

A white line art illustration on a dark background. It depicts a railway track with multiple parallel lines receding into the distance. A single tree stands on the left side of the tracks. A signal post with two lights is positioned near the bottom left. The background has a fine, repeating geometric pattern.

**ARTC INLAND
RAIL**

MITCHELL SHIRE

—
PROJECT
REFERENCE
GUIDE

INLAND RAIL IN MITCHELL SHIRE

There are seven sites in Mitchell Shire that require modifications to provide the clearances needed to enable safe passage of double-stacked freight trains. These sites are located in Wandong, Broadford, Tallarook and Seymour. Taller freight trains need 7.1m in vertical clearance and about 4.5m of horizontal clearance to safely run on the track.

WHAT IS INLAND RAIL?

Inland Rail is a fast freight backbone from Melbourne to Brisbane that will transform how we move goods around Australia, with a direct rail transit time of less than 24 hours between these cities. It will better link businesses, farmers and producers to national and global markets and generate new opportunities for industries and regions.

Tottenham to Albury (T2A) is one of 13 projects that complete Inland Rail. T2A is planned along 305km of existing rail corridor from metropolitan Melbourne to the Victoria-NSW border at Albury-Wodonga.

This project will see modifications to existing structures and increased clearances along the rail corridor to provide sufficient height and width to support the safe running of double-stacked freight trains of 1,800 metres in length to be run on the track.

The first stage (north of Beveridge) of the T2A project to be delivered includes modifications to 12 sites along the North East Rail Line from Beveridge to Albury.

WHAT'S HAPPENED IN MITCHELL SHIRE?

Over the past couple of years, our project team has met with landowners, neighbours and the wider Mitchell community to gain feedback on our concept and early reference designs for these enhancement sites.

We are currently refining our designs, including carrying out further ecological surveys, geotechnical investigations and technical studies, as well as considering comments and feedback from Mitchell Shire Council, other stakeholders and the community.

We recently completed a series of information sessions to take local people in Mitchell Shire through our draft Urban Design Framework (UDF) and collect feedback via online surveys. Your feedback will be incorporated into the final UDF, which we will publish on our website and that will support our Planning Scheme Amendment application.

WHAT'S NEXT FOR MITCHELL SHIRE?

There are seven sites that require either track lowering or increased height and width clearances to safely accommodate the double-stacked trains. Planning and environmental approvals are now underway.

We're continuing consultation and engagement with the community and other stakeholders over the coming months. A key part of this process for the first half of 2021 relates to the proposed Planning Scheme Amendment (PSA) for local government areas including Mitchell Shire.

The proposed amendment incorporates site-specific controls via an Incorporated Document. This means the project can progress without the need for additional planning permits, as long as conditions of the Incorporated Document are met to the satisfaction of the Minister for Planning or other relevant authority.

We are requesting the Minister for Planning amend the Planning Scheme for Mitchell Shire. We sent letters, submission forms and information to thousands of households in April to provide property owners, business owners and other stakeholders with an opportunity to submit any feedback on the proposed amendments by **17 May 2021**.

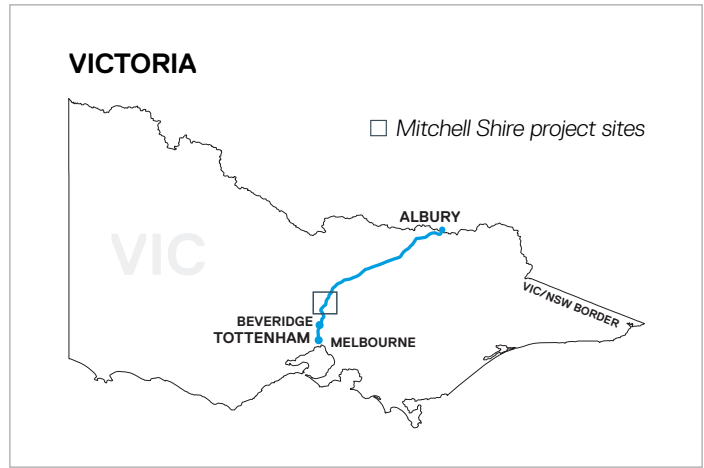


HAVE YOUR SAY ON INLAND RAIL IN MITCHELL SHIRE

We are seeking submissions on our proposed Planning Scheme Amendment application from **19 April to 17 May, 2021**.

