



Consultation Addendum

Euroa Options



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DOCUMENT OWNER	Justene Cowie – Manager Stakeholder Engagement and Communications
PREPARED BY	Samantha Smith - Stakeholder Engagement Lead
REVIEWED BY	Marisa Feher / Wayne Window - Environment Manager Nicola Mitchell – Manager - Stakeholder Engagement Program Operations & IR Strategic Interface (act) Fatemeh Rashidifar - Environment Advisor Planning (Vic) Clayton Utz – Legal Review
QUALITY REVIEW	Leigh Coman - Program Quality Lead
ENDORSED BY	N/A

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Approved by

	NAME	TITLE	DATE	SIGNATURE
DOCUMENT APPROVER	Susan Hawkins	Acting Director Communications and Stakeholder Relations	Feb 2, 2022	

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Glossary

Specific terms and acronyms used throughout this strategy are listed and described in the table below.

TERM	ACRONYM	DEFINITION
Member of Parliament	MP	An elected member of parliament who is the representative of the people who live in their constituency
Australian Rail Track Corporation	ARTC	
Department of Transport	DoT	

1 Background

1.1 Understand context

The first stage of community and stakeholder engagement in Euroa commenced in late 2018 and included meetings with Strathbogie Shire Council (Council) and a series of community conversations including pop ups at farmers markets and at the train station.

In 2019, community group, DESIGN Euroa (now Euroa Connect) approached the Council to request the formation of an independently chaired community representative working group to consider the design solutions for the Inland Rail Project in Euroa.

The Euroa Working Group (Working Group) consisting of an independent Chairperson, community members (publicly advertised, and appointments made based on a formal selection process), representatives of community groups, representatives of Council and ARTC, formed in June 2019 and as part of the Working Group, a “Creating Civic Presence” document was developed outlining the community’s high-level aspirations and desired approach to achieve a reimagined station precinct. Strathbogie Council also provided input to this document.

In 2019, the Working Group met six times with minutes published via the ARTC website.

Throughout the course of the Working Group, several options were discussed and considered, including a bridge, vehicle underpass and level crossing. ARTC provided detailed presentations to the Working Group and Council that included technical requirements for any proposed solution in Euroa. During this period, it was agreed that the scope of any solution in Euroa should include a precinct approach rather than being centred on solutions for the Anderson Street rail crossing. It was agreed that plans should take into consideration a track realignment for the current XPT line to enable connectivity of rail precinct to Binney Street.

Between late 2019 and early 2020, ARTC confirmed through advertising that after working through options with the Working Group, a bridge replacement option was being progressed for Anderson Street, Euroa.

According to the former Chair and members of the Working Group, the meetings were characterised by robust discussions and a level of division in the desired outcomes for Euroa. Councillors Alistair Thomson and Mick Williams were active members of the Working Group and were in support of the bridge option for Euroa.

In November 2020, a new Council was elected. A draft Urban Design Framework was prepared between October 2020 and February 2021 to document the objectives and characteristics of the locations of the urban sites that Inland Rail will affect. The Urban Design Framework guides the design and delivery of the project to achieve high-quality and context-responsive outcomes. Community sessions consulting on Urban Design Framework objectives occurred in Benalla, Euroa, Wangaratta, Glenrowan, Broadford and Wandong in March 2021. Council officers were included in the project Urban Design Framework development process to provide advice on the preferred design outcomes for the Project.

With the easing of restrictions due to the COVID pandemic, ARTC recommenced regular community consultation sessions and established a pop-up presence in Binney Street Euroa from November 2020.

During this time, over 200 conversations have been held. Records indicate that much of the community remains undecided to their preferred option (77%), with some citing the need to see more detailed information/drawings or stating they are not concerned either way, 12% are supportive of the bridge option proposed by ARTC and 11% are against the bridge and have indicated they are supportive of the DESIGN Euroa underpass proposal.

Between late 2020 and early 2021, group members from Design Euroa formed a new entity – Euroa Connect to progress alternative concepts to the bridge solution proposed by ARTC. They have raised several concerns in terms of the process to date. These have included:

- The community must be involved in the solution for Anderson Street in Euroa.
- That the township is not divided by a railway. It is divided by the bridge, and the railway line at the XPT line and bridge have divided the township

- Concerns that ARTC have a 'pre-determined' outcome in mind for Euroa.

Euroa Connect have forwarded solutions involving a level crossing or vehicle underpass as alternatives to a bridge at this location.

Throughout the course of the 2020 Council election and since the formation of the new Council members of Euroa Connect have been active in lobbying at local, state and federal level against the bridge option, gaining the attention of media agencies and local MPs (Helen Haines and Steph Ryan).

In response ARTC included a vehicle underpass as an alternative option in the planning documentation for the project that was subject to community consultation. The difference between this proposal and the DESIGN Euroa proposal is that there is no deck over the underpass. To achieve the decking as proposed by Design Euroa, the underpass would need to be further extended along the adjacent streets to satisfy the vertical clearance required for larger vehicles. This would push the structure further into the residential area. The use and development of the project requires planning approval under the *Planning and Environment Act 1987* (P&E Act).

The Euroa Working Group was formally drawn to a close in Q1 2021 and ARTC formed the Euroa Stakeholder Group in partnership with DOT and Council to progress the development of both overpass and underpass functional design options in Euroa. ARTC has made a commitment to continue engaging with the community on these options for the Inland Rail in Euroa, specifically:

- A bridge replacement at Anderson Street.
- A vehicle underpass at Anderson Street.

Both design options will also include a track realignment, construction of a new platform and upgraded pedestrian access to meet DDA compliance.

2 Purpose/scope

The purpose of this report is to document the consultation that ARTC has recently undertaken in respect of the project design options for Anderson St, Euroa enhancement site, to inform the Minister for Planning's consideration of the proposed Planning Scheme Amendment for the project.

In response to community feedback, ARTC has undertaken further consultation on a 'vehicle underpass' option and a 'vehicle overpass / bridge replacement' option. At this stage, ARTC has not selected a preferred design option.

The scope of the engagement and consultation outlined in this report is summarised below:

- Explore a vehicle underpass option and a vehicle overpass option at Anderson Street and consult with the Euroa community and stakeholders on its potential suitability and functionality.
- Invite community participation in providing feedback on two potential options for Euroa, including a bridge replacement or vehicle underpass, and use this feedback to assist with the development of a design in line with community expectations.
- Involve a diverse cross section of community and stakeholders on aspects of the project's design.
- Strengthen relationships and build trust with Council, Department of Transport (DoT), local community stakeholders and residents directly and indirectly impacted by the construction and long-term operation of the Euroa Station Precinct.
- Capture sentiment towards ARTC's engagement methods to support future planning.

For the purpose of this engagement, the audience is defined as follows:

- Community – includes individuals, and groups of people, stakeholders, interest groups and citizen groups within the place of Euroa
- Stakeholders – includes individuals, a group of individuals, organisations, or a political entity with a specific interest in the project.

3 Engagement overview and methodology

ARTC’s engagement approach is informed by the International Association of Public Participation’s (IAP2) Public Participation Spectrum.

Given the purpose/scope of the engagement, the engagement was targeted at community members and community groups at the consult level on the IAP2 Public Participation Spectrum.

CONSULT	
Goal	To obtain stakeholder feedback on options, key features and/or decisions.
Promise to stakeholders	ARTC will keep you informed, listen to, acknowledge concerns, and provide feedback on how stakeholder input influenced the decision.

Community engagement commenced on 20 September 2021. Due to the uncertainty of Covid-19 restrictions, the engagement strategy focussed on digital and remote methods that supported a broad cross-section of the community to take part in consultation, generate discussion and maximise feedback.

Visualisations of the draft designs for the two options were shared with the community members online, via social media, in the Euroa shop window, through an advertising campaign in the Euroa Gazette and via a mail-out to every property in the Euroa postcode. Community members could provide feedback on the design options online through our interactive map, via completing a survey and returning with the reply paid envelope included in the mail out or calling and speaking directly to the project team.

Throughout the engagement campaign the community was kept up to date with additional material via the advertising campaign in the Euroa Gazette, enabling ARTC to respond to frequently raised questions and provide feedback on what was heard.

A summary of the engagement methodology is provided in Figure 1 Engagement methodology summary below and details of the communication and engagement tools is provided in section 3.2 below.

Figure 1 Engagement methodology summary

Have your say: Draft designs for Euroa

We're continuing to work with the community to determine the best outcomes for both community and the Inland Rail project in Euroa. Community feedback has helped ARTC develop draft designs for two options that allow for double-stacked freight trains to pass safely through Euroa. To ensure community views are heard and fully understood we're looking for your feedback.

The options are:

- Replacing the current Anderson Street bridge with a higher, open-span bridge
- Building an oversized vehicle underpass

We will be in Euroa sharing these designs and listening to your views in person if we can. However, to comply with restrictions and keep everyone safe we wanted to let you know how we're going to ensure everyone has an opportunity to have their say whilst staying COVID safe.

How can I see the draft designs?
Over the coming weeks visit our interactive project map inlandrail.com.au/euroa-map-marker and keep an eye out in your letter box, in the Euroa Gazette, on social media or in our new shop at 71 Railway Street, Euroa.

What feedback are you seeking?
We want to hear your views on the draft designs to help us:

- Identify the pros and the cons of each option
- understand why you may prefer one option over the other
- facilitate the generation of possible ideas relating to either option

How can I share my views?
Visit our interactive project map inlandrail.com.au/euroa-map-marker from **22 September 2021** for all the details on how to:

- book a time to speak to our project engineers and other subject matter experts to share views or have any questions answered
- return feedback forms online or via mail
- post comments on our interactive project map
- call **1800 732 761** or email victoriaprojects@artc.com.au

What to expect from us over the coming weeks:

- First** Council and community group briefings
- Next** Talking with landowners closest to the project site
- Then**
 - Designs online inlandrail.com.au/euroa-map-marker
 - Designs displayed in our shop
 - Mailouts with draft design drawings and reply-paid feedback forms
 - Newspaper and radio adverts
 - Group and 1:1 online meetings
- Sharing what we've heard**
 - Feedback in the Euroa Gazette about what we've been hearing, how it will be used and what the next steps are

3.1 Assessment methodology

Feedback from the community and stakeholders was received in several formats:

- Online via the interactive map.
- Online and hard copy surveys.
- Phone or online meetings.
- Email. All emailed feedback was recorded in a spreadsheet and responded to with a request to complete the online survey.

The matters raised were captured for each piece of feedback and were sorted, along with survey feedback, into the following key areas:

- visual appeal/impact
- access and connectivity (across town and to Euroa station)
- environmental and landscaping opportunity/impact
- safety
- functionality
- heritage
- placemaking opportunity/impact
- economic opportunity/impact
- construction impacts
- cost.

3.2 Communication and engagement tools

ARTC developed an integrated communications and engagement campaign that aimed to inform the Euroa community that residents had a range of opportunities to have their say on the design options.

COVID-19 restrictions removed options to engage face to face with the community. An integrated communications approach ensured remote engagement offered as many feedback avenues as possible.

ARTC employed an integrated media mix across newspapers, radio, social media, website, social pinpoint, posters, phone, email, online meetings, MP briefings, letterbox drop (of residents within 250m of the project site) and a bulk mail-out to all of Euroa, in an effort to use as many communications channels as possible to share information about the design options, continue discussions and gather feedback.

ARTC has built our capacity to effectively engage via the interactive map and website, over the phone, in shop windows and via reply-paid post to share designs and discuss them with communities.

3.3 Online meetings/key stakeholder and Member of Parliament briefings

Online meetings were held with key stakeholder groups and Member of Parliaments to brief them on the following agenda. Where appropriate the Department of Transport also attended these briefings and responded directly to matters raised pertaining to them. A copy of the presentation provided at these meetings is attached in Appendix D:

- Update and process to develop options.
- Design visualisations.
- Engagement Plan.
- Next steps.
- Q&A.

Euroa Connect requested a subsequent briefing and covered the following agenda. A copy of the presentation provided at this briefing is attached in Appendix D:

- Overview of the engagement to date.
- How ARTC will use the community feedback.
- Additional visualisations.
- Movement studies.
- Sound, vibration, and lighting.
- Throw screens.

3.4 Direct email and phone communication

Community members were able to share their views by calling or emailing the project. Emails and calls were collated on a spreadsheet, responded to daily and recorded in Consultation Manager.

In addition to recording in the spreadsheet and Consultation Manager, all emails were provided a response encouraging the author to submit their views via the online feedback form.

Example email of a response where a caller / emailer expressed a preference for the underpass option

Thank you for your email, we appreciate you taking the time to share your thoughts with us. Your preference of an underpass in Euroa has been recorded.

I also invite you to complete our Euroa designs feedback form to understand more about your views as this information will help us develop and refine designs going forward. The form is available on our interactive map, located on the left-hand-side menu.

3.5 Social pinpoint

Community members wishing to share their views were provided the opportunity to drop a comment on the online interactive social pin map or participate in on an online discussion board.

3.6 Feedback forms/online surveys

Feedback forms and online surveys were used to survey the community to seek community views on each option, along with:

- What design elements were most important.
- What they thought about the draft designs for both the underpass and the over pass options.
- What are the most favourable aspects of the draft designs for both the underpass and overpass option.
- What concerns they have regarding for both the underpass and overpass option.

3.7 News media

ARTC sent a media alert to a range of media outlets, specifically targeting the Euroa Gazette, Border Mail, ABC Goulburn Murray and WIN News Shepparton mid-September 2021, prior to content going live Wednesday 22 September 2021.

Subsequent media inquiries and government representatives generated further media coverage about the draft design consultation period.

From 15 September to 29 October, there were 68 media stories and/or mentions in media about Euroa's draft design options and consultation.

In particular, all four target outlets published stories, which included quotes and interviews with Victoria and South Australia Projects General Manager for ARTC Ed Walker. Stories focused on community opportunities to provide feedback on the draft designs.

Media articles are collated in Appendix C.

3.8 Web and social media

ARTC anchored all of our advertising and communications back to the Social Pinpoint interactive map information point for Euroa, which included key information, visualisations, link to the online survey, link to the ideas wall and link to the Anderson Street Euroa Frequently Asked Questions.

This ensured community members could get all the information they needed and provide feedback, comments and discuss with other locals in the one area.

The Euroa project section on the website was also updated with key information, images, video, and linked to the interactive map information point.

