



IMAGE BY JANET FOGARTY

# EUROA CONNECT

EUROA RAIL PRECINCT PROPOSAL  
MARCH 2021

# ABOUT THIS DOCUMENT

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# CONTENTS

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01

**PURPOSE**

- Opportunities and Actions

02

**BACKGROUND**

- Euroa and the railway line – a snap shot
- ARTC and Inland Rail

03

**OUR INVESTIGATIONS AND COMMUNITY CONCERNS**

- Our events + research
- Issues arising from community consultation
- Comparative analysis

04

**OUR VISION**

- Alignment
- Our Principles
- Engineering Analysis
- The Plan
- The Materials
- The Underpass
- The Train Station
- Heritage / Community Precinct
- Commercial Precinct

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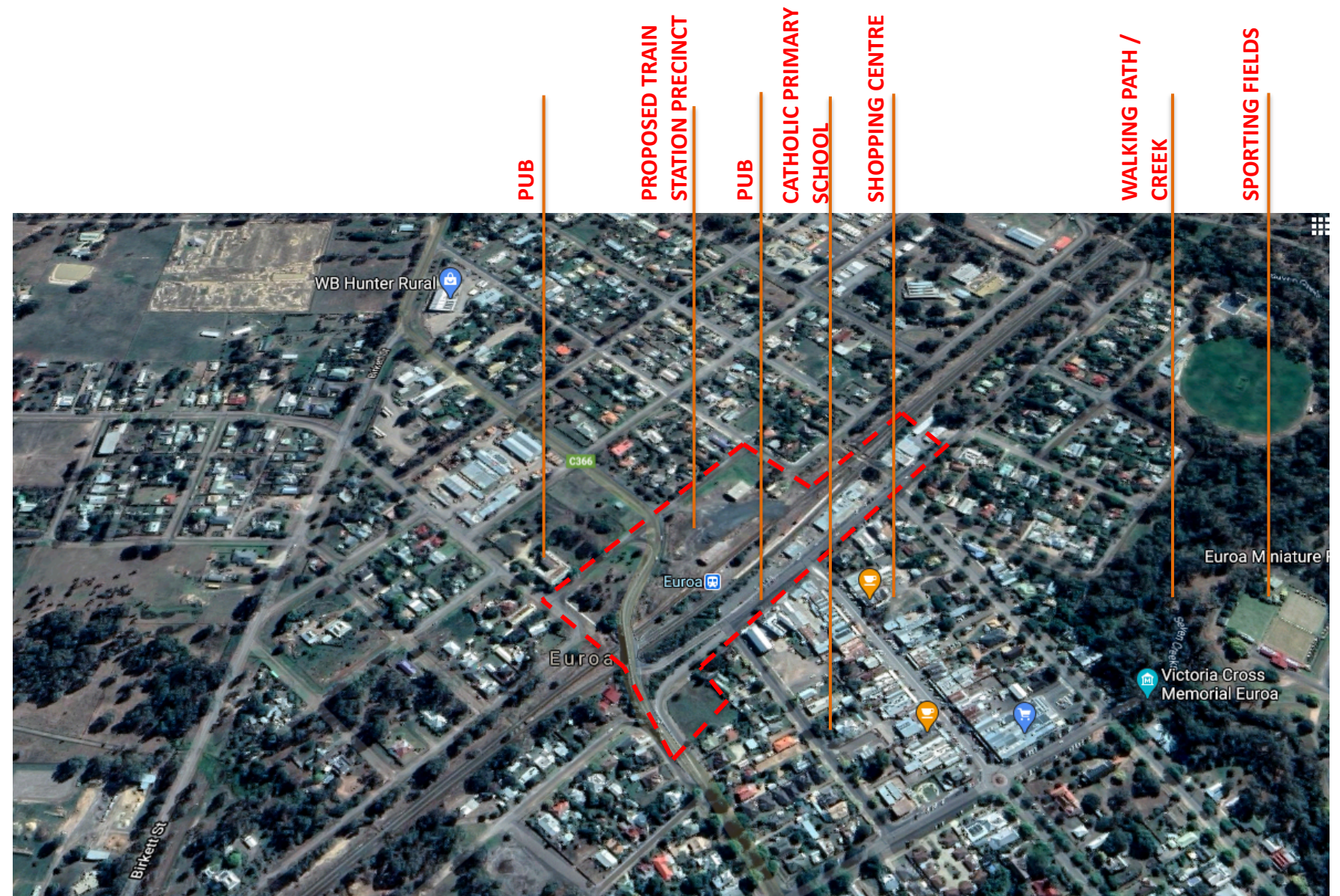
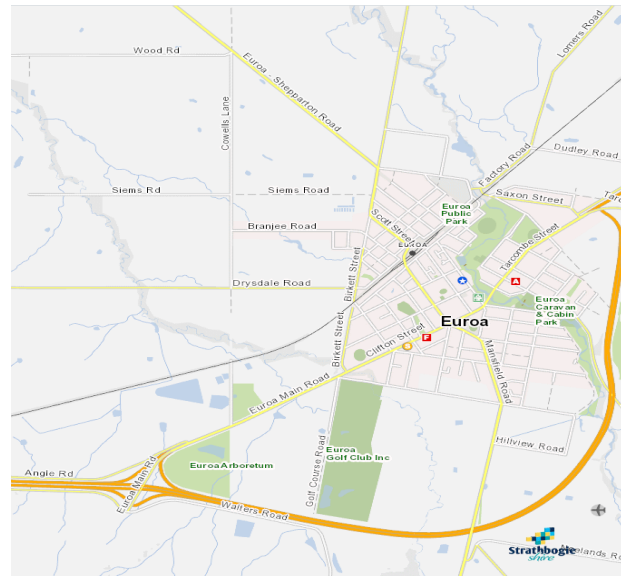
# 01 PURPOSE





# 01 PURPOSE

The purpose of this document is to demonstrate that the ARTC Inland Rail project provides a once in a hundred-year opportunity for the Shire of Strathbogie and the residents of Euroa to implement a high-quality design response for the town.



Note about the actions: Euroa Connect has developed the following actions/recommendations to guide the next stages in the planning of the Euroa station precinct.

## ACTIONS

1. Role for the ARTC: the current Anderson Street overpass should be removed.
2. Role for the ARTC: Road-under-Rail should be adopted as the most appropriate infrastructure for the Anderson Street railway crossing. (1)

3. Role for the community and the Shire of Strathbogie: the collaborative development of a Euroa Railway Precinct Plan translating the themes of the Euroa Township Strategy 2020 into specific design solutions. (2) This should include:

- the development of the railway precinct as central to the township, opening the area up to community use,
- the development of a green precinct on both the east and west side of the railway line, referencing the innovative use of landscaping and design to activate the space,
- the celebration of Euroa's heritage buildings adjacent to the railway precinct,
- pedestrian planning adopting best practice and referencing the work of Victoria Walks. (3)

4. Role for VicTrack: VicTrack and council should explore the ways in which the Euroa Railway Station Goods Shed could be handed back to the community as occurred in other shires under the Community Use of Vacant Railway Buildings Program (2013-19). (4)

5. Role for VicRoads: To assist council with the planning necessary for the forthcoming review of the Transport Strategy VicRoads and the ARTC must provide traffic flow data about all traffic diversion options, including rerouting heavy traffic around the township.

6. Role for the ARTC: proper compensation should be provided to residents along the railway line both during the construction phase and subsequently.

7. Role for the Shire of Strathbogie: before the option of a level crossing at Anderson Street is finally removed from consideration all policy issues should be properly and transparently explored with the Victorian Minister for Transport.

8. Role for the Strathbogie Shire and VicRoads: develop a traffic management plan for the town of Euroa.



# 02 BACKGROUND

## *EUROA AND THE RAILWAY LINE – A SNAP SHOT*



*Express for Melbourne leaving Euroa*

79



# 02

## EUROA AND THE RAILWAY LINE – A SNAP SHOT

Prior to the increasing use of road transport in the latter half of the 20<sup>th</sup> century most freight items and livestock were transported by rail. Parcels were not sent by mail through the Post Office.

Large items were collected from the Goods' shed at each railway station and small items from the passenger station office. There were also stockyards at the eastern end of the Goods' precinct at the station for the transport of stock to and from Euroa.

The Euroa railway station was opened in 1873. The contract to build the current Euroa Goods Shed was signed by Reid and Co in 1873.(5) This firm appears to have done a lot of railway construction and the North East line goods sheds routinely cost around £2-3,000 to build in the 1870s.(6)

The passenger platform at Euroa was initially 91m and this was extended to 120m in 1900.

The Goods Shed also had a platform of 91m (added in 1880 and in use until 1904) as this promoted the handling of two crossing passenger trains. Various works have been undertaken across the years: in 1885 and 1929 to facilitate signals and in the 1960s to install the standard gauge line.

