



PLANNING REPORT

Construction and Use of a Child Care Centre and Display of Signage @ 98 Marshalltown Road Grovedale_v2



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1. Introduction

St Quentin has been instructed to prepare this planning report in relation to the construction and use of a Child Care Centre and Display of Signage at 98 Marshalltown Road Grovedale.

The purpose of this report is to detail the proposal and its context, outline its consistency with the relevant strategic framework and statutory controls, and in doing so explain why the proposal is worthy of Council's support and approval.

This report is supported by and should be read in conjunction with the following supporting documentation:

Appendix 1: Copy of title

Appendix 2: Architectural Plans

Appendix 3: Acoustic Report

Appendix 4: Sustainability Management Plan

Appendix 5: Traffic Impact Assessment

Appendix 6: Waste Management Plan

Appendix 7: Landscape Plan



2. Key Considerations

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The key considerations for Council to assess within this planning application are as follows:

Title Documents

The current title for the site is Lot 1 TP602271 which is 8,093m². Planning Permit PP676-2025 was approved by City of Greater Geelong for a two-lot subdivision of this site. The subdivision should be certified in the coming weeks with Lot 1 PS929692 to be 2,645m² and Lot 2 PS929692 to be 5,448m².

This application for the construction and use of a childcare centre and display of signage, is relevant to Lot 1 PS929692 only.

Vegetation Removal

The dwelling and vegetation on the subject site have not yet been removed, but removal is planned in the coming weeks. No native vegetation exists on the site, as established under Planning Permit PP320-2021 issued on 23 December 2022.

In relation to Clause 52.37 (Canopy Trees), PP320-2021 also approved the removal of all vegetation within 6 metres of the narrowest street frontage, as shown on the endorsed plans. The transitional provisions of Clause 52.37-9 state that Clause 52.37 does not apply to the *removal, destruction or lopping of a canopy tree where that work is authorised by a permit granted under another provision of the planning scheme before the approval date of Amendment VC289*.

Clause 52.37-2 also exempts the need for a permit to remove any Canopy Trees (other than a boundary canopy tree) if the site is developed with an existing dwelling.

The vegetation on proposed Lot 1 PS929692 has been approved to be removed under a previous planning permit and is not part of this permit.

Appropriateness of location

The subject site has several key features that make the site appropriate for the childcare centre use particularly as the proposal has provided the regulated amount of car parking. Childcare centres are most compatible with residential areas rather than being in commercial or industrial zones where there may be amenity impacts. The proposal includes:

- A residential block of 2,645m² which provides sufficient on-site parking.
- The use of acoustic fencing to prevent noise transfer to neighbouring dwellings.
- Located 225m walk from a public primary school and 350m walk to a supermarket.
- 500m walk to the Marshall Train Station.
- Centrally located between Torquay Road and Barwon Heads Road arterial roads making it convenient for parent drop off and pick up.
- Located 370m from an employment/commercial precinct in Grovedale that may provide employment for parents, or at the least, convenience for shopping after drop off or pick up at the childcare centre.

The proposal at 98 Marshalltown Road is a low impact and convenient site for a childcare centre. The appropriateness of location in a Residential Zone is supported in the KDSL Investments Pty Ltd v Frankston CC VCAT decision.

**VCAT Case KDSL Investments Pty Ltd v Frankston CC [2021] VCAT 619 (11 June 2021)**

VCAT set aside the responsible authority decision and directed that a permit is to be issued for a childcare centre at 60 Aqueduct Road Langwarrin.

Council had refused the planning application because of concerns that it would have a negative impact on the local area due to its inappropriate location, size and design, vegetation loss and increased traffic and noise.

The Tribunal concluded that the proposal did not cause an unacceptable traffic or noise impact to residential neighbours. The number of car parks met the required provision of car parking, and the local roads could cater for any overflow if needed. In terms of noise, the Tribunal stated that the sound of car doors slamming before 6.30am is unlikely and the acoustic fence would restrict noise to an acceptable impact. The established residential area was considered acceptable by VCAT for a childcare centre.



