



**INLAND
RAIL**

**EUROA STATION
PRECINCT
CONCEPT PLAN**

NOVEMBER 2024

Document number
2-0008-112-ELE-70-RP-0001_0

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15-November 24
Job No.: 60709417
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Quality Information

Document Name	Rev	Prepared for	Prepared by	Date	Reviewed by
Euroa Station - Draft Concept Plan Report	A	ARTC/Inland Rail	Tong Cai	24/10/2023	Zac Cvitkovic Technical Director, Urbanism and Planning
Euroa Station - Draft Concept Plan Report	B	ARTC/Inland Rail	Tong Cai	11/06/2024	Daniel Haysom Associate Director, Environmental Planning
Euroa Station - Final Concept Plan Report	C	ARTC/Inland Rail	Tong Cai	14/11/2024	Daniel Haysom Associate Director, Environmental Planning
Euroa Station - Final Concept Plan Report	0	ARTC/Inland Rail	Tong Cai	15/11/2024	Daniel Haysom Associate Director, Environmental Planning

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Executive Summary

In line with Condition 4.2.8 of the *Inland Rail – Beveridge to Albury Incorporated Document* (2021), this **Euroa Station Precinct Concept Plan Report** (the Concept Plan Report) accompanies the **Euroa Station Precinct Concept Plan** and outlines the key design elements of the preferred solution, consisting of the removal of the existing Anderson Street bridge and ramp and building a new road underpass in its place. A new shared path underpass will also be provided to maintain cross corridor connections between Handbury Street and Hinton Street and Euroa Station will be upgraded to enhance its overall amenity and underpin its role as a primary community destination and focal point.

The Concept Plan Report demonstrates that the Concept Plan satisfies the relevant conditions of the *Inland Rail – Beveridge to Albury Incorporated Document* (2021) by:

- Detailing the general built form of the Euroa Station Precinct, including site layout plans, sections and elevations, site boundaries, as well as the location of permanent buildings and structures.
- Providing commentary on design options considered for the Euroa Station Precinct.
- Demonstrating how the Concept Plan has been prepared in accordance with the approved Urban Design Framework.
- Demonstrating how the Concept Plan complies with the relevant clauses of the project’s Environmental Performance Requirements.

01

Introduction

- Purpose
- Inland Rail Beveridge to Albury Project
- Euroa Station Precinct - Concept Overview



Introduction

Purpose

This report accompanies and supports the Euroa Station Precinct Concept Plan, which has been prepared in accordance with Condition 4.2.6 of the Beveridge to Albury Incorporated Document, December 2021 (the Incorporated Document).

In line with Condition 4.2.7 of the Incorporated Document, the Euroa Station Precinct Concept Plan (the Concept Plan) shows the general built form and includes site layout plans, sections and elevations, site boundaries, as well as the location of permanent buildings and structures.

In line with Condition 4.2.8 of the Incorporated Document, this Euroa Station Precinct Concept Plan Report (the Concept Plan Report) includes commentary on design options considered, an explanation demonstrating how the Concept Plan has been prepared in accordance with the approved Urban Design Framework and how the Concept Plan complies with the relevant clauses of the Environmental Performance Requirements (EPRs) included in the endorsed Environmental Management Framework (EMF).

In addition, this report also provides a summary of the consultation conducted prior to making the Concept Plan and Concept Plan Report available for public inspection and comment.

In line with Condition 4.2.9 and 4.2.10 of the Incorporated Document, the Concept Plan and Concept Plan Report will be provided to Strathbogie Shire Council and the Department of Transport and Planning (Head, Transport for Victoria) for consultation, and will be made available for public inspection and comment. Following stakeholder and community feedback, the Concept Plan and Concept Plan Report will be updated and a summary of the consultation undertaken. Key themes raised in written comments, consideration, and responses to key issues will be provided as an appendix to this report.

The Concept Plan and Concept Design Report provides an overview of the key design elements of the site, however, is indicative only and subject to further design development.

Inland Rail Beveridge to Albury Project

The Beveridge to Albury (B2A) project is part of the Inland Rail project that will connect Melbourne and Brisbane via regional Victoria, New South Wales, and Queensland via a 1,600km freight rail line. The focus of the B2A project is to improve track clearances and resultant safety for double-stacked freight trains. The improvements will be delivered in tranches and include track adjustment, new road bridges, underpasses, and station upgrades at several locations from Beveridge to Albury, namely:

- Broadford-Wandong Road, Wandong
- Hamilton Street, Broadford
- Short Street, Broadford
- Marchbanks Road, Broadford
- Hume Highway, Tallarook
- Seymour-Avenel Road, Seymour
- Hume Highway, Seymour
- **Euroa Station Precinct, Euroa**
- Benalla Station Precinct, Benalla
- Beaconsfield Parade, Glenrowan
- Wangaratta Station Precinct, Wangaratta
- Murray Valley Highway, Barnawartha North



Figure 1 : Project Summary Map

Euroa Station Precinct - Concept Overview

The concept for the Euroa Station Precinct has evolved significantly as the Project has been developed and has been informed by both stakeholder and community input, and the principles and site-specific objectives outlined within the *Victoria Inland Rail Urban Design Framework* (October 2021).