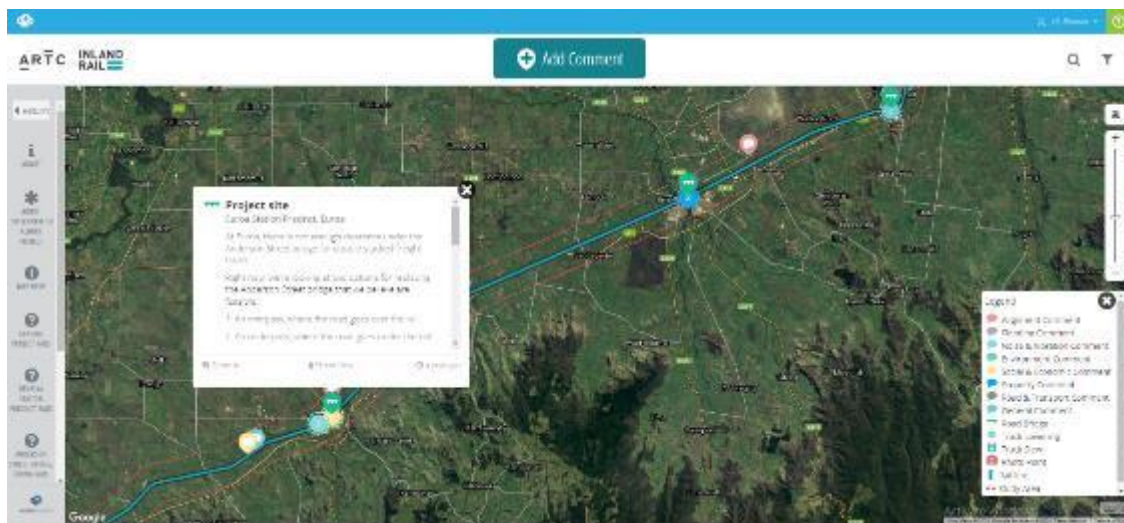
ARTC used Facebook and LinkedIn to promote content including the video and a paid story, directing people to the map information point and encouraging feedback via the online survey.

ARTC also distributed two eNews publications to around 6500 recipients, further promoting the video, interactive map and survey.

From 22 September to 28 October 2021, key online statistics included:

- The interactive map generated 8134 visits from 22 September to 28 October 2021. 77 comments were dropped on the map and 80 Euroa surveys submitted. Comparatively, from August 22 to September 21, there were just 644 visits and 0 comments.
- Facebook advertisement promoting the Euroa draft design video from 22 September - 6 October 2021 reached 5,142 users with demographics made up of 57.8% men 42.2% women, 4462 plays of the video in full, 18 link clicks, 10 post comments, 7 post reactions 4 post shares, and 3 post saves

- Facebook advertisement promoting the paid story reached 4,982 users from 11-22 October 2021. Demographics included 41.8% women and 58.2% men who were located within 40km of Euroa. There were 262 engagements including 47 link clicks, 25 post reactions, two post shares, one post comment, and one post save.
- LinkedIn post promoting Euroa video organically received 7,634 impressions, 84 reactions, 1 share, and 164 clicks. This is a click through rate of 2.15% and an engagement rate of 3.26%. The ad reached 6,550 and received 16,534 impressions and 21 clicks. This is a click through rate of 0.13% and an engagement rate of 0.13%.
- The eNews sent via Vision 6 on Monday, 11 October 2021, which included the Euroa visualisation, interactive map links, and a web version of the paid story content, was sent to 6847 recipients. 42.97% opened the content and 21.41% clicked through to linked content. This compares to a construction industry average rate of 21% and click-through rate of 2.26% (source: <https://mailchimp.com/resources/email-marketing-benchmarks/>).



The Social Pinpoint interactive map was used as an ‘information and engagement online hub’ to ensure community members had easy access to all online resources.

3.9 Advertising

ARTC employed a mix of newspaper, radio, shop front window, letter-box drops, bulk mail-outs and social media advertising to promote the designs and opportunities for community feedback.

- Newspaper advertising was placed in the Euroa Gazette and included a mix of half-page public announcements and paid stories with images (see examples below). All adverts included QR codes where people had an opportunity to scan and be taken to out interactive map to complete online surveys. The Euroa Gazette has an average readership of 1700.
- Radio advertising aired in the form of 10 ‘live reads’ by announcers on Triple M Goulburn Valley and HIT FM Goulburn Valley. HIT FM Goulburn Valley has a listener reach of 30,000+ and Triple M Goulburn Valley has a listener reach of 11,000+.
- ARTC created a series of posters featuring the two design options and details on how to have your say during lockdown, which ARTC displayed in the shop front windows at 71 Railway Street, Euroa, Strathbogie Council, Euroa Library and Euroa Station. Posters included QR codes where people had an opportunity to scan and be taken to out interactive map to complete online surveys.
- ARTC utilised boosting and geotargeting for posts on Facebook and LinkedIn to share draft designs to as many Euroa locals as possible.
- ARTC created a flyer to hand-deliver to near-by residents in Euroa, encouraging them to contact us to discuss designs, to accommodate for shop closures during lockdown restrictions.
- ARTC arranged a bulk mail-out from 11 October to 2500 households across Euroa, which included a letter, Euroa COVID-safe plan on a page, the double-page paid story, a hard-copy survey and reply-paid

envelope to ensure those who prefer to provide feedback via post could do so. ARTC received 254 hard-copy Euroa surveys via the reply-paid envelopes.

Advertising provided below with further examples in Appendix A

Content of the bulk mail out is in Appendix B.



Example of newspaper public announcement



Example of newspaper paid story



Example of shop front poster



Flyer for letter-box drop

3.10 Key stakeholders

ARTC consulted with nearby landowners and occupiers, directly affected landowners, Council, Department of Transport, key community groups and Members of Parliament about the Project, as outlined in Table 1 below.

Table 1 Key stakeholders

KEY STAKEHOLDER	ENGAGEMENT ACTIVITY
Members of Parliament	
<p>Tim Quilty MP – Member for Northern Victoria (state)</p> <p>Dr Helen Haines MP – Federal Member for Indi</p> <p>The Hon. Wendy Lovell – Member for Northern Victoria (state)</p> <p>Senator the Hon. Jane Hume – Senator for Victoria (Minister Hume did not attend, the briefing was to electorate officers only)</p> <p>Steph Ryan MP – Member for Euroa (state)</p>	<p>Online briefing 27 and 28 September 2021</p>
State agencies	
<p>Department of Transport</p>	<p>Member of the Euroa Stakeholder Group – informed engagement process</p> <ul style="list-style-type: none"> 8/09/2021: briefed prior to engagement commencing 13/10/2021: briefed mid-engagement a subsequent briefing is planned at conclusion of engagement (08/12/2021).
Local Government	
<p>Strathbogie Council</p>	<p>Member of the Euroa Stakeholder Group - informed engagement process</p> <ul style="list-style-type: none"> 8/09/2021: briefed prior to engagement commencing 13/10/2021: briefed mid-engagement a subsequent briefing is planned at conclusion of engagement (08/12/2021). <p>Online meeting/briefing targeting all Councillors (12/10/2021)</p> <p>Met with Youth Engagement Officer to brief and facilitate dissemination of engagement materials to young people in Euroa (20/09/2021)</p>
Community groups	
<p>Euroa Connect</p>	<p>Online meeting/briefing x2 (21/09/2021 & 25/09/2021)</p>
<p>St John's Primary School Euroa</p>	<p>Online meeting/briefing (08/10/2021)</p>
<p>Euroa Secondary College</p> <p>Euroa Mens Shed</p> <p>Euroa – Goodstart Early Learning</p> <p>Euroa Primary School</p> <p>Euroa Kindergarten</p> <p>Euroa Medical Family Practice</p> <p>Euroa Health</p> <p>Euroa -The Old Colonists Association of Victoria (Aged Care)</p> <p>Euroa Lawn Tennis Club</p>	<p>Direct email providing information and invite to participate in the consultation process</p> <p>Sample of email:</p> <p><i>Dear....</i></p> <p><i>Just a quick note to provide you with an update in Inland Rail in Euroa.</i></p> <p><i>As you may already be aware, In Euroa there is not enough clearance under the Anderson Street bridge for double stacked freight trains.</i></p> <p><i>A range of feedback has helped ARTC develop two draft design options, a bridge or vehicle underpass, to replace the Anderson Street bridge and support the delivery of Inland Rail in Euroa.</i></p>

KEY STAKEHOLDER	ENGAGEMENT ACTIVITY
Euroa Football & Netball Club Euroa Golf Club Euroa Bowls Club Euroa Cricket Club Euroa Rotary Club Euroa Arboretum Euroa Nomad Art Gallery Euroa Lions Club Euroa CFA Euroa SES Victoria Police – Euroa Station Ambulance Victoria – Hume Region	<p><i>I am pleased to let you know that the draft design option visualisations are now live and available for viewing.</i></p> <ul style="list-style-type: none"> • <i>Our shop front at 71 Railway Street, Euroa has the visualisations in the window as well as a TV playing the animation</i> • <i>The interactive map at www.inlandrail.com.au/euroa-map-marker</i> • <i>Our website at www.inlandrail.artc.com.au/where-we-go/projects/tottenham-to-albury/regions/north-east-victoria/</i> • <i>Social media at https://fb.watch/8l1nNBiAqA/</i> • <i>YouTube at https://www.youtube.com/watch?v=pnBbS1p3JEI</i> <p><i>We encourage you to share this information with your community to provide feedback on the two options, whether it be by the survey link, the interactive map or by the hard-copy survey that will be sent by mail to the entire Euroa postcode.</i></p> <p><i>Further feedback or information can also be provided online or via booking a time with us – call 1800 732 761 or email victorianprojects@artc.com.au</i></p>
Businesses and residents	
Euroa Chamber of Business and Commerce	Online meeting/briefing (27/09/2021)
Nearby residents and businesses within 250m of the Project Land	Immediately prior to commencing engagement on 20 and 21 September, 2021 ~300 residents and businesses within ~250m of the project area were letter box dropped with a document containing links to the online survey and visualisations.
Euroa postcode mailout	On the 7/10/2021 all listed mail addresses for the Euroa postcode, 3666, (~2500 properties) were sent a letter introducing the project design options and purpose of the engagement, reply-paid envelope and the double-page advertorial containing details of the options and how to find out more information online with links and QR codes.

3.11 Strathbogie Council

Council participated in the engagement via the Euroa Stakeholder Group as well as a briefing for Councillors. Council did not submit feedback on either design option, rather they focussed on ensuring the community had the information and opportunity to participate in the engagement.

3.12 Department of Transport

Department of Transport (DoT) is a key stakeholder and facilitates the representation of Anderson St bridge asset owner. From May 2021 to September 2021, regular meetings between ARTC and DoT were undertaken on an almost fortnightly basis to understand DoT's requirements and develop design and visualisation for the 2 design options proposed in Euroa. On the proposed 2 options, an initial Multi Criteria assessment (MCA) process was also undertaken in coordination with DoT during this period. The key objectives of the initial MCA process has been:

- To ascertain the viability &/or feasibility of the two design options for the Anderson St, Euroa site.
- To enable ongoing community consultation.
- To provide feedback and advise key stakeholders.
- To identify areas for further investigation.

A final MCA process is scheduled to be undertaken in Q1 2022, with the community feedback received on the proposed visualisations. Both design options have been found to be viable as per the initial MCA.

4 Summary of feedback

4.1 Online meetings

Three stakeholder groups were briefed on via an online meetings:

- EuroaConnect: 21/09/2021 and 25/10/2021
- Euroa Chamber of Business and Commerce: 27/09/2021
- St John's Primary School Board: 08/10/2021

Matters raised in these online meetings are outlined below. Feedback from briefings with Members of Parliament is described separately in section 4.2 below.

Table 1 Common matters raised in online meetings

MATTER RAISED	ARTC RESPONSE
Process for determining posted speed limit	Referred to Department of Transport for response
Advocating for electronic speed limit signs at school	Referred to Department of Transport for response
Traffic impacts during construction	Both design options will require road closures and road diversions
Tie-in points/length of new overpass /underpass	Additional visualisations provided There is minimal difference in length between the existing overpass and the two design options being considered. The existing overpass is 360 metres compared to 380 metres of a new overpass/underpass.
Impact on local roads	For both design options, there will be implications for turning vehicles at Nelson Street and in the current draft designs the southern connection from Elliot Street to Scott Street will be discontinued and converted to a cul de sac. For the overpass option a direct link between Railway Street and Hinton Street will be introduced. This cannot be provided in the underpass option. The current configuration with side street access from Railway Street into Hinton Street will be maintained in this option. For the overpass option, where a direct link between Railway Street and Hinton Street is provided under the bridge, there will be a height restriction of 4.6 meters.
Height and depth, gradient	Based on our initial concept designs, the road level for the overpass is ~8.5m above rail level and the underpass is ~8m below rail level. For the overpass, the 8.5m includes allowance for 7.1m clearance for double stack freight and the bridge beam/road thickness (~1.4m) For the underpass, the 8m includes allowance for 5.9m vehicle clearance and 2.1m allowance for rail track, rail bridge depth, lighting etc.

MATTER RAISED	ARTC RESPONSE
	Whilst the underpass is somewhat shallower in comparison to rail level, the lead in ramps to the underpass need to be raised above ground level >0.5m prior to beginning the decent into the underpass. This is to reduce the amount of water that would enter the underpass in a flood event and effectively pushes the tie-in point back. The visual of this can be observed in either the model provided or the tie-in point imagery previously provided.
Additional views	Additional visualisations provided
Maintenance	Maintenance of the works will be undertaken by a number of organisations, such as ARTC, V/Line, Department of Transport and Council, each according to well established management principles. Maintenance costs will be taken into consideration when analysing the options. The underpass has more complex maintenance requirements.

4.2 Member of Parliament briefings

At a high level, the focus of all briefings was to provide an update on the design options for Euroa, with a general update on the status of the whole project. The information presented was fairly similar across all briefings. Below outlines a list of questions, concerns and follow ups shared.

