Parking & traffic

assessment;

The Scots College, Bellevue Hill
Stevenson Library

For The Scots College

25th June 2018

parking;
traffic;
civil design;
communication;

ptc.

Document Control

The Scots College, Bellevue Hill
Stevenson Library, Parking and Traffic Assessment – T2-2302

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Contents

1. Introduction

1.1 Project Summary

ptc. has been engaged by The Scots College to prepare a Parking and Traffic Assessment for the submission to the Department of Planning, associated with the proposed development of the Stevenson Library at The Scots College, Bellevue Hill.

This report has been prepared as required by the Secretary's Environmental Assessment Requirements (SEARs).

The location of the site is shown in Figure 1

Figure 1 – The Scots College Location Plan

In summary, the proposed redevelopment of the existing Stevenson Library involves the following:

- The demolition of non-structural elements of the existing building,
- Re-construction of the internal and external walls and ceilings,
- Construction of an additional level within the roof void, and
- The refurbishment of the internal building facilities.

1.2 Purpose of this Report

This report presents the following considerations in relation to the Traffic and Parking assessment associated with the construction of the data centre facility development;

- Section 2 - Background
- Section 3 - A description of the proposed development
- Section 4 - A description of the road network and transport facilities serving the development
- Section 5 - An assessment of the parking and traffic impact associated with the development.
- Section 6 - A description of the proposed management of construction vehicles and non-site traffic; and
- Section 7 - Conclusion.

1.3 SEARs

Table 1 – Secretary's Environmental Assessment Requirements (SEARs)

Number	SEARSs	Comments and Reference
Item 6 – Transport and Accessibility (Construction and Operation)		
6.1	An assessment of the operation of the existing and future transport networks including public transport networks and their ability to accommodate existing and the forecast number of trips to and from the development.	The existing transport environment is described in Section 4. The proposed development of the Stevenson Library is a refurbishment of an existing facility and does not seek to increase staff or student numbers. Therefore, the development should not impact the existing transport networks.
6.2	The proposed walking and cycling access arrangements and connections to public transport services.	The proposed development does not seek to alter the existing walking and cycling arrangements and access to the public transport services (refer to Section 4for details). Therefore, the development should not impact the existing access arrangements.
6.3	Measures to maintain road and personal safety in line with CPTED principles.	The proposed development does not seek to alter the existing road environment and therefore the existing CPTED measures will be unchanged.
6.4	The proposed car and bicycle parking provisions, including end of trip facilities, which must be taken into consideration of the availability of public transport and the requirements of Council's relevant parking codes and Australian Standards.	The proposed development of the Stevenson Library is a refurbishment of an existing facility and does not seek to increase to increase staff or student numbers, or alter the existing car or bicycle parking provisions (refer to Section 4 for details). Therefore, the development should not impact the existing parking and cycling provisions.
6.5	Proposed number of on-site parking spaces for teaching staff and visitors and corresponding compliance with existing parking codes and justification for the level of parking provided on site.	The does not seek to increase staff or student numbers and therefore no changes are required to the existing parking provisions on site (refer to Section 4 for details).
6.6	An assessment of the cumulative on-street parking impacts of cars and bus pick-up/drop off, staff parking and any other parking demands associated with the existing and proposed development.	The proposed development does not seek to increase staff or student numbers and therefore does not propose any changes to the existing on-street parking, bus pick up / drop off arrangements, staff parking or other parking demands (refer to Section 4 for details).
6.7	Details of emergency vehicle access arrangements	The proposed development of the Stevenson Library is a refurbishment of an existing facility and is not proposing any changes to the existing emergency access arrangements, details which are provided in Section 4.
6.8	An assessment of road and pedestrian safety adjacent to the proposed development and the details of any required road safety measures.	The proposed development does not propose any changes to the existing road or pedestrian facilities as described in Section 4, or the safety thereof.
6.9	Service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times)	The proposed development does not propose any changes to the existing service vehicle arrangements, as described in Section 4. No increase in staff or students is proposed.

Number	SEARSs	Comments and Reference
6.10	In relation to construction traffic: • Assessment of cumulative impacts associated with other construction activities (if any); • An assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity; • Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process; • Details of anticipated peak hour and daily construction vehicle movements to and from the site; • Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle; • Details of temporary cycling and pedestrian access during construction; and Traffic and transport impacts during construction, including cumulative impacts associated with other construction activities, and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, including the preparation of a draft Construction Traffic Management Plan in line with Council's Construction Management Checklist to demonstrate the proposed management of the impact	A Concept Construction Traffic Management Plan (CCTMP) has been prepared and can be found in Attachment 1of this letter
Consultation		
	During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. You must consult with: • Woollahra Council • Government Architect NSW • Transport for NSW (TfNSW) and • Road and Maritime Services (RMS)	The CCTMP was issued to TfNSW and RMS on 3rd May 2018. RMS (CBD Coordination Office) responded on 11th May 2018 and confirmed that the CTMP is acceptable as a concept and that prior to commencement on site, additional detail will be required outlining, internal layover provisions and traffic control measures at entry and exit points. Detail Traffic Control Plans will also be required.

2. Background

2.1 Site Context

The Scots College is located in the suburb of Bellevue Hill, approximately 6 kilometres east of Sydney CBD. The school is split into two campuses, the main Campus and the Ginahgulla Campus, located to the east and west of Victoria Road.

The current site layout is shown in Figure 2.

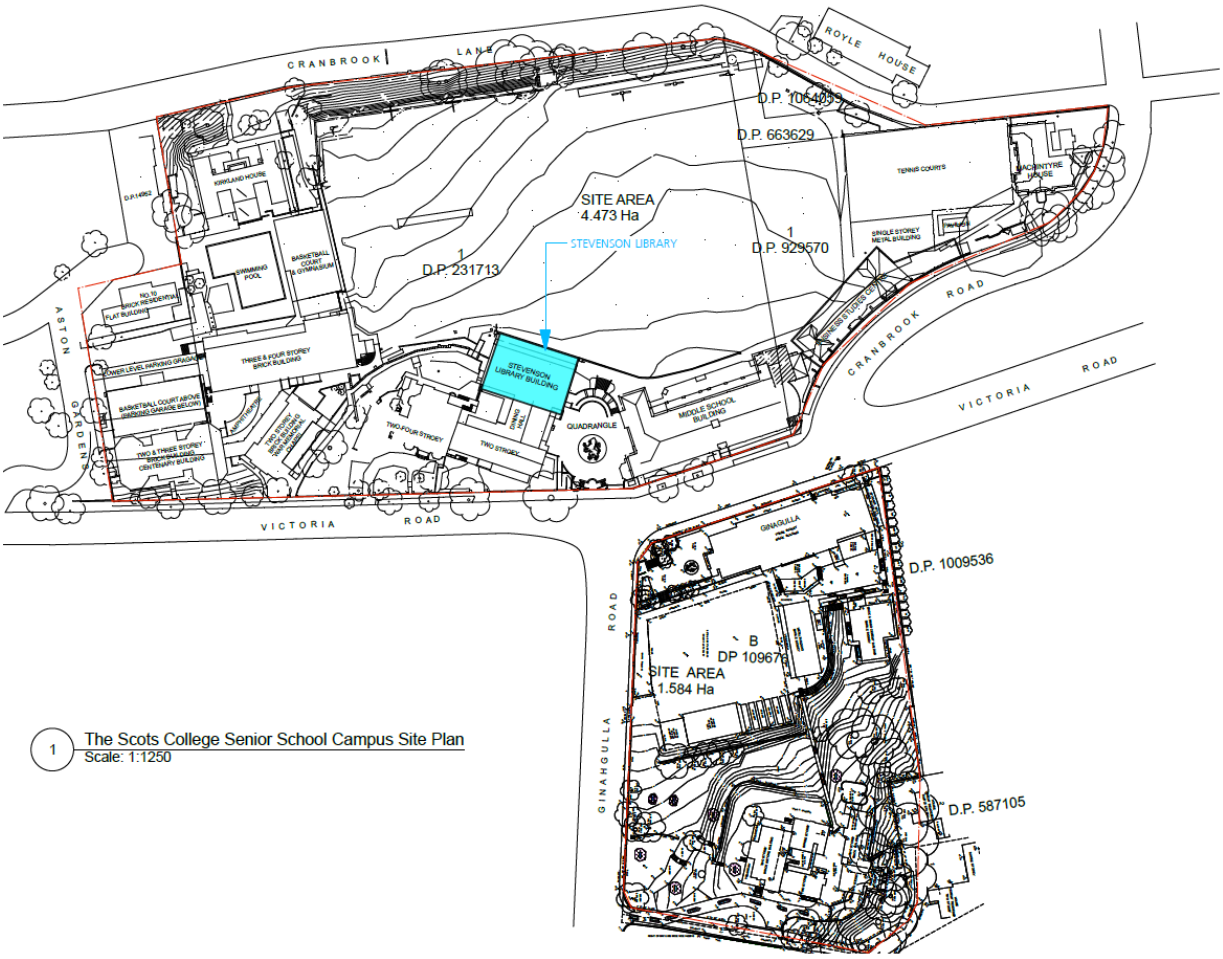


Figure 2 – Existing The Scots College Campus

2.2 School Start and Finish Times

The core school start and finish times are; 8.25am to 3.05pm, with out of school activities running from 6.30am before school and up to 6.30pm after school.

3. Proposed Development

The proposed development is the refurbishment of the Stevenson Library and the location of the library in relation to the overall campus is shown in Figure 2.

The development involves:

- The demolition of non-structural elements of the existing building,
- Re-construction of the internal and external walls and ceilings,
- Construction of an additional level within the roof void, and
- The refurbishment of the internal building facilities.

Figure 3 is an extract of the proposed development plans, produced by JCA Architects, showing the ground floor level of the proposed library.

