

MORIAH COLLEGE REDEVELOPMENT (SSD –10352)



Independent Planning Commission –
Public Meeting

15 April 2021

APPLICANT PRESENTATION

Agenda

1. The Site
2. The Proposal
3. Community and stakeholder engagement
4. Key issues
 - a) Traffic and Parking
 - b) Building form and urban design
 - c) Visual impact
 - d) Overshadowing
 - e) Biodiversity
 - f) Increase in student numbers
5. Summary



THE SITE

- **Moriah College - independent Jewish school**
- **Commenced operation in 1984**
- **4.5 hectares**
- **Age 2 through to Year 12 (ELC, Primary, & Senior)**
- **4 access points, 3 vehicular, 1 pedestrian**
- **Bound by York Road, Barona Avenue, Queens Park Road**
- **Surrounding uses – Residential, Lot 23 ESBS, Queens Park, Centennial Park**



THE PROPOSAL

Concept Proposal

- **Redevelopment of the existing school campus including:**
 - **Demolition**
 - **New building envelopes**
 - **Car parking**
 - **On-site drop-off and pick-up**
 - **Improved vehicle and pedestrian access arrangements**
 - **Establishment of a landscape master plan**
 - **Additional 290 students staged over a 15-year period**
- **CIV of approximately \$81.7**
- **250 jobs including 224 construction jobs and 26 operational jobs**

Stage 1

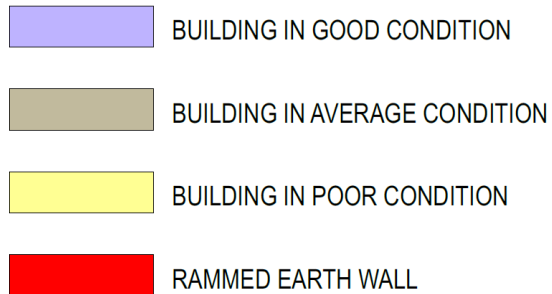
- **Demolition of buildings, demountable structures and hardstand areas.**
- **Construction of a part 3, part 4 storey building to accommodate Science, Technology, Engineering, Arts and Mathematics (STEAM) and an Independent Learning Centre (ILC).**
- **Improved vehicle and pedestrian access and new on-site DOPU area for the senior school and ELC.**
- **Improved active recreation zone, outdoor learning gardens and landscaping.**
- **Signage, lighting and boundary walls.**
- **Intersection upgrades.**
- **160 additional K-12 students.**

Stage 2

- **Subject to a future SSDA, implementation of the Green Travel Plan.**
- **ELC and teaching facilities.**
- **3-storey building with rooftop open space.**
- **Additional car parking.**
- **130 additional students (comprising 80 K-12 and 50 ELC).**

OBJECTIVES OF THE PROPOSAL

1. Replace dated and inefficient buildings with new, modern facilities and spaces that are aligned with contemporary standards and teaching methodologies



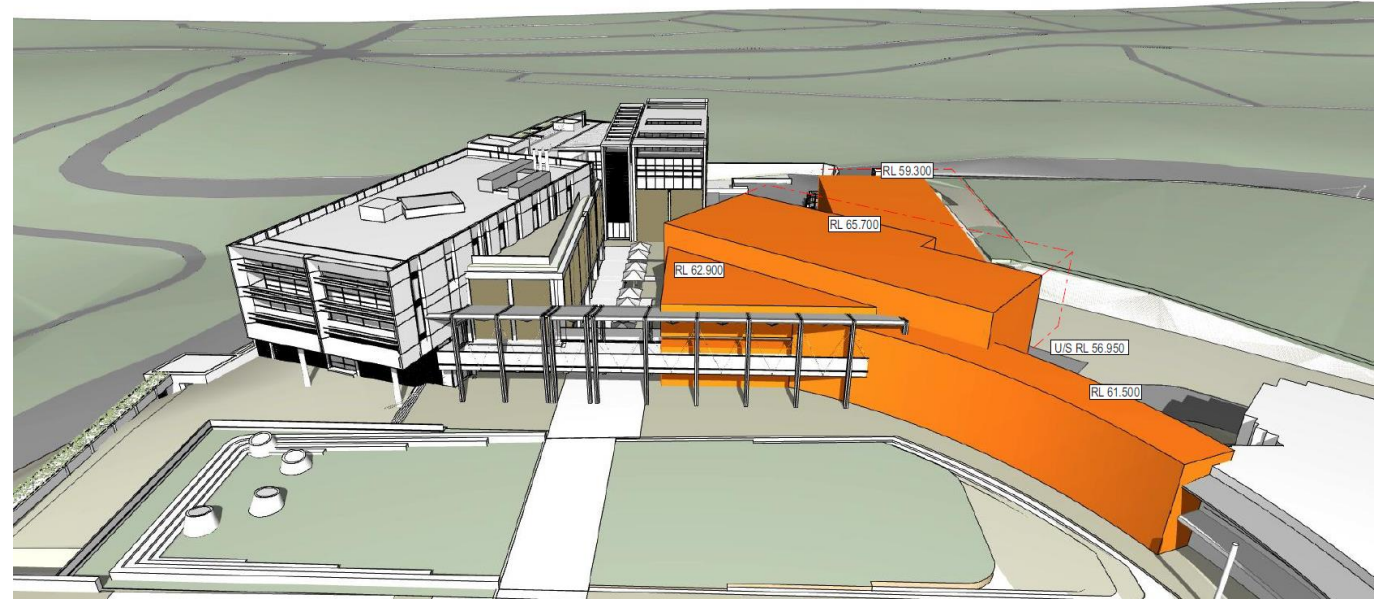
OBJECTIVES OF THE PROPOSAL

2. Provide new Science, Technology, Engineering, Arts and Mathematics (STEAM) facilities and an Independent Learning Centre (ILC) for the High School



OBJECTIVES OF THE PROPOSAL

3. Provide for the future development of a new Early Learning Centre (ELC) and college teaching rooms in Stage 2

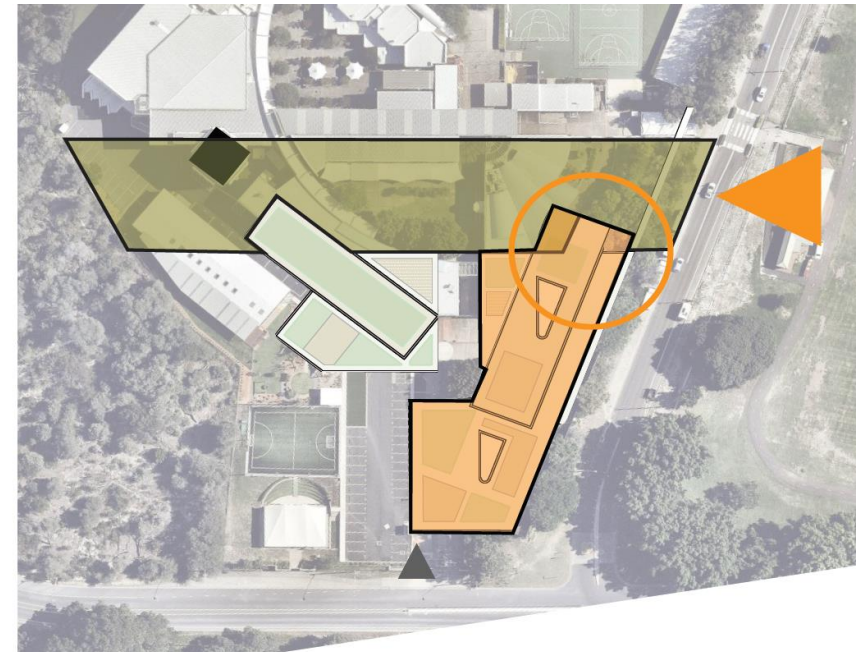


OBJECTIVES OF THE PROPOSAL

4. Re-orientate the High School Main Entrance away from the residential areas of Queens Park by creating a new 'front door' on Baronga Avenue

