routes to Schools'

Closure of a PAW will not be supported where it forms part of:

- A designated pedestrian network (eg forms part of a continuous PAW access network);
- The City's Bikeplan;
- A designated 'Safe Route to School'.

Assessing Changes to Level of Access

To illustrate the impact that closing a PAW may have on access to a community facility a walking catchment diagram in the form of a Ped-Shed, shall be prepared. A 400m catchment will be provided for a PAW close to community facilities and 800m where the PAW is close to a Town Centre or Major Transit Terminal (e.g. Rail Station). This diagram will demonstrate the effects on walking distance and times before and after closure of the PAW.

Following completion of 'Urban Design Assessment' the importance of the PAW in the pedestrian movement network shall be rated as low, medium or high.

(b) Nuisance Impact Assessment

Where the reason given for requesting closure is anti-social behaviour, a Nuisance Impact Assessment shall be undertaken. The City will assess any evidence provided by the applicant. Additional information (e.g. Ranger reports and City's records) may be accessed to determine the degree of anti-social behaviour being experienced. Based on points such as:

- Frequency of occurrence;
- Number of offences;
- Nature of offences.

The level of anti-social behaviour shall be rated as either low, medium or high.

(c) Community Impact Assessment

A Use Assessment shall be undertaken to gather information from surrounding residents to determine the PAW's level of use. Comments will be sought from local residents within the vicinity of the PAW and users of the PAW. This will consist of the erection of a sign at either end of the PAW for a minimum of 30 days. Correspondence in the form of a letter and questionnaire will also be forwarded to surrounding landowners within a 400 metre radius of the PAW. The following additional steps may be undertaken:

- Insertion of notices in local newspaper;
- Liaison with local community groups.
- An on-site assessment to count pedestrian and cyclists movement.

Access for Disabled and Seniors

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The impact of closure on residents in accommodation for aged or disabled persons located in the vicinity, particularly where the PAW provides access to community facilities or services shall be given special consideration.

The level of use shall be rated as either low, medium or high.

(d) Final Assessment

The results of each individual assessment will enable a final determination to be made via cross-analysis of the three assessments.

Case One

Closure is not supported where following urban design assessment the PAW is considered of high importance.

Case Two

Where, following urban design assessment, the PAW is considered of medium importance, closure will be supported when nuisance is high or medium and use is low.

Case Three

Where, following urban design assessment, the PAW is considered of medium importance, closure will be supported when nuisance is high and use is medium.

Case Four

Closure will not be supported where urban design assessment of the PAW is considered of medium importance, and both use and nuisance is low.

Case Five

Closure is not supported where urban design assessment of the PAW is considered of medium importance and both nuisance is considered medium or low and use is medium.

Case Six

Closure is not supported where urban design assessment of the PAW is considered medium and use is high.

Case Seven

Closure is supported where urban design assessment of the PAW is considered low and nuisance is considered high, medium or low and use is low or medium.

Case Eight

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Closure is not supported where urban design assessment of the PAW is considered low and use is high.

(e) Referral to Ministry for Planning and Department of Transport

The results of the assessment will be referred to the Ministry for Planning and the Department of Transport for comment. The proposal will be referred to Council after comments have been received.

3 Alternatives to Closure

Where a determination is made not to support an application for closure, which was submitted on the grounds of anti-social behaviour, upgrade of the PAW may be considered. Such improvements may include:

- Improvements to lighting;
- Improvements to appearance;
- Increasing fence heights to 2.2 metres;
- Increased security patrols.

Where a significant security problem is shown to exist for dwellings abutting the PAW, but closure cannot be supported, Council will give consideration to alternatives or initiatives raised by landowners abutting the PAW. Any options raised shall only be considered where the proposal is:

- Considered to significantly improve security;
- Supported by abutting land owners;
- Deemed to have no significantly negative impact on the amenity of the surrounding area;
- Deemed to have no adverse impact on traffic management.

4 Advertising Procedures

Where the City has carried out an assessment for closure and is in support of closing the PAW, the proposal must be advertised. Comments will be sought from State Government and Utility Agencies such as:

- Department of Land Administration (Also to provide land purchase price to be met by abutting land owners);
- Water Corporation;
- Western Power;
- Telstra;
- Alinta Gas.

Comments from local residents will be sought during the assessment phase of the proposal.

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Previous Policy No:	N/A
Amendments:	CJ101-04/01
Issued:	May 2001
Related Documentation:	

URBAN DESIGN ASSESSMENT

- High
- PAW provides a direct route to community facilities
 - safe, alternative route does not exist
 - PAW part of a continuous PAW link - ie a chain of two or three PAWs and is linked to streets with existing path systems
 - PAW is a designated ‘safe route to school’, ‘bikeplan’

- Medium
- PAW provides a route to community facilities but not direct
 - An alternative route exists but some inconvenience
 - PAW not designated as a ‘safe route to school’ or bikeplan

- Low
- PAW not linked to any community facility
 - a safe, reasonable alternative walkway exists
 - PAW is not part of a continuous link to community facilities
 - PAW is not designated as a ‘safe route to school’ or bikeplan

NUISANCE ASSESSMENT

- High
- There is a high and consistent frequency in the occurrence of criminal activity and/or antisocial behaviour compared to elsewhere in suburb
 - The number of different types of occurrences is high and is directly related to the PAW
 - The severity of criminal activity and/or antisocial behaviour is considered higher than elsewhere in the suburb
 - Occurrences substantiated by questionnaire respondents

- Medium
- Frequent occurrence of criminal activity and antisocial behaviour compared to elsewhere in the suburb.
 - There are several different types of occurrences that are directly related to the PAW
 - The severity of criminal activity and/or antisocial behaviour is considered higher than elsewhere in the suburb

- Low
- Occurrence of criminal activity or antisocial behaviour similar to elsewhere in the suburb.
 - Types of offences are limited to antisocial behaviour
 - The severity of antisocial behaviour is similar to elsewhere in the suburb

COMMUNITY IMPACT ASSESSMENT

- High
- Significant portion of respondents not in favour of closures (over 50%)
 - High portion of household use the PAW regularly
 - High portion of users inconvenienced by closure (over 50%)

- Medium
- Medium portion of respondents not in favour of closure (over 30%)
 - Moderate level of households using the PAW
 - Moderate portion of users inconvenienced by closure of the PAW (30-50%)

- Low
- High number of residents in favour of closure (over 75%)
 - Low number of households using the PAW
 - Few users inconvenienced by closure (less than 30%)