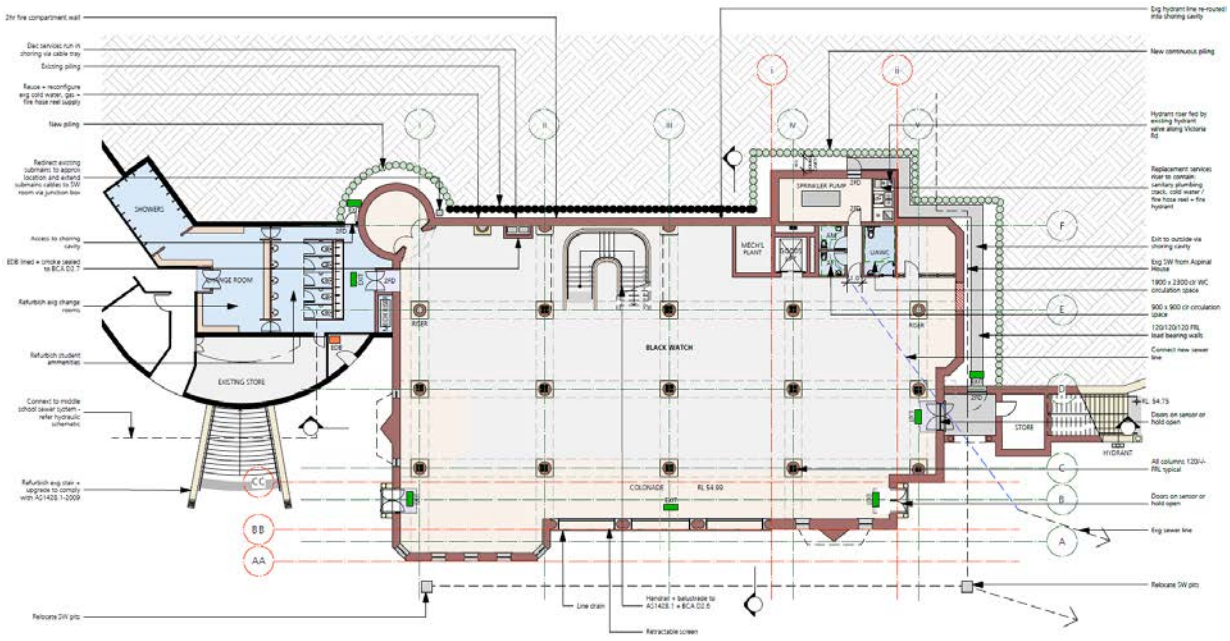


Figure 3 – The Proposed Stevenson Library

The development does not propose any increase in the staff of studenet numbers, or changes to the existing traffic, transport or parking arrangements currently in place at the college.

4. Transport Environment

4.1 Road Network

The site is located on the south west side of New South Head Road, in the suburb of Bellevue Hill and in this regard, has a good connection to the eastern Sydney arterial road network and the wider Sydney area.

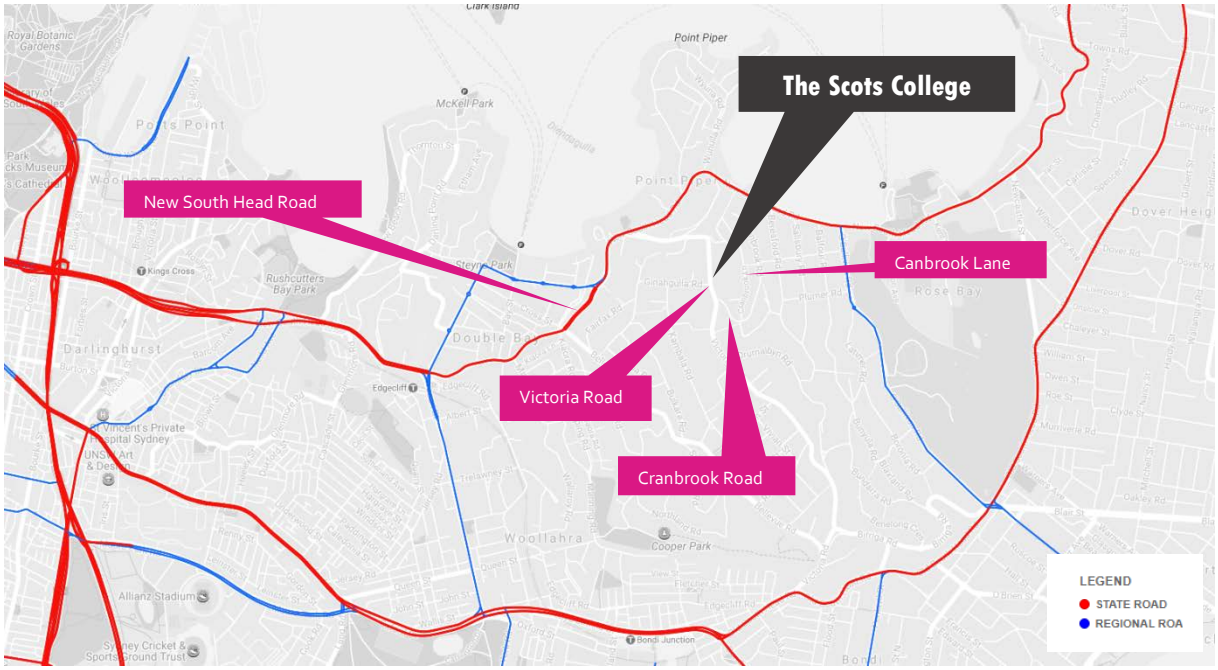


Figure 4 – Road Hierachy

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- State Roads - Freeways and Primary Arterials (RMS Managed)
- Regional Roads - Secondary or sub arterials (Council Managed, Part funded by the State)
- Local Roads - Collector and local access roads (Council Managed)

The road network servicing the site includes:

Table 2 – New South Head Road

New South Head Road	
Road Classification	State Road
Alignment	East / West
Number of Lanes	2/3 lanes in each direction
Carriageway Type	Un-divided
Carriageway Width	18 metres
Speed Limit	60 kph (outside School Zone times)
School Zone	Yes
Parking Controls	Eastbound - ½P 9am to 4pm Mon to Friday, No parking 4pm to 6pm Westbound – un-restricted
Site Frontage	Yes

Figure 5 – New South Head Road – Westbound towards Victoria Road

Table 3 – Victoria Road

Victoria Road	
Road Classification	Local Road
Alignment	East / West
Number of Lanes	1 lanes in each direction
Carriageway Type	Un-divided
Carriageway Width	12 metres
Speed Limit	50 kph (outside School Zone times)
School Zone	Yes
Parking Controls	Generally un-restricted, with mixed restriction along other sections
Site Frontage	Yes

Figure 6 – Victoria Road – Southbound towards Cranbrook Road

Table 4 – Cranbrook Road

Cranbrook Road	
Road Classification	**Local Road**
Alignment	**East / West**
Number of Lanes	**1 lane in each direction**
Carriageway Type	**Un divided**
Carriageway Width	**12 metres**
Speed Limit	**50 kph (outside School Zone times)**
School Zone	**Yes**
Parking Controls	**Un-restricted**
Site Frontage	**Yes**

Figure 7 – Cranbrook Road - toward Cranbrook Lane

Table 5 – Cranbrook Lane

Cranbrook Lane	
Road Classification	**Local Road**
Alignment	**North / South**
Number of Lanes	**1 lane in each direction**
Carriageway Type	**Un-divided**
Carriageway Width	**8 metres**
Speed Limit	**50 kph**
School Zone	**No**
Parking Controls	**Un-restricted and No-Parking**
Site Frontage	**Yes**

Figure 8 – Cranbrook Lane – toward site access

4.2 Key Intersections

The key intersections within the vicinity of the site and their configurations are listed below and shown in Figure 9.

- New South Head Road and Victoria Road – three arm signalised intersection
- Victoria Road and Cranbrook Road- three arm priority intersection
- Cranbrook Road and Cranbrook Lane – four arm priority intersection

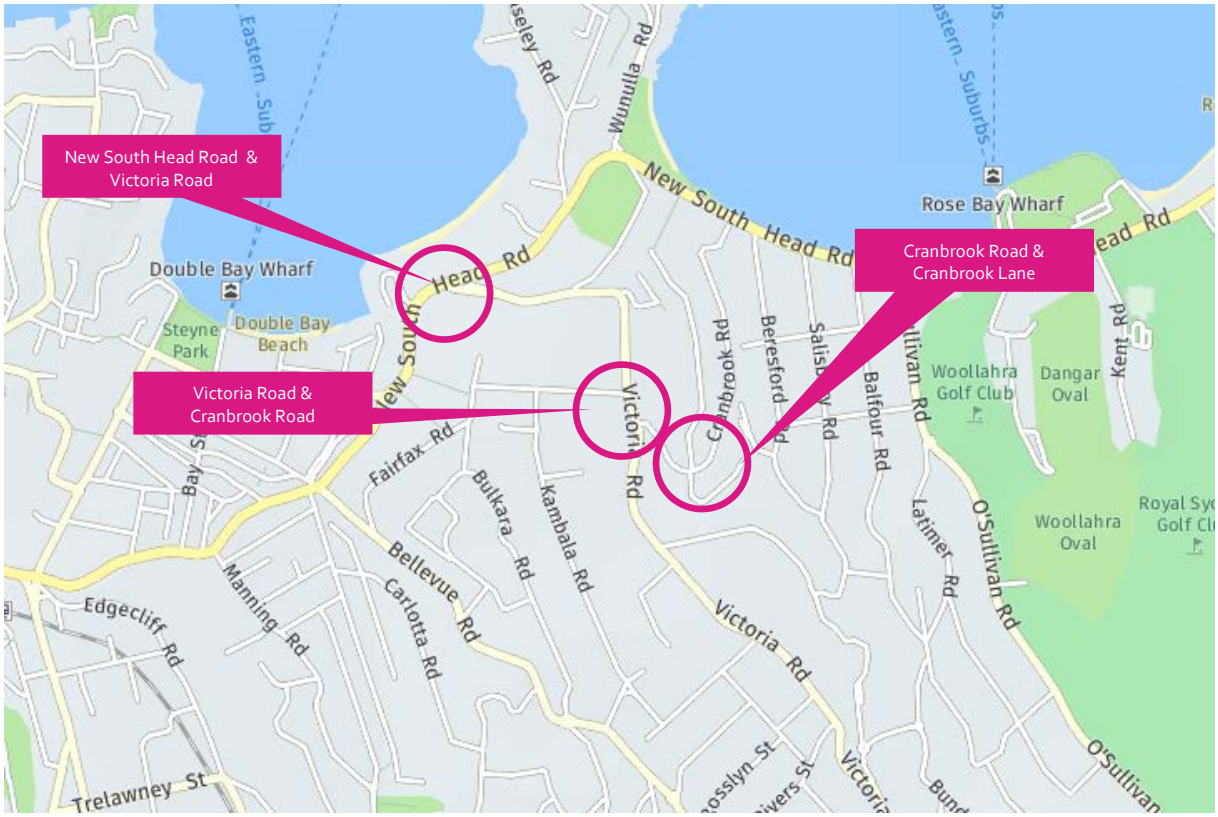


Figure 9 – Key Intersections

4.3 Pedestrian Facilities

Facilities are available to the public within the vicinity of the site.