Table 2 Summary of MP briefings

MP	DATE	SUMMARY
Tim Quilty MP – Member for Northern Victoria (state)	27/09/2021	First time briefing Mr Quilty's office A great opportunity to provide a general project update
Dr Helen Haines MP – Federal Member for Indi	28/09/2021	Dr Haines was pleased with the extensive consultation plan and has since shared links to the survey and the designs via her website, social media and e-newsletter. An updated page on her website was also set up following the briefing: https://www.helenhaines.org/issues/inland-rail Re feedback forms: Dr Haines expects full transparency and questioned if ARTC will make the raw data available for viewing, which was encouraged. ARTC expressed that ARTC will share key themes from the feedback received across all channels with the community. ARTC discussed how decisions are made on the designs and what weighting is given to community views Euroa: Dr Haines is pleased to note that flooding is not a deal breaker
The Hon. Wendy Lovell – Member for Northern Victoria (state)	28/09/2021	First time briefing Ms Lovell's office Ms Lovell asked what chance is there for community to influence decision and ARTC expressed that all options on the table are feasible, can be built and this is genuine consultation

MP	DATE	SUMMARY
		<p>Euroa: concern re flood history, can an underpass withstand flood? ARTC discussed how we're managing these risks</p> <p>The office expressed how positive it is to see the team's dedication to public consultation</p>
The Hon. Jane Hume – Senator for Victoria (Minister Hume did not attend, the briefing was to electorate officers only)	28/09/2021	<p>Questions related to VLocity trains – ARTC directed the team to DoT</p> <p>Euroa: the team queried flood risk, as well as our plans for alternative emergency crossings if the road floods</p> <p>Euroa and Benalla: discussion related to the feasibility and can ARTC pay for all of the proposals – ARTC expressed that all designs are feasible and can be built</p> <p>General consultation: the team asked how ARTC were ensuring a wide range of stakeholder views were heard to include businesses and community groups</p>
Steph Ryan MP – Member for Euroa (state)		<p>Ms Ryan commended the team on the great effort put in to providing multiple design options</p> <p>Euroa: ARTC expressed that to date, it appears the underpass is the preferred option though main concerns continue to be flooding and safety</p> <p>Euroa: discussion and questions related to urban design and scope of our project, ARTC expressed that land in the railway corridor is within scope and ARTC will work together to explore designs, this includes carparking. Ms Ryan shared Council's requested funding for additional upgrades across the station precinct</p> <p>General: discussion related to increase in number of services anticipated</p>

4.3 Direct email and phone communication

Community members were able to share their views by calling or emailing the project. There were 21 phone calls and 23 emails received.

Key themes and response raised in the direct email and phone correspondence are detailed below in Table 4

Table 3 Common matters raise by direct email and phone communication

MATTER RAISED	TIMES RAISED	ARTC RESPONSE
Property concern	4	We are yet to reach the stage of the project where we have determined the full extent of property impacts. ARTC will discuss impacts with individual property owners and have already commenced discussions with properties identified for potential partial or full acquisition. (Note this concern was not raised by any property owners with potential partial or full acquisition)
Preference for underpass	20	Noted and encouraged to complete feedback survey to understand more about views
Preference for underpass based on visual amenity or heritage	7	Noted

MATTER RAISED	TIMES RAISED	ARTC RESPONSE
Driver safety perceived to be better with underpass	1	Noted
Impact on local roads	2	
Flooding should not be a concern	2	Noted
Overpass separates the town	2	Noted
Station precinct	2	Regardless of which design option is progressed, the station precinct will be reconfigured by moving the east track to the west of the current station and introducing a new platform on the western side and upgraded pedestrian access .
Flooding	3	The proposed underpass has been engineered to sustain a 1 in 50-year flood event with the inclusion of a flood levee and pumps. Further investigations are required to understand what measures are required in the event of a 1 in 100-year flood without causing greater impacts to the community or resulting in an adverse effect to surrounding flood levels.
Over dimensional vehicles	2	Anderson Street is an existing designated over-dimensional route and both design options will accommodate oversized vehicles
No preference – practical solution for town	2	Noted
How decision is made	3	<p>Deciding the recommended option will take us some time and involve many more interactions.</p> <p>During this time, ARTC will be assessing the design options for Anderson St in Euroa based on multiple factors.</p> <p>Community feedback and input from our key stakeholders are key assessment criteria. The other criteria that ARTC will be assessing the two options on are:</p> <ul style="list-style-type: none"> • environmental impacts • safety assessments • operations requirements • community and property impacts • technical requirements • Indigenous and non-Indigenous heritage • construction and schedule <p>As well as being a key criterion, community feedback, advice and local knowledge can also be used to inform other areas of the assessment, as well as future design work.</p>
Further/general information requests	6	Directed to information on website
Maintenance of either design option and station precinct	1	Maintenance of the works will be undertaken by a number of organisations, such as ARTC, V/Line, Department of Transport and Council, each according to well established management principles. Maintenance costs will be taken into consideration

MATTER RAISED	TIMES RAISED	ARTC RESPONSE
		when analysing the options. The underpass has more complex maintenance requirements.
Look of the structure	1	Noted
Noise	1	Noise from vehicles comes from a variety of sources, including the tyre road interface, from the vehicle frame and from exhausts. One key source is the use of engine braking. It is common for trucks to be advised to not use engine braking in built up areas, particularly at night time. Early analysis shows there is minimal difference in road noise between both options, however an underpass does provide a slight reduction. Further noise modelling is required on the design option that will be progressed.
Preference for overpass	2	Noted

4.4 Social pinpoint

A total of 81 comments were received via dropping a pin and the discussion boards. The majority of these comments indicated a preference for either the underpass option or overpass option. The preference and matters raised are summarised below.

Table 4 Underpass preference

MATTER RAISED	NUMBER OF COMMENTS
Underpass preference (no reason provided)	10
Underpass preference based on amenity	35
Underpass preference based on noise	9
Flooding should not be a concern	4
Underpass preference but concerned about flooding	1
Underpass preference but concerned about local traffic and fencing	1
Underpass preference based on it being what the majority of the community prefer	2
Minimises impact of road traffic	1

Table 5 Overpass preference

MATTER RAISED	NUMBER OF COMMENTS
Overpass preference (no reason)	2
Overpass preference based on amenity	3
Overpass preference based on reduction of train noise	1
Overpass preference based on safety	1
Overpass preference based on flooding	2
Overpass preference based on connecting Railway and Hinton Street	2

Table 6 Miscellaneous

MATTER RAISED	NUMBER OF COMMENTS
No preference/don't mind	1
Proposed or prefer other options/designs	5
Question about trains	1

4.5 Feedback forms/online surveys

In total ARTC received 80 online survey responses and 254 hard copy survey responses mailed back. Overall, there was a total of 334 responses from a community of 4698. This equates to approximately 7% of the community.

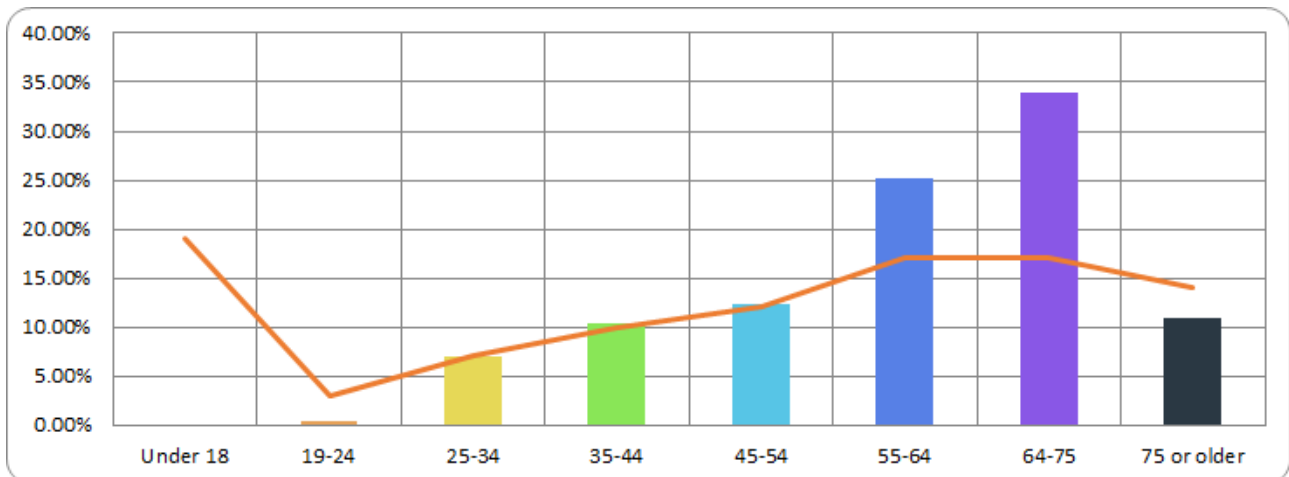
The survey form is attached in Appendix B.

The survey sought basic location and demographic data in order for ARTC to gauge effectiveness of our engagement noting that COVID-19 restrictions limited the ability of ARTC to engage face to face in the community.

Overwhelmingly the majority of responses were from the Euroa post code, with 94% of respondents nominating their post code as 3666 (Euroa).

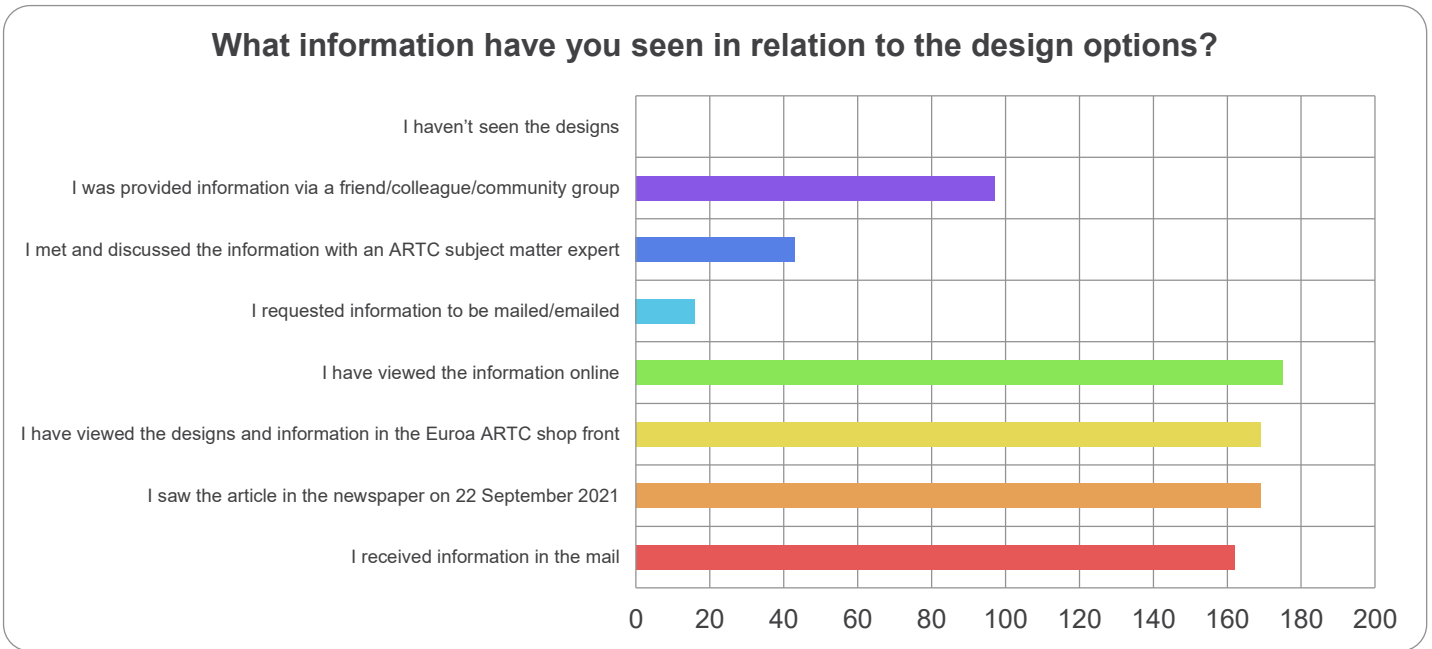
The survey asked respondents to identify which age group they belong to. There is consistency with the demographic profile in the 2016 Census data, with the exception of a skew to the >55 - 75 years old demographic and the under 25 age bracket under-represented in our data by 20% (despite providing information via Council's Youth Engagement Officer and a social media campaign ARTC were unable to engage with this demographic virtually).

Figure 2 Age demographics of respondents



The survey then sought to understand what information the respondents had seen in relation to the proposed designs. This was a multiple select question allowing several options to be selected. The top four results were reflective of the communication tools used outlined in section 3.2, close to 100 people received information from a friend, colleague or community group, with a smaller proportion responding after discussing with an ARTC representative.

Figure 3 How respondents received information relating to the design options



The final element of the survey ARTC sought to understand was “How useful was the information you received?” Overall ~96% of respondents believed the information provided by either the virtual or in the bulk mail methods was useful with a rating of “Fair” or better.

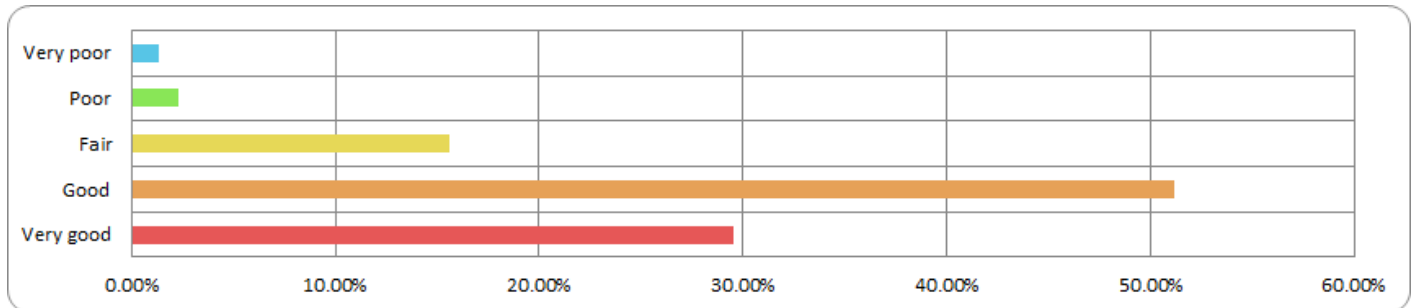


Figure 4 How useful was the information received?