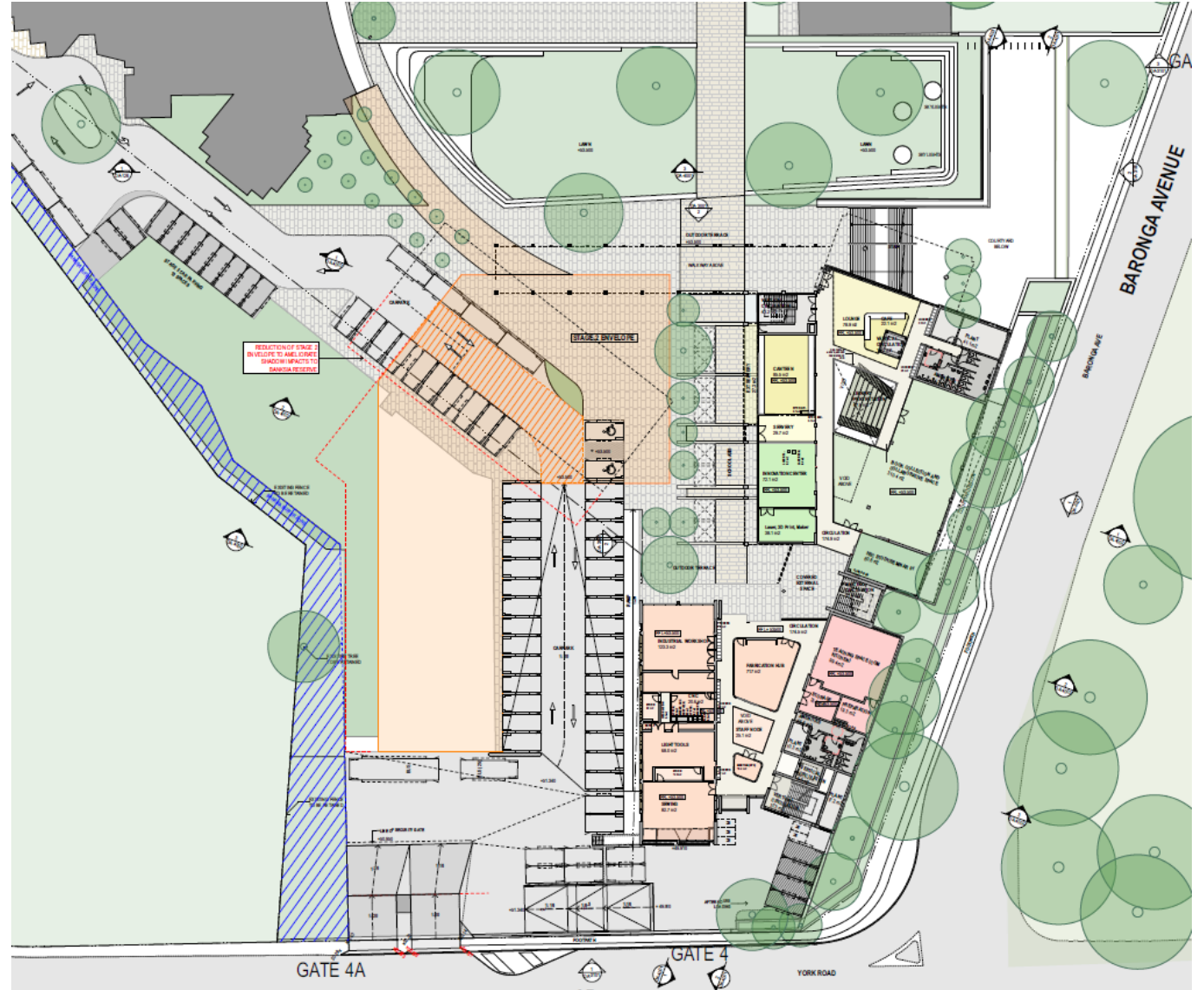


- main student entrance
- community focus
independent learning centre
incl. multipurpose spaces
gallery
cafe
- STEAM learning hubs
- new green connector
- vehicular entrance
staff parking
ELC circulation
buses
deliveries



OBJECTIVES OF THE PROPOSAL

- 5. Provide an improved traffic management system, including:**
 - On-site Drop Off and Pick Up for the High School students and the Early Learning Centre**
 - Intersection upgrades**
 - Travel Demand Management Measures**



OBJECTIVES OF THE PROPOSAL

6. Increase open, green space for high school students to allow for greater social interaction and enhance collaborative knowledge sharing

LANDSCAPE / OPEN SPACE	EXISTING	STAGE 1	STAGE 2
Canopy Cover	3860m ² (15% of site)	6640m ² (26% of site) New Trees: 96	8000m ² (31% of site) New Trees: 112
Landscape Area	4440m ² (17% of site)	4590m ² (18% of site)	5665m ² (22% of site)
Open Space Area	8760m ² (34% of site)	14580m ² (56% of site)	13280m ² (51% of site)



OBJECTIVES OF THE PROPOSAL

7. **Meet the future needs of a growing population by providing capacity for an additional 290 (approximate) students from ELC through to high school over the next 10-15 years**

Year	ELC	K-12	Total	Difference
Current Student Cap	80	1600	1680	-
Proposed 2023 (completion stage 1)	80	1760 (+160)	1840 (+160)	Additional 160 students in K-12
Proposed 2030 (completion of stage 2)	130 (+50)	1800 (+40)	1930 (+90)	Additional 40 students in K-12 + Additional 50 students in ELC
Proposed 2036+	130	1840 (+40)	1970 (+40)	Additional 40 students in K-12

OBJECTIVES OF THE PROPOSAL

8. Minimise impacts on nearby properties, including overshadowing, overlooking, noise, obstruction of light, air and views



15/04/2021



COMMUNITY AND STAKEHOLDER ENGAGEMENT

Early Engagement

- Face to face briefings with key stakeholders.
- Near neighbour letterbox drop.
- Community information session.
- Fact sheets with information and invitation to community information session.
- Dedicated website with feedback channels.
- Media release.
- College-community letter for students, teachers and parents.
- Dedicated 1800 phone number and email feedback channels.

Environmental Impact Statement

- Exhibited from 21 November 2019 to 18 December 2019.
- 321 submissions:
 - Supports: 168 (53%)
 - Objects: 143 (45%)
 - Comments: 6 (2%)
- Objection from Waverley Council.

Response to Submissions

- Stage 1 Building - reduction in height, changes to building façade and revised internal layout.
- Stage 2 Building – reduced massing to ensure no overshadowing of the ESBS.
- Relocation of the Gate 4 Driveway on York Road.
- Additional 52 bicycle parking spaces.
- Exhibited from 6 July 2020 to 20 July 2020.
- 44 submissions.

Supplementary Response to Submissions

- Vegetation buffer to ESBS.
- Further relocation of the Gate 4 Driveway on York Road.
- Amended landscape planting strategy.
- Updated traffic assessment with more comprehensive traffic modelling.
- Publicly available from 20 December 2020.



