

## Rockbank Comments Matrix Part 1: Summary from Stakeholder Session

The comments from the small group discussion have been summarised into broad themes to be able to better understand sentiment.

Broad Themes	Biggest Opportunities: Specific Comments	Response to Comment
<b>1. Land Use</b>	1. Bring small businesses and start-up opportunities into the town centre – don't rely on anchor and franchises to drive the centre	Noted.
	2. Bring residential components into the town centre	Noted.
	3. Early integration of community facilities leveraging off station upgrade	Noted.
	4. Ensure housing at higher densities is incorporated in and around the town centre, to ensure that walkability is achievable	Noted.
<b>2. Station</b>	5. Utilise Rockbank station as a true TOD, with walkable catchment to retail, commercial and community facilities.	Noted.
	6. Excellent catalyst that the station upgrade is delivered – how to capitalise on this	Noted.
	7. Consolidate parking into smaller locations, in areas of lower urban value and amenity	Noted.
<b>3. Traffic and Transportation</b>	8. Understanding the differences between the interim and ultimate traffic network, and the timing/trigger points for the ultimate network	Noted.
	9. Timing and delivery (who) of Rockbank Road railway overpass, and how that is triggered and delivered	Liaise with relevant Authorities / Council.
	10. Rockbank Road overpass – can state funding be sourced to pay for early delivery?	Liaise with relevant Authorities / Council.
	11. How can we incorporate early delivery of bus feeder services ahead of time to promote PT patronage	Liaise with relevant Authorities / Council.
	12. Challenge the way car parking is integrated in the town centre and train station	Noted.

<b>4. Implementation, Process and Collaboration</b>	13. Ensure flood management and drainage schemes are respected and incorporated into the design – especially given there are large expanses of non-permeable car park surfaces.	Noted.
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<b>6. Opportunities and Innovation</b>	14. Utilise the existing community to activate the town centre, such as the existing Serbian Orthodox Church, Rockbank Township, Rockbank Primary School, Rockbank Football/Netball club, CFA, and nearby new residents (Woodlea Estate and Bridgefield Estate)	Noted.
	15. Incorporate stormwater harvesting and reduce water runoff for use in gardens/irrigation	Noted.
	16. Include large canopy trees within the public realm, and lining shared bike paths located along the railway line	Noted.
	17. Planted landscape buffer to future Rockbank Road overpass – how to minimise noise/abundance of concrete and maximise landscape amenity	Noted.
	18. Interim community engagement – utilise vacant land through (potentially) 3000 Acres – urban farmers that utilise the food produce for local restaurants / community gardens	Noted.
	19. Incorporate elements of aboriginal history into the design of the centre	Noted.
	20. Understand the future scenario where driverless vehicles impact the town centre	Noted.

<b>Broad Themes</b>	<b>Biggest Challenges: Specific Comments</b>	<b>Response to Comment</b>
<b>7. Funding</b>	21. Staging and funding of Melbourne-Melton railway electrification – when the south side of Rockbank station will be delivered -	Liaise with relevant Authorities / Council.
	22. Funding of DCP items – can any of these be covered by	Liaise with relevant Authorities / Council.

	GAIC to move along the process	
	23. How to Break the Park n Ride habit early by funding early delivery of feeder busses to promote good PT Habits – how can this be funded?	Liaise with relevant Authorities / Council.
<b>8. Implementation and Staging</b>	24. Stage-ability around the town centre – how to design around this	Noted.
	25. How to deliver ultimate extent of Rockbank Road when it runs through multiple landholdings and limited development has occurred along that alignment to date.	Noted.
	26. How to integrate open space, water storage capacity and reducing potable water use – how can you get confirmation from a developer to implement these things?	Noted.
	27. How to engage the community early on – needs community facilities to be staged early on – need council input into what is required for that area, and how to get it funded.	Liaise with relevant Authorities / Council.
<b>9. Transport</b>	28. How to Break the Park n Ride habit early by funding early delivery of feeder buses to promote good PT Habits – how can this be funded?	Liaise with relevant Authorities / Council.
<b>10. Design</b>	29. Design the town centre interface to minimise car parking area around the pedestrian priority zones – how can this work when all retail/commercial/station components require car parking access?	Noted.
	30. Ensure footpaths and shared paths are pedestrian friendly, and are collocated with community and retail infrastructure.	Noted.
<b>11. Environment</b>	31. Urban heat island affect - how to minimise this when	Noted.

