



ACT
Government

Territory Planning
Authority

Jeffery Bartlett
Richard Small and Phil Quinton Architects Pty Ltd
studio@sqcgroup.com.au

Dear Jeffery

Pre-decision advice – DA-202443691– Block 10 Section 26 Weetangera

An assessment of your development application (DA) has been undertaken and, in the Territory Planning Authority's opinion, the application in its current form does not meet the requirements of the Territory Plan. The DA is also not consistent with entity comments.

In accordance with section 182 of the *Planning Act 2023* (the Act), the Territory Planning Authority provide the pre-decision advice below.

Inconsistencies have been identified in relation to the following:

- **Policy outcomes of Residential Zones Policy(RZP):**

- All residential zones:

- 1. Residential zones are primary for residential developments but permit other development that complements residential uses and streetscapes
 - 2. Development should be of a scale and nature that recognises and responds to the zone hierarchy

- RZ1: Suburban zone

- 1. In RZ1-Suburban zone, achieve and/or maintain low density residential neighbourhoods in suburban areas

Based on the plans and documents provided in the DA, it was considered that the proposed aboveground car park is excessive in scale considering the residential use in the low density RZ1: suburban zone in terms of noise and traffic generated to/from and around the site.

The proposed car park extending 32 metres into the site from the street boundary does not complement the streetscapes along Southwell Street bordered by low-density residential developments along the southern and western side and landscaped open spaces bordering the northern and eastern side of the street.

The long and wedged shaped configuration of the site was considered to pose a constraint on alternative parking design to reduce visual impact on the streetscape. This, combined with consideration of traffic generated by the existing educational facilities on Southwell Street, were considered to indicate

the proposed site may not be suitable for the proposed scale and use of the development.

- **Assessment outcomes of Residential Zones Policy as below:**

Urban Structure and Natural Systems:

- **Assessment outcome 1: Biodiversity connectivity maintained across the landscape** due to proposed removal of a large number of trees from the site, including regulated trees which do not meet the criteria for removal under the Urban Forest Act 2023. Please refer to comments provided by the Conservator of Flora and Fauna (the Conservator) in **Appendix A**.
- **Assessment outcome 2: Loss of native and biodiversity is avoided and/or minimised** – As outlined above, please refer to the Conservator's comments.
- **Assessment outcome 3: The health and functionality of waterways and catchments is maintained, including through applications of water sensitive urban design principles.** Further information to address this assessment outcome is required as part of the DA process. Please also refer to **ACT Practice Guidelines for Water Sensitive Urban Design Module 2: Designing Successful WSUD Solutions in the ACT** as outlined in the Residential Zones Specifications 19.6.

SITE AND LAND USE

- **Assessment outcome 4: The functionality and usability of the development is appropriate for its intended purpose/use.**
 - i. Aspects of the proposed design raise concern for proposed use as a childcare centre, including separation between the entrance building and the rear building requiring movement of children and educators through the covered walkway, in consideration of the Canberra climate and the slope of the terrain through the site. Please also refer to comments provided by CECA, ACT Education Directorate in **APPENDIX A**.
 - ii. Proposed car park design provides insufficient clearance space and physical barriers between competing uses, for example between the waste collection vehicle/ waste collection points and car spaces; as well as between the bicycle and car spaces and required access easement along the southern boundary
- **Assessment outcome 5: The proposed use and scale of the development are appropriate to the site and zone**
 - i. As outlined under RZP Policy outcomes, the proposed use for 86 childcare places is not appropriate to the site and zone

considering the adverse impact in terms of noise generated by people and traffic during the peak drop-off and pick-up times and due to noise generated from the outdoor play areas during the day.