5 Key themes and areas of interest arising from surveys

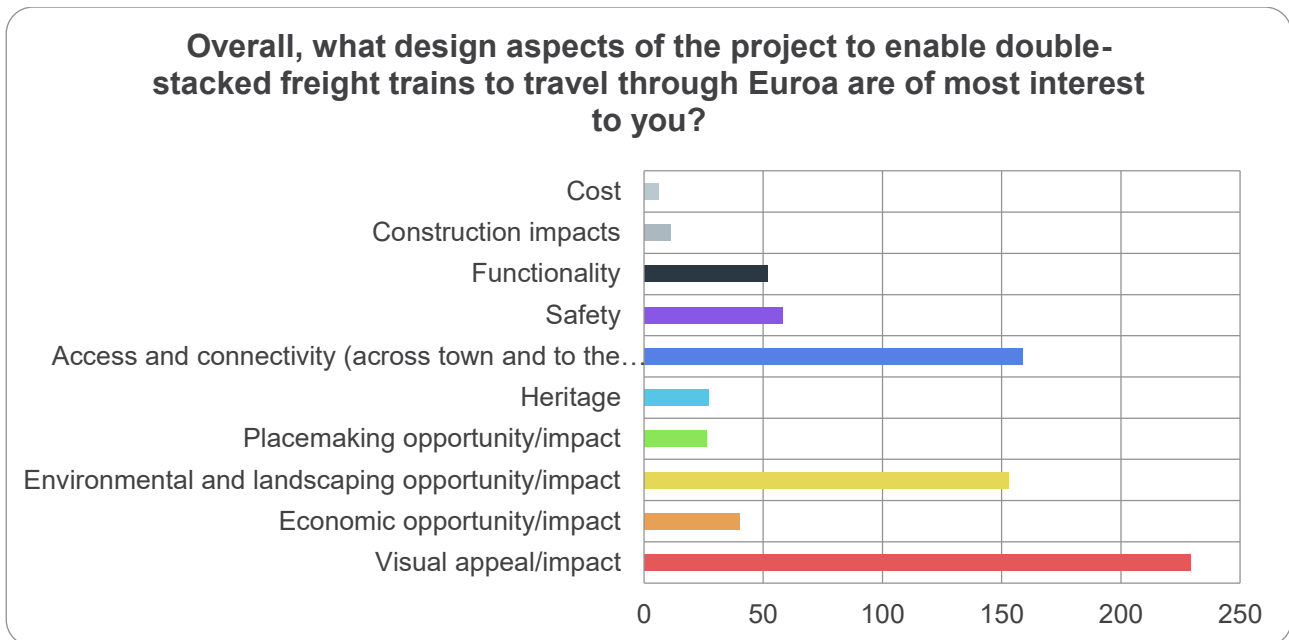
Hard copy and online surveys were used to survey the community to seek community views on the overall design elements and each option. The key themes and areas of interest arising from the following questions are summarised below:

- What design elements were most important?
- What they thought about the draft designs for both the underpass and the over pass options?
- What are the most favourable aspects of the draft designs for both the underpass and overpass option?
- What concerns they have regarding for both the underpass and overpass option?

ARTC’s response to the key themes and areas of interest arising from surveys are in the Frequently Asked Questions included in Appendix E.

5.1 Design aspects

Figure 5 Design aspects of most interest



Within the key areas, the top 3 issues raised relating to why certain design aspects were important:

1. Existing heritage of the town (24).
2. The existing over pass is ugly (21).
3. Opportunity for landscaping and parks (18).

Table 7 what design aspects of the project to enable double-stacked freight trains to travel through Euroa are of most interest to you

KEY AREA	TOTAL COMMENTS	WHY IS THIS IMPORTANT - 3 MOST COMMON MATTERS RAISED
Access and connectivity (across town and to the station) Safety	45	1. The town is currently divided 2. Access around the precinct/to the station 3. Improved connectivity

KEY AREA	TOTAL COMMENTS	WHY IS THIS IMPORTANT - 3 MOST COMMON MATTERS RAISED
Visual appeal/impact	32	<ol style="list-style-type: none"> The current structure is ugly An underpass is visually better/preferred <ul style="list-style-type: none"> The look of the actual structure Vista <ul style="list-style-type: none"> Community, pride of place
Heritage	28	<ol style="list-style-type: none"> Existing town heritage Development of a heritage precinct <ul style="list-style-type: none"> Station heritage Aboriginal heritage Existing structure
Safety	24	<ol style="list-style-type: none"> Driver safety concerns with current structure Pedestrian safety concerns / safe General safety
Environmental and landscaping opportunity/impact	21	<ol style="list-style-type: none"> General desire/opportunity for landscaping/parks Opportunity for community involvement Environmental impact
Placemaking opportunity/impact	21	<ol style="list-style-type: none"> Place for community and visitors to enjoy Tourism opportunity Enhancement of open space <ul style="list-style-type: none"> Future thinking
Functionality	16	<ol style="list-style-type: none"> General Access for Emergency services Impact to Local traffic/streets
Economic opportunity/impact	12	<ol style="list-style-type: none"> Relationship between visual/placemaking and economic Opportunity to enhance economic activity X option will have positive/negative impact economic development
Construction impacts	6	<ol style="list-style-type: none"> General <ul style="list-style-type: none"> Property values/impacts Design specifics <ul style="list-style-type: none"> Safety during construction
Cost	2	<ol style="list-style-type: none"> Comparable cost of overpass and underpass

5.2 Underpass

5.2.1 Overall, what do you think of the underpass design

Top 3 comments that relate to overall thoughts about the underpass design

- Aesthetic/looks (65).
- Vehicle/community interaction (29).
- Environmental / landscaping design opportunities (26).

Table 8 what do you think of the underpass design

THEME	TOTAL COMMENTS	WHAT DO YOU THINK OF THE UNDERPASS DESIGN – 3 MOST COMMON MATTERS RAISED
Visual appeal/impact	130	<ol style="list-style-type: none"> Aesthetic/looks

THEME	TOTAL COMMENTS	WHAT DO YOU THINK OF THE UNDERPASS DESIGN – 3 MOST COMMON MATTERS RAISED
		<ol style="list-style-type: none"> 2. Less obtrusive 3. Views/landscape
Access and connectivity (across town and to the station)	56	<ol style="list-style-type: none"> 1. Better environment/town connectivity 2. Pedestrians/cyclists 3. More clarity needed
Safety	54	<ol style="list-style-type: none"> 1. Vehicle/community interaction 2. Environment/weather/vehicle concerns 3. Amenity
Environmental and landscaping opportunity/impact	46	<ol style="list-style-type: none"> 1. Environmental / landscaping design opportunities 2. Community use 3. Negative impact
No Theme/ Other/General Comments	42	<ol style="list-style-type: none"> 1. General compliment 2. Miscellaneous 3. Better than old or new bridge
Placemaking opportunity/impact	39	<ol style="list-style-type: none"> 1. Park/open space 2. Visual unity/appeal 3. Art/recreation
Functionality	25	<ol style="list-style-type: none"> 1. Integration 2. Negative outcome for town/concerns 3. Flooding <ul style="list-style-type: none"> • Safety
Heritage	15	<ol style="list-style-type: none"> 1. Integration/visual sympathy 2. Opportunity for development
Cost	5	<ol style="list-style-type: none"> 1. Will be costly/a waste of money 2. Represents good value
Economic opportunity/impact	4	<ol style="list-style-type: none"> 1. Enhances tourism/revenue opportunities 2. Will cause economic harm
Construction impacts	1	<ol style="list-style-type: none"> 1. Underpass is the only option

5.2.2 What are the most favourable factors of the underpass design?

Top 3 comments that relate to most favourable aspects of the underpass:

1. Pleasing appearance (81).
2. Does not stand out/is unobtrusive (47).
3. Improved layout/general safety (34).

Table 9 What are the most favourable factors of the underpass design

THEME	TOTAL COMMENTS	WHAT DO YOU THINK THE MOST FAVOURABLE FACTORS OF THE UNDERPASS – 3 MOST COMMON MATTERS RAISED
Visual appeal/impact	159	<ol style="list-style-type: none"> 1. Pleasing appearance 2. Does not stand out/is unobtrusive 3. Improved environment/landscape
Safety	54	<ol style="list-style-type: none"> 1. Improved layout/general safety 2. Traffic/accident management 3. Improved visibility for drivers <ul style="list-style-type: none"> • Better for pedestrians/cyclists
Access and connectivity (across town and to the station)	42	<ol style="list-style-type: none"> 1. Unites town more effectively 2. Improved safety/accessibility 3. Fears of infrastructure loss
No Theme/ Other/General Comments	38	<ol style="list-style-type: none"> 1. Indeterminate 2. Eliminates bridge 3. Not enough info/options <ul style="list-style-type: none"> • Unfavourable
Environmental and landscaping opportunity/impact	33	<ol style="list-style-type: none"> 1. Improved landscaping/townscape 2. Reduced noise 3. More green space
Placemaking opportunity/impact	30	<ol style="list-style-type: none"> 1. Create areas for social benefit 2. Appealing for visitors/economic benefit 3. Open space/ greenery/landscaping
Functionality	23	<ol style="list-style-type: none"> 1. Would work well 2. Useability 3. Concerns
Heritage	13	<ol style="list-style-type: none"> 1. Heritage buildings more visible 2. Respects heritage/blends in 3. Increased opportunity for renewal
Economic opportunity/impact	7	<ol style="list-style-type: none"> 1. Will attract visitors 2. Promotional opportunity 3. Benefits town
Construction impacts	2	<ol style="list-style-type: none"> 1. Environmental impact 2. Effect on daily life
Cost	1	<ol style="list-style-type: none"> 1. Concern

5.2.3 What are your concerns about the underpass design?

Top 3 concerns about underpass raised:

1. No concerns (71).
2. Flooding (38).
3. Road crossing/connectivity(7).
4. Landscaping opportunity (7).

Table 10 What are your concerns about the underpass design

THEME	TOTAL COMMENTS	WHAT ARE YOUR CONCERNS ABOUT THE UNDERPASS – 3 MOST COMMON MATTERS RAISED
No concerns	71	
Safety	41	<ol style="list-style-type: none"> 1. Flooding 2. Engineering 3. Wildlife
Environmental and landscaping opportunity/impact	12	<ol style="list-style-type: none"> 1. Landscape 2. Flooding/Drainage
Functionality	9	<ol style="list-style-type: none"> 1. Road Crossing/Connectivity 2. Pedestrian Access <ul style="list-style-type: none"> • Power
Visual appeal/impact	8	<ol style="list-style-type: none"> 1. View/Design 2. Hygiene 3. Miscellaneous
Access and connectivity (across town and to the station)	7	<ol style="list-style-type: none"> 1. Pedestrian Access 2. Structure 3. Flooding <ul style="list-style-type: none"> • Bicycle Access
No Theme/Other/General comments	7	<ol style="list-style-type: none"> 1. Plans/Design 2. Preferred Option 3. ARTC Concerns
Construction impacts	3	<ol style="list-style-type: none"> 1. Local Resident Concerns 2. Time Management
Placemaking opportunity/impact	2	<ol style="list-style-type: none"> 1. Municipal
Heritage	1	<ol style="list-style-type: none"> 1. Cultural Heritage
Cost	1	<ol style="list-style-type: none"> 1. Cost
Economic opportunity/impact	0	

5.3 Overpass

5.3.1 Overall what do you think of the overpass design?

Top 3 comments that relate to overall thoughts about the overpass design

1. The height and size of the structure (65)
2. Visually unappealing and ugly (50)
3. Visually separates the town (17)

Table 11 Overall what do you think of the overpass design

THEME	TOTAL COMMENTS	WHAT DO YOU THINK OF THE OVERPASS DESIGN – 3 MOST COMMON MATTERS RAISED
Visual appeal/impact	161	<ol style="list-style-type: none"> 1. The height and size of the structure 2. Visually unappealing and ugly 3. Visually separates the town
Functionality	49	<ol style="list-style-type: none"> 1. Divides the town 2. Essentially what we already have, just a bit bigger and uglier <ul style="list-style-type: none"> • Out of scale with small town
Environmental and landscaping opportunity/impact	33	<ol style="list-style-type: none"> 1. No landscape amenity 2. Dominates the landscape <ul style="list-style-type: none"> • Better opportunity for tree planting • Hides the trains better/shields the noise
Access and connectivity (across town and to the station) Safety	25	<ol style="list-style-type: none"> 1. Maintains the divide in town 2. Connection between some streets and parts of town are good <ul style="list-style-type: none"> • Integration of local roads
Heritage	15	<ol style="list-style-type: none"> 1. Little integration with heritage buildings and existing spaces 2. Dwarfs the historic buildings nearby 3. No country town vibe in design, modern
Placemaking opportunity/impact	11	<ol style="list-style-type: none"> 1. Ugly and imposing on streetscape 2. Not integration of community space <ul style="list-style-type: none"> • Public open space is good • Open space shadowed by structure
Safety	9	<ol style="list-style-type: none"> 1. Truck and vehicle safety on high overpass, including during frost periods in winter, visibility of oncoming traffic 2. Impact on homes and quality of life for residents who live near the overpass
Economic opportunity/impact	4	<ol style="list-style-type: none"> 1. Overpass impacts local businesses 2. Will not enhance future tourism <ul style="list-style-type: none"> • Better use of the land for community and economic opportunities
Cost	3	<ol style="list-style-type: none"> 1. Large size, costly 2. Overpass would cost less than underpass <ul style="list-style-type: none"> • Waste of money
Construction impacts	3	<ol style="list-style-type: none"> 1. Design of the embankments, roads and ramp lengths 2. Traffic detours and management

5.3.2 What do you think are the favourable aspects of the overpass design?

Top 3 comments that relate to most favourable aspects of the underpass:

1. There is nothing favourable about the overpass (149).
2. View from the top (13).
3. Connection of Railway and Hinton streets (12).

Table 12 Favourable aspects of the overpass design

THEME	TOTAL COMMENTS	FAVOURABLE ASPECTS OF THE OVERPASS DESIGN – 3 MOST COMMON MATTERS RAISED
Overall	149	1. There is nothing favourable about the overpass
Visual appeal/impact	26	1. View from the top 2. The openness 3. It looks nice
Access and connectivity (across town and to the station)	26	1. Connection of Railway and Hinton 2. Improves pedestrian links 3. Improves traffic on local roads
Functionality	19	1. No flooding risk 2. Preferable for OD vehicles 3. Incline/gradient
Safety	12	1. Safety is important 2. Improves interface with local roads 3. Lane width <ul style="list-style-type: none"> • Visual surveillance • Improves pedestrian links
Environmental and landscaping opportunity/impact	10	1. More opportunities for landscaping with open span structure 2. less impact 3. Reduced noise
Cost	6	1. Assume cheaper to build
Economic opportunity/impact	2	1. Nothing favourable, will not support town to build tourism 2. Opportunity for photographers
Placemaking opportunity/impact	2	1. Opportunity for green spaces

5.3.3 What are your concerns about the overpass design?

Top 3 concerns about overpass raised:

1. Too high, too big, too ugly (92).
2. Visually unappealing and overbearing (35).
3. Noise pollution (30).

Table 13 Concerns about the overpass design

THEME	TOTAL COMMENTS	CONCERNS ABOUT OF THE OVERPASS DESIGN – 3 MOST COMMON MATTERS RAISED
Visual appeal/impact	168	1. Too high, too big, too ugly 2. Visually unappealing and overbearing 3. Visually divides the town
Environmental and landscaping opportunity/impact	50	1. Noise pollution 2. Disruptive to the environmental appeal and landscape 3. Too high, too big
Safety	39	1. General/it does not look safe

THEME	TOTAL COMMENTS	CONCERNS ABOUT OF THE OVERPASS DESIGN – 3 MOST COMMON MATTERS RAISED
		<ol style="list-style-type: none"> 2. Suicide barrier/height 3. Loitering/unsocial behaviour
Other	32	<ol style="list-style-type: none"> 1. Miscellaneous 2. Repeat mistakes of the past 3. ARTC biased to overpass
Access and connectivity (across town and to the station) Safety	31	<ol style="list-style-type: none"> 1. Divides the town 2. Concerns over station access 3. Size of the road and ramps and impacts on nearby properties
Functionality	22	<ol style="list-style-type: none"> 1. Impact on surrounding properties 2. Existing traffic issues <ul style="list-style-type: none"> • Issues for users
Placemaking opportunity/impact	12	<ol style="list-style-type: none"> 1. Division of community 2. Height and dominance of the landscape 3. Less opportunity to incorporate surrounding land into a park precinct
Heritage	8	<ol style="list-style-type: none"> 1. Not in keeping with heritage 2. Impact on heritage/blocks view
Cost	6	<ol style="list-style-type: none"> 1. Costly 2. Cheaper and easier option with no thought <ul style="list-style-type: none"> • Practical as it cost less
Economic opportunity/impact	4	<ol style="list-style-type: none"> 1. Fails to promote or limits tourism and economic opportunities 2. Out of place for small country town
Construction impacts	3	<ol style="list-style-type: none"> 1. Will impact Euroa negatively

Appendix A Advertising artwork

DRAFT DESIGN OPTIONS TO REPLACE ANDERSON STREET BRIDGE IN EUROA ON DISPLAY

A range of feedback has helped ARTC develop two draft design options – a bridge or vehicle underpass – to replace the Anderson Street bridge and support the delivery of Inland Rail in Euroa. To keep everyone safe during changing restrictions, we'll be showing you these designs remotely. Our engagement team, engineers and other subject matter experts will be available by appointment to discuss these options and answer any questions.