	car parking around train and commercial/retail centres can be quite large	
<b>12. Identity</b>	32. Integration with Aboriginal Victoria and understanding the traditional ownership of the land (contested by 3 parties)	Noted.
	33. Water story – how to create identity around the western basalt plains landscape while reducing water consumption and cooling the environment.	Noted.
	34. Integration with the existing community around the St Petka Church – how to integrate this community facility with an urban town centre in its current location.	Noted.
<b>13. Infrastructure</b>	35. Understand the drainage implications around Westcott Parade, and how to avoid compounding those issues.	Noted.
	36. How can we promote the early delivery of the pedestrian bridge to Ian Cowie reserve if DCP funding is slow to accumulate and isn't delivered early	Liaise with relevant Authorities / Council.

**Comments Matrix Part 2:** Stakeholder submissions submitted after the stakeholder workshop

	<b>Comment</b>	<b>Response</b>
Transport for Victoria	37. The importance of insulating bus access to the Rockbank Station from traffic congestion. The suggested provision of bus head starts, traffic light trigger transponders and in lane bus stops are supported. To ensure buses can realise their potential as a dominant mode for town centre and station access, we request these treatments be considered in all locations where congestion may impact bus performance;	Noted.
	38. <i>TforV</i> requests that bus interchanges proposed for north and south of the Rockbank Railway Station are located to minimise walking distances from stops to station platforms. These pedestrian movements should also be designed to avoid crossing of any roadways;	Noted.
	39. Bus interchanges should provide for 6 bays both north and south to provide for long term bus network requirements;	Liaise with relevant Authorities / Council.
	40. In current plans, at grade car parks provide the main interface between the station and town centre. This reduces the overall amenity of the location, and deters public transport usage;	Liaise with relevant Authorities / Council.
	41. Efforts should be made to stage the release of commercial land such that development located closest to the station precinct occurs first. This will promote patterns of walkability and improved place making from the development's outset;	Noted.
	42. <i>TforV</i> suggests a general review of the location and extent of at-grade car parking provision to ensure positive patterns of sustainable land use can be established early.	Noted.
	43. At grade park and ride facilities, where provided, should be secondary to efficient and safe access by active and public transport modes. Likewise, these facilities should be located on more marginal land, allowing for locations immediately	Noted.

	adjacent to the station to see higher order land uses. In this context, <i>TforV</i> suggests the area adjacent to the future Rockbank Road rail overpass batter may be appropriate;	
	44. Rockbank Road, immediately west of the town centre is envisaged as a future arterial road. Consideration should be given to future proof to ensure road reservation and any required structures to align with this vision;	Noted.
	45. Leakes Road will however be the main arterial connection for initial years as the UDF area is built out. Managing expectations around the future closure of this road and careful community engagement should be identified as a priority in managing this future change;	Noted.
	46. Access between the north and south sides of the station should be supported by all transport modes with an emphasis on effective active transport links. Without regular, sufficient connections severance may be an issue. Consideration should be given in relation to timing of delivery of these connections to enhance early adoption of active transport mode share.	Liaise with relevant Authorities / Council.

**Comments Matrix Part 3:** Comments received from Community Information Session

	<b>Comment</b>	<b>Response</b>
Community	47. Previous community engagement forums have invited community members to attend, however their opinions and concerns are not valued or taken into consideration during the design phase and their views are not represented in the final or draft plans.	Council aims to have a transparent and meaningful community engagement process, where the voices of all community members who wish to engage are heard and are recorded. Consideration will be given to every submission received by Council, and incorporated into the next stages of the project as appropriate.