

Contact: [REDACTED]
Direct line: [REDACTED]
Email: [REDACTED]
Partner: [REDACTED]
Our Ref: [REDACTED]



17 September 2025

Chris Duckett
Manager Sustainable Growth
Ballarat City Council

By email only: growthareas@ballarat.vic.gov.au

Dear Chris,

**Late submission on behalf of [REDACTED]
DI-INC-02 Carngham Road/New N-S Road (North) Roundabout (Late submission)
Amendment C234ball**

We act on behalf of [REDACTED] which is the registered proprietor of the land situated and known as 155 Ballarat-Carngham Road, Winter Valley 3358.

1. As you are aware, a planning permit was issued by the Council on the 29th of July 2025 permitting the development and use for inter alia the construction of an activity centre on our client's land at 155 Ballarat-Carngham Road, Winter Valley.
2. Condition 68(b) which is a condition required by DTP provides as follows:

"Before the commencement of the use, an intersection at Ballarat-Carngham Road and Presentation Boulevard must be constructed to the satisfaction of Head, Transport for Victoria, unless with the written consent of Head, Transport for Victoria."
3. Our client has not appealed that condition. This condition relate to intersection namely DI-JNC-02 Carngham Road/New N-S Road (North) Roundabout (the Intersection).
4. Council is proposing as part of the amendment an amendment to the PSP and to the DCP to change the intersection from a roundabout to a signalised intersection.
5. The justification appears to be that a roundabout as proposed under the existing DCP would *"have a significant impact on the existing dwelling at 163 Ballarat – Carngham Road and most likely to require acquisition of the property. We have attached a memorandum from Traffix Group which shows that whether a roundabout is proposed or whether it is a signalised intersection, acquisition of part of the land at 163 Ballarat – Carngham Road will be required.*
6. DTP, which is responsible for the management of Ballarat-Carngham Road has lodged a submission which opposes the signalisation of the intersection. In its submission dated the 4th of August 2025 it has set out 6 reasons in support of its opposition to the signalisation to the intersection in question.
7. We refer in particular to paragraphs e) and f) from that submission which we repeat below for convenience:

- e) *The existing Ballarat-Carngham Road road reserve, Presentation Boulevard road reserve and the PAO1 on the north side of Ballarat-Carngham Road are insufficient to accommodate the full design of the four-lane two-way round about including active transport infrastructure.*
 - f) *Additional land will be required on the southeast corner of the intersection to accommodate a four-lane two-way roundabout design as well as active transport infrastructure, therefore mechanisms should be implemented to reserve and acquire land on the southeast corner of the intersection to provide for the roundabout.*
8. Clearly then, even if the PSP and DCP were amended to provide for a signalised intersection, our client and any other person for that matter wishing to undertake the intersection upgrades as works in kind would not be able to deliver a signalised intersection because it would not secure the permission from Head Transport for Victoria as the custodian of Ballarat Carngham Road for works within the road reservation to create the signalised intersection.
9. Accordingly, our client submits that the PSP and DCP ought not to be amended to show signalised intersection instead of a roundabout. However, the PSP and DCP need to be amended to include as a DCP funded item the acquisition of the land required to facilitate the construction of the roundabout.
10. The area required from the 163 Ballarat – Carngham Road needs to be identified in the PSP and in the DCP so that development into the future cannot occur on that part of the land other than for road construction purposes.
11. Further, we submit that the land required for the construction of the roundabout should have applied to it a PAO to enable its acquisition should the owner of the land at the appropriate time not agree to a transfer of the land in question.
12. We are instructed that our client is anticipating to commence construction of the activity centre (which no doubt the Council on behalf of the new community would welcome) in July of next year. The upgrade of the intersection is critical to provide appropriate access to the activity centre.
13. We would request that this late submission be accepted by Council and be referred to whether it is a Panel or Advisory Committee for consideration, unless the Council accepts this submission by:
- a) Abandoning the change from a roundabout to a signalised intersection; and
 - b) Amending the PSP and DCP to show that part of the land at 163 Ballarat - Carngham is required for the future construction of the roundabout as part of a widened road reservation; and includes the acquisition of the land as a DCP item; and
 - c) Agreeing to the imposition of a PAO over that part of the land required from that property to facilitate the construction of the roundabout.

