

TOTTENHAM TO ALBURY

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PROJECT
REFERENCE
GUIDE

INLAND RAIL IN VICTORIA

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

WHAT IS THE TOTTENHAM TO ALBURY PROJECT?

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

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

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

Planning and environmental approvals are currently underway, with construction scheduled to start late 2021.

WHAT STAGE IS THE PROJECT AT?

We are progressing with the reference design phase, which includes planning and environmental approvals such as developing our urban design framework for the project and planning scheme amendment application. Work to date has involved technical investigations and field studies that have enabled us to refine the rail corridor design.

PLANNING AND ENVIRONMENTAL APPROVALS

In 2021, the project is moving through a number of planning and environmental approval processes.

URBAN DESIGN FRAMEWORK (UDF)

The Inland Rail project is a significant rail infrastructure asset for Victoria. The UDF ensures what we build will futureproof the North East Rail Line and support future development opportunities for regional station precincts. The framework outlines the vision, principles and objectives of project sites and has been developed in consultation with communities within and surrounding the project area.

Download the fact sheet for more information at inlandrail.com.au/urban-design-framework

PLANNING SCHEME AMENDMENT (PSA)

The Planning Scheme Amendment is a change to the relevant Planning Scheme (in this instance the Whittlesea, Mitchell, Strathbogie, Benalla, Wangaratta and Wodonga Planning Schemes) to apply a project-specific planning control.

Before works start, we will make a request to the Minister for Planning to amend the Planning Schemes.

The proposed amendment introduces site specific controls via an Incorporated Document and Specific Controls Overlay, meaning the project can progress without the need for additional planning permits, subject to conditions being met to the satisfaction of the Minister for Planning.

Read the fact sheet for more information inlandrail.com.au/planning-scheme-amendment

HERITAGE PERMITS

We will apply to Heritage Victoria for heritage permits for works that impact the Glenrowan Heritage Precinct and the Wangaratta Railway Station Complex, which are both state listed heritage places.

Visit Heritage Victoria's website for more information at heritage.vic.gov.au

INDIGENOUS HERITAGE

We are also preparing Cultural Heritage Management Plans (CHMP) for approval by the relevant Registered Aboriginal Party. Visit inlandrail.com.au/aboriginal-cultural-heritage-vic for more information.

ENVIRONMENTAL REPORT

In August 2020, the Minister for Planning confirmed the project wouldn't require assessment through an Environment Effects Statement (EES). However, we're required to:

- ▶ Complete an environment report, including listing potential impacts to flora and fauna, and planned measures to manage or minimise these impacts during construction
- ▶ Develop an environmental management framework, informed by the environment report.

The report and framework must be approved by the Minister for Planning before construction starts.



Aerial view of Benalla Station, Benalla

WHAT'S NEXT?

We will work with external contractors and communities to refine reference designs, continue planning and environmental approvals and complete surveying work and processes for utilities and signaling.

There are a number of opportunities for community feedback, as part of these approvals processes. We'll continue the Benalla Working Group meetings to help determine which of the two options to move forward with. We have placed the Euroa Working Group on hold to reconsider objectives and establish a clear path forward for collaborating with the community to decide on an option.

We're seeking further support from local councils and Department of Transport around designs and approvals, while negotiating land access agreements with property owners.

HOW CAN I HAVE MY SAY?

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

While we welcome your feedback at any time, upcoming opportunities for community input include:

- ▶ **Planning Scheme Amendment:** We sent letters, submission forms and information to thousands of households in April to provide property owners, business owners and other stakeholders with an opportunity to submit any feedback on the proposed amendments by 17 May 2021.
- ▶ **Heritage permits:** Heritage Victoria will seek community submissions on permit applications for sites in Wangaratta and Glenrowan mid-2021.
- ▶ **Environment report:** We will seek community feedback on our draft report mid-2021 and publish the final report on our website.