The concept involves:

- Removal of the Anderson Street bridge and construction of a new road underpass in its place.
- Realignment of the existing eastern rail track.
- Converting the existing island station platform to become the East Track side platform and construction of a new West Track side platform opposite the existing.
- Construction of new pedestrian underpasses with lifts, ramps and stairs to improve cross rail corridor connectivity and access to the new station platforms. Three new underpasses will be provided: a shared use path underpass connecting Handbury Street and Hinton Street, and pedestrian underpasses adjacent to the station building and at Frost Street.
- Construction of new car parking on either side of the rail corridor.
- New green open space next to the station building intended for public use.
- New landscaping within the station precinct, along car park edges, embankments and the open green space bounded by Scott Street, Elliot Street and De Boos Street.
- Enhanced pedestrian connectivity between Euroa Station and the main town centre along Binney Street, with formalised pedestrian pathways and a new station forecourt.
- Extension of the existing slip lanes along Anderson Street towards Brock Street, to be compliant with current road safety standards.



Figure 2 : Indicative artistic impression of Euroa Station Precinct within the broader context

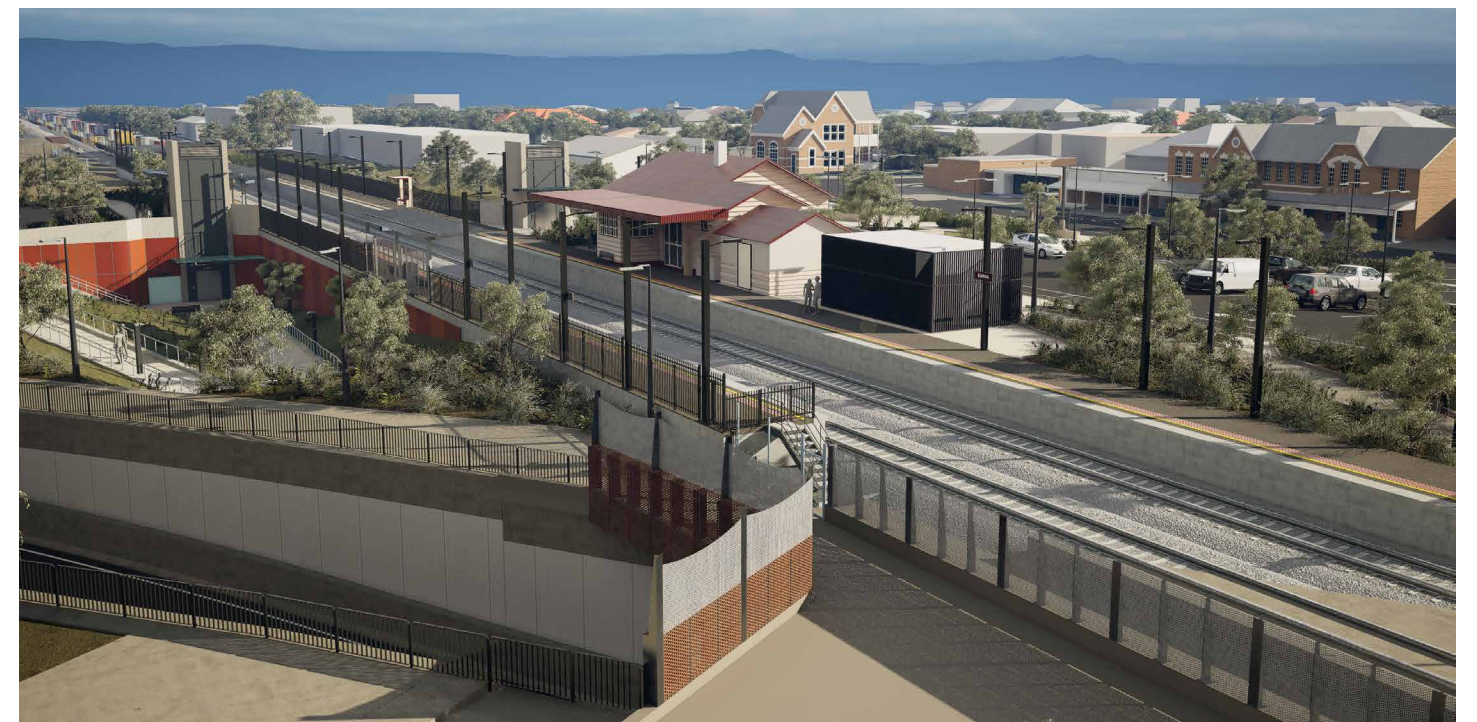


Figure 3 : Indicative artistic impression of Euroa Station platforms and station environment, looking north east

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02

Community and Stakeholder Engagement

- Overview of Stakeholder Engagement
- Victoria Inland Rail Urban Design Framework
- Planning Scheme Amendment
- Road Overpass and Underpass Options



Community and Stakeholder Engagement

There has been ongoing community and stakeholder engagement for the Euroa Station Precinct since 2018. This section provides a high level summary of the commentary and feedback received from key stakeholders that has helped to inform project documents and options assessment.

Victoria Inland Rail Urban Design Framework

In March 2021, 120 residents provided commentary and feedback to inform the Urban Design Framework. The opportunities and objectives that were most important to the residents of Euroa included:

- Good connections for the community and prioritised pedestrian movement.
- Improved visual amenity and station presence – Any new buildings and structures should enhance the station precinct and public realm.
- Improved user comfort.
- Respecting and honouring existing heritage buildings and places.
- Consideration and improvement of real and perceived safety.
- Implementation of environmentally sustainable design and future proofing measures.
- A station precinct to be proud of, featuring high quality open spaces and clear sightlines.