The construction of the overpass was opposed by the majority of Euroa's residents because it divided the town. The Council supported its construction because it saw it as an opportunity to supply the fill for the overpass in exchange for the excavation of a new rubbish tip.

These details can be found in the Victorian Railways Reports to the Victorian Railways Commissioners.

Euroa has now been divided by the Anderson Railway bridge since the 1960s. A second platform for Euroa station was installed as part of the station upgrade in the early 2000s, isolating the station from the town.

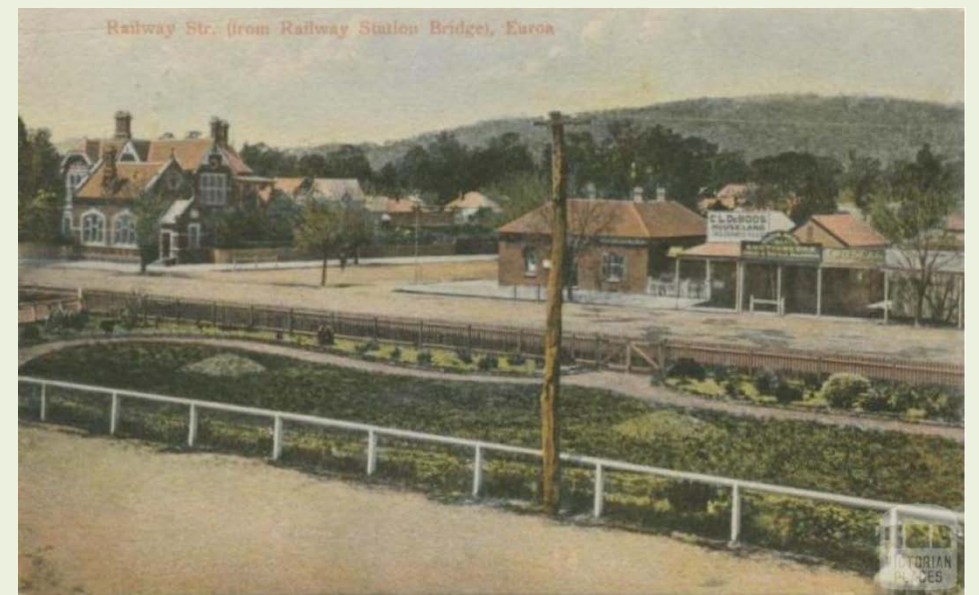
Community opposition to the present 'low impact' bridge has not abated over time. *"The structure is universally regarded as ugly and divisive and it is also unsafe" (community comment at the Euroa sportsground meeting, January 2021).*



**1. Euroa goods shed and passenger station**  
Source: Museums Victoria, Norm De Pomeroy



**3. View of the Heritage Goods Shed**



**2. View towards Binney Street from Dukes Crescent**



**4. Express for Melbourne leaving Euroa**

*The catalyst for the overpass construction in 1962, was delays of 15 or so minutes while trains straddling the Anderson St level crossing during loading and unloading (Max Burnside, Euroa community member, pers. com. 2021).*



# 02

## ARTC AND INLAND RAIL

The Australian Rail Track Corporation (ARTC) Inland Rail Project is a freight rail project spanning more than 1700 kilometres from Tottenham in Melbourne to Brisbane. Almost 70% of freight carried on Inland rail will be for domestic use. The track will use double-stacked, 1.800-metre-long trains with a 21-tonne axle load at a maximum speed of 115km/h, allowing for the transit of greater freight volumes. Each train could carry the equivalent freight volume of 110 B-double trucks.

The route comprises [13 individual projects](#) across 36 local government areas: one project in Victoria, seven in New South Wales, and five in Queensland. The Victorian component covers the areas of Wodonga, Wangaratta, Benalla, Euroa, Avenel, Broadford, Seymour, Broadmeadows and West Footscray.

Within the North East, affected towns with major change proposals are all within the electorate of Indi and include Euroa, Glenrowan, Benalla and Wangaratta. These towns all have working groups with the ARTC and have formed the North East Rail Alliance. The Rural City of Wangaratta has developed a railway precinct plan.

*(7)Information sourced from the Inland Rail website [www.artc.com.au](http://www.artc.com.au)*



Existing rail crossing

Photo Ben Wrigley 2020 - provided pro bono



# 02

## ARTC AND INLAND RAIL

The current railway overpass at the end of Anderson Street is viewed by residents attending recent public meetings as a divisive structure that separates the two sides of the town. The current overpass is ugly, dangerous and not seen as a model anyone wanted repeated.

*'not a single community member in the room is happy with the current reference design'*

*Excerpt from June 20, 2019 meeting of the Euroa Working Group.*

The bridge impacts the liveability and the potential for development of Euroa's north western section. It is an eyesore, despite being the entrance to the town for people travelling from Shepparton.

Access from the bridge into the town is limited and a reduced speed limit has been introduced because of safety concerns and the limited visibility for cars entering the overpass from Railway Street. Even so, trying to enter the bridge from the Euroa township can be dangerous because of blind spots.

**A commitment to:**  
*" Undertake a process that centres around holistic urban design principles where engineering solutions are just one component, and relevant Council strategies and plans are incorporated"*

Sourced from The Shire of Strathbogie Council Meeting Minutes 26 March 2019

### A new, bigger and longer railway crossing bridge

The new and larger Anderson Street bridge proposed by the ARTC will be 2.5 metres higher than the present structure. It will have extended ramps. It will also have a 1.8 metres suicide barrier.

When the visual presence of the proposed bridge has been discussed with the ARTC at their 'pop up' in Binney Street representatives agreed that a new bridge will be just as ugly. Community members are still being advised that an open span bridge option is still up for consideration even though the Euroa Working Group were told in August 2020 that this option was prohibitively expensive.

### Community responses to the ARTC's proposal for a bigger longer bridge

The Euroa community has been active about this matter since it was first raised. Community members have said that they are opposed to a bridge.

### Euroa Working Group – the ARTC working group

The Euroa Working Group (EWG) was established in 2019 following representations from the Shire of Strathbogie to the ARTC. Shire Council meeting minutes of March 2019 stipulated seven requirements by council. The establishment of the EWG is the only requirement fulfilled. The EWG comprises two councillors and ten community members. It has ARTC representation and the ARTC has funded and appointed a chairperson.

As a result of COVID, the EWG has met sporadically over 2020. Minutes of those meetings are posted on the internet.

*It is agreed by all parties that the ARTC has only complied with one of the seven requirements of Council.*

### Euroa Connect – the community consultation we need to have including costings and business cases for each option

In December 2020, a number of Euroa citizens established a community group (Euroa Connect) as a result of concerns about the ARTC indicating its preferred Anderson Street rail crossing option was a solid construction (compacted soil and concrete) ramp bridge.

The ARTC has clearly dismissed the option of an open span bridge on the basis that maintenance costs would be prohibitive, although no details have been forthcoming. This decision is disclosed in the EWG August 2020 meeting minutes.

Euroa Connect has been calling for a community consultation process engaging the broader Euroa community. Euroa Connect also requires the ARTC to provide all relevant detailed information including plans associated with the options which had been under consideration by the EWG. Euroa Connect understands that the diversion of the freight line around Euroa has been excluded from consideration. While some community members still assert the need for this option to be on the table it is not an option that Euroa Connect is promoting.

Euroa Connect has also called for the ARTC to provide the business cases for all options, including Road under Rail (both the Scott Street and DeBoos Street routes), a level crossing, and the bridge option.

### ARTC's lack of accountability

The ARTC has never provided proper cost benefit assessments of any of the options for the Anderson Street Overpass.

The ARTC has only provided the crudest assessment by providing \$ signs against each option. For instance a level crossing would cost \$, a bridge would cost \$\$\$, etc.

Estimates sourced by Euroa Connect suggest that the cost of the ARTC's overpass option could be in the vicinity of \$150m. Information has also been received that constructing a level crossing would cost approximately \$20m.



# 02

## ARTC AND INLAND RAIL

EXERPT FROM ARTC'S REFERENCE GUIDE FOR EUROA



### BRIDGE REPLACEMENT

“Replace the current bridge structure with a straighter, safer alignment. A new bridge would be 2.4m taller at its highest point.

Replacing the bridge would also involve realigning the track and building an additional station platform with a pedestrian underpass connecting the two platforms.

#### ADVANTAGES

New, modern and safer bridge  
Improved road alignment – wider lanes  
Upgraded intersections  
Opportunity to repurpose underutilised land surrounding the station

#### DISADVANTAGES

Potential for increased traffic on residential streets  
Visual impact of a higher bridge ”

ARTC REFERENCE GUIDE (P I 5)

### IN RESPONSE (FROM EUROA CONNECT)

#### ADVANTAGES

Ease of construction

#### DISADVANTAGES

Visual barrier increased in scale  
Precludes upgrading of railway precinct, with a range of amenities as central to the town,  
Does not meet Township Strategy objectives ;

**Growth + Prosperity**

**Amenity + Green Spaces**

**Tourism + Heritage**

**A Connected Town**

Maintains current separation of east and west sides of town

High immediate and ongoing costs.