KEY ISSUES

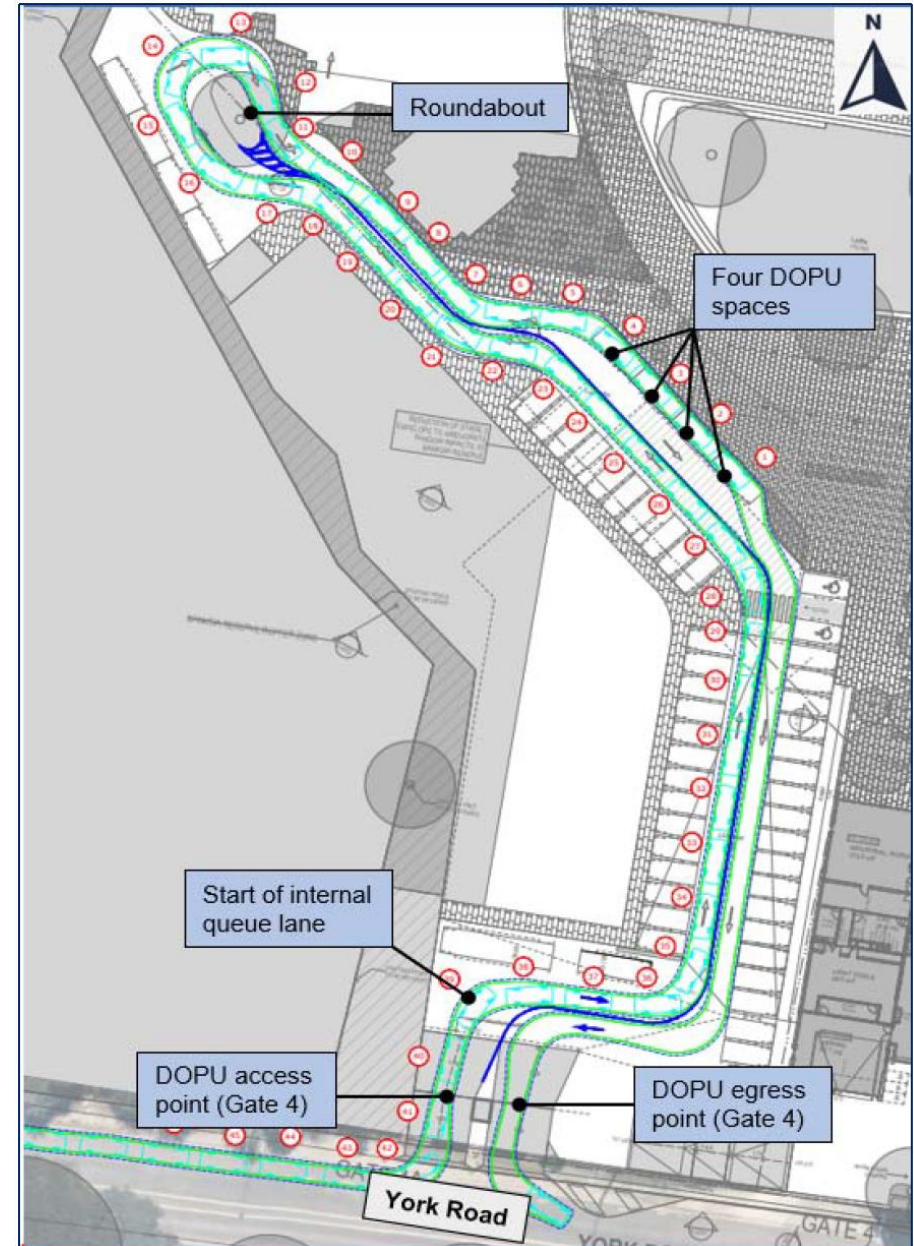
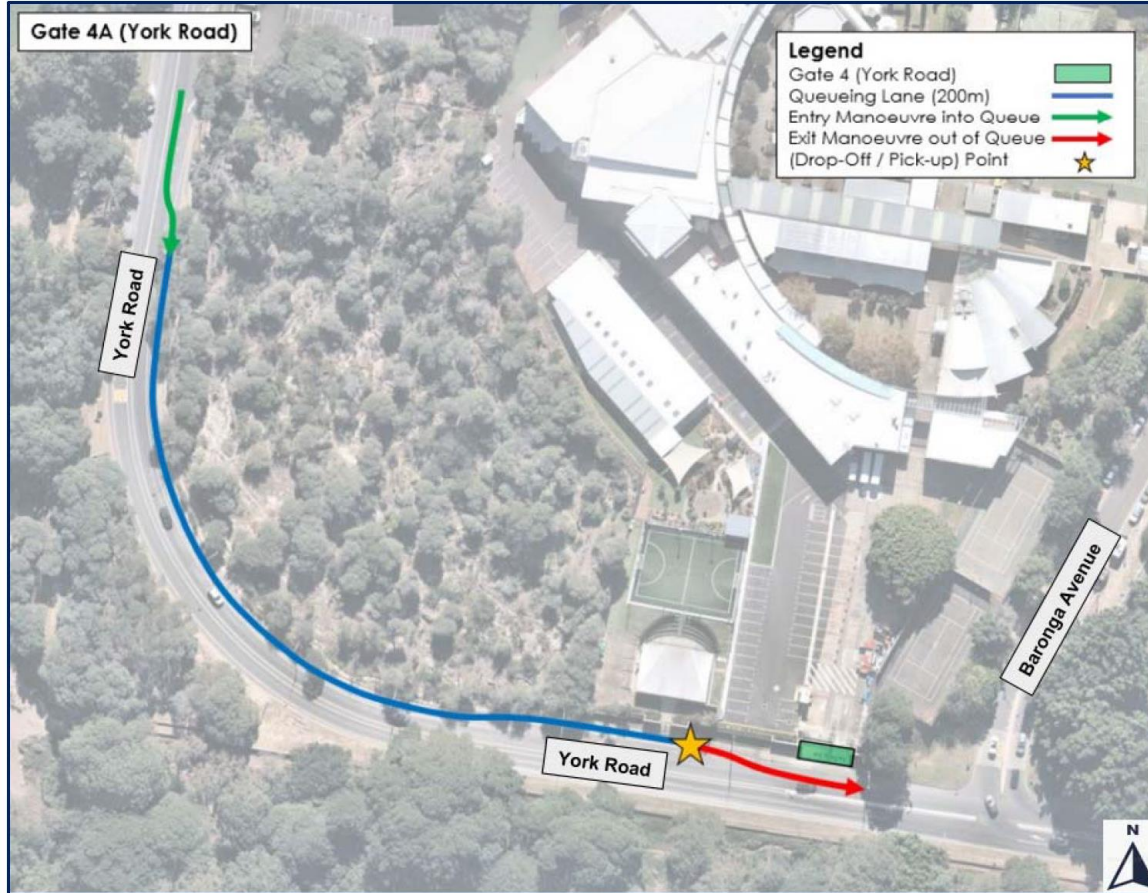
1. **Traffic and Parking**
2. **Building form and urban design**
3. **Visual impact**
4. **Overshadowing**
5. **Biodiversity**
6. **Increase in student numbers**

TRAFFIC AND PARKING

- 103 car parking spaces provided – overall increase of 19 spaces
- 160 new secure bicycle parking spaces
- New internal pick-up and drop-off ring road
- Intersection upgrades
- Green Travel Plan
- Traffic Transport and Parking Plan