2023 Engagement

In early 2023, updated information on the road underpass option was provided to the community. The road underpass option is the more complex solution, and requires additional flood mitigations and road safety measures to be incorporated into the design. Acknowledging that this was the preferred solution by the community, additional technical investigations were undertaken to better understand the complexities of the road underpass solution.

Hydrological modelling was undertaken and the outcome was shared with the community of different sized floods on the proposed underpass and the impact this has on road safety and emergency management. Despite the flooding risks, a road underpass remained the preferred solution.

In late 2023, a 3D visualisation of the Reference Design was shared with the community and stakeholders.

Planning Scheme Amendment

In March 2021, consultation was undertaken to inform the Planning Scheme Amendment. At the time, the preferred solution for the Euroa Station Precinct was to replace the existing Anderson Street bridge with a new road bridge. There was also a road underpass option being considered. Areas of concern and feedback provided by the community included:

- A greater desire for community involvement in the planning and design of the Anderson Street bridge.
- A preference for an alternative to a road bridge solution.
- A desire for a 'whole of rail precinct' solution.
- Proposed roundabout at Brock Street did not have community support.
- Encouragement of alternative options to be explored, including a level crossing and a road underpass.

Road Overpass and Underpass Options

Following initial community feedback on the preferred road bridge solution, in September 2021 both road overpass and road underpass options were put forward to the community. Feedback was received from local residents as well as Euroa Connect, the Euroa Chamber of Business and Commerce and St Johns Primary School. Key comments and feedback received on both options are as follows:

- Community concerned that the road bridge solution will have more visual impact, noise and safety issues.
- A road underpass generally found more support in the community due to better visual amenity, however there was recognition that there could be more flooding and drainage issues associated with an underpass.

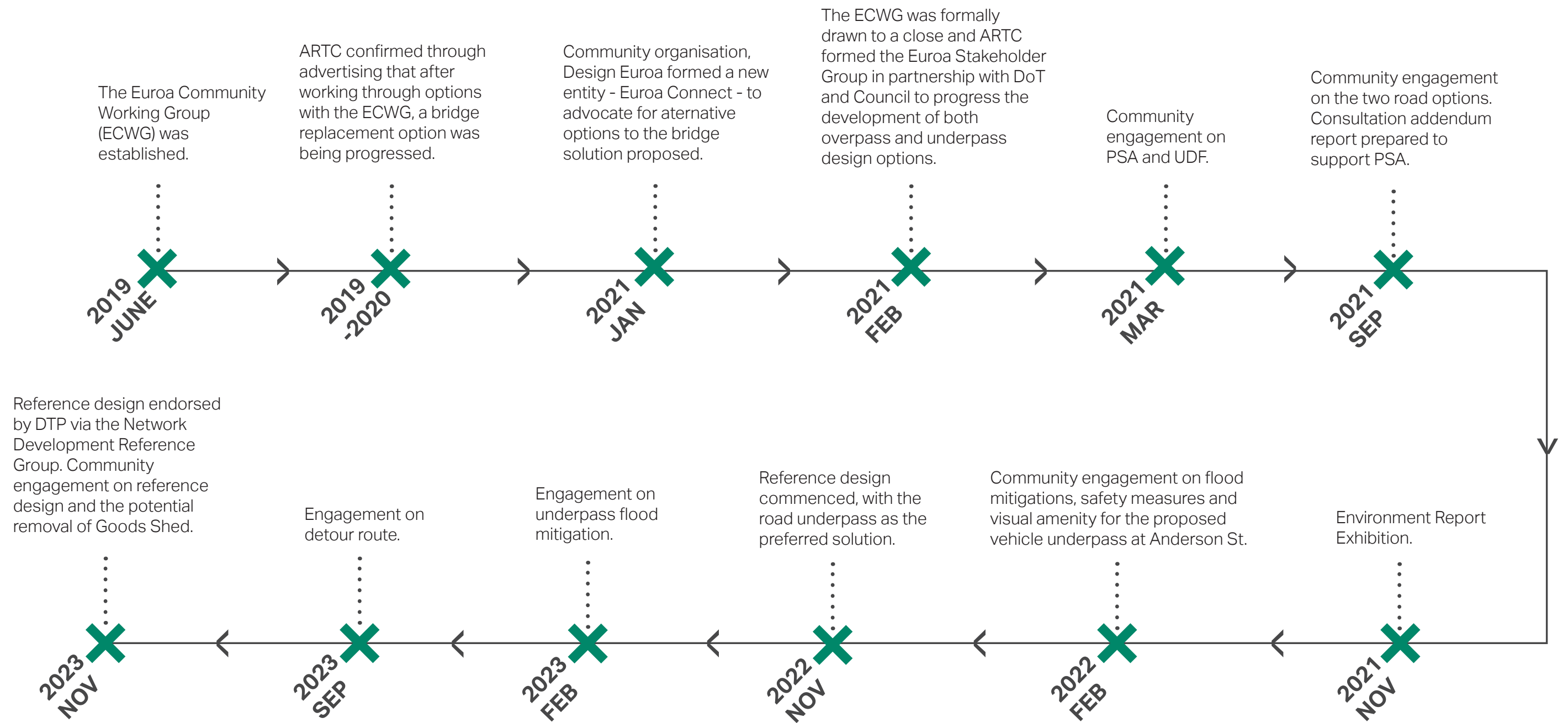


Figure 4 : Community Stakeholder Engagement Timeline

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03

Site Context

- Geographic Context
- Historical Context
- Landscape Character and Impact Sensitivity
- Site Character
- Land Use
- Built Form and Heritage
- Transport and Access



Site Context

Geographic Context

Euroa is a small town located within Strathbogie Shire, approximately 160km north-east of Melbourne CBD with a population of approximately 3,275 people.