These facilities are summarised in Table 6 and shown in Figure 10.

Table 6 – Pedestrian Facilities

Road	Pedestrian Facilities
Victoria Road	**East Side – 4.0m wide footway**
	West Side – 4.0m wide footway
	Signal controlled crossings on all arms of the Victoria Road / Ginahgulla Road intersection

Figure 10 – Pedestrian Facilities

4.4 Parking

4.4.1 On-Site Parking Facilities

The college currently accommodates 103 on-site parking spaces, with 53 provided at-grade and 50 basement car parking spaces.

- 38 at-grade spaces adjacent to Fairfax House
- 12 at-grade and 50 basement spaces adjacent to the Centenary Building; and
- 3 at-grade spaces adjacent to Royle House.

The location of these spaces and their vehicular access points, are shown in Figure 11.

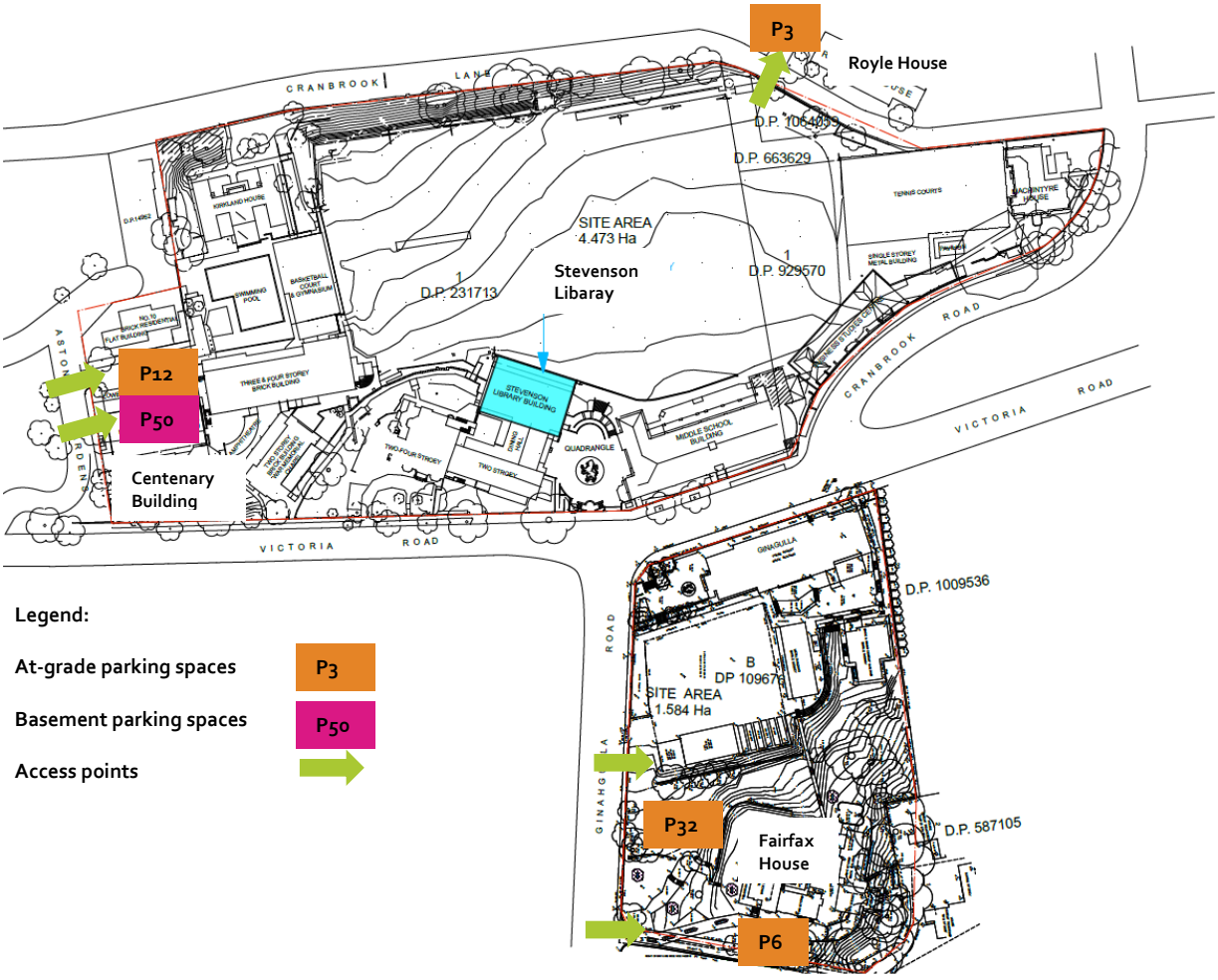


Figure 11 – Existing On-Site Parking Facilities

4.4.2 On-Street Parking Facilities

The road network in the vicinity of the college provides on-street parking provisions, which are subject to a variety of parking controls. The exiting on-street parking controls are shown in Figure 12. This shows that there is a significant amount of on-street parking provisions within the local vicinity of the college, which is available to staff, students and the local community.

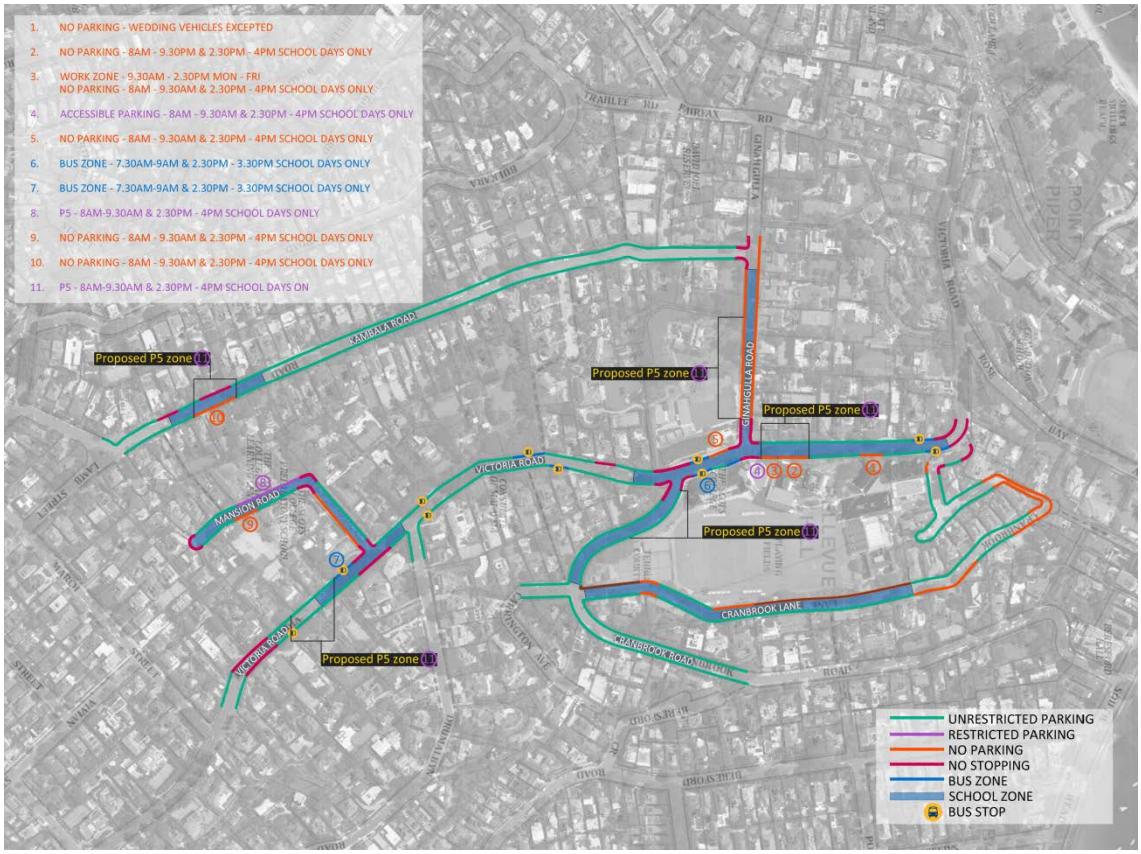


Figure 12 – Existing On-Street Parking Provisions

4.4.3 Traffic Volumes and Drop off / Pick Up Facilities

A survey of the existing traffic volumes and drop off / pick up provisions was undertaken in 2013 and the results are shown in Figure 13 and Figure 14.