Visit inlandrail.artc.com.au/t2a-status to make a submission and find out more. See back cover for more ways to share your views and ideas.





Seymour-Avenel Road Bridge, Seymour

MITCHELL SHIRE PROJECT SITES

VIC

EUROA

SEYMOUR

TALLAROOK

BROADFORD

KILMORE EAST

WANDONG

WALLAN

BEVERIDGE

TOTTENHAM

MELBOURNE

Hume Freeway, Seymour

Seymour-Avenel Road, Seymour

Hume Freeway, Tallarook

Marchbanks Road, Broadford

Hamilton Street, Broadford

Short Street, Broadford

Broadford-Wandong Road, Wandong



LEGEND

- Existing track
- Project sites
- Bridge replacement
- Track lowering
- Track slew
- Signal gantry
- Project boundary
- Town
- Port

MITCHELL SHIRE DESIGN OPTIONS

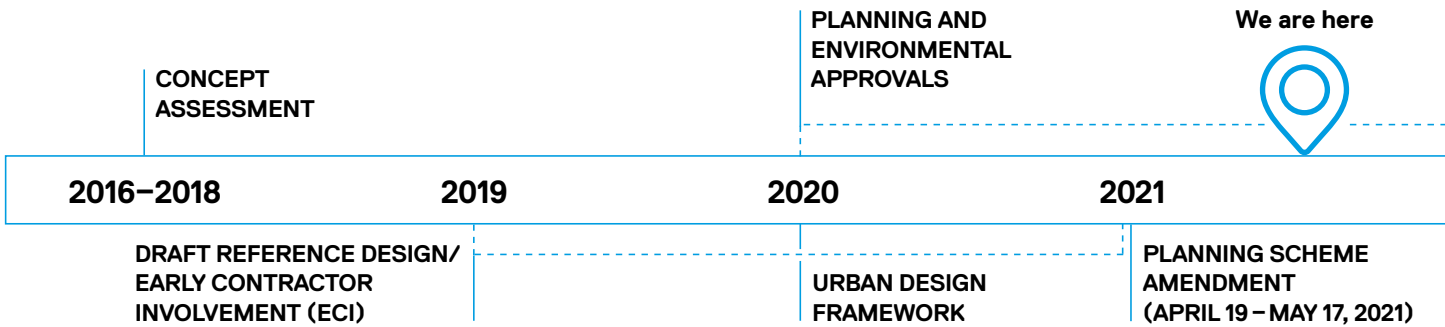
SITE	DESIGN OPTIONS	WHAT YOU'VE TOLD US SO FAR
Broadford-Wandong Road, Wandong	<p>Our proposed solution is to build a new bridge adjacent to the existing structure to the north, which will minimise traffic impacts during construction until a new bridge structure can be integrated into the existing road alignment. A new bridge will improve pedestrian access and town connection with a shared-user path on the south side of the bridge.</p> <p>The intersection at Broadford-Wandong Road and Epping-Kilmore Road will need to be raised to tie into a new higher bridge. However there is still work to be done to determine a suitable solution at this intersection that will improve safety for road users and pedestrians.</p>	<ul style="list-style-type: none"> ▶ improve safety of Rail Street/ Broadford-Wandong Road intersection; supportive of a T-intersection. ▶ desire for better pedestrian connectivity on and surrounding the bridge. ▶ request to respect the key local heritage sites. ▶ maintain existing gardens and Sheoak trees where possible and/or be involved with the reinstatement and landscaping of similar trees and plants.
Hamilton Street, Broadford	<p>Our proposed solution involves replacing the existing bridge with a higher bridge to provide the necessary clearance for double-stacked freight trains and improve safety for motorists. Traffic will continue to flow during construction but more work is required to determine exactly how this will be achieved. A comprehensive Traffic Management Plan will be established, prior to works starting.</p> <p>Key features of our design are:</p> <ul style="list-style-type: none"> ▶ proposed installation of a mountable roundabout at the intersection of Hamilton Street and Ferguson Street to slow traffic coming on and off the new bridge ▶ a shared user path on the south and a footpath on the north of the bridge ▶ creation of a cul-de-sac at the intersection of Ferguson Street North and Hamilton Street ▶ potential realignment of the service road on High Street in front of the car wash and Beckspresso Café to support safer turning movements at the High Street and Hamilton Street intersection. 	<ul style="list-style-type: none"> ▶ safety concerns for pedestrians at the existing Short Street and Hamilton Street bridges. ▶ existing Hamilton Street bridge is too narrow for motorists; community supportive of a wider bridge. ▶ concerns about the proposed increased grade of Hamilton Street bridge. ▶ desire for improvements to High Street/Hamilton Street intersection. <p>We've received positive feedback on our Hamilton Street visualisations, however acknowledge the request to further develop these with the inclusion of actual measurements to show the difference in height between the existing bridge and new bridge.</p>
Short Street, Broadford	<p>Currently, our preferred solution is to lower the track, however we're also considering other viable options including a hybrid of building a new higher bridge and lowering the track, or replacing the bridge. We are continuing to work with the community to achieve a positive outcome while ensuring the new asset can be well maintained for years to come.</p>	<p>ARTC appreciates and acknowledges key concerns raised by members of the community regarding the current bridge, including safety issue of driving sightlines with the current structure and road safety more widely.</p> <p>Should the bridge need replacing, ARTC will work with the local community to address urban design factors noting this is the main thoroughfare into Broadford, and acts as a key welcoming experience to the town.</p>