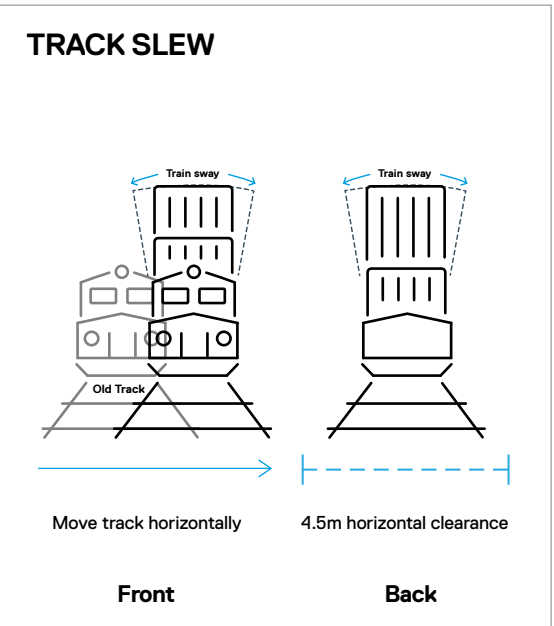
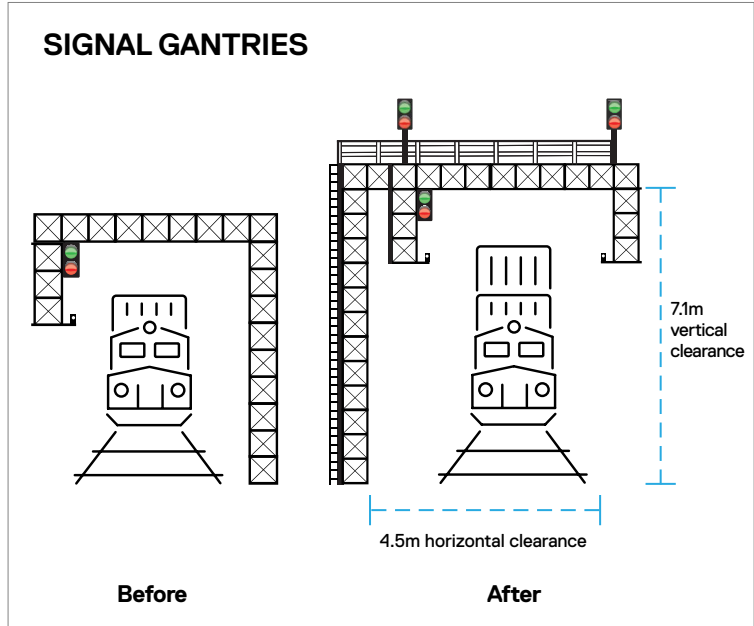
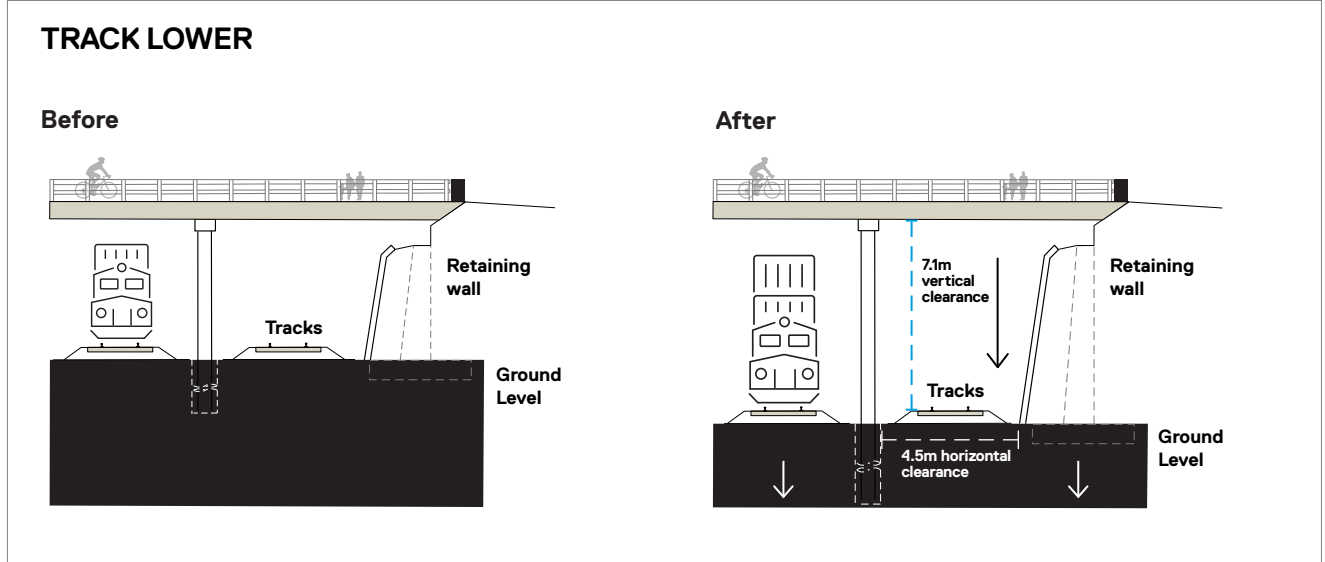