### ROAD UNDER RAIL

“This option was explored in further detail at the request of the Euroa Working Group. It would involve removing the existing road bridge and closing the existing access at Nelson and Railway Streets and the current station access ramp.

To practically work, Anderson Street would need to begin declining past Brock Street in order to meet vehicle clearance under the railway. This would involve major works that would have significant impacts on residents closest to the bridge. This option would also involve significant works to reduce flooding risks.

#### ADVANTAGES

Minor reduction in road noise  
Some above ground visual amenity improvements

#### DISADVANTAGES

No direct vehicle access to station  
Relocation of gas pipeline  
Significant work to reduce flooding risk – large pumps and intrusive levees  
High cost  
Severe impact to residents /property acquisition”

ARTC REFERENCE GUIDE (P I 4)

### IN RESPONSE (FROM EUROA CONNECT)

#### ADVANTAGES

Reunites the town with the removal of the overpass  
Enables creation of a green precinct  
Provides enhanced views of the many historical buildings of the town  
Reclaims unused and vacant land for the community  
Safe pedestrian and vehicular movement  
Allows for future growth and innovation  
Provides direct vehicle access to Station

#### DISADVANTAGES

May not meet ARTC projected timeline



# 02

## ARTC AND INLAND RAIL

### Euroa Connect – questioning ARTC's public messaging

The ARTC is a private company wholly owned by the Federal Government. As such it is not bound by Freedom of Information legislation.

If people have questions of the ARTC about its processes there are two ways to conduct this interrogation:

- by direct correspondence or
- by submitting matters to Senators who sit on the Senate Standing Committee on Rural and Regional Affairs and Transportation. (8)

COVID 19 requirements meant that every person who attended had to provide their name and contact details. Since those meetings Euroa Connect has also organised a community group attendance at the present rail overpass where the issue of the bigger bridge was informally discussed.

*Of those who attended this meeting only one person indicated in their written response, that they supported the option of the overpass. The overwhelming view was that a ground level solution was preferred. (11)*

### February 2021

In early February, statements were made in the media by the ARTC in response to criticism by members of the Euroa community. This included : A statement made on WIN news on 28 January, 2021 'the current proposal of a new bridge and precinct upgrade has been welcomed by the vast majority of the community as an opportunity to correct the existing issues at Euroa Station' and was repeated in 'the Euroa Gazette' on February 3, 2021 (12) and again in an article in The Age' newspaper February 6 2021 "most of the town welcomed the proposal of a new bridge and station upgrade" – Ed Walker, general manager Vic Projects, ARTC .

*' The ARTC version of community consultation is in effect only designed to market the overpass option' Shirley Saywell EWG member.*

*'We have been manipulated, not consulted' Edwina Thompson, EWG member*

### Early January 2021

Information was sought from the ARTC at a meeting on 13 January 2021 and detailed questions were provided to the ARTC (avail upon request) and a response was received on 23 February. No evidence has been provided by the ARTC about the community consultation processes utilised by the ARTC, with the exception of information that 90 people attended the 'pop up' shop in Binney Street.

### Mid January 2021

A week later, a meeting was held with Dr Helen Haines Federal MP for Indi, which was attended, at short notice, by 60 people. Subsequently, in response to community concerns raised at this meeting about a significantly higher, larger overpass, Euroa Connect organised a public meeting on 27 January 2021 attended by 150 people.



The road overpass between east and west Euroa.  
Source : Joe Armao, 'the Age' newspaper

### Timelines provided by the ARTC are as follows:

2017 - 2018	Early Design Thinking
Mid 2019	Draft reference design to support approval
Late 2019	Final draft reference design
2020 – 2021	Detailed design
2021 – 2025	Construction to take place
2025.	Completion

*"To date no detailed design or draft reference design had been provided to the EWG."*

Des Ryan, EWG member at Community meeting 27 January 2021  
The Gazette February 3, 2021, p3  
ARTC and EWG's second meeting

*"A bridge is definitely not welcome at Euroa"*

John Simpson AO Letter to the Editor, 'the Euroa Gazette' 3 February 2021







# 03

## OUR INVESTIGATIONS AND COMMUNITY CONCERNS

### Binney Street Pop up

Euroa Connect has a regular community presence in the main street of Euroa. This pop up is open to all community members and visitors to discuss the ARTC approach and alternative solutions.

### Pop up at the Market

Euroa Connect has an ongoing presence at the Euroa monthly market to meet community members and discuss the ARTC proposal and any issues, concerns, likes, and dislikes.

### Meeting with Helen Haines

The lack of transparency and accountability of the ARTC, were raised by members of the community and by Euroa Connect at the meeting of 80 people in January with Dr Helen Haines, Member for Indi. Dr Haines has subsequently raised questions in Parliament about the ARTC and the impact of the Inland Rail on Euroa and other towns in Indi.

### Meeting with ARTC

Meeting with the ARTC - Five members of Euroa Connect met with David Donnelly and Dinesh Batra and, at ARTC's request, Euroa Connect submitted a list of 33 questions on a broad range of aspects including budget, business cases, options and impacts on residents.

### Submission of Goods Shed for Heritage recognition

Submission of Goods Shed - The 1873 Euroa Railway Station Goods Shed has been nominated for heritage listing with Heritage Victoria. Euroa Connect expects that a decision will be forthcoming within the next few weeks.

### Community meeting to share information and raise issues of concern

Community Meeting - more than 150 people attended this meeting which was addressed by a number of speakers from Euroa Connect as well as a panel of representatives including an engineer, EWG members, and community representatives from Benalla and Longwood. Written feedback from the attendees was overwhelmingly against retention of the overpass, with only two people supporting its retention and upgrading. Attendees also requested that Council play a stronger leadership role and that more extensive and informed community consultation on the options should take place.

### Media

Media - Euroa Connect has sought extensive media coverage about the impact of the proposed overpass and related issues, and coverage has taken place in the print media ('the Age' and the 'Euroa Gazette', on ABC Radio and on television (WIN News)

### Desk top Research

Desk Top research - extensive research has been undertaken into the ARTC, the Senate Inquiry into the ARTC and into the policies of authorities such as VicRoads and VicRail. Research about safety and flood issues and the history of the precinct has occurred.

### RMIT Studio

RMIT Studio - a design studio has been established at RMIT so that architecture students will be involved in an urban design and infrastructure project for the Euroa Station precinct over a 4 month period. This will bring new thinking into the project and provide the opportunity for these students, and their lecturers to come to Euroa to gain first hand experience about the issues involved and to meet with members of the community.

### Meetings with Community groups

Meetings with Service groups - discussions have been held with Rotary and with the Chamber of Commerce to provide information about the ARTC's proposal. and the alternative.



Binney St “pop up”



The road overpass between east and west Euroa.  
Source : Joe Armao, 'the Age' newspaper



Community meeting



Meeting with Dr Helen Haines, Member for Indi



# 03 OUR INVESTIGATIONS AND COMMUNITY CONCERNS

## Issues arising from the community consultation processes undertaken by Euroa Connect

Euroa Connect, through our public meetings and discussions, has identified a number of key concerns with the Anderson Street overpass proposal (the ARTC proposal). These issues include:

### Connectivity

The major issue of connectivity between the east and west of Euroa have been raised consistently .

The current overpass (and the associated railway) is a divisive structure that impacts on the liveability and development potential on the NW side of Euroa. There is an inequitable distribution of services across the town.



### On the Shepparton side of Euroa

1. the saleyards (used once a month);
2. the showgrounds (used once a year and for special events;
3. some engineering works;
4. some logistics firms;
5. one children's park on Scott Street;
6. a semi vacant 1873 heritage railway goods shed;
7. Hunter's Agricultural Produce agency
8. The Shire depot

*"THERE IS NO INVITING LINK BETWEEN EAST AND WEST IN EUROA AND A SOARING OVERPASS WOULD BE AN UNWELCOME ADDITION. IT WOULD LIKELY CAP THE POTENTIAL OF THAT SIDE OF TOWN FOR YEARS TO COME."*

BRENDAN ALLEN  
(ELDERS REAL ESTATE)

### On the Mansfield side of Euroa

1. All medical practices, the hospital, the dentist, all chemists
2. The police station and the fire station
3. All schools: two primary schools, the high school and 3<sup>rd</sup> Age Club
4. All shops, all cafes and restaurants, both bakeries
5. All petrol stations, EV charging stations and mechanics
6. The shire offices, the kindergarten and the cinema
7. All allied health service providers
8. All churches and all community and church halls
9. All service clubs and both Op-Shops
10. All stock and station agents
11. All banks and all accountants.
12. The laundromat and all public toilets
13. The library and bookshop
14. The skate park, all sporting ovals, tennis courts, the swimming pool and the golf club
15. The Lions Park, the Rotary Park and the Apex Walking Track
16. All buildings listed in the heritage walk with the exception of the North Eastern Hotel.