SITE	DESIGN OPTION	WHAT YOU'VE TOLD US SO FAR
Marchbanks Road, Broadford	<p>Our proposed solution is to replace the existing bridge with a new, higher bridge slightly to the north of the existing structure. The new bridge would be built as close as possible to the existing bridge to minimise the impact on native vegetation. Retaining walls would be installed to support the new bridge.</p> <p>Building a new bridge adjacent to the existing structure will minimise traffic impacts during construction until we tie the new structure into the existing road alignment.</p>	Need to maintain access for neighbouring properties during construction.
Hume Freeway, Tallarook	<p>Our proposed solution is to lower the track by up to two metres under the Hume Freeway at Tallarook to create the space needed for double-stacked freight trains to pass through safely.</p>	Given the location of the bridge, we do not anticipate these works will have a large impact on the wider community, but we will continue to share information as the design progresses.
Seymour-Avenel Road, Seymour	<p>Our proposed solution is to replace Seymour-Avenel Road bridge with a new bridge. Retaining walls would be used, instead of embankments, to minimise vegetation loss and any impacts on adjacent landowners.</p> <p>While building a replacement bridge at the same location will reduce environmental and community impacts, it will require some temporary road closures to support construction. We will work with the community and other stakeholders to identify travel options that will minimise traffic disruptions.</p>	Our conversations have mainly focused on understanding any road closure times and detour routes with local residents.
Hume Freeway, Seymour	<p>Our proposed solution is to lower the track under the Hume Freeway at Seymour to create the space needed for taller double-stacked freight trains to pass through safely. We are planning to lower the track by up to two metres at the lowest point under the bridge. Lowering works will be done on the approach to the bridge to provide a gradual decline.</p>	Given the location of the bridge, we do not anticipate these works will have a large impact on the wider community, but we will continue to share information as the design progresses.