- ii. Traffic generated by parents and staff as well as by waste/recycling collection vehicles and services vehicles, combined with traffic generated by the existing educational facilities on block 5 section 20, will create adverse impact in terms of traffic congestion and risks to pedestrian safety for children attending the existing and proposed educational facilities as well as residents and other users.
- **Assessment outcome 6: Adverse impacts of the development on surrounding uses (both within a site and on adjoining sites) is minimised and residential amenity protected. This includes between residential uses and between non-residential and residential uses**
- i. as outlined above in relation to RZP policy and assessment outcomes
 - ii. Concern is also raised regarding the large number of mature trees required to be removed from the site in terms of loss of biodiversity, loss of tree canopy, urban heat island effect and loss of capacity for stormwater infiltration. The proposed design and siting were considered to maximise the number of trees required to be removed from the site.
 - iii. You are also invited to address issues raised in the representations received during the public notification period.

Access and Movement:

- **Assessment outcome 7: The functionality and layout of the development is accessible and adaptable, while achieving good connections with the surrounding area. This includes consideration of traffic flow and passive surveillance**
- i. Proposal requires movement of children and staff between two separate buildings which may not be suitable considering the age of the children, Canberra climate during winter and the natural gradient of the site which drops 4m between the rear and front of the site
 - ii. Location of the entrance building 32m behind the street boundary makes it difficult for building users to access the facility on foot, particularly for parents arriving with young children and reduces potential for passive surveillance over the street
 - iii. Design and intensity of use for the proposed car park poses safety risks for pedestrians and motorists, noting lack of sufficient clearances, traffic management measures and

physical barriers between competing uses of parking and circulation spaces for waste vehicles, cars, cyclists and access easements.

- iv. You are also invited to address issues raised in the representations received during the public notification period.

- **Assessment outcome 8: The development encourages active travel through safe and convenient access to the active travel network**

- i. In addition to issues raised under Assessment Outcome 7, concern is also raised about lack of safety measures outlined in the DA to be implemented on local roads, such as pedestrian crossings and signages, and/or consideration of designated drop-off/pick-up areas along the local street to manage competing traffic flow during peak times for educational facilities and local residents

- **Assessment outcome 9: Access to, from and within the site permits safe and legible movement while catering for all users (including pedestrians). This includes consideration of vehicle manoeuvrability and access routes**

- i. Please refer to issues outlined above, including under assessment outcomes 7 and 8 above, as well as comments provided by TCCS and concerns raised in the representations receiving during the public notification period for this DA.

BUILT FORM AND BUILDING DESIGN:

Assessment outcome 14: the height, bulk and scale of development is appropriate, noting the desired zone policy outcomes and the streetscape. This includes consideration of building envelope and setbacks.

- i. Please refer to issues outlined above in relation to the proposed scale of the carpark for the childcare facility, including the RZP policy outcomes outlined above and assessment outcomes 6, 7 and 8.

SUSTAINABILITY AND ENVIRONMENT:

- **Assessment outcome 19: Sufficient planting area, canopy trees, deep soil zones and water sensitive urban design measures are provided to enhance living infrastructure, support healthy tree growth and minimise stormwater runoff; and**
- **Assessment outcome 20: Urban heat island effects are reduced through limiting impervious surfaces and provision of canopy trees and plants**

- i. The proposal requires a large number of regulated trees to be removed from the site which do not meet the criteria for removal under the Urban Forest Act.

- ii. Proposal includes impermeable area of approximately 1,756 sqm, or 73% of the site area. The proposal does not provide sufficient information to address how stormwater runoff from the site will be minimised and managed to mitigate impact such as overland flow and flooding for adjoining sites.

PARKING, SERVICES AND UTILITIES

- **Assessment 27: Vehicle and bicycle parking sufficiently caters for the development while minimising visual impacts from the street or public space. This includes consideration of parking location, dimensions and number of spaces provided; and**
- **Assessment outcome 28: Waste is appropriately managed on site without having a detrimental impact on residents and the surrounding area.**
 - i. DA submission is not sufficient to demonstrate that the proposal will not have adverse impact on surrounding area in terms of traffic generation, parking, pedestrian safety and adequate provisions for onsite management of waste and recycling generated from the proposed development. Please address this assessment outcome by addressing each of the comments provided by TCCS in relation to traffic and waste.

- **The proposal is not consistent with following entity comments:**

- Transport Canberra and City Services
- Conservator of Flora and Fauna
- CECA

Please refer to **APPENDIX A** for copy of entity comments for response.