We await your response.

Yours faithfully

Best Hooper

██████████
██████████

Enc. *Traffix Group Memorandum*

To:	██████████ (Best Hooper)	From:	██████████ (Traffix Group)
Our Ref:	G32761M-02B	Date:	Friday, 12 September 2025
155 Ballarat-Carngham Road, Winter Valley– Amendment C234ball (Late Submission)			

We refer to the proposed Town Centre development at 155 Ballarat-Carngham Road, Winter Valley.

The Planning Permit (No. PLP/2024/313) for the development requires upgrade of the Ballarat-Carngham Road/Presentation Boulevard intersection under Condition 68b) which states:

“Before the commencement of the use, an intersection at Ballarat-Carngham Road and Presentation Boulevard must be constructed to the satisfaction of Head, Transport for Victoria, unless with the written consent of Head, Transport for Victoria.”

The upgrade of this intersection is identified as transport project ‘DI_JNC_02’ under the Ballarat West PSP and DCP. Under the original Ballarat West DCP, project DI_JNC_02 includes the construction of a ‘4-arm 2-lane roundabout’.

Following a review process undertaken by Council of the Ballarat West PSP and DCP, Council resolved to change intersection project DI-JNC-02 from a roundabout to a signalised intersection. This change is included in the revised PSP and DCP documents that were exhibited under Amendment C234Ball.

However, the Department of Transport and Planning (DTP) has an opposing position and does not support a signalised intersection at this location as outlined in its submission to Amendment C234Ball dated 4 August 2025. Instead, DTP considers a roundabout should be provided as per the original PSP and DCP. We also note that the DTP submission states the following regarding additional land required on the southeast corner of the intersection:

Additional land will be required on the southeast corner of the intersection to accommodate a four-lane two-way roundabout design as well as active transport infrastructure, therefore mechanisms should be implemented to reserve and acquire land on the southeast corner of the intersection to provide for the roundabout.

We have prepared a concept ultimate roundabout plan which is attached at Appendix A. This demonstrates that approximately 120m² of land is required from the property at 163 Ballarat-Carngham Road to accommodate splays/flaring for the ultimate intersection.

The attached roundabout concept plan also includes pedestrian operated signals to the east of the roundabout on Ballarat-Carngham Road, noting that this is consistent with the DTP concept plan. If the final amended PSP includes a roundabout at the Ballarat-Carngham Road/Presentation Boulevard intersection, we are of the opinion that the DCP costing should be amended to include the construction costs associated with the interim pedestrian operated signals given it is a significant piece of infrastructure that would benefit the overall precinct.