Visualisation to show proposed height only of the new bridge in Hamilton Street, Broadford

STEPS TO DELIVER INLAND RAIL IN MITCHELL SHIRE



Developing Inland Rail in consultation with communities

CONCEPT ASSESSMENT (2016–2018)

Identify and assess project objectives, outcomes, benefits and route options.

Document technical issues, regulatory requirements, estimated costs, timings and potential risks and opportunities.

CONSULTATION AND OPTIONS ANALYSIS (2018–)

Consultation with Council and communities to inform design principles.

DRAFT REFERENCE DESIGN/ EARLY CONTRACTOR INVOLVEMENT (ECI) (2019–2021)

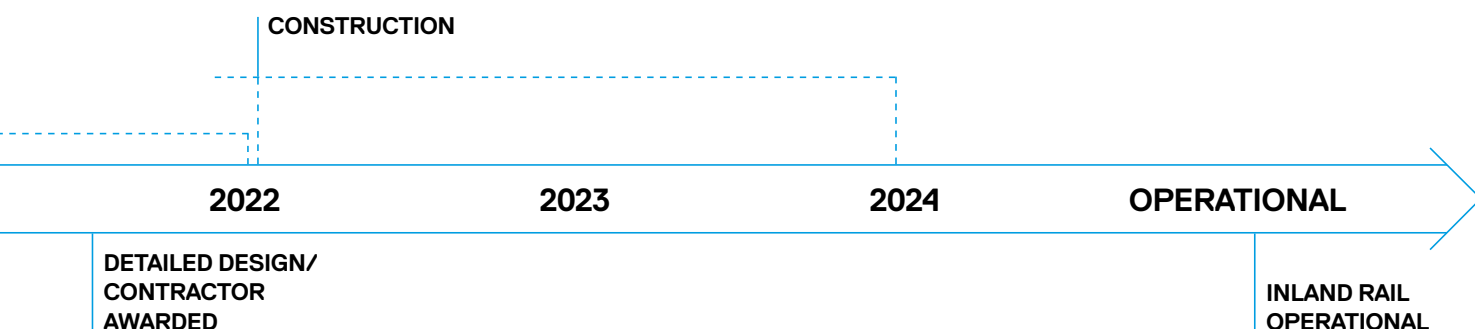
Produce draft reference design to be provided for community discussion, feedback, and refinement.

Engage ECI contractor before designs are finalised to review plans and suggest any revisions needed to deliver the project.



HAVE YOUR SAY

This ECI process will produce reference designs for each site which will be presented to the community throughout 2021. This will be presented with visualisations to help further understand the concepts.



PLANNING AND ENVIRONMENTAL APPROVALS (2020–2022)

Undertake site investigations and specialist studies to understand environmental features, technical challenges, progress State and Federal planning and environment approvals.

URBAN DESIGN FRAMEWORK/ PLANNING SCHEME AMENDMENT (2020–2021)

Comprehensive design and consultation process that brings together the way the infrastructure needs to function with how it looks, feels and works for locals.

Ensure the project design is well-integrated and responds to community ideas.

We're currently focused on the proposed Planning Scheme Amendment, which incorporates site-specific controls via an Incorporated Document.

HAVE YOUR SAY

The Mitchell Shire community, council and other stakeholders can comment the proposed Planning Scheme Amendment from **April 19 to May 17, 2021**

ARTC is also available on a regular basis at local pop-up sites to discuss in more detail. Find out more information by visiting **inlandrail.com.au/events** and search for Tottenham to Albury.

DETAILED DESIGN/ CONTRACTOR AWARDED (2021–2022)

Produce detailed design to be provided for further community discussion, feedback, and refinement.

Detailed design prepared by construction contractor to define specifics like car parking location, lighting, walkway locations and landscaping.

HAVE YOUR SAY

The detailed designs will be presented to the public for consultation. We will work closely with the community and stakeholders throughout the ECI and D&C process to ensure community feedback is incorporated into the final designs wherever possible.

