

**Appendix 2: Summary of submissions from landowners and state agencies****6 week Consultation Period August/September 2018:**

Submitter 1	Council Response
The signalised intersection of the east-west connector road and Leakes Road be considered as a Development Contributions item or re-instated as a roundabout as identified in the Rockbank PSP.	The provision of signals at the intersection of Leakes Road and the E-W connector will provide for a safer environment for pedestrians and cyclists (therefore helping to meet the intent of <i>Principle 3</i> and <i>Principle 5</i> of the UDF). A roundabout of any nature typically provides priority to vehicles rather than pedestrians which directly conflicts with <i>Principle 3</i> of the UDF, however it is accepted that zebra crossing markings can help to improve pedestrian priority in low-speed environments. The intersection will form a key link between the station and the shopping centre for pedestrians and therefore an appropriate traffic management treatment for the environment needs to be considered carefully – It would be good to get further justification of the signals from Tract / GTA. Timing of the signals would be dependent on the development of the road network and surrounding land uses.
The North-south local road is removed and replaced with a north-south shared path link.	The road is in line with the concept plan for the town centre and appropriate traffic calming devices can be used to manage the extent of rat-running.
The intersection design of Rockbank Road and the east-west connector be amended in order for the alignment of the connector road to kink prior to reaching the roundabout further west.	Given the kink in the E-W road has been commented on by both land owners, further commentary by Tract regarding the realignment would be beneficial to determine a) why the kink is provided, noting the slight deviation from the PSP concept plan, and b) the location of the kink to address the Calibre submission.
Amend the cross section located along the southern boundary of the subject site to remove the shared path, reducing the cross section to 21 metres.	Proposed reduction of road reservation not supported – two-way shared path provides bicycle connectivity along the southern boundary of the town centre and connects to the cycling facilities proposed on Rockbank Road.
Label Station Street as St Petka Boulevard.	Noted. This is a decision that will not be made at this stage of the project.
The size and scale of the central Urban Plaza is currently shown in the draft UDF should be reconsidered and reduced, with the public land redistributed appropriately throughout the town centre core.	Agreed.
The designation of the medical building must re-labelled as mixed use/medical in order to ensure flexibility in the built form outcome and the building footprint re-oriented to face the east-west local road.	Agreed.

Submitter 2	Council Response
Any references to guidelines or requirements that 'must' be met within the document should be reworded to delete the word 'must'.	The Rockbank UDF document once approved will also be used as a tool to assess future applications within the MTC area. Council agrees that the purpose of the UDF is to provide guidance to development with a degree of flexibility. Though, there are parameters that must be set with Council being able to oversee appropriate development.
Review the alignment of the east-west road to reflect the straighter boulevard design as shown in the PSP UDF.	It is not considered that the road network in the draft UDF has not been significantly altered compared to the PSP concept plan. Alignment of E-W road not considered to negatively impact the Movement & Access principles, namely prioritising walking, facilitate access to Rockbank Station and minimise conflict between vehicles, pedestrians and cyclists. Kink in road is more likely to induce slower vehicle speeds within the town centre and contribute to a safer environment for pedestrians and cyclists.
The realignment of High Street to include eastern and western 'dog legs' is considered to be a significant change to the functionality of this road. It is further noted that the cross section of the main street in the UDF shows indented car parking at 2.0m it ideally should be 2.3m as per the PSP guidelines or 2.1 absolute minimum (Australian Standards). These issues do not appear to have been considered within the UDF as part of a functional assessment of the road alignment	Dog leg / kink in road is not considered a significant alteration from the concept plan in the PSP. From a Movement & Access perspective, the kink has the potential to slow vehicle speeds, therefore making the street safer for pedestrians and cyclists. Were the road to be straightened, then sufficient traffic calming treatments would need to be included to slow traffic to a c.30km/h limit. Agree regarding parallel car parking bay widths – 2.1m absolute minimum, 2.3m is preferred.
Review the draft UDF for inclusion of the Leakes Rd pedestrian bridge throughout the document and identification for inclusion in the DCP.	Agreed – there is a need for a firmer commitment for a pedestrian connection across the rail line at Leakes Road. This is critical for the long-term pedestrian connectivity to the town centre once Leakes Road is truncated, the level crossing is removed and the rail line is electrified for Metro services.
Review the draft UDF to simplify land use mix references and to provide the required level of flexibility to this guiding document, including a more holistic and extensive representation of where residential land uses will be supported (i.e.; not just facing on to a street).	Agreed.
The location of vehicle access points requires review and further consideration to maximise accessibility, functionality and safety throughout the MTC.	Additional car parking entrances would increase conflict between pedestrians and vehicles, and would go against Principle 5 of the UDF.