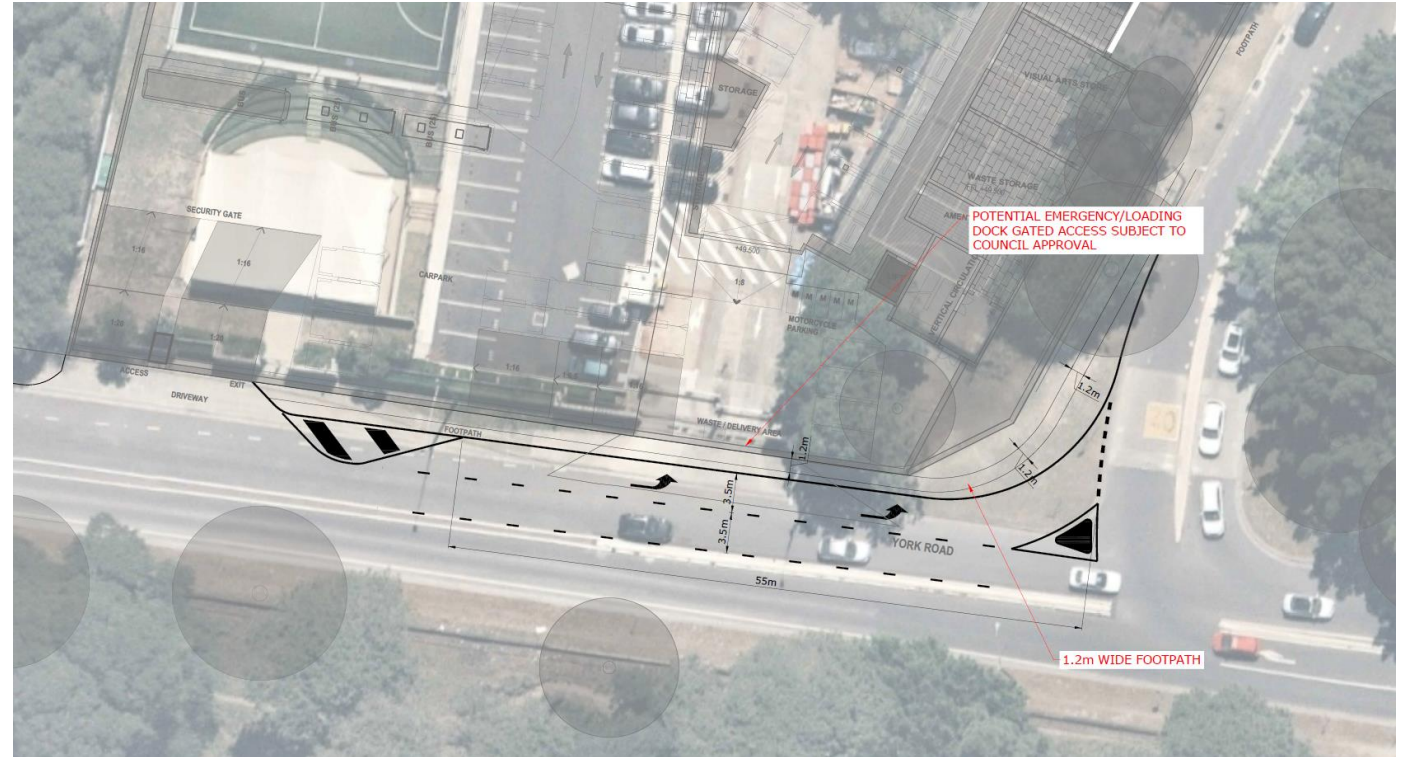


PICK UP & DROP OFF

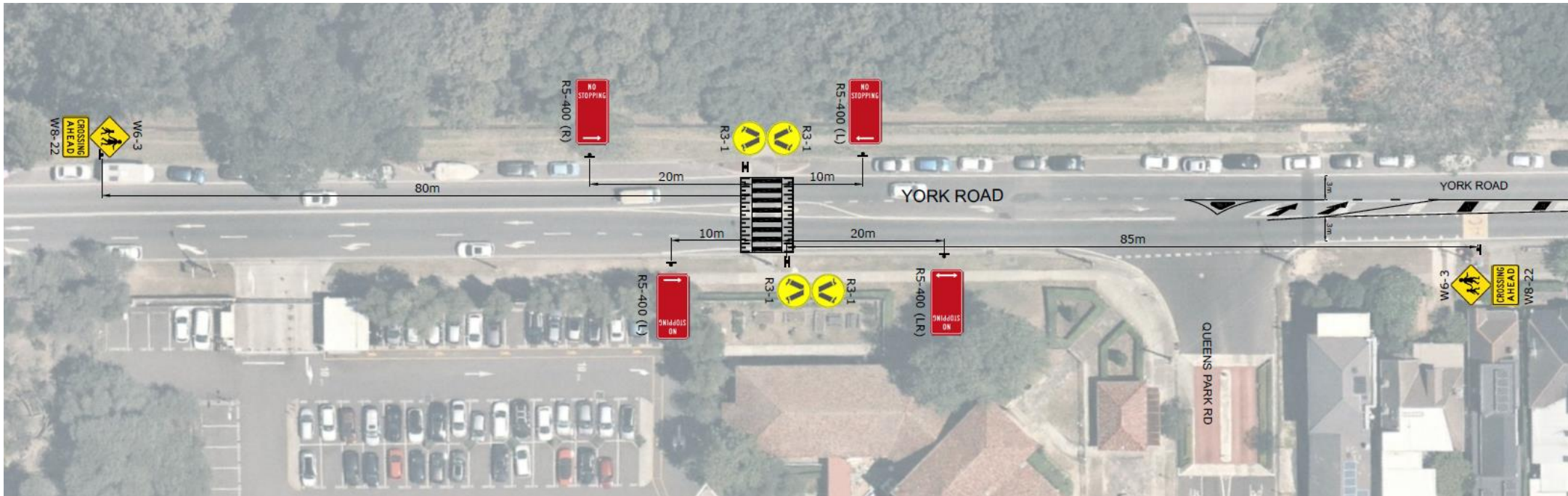


INTERSECTION UPGRADES

- Upgraded seagull intersection at York Rd/Queens Park Rd
- A slip lane at York Road/Baronga Avenue intersection
- Upgraded Pedestrian Crossing on York Rd
- Discussed and endorsed by Council in March 2020