- **Representations received during public notification raise concerns over a range of adverse impacts anticipated from the proposal. You are invited to provide your responses and amendments to address the concerns raised** - Please refer to ACT DA finder (<https://www.planning.act.gov.au/applications-and-assessments/development-applications/browse-das>) for copy of representations received

In addressing the above, the Territory Planning Authority would recommend:

- Reconsideration of the scale of the proposed development and use, in particular a significant reduction in childcare places to reduce adverse impact on the residential uses and streetscapes of the adjoining properties and surrounding area, including visual dominance of the proposed car park, noise, traffic generation and spillover parking on local streets
- Consider issues raised in relation to individual assessment outcomes of the Residential Zones Policy listed above in exploring feasibility of alternative design and siting proposals that can successfully address Territory Plan and entity requirements.

- Provide further information required to address TCCS comments regarding the traffic impact assessment report, car parking design and turning templates for vehicles; waste and recycling management plan addressing the Waste Code 2019, documents and plans addressing each of the comments related to waste and recycling collection vehicles, waste collection points, turning template and operations and management plan.
- Provide your response to the Conservator of Flora and Fauna's non-support for removal of certain regulated trees, including presentation of alternative design and siting options which will allow retention of regulated trees that are not supported for removal

Pursuant to section 192 of the Act, as a result of this advice, the time to decide the DA has been paused.

In responding to this advice, you can either request the Territory Planning Authority to decide the application in its current form or amend your application.

If you choose to request the DA to be decided in its current format, the application will likely be refused. This is because a DA is only able to be approved when the decision-maker is satisfied proposal is consistent with the Territory Plan (among other things). The time to decide the DA will recommence the day you make this request.

If you choose to amend your application, the amended proposal is required to be submitted pursuant to section 168 of the Act. Please note, amending your application will result in the time to decide the DA to restart, pursuant to section 192 of the Act.

If you do not respond to this request (or amend the proposal) within 18-months of the date of this request, your application will be taken to have been withdrawn.

Yours sincerely,

Susan Kim

Susan Kim
Delegate of the Territory Planning Authority

15 May 2025

APPENDIX A: ENTITY COMMENTS:

TRANSPORT CANBERRA AND CITY SERVICES - ATTACHMENT 1

This DA has been assessed with respect to the following elements:

Active Travel & Pedestrian Networks	<input type="checkbox"/>	Right of Way Easements	<input type="checkbox"/>
Bus Operations	<input type="checkbox"/>	Service / Access Easements	<input checked="" type="checkbox"/>
Demolition	<input checked="" type="checkbox"/>	Lease Variation	<input type="checkbox"/>
Driveways / Verge Crossings	<input checked="" type="checkbox"/>	Further Information	<input type="checkbox"/>
LMPP & Verge Trees	<input checked="" type="checkbox"/>	Stormwater	<input checked="" type="checkbox"/>
TCCS Capital Works	<input type="checkbox"/>	Street Lighting	<input type="checkbox"/>
Offsite Visitor / Public Parking	<input type="checkbox"/>	Subdivision Plan	<input type="checkbox"/>
Onsite & Visitor Parking	<input checked="" type="checkbox"/>	Traffic	<input checked="" type="checkbox"/>
Light Rail Operations	<input type="checkbox"/>	Waste Management	<input checked="" type="checkbox"/>
Light Rail Future Stages	<input type="checkbox"/>	Other	<input type="checkbox"/>

X = Areas Assessed

TCCS' position is:

The DA is supported	<input type="checkbox"/>
The DA is supported subject to compliance with the following conditions	<input type="checkbox"/>
The DA is not yet supported, and further information is required	<input checked="" type="checkbox"/>
The DA is not supported	<input type="checkbox"/>

COMMENTS:

Noted that this development proposal is for new Early Learning Centre with 86 Childcare spaces.