Euroa is well serviced by a wide variety of community and recreational facilities and green open spaces. The rail corridor cuts through the township, with Euroa Railway Station located next to the main town centre.

Euroa is nestled at the base of the Strathbogie Ranges and has Seven Creek and Castle Creek running through, adding to its natural and rural character and setting.

Historical Context

Euroa and much of the Strathbogie Shire makes up part of the Traditional lands of the Taungurung People. The name 'Euroa' originated from the Aboriginal name 'Yero-O', meaning 'joyful'. The Traditional Custodians occupied the land within Euroa for at least 60,000 years before official contact with European settlers in 1836, when land surveys were first taken.

In the 1850s, early settlement in Euroa was established due to traffic generated by the gold rush. In 1873, the Euroa Railway Station opened to service the growing population.

In 1878, the infamous bushranger Ned Kelly committed a robbery at the Euroa National Bank, which forms a significant part of the township's history.

In the 1960s, the Anderson Street level crossing was removed and replaced with a road bridge. Two pedestrian underpasses were also built alongside the road bridge.



Figure 5 : Railway Street, Euroa 1958



Figure 6 : Euroa Railway Station, 1960s

Landscape Character and Impact Sensitivity

The Urban Design Framework Report (UDF) has informed landscape character impacts for land within and surrounding the project area. The surrounding areas have been assessed according to their assigned Landscape Character Zones (LCZ). LCZs are areas which have been defined in terms of their level of development, urban character, land use, landform, vegetation coverage, presence of water, road and street configuration and other characteristic features.

The most sensitive LCZ is LCZ 6 (General Residential) due to the proximity of properties immediately adjacent to the existing bridge and Anderson Street.

The character of the area in proximity to Handbury, Elliot, Hinton, Railway and Station Streets (LCZ6) and the railway station precinct (LCZ10) will have low or negligible sensitivity with a road underpass. Anderson Street (LCZ6) would be highly impacted.

In regards to the proposed pedestrian underpass, the most sensitive LCZ would be LCZ9 (Commercial), particularly along Railway Street where adjacent businesses will have a new structure altering the appearance of the landscape.

Potential mitigation measures to minimise these visual impacts could include, but are not limited to:

- Replacement and augmentation of removed tree vegetation within the impacted project area.
- The addition of strategic planting to provide visual screening and to minimise the visual impacts to adjacent sensitive receptors.
- Enable quality urban design outcomes to the road underpass and pedestrian underpass structure.