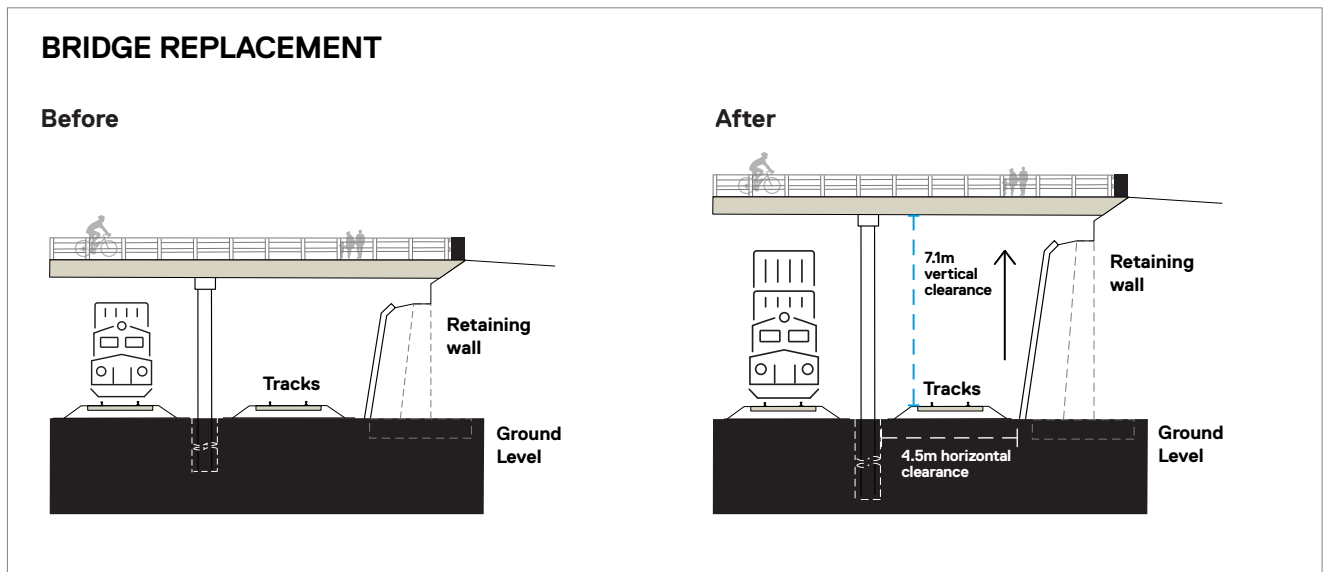
You can get in touch with us in a range of ways, including:

- ▶ The interactive map on our website has information points and visuals about each of the 12 project sites along the North East Rail Line. You can also submit a question via the map and we'll get back to you shortly.
- ▶ Check out the latest news on each project area where we'll publish updates on Inland Rail initiatives and project milestones
- ▶ Our new Inland Rail website is now live at inlandrail.com.au/t2a
- ▶ Visit one of our pop-up locations across seven communities along the North East rail line. Visit inlandrail.com.au/events for more information
- ▶ One-on-one meetings with residents living close to enhancements sites
- ▶ Neighbourhood conversations to share information and hear local feedback
- ▶ Catch-ups at events hosted inside your community – such as farmers markets
- ▶ Opportunities to share your thoughts with us in person or via our website
- ▶ Engaging with Councils, industry and road and rail agencies to facilitate design solutions that support wider community outcomes where practicable.



HAVE YOUR SAY ON INLAND RAIL IN VICTORIA

Visit inlandrail.com.au/t2a-status to see the latest community feedback opportunities and more information.



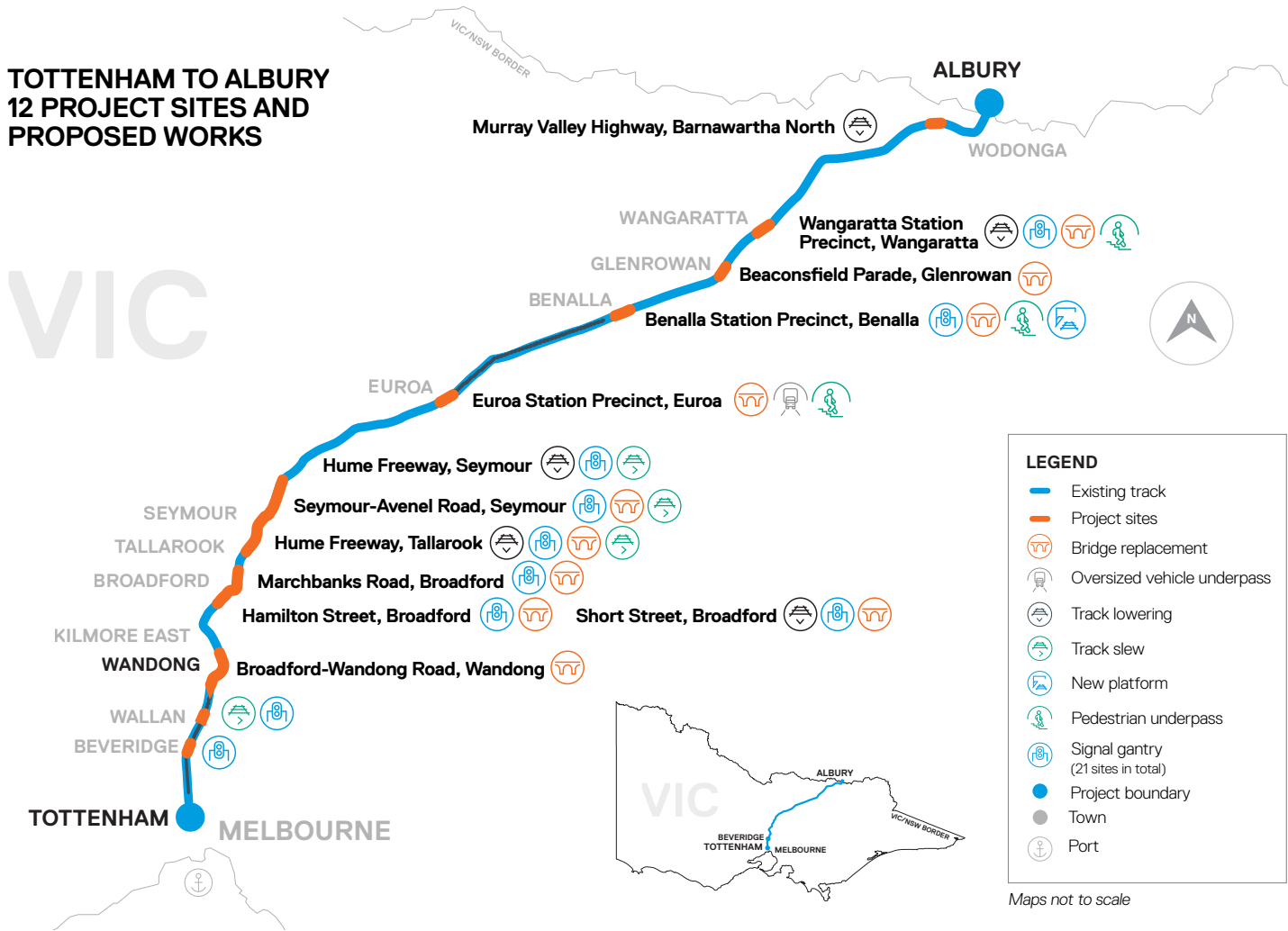
All diagrams are for illustrative purposes and not to scale