Submitter 3	Council Response
Bus priority treatments to be considered in all locations where congestion may impact bus performance.	Buses should be given priority where possible ahead of general traffic movement within the town centre.
At-grade car parking reduces amenity and detracts from public transport usage.	The UDF includes a discussion around sharing parking facilities between station / commuter and Council's indoor sports facility, but highlights the need for PTV and Council to enter into an agreement. Car parking will be screened where possible to improve amenity.
Relocating Park & Ride facilities closer to the ultimate Rockbank Road overpass batter.	A significant portion of car parking is proposed at this location and the UDF discusses mitigating treatments to limit the impact of at-grade car parking.
Access between north and south of the station / rail reserve.	This supports the argument for more robust language for a pedestrian / shared use connection at Leakes Road once the road is truncated (as requested by SJB).

Submitter 4	Council Response
<b>Matters raised by Office of Victorian Government Architects (OVGA)</b>	
The location of Rockbank Station pedestrian overpass, dislocated from the town centre is a game changer for the UDF. The Station design and function developed as part of the Ballarat line upgrade are very much about the rail facility and internal crossing. This move disperses the key framework of the town centre. While we don't consider that the move is the ideal solution, the PSP and UDF have to respond to this change. Urban development and the UDF are both progressing at a rapid rate. There is a challenge to be generally consistent with the PSP while responding to the reality of existing parameters.	Agreed.
We recommend retaining the Leakes Road connection at the rail crossing. The plan outlined in the PSP to truncate Leakes Road will be unfavourable to the community. This puts pressure on the pedestrian bridges to connect the community, in particular the existing precinct to the north-east. We support a continued connection at Leakes Road, whether it is used as a minor road, or a pedestrian or cycle connection.	Council will advocate for a continued connection at Leakes Road, whether it is used as a minor road, pedestrian or cycle connection.
We do not support the placement of the plaza in the Leakes Road reserve. It is concerning that the main trigger for the delivery of the key public space for the town centre is future traffic volume (understood to be projected at around 2026). This plan is not future proof, and the community needs greater assurance that the open space will be delivered. Relying on the truncated	Agreed.

Leakes Road space for public space means the road connection is unlikely to be maintained.	
The Serbian Orthodox Church has an important role to play in public space in Rockbank Town Centre. The Leakes Road rail intersection and church have a sense of place, and the town should be anchored around the church and aligned to the road. Locating the plaza to the west of Leakes Road with frontage to the road, would give the opportunity to incorporate the church in or at the edge of the plaza, so it has a presence as a significant building.	Agreed.
The focus of the UDF is on use, the discussion of character is preliminary, and there is not enough guidance on character. There is a challenge to maintain some sense of uniqueness. There are few existing cultural or historic references in the site and surrounds, yet the references that do exist provide quite strong design anchors. They include the dry-stone walls, the church, the crossing, roads and the existing canopy trees. We encourage embracing these references and positively formulating them in the design.	Agreed.
We support the high aspiration for environmental performance principles for the town centre in relation to water energy, sunlight and shade. Stronger place making principles should be embedded in the design such as urban cooling, urban forest, water capture, water sensitive urban design and less large, sealed car parking areas.	Agreed.