3. Setting

3.1. Subject Site



Figure 1: Subject site with proposed lot boundaries shown (Source: Landchecker 07/02/2026)

Street Address:	98 Marshalltown Road Grovedale
Title Details:	Current Lot 1 TP602271 Proposed Lot 1 PS929692
Restrictions/Covenants:	Nil
Land Size:	Current 8,093m ² Proposed 2,645m ²
Zone:	General Residential Zone- Schedule 4 (GRZ4)
Overlays:	Nil
Other Regulatory Constraints:	Nil

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Key Site Features:

Existing dwelling, swimming pool, sheds and vegetation on the site. This is all to be removed as part of previous permits issued on the site.

3.2. Surrounding Context

Marshalltown Road has a 60km/h speed limit. It is a local road with a single traffic lane running between Barwon Heads Road in the east and Torquay Road in the west. Unrestricted kerbside parking is provided on each side of the road.



Figure 2: Surrounding context (Source: Landchecker 07/02/2026)

North:	Residential housing.
South:	Residential housing.
East:	Marshall Train Station and Barwon Heads Road.
West:	Primary School, Commercial Precinct and Torquay Road.



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4. Proposal

4.1. Proposal Description

Buildings and Works

The proposal is for the construction of a single storey childcare centre. The front one-third of the building will include the office, staff room, reception and kitchen. The rear two-thirds of the building includes eight separate childcare rooms with shared bathroom facilities and a capacity for 123 children.

The building will have a low-pitched steel roof. The front façade will feature brick with a cement sheet fascia, while the remainder of the building will be finished in cement sheeting with glazed windows and doors.

The building is proposed to be set back from all sides providing outdoor play areas to the rear and sides of the building. The car parking will be located on the northern side of the allotment fronting Marshalltown Road. Access is via one central crossover from Marshalltown Road, where cars can enter and exit to Marshalltown Road. There are 25 car spaces provided including eight tandem spaces for staff only. The main services area is located on the western side of the building.

A 2.5m-wide landscaping strip will be provided on both sides of the driveway entry and between the car park and Marshalltown Road. A paved path along the side of the car park will connect pedestrians to the building's main entrance.

A private contractor will manage the collection and disposal of all waste streams associated with the use. Bins will be collected outside of the operating hours of the centre to ensure that collection can take place utilising on site car parking and avoid any mixing with childcare traffic.

A 2.0m high acoustic fence will be located on the western and southern boundaries. An 1800mm timber paling fence will be on the eastern boundary adjacent to the accessway to Lot 2. A combination of vertical metal picket fences and Colorbond fences will be utilised elsewhere for e.g. in front of the service areas.

Use of a Child Care Centre

A childcare centre is defined in the Greater Geelong Planning Scheme as:

Land used to care for five or more children who are not permanently resident on the land.

The use of the childcare centre is proposed to operate five days per week, from 6.30am to 6.30pm Monday to Friday providing care for 123 children with a maximum of 30 staff. The indoor and outdoor spaces have been designed to provide the regulated area per child.

The site has been used for a single dwelling in the past and has an existing permit for 41 townhouses on the site PP320-2021.

Display of Signage

A Business Identification Sign is defined in the Greater Geelong Planning Scheme as:



A sign that provides business identification information about a business or industry on the land where it is displayed. The information may include the name of the business or building, the street number of the business premises, the nature of the business, a business logo or other business identification information.

The proposal includes one x double sided Business Identification Sign located on a pylon and within the landscaping strip. The sign is 2.0m in height and 1.2m wide and non-illuminated. The total area of the sign (both sides) is 4.8m².

One x wall mounted Business Identification Sign on the fascia of the front wall of the building. This is 3.48m long and 1.06m wide and internally illuminated. The area of the sign is 3.68m².

One x wall mounted Business Identification Sign on the brickwork of the front wall of the building. This is 3.6m long x 1.5m wide with an area of 4.89m².