155 Ballarat-Carngham
Road, Winter Valley

Traffix Group

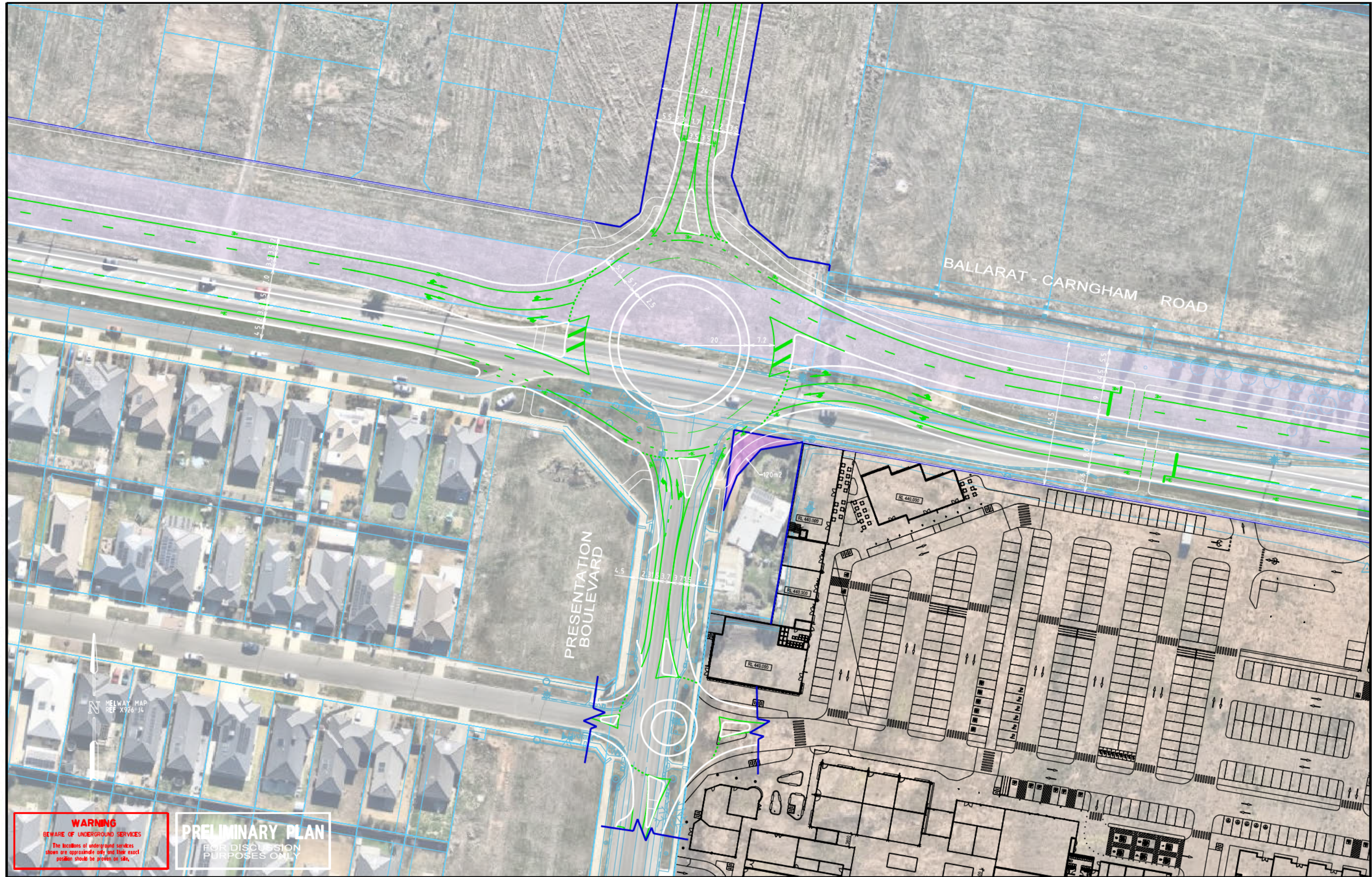




Appendix A

Concept Roundabout Plan

DATE: 09/10/25
MODEL: BRG No. G32761-01-01 - Issue B Title Block
FILE: P:\Synergy\Projects\BRG\3\Drawings\G32761-01-00.dgn



ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	G.R.	N.W. (RPE0006892)	19 MAR 2024
B	UPDATED DESIGN TO REFLECT DTP LAYOUT	G.R.	N.W. (RPE0006892)	05 SEP 2025

GENERAL NOTES
1. BASE INFORMATION FROM FEATURE SURVEY/AERIAL PHOTOGRAPH (SOURCE: NEARMAP).
2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL.
3. MAIN ROAD - BALLARAT-CARNGHAM ROAD DESIGN SPEED 80KM/H.
4. ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES. REFER TO AS 1428.4 2009.
PUBLIC ACQUISITION OVERLAY

DESIGNED	
CHECKED/APPROVED	
FILE NAME	G327691-01-00.dgn

Traffix Group

www.traffixgroup.com.au

155 BALLARAT-CARNGHAM ROAD
WINTER VALLEY
BALLARAT CITY
CONCEPT PLAN - ULTIMATE

SCALE 1:500 (A3)