<b>Submitter 5</b>	<b>Council Response</b>
<b>Matters raised by the Victorian Planning Authority (VPA)</b>	
Refinement of terminology to ensure meaningful and usable direction is provided on land use built form and public realm.	Agreed.
Clear direction for each precinct on the desired built character and objectives to be achieved. References unclear and provide conflicting information.	Agreed.
Significant reworking of the design guidelines to improve clarity, reduce duplication and clearly relate to the vision, principles and plans contained within the document.	Agreed.
Further resolution of the public realm areas, in particular the central urban plaza.	Agreed.

**Post-consultation period submissions January 2019:**

Submitter 1	Council Response
<p>It is noted that a kink has been provided in the main east-west connector road to meet the fixed points of the Rockbank Road intersection and the Leakes Road intersection. While there is no opposition to the location of these fixed points on the eastern and western property boundary, re-locating the kink in the road further west has multiple benefits to the structure of the town centre core. If the kink was re-located closer to the Rockbank Road intersection, it would act as a natural traffic calming mechanism as vehicles approach the town centre core. With the kink acting as a traffic calming device and the north-south local road replaced by a shared path link, the requirement of the roundabout in this location would be made further redundant. In addition, the kink would provide sightlines along a single stretch of straight road, particularly towards the proposed public plaza and mixed use precinct. Lastly, the relocation of the kink can be designed to retain the proposed urban plaza spaces on the junction of the Access Street, and the East-West Connector Street.</p>	<p>The adjustment to the alignment of the East-West connector street can be addressed at a later stage. There has been traffic modelling conducted to support this alignment and any changes to this alignment have not been justified.</p>
<p>Based on the attached Patch Design + Plan UDF, we have amended the type and size of the car parking area adjoining the anchor retail west of Leakes Rd to a multi storey car park. This will allow for sufficient area to allow the sleaving of the anchor retail with shop tops and mixed use developments. At the very least, a notation should be included in the UDF that provided the flexibility for a multi storey car park in the future.</p>	<p>Multi-Level Car Parking has been addressed with the option for this now labelled on the UDF Plan.</p>
<p>We suggest the that retail strip sleaving the anchor retail along Leakes Rd be continued to wrap around the corner of Leakes Rd and the future east-west local street to allow for greater activation when approaching the town centre from the south. The Patch Design + Plan UDF attached also includes an extended internal corridor running north-south along this retail sleave to allow for greater movement internally.</p>	<p>Retail Activation has been addressed through the removal of the small park on the Main Street/Station Street intersection and the increase in size of the sleeve of Mixed Use land in the same location.</p>

Submitter 2	Council Response
Should distinguish between the Rockbank Major Town Centre which is assumed to be the whole study area and the 'Core Retail and Mixed Use Precinct.	Agreed.
It is unclear what the 'station precinct' is. Is it the 'Community, Transportation and MU Precinct' or the area immediately around the train station? We support encouraging activities and amenities around the train station. However, we think there should be a differentiation between those and the activities provided within the Core Retail Precinct. We suggest replacing 'small retail use' with 'small convenience retail'.	Agreed.
We question this as it will encourage a 'wall' of floor to ceiling glazing with little architectural interest. There are great examples of high-amenity, highly-activated street frontages that don't have predominately clear glazing. We suggest a perform-based requirement.	Agreed.
We question this as it will encourage a 'wall' of floor to ceiling glazing with little architectural interest. There are great examples of high-amenity, highly-activated street frontages that don't have predominately clear glazing. We suggest a perform-based requirement.	Agreed.
Submitter 3	Council Response
Concerned around with the transport and land use integration envisaged in the Rockbank UDF. Consider there to be poor integration of active land uses within the primary walk up catchment of Rockbank Station.	Noted.