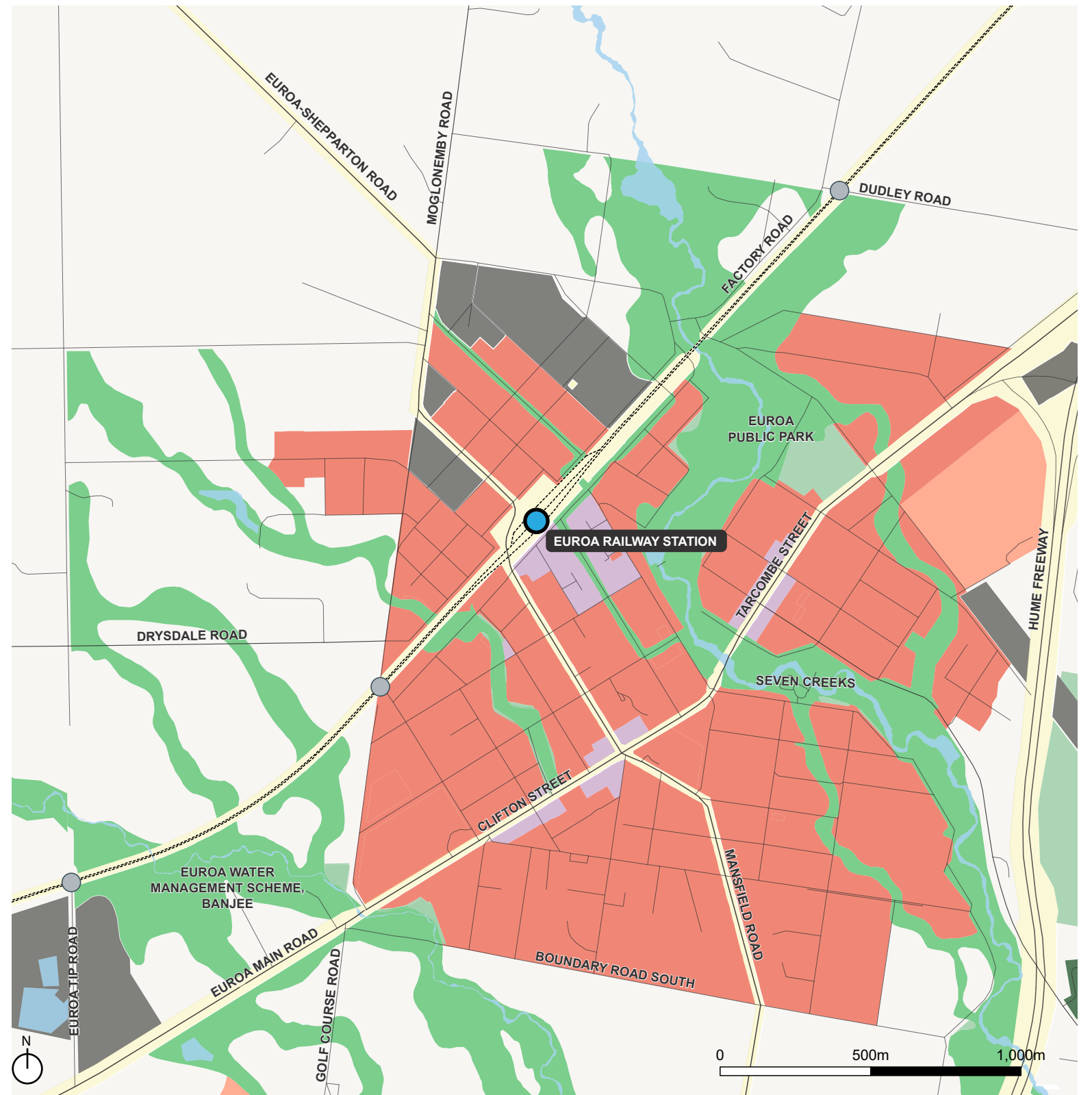
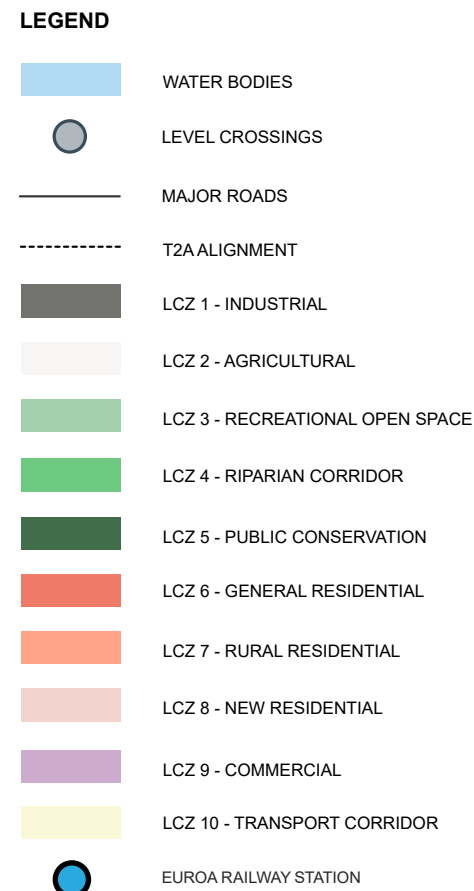


Figure 7 : Euroa Landscape Character Zones Map

Site Character

Located at the base of the Strathbogie Ranges in Victoria's High Country, Euroa is a small, heritage-rich town surrounded by rolling hills, waterways and agricultural activity.

The urban character of Euroa Station Precinct and its surrounds has been visually captured below.

Image 01 Euroa Hotel and the Soldier's Memorial Hall directly interface with the Euroa Station car park.



Image 02 Mature trees line either side of Anderson Street leading up to the road bridge ramp.



Image 03 Entrance to the pedestrian underpass from Railway Street is well vegetated, however limits visibility and passive surveillance.

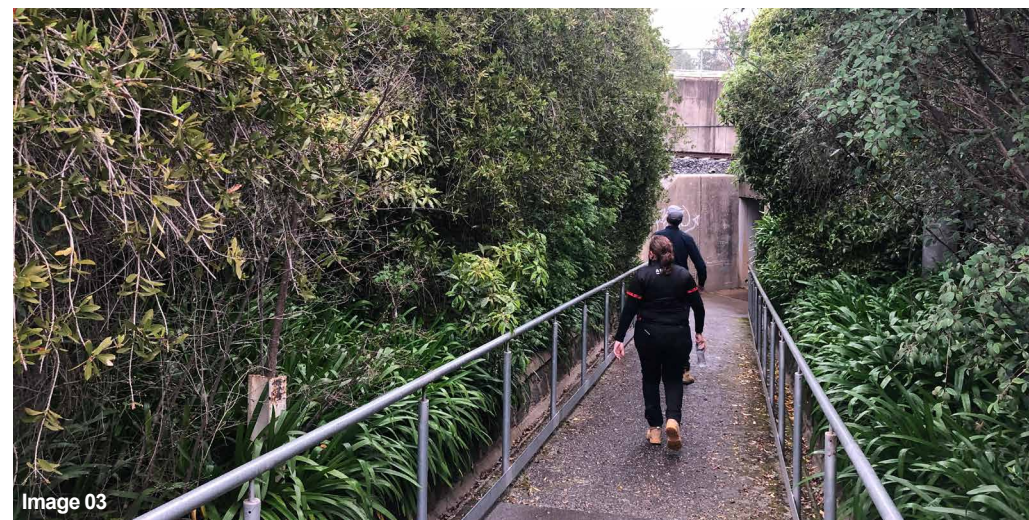


Image 04 The pedestrian underpass provides access to Euroa Station and connects Elliot, Hinton and Railway Streets, however it presents a convoluted and relatively unsafe route for pedestrians.