# 03

## OUR INVESTIGATIONS AND COMMUNITY CONCERNS



IMAGES OF THE  
EXISTING  
PEDESTRIAN  
UNDERPASS



Photos Ben Wrigley 2020 - provided pro bono



# 03 OUR INVESTIGATIONS AND COMMUNITY CONCERNS

## NOISE AND VIBRATION

This issue has been the subject of comment from other Councils and community groups in submissions made to the Senate Standing Committee (see above). Issues around these matters include:

- increased noise from gear changing by heavy vehicles as a result of the higher overpass
- increased noise caused by the extended length of the freight trains
- disruption caused by warning bells should a level crossing be installed
- concerns about track quality and suitability for heavier freight load

It is unclear what obligations the ARTC has to remediate or compensate residents affected by the rail upgrade.

The recently installed concrete sleepers, because of poor attenuation, mean that passenger trains can now be heard from 5 km away. Residents living near the line report that passing rail traffic already impacts on their dwellings, causing floors and windows to shake.

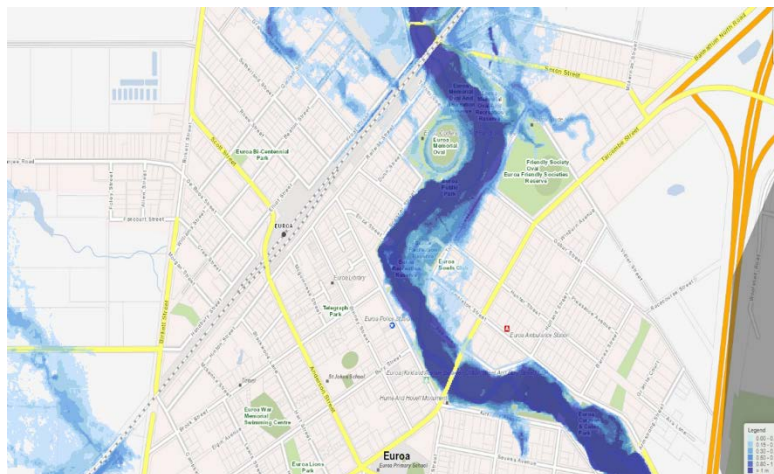
Those living in houses adjacent to the railway line have not had any advice from the ARTC as to the remediation they can expect as a result of the works being undertaken now or in the future.

Specifically note the submission of the Logan Council, Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government, Submission 18.

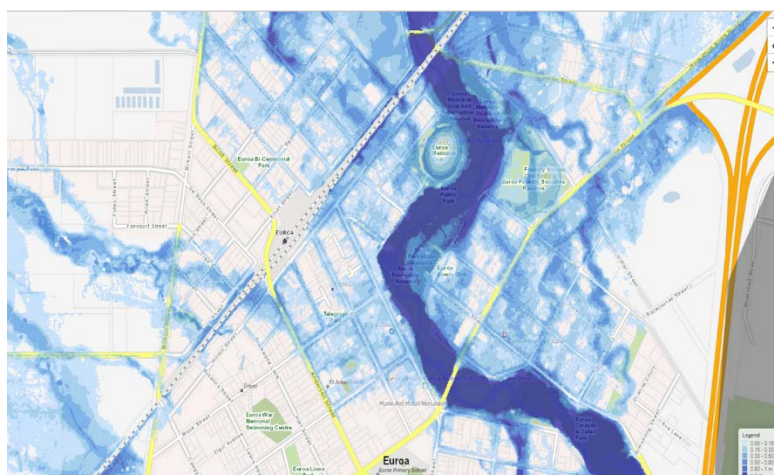
## FLOODING AND ITS IMPACTS

Flood maps for Euroa have been produced by the Goulburn Broken Catchment Authority and the maps are provided. (13)

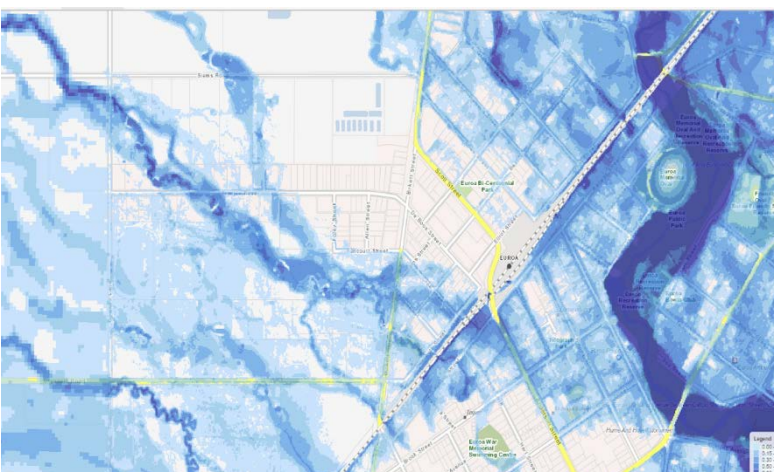
Engineering advice suggests that the removal of flood water can be addressed by a pumping system, and that similar concerns have been addressed with regard to the Wangaratta underpass.



1:10 year flood



1:50 year flood



1:200 year flood



# 03 OUR INVESTIGATIONS AND COMMUNITY CONCERNS

## DEMOLITION OF EXISTING OVERPASS

Overwhelming community support exists for the removal of the overpass. Community members also support the creation of a green space and the community use of historical railway buildings (an outline of some of the heritage values along Railway Street and the heritage value of the Railway buildings/Goods Shed are available upon request).

### KEY POINTS

- Three years ago, the Euroa community expressed its lack of support for the reconstruction of the overpass when ARTC initially proposed its solution. This has been actively reaffirmed and is in stark contrast to recent public assertions made by the ARTC.
- An application has been made to Heritage Victoria regarding the designation of the Railway Goods Shed Building
- The Strategy to green the railway precinct as a ground level, human scale and accessible precinct is consistent with contemporary urban design principles and with the guidelines of the Office of the Victorian Government Architect.

## LACK OF ADEQUATE CONSULTATION AND INFORMATION

There has been a lack of adequate consultation and information about the proposed options that were considered by the EWG.

- At the public meeting it was stated that the EWG had not come to a conclusion about the best option for the town
- The Shire has confirmed its support for a majority view of the best solution and has informed the ARTC of its views
- Euroa Connect has argued consistently for a broader consultation process, backed by evidence and information to inform the community
- Euroa Connect has sought responses from the ARTC about 33 key questions impacting on the ARTC's work and current consultation processes

## UPGRADING OF PUBLIC LANDSCAPES AND RESTORATION

Community members support the upgrading of the areas adjacent to Railway Street and DeBoos Street so that the historical buildings on both sides of the railway are clearly visible and a town centre created.

## REINSTALLING A LEVEL CROSSING – CONCERNS

Various concerns have been raised about installing a level crossing at Anderson Street. These include –

- the State and Federal Government policy
- disruption to traffic flow and emergency vehicle access
- safety and noise issues
- traffic flow data

There is no State Government policy to remove level crossings in regional areas and Euroa Connect has been advised that issues of emergency access in the case of medical emergency, fire or other incidents can be addressed.

Whilst data on traffic flow has been sought through FOI from VicRoads an official response has yet to be received. Travel times have also been measured by Euroa Connect, in the absence of data from the ARTC. It is in fact quicker to use the Birkett Street railway crossing or the two railway underpasses either side of the Sevens Creek and similarly on the western side of Clifton Street than to use the existing Anderson Street overpass.

## PEDESTRIAN UNDERPASS SAFETY

Any proposal regarding an underpass needs to ensure that it is compliant with the Disability Discrimination Act, the Standards for Accessible Public Transport and the Victorian Equal Opportunity Act 2010 and has addressed relevant safety considerations.