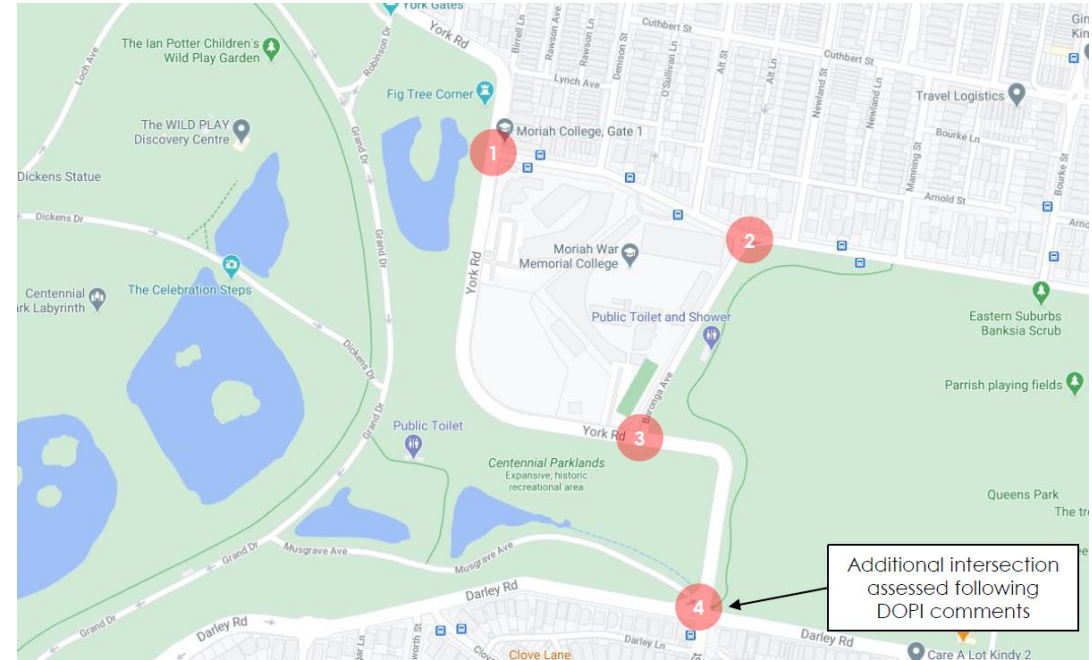


INTERSECTION UPGRADES



TRAFFIC MODELLING

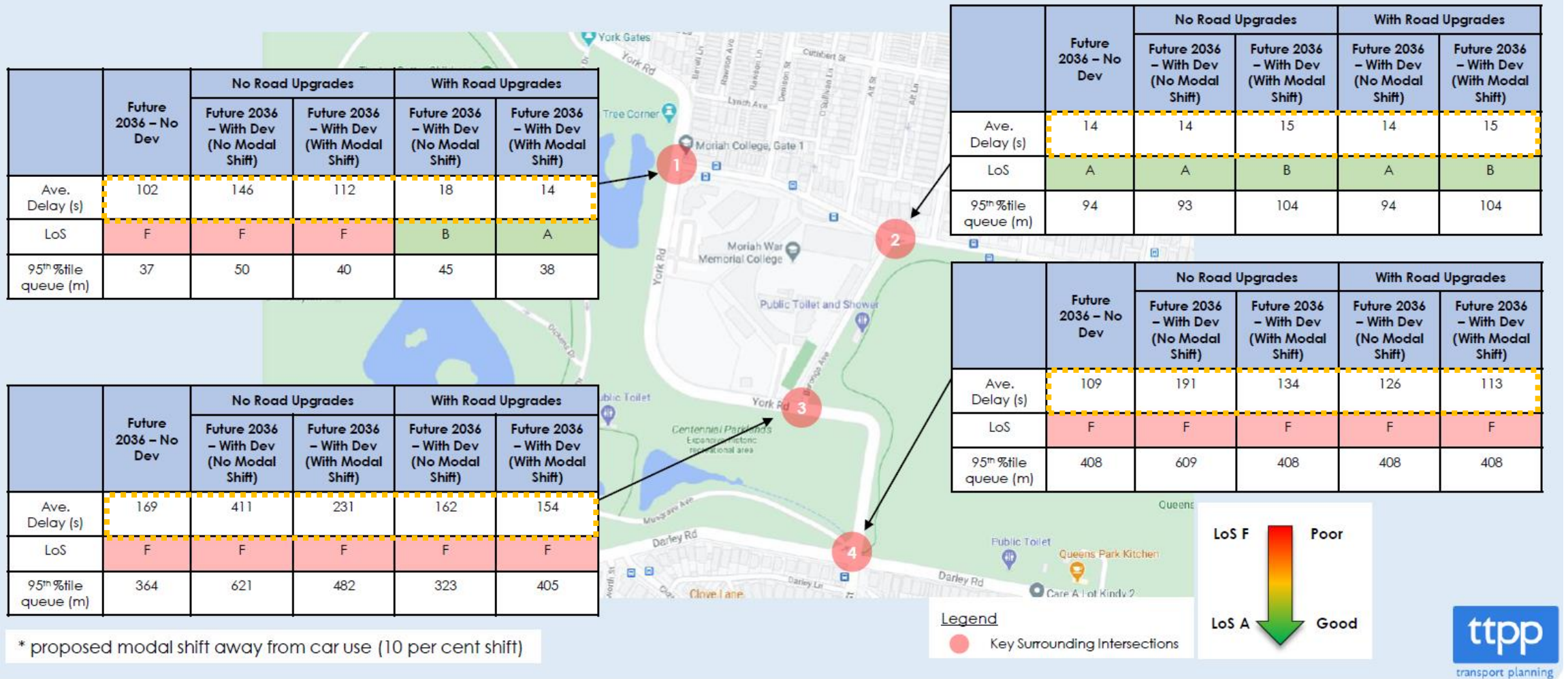
- **Key signalised and priority-controlled intersections would operate with LoS F by year 2036, regardless of the additional school traffic.**
- **Proposed upgrades are critical in order to improve the overall intersection performance.**
- **With proposed intersection upgrades and modal shift:**
 - **Queens Park Road / Baronga Avenue intersection would operate at an acceptable LoS A or B.**
 - **York Road / Queens Park Road intersection would operate at an acceptable LoS A or B.**
 - **York Road / Baronga Avenue intersection would operate at LoS F during peak periods. However, there would be a significant improvement to average vehicle delay and queue length.**
 - **York Road / Darley Road / Avoca Street intersection would operate at LoS F in 2036 due to background traffic growth alone. However, the average delay at this intersection would be only three to four seconds longer during peak times.**



Modelled Intersections

1. York Rd – Queens Park Rd
2. Queens Park Rd – Baronga Ave
3. York Rd – Baronga Ave
4. York Rd – Darley Rd – Avoca St

RESULTS - AM



RESULTS - PM

	Future 2036 – No Dev	No Road Upgrades		With Road Upgrades	
		Future 2036 – With Dev (No Modal Shift)	Future 2036 – With Dev (With Modal Shift)	Future 2036 – With Dev (No Modal Shift)	Future 2036 – With Dev (With Modal Shift)
Ave. Delay (s)	104	135	109	13	12
LoS	F	F	F	A	A
95 th %tile queue (m)	15	18	15	12	11

	Future 2036 – No Dev	No Road Upgrades		With Road Upgrades	
		Future 2036 – With Dev (No Modal Shift)	Future 2036 – With Dev (With Modal Shift)	Future 2036 – With Dev (No Modal Shift)	Future 2036 – With Dev (With Modal Shift)
Ave. Delay (s)	691	1076	745	279	240
LoS	F	F	F	F	F
95 th %tile queue (m)	621	621	621	323	323

* proposed modal shift away from car use (10 per cent shift)



	Future 2036 – No Dev	No Road Upgrades		With Road Upgrades	
		Future 2036 – With Dev (No Modal Shift)	Future 2036 – With Dev (With Modal Shift)	Future 2036 – With Dev (No Modal Shift)	Future 2036 – With Dev (With Modal Shift)
Ave. Delay (s)	9	10	9	11	11
LoS	A	A	A	A	A
95 th %tile queue (m)	22	22	22	36	32

	Future 2036 – No Dev	No Road Upgrades		With Road Upgrades	
		Future 2036 – With Dev (No Modal Shift)	Future 2036 – With Dev (With Modal Shift)	Future 2036 – With Dev (No Modal Shift)	Future 2036 – With Dev (With Modal Shift)
Ave. Delay (s)	94	97	94	97	94
LoS	F	F	F	F	F
95 th %tile queue (m)	368	372	369	372	368