DRIVEWAY / VERGE crossing

The existing driveways are proposed to be demolished. Therefore:

1. A Driveway Plan for the new driveway needs to be provided. Please note that the new driveway must be designed and constructed in accordance with TCCS MIS Design Standards.
2. The levels on the verge must not be altered as a result of the new constructed driveway.
3. Any infrastructure assets such as street lighting, mini-pillars, signage, etc, must be a minimum of 1.5m away from the closest edge of the driveway. In the case of stormwater sumps this minimum distance is 1.2m.
4. Maximum gradient for the first 6m of the access driveway within the block boundary must not exceed 5% in accordance with the Section 3.3 of the Australian Standard for Parking facilities AS 2890.1 Off-street Car Parking.
5. A clear sight triangle must be provided in accordance with the Section 3.2.4 of AS 2890.1 Off-street Car Parking.
6. A maximum skew of 10% will be allowed for a new driveway if necessary. This must be checked either DA or Design Review stage.
7. The proponent must demonstrate that adequate queuing area is provided at the control points of the car park entry in accordance with section 3.4 of the Australian Standard 2890.1 and TCCS Engineering Advisory Note (EAN) 06 : Queuing at Carpark Entrances. This is to ensure that no queuing on the public road will occur and traffic operation on the public road will not be impacted.

WASTE

1. Noted that this development proposal is for commercial operation and brief account of Waste in the Traffic Report is provided which is non-complaint with the requirements of DCC Code 2019 on Waste and therefore, submitted documentation on Waste is not supported. Please be advised that it is mandatory for all new developments to submit proper Waste Plan as required by the Waste Code 2019. Therefore, please provide proper Waste Plan complying with all applicable sections of the Waste Code 2019 (including Demolition Waste). Waste Plan also needs to include drawings showings waste enclosure dimensions, bins placements within enclosure with required clearances and hopper pads including a copy of waste generation calculations as found on this website link: [Allocation Calculator - City Services](#) , etc.
2. The proposed 8.8m MRV as opposed to 12.5m HRV as required by the Waste Code is not supported with the level of documentations submitted. To support any departure from the Code, proposal needs to demonstrate why 12.5m HRV Waste truck is unable to be used. If TCCS accepts the reasons, development would need to provide a Letter of endorsement from the Commercial Collector confirming the availability of proposed truck size and its details, and their willingness to service the site. This process will apply to all departures from the Waste Code.
3. Waste collection point/area is non-compliant in accordance with Waste Code requirements which requires hopper pads and therefore, not supported. It is not clear how waste hoppers will be presented for collection in the proposed design as it can be seen in the image 1 below that the space is constrained by parking spaces, no dedicated collection point is provided as required which is a potential safety risks to the carpark users and children in the centre. Please note that Designated collection points must not be located across pedestrian pathway. These comments are in compliance with Clause 7.4 *for designated collection point* at page 41 of 102 of DCC Code 2019, and A7.5 where it states that “*Loading areas and turning circles for collection vehicles must be designated ‘NO PARKING’ areas with clear signage*”. Find similar advice in EAN24 at page 5 of 14 and across various sections in both documents.
4. It is also not clear from image 1 about the use of the roadway (marked in image 1), whether it will be used by pedestrians or vehicle. And also, Site Plans do not provide understanding/indication on plans for any pedestrian paths or walkways to the centre from the carpark.
5. The turning template proposed is not supported as:
 - a. It does not provide details of clearance from truck body which is used. Please note that 1m clearance must be shown whenever the truck commences a turn (i.e. as soon as the driver turns the steering wheel even a bit, the 1m must be shown).
 - b. Obstructions and encroachments such as those marked in red circles in Image 2 below is not supported.
 - c. Also note the comments regarding designated collection point in RFI No. 3 and 4 above.
6. Operations and Management Plan must be provided with Waste Plan providing details on collections hours, safety measures and protocols during collection, responsible persons duties, etc. Please follow requirements in Waste Code on this.
7. Overall, Waste documentations are not supported due reasons stated above but not limited to it.
8. Please note that all Waste related documentations must be provided in a single document.