Image 05 Entrance to the pedestrian underpass from Elliot Street.



Image 06 Established vegetation provides visual screening between the station platform, the Euroa Hotel and the Soldiers Memorial Hall.



Land Use

Residential

Low density, single detached residential dwellings on large properties can be found surrounding the Euroa Station Precinct, predominantly in the north, south and west. There is land to the immediate north-west of the station that is disused and undeveloped that formerly contained residential dwellings.

Commercial / Mixed Use

The Euroa Town Centre is located to the immediate south-east of the station precinct, with shopping strips running along either side of Binney Street. The shopping strip comprises of restaurants and cafes, supermarkets, a bank and other retail stores.

Warehouses and sheds containing light industry businesses can be found along Railway Street.

Community Facilities and Recreation

Euroa has an abundance of community and recreational facilities. Euroa Library is located within the town centre to the south-east of the station precinct. Further east is the Euroa football club, bowls club and tennis club. Other community facilities include the Euroa community swimming pool and golf club, located to the south-west.

Euroa has a primary and secondary school, both located to the south of the station precinct along Clifton Street.

Open Space

The main public open spaces in proximity to the station precinct are predominantly located to the east and include the Euroa Apex Park, and Seven Creeks Park, the Euroa Memorial Oval and Recreation Reserve, Euroa Memorial Oval and Euroa Friendly Societies Reserve, which offer generous open green spaces for community sports and activities.

Built Form and Heritage

Built Form and Character

The character of the Euroa Station Precinct and its surrounds is considered to be relatively developed and holds a sense of history and tradition, reinforced by State significant buildings such as the Court House and National Bank within the town centre.

The built form can largely be characterised by one storey brick or weatherboard detached residential dwellings that are set back from the street and one storey commercial buildings within the town centre. The Anderson St bridge is a large imposing structure, with retaining walls abutting residential properties along Hinton Street and Railway Street.

Aboriginal Cultural Heritage

Prior to European settlement, the Taungurung Clan of the Kulin Nation were the first inhabitants of Euroa. Traditionally, the Taungurung People typically relied upon the rich resources of the rivers, creeks and floodplains such as Dry Creek for fish and other wildlife including birds, kangaroo, koala and emu. The Taungurung People migrated through their Country dependent upon the seasonal variations of weather and the availability of food.

Many Taungurung People still live on their Country and participate widely in the community as Cultural Heritage Advisors, Land Management Officers, artists and educators, and are a ready source of knowledge concerning Taungurung People from the central areas of Victoria.

Non-Indigenous Heritage

There are a number of places within the vicinity of the Euroa Station Precinct that are of local or State significance. The North-Eastern Hotel, the Soldiers Memorial Hall and Broad Gauge Rail Bridges are all places of local heritage significance located in close proximity.

The Euroa Court House and former National Bank are located along Binney Street and are of State Heritage significance. The former National Bank is particularly significant for its ties to Ned Kelly and the Kelly gang, being the target of their bank robbery in 1878. The original National Bank was demolished in the 1970s and the current building was constructed re-using the hand made bricks from the previous building.

Transport and Access

Public Transport

Euroa Railway Station is a V-Line station and services the North East Line, with up to ten services a day. The station has two platforms and two rail tracks.

There is one bus stop at the station which services the Shepparton to Euroa via Kialla bus route.

Active Transport

There is limited cross corridor pedestrian connectivity around the station. Pedestrians can reach the station via a pedestrian underpass that can be accessed from Railway Street, Hinton Street and Elliot Street. While the underpass receives a fair amount of daylight, it has a convoluted layout with blind corners, making for an uncomfortable environment.

There is another pedestrian underpass towards the northern end of the station precinct, however it is sited relatively far from the station. Pedestrians could potentially utilise the road underpass at Charles Street to cross the rail corridor, however there is no existing formalised pedestrian pathway.

The Anderson Street bridge does not have pedestrian footpaths and is only utilised by private vehicles.

There are no designated cycling routes within or in proximity the station precinct.

Road Transport

The Anderson Street bridge is the principle cross corridor connection for vehicles in Euroa and provides access to Railway Street and the station, however its geometry limits safe access for all vehicle types.

A number of other vehicle crossings of the rail corridor exist, including a level crossing to the south-west of the station precinct and two road underpasses to the north-east.