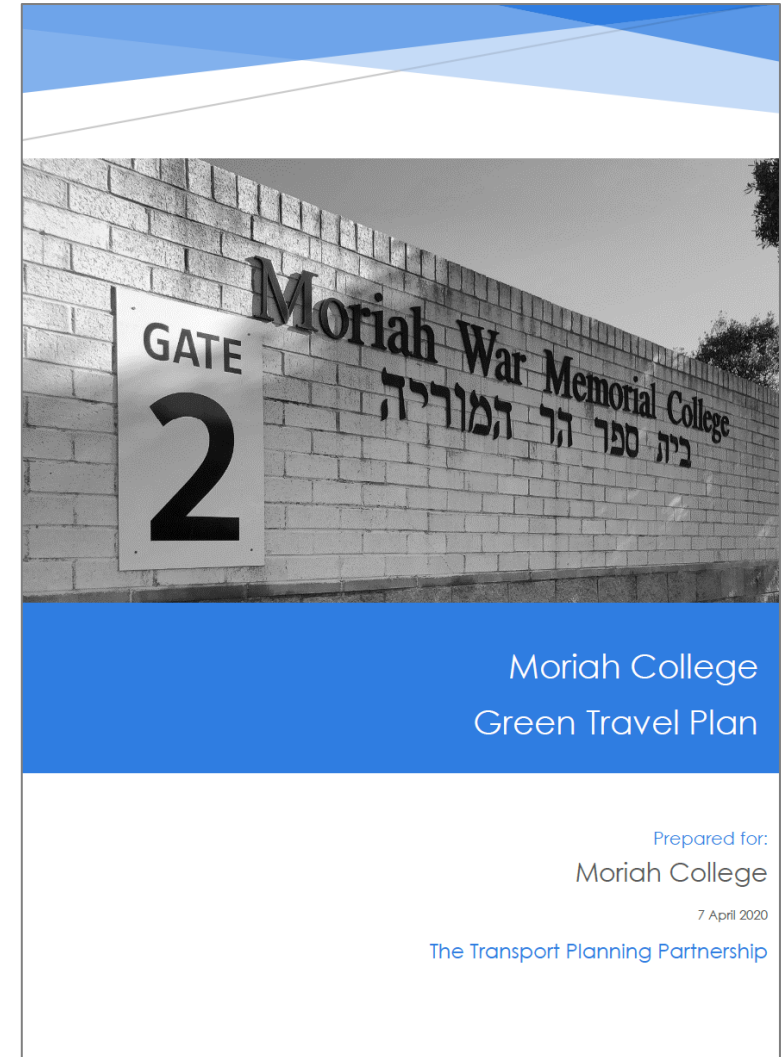
Legend

● Key Surrounding Intersections

LoS F Poor
↓
LoS A Good

GREEN TRAVEL PLAN

- High proportion of staff and students use car, very low proportion walk, cycle or catch public transport
- Aim to facilitate a 10% modal shift away from private car use
- Stagger arrival and departure times for each year group and the ELC
- Provide additional shuttle bus services
- Incentivise car pooling
- Walking groups / walking school bus
- Learn to ride program, end-of-trip facilities, bicycle parking, bicycle groups – expected to provide a 2% shift

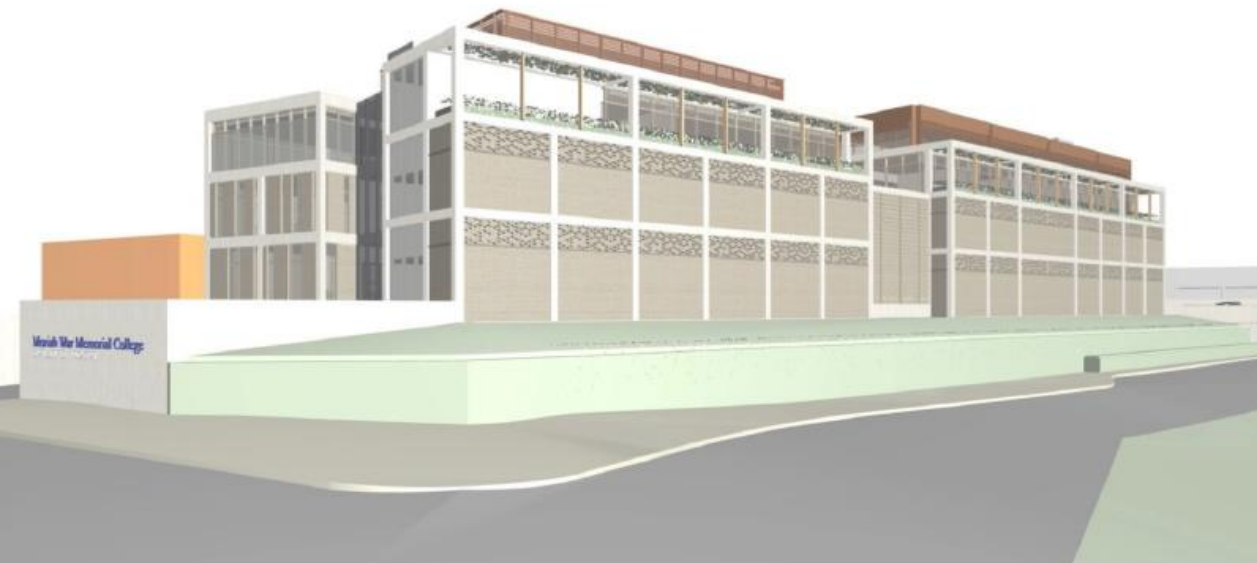




BUILDING FORM AND URBAN DESIGN

- **Adjustments to built form:**
 - **Overall reduction in height and bulk**
 - **Realignment of Stage 2 envelope to open vista**
 - **Relocation of stairs to provide an improve articulation of form**
 - **Review of facade materiality and detail**
 - **Articulation of the facades to provide a finer grain and more of a vertical emphasis**
 - **Review of amenity of the learning spaces with specific reference to acoustics, lockers**
 - **Detail of security wall aligning with facade materiality and articulation**
 - **Landscape integration**

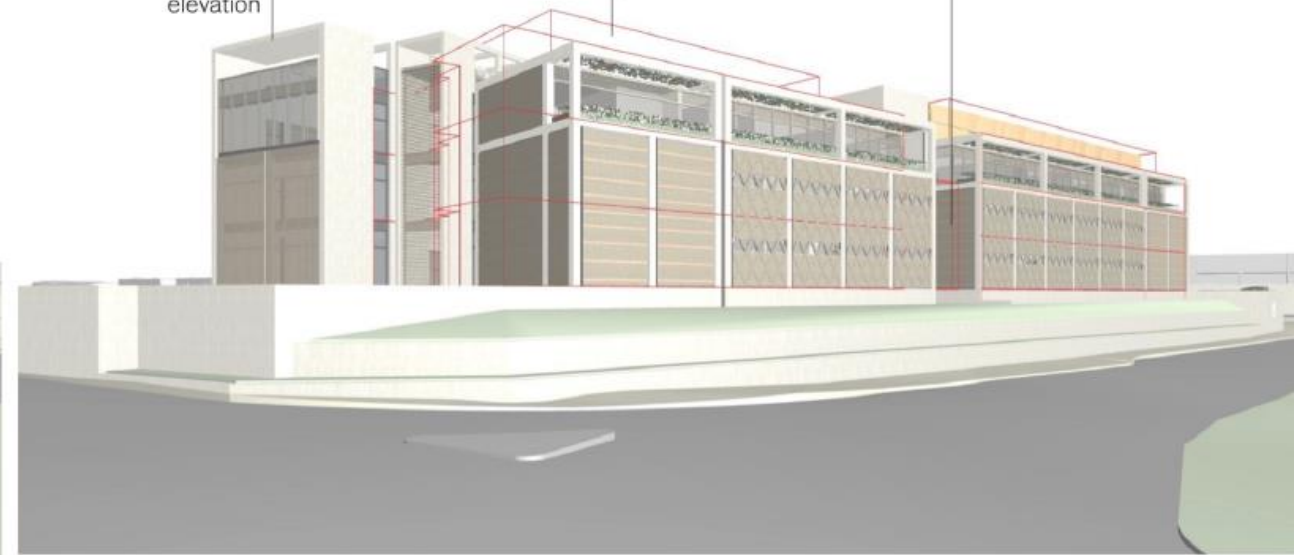
ADJUSTMENTS TO BUILT FORM



articulation of the built and facade expression reduces the perception scale to the York Road elevation