From **22 September 2021**, you can view these designs through drawings, 3D modelling or video on our [interactive map](#) and website, and in our new shop at **71 Railway Street, Euroa**. We'll also share information on the designs with you in the mail soon.

We welcome your feedback on these designs, so please complete an online survey via our [interactive map](#) or send us back the hard-copy survey you'll receive in the mail using the post-paid envelope provided.

GET IN TOUCH TO HAVE YOUR SAY

Book a session with our team using the details below:

- 📍 **Let us know your preference - online or phone**
- 📅 **From 27 September 2021 for several weeks**
- 🕒 **Various times between 9.30am and 7.00pm**

Contact us to book a session at a time that's convenient for you:

- ☎️ **Call:** 1800 732 761
- ✉️ **Email:** victoriaprojects@artc.com.au
- 🌐 **Online:** inlandrail.com.au/euroa-map-marker

Scan to view the Euroa plan on our [interactive map](#)

What to expect from us over the coming weeks:

- ↓ **First**
Council and community group briefings
- ↓ **Next**
Talking with landowners closest to the project site
- ↓ **Then**
 - Designs online inlandrail.com.au/euroa-map-marker
 - Designs displayed in our shop
 - Mailouts with draft design drawings and reply-paid feedback forms
 - Newspaper and radio adverts
 - Group and 1:1 online meetings
- ↓ **Sharing what we've heard**
Feedback in the Euroa Gazette about what we've been hearing, how it will be used and what the next steps are

CONTACT US

For more information, contact us at: [@victoriaprojects@artc.com.au](mailto:victoriaprojects@artc.com.au) ☎️ 1800 732 761 🌐 inlandrail.com.au/t2a
 Once we can re-open, drop into our new shop front at **71 Railway Street, Euroa**. Visit inlandrail.com.au/events for updates.
 We are actively implementing social distancing procedures and adhering to other restrictions, in line with Victorian guidelines.

Caption: Artwork published in the Euroa Gazette on Wednesday, 22 September

Inland Rail draft designs to replace Euroa's Anderson Street bridge out now

As Victoria moves in and out of lockdown restrictions, we want to reassure locals that we're continuing to work on planning and approvals to deliver Inland Rail in Euroa.

In Euroa, there is not enough clearance under the Anderson Street bridge for double-stacked freight trains. We've incorporated feedback so far to develop draft design options showing what a new bridge or vehicle underpass could look like to replace the existing Anderson Street bridge.

Inland Rail also includes modifications to vehicle access across the bridge and to the bridge deck and foot paths, including to Euroa. The main ARTC designs must meet Victorian road requirements and engineering standards and comply with relevant legislation.

WHAT NEWS YOU TOOLS LEFT?

Early engagement has included our public sessions, Euroa Working Group meetings, Euroa Stakeholder Group meetings, public notices, Euroa Town Council, Euroa Chamber of Commerce and ARTC representatives, and talking with other stakeholders including government officials. No planning or approval processes have started for either design.

- Stakeholder Feedback and Consultation (ARTC 000) online
- Urban Design Framework
- Heritage
- Planning Scheme Amendment

More of what you've done, you want to do to help us understand what we're looking for in the design.

1. Date and exact position for pedestrian and vehicle access to the bridge
2. Clearances, connectivity, how to manage the area
3. Structural design with access to the river, parking, signage and lighting for river and footpaths, and retaining walls for the riverbank
4. Whether replace Anderson Street bridge with a new bridge or vehicle underpass, and what exactly that would be (bridge, viaduct, viaduct and retaining buildings)

HOW CAN YOU HAVE YOUR SAY?

After lunch on 29 September, we're looking for your feedback on the draft designs from 20 September, you can view the designs at our website, inlandrail.com.au/euroa-map-marker, or visit our new shop at 71 Railway Street, Euroa. We'll also have a consultation on 29 September at the local shop.

We want to know what you feel are the favourable aspects and what your concerns are, other than the bridge and vehicle underpass design.

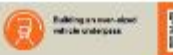
Please complete an online survey via our interactive map or a hard-copy survey form. We'll use the survey information to help us develop the next design options.

We'll also gather your views through a series of online sessions to discuss the design from 27 October to 29 October as to what you think is the best design.

The design elements of the two options, with some advantages and disadvantages, will include:

- Safety
- Feasibility
- Connectivity
- Compliance with the planning scheme, heritage
- Community impacts
- Land and property impacts
- Environmental impacts
- Operation requirements
- Construction schedule
- Technical viability
- Reliability and maintenance

TWO DESIGN OPTIONS FOR EUROA



WE'VE MOVED

After releasing our design from 71 Railway Street to 71 Railway Street in Euroa, we'll be moving the local shop from Euroa. We're always getting information on our website and on our Facebook page. We're also looking for your feedback on the design options and we're looking for your feedback on the design options.



HOW CAN I SEE THE DRAFT DESIGN?

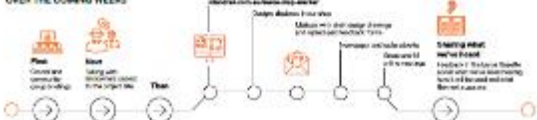
Over the coming weeks we'll be releasing draft design options on inlandrail.com.au/euroa-map-marker, or visit our new shop at 71 Railway Street, Euroa.

HOW CAN I SHARE MY VIEW?

1. View designs and complete our interactive map at inlandrail.com.au/euroa-map-marker
2. Book a session to talk to our project engineers and other subject matter experts to share views or ask questions
3. Submit our new ideas at the publicised link



WHAT TO EXPECT FROM US OVER THE COMING WEEKS



Caption: Artwork published in the Euroa Gazette on Wednesday, 29 September

THANK YOU EUROA

Your views on our draft design options are very important to us because you're living, working and recreating in the community every day.

Complete the survey online via our [interactive map](#) or send us back the hard-copy survey you'll receive in the mail soon, using the post-paid envelope provided.

We believe local knowledge will highlight the benefits and impacts of both options. By completing our survey, you will help us shape our designs into the future.

GET IN TOUCH TO HAVE YOUR SAY

Book a session with our team using the details below:

- Let us know your preference - online or phone
- From 27 September 2021 for several weeks
- Various times between 9.30am and 7.00pm

Contact us to book a session at a time that's convenient for you:

- Call: 1800 732 761
- Email: victoriaprojects@artc.com.au
- Online: inlandrail.com.au/euroa-map-marker

Scan to view the Euroa plan and complete the survey on our [interactive map](#)

What to expect from us over the coming weeks:

- First**
Council and community group briefings
- Next**
Talking with landowners closest to the project site
- Then**
 - Designs online inlandrail.com.au/euroa-map-marker
 - Designs displayed in our shop
 - Mailouts with draft design drawings and reply-paid survey forms
 - Newspaper and radio adverts
 - Group and 1:1 online meetings
- Sharing what we've heard**
Feedback in the Euroa Gazette about what we've been hearing, how it will be used and what the next steps are

CONTACT US

For more information, contact us at [@victoriaprojects@artc.com.au](mailto:victoriaprojects@artc.com.au) 1800 732 761 inlandrail.com.au/t2a

Once we can re-open, drop into our new shop front at 71 Railway Street, Euroa. Visit inlandrail.com.au/events for updates. We are actively implementing social distancing procedures and adhering to other restrictions, in line with Victorian guidelines.

Artwork published in the Euroa Gazette on 6 October



Keep sharing your local insight on Euroa draft designs

We have received a steady stream of feedback since visualisations of our draft Inland Rail design options for Anderson Street bridge in Euroa were released on 22 September 2021. We would like to thank the many locals who have shared a wealth of local knowledge with us already.

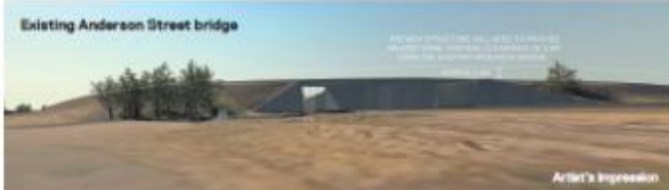
Your views on our draft design options are valuable because you're living and working in the community every day. They will help us shape the design for the future.

Regardless of which option will be built, the station precinct will be reconfigured by moving the East track to the West of the current station, introducing a new platform on the Western side and upgrading the existing pedestrian underpass and carparking on both sides of the precinct.

We'll share more draft designs on this part of the project once we've determined a way forward for Anderson Street bridge.



GROUND LEVEL ARTIST'S IMPRESSIONS



Additional views at ground level of the existing Anderson Street bridge compared with the proposed overpass option, which you've been asking us for.

WHAT'S NEXT?

We will continue seeking the community's feedback on the two design options to replace the existing Anderson Street bridge in Euroa - a vehicle underpass or an overpass.

You've asked lots of questions about how big the structures will be, how over-sized vehicles will use the structures, if the underpass will flood, how the two options impact local roads, and noise and light impacts. You can find the answers to these questions and many more in our FAQs.

Once we've heard from a broad section of the Euroa community, we'll review all the feedback and work with our project team and other stakeholders to determine a way forward.

We need to keep our shop closed at 71 Railway Street until Victoria reaches 80 per cent double vaccination rate, but there's still plenty of time and ways to have your say. We encourage you to:

1. Read our **Frequently Asked Questions (FAQs)** on the interactive map for more detailed information about the draft designs in Euroa
2. Complete a survey via our interactive map or send back the copy mailed to you
3. Book time to chat with our team via the details on the right
4. Join the community discussion via the link in Euroa's interactive map marker by adding a comment about the benefits and challenges of the different draft designs.



WHAT HAVE YOU TOLD US SO FAR?

Our surveys give us the most comprehensive insight into your views, and we appreciate the time you've spent to complete these so far. It's important that you not only tell us **WHAT** matters to you, but also **WHY** this matters. Some of the insight and comments we have received includes:

"The underpass is the more visually appealing option. Euroa is a small country town and does not need what looks like a metropolitan structure marring our town and views."

"I value the reconnection of Railway Street and Hinton Street. This also opens access to Railway Street from a left veer off Anderson Street - I see this as much more connecting of the precinct than the underpass option."

"The visual links and 'conversation' between the heritage buildings in the area is stunning. Love that these historic buildings are not impeded by the bridge structure."

"I worry about any cultural heritage that may be unearthed and if it will be handled sensitivity and by the correct people. I also worry about wildlife and other animals entering the tunnel and with no way out being hit and injured or killed by vehicles."



Our shop at 71 Railway Street is closed but you can still be part of the conversation and view material including the draft designs and other information in the window.

Call 1800 732 761 email victoriaprojects@artc.com.au or visit inlandrail.com.au/euroa-map-marker to have your say.

Scan to view Euroa draft designs, FAQs and complete a survey.



Artwork published in the Euroa Gazette on Wednesday 13 October

advertisement

Keep your feedback flowing via surveys and help shape the future of Inland Rail in Euroa

We're so grateful to everyone in Euroa who has already taken the time to provide feedback on the two draft design options to deliver Inland Rail in your community. Every household in Euroa should have received a hard-copy survey in the mail. We encourage you to complete and return this via the reply-paid envelop provided if you prefer not to provide your feedback online.



WHAT'S NEXT?

Deciding a preferred option will take us some time and involve many more interactions with local, state, and federal government departments, the Department of Transport, and of course the community.

During this time, we will be assessing the options in Euroa based on multiple factors. Community feedback and input from our key stakeholders are key assessment criteria. The other criteria include:

- + environmental impacts
- + safety assessments
- + operations requirements
- + community and property impacts
- + technical requirements
- + Indigenous and non-Indigenous heritages
- + construction and schedule.

As well as being a key consideration for draft design, community feedback, advice and local knowledge can be used to inform other areas of the project's assessment and approvals, as well as future design work.

In 2022, we expect to be ready to recommend a preferred option for Euroa to the Victorian Government for consideration.

Once we have made a recommendation, we will complete a consultation report, including a summary of your feedback, other stakeholder views and ARTC responses to issues raised.

FREQUENTLY ASKED QUESTIONS



We have been asked lots of great questions, which are helping to inform the community's understanding and feedback. You will find many answers to those questions in our FAQs. For example, many of you have asked us about the impact on local streets. We've created these visualisations (see left) to show you proposed access points for either a vehicle overpass or underpass. Give us a call and we can arrange for a discussion with a subject matter expert if you have further questions.



Visualisation of proposed vehicle overpass, showing access points from Nelson Street and Anderson Street.



Visualisation of proposed vehicle underpass, showing access points from Nelson Street and Anderson Street.



Visualisation of proposed vehicle overpass, showing access points from Elliot Street and Scott Street.



Visualisation of proposed vehicle underpass, showing access points from Elliot Street and Scott Street.

- + For either option, in the draft design, access to Nelson Street is via a left turn only from Anderson Street. The southern connection from Elliot Street to Scott Street will be discontinued and converted to a cul de sac.
- + For the overpass option, a direct link between Railway Street and Hinton Street can be provided under the bridge, with a height restriction of 4.5 meters. This cannot be provided in the underpass option. The current configuration with side street access from Railway Street into Hinton Street will be maintained in this option.

HOW CAN YOU HAVE YOUR SAY?

There is still time to provide your feedback and get more information in the following ways.

1. Read our Frequently Asked Questions (FAQs) on the interactive map for more detailed information about the draft designs in Euroa
2. Complete a survey via our interactive map or send back the copy mailed to you
3. Book time to chat with our team via the details on the right
4. Join the community discussion via the link in Euroa's interactive map marker by adding a comment about the benefits and challenges of the different draft designs.