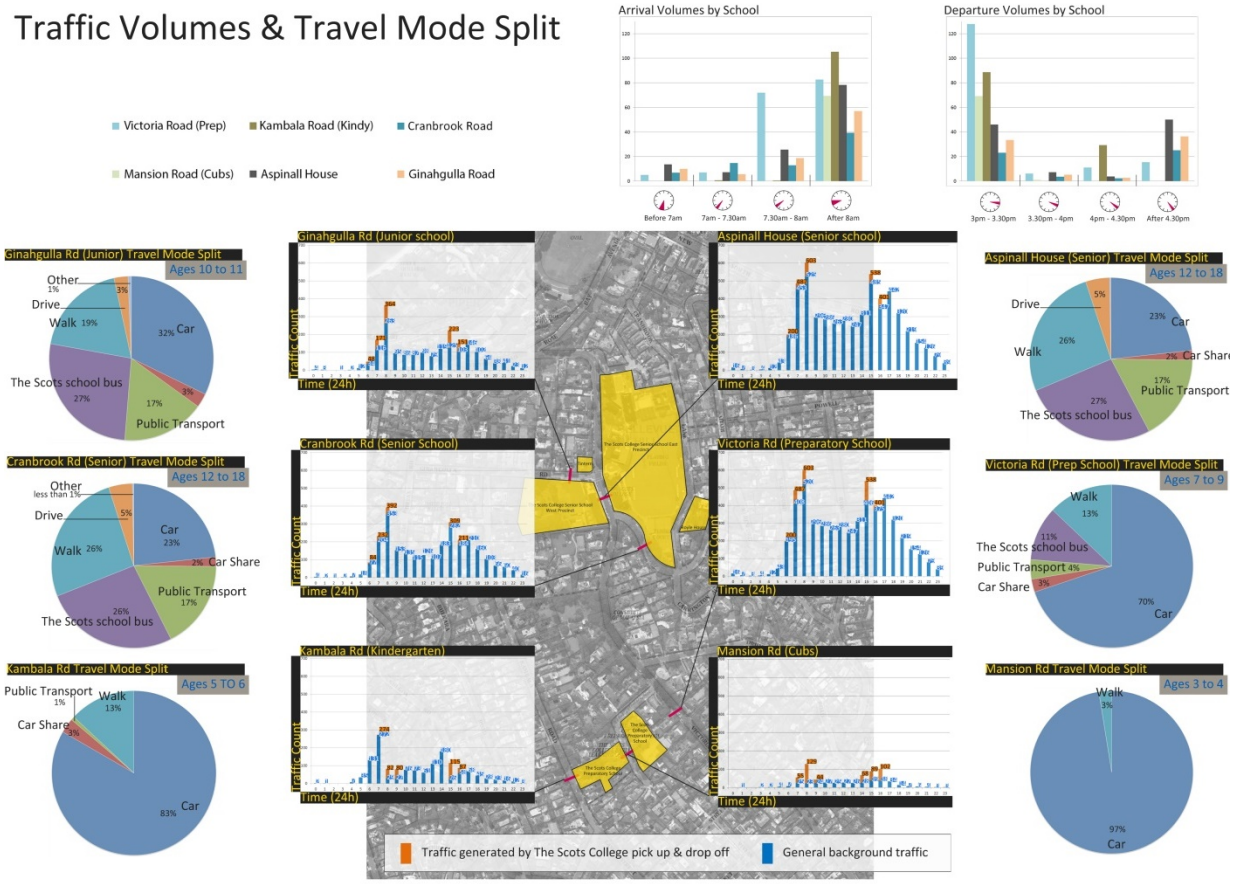
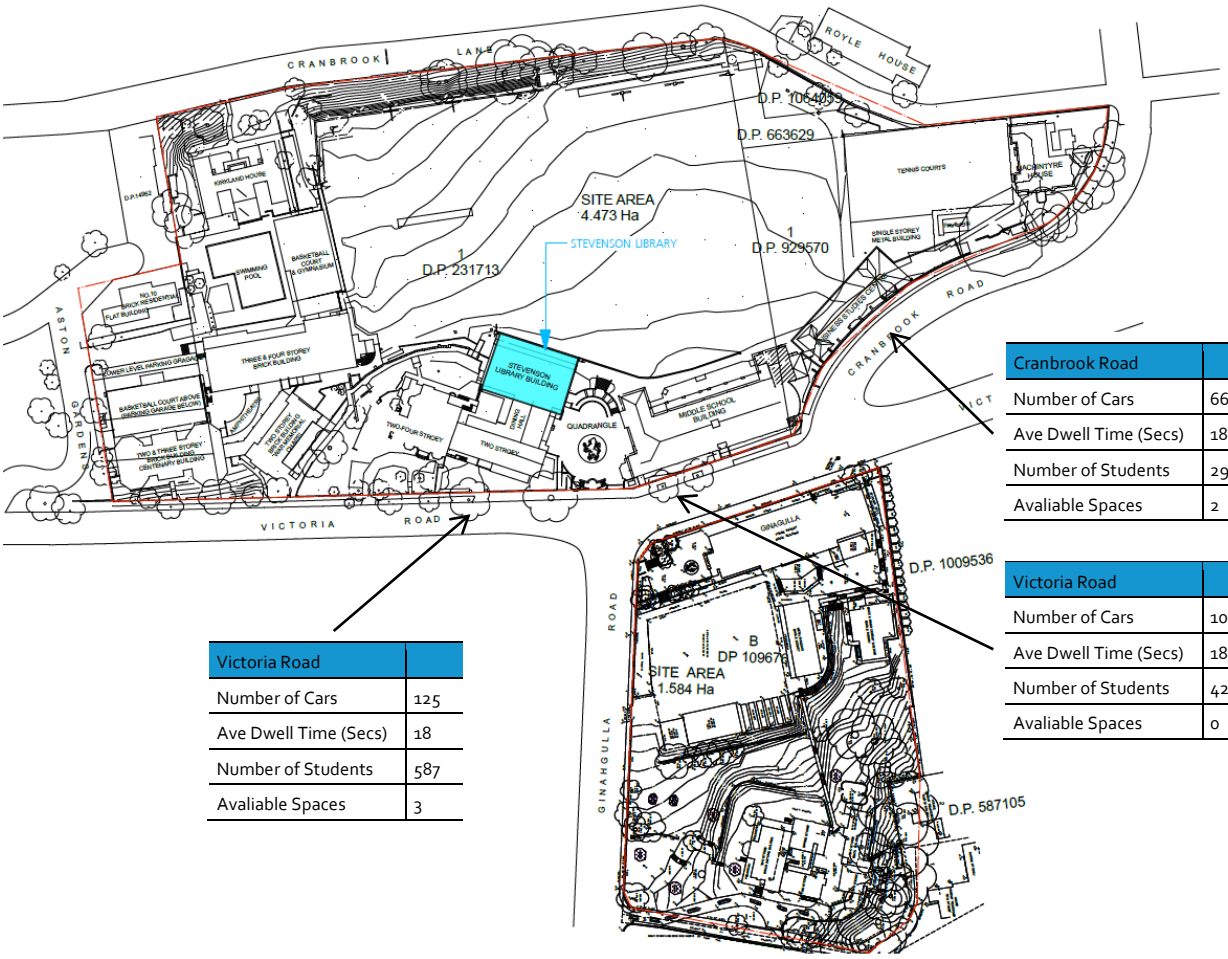


Figure 13 – Summary of Mode Share and Traffic Demand



Victoria Road	
Number of Cars	125
Ave Dwell Time (Secs)	18
Number of Students	587
Avaliable Spaces	3

Cranbrook Road	
Number of Cars	66
Ave Dwell Time (Secs)	18
Number of Students	293
Avaliable Spaces	2

Victoria Road	
Number of Cars	107
Ave Dwell Time (Secs)	18
Number of Students	426
Avaliable Spaces	0

Figure 14 – Existing Drop Off and Pick Up Facilities

The surveys indicate that the College traffic represents a relatively small proportion of the overall traffic activity in the area, with the exception being Mansion Road, which only serves a small number of dwellings.

4.5 Bicycle Network and Facilities

4.5.1 Off-Site Bicycle Facilities

Woollahra Municipal Council has developed the Woollahra Bicycle Strategy 2009, which reviewed the 'Woollahra Waverly Bike Plan 2000' and set out to develop a bicycle strategy for future implementation.

The key elements of the bicycle strategy are;

- Completing major (regional) routes that provide regional connectivity;
- Every Street a Cycling Street – promoting and facilitating cycling on all local roads with minimum new construction;
- Recreational routes for safe and family-friendly cycling in the vicinity of parks and reserves;
- Developing cycle facilities at/to public transport Interchanges and urban villages;
- Integrated policies and planning instruments – inclusion of cycle facilities and considerations within road construction and maintenance programs as well as in development planning; and
- Targets to provide a balance between civil works and encouraged programs, including a ride-to-school strategy to develop sustainable travel habits and cycling confidence from a young age.