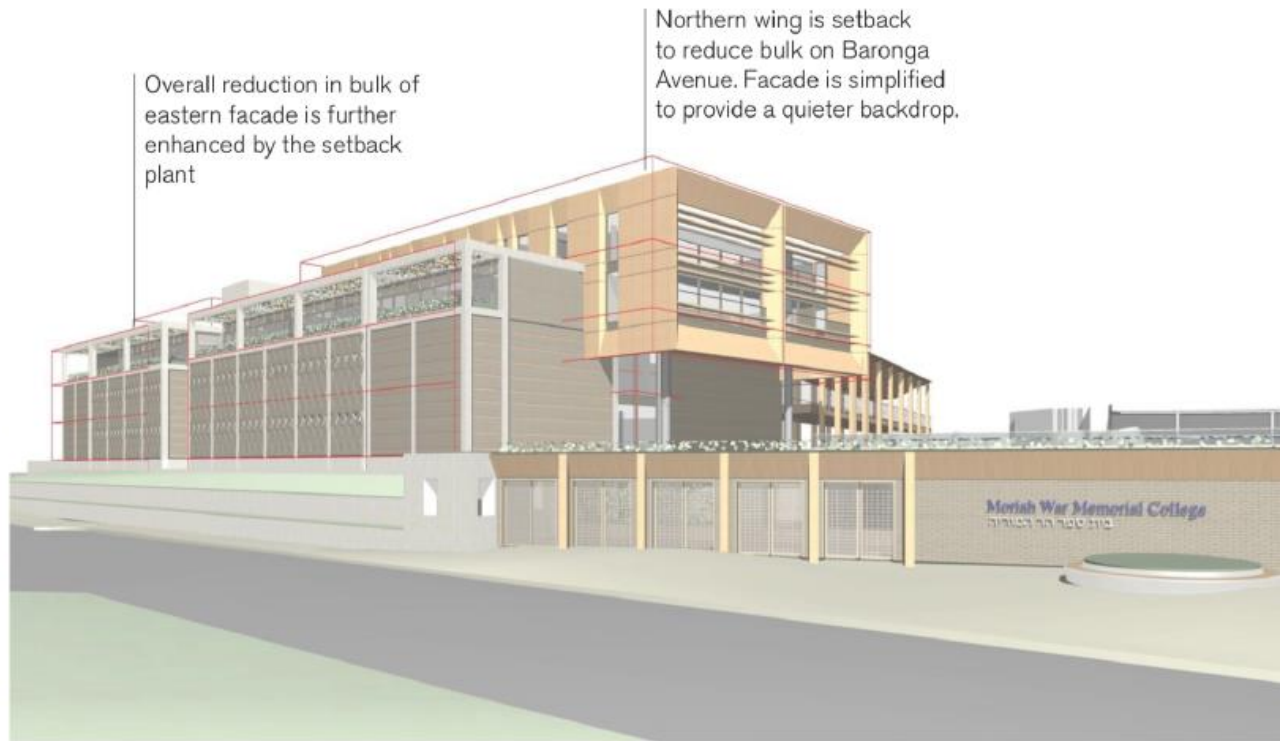
Overall reduction in bulk of eastern facade is further enhanced by the setback plant

Clear separation of forms reduces overall scale



Revised "Response to Submissions" Proposal _York Road and Baronga Avenue intersection
Note: Overlaid red line indicates SSDA Proposal

ADJUSTMENTS TO BUILT FORM

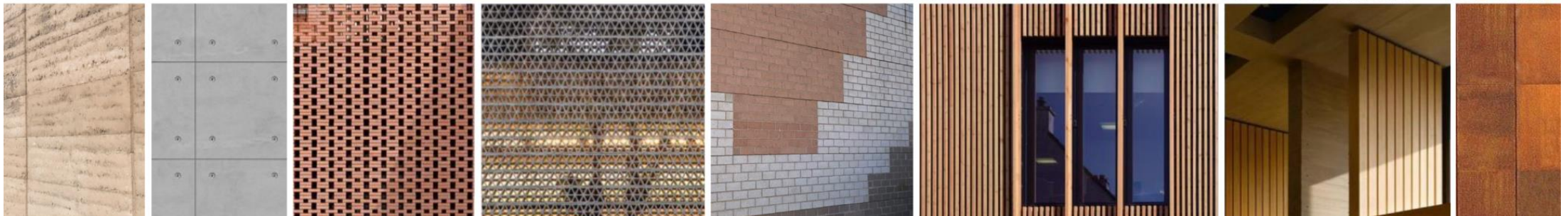


Revised "Response to Submissions" Proposal _ view from High School Entrance looking towards York Road
Note: Overlaid red line indicates SSDA Proposal

MATERIALITY

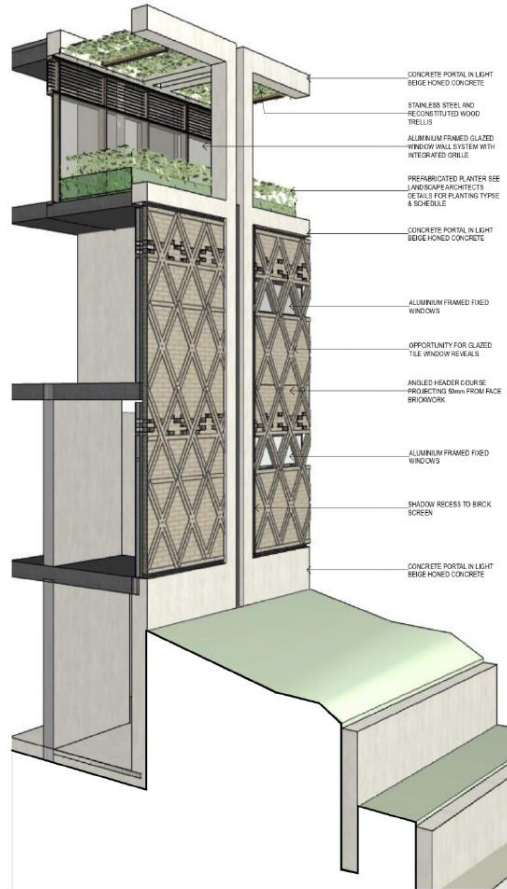


MATERIALITY



LANDSCAPE SETBACK

- **Perimeter landscape treatment and tree planting to Baronga Avenue**
- **Native species, representative of the adjacent Banksia reserve, Centennial Park, and Queens Park**
- **Strong physical and ecological connections to the surrounding parklands**



VISUAL IMPACT

- Visual catchment:
 - Lower lying parts of Queens Park
 - Not visible from residential areas, Centennial Park
- Creates a new built element on the skyline
- Screened to differing degrees by existing vegetation
- Does not obstruct any significant or important views
- Does not obstruct or impact on views from the surrounding residential areas
- Additional landscaping and tree plantings provide additional screening from Queens Park



VIEW #1



VIEW #2



VIEW #3

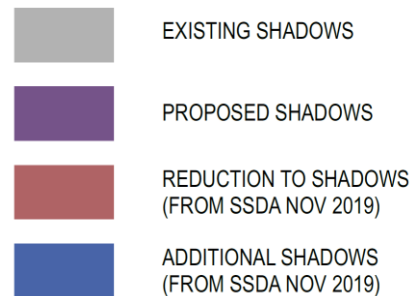


VIEW #4



OVERSHADOWING

- No shadow cast on Lot 23 or areas of existing ESBS
- Overshadowing of Queens Park limited to after 2pm in mid-winter
- Significant reduction in overshadowing due to reduced building form
- Internal open space receives very good solar year round