Call 1800 732 761 email victoriaprojects@artc.com.au or visit inlandrail.com.au/euroa-map-marker to have your say.



Scan to view Euroa draft designs, FAQs and complete a survey.

Contact us at victoriaprojects@artc.com.au 1800 732 761 inlandrail.artc.com.au/t2a

ARTC Inland Rail

Artwork published in the Euroa Gazette Wednesday 3 November



WE'RE HERE AND WE'RE LISTENING

INLAND RAIL TOTTENHAM TO ALBURY PROJECT NORTH EAST LINE UPGRADE

Stop by to share your views or learn more about the passenger and freight rail projects we're delivering in North East Victoria.

-
-  inlandrail.com.au/T2A
 -  artc.com.au/projects/northeast
 -  1800 732 761
 -  victoriaprojects@artc.com.au

Poster for shop front window



HAVE YOUR SAY ON INLAND RAIL DRAFT DESIGNS TO REPLACE ANDERSON STREET BRIDGE IN EUROA

To keep everyone safe during changing restrictions, we'll be sharing these designs with you via our [interactive map](#), website, over the phone and in the mail. Our engagement team, engineers and other subject matter experts will be available by appointment to discuss these options and answer any questions. Contact us to book a session at a time that's convenient for you.

BOOK A SESSION TO HAVE YOUR SAY

-  1800 732 761

-  victoriaprojects@artc.com.au

-  Via the interactive map inlandrail.com.au/euroa-map-marker


-  Various times available between 9.30am–7.00pm from 27 September 2021





Scan this QR code to view Euroa plans on our [interactive map](#)


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.

 1800 732 761

 victoriaprojects@artc.com.au

 inlandrail.com.au/t2a





P-2392

Poster for shop front window



Created a corflute A0 poster to display in shop front window of vehicle overpass draft design option



Created a corflute A0 poster to display in shop front window of vehicle underpass draft design option

Appendix B Bulk mail-out content included:

- Letter
- Euroa COVID-safe plan on a page
- Double-page paid story published in Euroa Gazette
- Hard-copy Euroa survey
- Reply-paid envelope



97-99 Balahouse Road
Kensington VIC 3031
PO Box 1391
Kensington VIC 3021

P. 03 9313 9200
F. 03 9313 9099
E. info@artc.com.au
W. artc.com.au

21 September 2021

Dear Euroa resident

DRAFT DESIGN OPTIONS TO REPLACE ANDERSON STREET BRIDGE IN EUROA

Thank you for your feedback to date which has enabled the development of draft designs for two options, a bridge or vehicle underpass, to replace the Anderson Street bridge and allow double-stacked freight trains to pass safely through Euroa as part of the Inland Rail project.

We welcome everyone's views on these draft designs to help us understand the pros and cons of each option from the community's point of view and why you may prefer one option over the other.

Seeing the draft designs

The best place to view the draft designs is on our interactive map by visiting inlandrail.com.au/euroa-map-marker

You can also refer to the information recently printed in the Euroa Gazette included with this letter and see the designs in our new shop window at 71 Railway Street.

Sharing your views

There are many ways to have your say on these draft designs or request additional information. You can:

- book a time to speak to our project engineers or other subject matter experts via our interactive map or by contacting the team on 1800 732 761 or victoriaprojects@artc.com.au
- complete a survey either online via our interactive map or return the form included with this letter using the envelope provided
- drop-by our new shop front at 71 Railway Street if restrictions allow us to be open.

Sharing what we've heard

Over the coming weeks we'll be letting people know what feedback we've been hearing regarding the draft designs, how this feedback will be used and what the next steps are. Keep an eye out for updates published in the Euroa Gazette and on our website.

Yours sincerely



Kirsten Lingard
Stakeholder Engagement Lead

Australian Rail Track Corporation Ltd

ACN 081 455 754

ABN 75 081 455 754

Letter



Have your say: Draft designs for Euroa



We're continuing to work with the community to determine the best outcomes for both community and the Inland Rail project in Euroa. Community feedback has helped ARTC develop draft designs for two options that allow for double-stacked freight trains to pass safely through Euroa. To ensure community views are heard and fully understood we're looking for your feedback.

The options are:

 <p>Replacing the current Anderson Street bridge with a higher open-span bridge</p>	 <p>Building an oversized vehicle underpass</p>
---	---

We will be in Euroa showing these designs and listening to your views in person if we can. However, to comply with restrictions and keep everyone safe we wanted to let you know how we're going to ensure everyone has an opportunity to have their say whilst staying COVID safe.

- 

How can I see the draft designs?
Over the coming weeks visit our interactive project map inlandrail.com.au/euroa-map-marker and keep an eye out in your letter box, in the Euroa Gazette, on social media or in our new shop at **71 Railway Street, Euroa**.
- 

What feedback are you seeking?
We want to hear your views on the draft designs to help us:

 - ▶ identify the pros and the cons of each option
 - ▶ understand why you may prefer one option over the other
 - ▶ facilitate the generation of possible ideas relating to either option.
- 

How can I share my views?
Visit our interactive project map inlandrail.com.au/euroa-map-marker from **22 September 2021** for all the details on how to:

 - ▶ book a time to speak to our project engineers and other subject matter experts to share views or have any questions answered
 - ▶ return feedback forms online or via mail
 - ▶ post comments on our interactive project map
 - ▶ call **1800 732 761** or email victoriaprojects@artc.com.au

What to expect from us over the coming weeks:

- 

First
Council and community group briefings 
- 

Next
Talking with landowners closest to the project site 
- 

Then

 - 

Designs online inlandrail.com.au/euroa-map-marker
 - 

Designs displayed in our shop 
 - 

Mailouts with draft design drawings and reply-paid feedback forms 
 - 

Newspaper and radio adverts 
 - 

Group and 1:1 online meetings 
- 

Sharing what we've heard
Feedback in the Euroa Gazette about what we've been hearing, how it will be used and what the next steps are 

RL2761

Euroa COVID-safe Plan on a Page

ARTC INLAND RAIL

Inland Rail in Euroa: Anderson Street bridge draft design options survey

At Euroa, there is not enough clearance under the Anderson Street bridge for double-stacked freight trains.

After reviewing feedback from our stakeholders, we're considering the following two options:

1. Replacing the current Anderson Street bridge with a higher open-span bridge.
2. Building an underpass allowing over-sized vehicles.

Have a look at the draft design options and complete this survey to provide your feedback.

You can also call 1800 232 761 or email victoriaprojects@artc.com.au to book time with our team to discuss these designs, before completing the survey.

* 1. Please provide your contact details to ensure your feedback is captured appropriately.

Full name

Address of the property/land you own/have an interest in

City/Town

State

Post code

Email address

Phone number

* 2. How would you describe yourself, for the purpose of completing this survey?

I am a local resident in Euroa I am a local business in Euroa

I am a resident rate payer in Euroa I am a regular visitor to Euroa

I am a non-resident rate payer in Euroa (I own a property, but I don't live there) I am a member of a community group interested in the project

I am an interested community member

Other (please specify)

Hard-copy survey page 1

3. What is your age?

Under 18 years old 35-44 years old 65-74 years old

19-24 years old 45-54 years old 75 years or older

25-34 years old 55-64 years old

4. What information have you seen in relation to the design options?

I received information in the mail I requested information to be mailed/mailed

I saw the two-page article in the newspaper on 22 September 2021 I met and discussed the information with an ARTC subject matter expert

I have viewed the designs and information in the Euroa ARTC shop front I was provided information via a friend/colleague/community group

I have viewed the information online I haven't seen the designs

Other (please specify)

5. How useful was the information you received?

Very poor Poor Neutral Good Excellent

★ ★ ★ ★ ★

6. Overall, what aspect(s) is of most interest to you regarding the design options to enable double-stacked freight trains to travel through Euroa?

Visual appeal/impact Access and connectivity (across town and to the station)

Cost Safety

Economic opportunity/impact Functionality

Environmental and landscaping opportunity/impact Construction impacts

Placemaking opportunity/impact Heritage

Other (please specify)

7. Why is this aspect(s) most important to you?

8. Please tell us what you think about the draft design for an **underpass** at Anderson Street. Consider things like landscape, visual appeal, pedestrian links, public open space, integration with local roads and safety considerations.

9. In your opinion, what are the most favourable aspects of the **underpass** option?

10. What are your concerns in regard to the **underpass** option?

11. Do you have any other comments on the **underpass** option?

3

Hard-copy survey page 3

12. Please tell us what you think about the draft design for an **overpass** at Anderson Street. Consider things like the landscape, visual appeal, pedestrian links, public open space, integration with local roads and safety considerations.

13. In your opinion, what are the most favourable aspects of the **overpass** option?

14. What are your concerns in regard to the **overpass** option?

15. Do you have any other comments on the **overpass** option?

4






Hard-copy survey page 4

16. Do you have any questions for ARTC about the design options, that weren't answered in the material provided?

If you would like a response, or to be placed on our mailing list to receive project updates please tick 'yes' below. We may collect (and hold) different Personal Information about you depending upon how you interact with us. Visit inlandrail.artc.com.au/privacy-policy for more information.

Yes No

17. Please provide us some feedback on how we have engaged with you regarding these design options?

Very poor	Poor	Neutral	Good	Excellent
				

18. Has your knowledge increased about the two design options?

Yes No

19. Has your understanding of the issues and opportunities associated with the two options increased?

Yes No

20. Are you satisfied that you were provided adequate opportunity to provide comment on the design options?

21. Do you have any other comments about opportunities to have your say on the current draft design options for Euroa?



File ID: ID_296084-PROOF	Created: Monday 29 March 2021 02:52 PM	PP3
Code: 0122-1K Size: 110mm x 220mm Style: DL GSM: 80gsm Foil: NA	Print Colour/s: ■ Black	
Window 1: NA Position: NA r/w	Note: -	
Window 2: NA Position: NA .		
Flap: Saddle Seal: Lick n Stick Opaque: ■ Standard: PMS 285	Disclaimer: Every care has been taken to avoid errors, however we only accept responsibility for print errors which differ from this proof. Please check thoroughly; advise of all changes or if correct, FORWARD this proof back to the sender acknowledging your approval.	

Reply-paid envelope



Calling card for letter-box drop

Appendix C News media coverage

The Euroa Gazette

Incorporating the Nagambie Times and Violet Town Sentinel



AVENEL - EUROA - LONGWOOD - NAGAMBIE - STRATHBOGIE - VIOLET TOWN

Phone: (03) 5795 3041 Wednesday, September 22, 2021 www.euroagazette.com.au \$1.50 per copy

ROADMAP EXPLAINED
Page 2

New councillor on board
Page 3

Avenel market is back
Page 5



UNDERPASS: ARTC's visual design of the underpass option for Euroa's controversial bridge development.



OVERPASS: ARTC's design of the overpass option for Euroa's railway precinct; this option has been ARTC's favourite one but has been refused by many community members.

Comment on rail plans

Have your say on ARTC's Inland Rail designs to make sure your opinion is considered

EUROA'S community is being urged by local councillors to share their opinions on two draft visualisations of an overpass or underpass at Euroa's Anderson Street, which have been released as part of the Inland Rail project. The ARTC is looking at two options they believe are feasible for the precinct. The first would be "replacing the current Anderson Street bridge



with a straighter, safer alignment", an overpass. The second would be "building an oversized vehicle underpass, which would involve removing the existing Anderson Street bridge and closing some access roads". It is also said on

their website that ARTC "continues to work with the community, Strathbogiesh Shire Council and other stakeholders to determine a way forward for this project site". Strathbogiesh Shire Council representatives have urged community members to not let go of their chance to be heard. It was reported last week by Euroa Connect's chairman John Simpson

that members thought the overpass option would divide the township, which should be avoided at all costs. Strathbogiesh Shire Council is urging the community to have its say on two draft design options to replace the Anderson Street Bridge in Euroa. "The future design of the Anderson Street Bridge, the Euroa Railway Precinct and the movement of

vehicles (rail and road) has a significant impact on our town's future," Cr Raeburn said. "We need to make sure the decision makers hear our voice. "So, there is no doubt about our community's preferred solution. "I urge you to share your views, share them loudly and share them on repeat." Council's promise to the community was that

it would do everything it could to ensure the ARTC, Department of Transport and ultimate decision maker the Minister for Transport listens to the community's view. Cr Sally Hayes-Burke said "community members should be very vocal and put their views across to the ARTC to ensure decision makers will hear the community's voice".

Continued page

Your Local Real Estate Specialists

Nutrien Harcourts

<p>1.92 ha (4.7 ac) approx EUROA 384 Euroa-Mansfield Rd Creative Lifestyle Retreat Feel at one with nature in this picturesque setting and let your creative juices flow! Appealing lifestyle property on 4.7 acres, 3 bedrooms, 2 bathrooms rendered brick home with spacious living areas, artist studio, bungalow, workshop, double garage and expansive chick pen. Located just under 4 km from Euroa.</p>	<p>4.863 ha - 12 acres (approx) KITHBROOK 682 Creek Junction Rd Original Strathbogiesh Homestead on 12 acres Roll up your sleeves there's work to be done! In the same family for 3 generations, this could be the weekend or lifestyle change you've been waiting for. • Character cottage, 4 BDR's, lounge, kitchen/meal, bathroom • 3 stand shearing shed, old dairy, shed & site • Family sized lot with 1000sq m of trees and a beautiful view</p>	<p>3.96 ha - 9.78 acres approx EUROA 49 Willbrahams Rd 'Cavalier Park' - Lifestyle Change This beautiful property is well-equipped for the horse enthusiast. • 4 BDR, 2 bathrooms, open plan living areas & alfresco entertaining • 8 stables, 4 horse walker, round yard, 60 x 40 fenced arena • 1/2 acre orchard & 1/2 acre of horse friendly throughout</p>	<p>882 m2 approx EUROA 9 Peppercorn Place Immaculate Family Home in Quiet Court This lovely family home is move-in-ready, there's not a thing to do except sit back, relax & enjoy the ambience of the beautifully landscaped gardens with views to Ballastown Hill. • 3 small lounge, open plan living/dining/kitchen, 3 bedrooms & 2 bathrooms • Spacious undercover entertaining area, double gate access to rear yard • Full range of services available from Harcourts & Nutrien</p>
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Euroa Gazette article from 22 September (page 1 of 2)

europaonline.com.au

THE EUROA GAZETTE, Wednesday, September 22, 2021 - Page 5

Avenel Farmers Market is back

By CLEMENCE CARAYOL

LAST weekend, the sun shone on Avenel Farmers Market and its wonderful stallholders; a live band, The Skerricks, was playing on the tennis court veranda to celebrate the market being back after lockdown. Anne Douglas, Avenel Farmers Market organiser, said it was great to be able to open again. "It was great to see locals come out to shop local produce and enjoy the sunshine, it was simply a lovely atmosphere," Ms Douglas said.