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04

Concept Design

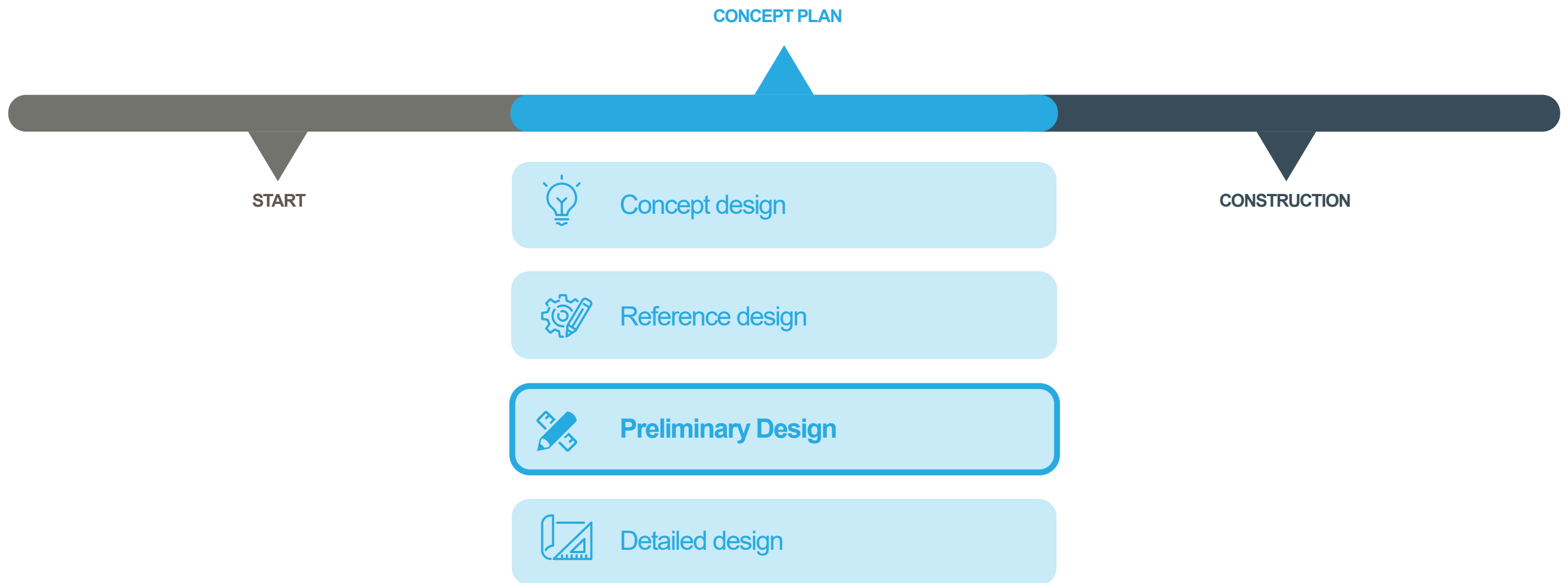
- Inland Rail Timeline in Euroa
- Design Options Considered



Concept Design

Inland Rail Timeline in Euroa

Since 2018, ARTC has worked with the community, stakeholders, and technical specialists to develop, review and determine the best solution for the Euroa Station Precinct. This timeline illustrates the design stages undertaken to progress the station precinct design.



Design Options Considered

Through the planning and development of Inland Rail – B2A, a range of options were developed to test feasibility, assess impacts, and inform costing and programming across all enhancement sites. As part of this, a number of options for the Euroa Station Precinct were examined. Table 1 provides a description of the options that were developed and considered during the design phases of the Project.

Options Considered	Details
Track lowering	During the initial design phase, a track lowering option was considered. However, upon further investigation, track lowering was deemed not viable due to extensive length, flood issues and required station relocation and was therefore not progressed.
Replacement of current bridge in same location	<p>The initial design, prior to Reference Design, proposed a replacement of the existing Anderson Street bridge. Details of the bridge replacement were as follows:</p> <ul style="list-style-type: none"> • The proposed bridge would be located immediately to the north-east of the existing bridge and would be approximately 2.4m higher. The road configuration of Anderson Street would be a single two-way carriageway with a lane width of 3.5m and a 1.2m shoulder on each side. • The bridge replacement would have supported a span configuration to cross over the existing rail tracks and surrounding road. Road barriers would be installed at the edge of the bridge deck and anti-throw screens across the rail corridor. • The existing access ramps from Anderson Street and Railway Street and vehicle access ramps leading to Euroa Railway Station would be removed.
Replacement of current bridge with road underpass (Preferred)	<p>The road underpass option was initially not preferred due to flooding risks and long-term maintenance challenges. Upon further consultation with the community, the option to replace the existing bridge with a road underpass was further investigated and pursued. Details of the road underpass are as follows:</p> <ul style="list-style-type: none"> • Construction of an oversized vehicle underpass with a vertical clearance of 5.9m to accommodate mass transport. • The proposed road configuration for the underpass will be similar to the bridge (i.e. a single two-way carriageway with a lane width of 4.1m and a 1.2m shoulder on each side). The length of the underpass will be approximately 300m with grade lines of approximately 8%. • The underpass would need to cater for flood mitigation, due to its location within a flood-prone area. Proposed retaining walls will act as a barrier for any flooding into the underpass. A sump and pump system will also be implemented to manage drainage.
Track realignment and pedestrian underpass	<p>Track realignment and a new pedestrian underpass was not explored during the initial design phase, however upon further community and stakeholder engagement, this option was investigated as a feasible alternative that now forms part of the overall preferred option alongside the road underpass. Details are as follows:</p> <ul style="list-style-type: none"> • The existing east track is proposed to be realigned to the west of the existing station platform and west track. • The existing west platform will be retained as the new east platform, and a new west platform is proposed adjacent to the realigned west track. The new west platform would be 180m long with provision for futureproofing a platform extension to 240m long. • A DDA compliant pedestrian underpass at the station providing station platform access and a new cross corridor connection is proposed. The underpass would be 5m wide and 3m high. • The former east track is proposed for removal, providing land back to the station forecourt for better visual amenity and public realm opportunities.