Euroa goods shed



Euroa goods shed



Euroa goods shed

Photos Ben Wrigley 2020 - provided pro bono



Pedestrian underpass

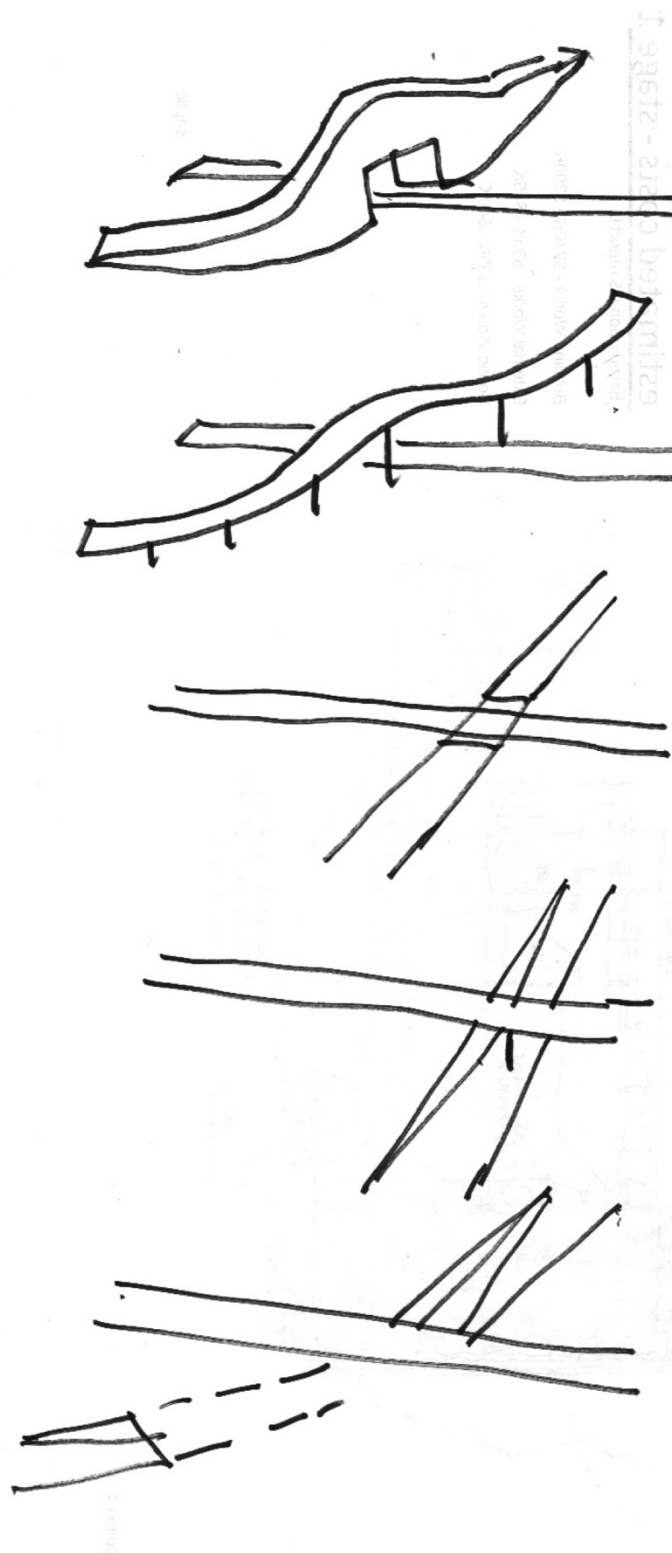


Pedestrian underpass



# 03

## OUR INVESTIGATIONS AND COMMUNITY CONCERNS



### CURRENT ARTC PROPOSAL

A new realigned overpass between Anderson Street and Scott Street. The “Bridge” will be approximately 2.5 metres higher than the current overpass with an additional 1.8m high suicide barrier on top. The final structure will be approximately 10metres high.

### A BRIDGE

Despite an initial preference for the open span bridge by the EWG and the community, this option was taken off the table in August 2020, by the ARTC due to ongoing maintenance costs.

### A LEVEL CROSSING

ARTC policy precludes the level crossing option. The Victorian government does not have a policy which prevents level crossings in regional Victoria.

### DE BOOS UNDERPASS

The option of the DeBoos underpass provides for the shortest link but brings traffic directly into the area adjacent to the North Eastern Hotel. This option would require a significant upgrading of the road to handle the increased traffic flow.

### SCOTT ST UNDERPASS

The option of the Scott Street underpass follows the existing path of the overpass and connects directly with the present traffic flow along Scott St. It allows for better potential design options for the areas surrounding the station precinct.



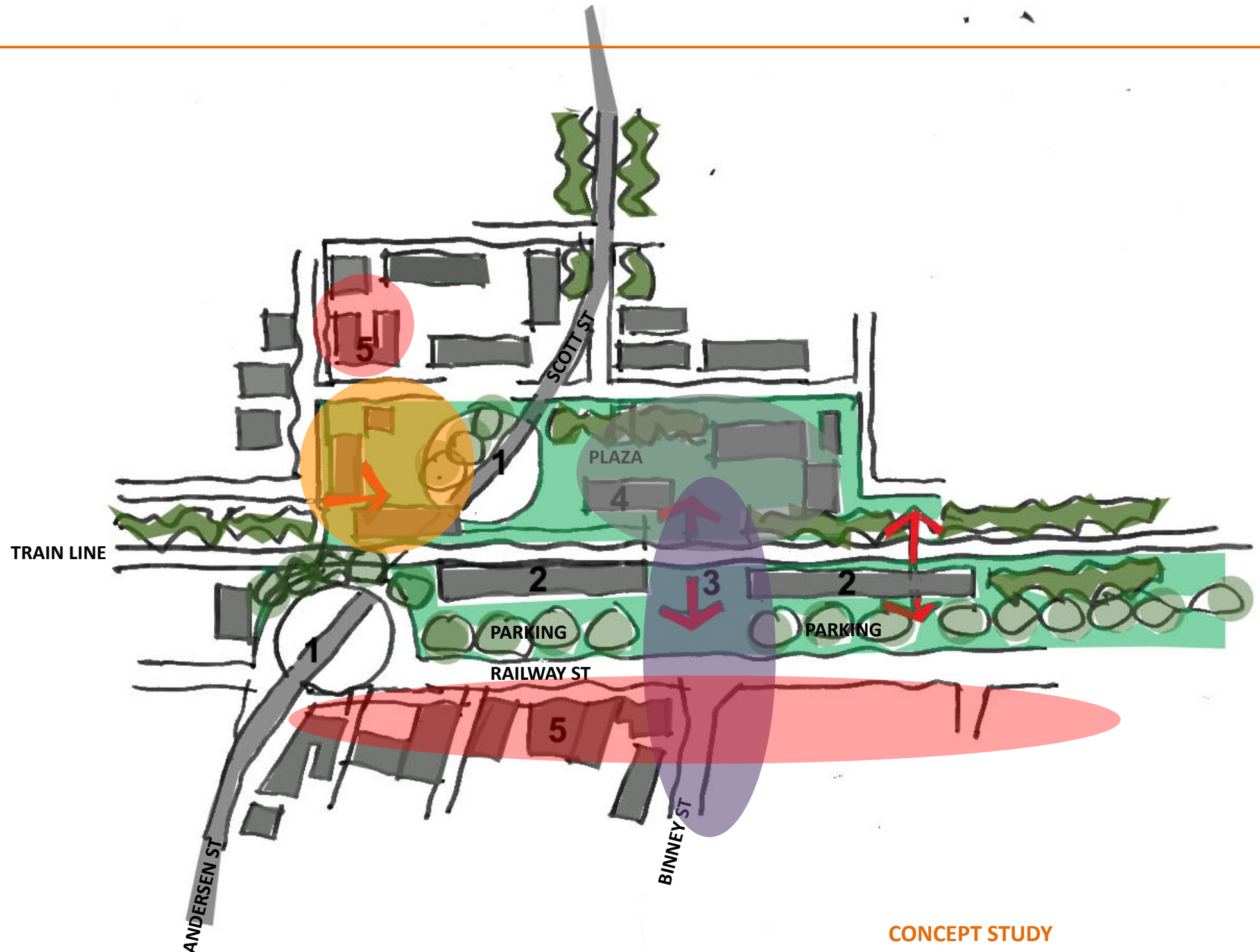
# 04 OUR VISION

## KEY

1. UNDERPASS
2. STATION
3. PEDESTRIAN UNDERPASS
4. GOOD SHED
5. HISTORIC

## PRECINCTS

COMMERCIAL  
COMMUNITY  
TOWN CONNECTION



CONCEPT STUDY

*Euroa Connect vision is to provide a high-quality concept design for the railway precinct that will influence planning for the town as a whole and draw upon best practice design principles and objectives, supported by design expertise, engineering and imagination.*



# 04 EUROA TOWNSHIP STRATEGY

The Euroa Connect vision is consistent with objectives of the Euroa Township Strategy 2020. This vision also responds to the Victorian government's stated aim of building back better and creating greater community connectivity post-Covid.

## Alignment of our proposal with the 2020 Euroa Township Strategy

The Euroa Township Strategy (the Strategy) was adopted by the Shire of Strathbogie in December 2020. It was devised by Hansen Consulting Group and a cultural geographer (Tim Nott). Community consultation took place in 2019 using a YourSay portal. The then Acting Shire CEO, Phil Howard, said that the strategy 'aimed to improve the function of the town to meet the needs of the local community, including looking at connectivity, accessibility, public streetscapes and car parking'.(14)

## Euroa Township Strategy (2020) Themes

The four themes of this Strategy are:

1. Managing growth and prosperity
2. Building a connected township
3. Promoting amenity and green spaces
4. And valuing and building on Euroa's heritage to develop tourism and other economic opportunities.