Total area of all signs is 13.37m².

4.2. Permit Triggers

Use	Development	Subdivision	Other
Clause 32.08-2	Clause 32.08-10		Clause 52.05-13 High Amenity Areas
Section 2 – Permit required:	A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.		The display of a Business Identification Sign and Pole Sign is a Section 2 Use Permit Required.
Child Care Centre			



5. Strategic Context & Response

The key planning, land use and development policies relevant to the consideration and assessment of the proposal are as follows.

5.1. Planning Policy Framework

Clause 13.05-1S Noise Management

Objective

To assist the management of noise effects on sensitive land uses.

Relevant Strategies

Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.

Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.

Response

Refer to the Acoustic Report prepared by Enfield which provides recommendations to reduce noise to adjoining residents by use of a 2.0m high acoustic fencing on the western and southern boundaries. The Acoustic Report observed that the ambient noise environment was dominated by traffic noise on Marshalltown Road with moderate levels of traffic and background noise.

Clause 13.07-1S Land Use Compatibility

Objective

To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts

Relevant Strategies

Ensure that use or development of land is compatible with adjoining and nearby land uses.

Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.

Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.

Protect commercial, industrial and other employment generating uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.

Response

The subject site has several key features that make the site appropriate for the childcare centre use. Childcare centres are most compatible with residential areas rather than being in commercial or



industrial zones, particularly when they have sufficient on-site parking, and use acoustic fencing to prevent amenity impacts to neighbours.

The site is also conveniently located close to an employment precinct, primary school, train station and two arterial roads.

Clause 13.07-1L Non-residential uses in residential zones

Objective

To provide for non-residential uses that serve the needs of the local community.

To support non-residential uses that are compatible with the residential character, scale and amenity of neighbourhoods.

Location Strategies

Locate non-residential uses on sites that have access to a road in a Transport Zone.

Discourage non-residential uses from locating on sites in a local access street or lane.

Locate non-residential uses where they will benefit and be convenient to local residents.

Avoid a concentration of non-residential uses where it would:

- *Create a de-facto commercial area.*
- *Isolate residential properties.*
- *Contribute to unplanned expansion of commercial or mixed use zones into surrounding residential land*

Location Policy Guidelines

Consider as relevant:

- *Directing shops, offices, taverns and larger medical centres (5 or more practitioners) to commercial zones.*
- *Supporting commercial uses in residential zones within a 400 metre radius of an existing commercial zone only where the use cannot be reasonably located within the nearby commercial zone.*

Amenity Strategies

Protect the amenity of the surrounding area from:

- *Noise, light and odours emitted from the site.*
- *Disturbance associated with the hours of operation.*

Manage the loading and unloading of vehicles to minimise detrimental impacts on residential amenity.

Amenity Policy Guidelines

Consider as relevant:

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- *Encouraging non-residential uses to locate on sites where they will not unreasonably affect the amenity of the surrounding residential area due to existing conditions or locational attributes.*
- *Whether noise attenuation measures should be provided.*
- *Designing or locating all external noise sources (such as air-conditioning, heating, plant equipment etc) to minimise noise emissions to adjoining properties.*
- *Limiting loading and unloading of vehicles to between the hours of 8am and 6pm*

Design and Siting Strategies

Facilitate the re-use of buildings originally built for non-residential purposes.

Site and design buildings to respect the siting and layout of adjacent buildings.

Design development to respect the existing neighbourhood character and reflect a residential scale and appearance, particularly with regard to:

- *Building and roof form.*
- *Building height and setback.*
- *Design detail (including façade articulation, verandahs, window and door style and placement).*
- *Building materials.*
- *Colours and finishes.*

Locate air-conditioning, heating and plant equipment to avoid being visible from the public realm and adjoining properties.