Image 1:

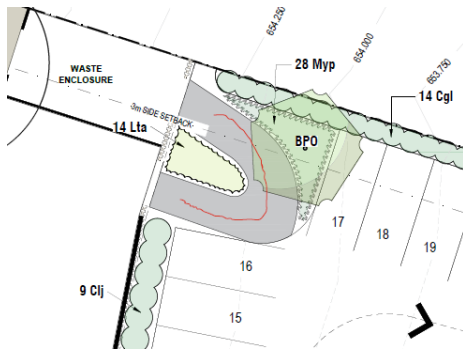
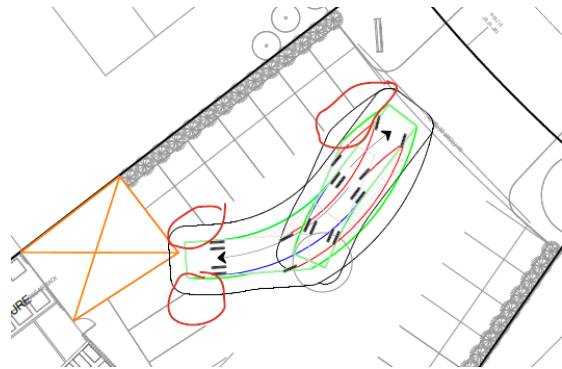


Image 2



STORMWATER

1. Noted the presence of Storm Water pipeline within the block near the south boundary. All applicable sections of TCCS's Guideline on "Construction in the Vicinity of a Storm Water Easement" will apply for this development including Design Requirements at Section 4 of the Guideline.
2. Due to uncertainty of the exact location of the pipe, site location of the pipe needs to be undertaken and to rule out any impact by the structural loadings, cross-sectional details of the pipe in relation to structural footings demonstrating adequate clearance must be provided and the report needs to be certified by chartered structural engineer as per the requirements stated at Section 4.6 and Section 5, from page 5 of the mentioned Guideline. Below are few requirements but not limited to it:
 - a. A minimum width of 2500mm and a minimum height clearance of 2700mm must be provided over the stormwater easement.
 - b. Any structures in proximity to the stormwater easement or drainage lines must comply with TCCS Guidelines for Construction in the Vicinity of a Stormwater Easement.
 - c. The centreline of underground pipes must be a minimum of 900mm (horizontally) to any footings. Any exceptions must be supported by engineering solution and certification.
 - d. The zone of influence of the footing must be beneath or outside the pipe and associated trench backfill and must include certification by a structural engineer.
 - e. The floor level / habitable area of the proposed development must be above 100-year ARI flood level plus 300mm.
 - f. The depth of cover over the existing stormwater pipe within the easement must not be reduced without prior approval from TCCS and must not be less than 600mm in any case.
3. Since this is development within a single block, only one stormwater tie with enough discharge capacity must be used.
4. Please provide details on Storm Waste tie and GPTs proposed.
5. Overland flow paths of Storm Waste need to be provided.
6. For large redevelopment site: As per section 1.1.1.2 of MIS 08: Stormwater the applicant must demonstrate how development peak flow will be equal or less than pre-development scenario for minor and major system design AEP. Please refer to section 2.1.1 and 2.1.2 for major and minor system design AEP events.

TRAFFIC

Please see comments below with regards to traffic and parking which needs to be addressed at this DA stage:

1. Northrop Consulting Engineers have prepared a Civil Memorandum for Block 10 Section 26 Weetangera dated 11/12/2024. It should be noted that this submission is not a compliant Transport Impact Assessment (TIA) Report and only provides a high-level assessment of traffic generation and parking in relation to the proposed childcare development. The Civil Memorandum prepared by Northrop also includes advice related other engineering elements such as Water Sensitive Urban Design (WSUD) and waste generation, which are not related to transport and parking.
2. TCCS expects the proponent to provide a compliant (TIA) report which includes an existing conditions assessment of the area surrounding site. This includes an assessment of existing safety issues, crash data analysis, links to existing public transport and active travel infrastructure, availability of existing parking and an assessment of existing traffic conditions. The TIA should also include a description of the proposed development and an assessment of impacts with respect to safety, traffic and parking as a result of the proposed childcare development and compared to the existing and likely future base conditions, without the development.
3. TCCS have a draft version of the *Transport Impact Assessment (TIA) Guidelines 2025* which can be provided to the proponent to prepare the Transport Impact Assessment for the site. These updated 2025 TIA Guidelines will help to provide a **comprehensive** assessment of the site in alignment with the new planning system and TCCS expectations. Hence, please email tccs.dcdevelopmentcoordination@act.gov.au to obtain a copy of the *ACT TIA Guidelines 2025*.
4. The Civil Memorandum prepared by Northrop outlines the below traffic generation from the site as per Image 4. The traffic generation rates utilised by Northrop are based on surveys undertaken in Sydney in 1992 with the long day care centres having around 29-66 children at the time of the surveys. The proposed number of childcare places at the Weetangera site is 86 places. Hence, the 1992 surveys may not best represent the likely traffic generation for the site and the Northrop should undertake surveys at similar sites in the Canberra region to better determine the likely traffic generation from the site. Alternatively, the 2015 trip generation surveys for childcare centres undertaken by TfNSW (formerly RMS) may provide further insight regarding likely trip generation, depending on the locations surveyed.
5. In addition, the observed traffic outlined in Image 4 is not clear on what road/s the traffic observations were undertaken and on what date. In addition, the time period for the AM peak observations suggests that observations were only taken for a 10-minute period, where at least a 2-hour period needs to be observed to determine the peak hour generation. Hence, a clear indication of existing traffic conditions has not been presented.
6. As per the *Planning (Commercial Zones) Technical Specifications 2024*, 26 car parking spaces are recommended, and 26 car parking spaces are provided on-site. However, as per the site plan shown in Image 5, manoeuvring from car spaces such as carpark number 10 and 16 in the site plan will be difficult. In addition, the layout of the car park does not provide safe pedestrian priority for parents with children to navigate between the childcare centre and the car park.

Image 4: Traffic Generation from proposed childcare centre 10/26 Weetangera

Traffic Generation	New Generation for ELC	Currently Observed
Traffic Generation	Based on Guide to Traffic Generating Developments, RTA, Ver. 2.2, Oct 2002	Based on adjacent site observations from September 2024
Between 7-9 am	69 Vehicle Trips	Average 124 Vehicle Trips (Between 8:20-8:30am)
Between 2:30-4 pm	26 Vehicle Trips	Average 110 Vehicle Trips (Between 2:30-3:30pm)
Between 4-6 pm	61 Vehicle Trips	
Combined Traffic Generation		
Between 7-9 am	Approx. 195 Vehicle Trips	
Between 2:30-4 pm	Approx. 140 Vehicle Trips	
Between 4-6 pm	61 Vehicle Trips	Peak afternoon peak for childcare does not appear to align with peak time for school
Other observations		
<ul style="list-style-type: none">- No on-street parking is available near the subject site or school- Minor queuing was observed onsite the street from the school carpark but this occurred before the pick-up time (parents waiting before kids come out). This was only observed during the afternoon peak around 3:00pm- The peak afternoon for the school and childcare centre are not likely to align. As such when the queuing occurs and the school carpark is full it is not likely to be the same time when the childcare centre is expected to experience the afternoon peak- All carparking of the childcare centre will need to be onsite so that it does not adversely affect the existing road network		

Image 5: Proposed Site Plan for Block 10 Section 26 Weetangera



A letter of response and updated plans /documents on all items highlighted in red texts must be provided in the next submission.

CONSERVATOR OF FLORA AND FAUNA – ATTACHMENT 2

The DA has been assessed and the following Conservator's Advice in accordance with Sections 107 and 108 of *Urban Forest Act 2023* is provided:

No regulated tree/s on the site (nor on neighbouring block/s)	
Supported with Conditions	
Advice for the Applicant	
Not Supported	X
Further Information/Amendments Required	

Conditions/Comments/Advice:

The development application (DA) is not supported by the Tree Protection Unit (TPU).