"There was a lovely feel to it as people were loving to be able to come to the market again and we were glad to be able to open up to provide local surrounds with fresh local produce and to say hello and be social again."

"Everyone was of course COVID-19 safe, wearing masks and using QR codes. All our stallholders from Shepparton and Melbourne were sadly unable to come due to the outbreak, but fingers crossed they will be able to join us for the next Avenel Farmers Market in October."

Baker and chef by trade Geoff Kruck was one of the stallholders that weekend.

"I was happy to be able to sell my bread at the market again," Mr Kruck said.



HAPPY: Geoff Kruck was happy to be able to sell his pastries and bread on the Avenel Farmers Market.

Originally from Queensland, Mr Kruck was working overseas as a chef for an international children camp in Switzerland until the pandemic led him to come back home.

Now living in Seymour, he said that due to lockdown, he began experiencing baking during confinement.

"Like a lot of other people, I look that time to experience and I really got into baking with my own sourdough."

"There is something to pastries and bread, I just have a passion for them."

"My baking journey truly

began as I experienced baking with the wood fire oven at Bank Street Pizzeria restaurant in Avenel.

"I was baking for my family and friends and a friend said to me I should consider selling my bread, so my hobby turned into a small business and I am now selling bread at the Avenel market."

"Anne Douglas also allowed me to sell bread during lockdown as bread is considered an essential service, so I still provided the service to the community and set up outside of Daily Dose in town."

"It was a successful out-

come but nothing beats being able to see other local stallholders and our regulars again at the market."

"I appreciate the local support and friendly faces in Avenel Farmers Market."

Mr Kruck said he was also happy about teaching anyone who'd like to start their own sourdough.

If you are interested, you can connect with him by email: geoff@kruckysfinefoods.com.au or on Instagram: @kruckysfinefoods.

You can also follow the Avenel Farmers Market on Facebook: <https://www.facebook.com/AvenelFM>.

Council appoints new arts and culture officer

STRATHBOGIE Shire Council has appointed a new arts and culture officer, an exciting step towards enhancing, developing and showcasing the community's creative and cultural aspects.

Wiolet Town's Kobo Parris recently joined council in the new role which was a key goal set out in Council's Arts and Culture Strategy 2019-2023.

Ms Parris' focus will be to enhance what our community already offers in this space and will develop a platform for creatives and cultural groups to engage effectively with each other and the broader community.

Strathbogies Shire Council Mayor Chris Hasburn said Council recognised the importance of supporting local arts and culture.

"There are so many benefits to the community if we can enhance our arts and culture scene such as increased tourism opportunities as well as promoting general wellbeing," Cr Hasburn said.

"We are very pleased to welcome Kobo who has brought an incredible amount of enthusiasm and knowledge to this new position."



WELCOME: Council has appointed a new arts and culture officer.

Ms Parris has worked extensively within the professional creative arts over her career, having run both a professional photography and branding business.

Working regularly with large scale arts and culture events such as the Sydney Fringe Festival and various theatre groups, Ms Parris has gained incredible knowledge and connections within the arts industry.

She is also studying a diploma of community services.

Council is seeking registrations and feedback for its arts and culture database through a survey on council's online engagement platform Share Strathbogies.

To register and complete the survey visit www.share.strathbogies.vic.gov.au.

Have your say on ARTC's Inland Rail designs for Euroa

From page 1

"To everyone who is passionate about this issue and wants to have input into the future solution of the Anderson Street Bridge this is your opportunity to have your say," Cr Hayes Burke said.

"Council believes very strongly the community should be the decision-makers in this project, but if this is not the case we need to use people power to ensure our voices are heard."

"Share your views, share them loudly and share them on repeat."

Cr Hasburn said the design of this project had significant impact on the future of the Euroa township.

"We advocated strongly for the ARTC to take a step back in the process and investigate two design solutions for the replacement of the ARTC bridge and they have listened," he said.

"Council will do everything it can to make sure our community's views are heard, but we need your help."

ARTC's Victoria and South Australia Projects general manager Ed Walker said "After hearing feedback from the community, ARTC has committed to carry out broader community engagement on options as part of Inland Rail project in Euroa."

"We have produced draft designs for two options that allow for the safe passage of double-stacked freight trains through Euroa, and we're seeking community feedback on these designs," Mr Walker said.

"To keep everyone safe during changing restrictions, we'll be showing you these designs remotely."

"Our engagement team, engineers and other subject matter experts will be available by appointment to

discuss these options and answer any questions.

"The first option we will be engaging further on is replacing the current Anderson Street bridge with a straighter, safer alignment."

"The second option is building an underpass to suit all vehicle sizes, which would involve removing the existing Anderson Street bridge."

"We are looking for your feedback because we want to ensure community views are heard and fully understood - specifically around the elements of connectivity, safety, functionality, and visual amenity of both options."

"Community feedback can be submitted through an online survey via the interactive map on our website or returning the hard-copy survey you'll receive in the mail using the post-paid envelope provided."

"We continue to work in collaboration with the community, Strathbogies Shire and the Department of Transport to determine the best outcome for the Inland Rail project in Euroa."

From 22 September 2021, you can view these designs through drawings, 3D modelling or video on our interactive project map on their website inlandrail.com.au/euroa-map-marker, or in their new shop at 71 Railway Street, Euroa.

ARTC is to meet with Euroa Connect and the outcome of their meeting will be available in our next edition of The Euroa Gazette.

The ARTC will then seek feedback in person, through an online survey and hard-copy surveys will be sent to all residents.

Euroa Health

CALL FOR CONSUMER REPRESENTATIVE -MEMORY SUPPORT UNIT

We are now calling for interested and passionate community members with personal experience with Advanced Dementia to be part of the consultation and planning phases of an important redevelopment project.

Euroa Health is progressing with the redevelopment of the Memory Support Unit, for residents living with Dementia in the Grantie Hill, Aged Care facility.

This is a wonderful opportunity to develop a specialist dementia care unit for the people of Strathbogies Shire to access locally.

Euroa Health has been working with the families of the existing Memory Support Unit Residents and Dementia Australia in relation to this vision and look forward to commencing the project which will be set for completion in early 2022.

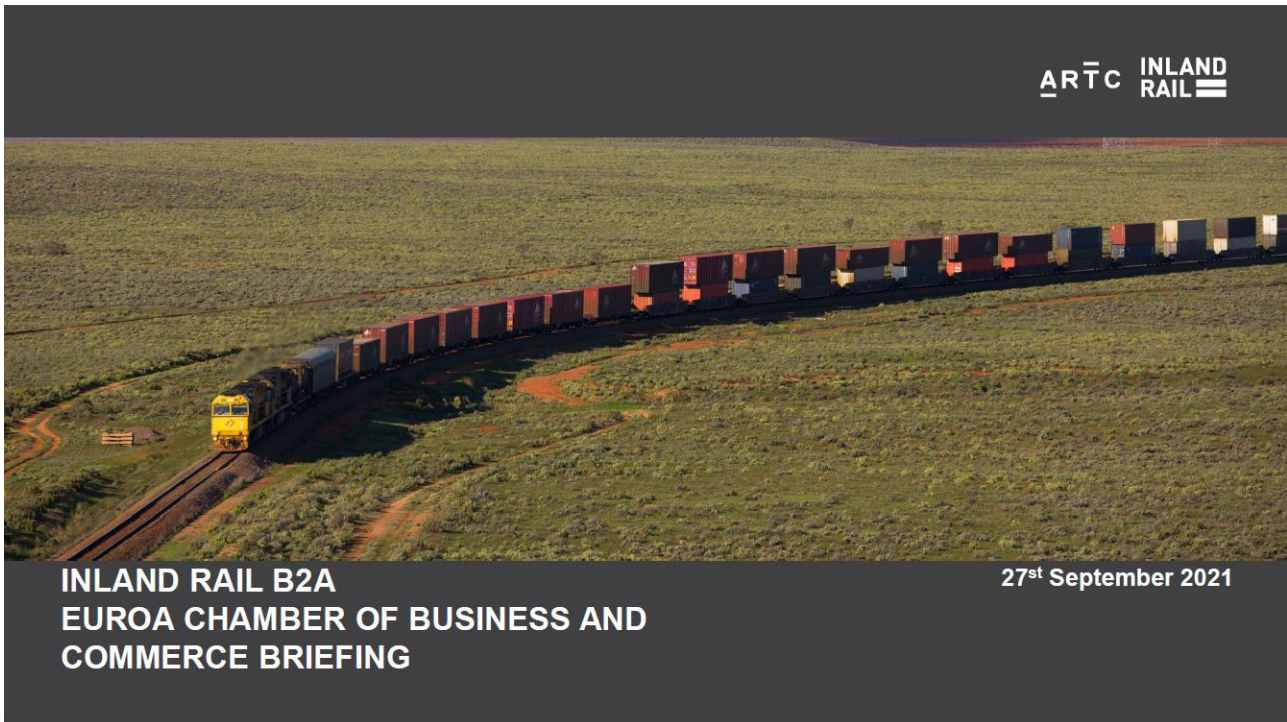
If you think this may be of interest and you can positively contribute to this project, please contact:

Callie Hill T: (03) 5795 0223

E: EAPProjects@euroahealth.com.au

36 Kennedy Street Euroa VIC 3606 T + 61 3 5795 0300
Mail: PO Box 126 Euroa VIC 3606 E reception@euroahealth.com.au euroahealth.com.au

Appendix D Online meeting presentations



OPTIONS DEVELOPMENT - OVERVIEW



Euroa Stakeholder Group

- ▶ Euroa Stakeholder Group (ESG) has been formed
- ▶ Consisting of ARTC, DOT and SSC
- ▶ ESG has endorsed that two options are considered
- ▶ Road Over Rail & Road Under Rail
- ▶ ESG has been appraised of
 - the development of and implications arising from the Technical Requirements
 - the progressive development of the conceptual elements, function and form of both options
 - key design elements and outcomes
 - the development of a visualisation model for both options

TECHNICAL REQUIREMENTS

Road Design Speed

- ▶ The agreement to the Road Design Speed is a crucial matter, which significantly directs the overall geometry of the road alignment
- ▶ The Department of Transport has been consulted with regard to the Road Design Speed
- ▶ A number of Road Design Speed options were investigated, namely V50, V60 and V70
- ▶ Following an assessment of the options and issues, DOT directed that the Road Design speed of V60kph is to be adopted for both the Road Over and Road Under options.
- ▶ The finally posted legal road speed will be assessed during detailed design

Road Design Parameters

- ▶ DOT has advised that all options must cater for an Over-size and Over-mass vehicle with overall height clearance of 5.9m
- ▶ DOT has confirmed that 3.5m lanes should be provided with 2.0m nominal shoulders, although the precise width configuration of lanes, shoulder and potential median will be refined in ongoing design

TECHNICAL REQUIREMENTS

Flood Immunity

- ▶ The project works created on Anderson/Scott street should be capable of operations in a 1in50 year flood event (with freeboard) – has been assessed and found to be satisfactory for both options.
- ▶ That the risks and safety outcomes of a 1in100 year event should be assessed and hence potential mitigations considered and implemented – this remains a current work in progress

Other Requirements

- ▶ Maximum road grades of 8%
- ▶ Desirable road design parameters (as per Australian Guide to Road Design) adopted
- ▶ Checks to be made for 25m non-articulated vehicle
- ▶ All widths are minimums with widening for sight distances
- ▶ Lighting to “V3” standard levels for urban areas
- ▶ High degree of visual and physical connectivity across the precinct, including north-south and east-west connectivity

PRECINCT REQUIREMENTS

Source

- ▶ ARTC has developed an Urban Design Framework (UDF) as a part of the Planning Scheme Amendment documentation.
- ▶ DOT has developed its Network Planning Requirements (NPRs) for the precinct, noting this is very much transport related
- ▶ Considerable alignment exists between the UDF and the NPRs

Themes

- ▶ High degree of visual and physical connectivity across the precinct, including north-south movement as well as east-west movement and connectivity
- ▶ High quality pedestrian access, supporting street based place, and diversity of access to increase public access, interchange and usage
- ▶ Universal access in accordance with DDA and DSAPT,
- ▶ Safety & security to CPTED principles (Crime Prevention Through Environmental Design)

OPTIONS DEVELOPMENT

Options models created

- ▶ Basic Road design horizontal & vertical alignment, Basic road & pedestrian connectivity elements
- ▶ Conceptual form only for structural elements – opportunities for refinement
- ▶ Track and Station platforms – outline design only – noting that this is common to both
- ▶ Station supporting infrastructure has NOT yet been laid out – again noting that this is common
- ▶ Importantly, we have NOT currently detailed landscape, materials & urban design elements, rather, we have purposely left these elements as a “blank canvas” for further development

Initial Technical Assessment

- ▶ Both options have been examined under the lens of an initial multicriteria assessment – from a technical and functional viability perspective only
- ▶ This has considered Safety, Technical outcomes, Functionality (Road, Rail, Pedestrian & Public Transport), Constructability, Environmental and Whole of Life outcomes including maintenance
- ▶ The outcomes will feed into ongoing options design development and scope refinement



ARTC INLAND RAIL



ARTC INLAND RAIL



ARTC INLAND
RAIL



ARTC INLAND
RAIL

Have your say: Draft designs for Euroa



We're continuing to work with the community to determine the best outcomes for both community and the Inland Rail project in Euroa. Community feedback has helped ARTC develop draft designs for two options that allow for double-stacked freight trains to pass safely through Euroa. To ensure community views are heard and fully understood we're looking for your feedback.

The options are:

 <p>Replacing the current Anderson Street bridge with a higher, open-span bridge</p>	 <p>Building an oversized vehicle underpass</p>
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We will be in Euroa sharing these designs and listening to your views in person if we can. However, to comply with restrictions and keep everyone safe we wanted to let you know how we're going to ensure everyone has an opportunity to have their say whilst staying COVID safe.

How can I see the draft designs?
Over the coming weeks visit our interactive project map inlandrail.com.au/euroa-map-marker and keep an eye out in your letter box, in the Euroa Gazette, on social media or in our new shop at 71 Railway Street, Euroa.