WORKS REQUIRED

To achieve the clearance needed for double-stacked freight trains, work is expected to include lowering rail track under road bridges, removing existing bridges and replacing with taller bridges, moving track in some places (horizontally, referred to as track slews) and relocating or raising railway signal gantries. See diagrams of these works above.

TOTTENHAM TO ALBURY 12 PROJECT SITES AND PROPOSED WORKS

VIC



BROADFORD-WANDONG ROAD, WANDONG

To provide clearance for double-stacked freight trains, our preferred solution is to replace the Broadford-Wandong Road bridge with a newer, safer but higher bridge to the north of the existing structure.

HAMILTON STREET, BROADFORD

While continuing to consider other options, the preferred option is to replace the existing bridge with a higher bridge along the same alignment, which will also improve safety for motorists.

SHORT STREET, BROADFORD

Further investigations are continuing, however our preferred solution involves lowering the track under the bridge.

MARCHBANKS ROAD, BROADFORD

We are progressing with a design to replace the existing bridge with a new, higher bridge slightly to the north of the existing structure. The new bridge would be built as close as possible to the existing bridge to minimise the impact on native vegetation. Retaining walls would be installed to support the new bridge.

HUME FREEWAY, TALLAROOK

We are progressing with designs to lower the track under Hume Highway in Tallarook to create the space needed for double-stacked freight trains to pass through safely.

SEYMOUR-AVENEL ROAD, SEYMOUR

We are progressing with a design to replace Seymour-Avenel Road bridge with a new bridge. We will aim to minimise vegetation loss and any impacts on adjacent landowners by building the bridge online, and optimise bridge footprint.

HUME FREEWAY, SEYMOUR

We are progressing with designs to lower the track under Hume Highway in Seymour to create the space needed for the taller double-stacked freight trains to pass through safely.

EUROA STATION PRECINCT, EUROA

Right now, we're looking at two options we believe are feasible for the precinct:

- Replacing the current Anderson Street bridge with a straighter, safer alignment.
- Building an oversized vehicle underpass, which would involve removing the existing Anderson Street bridge and closing some access roads.

BENALLA STATION PRECINCT, BENALLA

After reviewing valuable feedback from our stakeholders, we are considering the following two options:

- Bridge replacement over the rail line further north of the station building: New batters and/or retaining walls would be necessary to allow for the higher bridge. The old bridge would be removed once the new bridge is completed.

- New platform, track realignment and upgrade pedestrian access at Benalla station: this option meets safety requirements of the whole precinct. It may also improve access to the station.

BEACONSFIELD PARADE, GLENROWAN

The proposed design is a bridge replacement in a new location at Beaconsfield Parade. This option has undergone technical and heritage assessments and is considered a viable option for protecting the precinct's heritage. We will continue to work with the community regarding this proposal.