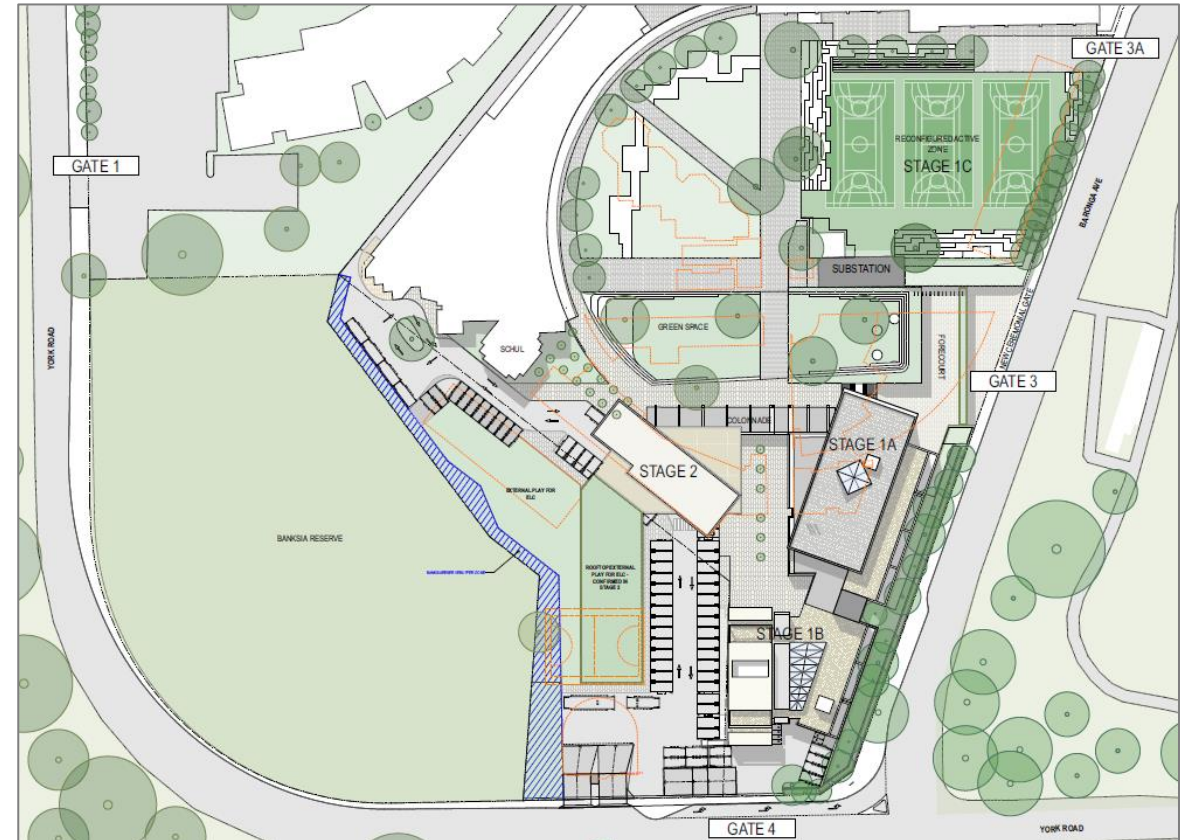
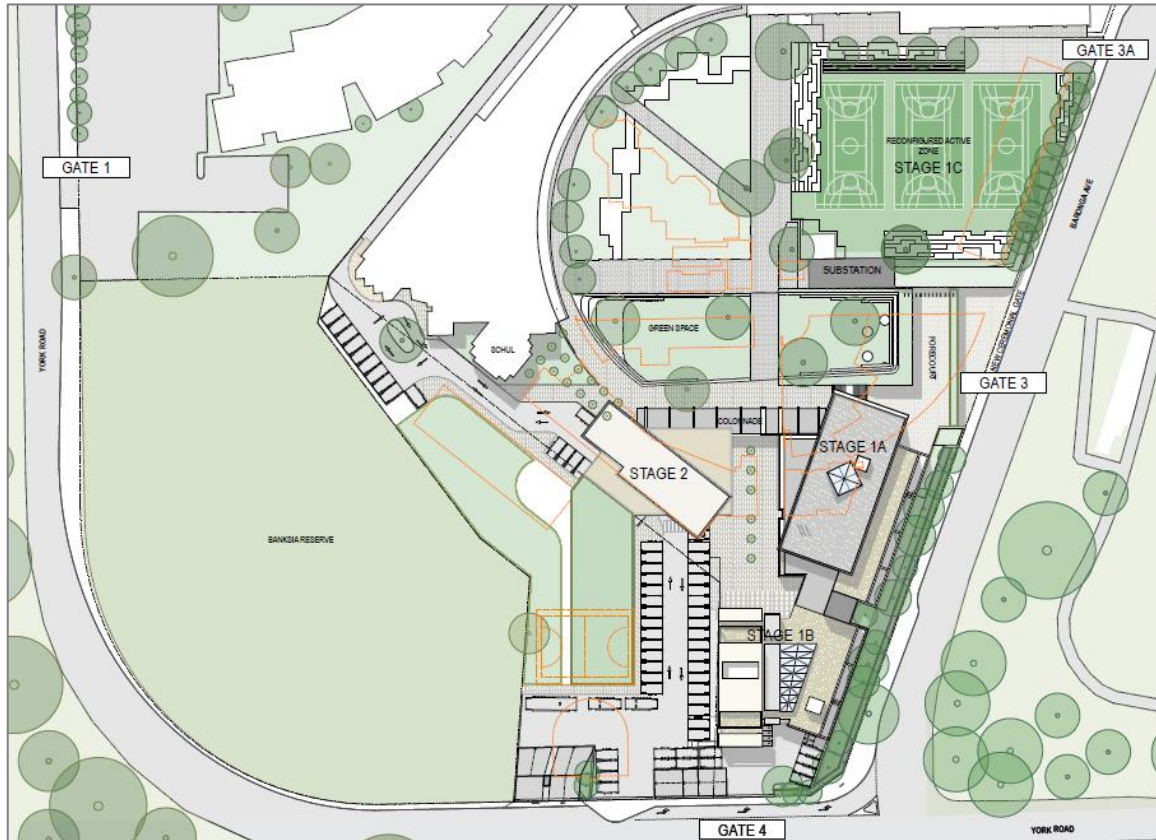


BIODIVERSITY

- Eastern Suburbs Banksia Scrub
- 3-10 metre buffer zone
- Removal of infrastructure
- No overshadowing
- Stormwater and sediment control measures
- Vegetation Management Plan



BIODIVERSITY



INCREASE IN STUDENT NUMBERS

- **Approved population of 1680 students**
- **Current population of 1535 students and 286 full-time and part-time staff**
- **Stage 1 – 160 additional students (K-12)**
- **Stage 2 – subject to Green Travel Plan, modal shift, separate detailed SSDA**

Student numbers

- A8. The maximum student population permitted at the school at any one time must not exceed the total student numbers provided in the table below, for each relevant stage:

Stage	ELC students	Primary students	Senior students	Total students
Prior to the completion of Stage 1	80	654	946	1,680
At Stage 1 completion and not prior to 1 January 2023	80	720	1,040	1,840
At Stage 2 completion and not prior to 1 January 2030	130	736	1,064	1,930
At Stage 2 completion and not prior to 1 January 2036	130	752	1,088	1,970

- A9. Prior to any increase of the student population beyond Stage 1, the Applicant must submit to the Planning Secretary the results of an independent audit to verify the success of the Green Travel Plan (GTP) required to be prepared under condition D12 of Schedule 3.
- A10. No increase of the student population is permitted beyond Stage 1 (maximum of 1,840 students) unless the independent audit to verify the success of the GTP required under condition A9 confirms that a 10% modal shift away from private car use for the school has been achieved.

SUMMARY

- The proposal will provide improved teaching and learning outcomes through the development of new, purpose-built and modern educational facilities that would replace existing, dilapidated assets to meet contemporary and evolving educational standards.
- Significant intersection and public domain upgrades will be delivered for the benefit of the wider community.
- A direct investment of approximately \$81.7 million, which will support up to 250 jobs will be provided.
- The applicant has consulted with the community, stakeholders and authorities and has comprehensively addressed all issues raised.
- The site is suitable for the proposal and is in the public interest.
- Subject to the implementation of the recommended conditions of consent, the proposal will have an acceptable environmental impact.