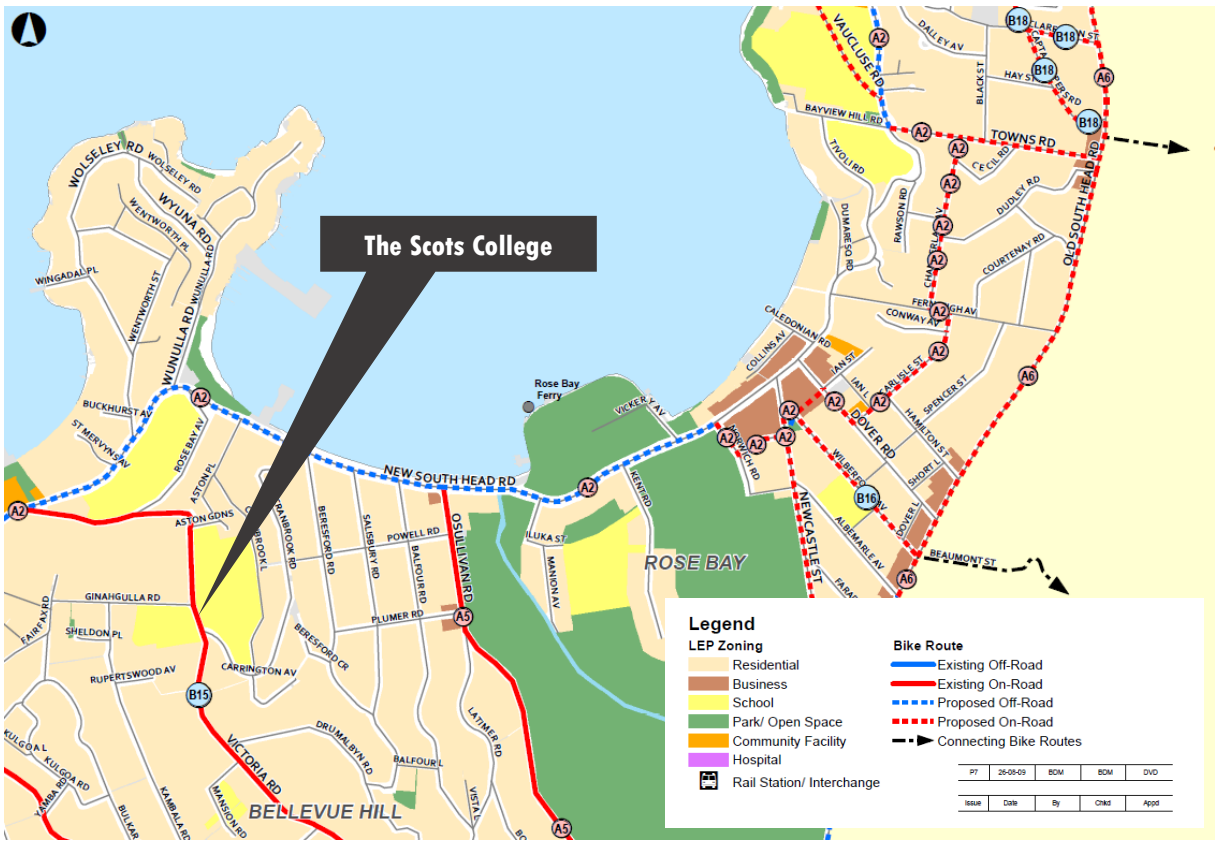


Figure 15 – Local Bicycle Network (Source:Woolahra Municpal Council)

As shown in Figure 15, the school is served by an existing on-road cycle route along Victoria Road and a proposed off-road route along New South Head Road. These routes provide access to the local cycle network and links to the greater Sydney cycle network.

4.5.2 On-Site Bicycle Facilities

Due to the hilly nature of the surrounding road network, the use of bicycles to access the site is minimal and there are no existing on-site bicycle parking facilities within the college.

4.6 Bus Services

4.6.1 STA Bus Services

The site is well serviced by buses on Route 326 – Edgecliff to Bondi Junction (via Bellevue Hill), which operate from 5 bus stops in close proximity to the site, as shown in Figure 16:

Figure 16 – STA Bus Services

This service are operated by Sydney buses run between 06:30 and 00:15 and provide access from the local area to the City at approximately 60 minute intervals, with additional services at peak times.

4.6.2 School Bus Service

The Scots College provides subsidised private bus services to students from Monday to Friday. The service is extended to other family members who attend neighbouring schools.

There are 16 College bus routes (highlighted in **Figure 17** available to students in surrounding suburbs, in addition to this is the Eastern Suburbs Bus Service and State Transit Buses.

Figure 17 - Scots College Bus Routes

4.7 Ferry Services

The site is located a distance of approximately 1200 metres from Double Bay Wharf.

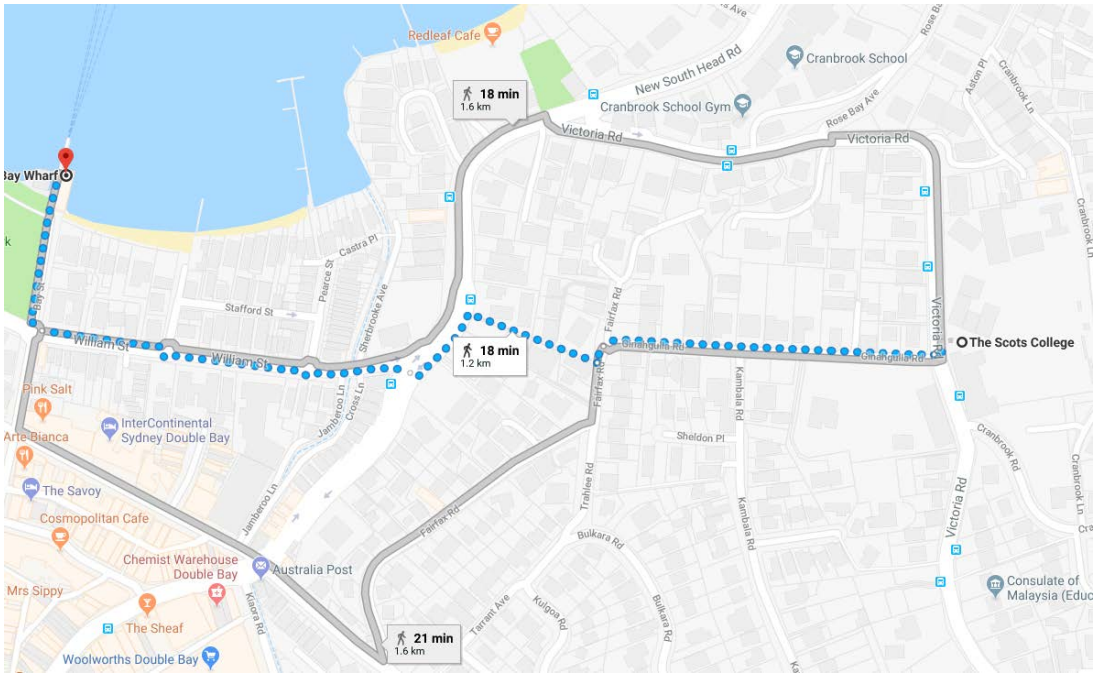


Figure 18 – Ferry Services

Double Bay Wharf is operated by Sydney Ferries and operates the F7 Eastern Suburbs service between Circular Quay and the Eastern Suburbs and are summarised as follows;

F7 Eastern Suburbs:

- Circular Quay to Double Bay – approximately 30 minutes intervals between 07:00 and 21:00
- Double Bay to Circular Quay – approximately 30 minute intervals between 06:50 and 19:20

4.8 Service Vehicle Access

Service access is provided in two locations as shown on Figure 19.

Access is available for Medium Rigid and Council waste collection vehicles.

Service vehicle access is generally scheduled for outside the college operating times to minimise conflicts with staff, students and the external road networks operating peak periods.

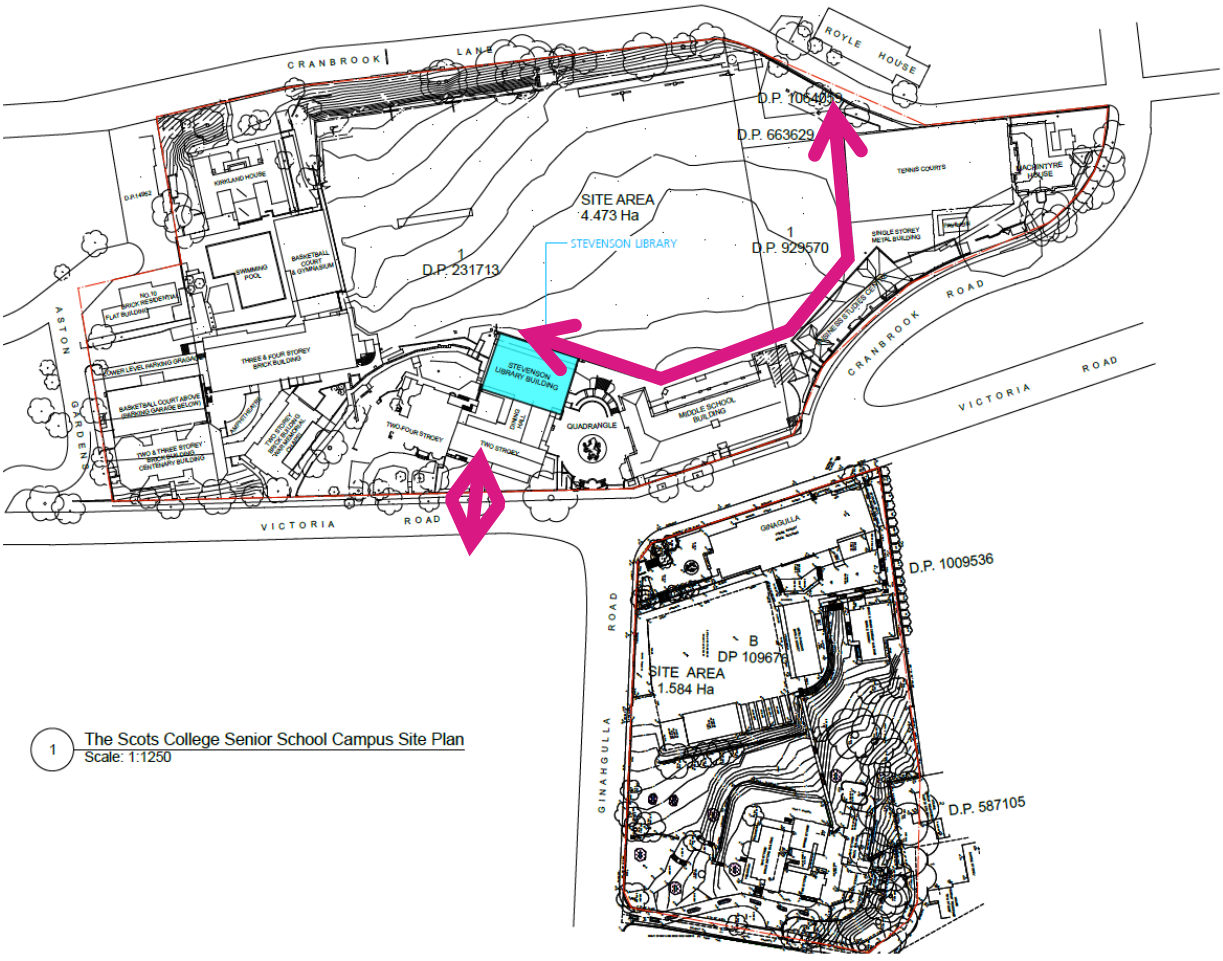


Figure 19 – Service Vehicle Access

4.9 Emergency Vehicle Access

Emergency vehicles access the college off the local road network from Victoria Road, Cranbrook Road, Cranbrook Lane and Ginahgulla Road.