MEET THE STAKEHOLDER TEAM



DAVID DONELLY – STAKEHOLDER ENGAGEMENT LEAD

Originally from Ballarat, David leads stakeholder engagement for the Mitchell, Strathbogie and Wodonga regions for Inland Rail in Victoria. David has worked with ARTC for four years now. His previous role was Community Relations Manager for the Interstate and Hunter Valley rail networks, so he has a strong understanding of the community issues and concerns experienced around railways through his management of the Enviroline support centre.

David has also worked in the sustainability and Indigenous engagement lead roles at Coles, Target and Energy Australia.



HAMISH PINK – STAKEHOLDER ENGAGEMENT ADVISOR

Hamish is a Mitchell Shire local, who grew up and settled in Seymour. He's very familiar with communities across Mitchell Shire that Inland Rail will pass through.

Hamish is dedicated to providing timely project information to stakeholders and community members, maintaining a two-way dialogue to ensure stakeholder and community views, feedback or concerns are heard and considered by the project team throughout the project. He has come from community engagement in the telecommunications industry and is really enjoying the change to rail.

COMMUNITY INVOLVEMENT – WE ARE LISTENING

DIGITAL ENGAGEMENT

We are committed to working with Mitchell Shire communities to progress our planning. This engagement is vital to the success of Inland Rail and we welcome your participation.

During the COVID-19 pandemic, the project needed to find new ways of interacting with communities across Mitchell Shire and the North East. So, we have launched several digital tools for you to find out the latest information about each project site while getting in touch with us in a range of ways.

- ▶ The interactive map on our website has information points and visuals about each of the 12 project sites along the North East Rail Line including Wandong, Broadford, Tallarook and Seymour.
- ▶ Check out the latest news on each project area where we'll publish updates on Inland Rail initiatives and project milestones.
- ▶ We've launched a new website across all Inland Rail projects. Alongside this, we're adding even more digital tools including video conferencing, visualisations and surveys.

FACE-TO-FACE ENGAGEMENT

We welcome your feedback and invite you to contact our Stakeholder Engagement Team at any time to have a discussion about the project.

ARTC will also be regularly working from Wandong, Broadford and Avenel and encourage you to drop in to speak to the stakeholder team about any questions or comments. We'll host the pop-ups in line with COVID-19 restrictions.

Visit inlandrail.artc.com.au/events for more information.

COUNCIL REQUIREMENTS

ARTC acknowledges the contribution and requirements provided by Mitchell Shire Council. These requirements relate to town structure plans, traffic movement, road speeds, urban design, amenity/health and wellbeing.

ARTC thanks the council for their contribution and these requirements have been included in the Early Contractor Involvement (ECI) project scope to be integrated into our reference designs.

WHAT'S NEXT?

We'll continue to meet with landowners and the wider community to discuss our design progress, study findings and gather feedback. Further engineering and structural assessments, including geotechnical investigations and surveys of utility conditions, will be completed to further inform our designs.

As we move towards detailed design for each site, we are keen to hear your thoughts and ideas.



RDA Seymour received an Inland Rail Community Sponsorship to purchase a new tow-and-collect machine (pictured)

