

# BROADFORD



Existing Hamilton Street bridge in Broadford.

## Inland Rail in Victoria

Inland Rail’s Beveridge to Albury project includes works along the existing rail corridor through Mitchell Shire, including Broadford.

In Broadford there is not enough clearance under Marchbanks Road, Hamilton Street and Short Street bridges for double-stacked freight trains to pass safely.

To increase the clearance the three bridges will be replaced and the track lowered at Short Street and Hamilton Street.

All new bridges will comply with current safety standards and improve accessibility and user connectivity.

Construction in Broadford is estimated to begin from 2025.

## Our work so far

Over the past couple of years our project team has met with landowners, neighbours and the wider community to gain feedback on the concept designs.


To help inform the design, we have completed ecological and cultural heritage surveys, geotechnical investigations and technical studies, as well as considered the comments and feedback received from Mitchell Shire Council, stakeholders and the community.

Community, council and other stakeholder feedback has helped shape the Urban Design Framework, Planning Scheme Amendment and Environment Report. These are important milestones in the extensive planning and approvals process that we must undertake, prior to construction.

## How we’ve listened

During our engagement the community has told us access, connectivity and safety are important to them.

Based on this feedback we’re:

-  Improving connectivity with shared user paths and pedestrian access at Short Street and Hamilton Street.
-  Lowering the tracks at Short Street and Hamilton Street.
-  Changing road layouts to improve traffic flow and safety.
-  Working to minimise disruption during construction.



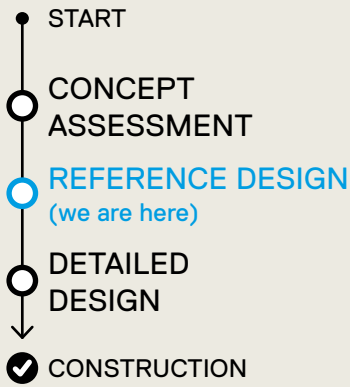
Visualisation of Short Street bridge in Broadford.

# Project stages and community feedback

There are three design stages that our projects progress through before they are ready to commence construction. These are concept assessment, reference design and detailed design.

At each of the design stages we will share the updated design, explain how feedback has been incorporated and continue to listen to the community and key stakeholders.

## Design stages



**Concept assessment** is where design options are investigated, project area is confirmed, and a recommended design solution is progressed based on multiple criteria including safety, constructability, technical requirements and community/stakeholder impacts.

**Reference design** is where we refine the preferred concept design to a greater level of detail and confirm the layout and key components and any associated impacts, such as land acquisition and changes to road grades. The reference design stage evolves over time. This stage presents an opportunity for community input to refine the look and feel of the design and explore interface options with the surrounding area such as pedestrian access.

**Detailed design** occurs after the construction contract has been awarded. It is the final design phase that ensures safety and environmental impacts have been minimised before construction occurs. It is also where community can provide feedback on the look and feel of some urban design elements. This stage provides the community with an understanding of exactly what will be built and how it will look, incorporating feedback where possible.



## 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.