5. Traffic and Parking Assessment

The proposed development will not result in any increase in the staff of student numbers, or any changes to the existing access, traffic, transport or parking arrangements currently in place at the college and therefore no traffic or parking impacts will arise as a consequence of this development, other than during construction. The construction traffic management is addressed in Section 6.

6. Concept Construction Traffic Management Plan

6.1 Objective

The traffic management plan associated with the construction activity aims to ensure the safety of all workers and road users within the vicinity of the construction site and the following are the primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- Establishment of a safe pedestrian environment in the vicinity of the site.
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site;
- To provide information regarding the changed access arrangement and also a description of the proposed external routes for vehicles including the construction vehicles accessing the site; and

6.2 Hours of Work

The hours of work will be determined through the conditions of consent as advised by the consenting authority. However, it is anticipated that the working hours will be as follows:

- Monday to Friday 7:00am to 5.00pm;
- Saturdays 7:00am to 1.00pm;
- Sunday or public holidays No works to be undertaken without prior approval
- Demolition works 8.00am to 3.00pm (with breaks every hour)

6.3 General Requirements

In accordance with Road and Maritime Services (RMS) requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

The applicant/contractor is required to follow and abide by the any specific standard requirements for construction management as set out by the Woollahra Municipal Council.

6.4 Construction Vehicle Types

The maximum construction vehicle size likely to be utilised during the construction is a 19m Truck and Dog.

During the peak construction periods, it is estimated that the construction activity is likely to generate up to 20 vehicle movements per day (approximately 2 vehicles per hour). Construction vehicle activity will be programmed (wherever possible) to occur outside network peak times and the school drop off and pick up periods.

A management system will be put in place to:

- Stagger all contractors' deliveries to ensure that back logs do not occur with multiple deliveries arriving at the same time. This is common practice and involves radio contact with approaching truck drivers.
- The provision of internal lay over areas for vehicles to stand and wait to be loaded/unloaded.
- Traffic control measures to be in place at all entry and exit points to the site outlined in Section 6.7.
- Works to be sequenced so that activities that require multiple deliveries (i.e. concrete pours and removal of spoil) do not occur and the same day.
- Prefabrication (wherever possible) of materials off site.

6.5 Construction Vehicle Access Routes

The site is located in the suburb of Bellevue Hill and the proposed vehicle construction routes have regard for the surrounding traffic arrangements within the vicinity of the site and the access location/arrangements within the campus, as illustrated in Figure 20

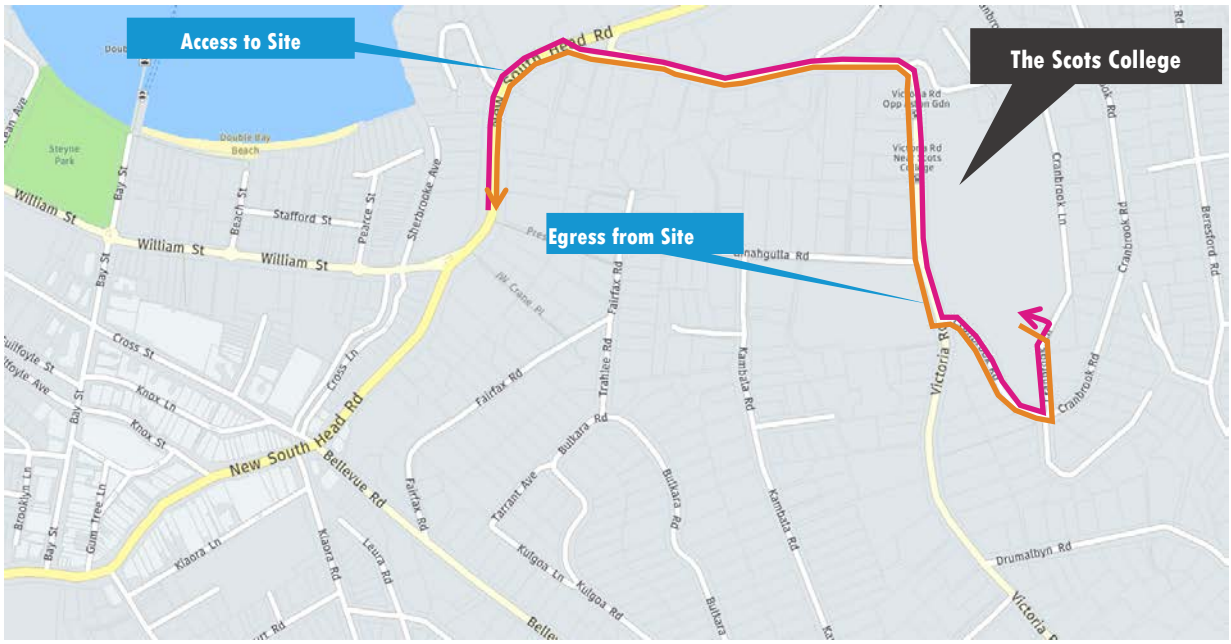


Figure 20 – Construction Vehicle Access and Egress Routes

The library is located centrally within the campus, with no proximate road frontage. Therefore it is proposed that access will be provided around the edge of the oval via the existing gate on Cranbrook Lane. This also has the benefit of separating the construction activity and the primary student activity on Victoria Road.

All vehicles will access the site from the west via New South Head Road and turn right into Victoria Road. Vehicles will then proceed southbound along Victoria Road, turn left into Cranbrook Road, left into Cranbrook Lane and access the site via the existing site access adjacent to the tennis courts.

Vehicles exiting the site will do so via the site access off Cranbrook Lane, turning right into Cranbrook Lane, right into Cranbrook Road, right into Victoria Road and then proceed northbound to re-join New South Head Road.

To assess their suitability for the proposed construction vehicle swept path analysis has been undertaken on the three key intersections:

- New South Head Road and Victoria Road
- Victoria Road and Cranbrook Road
- Cranbrook Road and Cranbrook Lane

The swept path analysis has been undertaken using the largest vehicle expected (19m Truck and Dog) and is shown in Figure 21, Figure 22 and Figure 23.