It is apparent that the Strategy has been developed in the shadow of the ARTC Inland Rail works as the potential for infrastructure construction is mentioned across the content of the Strategy.

The Strategy specifically requires the Shire to continue to lobby the ARTC to ensure community values are reflected, as are Urban Design principles.

The Strategy urges the Euroa community to continue to 'showcase our historic buildings and precinct, build tourism which focusses on our picturesque character, and have a pedestrian friendly town centre, promote walking and cycling and connectivity' and 'build a town which is well connected and easy to navigate-connecting schools and community buildings'.

The approach of Euroa Connect aligns completely with the themes and many of the Euroa Township Strategy actions, but does not allow the ARTC to frame the terms under which this precinct could be developed.

The Euroa Connect proposal incorporates the needs of the ARTC, but as well demonstrates a strong community benefit, currently missing from the ARTC model.

## EXCERPT FROM EUROA TOWNSHIP STRATEGY

### KEY THEMES

Following the documented background analysis and initial community consultation, four key themes were developed and included in the Issues & Opportunities Report. The four identified themes are as follows:

- Theme 1: Manage township growth & prosperity
- Theme 2: Establish a well connected & accessible township
- Theme 3: Upgrade public streetscapes
- Theme 4: Celebrate Euroa's historic, natural & recreational assets

These four key themes were used to frame a range of identified issues and opportunities which were discussed and tested during the Issues and Opportunities community consultation process. These themes have been further embedded in vision, objectives, strategies and associated actions as the main recommendations of the Euroa Township Strategy. Furthermore key recommendations are visually and spatially represented on the suite of Township Strategy Plans (refer to Figures 3, 4, 5 & 6).

### THEME 1:

MANAGE TOWNSHIP GROWTH & PROSPERITY



### THEME 2:

ESTABLISH A WELL CONNECTED & ACCESSIBLE TOWNSHIP



### THEME 3:

UPGRADE PUBLIC STREETSCAPES



### THEME 4:

CELEBRATE EUROA'S HISTORIC, NATURAL & RECREATIONAL ASSETS



September 2019



# 04 OUR PRINCIPLES

Our proposal addresses long term issues in the design of the town, but also maintains and celebrates its historical nature, and fosters the opportunities for innovation, investment, connection and community engagement.

## GROWTH + PROSPERITY

We want to encourage employment, leisure and tourism opportunities and foster new green spaces, restoration and landscaping projects that will bring new life to Euroa.



## AMENITY + GREEN SPACES

This design enables a green centre for the town – and brings together the two sides of a community that has been divided by the overpass and the railway line since the 1960s.



## TOURISM + HERITAGE

Our vision encompasses upgrading disused and unsightly areas which surround the railway precinct, removal of the overpass and its replacement with an underpass. We see that the refurbishment and repurposing of the heritage railway buildings (including the Euroa railway station and the goods shed) will enable community use of these buildings for multiple purposes including the arts, exhibitions and events. Presently the Euroa community has no community hub.

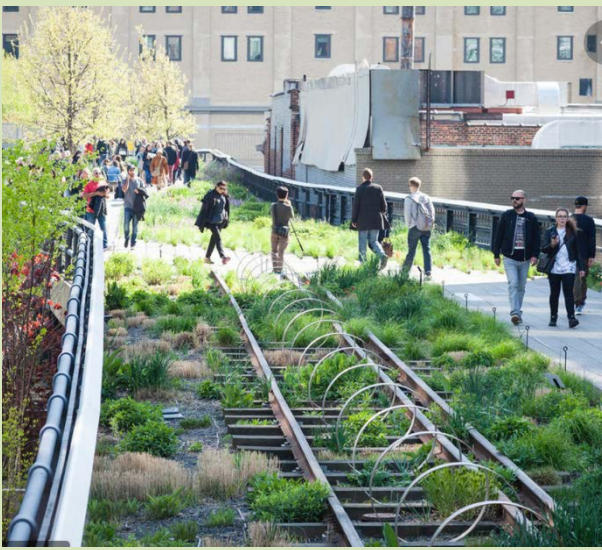


## A CONNECTED TOWN

Our plans include direct access to the railway station, accessible train platforms and improved, disability compliant, access for pedestrians and cars in and around the station precinct and the commercial and residential areas either side. A strong visual connection, through a public green space will provide a heart to the community.



