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Department of Planning, Housing and Infrastructure
4 Parramatta Square
Parramatta NSW 2124

26 May 2026

Dear Sir / Madam

This document is submitted to the Department of Planning, Housing and Infrastructure (DPHI) in support of the Response to Submissions (RTS) to the State Significant Development Application (SSDA) (SSD-66876472) for a proposed adaptive re-use of the former Berrima Gaol as a tourist facility comprising a hotel, function centre, restaurants, bar and wellness facilities

The Proponent has received feedback from Wingecarribee Shire Council ('Council'), following the submission of the transport impact assessment report as part of the EIS submission. The responses are identified and references are provided to show where they are addressed in this document.

Please do not hesitate to contact the undersigned should you have any questions in relation to this advice.

Regards



Josh Milston

Director | JMT Consulting

MIEAust CPEng

Council Comment	JMT Consulting Response
<u>Pedestrian access</u> Greater consideration should be given to the improvement of pedestrian access to promote greater connectivity and accessibility both to the site and to Berrima village. Council requests that the plans and documentation are updated to include: • Pedestrian footpaths along Wingecarribee Street and Wilshire Street. • A footpath on the southern side of Wilshire Street, extending from Argyle Street to the furthest pedestrian access point of the development site. • Pedestrian connectivity between the Berrima Gaol site and the adjoining Surveyor General Inn should be clearly addressed to ensure safe and coordinated movement between these two activity nodes, minimising potential conflict between pedestrians and vehicles. As this proposal will significantly increase pedestrian activity within Berrima Village, a pedestrian crossing facility on the Old Hume Highway should also be provided by the proponent as part of this development. These works will ensure safe pedestrian movement and support integration between the Gaol precinct and existing retail, dining, and visitor destinations within Berrima.	The revised submission, specifically the architectural drawing package, landscape package and civil engineering drawing set, notes a range of improvements to pedestrian access and connectivity compared to the originally submitted scheme. These improvements to pedestrian access directly respond to the matters raised by Council, including: • Upgrade of the Wingecarribee Street and Argyle Street intersection to improve driver sight lines and provide a formalised pedestrian crossing that links with the car park for the Surveyor General Inn. A proposed blister to the end car park ensures a clear delineation between the road and parking bay. All existing services and car parking bays will be retained – refer to landscape package prepared by JMD. • Provision of a footpath along Argyle Street (connector road) between the main entry point in front of the gaol and the Old Hume Highway, including the provision of kerb ramps at key crossing locations • Inclusion of a pedestrian refuge across the Old Hume Highway that will provide connectivity between the subject site and the Berrima Village. This suite of pedestrian upgrades is considered appropriate to respond to the increased levels of pedestrian activity generated by the project and provides a significant improvement when compared to that proposed as part of the original EIS submission for the project.
<u>Parking</u> The proposal includes both basement and at-grade parking, providing 195 spaces across three levels. Council requests that further detailed assessment be undertaken to ensure that all parking generated by the proposal, including events, staff, and visitor peaks, can be accommodated within the site. This should be confirmed based on the proposal of the at-grade car parking being multifunctional space and having the ability to be used for events and gatherings as needed. These uses are considered to increase the demand for parking.	A detailed parking assessment was undertaken as part of the Transport Impact Assessment (TIA) lodged with the application. The parking assessment considered a worst case scenario whereby the various uses within the development generate parking in isolation of one another, whereas in reality there will be cross-utilisation of facilities by hotel guests rather than these uses generating their own parking demands. Even under this worst-case scenario the assessment confirmed the suitability of the proposed 195 spaces – exceeding Council’s minimum requirements. In addition there are various opportunities for unrestricted off-site car parking in close proximity to the subject site which could be used for infrequent major gatherings if required. In the above context the parking assessment noted in the TIA is comprehensive and sufficient, with no further analysis considered required.

Council Comment	JMT Consulting Response
<u>Traffic</u> Council requests that the proponent deliver a Basic Right Turn (BAR) treatment for vehicles turning into Wingecarribee Street from the Old Hume Highway. Without this improvement, traffic congestion and safety risks are likely to occur on the highway due to queuing and delayed movements. Further evidence is also required to demonstrate that the local road network can safely accommodate peak visitor volumes, particularly during events, and that pedestrian safety will be maintained.	Detailed traffic modelling was undertaken for the proposal as noted in the submitted Transport Impact Assessment (TIA). The traffic modelling confirmed the Wingecarribee Street / Old Hume Highway intersection would continue to function with a strong 'Level of Service A' should the proposal proceed. This modelling considered a worst case / highly unlikely scenario whereby every one of the 195 car parking spaces provided on the site generates a traffic movement during the busiest hours of the day. The modelling demonstrated no need for a Basic Right Turn (BAR) treatment for vehicles turning into Wingecarribee Street from the Old Hume Highway – noting these vehicles would experience minimal delays at the busiest times of the day. BAR treatments are appropriate in rural / regional environments whereas the Wingecarribee Street / Old Hume Highway intersection is located within the Berrima Village with a posted speed limit of 50km/h. As previously noted in the response to Council's submission around pedestrian access, the revised proposal includes a suite of pedestrian upgrades to manage safety in the vicinity of the site and the Berrima Village.
<u>Construction Impacts</u> The proposal involves the removal of approximately 23,270 cubic metres of excess fill, equating to roughly 4,900 truck movements during the earthworks phase. Council requires detailed modelling of the cumulative transport impacts from these movements, in conjunction with other construction traffic, and requests the identification of any required road upgrades prior to the commencement of the works. Council requests that further detail be provided about the potential construction impacts arising from these works and details of any upgrades required prior to approval.	Advice from the project team is that the construction period (to complete the bulk earthworks) would be approximately five months, equivalent to 121 working days (22 weeks at 5.5 working days per week). Factoring in a 20% contingency for inclement weather or other unexpected delays results in a total of approximately 100 working days over the period related to the bulk earthworks component. A typical fill truck can carry between 20m³ and 25m³ in a single load. On the basis of the following estimated quantities: • 23,270m³ of fill to be transported off site • 100 working days • 20m³ to 25m³ of fill per truck (typical capacity of rigid tipper style truck) There would be between 10 to 12 loads of material transport off site on a typical daily basis – equivalent to just 1 to 2 trucks per hour. This level of vehicle activity is very low and would have no material impact on the surrounding road network.