What feedback are you seeking?
We want to hear your views on the draft designs to help us:


- ▶ identify the pros and the cons of each option
- ▶ understand why you may prefer one option over the other
- ▶ facilitate the generation of possible ideas relating to either option


How can I share my views?
Visit our interactive project map inlandrail.com.au/euroa-map-marker from **22 September 2021** for all the details on how to:


- ▶ book a time to speak to our project engineers and other subject matter experts to share views or have any questions answered
- ▶ return feedback forms online or via mail
- ▶ post comments on our interactive project map
- ▶ call 1800 732 761 or email victoriaprojects@artc.com.au

What to expect from us over the coming weeks:


- First**
Council and community group briefings


- Next**
Talking with landowners closest to the project site

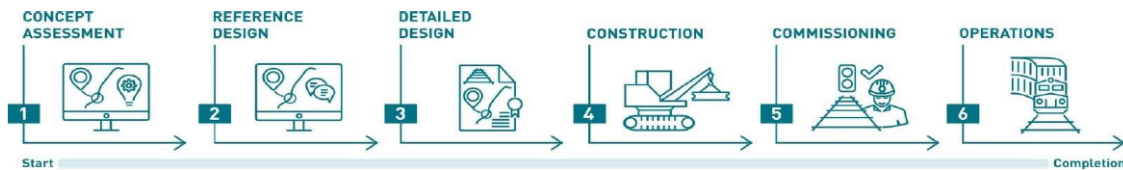

- Then**

 - ▶ Designs online inlandrail.com.au/euroa-map-marker
 - ▶ Designs displayed in our shop
 - ▶ Mailouts with draft design drawings and reply-paid feedback forms
 - ▶ Newspaper and radio adverts
 - ▶ Group and 1:1 online meetings
- Sharing what we've heard**

Feedback in the Euroa Gazette about what we've been hearing, how it will be used and what the next steps are



PROJECT STAGES - EUROA



Indicative Project dates for Euroa

- Draft Urban Design Framework – current being reviewed by Office of the Victoria Government Architect (OVGA)
- Concept designs for vehicle bridge and underpass – completed
- **Primary Planning and Environmental Approvals – April 2022**
 - Environment Report Exhibition – October 2021
 - Planning Scheme Amendment – February 2022
 - Environmental Management Framework – March-April 2022
- Reference design – proposed completion late 2021 – early 2022
- Detailed design – Early 2022 to mid-late 2023
- Construction – July 2023 to December 2024

Appendix E Frequently Asked Questions

Frequently asked questions

[Double Stacked Freight Trains](#)

[Proposed underpass and overpass dimensions](#)

[Safety](#)

[Functionality](#)

[Amenity](#)

[Connectivity](#)

[Property impacts](#)

[Construction Impacts](#)

[Community feedback](#)

Double Stacked Freight Trains

How many double stacked trains are anticipated each day?

Once Inland Rail becomes operational in 2026, there will be an average of 18 double stacked freight trains per day. In peak times, it is predicted that there will be the addition of 6 double stacked freight trains per day on the North East Rail Line (3 each direction).

How loud will taller trains be?

Operational noise will not significantly change due to double-stack vs single stack freight trains.

Will the trains be heavier and cause more vibrations?

Double stacked freight trains will not be any heavier than the current steel trains that operate on the North East Rail Line.

Will the trains be longer?

The current operation allows for trains of up to 1800m in length and this will be maintained. Double stacking ensures that the number of length of trains in operation is minimised.

Proposed underpass and overpass dimensions

How high will an overpass be?

The proposed overpass will be approximately 3 metres higher than the existing Anderson Street bridge. During the subsequent design phase further investigations will take to determine if this can be further reduced.

How deep will the underpass be?

The proposed underpass will be 8 metres below ground level. During the subsequent design phase further investigations will take to determine if this can be further reduced.

How wide will the structures be?

Both draft design options are 11 metres in width, incorporating two 3.5-metre-wide lanes and 2-metre-wide shoulders either side of the road.

How long do the structures need to be to accommodate the additional height?

There is minimal difference in length between the existing overpass and the two design options being considered. The existing overpass is 360 metres compared to 380 metres of a new overpass/underpass.

How steep will the structures be?

Both design options will have a maximum grade of 8%, for comparison the existing Anderson Street bridge grade is 5%.

Safety**Will both options be safe?**

For both options road safety audits and investigations will continue in the ongoing design phases and both options will meet stringent safety guidelines and comply with AustRoad and Department of Transport standards.

For the underpass option it is more difficult to mitigate safety concerns arising from vehicle breakdowns and spills.

Will the underpass flood? How is flooding being mitigated?

The proposed underpass has been engineered to sustain a 1 in 50-year flood event with the inclusion of a flood levee and pumps. Further investigations are required to understand what measures are required in the event of a 1 in 100-year flood without causing greater impacts to the community or resulting in an adverse effect to surrounding flood levels.

Will there be safety barriers? How will you stop people falling, jumping or throwing things from the bridge/into the underpass?

Both options must meet stringent safety guidelines and comply with AustRoad and Department of Transport standards, the overpass option includes road barriers and anti-throw screens.

Functionality**Can double deck trucks and oversize trucks use both under and over options?**

Anderson Street is an existing designated over-dimensional route and both design options will accommodate oversized vehicles.

Will there be a speed limit change on Anderson Street? Will vehicles be able to drive faster in this area?

Both options are being designed for a speed of 60km/h. The final sign posted speed will be determined following further assessments in the subsequent design phase.

Who will be responsible for the ongoing maintenance of the structures?

Maintenance of the works will be undertaken by a number of organisations, such as ARTC, V/Line, Department of Transport and Council, each according to well established management principles. Maintenance costs will be taken into consideration when analysing the options. The underpass has more complex maintenance requirements.

Amenity**What lighting requirements are there? How tall will lights on the bridge be? Will headlights cast light further?**

For both options, the height and location of the lights will be in accordance with the Department of Transport and Australian standards and confirmed in the detailed design. For both options, mitigation measures will be applied to reduce excessive light spill to adjacent properties.

Will the bridge cause shadowing over town/houses?

Preliminary analysis suggests that any shadows cast onto adjacent properties by the Bridge option will not be greater than that of the current bridge.

Will an underpass reduce road noise?

Noise from vehicles comes from a variety of sources, including the tyre road interface, from the vehicle frame and from exhausts. One key source is the use of engine braking. It is common for trucks to be advised to NOT use engine braking in built up areas, particularly at night time.

Early analysis shows there is minimal difference in road noise between both options, however an underpass does provide a slight reduction. Further noise modelling is required on the design option that will be progressed.

Will I be able to see across to the other side?

For both options, the ability to see across to the other side will be equally influenced by the existing railway embankment which cannot be lowered and the required station buildings.

The Underpass will offer more favourable views across to the other side. With the Bridge we have maximised the ability to see across to the other side by having an open span configuration.

Why can't there be a deck over the underpass (similar to Euroa Connect design)?

To install a wider or larger deck area, the underpass would need to be further extended along the adjacent streets to satisfy the vertical clearance required for larger vehicles. This would push the structure further into the residential area and could impact on the functionality of additional intersections.

Will the large trees on Anderson Street be impacted?

Early assessments reveal that the overpass option is unlikely to impact the established trees on Anderson Street, however, to ensure road safety is not jeopardised by retaining the trees, further investigations are required assessing the flow of traffic from Railway Street.

The underpass option provides greater challenges in terms of potential impacts to the trees due to the poor sightlines of vehicles rising from the underpass and merging vehicles from Railway Street. Ongoing investigations will occur during reference design to validate our impact assessments of the trees while exploring potential merging lanes to reduce impacts and improve safety.

What areas of land would form part of the railway precinct and could be landscaped?

Ongoing consultation with the relevant landowners including Strathbogie Shire Council, Department of Transport and VicTrack will continue in the subsequent design phase to further ascertain land use and functionality. The station precinct must first be able to comply with rail and road operational requirements in addition to public and active transport requirements, before identifying opportunities for wider community land use.

With the Bridge option, there is more opportunity to maximise flat open space land at the ground level by providing an open span bridge configuration.

With the Underpass option, we will need to understand the balance between having vertical walls and sloped landscape areas.

What will happen to the Goods Shed?

For both options, the new reconfigured platform fits very snugly next to the existing Goods Shed and a heritage assessment has been completed.

The Goods Shed is not currently being used for any purpose. The Goods Shed is owned by VicTrack and falls within ARTCs current leased land. Any future uses of the Goods Shed will need to be further explored with Council, VicTrack and the Department of Transport.

Connectivity

How do bikes/pedestrians cross the bridge/underpass?

Both design options include two-metre-wide shoulders that can be used by road cyclists, however due to this connection being part of an over-dimensional route, pedestrians and recreational cyclists will be encouraged to use the shared use rail crossings.

Where are the proposed pedestrian links?

For both options there will be pedestrian links parallel to the rail corridor as well as across the corridor at the station and southern edge of Anderson Street. The bridge option provides for more direct and wider opportunity for such active transport links to be provided.

How will traffic on local roads be impacted?

For both options, there will be implications for turning vehicles at Nelson Street and in the current draft designs the southern connection from Elliot Street to Scott Street will be discontinued and converted to a cul de sac. For the overpass option a direct link between Railway Street and Hinton Street will be introduced. This cannot be provided in the underpass option. The current configuration with side street access from Railway Street into Hinton Street will be maintained in this option.

For the overpass option, where a direct link between Railway Street and Hinton Street is provided under the bridge, there will be a height restriction of 4.6 meters .

For both options, Railway Street will not connect directly with Scott Street as it does currently.

Will there still be direct vehicle access to the station in the overpass/underpass?

Vehicle access to the station will be achieved at ground level and the current bridge access will be removed completely.

Both options include a whole of station precinct redevelopment and include station access on the eastern and western platforms for vehicles, pedestrians and cyclists. A pedestrian link will also be provided to the link eastern and western platforms.

Will buses and caravans have access to the station?

Yes. We are working with the relevant agencies including Strathbogie Shire Council, Department of Transport and V/Line to refine the proposed requirements and designs before determining the exact location of vehicle car parking and drop off/pick up locations.

What's happening to the station and platform?

Regardless of which option will be progressed, the station precinct will be reconfigured by moving the East track to the West of the current station and introducing a new platform on the Western side and an upgrade to the existing pedestrian underpass.

This arrangement will include car parking on both sides of the station precinct enhancing connectivity and accessibility in accordance with current safety standards and DDA compliance.

Property impacts**Do properties need to be acquired? If so, how many?**

The project has identified three properties that are proposed to be partially or fully acquired to facilitate the works associated with both design options. We are yet to reach the stage of the project where we have determined the full extent of land that is required until we have confirmed the design solution and the constructability of that option, we are continuing discussions with those landowners.

Is there any risk that my property damaged via vibrations causing cracking?

Double stacked freight trains will not be any heavier than the current trains that operate on the North East Rail Line. Any vibration associated with construction activities will be dependent on the final design option and the construction process selected. Vibration during construction will be managed appropriately through construction management plans. A dilapidation survey will be undertaken prior to works commencing to set a baseline for existing property condition.

Construction Impacts**When is construction planned to commence and how long will it take?**

The precise timing for the works will be finalised as the design and project progresses further. The works are planned to be complete by the end of 2025 and the construction duration will be approximately 18 months.

What will the construction method be?

The construction method will be established in future design phases and further refined once a Contractor is appointed.

What traffic impacts will there be during construction?

Both options will require road closures and road diversions. As the Underpass is more complex and challenging to build in comparison to the Road Bridge, then the duration of the road closures and road traffic diversion will be greater for the Underpass.

Will any services be impacted by the construction?

For both options, utility services will inevitably be impacted. Further investigations are required to understand the full extent of impacts, with best efforts to minimise disruptions. Consultation is taking place with the relevant asset owners/utility providers.

Will there be any disruption to train services during construction?

Answer...

How will you ensure emergency service access?

ARTC are in consultation with Emergency Services throughout our design development process to develop a traffic management plan for construction and to ensure continued "24/7" access to communities and transport facilities during construction and on completion.

Will residents be able to access their homes during construction?

Both options have potential implications to some driveway access points, however further assessments are required to understand the full extent of impacts and any necessary mitigation measures. Our priority is to minimise these impacts and further investigations will continue as well as ongoing consultation with the impacted landowners.

What will happen to the waste generated from the removal of the existing bridge?

We aim to be as sustainable as possible and aim for an excellent rating from the Infrastructure Sustainability Council. We will reuse, recycle and reduce waste where possible.

Community feedback**How can I see the draft designs?**

From 22 September, you can view the designs, 3D modelling and videos on our interactive project map and website, and we'll also share information on these designs with Euroa residents in mail in the coming weeks.

Restrictions pending, you can also view the designs in our shop at 71 Railway Street, Euroa.

How can I provide feedback?

We welcome your feedback on these designs, so please complete an online survey via our interactive project map or send us back the hard-survey you'll receive in the mail using the reply-paid envelope provided.

What feedback are you seeking?

We want to know what you feel are the favourable aspects and what your concerns are after viewing the new bridge and vehicle underpass designs.

How will community feedback be used to assess the two options?

The process used to assess the two options is called a multi-criteria analysis. The multi-criteria analysis is recognised as an industry standard and is widely used in Australia and internationally.

Inland Rail requires modifications to various infrastructure across Victoria that are owned by various state and local agencies. This means ARTC must meet the asset owner's key requirements and engineering standards in addition to relevant regulatory compliance in our design.

Community feedback and input from our key stakeholders as well as other factors such as environmental impacts, safety assessments, operations requirements, construction and schedule, technical viability, community and property impacts, Indigenous and non-Indigenous heritage will all inform our assessment of the options.

There is a specific criterion for community which will be assessed directly based on the community's feedback. In addition to this, community feedback and advice will be used to influence other areas of the assessment and further design.

How will the final decision be made?

The outcome of the options assessment along with the community feedback and input from our key stakeholders will be provided to the Minister of Planning as part of the Planning Scheme Amendment approval.

What community feedback has already been provided?

We've heard a range of views on our planning and approvals processes so far. Regular engagement has included our drop-in location, Euroa Working Group meetings, Euroa Stakeholder Group meetings (which include Department of Transport, Strathbogie Shire Council and ARTC representatives) and liaising with other State and Federal government stakeholders. Key planning and approvals processes you've shared your views on include:

- *Environment Protection and Biodiversity Conservation Act 1999* referrals
- Urban Design Framework
- Heritage
- Planning Scheme Amendment.

These important processes have helped us gather views from a broad section of the community on what's important in Euroa to enable Inland Rail in your town.

We know there are key areas you want us to focus on to ensure what we deliver leaves a positive legacy in Euroa:

- Safe and secure passage for both pedestrians and vehicles across the railway is very important.
- Convenient and easy connectivity from both sides of town is important to the local community.
- A functional design with easy access to the station platform with plenty of signage and parking for cars and buses and maintaining traffic flow and reducing delays is very important.
- We've heard that visual amenity it is very important and that the option for replacing the Anderson Street bridge should have a positive look and feel that compliments its surrounding environment. This includes turning the area into a precinct that celebrates the station and surrounding historic buildings.

We're incorporating your feedback into a range of project plans and design processes, including the Urban Design Framework and these draft design options.