EUROA CONNECT





04



## DE BOOS ST OPTION

SCOTT ST OPTION



# 04 THE PLAN

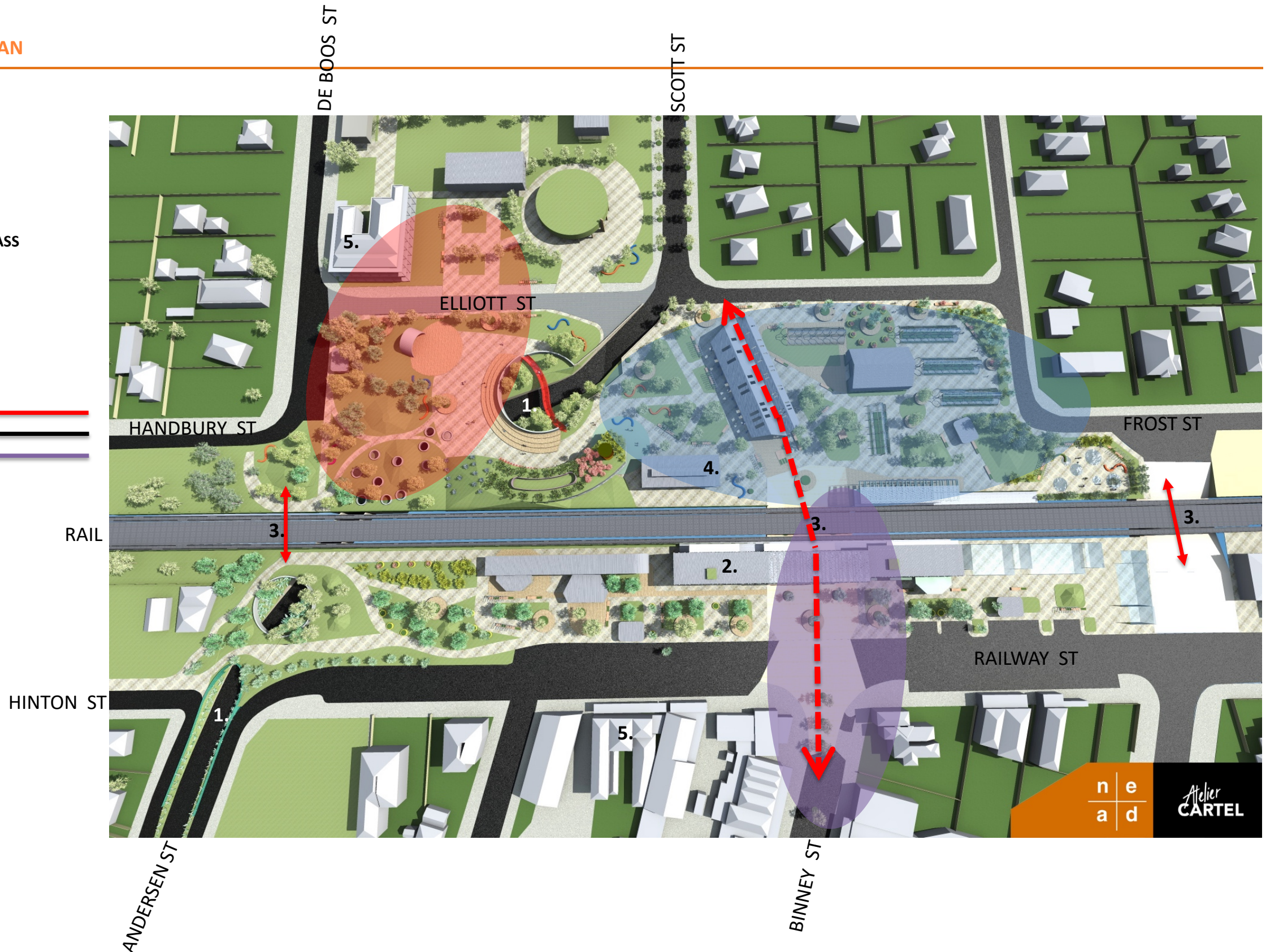
## OVERALL PLAN

### KEY

- 1. UNDERPASS
- 2. STATION
- 3. PEDESTRIAN UNDERPASS
- 4. GOOD SHED
- 5. PUBS

### PRECINTS

COMMERCIAL  
HISTORIC / FAMILY  
INTERFACE TO TOWN  
CENTRE



n | e  
a | d

Atelier  
CARTEL



# 04 MATERIALS



PLACES TO LINGER



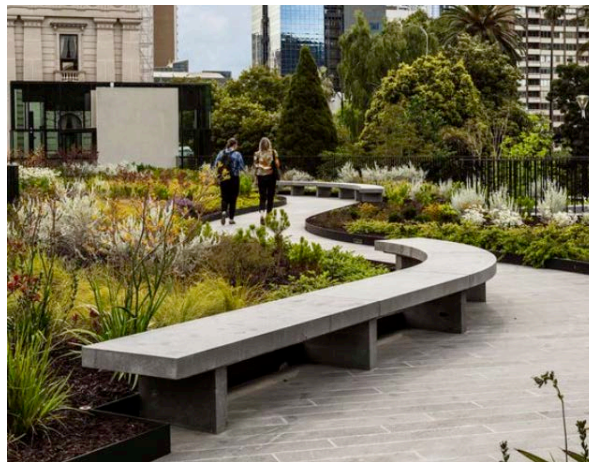
NATURAL MATERIALS



WELL LIT, SAFE WALKWAYS



INDIGENOUS PLANTINGS



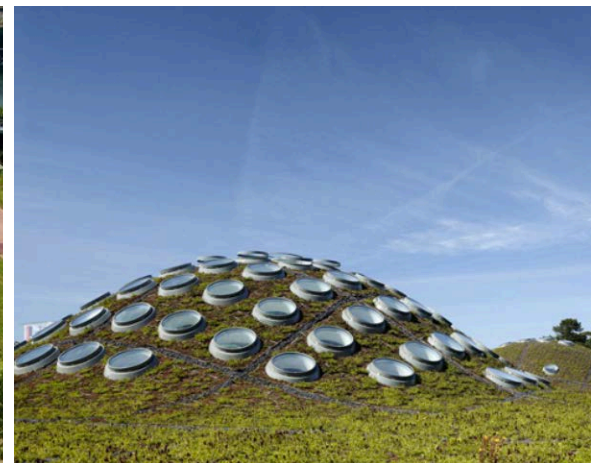
NATURAL MATERIALS



SAFE PEDESTRIAN AND BICYCLE MOVEMENT



CREATIVE / INSPIRING LANDSCAPE



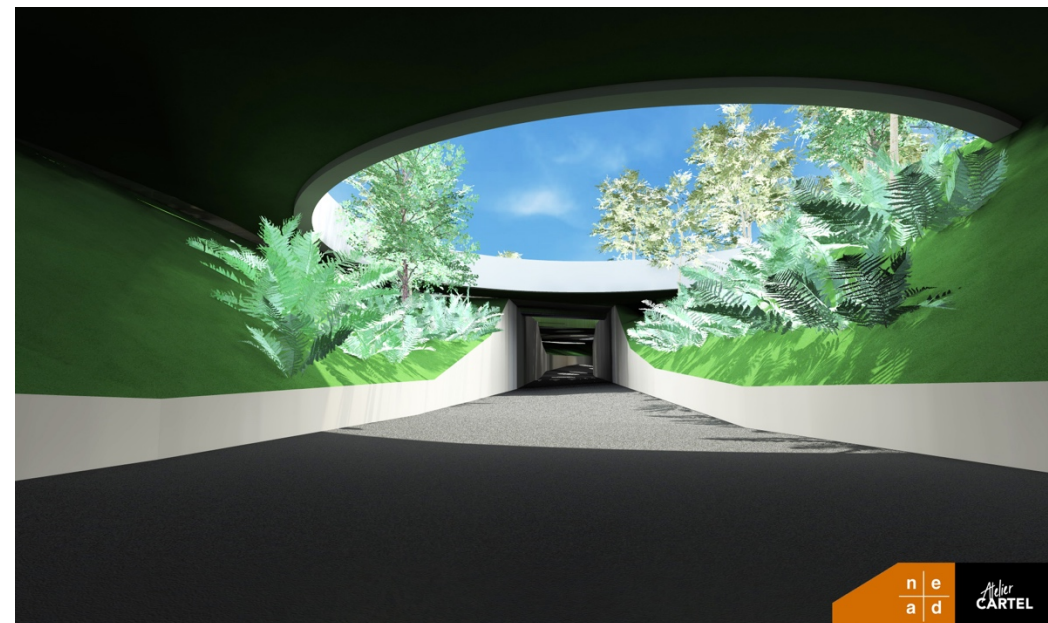
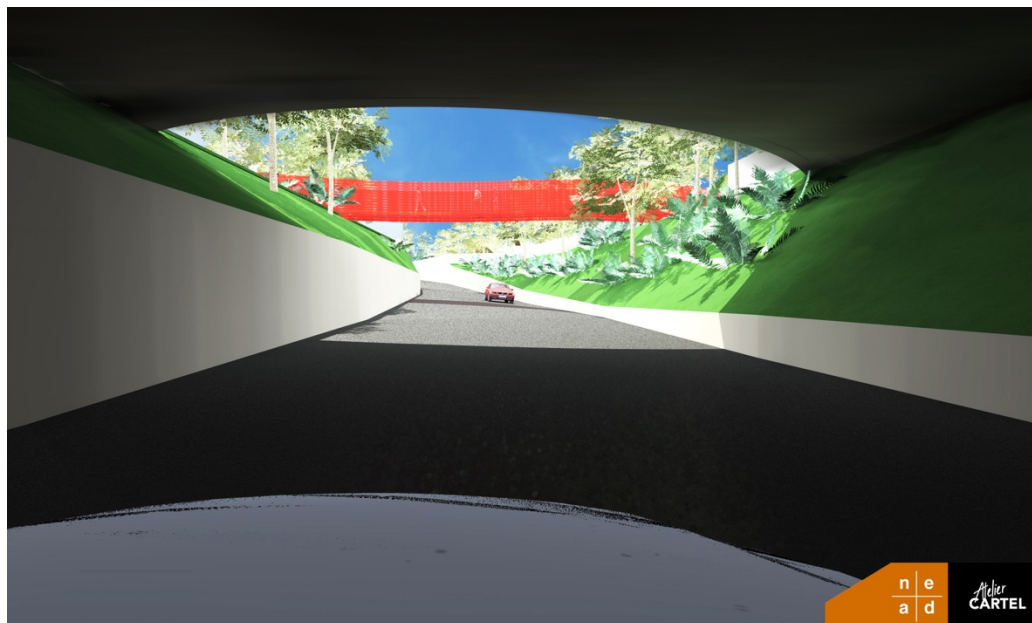
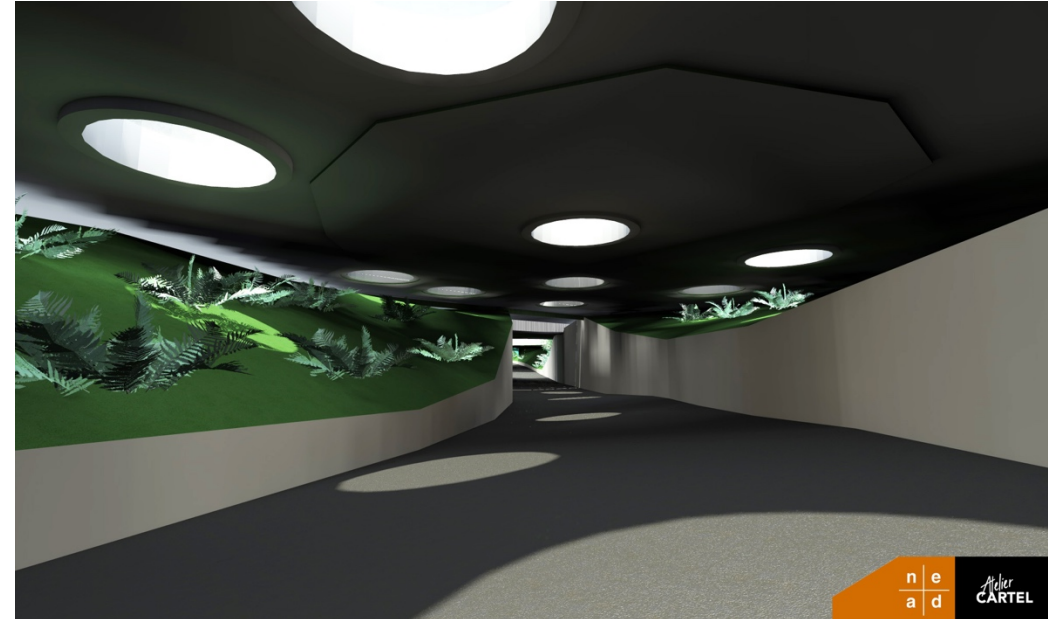
SKYLIGHT TO UNDERPASS