Design and Siting Policy Guideline

Consider as relevant:

- *Whether development is consistent with the following objectives / standards:*
 - *Clause 54.02-1 Street setback objective*
 - *Clause 54.02-3 Side and rear setbacks objective*
 - *Clause 54.02-4 Walls on boundaries objective*
 - *Clause 54.04-1 Daylight to existing windows objective*
 - *Clause 54.04-2 Existing north-facing windows objective*
 - *Clause 54.04-3 Overshadowing secluded open space objective*

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Landscaping Strategies

Provide planting on site that maintains the landscape character of the area.

Retain significant trees where practicable.

Set aside the front setback of sites for landscaping.



Provide landscape buffers between adjoining properties and areas used for access and parking on the site.

Landscaping Policy Guideline

Consider as relevant:

- *Providing a minimum 1.5 metre landscaped buffer to separate accessways and car parking areas from adjoining residential properties.*

Car Parking and Traffic Strategies

Locate car parking areas so they do not dominate the streetscape by locating them at the side or rear of the site.

Support uses where the traffic generated by the use can be accommodated within the surrounding street network.

Support uses that can accommodate parking on site and do not create significant increases in on-street parking demand.

Response

The proposed childcare centre is to serve the needs of the local community. Although Marshalltown Road is not a Transport Zone, it is a significant local road providing connection between two arterial roads in Torquay Road and Marshalltown Road. The childcare centre can accommodate all car parking on-site and with the use of acoustic fences and restricting the hours of operation from 6.30am to 6.30pm, this will protect the amenity of the surrounding area.

The proposed single storey building will respect the residential scale and appearance. The 2.5m landscaping strip at the front of the site and along the driveway helps with this appearance. The proposal also meets Clause 54.02-3, 54.02-4, 54.04-1, 54.04-2 and 54.04-3. The positioning of the building is not consistent with Clause 54.02-1 (street setback) because childcare centres are designed with the car parking at the front of the site.

Clause 15.01-2S Building Design

Objective

To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Strategies

Improve the energy performance of buildings through siting and design measures that encourage:

- *Passive design responses that minimise the need for heating, cooling and lighting.*
- *On-site renewable energy generation and storage technology.*
- *Use of low embodied energy materials.*

Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.

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Encourage water efficiency and the use of rainwater, stormwater and recycled water.

Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.

Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

Response

The proposal includes a design with safe pedestrian, bicycle and vehicle access to the site as well as efficient access to the waste service area.

The landscaping strip will create an attractive space and the use of rainwater tanks and a rain garden will assist in the infiltration and reuse of stormwater.

Clause 15.01-2L Environmentally Sustainable Development

Objective

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

General Strategies

Facilitate development that minimises environmental impacts.

Encourage environmentally sustainable development that:

- *Is consistent with the type and scale of the development.*
- *Responds to site opportunities and constraints.*
- *Adopts best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts*

Response

A Sustainability Management Plan prepared by Melbourne Sustainability Consultants has been prepared for this application which utilises best practice methods to achieve environmentally sustainable design.



6. Statutory Context & Response

6.1. Zone

The subject site is contained within the General Residential Zone- Schedule 4.

The purpose of the zone is:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To encourage development that is responsive to the neighbourhood character of the area.

To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.

To allow educational, recreational, religious, community and a limited range of other nonresidential uses to serve local community needs in appropriate locations.

Clause 32.08-2 Table of Uses

Childcare Centres are a Section 2 Use Permit Required.

Clause 32.08-10 Buildings and works associated with a Section 2 Use

A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.

Decision Guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

Decision Guidelines	Response
General	
<i>The Municipal Planning Strategy and the Planning Policy Framework.</i>	See Section 5 of this report.
<i>The purpose of this zone.</i>	The zone purpose allows non-residential uses that serve the local community in appropriate locations. This subject site is close to employment precincts, arterial roads, train station and a primary school.
<i>The objectives set out in a schedule to this zone.</i>	Nil.
<i>Any other decision guidelines specified in a schedule to this zone.</i>	The site is within the Marshall Station Increased Housing Areas Map. This area is to evolve the character of the Increased Housing Diversity Areas through more intensive development. This