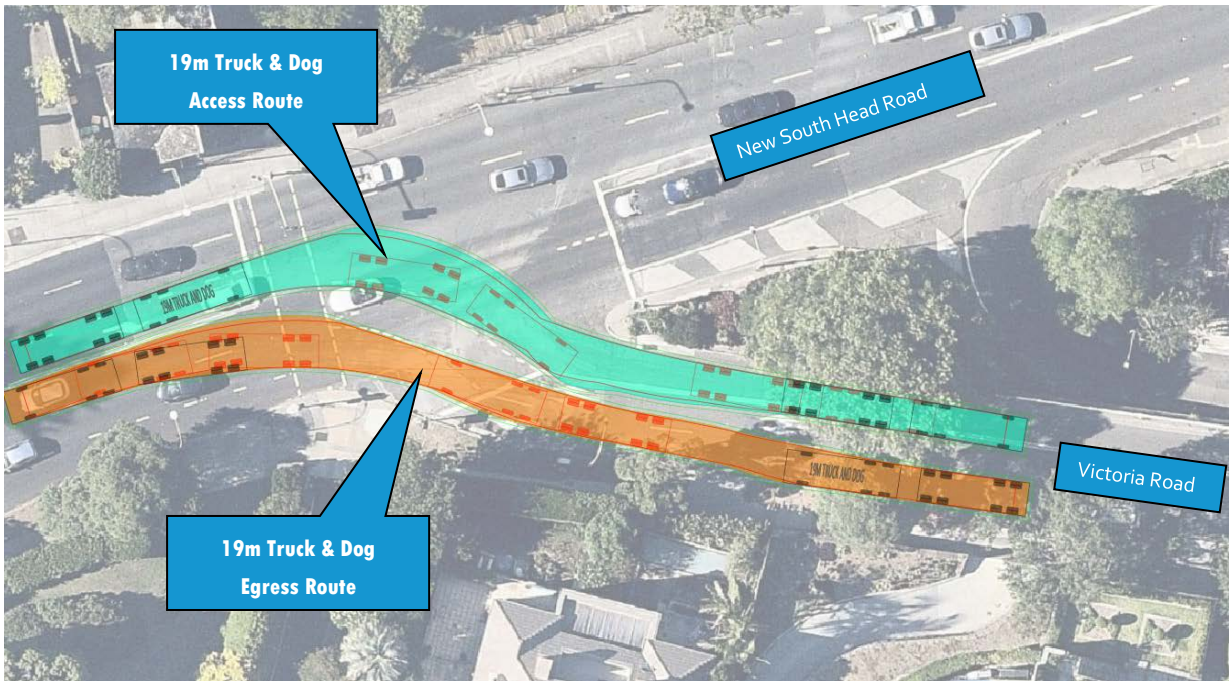


Figure 21 – New South Head Road and Victoria Road

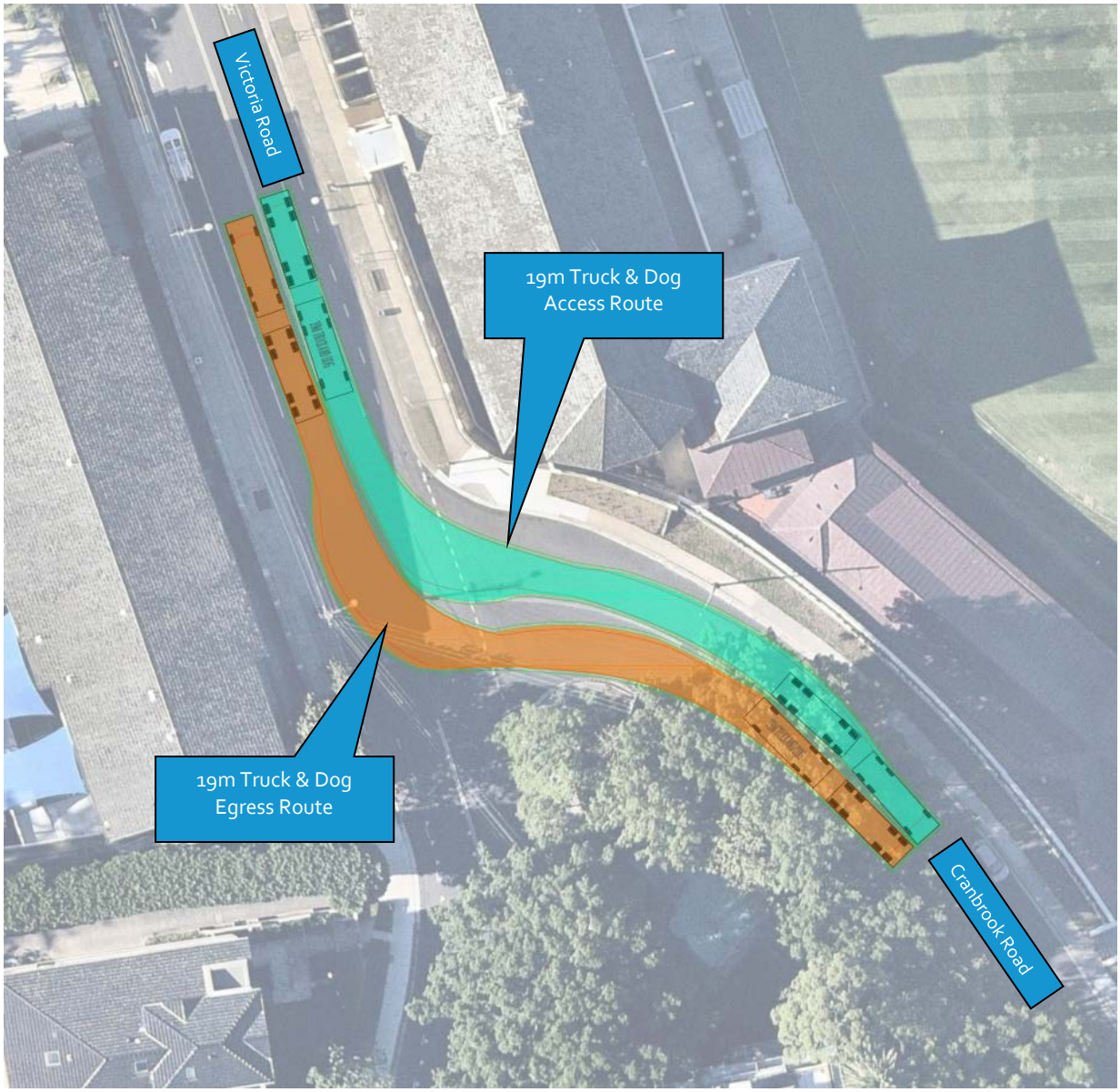


Figure 22 – Victoria Road and Cranbrook Road

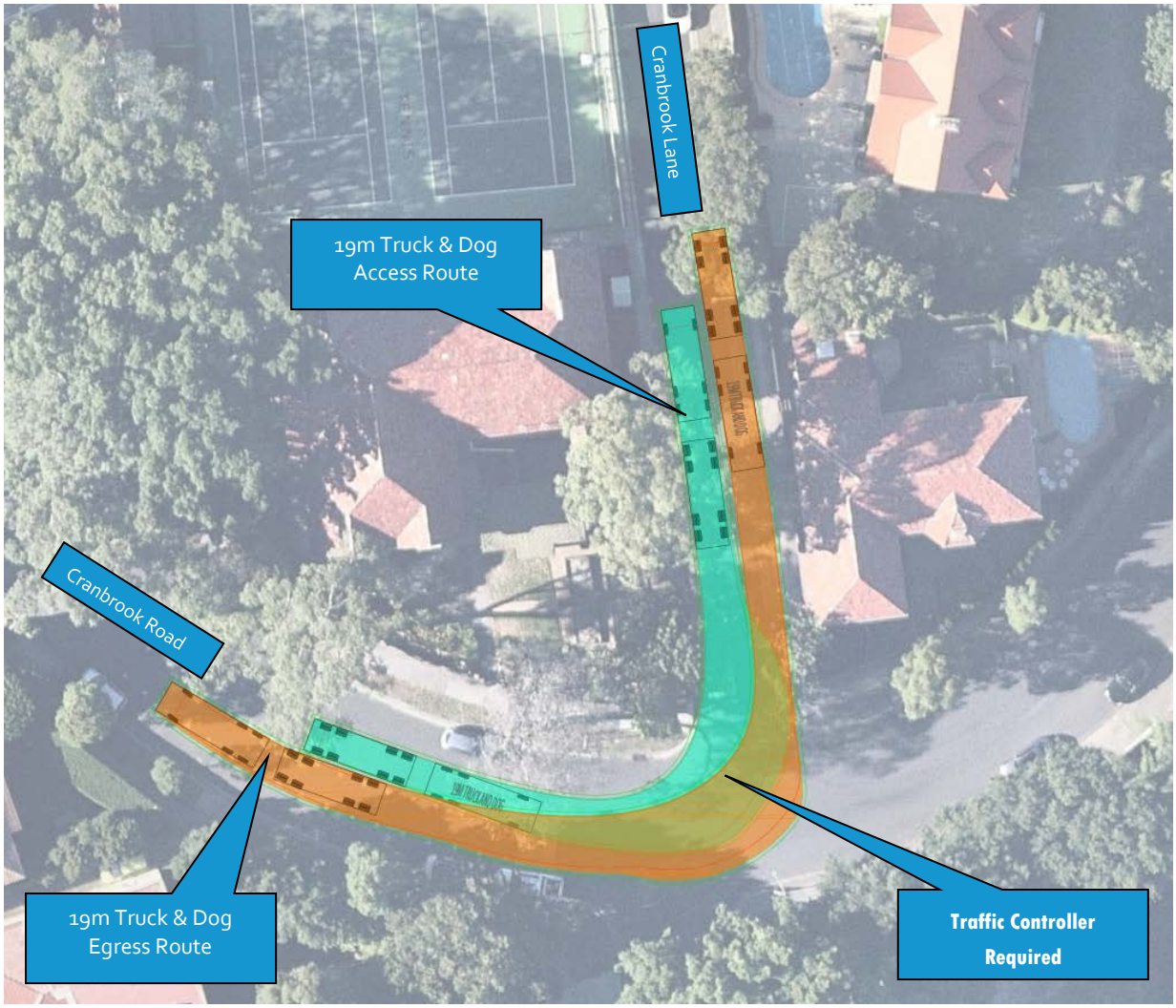


Figure 23 – Cranbrook Road and Cranbrook Lane

As previously discussed, vehicles will enter and exit the site via the existing 8m access off Cranbrook lane and then will access the construction area by circumnavigating the oval in an anti-clockwise direction, shown in Figure 24 and Figure 25.