WANGARATTA STATION PRECINCT, WANGARATTA

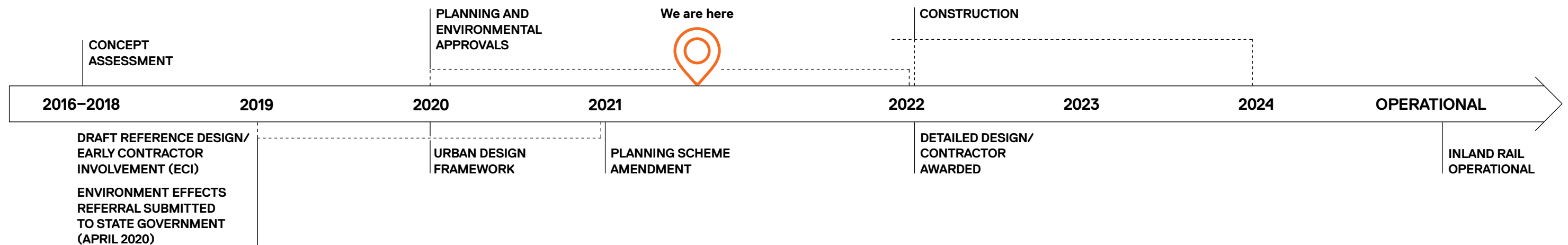
To increase clearance, we are proposing to:

- remove the two Wangaratta Station footbridges and replace them with a single pedestrian underpass
- lower the tracks and replace the Green Street road bridge in the same location on the same alignment.
- relocate the existing track and platform on the eastern side of Wangaratta Station so it sits parallel to the new track on the western side of the station.

MURRAY VALLEY HIGHWAY, BARNAWARTHA NORTH

To increase clearance, we are proposing to lower the track by approximately 1.4 metres at the lowest point under the bridge.

STEPS TO DELIVER INLAND RAIL FROM TOTTENHAM TO ALBURY



CONCEPT ASSESSMENT (2016–2018)

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

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

CONSULTATION AND OPTIONS ANALYSIS (ONGOING SINCE 2018)

Consultation with Council, working groups, and communities to inform design principles.

This has included identifying and assessing a range of options for each of the 12 project sites. We will continue working with communities and other key stakeholders throughout the planning and construction phases of the project.

LEARN MORE

A dedicated page for the Benalla Working Group is available on the Inland Rail website, with all meetings and presentations available for public access at inlandrail.artc.com.au/benalla-working-group

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

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

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

In August 2020, after reviewing community feedback, the Minister for Planning confirmed the project wouldn't require assessment through an Environment Effects Statement (EES), instead directing the project to complete an Environment Report in the Project Approvals phase.

HAVE YOUR SAY

The ECI work will result in reference designs being developed and supporting visualisations will be produced to assist in the interpretation of the reference design. These designs will be available to the community in late 2021 for comment and feedback.

PLANNING AND ENVIRONMENTAL APPROVALS (2020–2021)

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

Planning and approvals processes including Urban Design Framework, Planning Scheme Amendment application, heritage permit applications (Glenrowan and Wangaratta), and the Environment Report.

HAVE YOUR SAY

Heritage Victoria will seek submissions on our heritage permit application for Glenrowan and Wangaratta mid-2021.

ARTC will also exhibit the Environment Report for community feedback.

Visit inlandrail.com.au/t2a-status find out more.

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

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

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

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

LEARN MORE

Our urban design framework fact sheet is available on the Inland Rail website at inlandrail.com.au/urban-design

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

DETAILED DESIGN/ CONTRACTOR AWARDED (2022)

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

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

HAVE YOUR SAY

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



Artist impression: **Cover** Double-stacked train. **Back page** Engineers on the alignment.



HAVE YOUR SAY ON THE DESIGN OF THE TOTTENHAM TO ALBURY RAIL UPGRADE CHANGE TO PROJECT

We welcome your feedback and have a range of ways to get in touch with us. We have seven pop-up locations across North East rail line communities.

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

LEARN MORE

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


Check out some recently updated fact sheets and regional reference guides:

- inlandrail.com.au/urban-design
- inlandrail.com.au/planning-scheme-amendment
- inlandrail.com.au/euroa-reference-guide
- inlandrail.com.au/benalla-reference-guide
- inlandrail.com.au/mitchell-shire-reference-guide
- inlandrail.com.au/glenrowan-precinct-reference-guide
- inlandrail.com.au/wangaratta-precinct-reference-guide

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

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

ARTC

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