	additional housing in the area is further evidence of why a childcare centre use is needed.
<i>The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Housing Choice and Transport Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.</i>	There will be no impact on any nearby roof top solar energy systems.
Non-residential use and development	
<i>Whether the use or development is compatible with residential use.</i>	As discussed in this report, childcare centres are best to be co-located with residential uses particularly when they have sufficient on-site parking and use acoustic fencing.
<i>Whether the use generally serves local community needs.</i>	Childcare centres are generally used by people living or working in the local area.
<i>The scale and intensity of the use and development</i>	The childcare centre building has been specifically designed to cater for 123 children by providing the regulated area (indoor and outdoor) per child. The scale of the single storey building is not out of character for the area.
<i>The design, height, setback and appearance of the proposed buildings and works.</i>	The building has generous setbacks from all boundaries. The single storey building with a low pitched roof is not out of character for the area.
<i>The proposed landscaping.</i>	The landscaping plan prepared by Stratis shows the intensive landscaping located within and around the front car parking area to soften and make the area more attractive.
<i>The provision of car and bicycle parking and associated accessways.</i>	The proposal has been designed with 25 car spaces. As described in the Traffic Impact Assessment, this is an appropriate response for a childcare centre use in this location.
<i>Any proposed loading and refuse collection facilities.</i>	The waste collection will be after hours when the car park is empty.



The safety, efficiency and amenity effects of traffic to be generated by the proposal.

Drop off and parking is all on-site resulting in safety and efficiency for the users of the child care centre.

6.2. Overlays

Nil

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6.3. Particular Provisions

Clause 52.06 Car Parking

A total of 25 car spaces is proposed in an on-site car park with access via a single entry/exit crossover from Marshalltown Road.

Clause 52.06- Car Parking Requirements requires a childcare centre in category B, for 123 children and 30 staff to provide 15 car spaces. This proposal exceeds the required car spaces by 10. A Traffic Impact Assessment by One Mile Grid has been provided and can be found in the Appendices.

Clause 52.05 Signs

A Business Identification Sign is in Section 2 of Category 3 High Amenity Areas.

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

Decision Guidelines	Response
<i>The character of the area.</i>	There are existing pole and pylon signs along Marshalltown Road. They can be seen at Marshall Train Station, Grovedale Primary School, and within the Grovedale Employment Precinct.
<i>Impacts on views and vistas.</i>	The signs will not impact on any views.
<i>The relationship to the streetscape, setting or landscape.</i>	One sign is attached to the front wall of the building and one sign to the facade of the building. The pylon sign to the front of the lot is only 2.0m in height and will be located within the 2.5m wide landscaping strip.
<i>The relationship to the site and building.</i>	A childcare centre must be allowed some signage so existing and future parents are aware of its use.
<i>The impact of structures associated with the sign.</i>	No impact on road visibility. The pylon sign is 5 metres from the edge of the road pavement.



<i>The impact of any illumination.</i>	The wall mounted sign is internally illuminated however it is 25m from the edge of the road pavement and 56m from the house opposite.
<i>The impact of any logo box associated with the sign.</i>	No logo box.
<i>The need for identification and the opportunities for adequate identification on the site or locality.</i>	A childcare centre must be allowed some signage so existing and future parents are aware of its use.
<i>The impact on road safety. A sign is a safety hazard if the sign.</i>	No impact on road visibility. The sign is located approximately 5 metres back from the road pavement.

Clause 53.18 Stormwater	This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach copyright legislation
Purpose	
<i>To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitats and amenity benefits.</i>	

Clause 53.18-5 Stormwater management objectives for buildings and works

To encourage stormwater management that maximises the retention and reuse of stormwater.

To encourage development that reduces the impact of stormwater on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.

To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.

To ensure that industrial and commercial chemical pollutants and other toxicants do not enter the stormwater system.