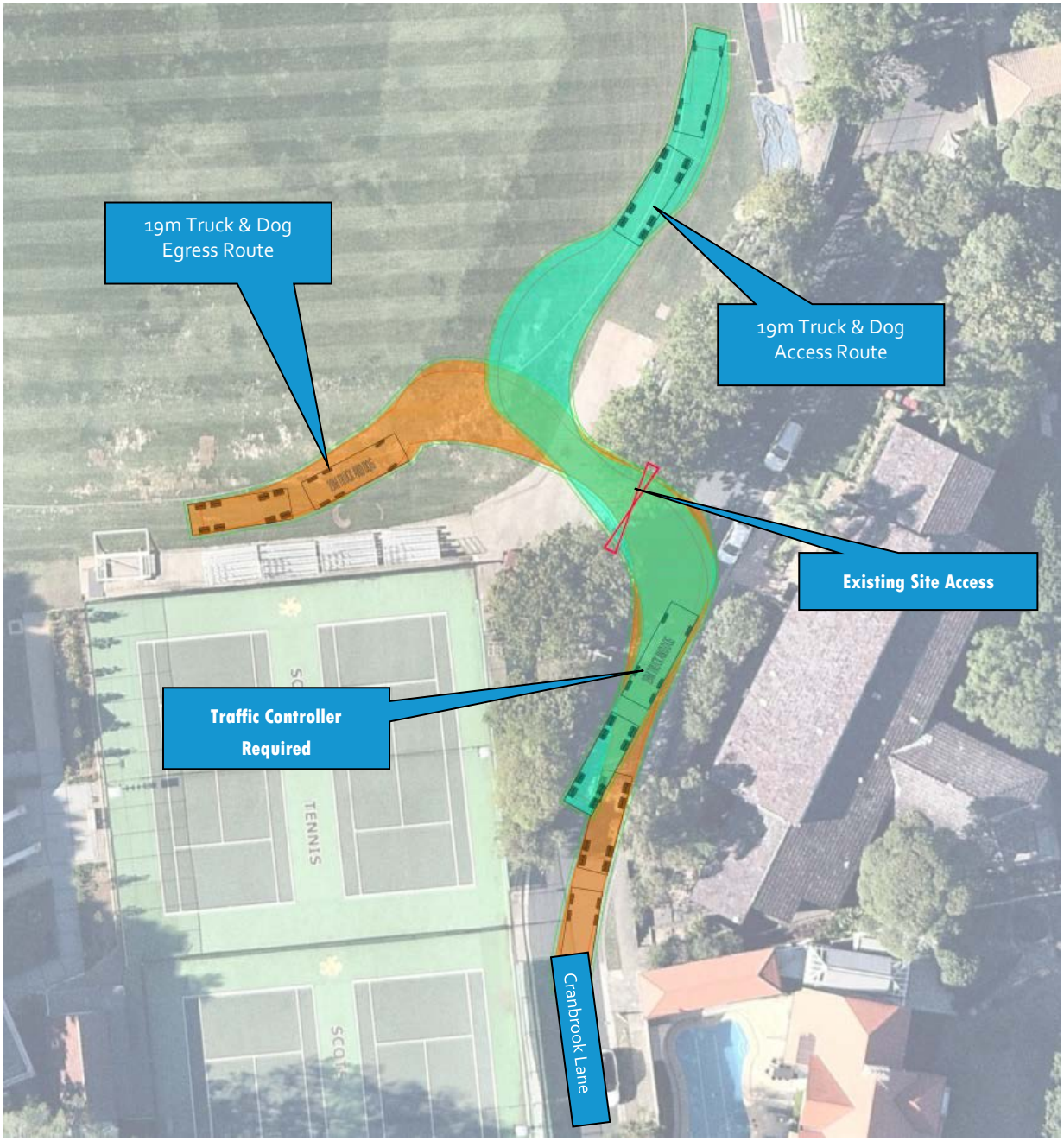


Figure 24 – Site Access

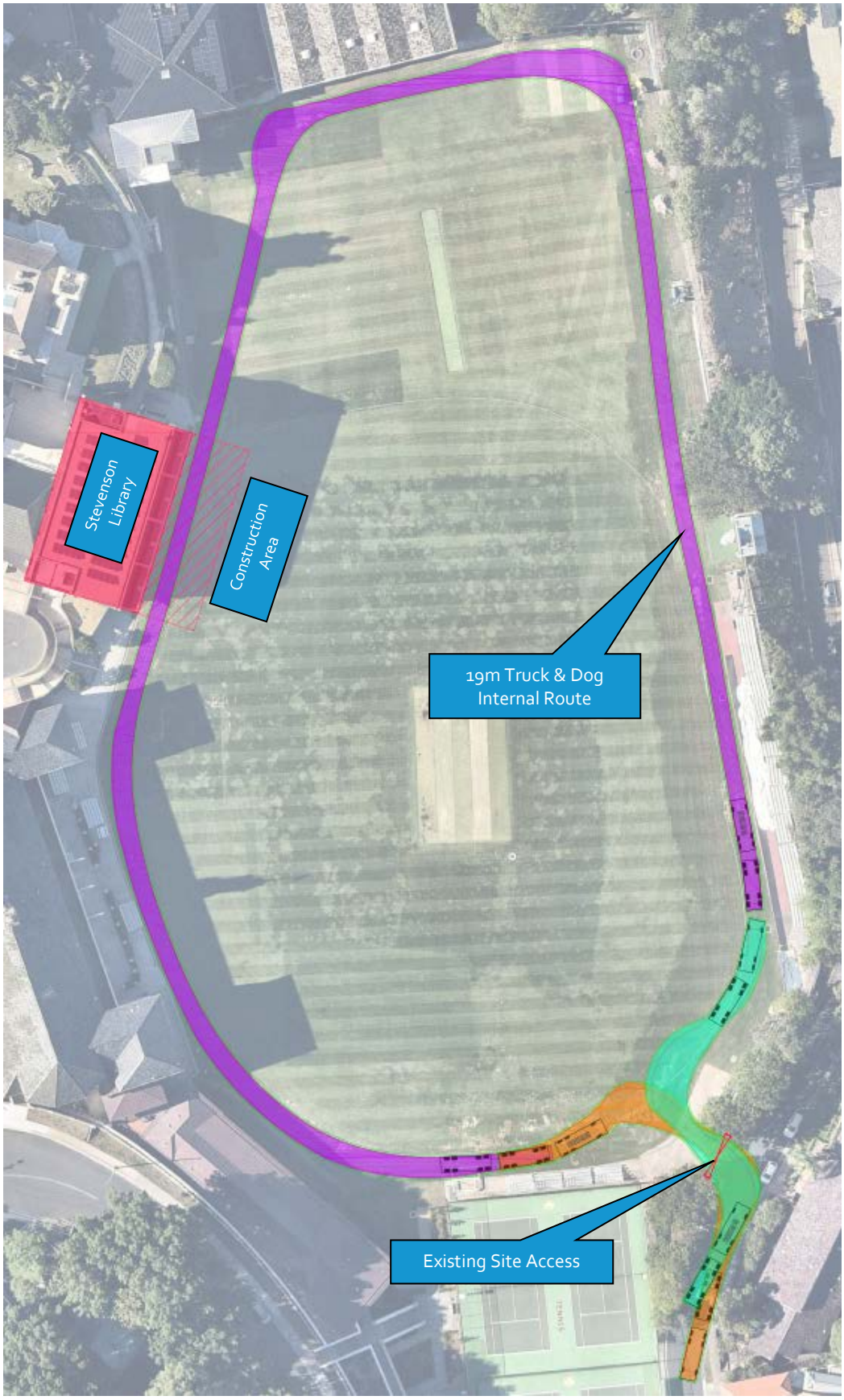


Figure 25 – Internal Vehicle Movements

It should be note that traffic controllers will be required to manage vehicle movements at the Cranbrook Road / Cranbrook Lane intersection and the Cranbrook Lane Access Gate. Traffic control plans will be provided prior to construction for approval by Council.

Material handling and storage area will be situated to the front of existing building, with platforms installed at every level as the development progresses. Exact details of the on-site areas will be provided prior to commencement of construction.

6.6 Construction Program and Process

The project is intended to be undertaken in over a 24 month period and during the pre-construction process, the construction program will be established to provide the most effective construction process.

6.7 Traffic Control Measures

Traffic control will be provided for access and egress to all gates and will be in accordance with the RMS Guide to Traffic Control at Work Sites. Traffic controllers will be required to manage vehicle movements at the Cranbrook Road / Cranbrook Lane intersection and the Cranbrook Lane Access Gate.

Traffic control plans will be provided prior to construction for approval by Council and these traffic controls plans will include any required changes to the on street parking provisions.

Traffic controllers will be used to ensure that all trucks exit the site right towards Cranbrook Road and do not exit left and drive down Cranbrook Lane.

6.8 Work Zone

No Work Zones are proposed as part of this development.

6.9 Pedestrian Access

Pedestrian access to the school and the surrounding pedestrian network is to be maintained at all times.

The site extent is to be bounded by security fencing and this is discussed further in Section 6.12.

All access points to the site are to be securely locked when construction activities are in place.

6.10 Special Deliveries

Whilst not anticipated, any oversized vehicle that is required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by Council prior to any delivery. Requests shall be submitted 28 days prior to the scheduled date of use of an oversized vehicle.

6.11 Construction Staff Parking

Due to site constraint, there will be limited parking available to site personnel on site. All site personnel are to be advised that they are not to park in the on street parking in the vicinity of the development site. To minimise the required parking, the contractor will be encouraged to assist in the transportation of workers to the site. Also, site personnel will be advised to car pool (where ever practicable) and site personal will be informed of the public transport options available in the vicinity of the site (refer to Section 4) and advised to utilise these facilities (where ever practicable).

6.12 Work Site Security

To provide security to the works site and protection to the construction staff, students and the general public, the site will be bounded by security fencing with shade cloth, which will be installed and maintained by the principle contractor.

This fence will define the extent of the works site.

All access points to the site are to be securely locked when construction activities are in place.

The exact location of this fencing will be confirmed prior to the commencement of construction and is subject to approval by Council.

6.13 Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures. Additionally, the lead contractor will discuss TMP requirements regularly as a part of toolbox talks and advise workers of public transport and car-pooling opportunities.

6.14 Emergency Vehicles

The proposed traffic control arrangements do not propose closure of any local roads. Any emergency vehicles requiring access to the project site will do so via the relevant site access along Cranbrook Road.

6.15 Occupational Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold RMS accreditation in accordance with Section 8 of Traffic Control at Worksites.

6.16 Method of Communicating Traffic Changes

Traffic control plans in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and RMS Traffic Control at Worksites manual will advise motorist of upcoming changes in the road network.

During construction the contractor shall, prior to work commencing, ensure all signage is erected in accordance with the TCP and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size "A".

No deviation from the approved TCP shall be permitted, unless otherwise approved by Council and certified by an RMS accredited personnel.

The associated TCP road signage will inform drivers of works activities in the area including truck movements in operation.

Prior to commencement of works on site the contractor is to inform neighbouring properties of proposed works and provide site contact information by means of a letter box distribution.

6.17 Contact Details for On-Site Enquiries and Site Access

The principal contractor is as of yet unknown and details will be provided prior to commencement of construction.

6.18 Maintenance of Roads and Footways

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. Any damage arising as a result of the proposed truck movements will be treated / repaired by the principal contractor at no cost to Council.

6.19 Conclusion

This concept CCTMP has been prepared to outline the construction traffic measures to improve site safety to the public and workers and the construction process.

With the measures described in the CCTMP in place, the construction activity is anticipated to have minimal disruption to the daily activities within the vicinity of the site.

It is envisaged that this document will be continually reviewed and amended if required, due to changes in design, RMS, Councils or any other authority requirements.

7. Conclusion

In summary, the proposed development of the Stevenson Library involves:

- The demolition of non-structural elements of the existing building,
- Re-construction of the internal and external walls and ceilings,
- Construction of an additional level within the roof void, and
- The refurbishment of the internal building facilities.

The project does not propose any increase in the staff or student population, or changes to the existing traffic, transport or parking arrangements currently in place at the college.

With the measures described in the CCTMP in place, during construction, the vehicular activity is anticipated to have minimal disruption to the daily activities within the vicinity of the site.

Therefore the proposed development will have no effect on the external road network within the vicinity of the site.