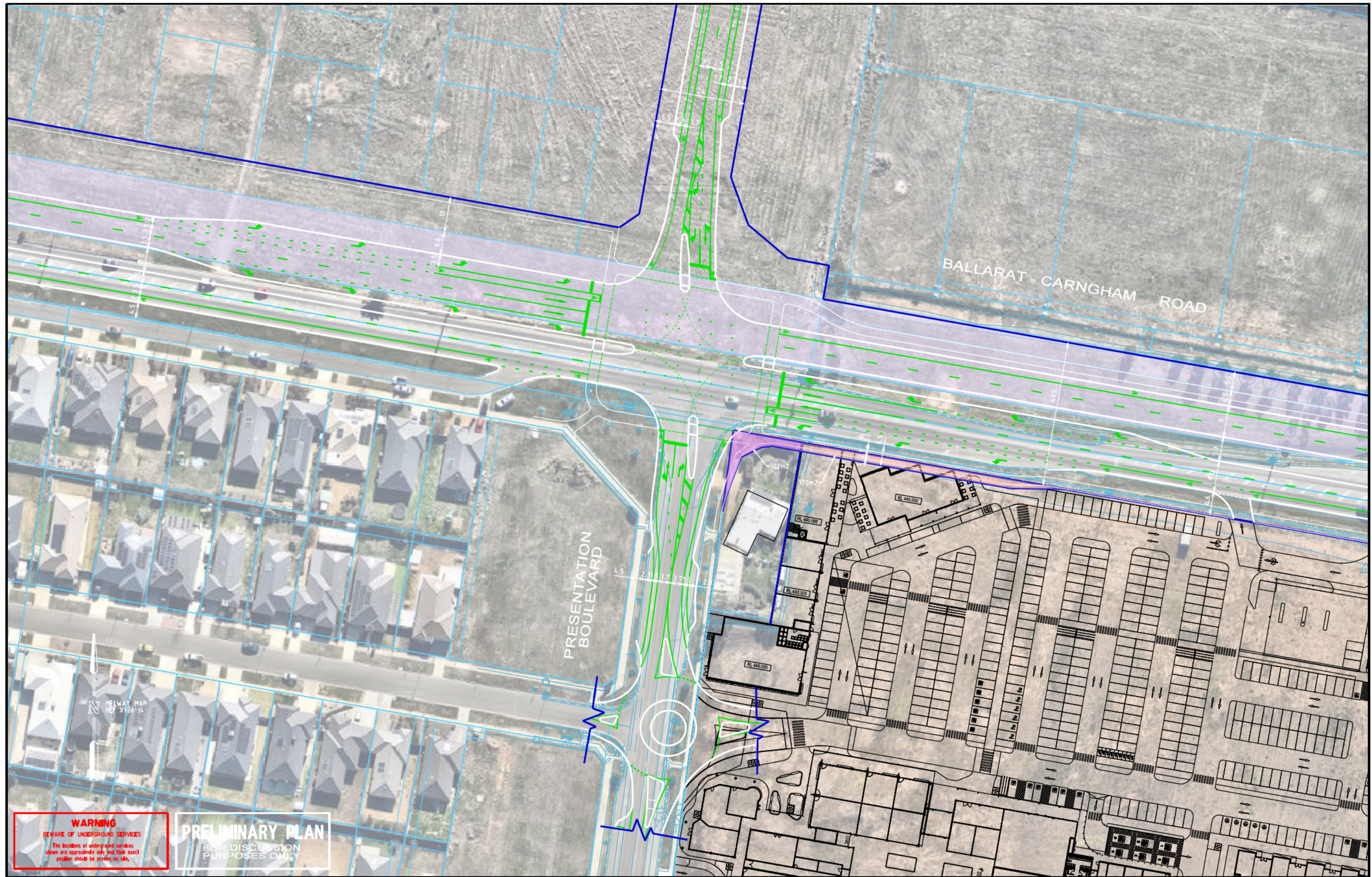
SHEET No. DWG No. G32761-01-01



Appendix B

Concept Signalised Intersection Plan

DATE: 11/09/2025
MODEL: DRG No. G32761-01-05 - Issue A, Title Block
FILE: P:\Synergy\Projects\G32761-01-05\Drawings\G32761-01-05.dgn



ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	G.R.	N.W. (RPE006892)	10 SEP 2025

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DESIGNED
CHECKED/APPROVED
FILE NAME
G327691-01-00.dgn

Traffix Group
www.traffixgroup.com.au

155 BALLARAT-CARNGHAM ROAD
WINTER VALLEY
BALLARAT CITY
CONCEPT PLAN - ULTIMATE SIGNALS

SCALE 0 5 10
1:500 (A3)

SHEET No. DWG No. G32761-01-05