Standard W2

The stormwater management system should be designed to:

- *Meet the current best practice performance objectives for stormwater quality as contained in the Urban stormwater management guidance (Environment Protection Authority - Publication 1739.1, 2021).*
- *Minimise the impact of chemical pollutants and other toxicants including by, but not limited to, bunding and covering or roofing of storage, loading and work areas.*
- *Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.*

Clause 53.18-6 Site management objectives



To protect drainage infrastructure and receiving waters from sedimentation and contamination.

To protect the site and surrounding area from environmental degradation prior to and during construction of subdivision works.

Standard W3

An application should describe how the site will be managed prior to and during the construction period and may set out requirements for managing:

- *Erosion and sediment.*
- *Stormwater.*
- *Litter, concrete and other construction wastes.*
- *Chemical contamination.*

Decision Guidelines	Response
<i>Any relevant water and stormwater management objective, policy or statement set out in this planning scheme.</i>	The objectives throughout the Planning Scheme are to reduce stormwater discharge from the site and to treat any stormwater discharge prior to leaving the site.
<i>The capacity of the site to incorporate stormwater retention and reuse and other water sensitive urban design features.</i>	The development plans show 10,000 litres of rainwater tanks to be connected for toilet reuse. In addition a rain garden is to treat the stormwater collected from the car park surface.
<i>Whether the development has utilised alternative water sources and/or incorporated water sensitive urban design.</i>	The development is utilising rainwater tanks connected to toilets and the raingarden for water sensitive urban design.
<i>Whether stormwater discharge from the site will adversely affect water quality entering the drainage system.</i>	The stormwater quality of the proposed development is improved from the stormwater discharge of the current use and development.
<i>The capacity of the drainage network to accommodate additional stormwater.</i>	Marshalltown Road has an underground piped drainage network.
<i>Whether the stormwater treatment areas can be effectively maintained.</i>	The raingarden is located in a small area of the 2.5m landscape strip. It is unlikely to be impacted by people walking through the gardens or by vehicles. There should be some confidence about its ongoing maintenance.
<i>Whether the owner has entered into an agreement to contribute to off-site stormwater</i>	Not applicable



*management in lieu of providing an on-site
stormwater management system.*



7. Decision Guidelines

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Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

7.1. Clause 65.01 Approval of An Application of Plan

Decision Guidelines	Response
<i>The matters set out in section 60 of the Act.</i>	All matters in Section 60 have been followed at this point in the planning application.
<i>Any significant effects the environment, including the contamination of land, may have on the use or development.</i>	Nil.
<i>The Municipal Planning Strategy and the Planning Policy Framework.</i>	See Section 5 of this report.
<i>The purpose of the zone, overlay or other provision.</i>	See Section 6 of this report.
<i>Any matter required to be considered in the zone, overlay or other provision.</i>	See Section 6 of this report.
<i>The orderly planning of the area.</i>	Excellent design which works well within the surrounding area which is predominantly residential uses.
<i>The effect on the environment, human health and amenity of the area.</i>	Appropriate responses to reduce noise on surrounding residents have been proposed.
<i>The proximity of the land to any public land.</i>	The site is accessed from a public road and close to Marshall Train Station and a local primary school.
<i>Factors likely to cause or contribute to land degradation, salinity or reduce water quality</i>	Satisfactory response to stormwater runoff.
<i>Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.</i>	Satisfactory response to stormwater runoff and reuse.
<i>The extent and character of native vegetation and the likelihood of its destruction.</i>	There will be no trees on the site as they are all being removed as part of previous permit approvals.



Whether native vegetation is to be or can be protected, planted or allowed to regenerate.

There are no native trees on site.

The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.

Nil.

The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Loading/unloading and waste collection can all occur on site.

8. Conclusion

As this report demonstrates, the proposal constitutes an appropriate response to the physical context of the subject site and surrounds, supports and implements the applicable strategic directions of the Planning Policy Framework and meets the objectives and requirements of the key statutory controls.

For these reasons, we submit that the responsible authority would be justified in reaching a conclusion that the childcare centre use and development is worthy of support and approval.