TPU would oppose the removal of the regulated trees 5, 6, 8, 10, 11, 12, 16, 21, 22, 23, 26, 30 and 39 as they are good quality trees and would not meet criteria for removal. If these trees are to be removed, it will need to be under Planning grounds and the Canopy Contribution Calculator will be needed to determine the developer's contribution costs.

TPU would not oppose the removal of regulated trees 18, 19, 20 and 24 as they are dead and have no habit value.

All the other trees are either of poor quality or not regulated under the Urban Forest Act 2023 and the TPU would not oppose their removal.

Please Note:

A Canopy Contribution agreement will be required for any tree/s that are approved for removal. If applicable, a Canopy Contribution Agreement will be a condition of the Notice of Decision and no work can commence until this agreement has been signed.

If a decision is made to approve the removal of a tree/s on design grounds, please notify the Tree Protection Unit as soon as practical, so that we can generate a Canopy Contribution Agreement to attach to the Notice of Decision.

I provide this advice as a delegate of the Conservator of Flora and Fauna | Geoffrey Lewis-Hughes | Tree Protection Officer (PN15670) | Urban Treescapes

<https://www.cityservices.act.gov.au/trees-and-nature/trees/canopy-cover/canopy-contribution-framework/tree-calculator> will need to be used to calculate the total number of trees and or financial contribution. Under the TMP requirements of the legislation, the applicant is required to provide a table that outlines the trees they plan to remove and how many replants they will make so we can do this easily (without going back to them). Did they provide it? Are you able to see on the plans if they are planning to replant? Do you think they have space to plant or do we go straight to the financial contribution.

Canopy Contribution Table

<i>Number of protected tree removals (approved via TAA)</i>	
<i>Number of protected tree removals (proposed through Planning)</i>	
<i>Number of retained protected trees</i>	
<i>Proposed number of replants, assuming all removals are approved</i>	
<i>Type of replant proposed (no.) for <u>non-homeowners</u> only</i>	
<i>Conifer</i>	
<i>Introduced under 10m</i>	
<i>Introduced 10-15m</i>	
<i>Introduced 15m+</i>	
<i>Native under 10m</i>	
<i>Native 10-15m</i>	
<i>Native 15m+</i>	

If not, we will need to respond to planning requesting more information in line with *Urban Forest (Tree Management Plans) Guidelines 2023 (no 1)* – so that they provide the table above. We put this in the requirements to take the guess work out for us.

NOTE: Planning (minimum Development Application Documentation) Guideline 2024 (No 2) link is attached below for further information.

[Planning \(Minimum Development Application Documentation\) Guideline 2024 \(No 2\) | HTML view](#)

CECA ACT EDUCATIONAL DIRECTORATE – ATTACHMENT 3

Thank you for the opportunity to review this proposed amendment to DA202443691. CECA supports this development, subject to some amendments to the design.

In order to provide education and care to children under the National Quality Framework there are two aspects to be considered: compliance with the legislation and meeting the required level of quality in the National Quality Standard.

1. <http://acecqa.gov.au/national-quality-framework/national-law-and-regulations>
2. <http://acecqa.gov.au/national-quality-framework/the-national-quality-standard>

It is important to note that there is a very rigorous approvals process for both Provider Approval and Service Approval under the National Law. It is not an automatic approval on receipt of an application; an interview and written test regarding knowledge of the National Quality Framework must be attended. There is also a rigorous process for approval to claim Child Care Subsidy from the Australian Government under the Family Assistance Law.

CECA has considered the amendments to the design and has the following comments in accordance with the *Education and Care Services National Law (ACT)* (National Law) and the *Education and Care Services National Regulations* (National Regulations):

Further consideration needs to be given to the movement of children and educators between the entrance building and classrooms, particularly in considerations of the ACT climate.

The preschool and toddler block needs to include staff toilets and additional storage for sleep mats and other resources.

The number of toilets in the toddler and preschool rooms needs to be increased by one in each.

Consideration needs to be given to the division of the outdoor areas, to provide age appropriate spaces and resources and to facilitate supervision.