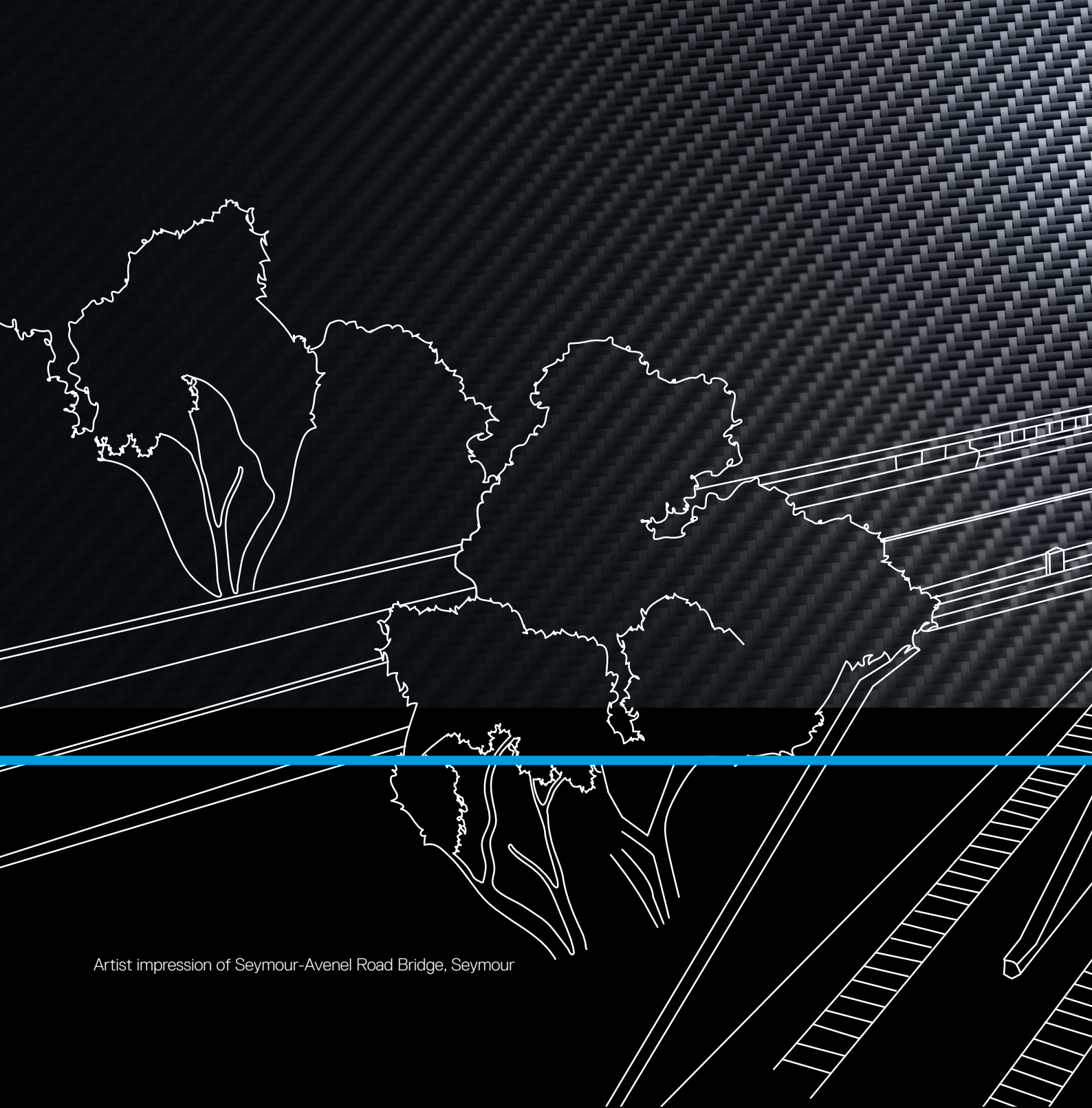
LEARN MORE

The Tottenham to Albury website is a comprehensive resource where we publish regular project updates, documents such as fact sheets and working group minutes, and is where you will find the interactive map.

Check out some recently updated fact sheets:

- inlandrail.artc.com.au/managing-noise-and-vibration-fact-sheet
- inlandrail.artc.com.au/urban-design
- inlandrail.artc.com.au/flora-fauna-vic
- inlandrail.artc.com.au/aboriginal-cultural-heritage-vic
- inlandrail.artc.com.au/vic-land-access
- inlandrail.artc.com.au/planning-scheme-amendment

For more information on the latest approvals processes for the project, visit inlandrail.artc.com.au/t2a-status



Artist impression of Seymour-Avenel Road Bridge, Seymour

WANT TO KNOW MORE?

ARTC is committed to working with communities and landowners, state and local government as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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🌐 **inlandrail.artc.com.au/t2a**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.