INSPIRING PUBLIC ART



# 04 THE UNDERPASS – A JOURNEY





# 04 THE PLAN

## TRAIN STATION HUB



POINT OF ENTRY  
INVITING  
SAFE  
OPPORTUNITY

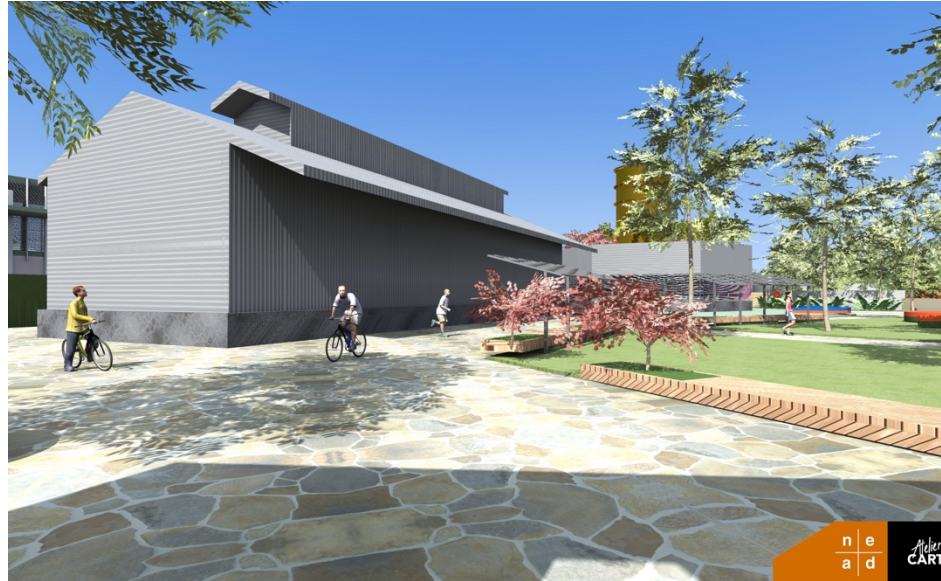
REFLECTIVE OF THE  
COMMUNITY + DISTRICT





# 04 THE PLAN

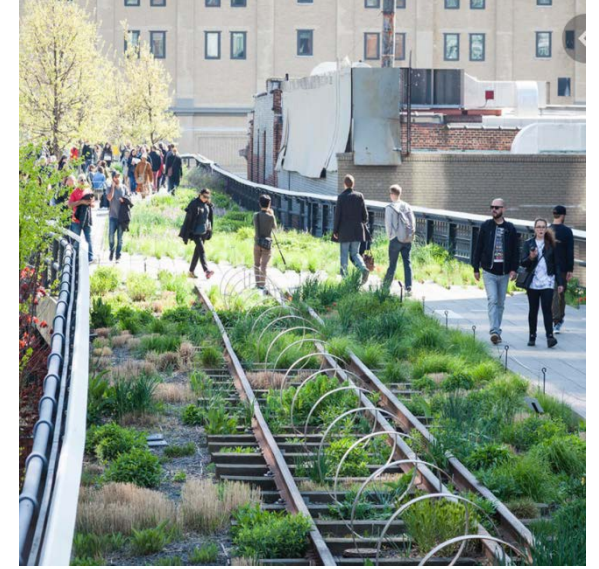
## HERITAGE / COMMUNITY PRECINCT





# 04 THE PLAN

## HERITAGE / COMMUNITY PRECINCT





04 THE PLAN

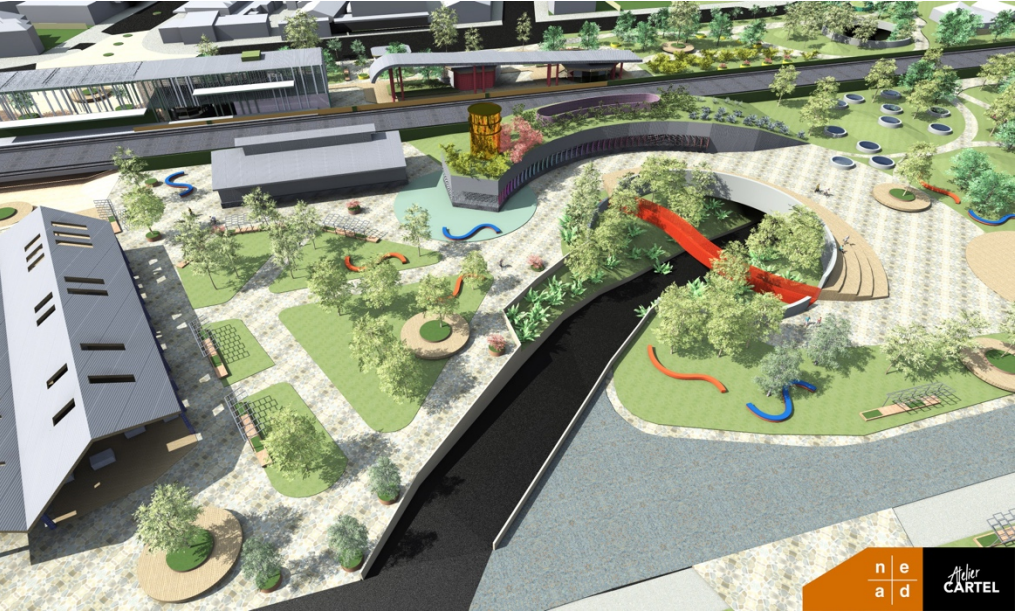
COMMUNITY CENTRE





# 04 THE PLAN

## COMMERCIAL PRECINCT





# 04 THE PLAN

## PERFORMANCE





# 04 IN SUMMARY

- Recommends the building of an underpass,
- Reunites the town with the removal of the overpass and creation of a green precinct (Euroa Township Strategy theme 2),
- Establishes a town centre and the potential of an environment for arts, culture and events in the existing heritage railway buildings (Euroa Township Strategy Theme 3),
- Emphasises the historical importance of the town and its buildings (Euroa Township Strategy Theme 4),
- Offers the opportunity for investment and job creation (Euroa Township Strategy Theme 1),
- Creates a vibrant gateway across the town and beyond,
- Repurposes unused and vacant public land for leisure and recreation purposes and
- Creates a solution which is more readily repurposed in the future.





## REFERENCES

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1. The Shire of Strathbogie must commit to sharing any flood mapping and other flood infrastructure planning and ensure that this is made available to properly inform engineering decisions about the prospect of a road under rail underpass
2. Note the Railway Precinct plans of Wangaratta and other towns ([https://www.wangaratta.vic.gov.au/Portals/0/Wangaratta/Documents/About%20Council/Documents%20and%20Policies/Public%20Notices/WangarattaRailwayPrecinctConceptReport\\_LowRes.pdf?ver=2018-08-20-154353-110](https://www.wangaratta.vic.gov.au/Portals/0/Wangaratta/Documents/About%20Council/Documents%20and%20Policies/Public%20Notices/WangarattaRailwayPrecinctConceptReport_LowRes.pdf?ver=2018-08-20-154353-110)), Mansfield (planning started here <https://www.mansfield.vic.gov.au/consultations/mansfield-station-precinct-activation-project> and is found here [https://www.mansfield.vic.gov.au/consultations/mansfield-station-precinct-activation-project?fbclid=IwAR0int-M6nIWuuMESfwOD-1Z\\_WVlcY6BuGyORKPgeXNYnrSAHKFWe-g2s-Y](https://www.mansfield.vic.gov.au/consultations/mansfield-station-precinct-activation-project?fbclid=IwAR0int-M6nIWuuMESfwOD-1Z_WVlcY6BuGyORKPgeXNYnrSAHKFWe-g2s-Y)), and Shepparton (<https://greater-shepparton.com.au/assets/files/documents/planning/Revised Master Plan - Councillor Briefing 16 May.PDF>)
3. Victoria Walks, 2016, 'Planning for Pedestrian Accessibility at Level Crossing Removals and Railway Stations', found at <https://www.victoriawalks.org.au/Assets/Files/Final%20level%20crossing%20report%209%20Dec%202016.pdf>. The design of any future pedestrian underpass should address the level of passive surveillance into the station area and local pathways. Particular regard should be given to the actual and perceived night-time safety and the nature and orientation of new development and new activities in the station precinct and along the corridor. Sightlines should be considered carefully to provide passive surveillance of the precinct from adjoining streets.
4. VicTrack – Community Use of Vacant Heritage Railway Buildings Program - <https://www.victrack.com.au/projects/past-projects/community-use-of-vacant-rail-buildings>
5. Contract no 495/671VPRS 17077 P00001 Contract Files
6. These details can be found in the Victorian Railways Reports to the Victorian Railways Commissioners
7. ARTC Website – [www.artc.com.au](http://www.artc.com.au)
8. [Submissions – Parliament of Australia \(aph.gov.au\)](#) Inland rail
9. [Senate Rural and Regional Affairs and Transport References Committee](#)
10. [Management of the Pre-construction Phase of the Inland Rail Programme | Australian National Audit Office \(anao.gov.au\)](#)
11. COVID 19 requirements meant that every person who attended had to provide their name and contact details, with written responses from 149 people
12. The Gazette February 3, 2021, p3
13. Flood maps - these maps all come from the GBCMA and can be sourced at - <https://my.floodreport.com.au/Euroa/>
14. Shire of Strathbogie website launch of Euroa Township Strategy.

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