Table 1: Euroa Station Precinct – Design Options Considered

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05

Design Response

- Key Design Elements
- Planting and Vegetation Design Elements
- Materiality Design Elements
- Screening and Retaining Walls
- Bridge and Girder



Design Response

Key Design Elements

The Concept Plan has been developed by responding to and integrating constraints and opportunities presented by the stakeholder comments received throughout the Reference Design. The area is relatively flat, and the project proposes the removal of the existing Anderson Street bridge and ramps and building a new road underpass in its place.

The existing pedestrian underpasses will be demolished alongside the Anderson Street bridge. Two pedestrian bridges will be provided over the new road underpass to maintain access to the station along the rail corridor. The areas adjacent the new road configuration will be transformed to create better interfaces with residential areas and to allow for large revegetation and public amenity areas.

To maintain cross corridor connections between Handbury Street and Hinton Street, a new shared path underpass will be provided. The existing underpass at Frost Street will also be upgraded and formalised. Improved active transport connections within and surrounding the station precinct will allow for better connectivity through the township and ensure a safe walking environment that maintains high visibility of all pedestrian paths to and across the rail corridor.

Euroa Station Precinct will be upgraded and designed to enhance its overall amenity and underpin its role as a primary community destination and focal point. A new station forecourt along Railway Street will visually address Binney Street to aid orientation, provide a better frontage to the abutting town centre and improve the arrival experience for passengers. A new shared path underpass will be provided towards the northern end of the station building, providing station access and a new cross corridor active transport connection, with lifts, ramps and stairs.

The existing station platform will become the East Track platform and construction of a new West Track platform opposite the existing is proposed.

The car parking next to the station will be demolished and reinstated. Formalised car parking will be provided on both sides of the rail corridor and will include Disability Discrimination Act (DDA) compliant spaces and compliant access to the station platforms.

To ensure the project complies with current road safety standards and to maintain property access, the existing slip lanes along Anderson Street will be extended towards Brock Street



Figure 8 : Indicative artistic impression of the upgraded Euroa Station and new Anderson Street road underpass, looking east.



Figure 9 : Indicative artistic impression of new Anderson Street road underpass, looking south.



Figure 10 : Indicative artistic impression of new Euroa Station forecourt that interfaces with Railway Street.



Figure 11 : Indicative artistic impression of new shared path underpass, linking Hinton and Hanbury Streets.



Figure 12 : Indicative artistic impression of slip lane extensions on both sides of Anderson Street.

Overall Landscape Plan

The overall landscape plan for the site features an upgraded Euroa Station precinct that reinforces the station's identity and enhances the public realm and visual amenity. Elements of interest include:

- 1 Pedestrian and bicycle underpass beneath the rail line**
To reinstate better cross corridor active transport connections.
- 2 Passive recreational open green space**
For increased activation and vibrancy of underutilised spaces. Detailed scope and exact location to be confirmed with Council.
- 3 New shared path and maintenance access**
To provide maintenance access to the pump station and maintain active transport connections across the new road underpass.
- 4 Western car park**
To facilitate better access to the station for commuters.
- 5 Welcome paving treatment**
To be co-designed with the local RAP for meaningful incorporation of Indigenous narratives into station upgrades.
- 6 Main pedestrian underpass**
To facilitate access to station platforms and act as a safe cross corridor connection for the wider community.
- 7 Station building**
To be retained in its current form. Public realm/station precinct enhancements are proposed to improve station precinct identity and sense of place.
- 8 Eastern car park**
To facilitate better access to the station for commuters.
- 9 Bus stop**
To be better integrated with the station precinct.
- 10 New station forecourt**
To provide commuters with a sense of arrival, enhance station precinct amenity and provide a better interface with Railway Street.
- 11 Frost Street underpass**
Upgraded underpass to formalise the cross corridor connection and provide a safer journey experience.
- 12 Detention Basin**
For efficient stormwater management and flood risk mitigation.
- 13 Goods Shed removed**
Salvaged materials may be repurposed, subject to community consultation on heritage interpretation.



Figure 13 : Overall landscape plan.

Planting and Vegetation Design Elements

The planting palette has been carefully curated to enhance the amenity and vibrancy of Euroa Station Precinct. Both canopy and understorey planting schedules have been developed to create a striking natural environment that is complementary to the existing site surrounds as well as create a distinct identity for the station. This includes native trees and accent planting that provide a flush of colour throughout the year with bright flowers and contrasting foliage.

The landscape design prioritises landscape functionality and view lines through to the station building from Railway Street. Battered landscaping is utilised wherever possible to minimise retaining walls and maximise visibility throughout the station precinct, particularly around ramps. Embankment planting will feature native ground covers that are able to spread across areas that are not practical to be mowed. These species should be low maintenance and able to tolerate moisture conditions.

Proposed tree and understorey planting species are shown in Figure 14.

Station Forecourt Planting



Dianella revoluta
Black-anther Flax-lily



Myoporum parvifolium
Myoporum Coarse Leaf Pink



Limonium perezii
Sea Lavender



Correa reflexa
Native Fuchsia



Poa sieberiana
Grey Tussock Grass



Liriope muscari
Lily Turf



Paterosia Occidentalis
Purple Flag



Raphiolepis indica
Indian Hawthorn



Westringia fruticosa
Coastal Rosemary



Lomandra filiformis
Wattle Mat-Rush

Riparian Planting



Carex appressa
Tall Sedge



Eleocharis acuta
Common Spikerush



Ficinia nodosa
Knotted Club-Rush



Juncus subsecundus
Finger Rush



Poa ensiformis
Sword Tussock-Grass

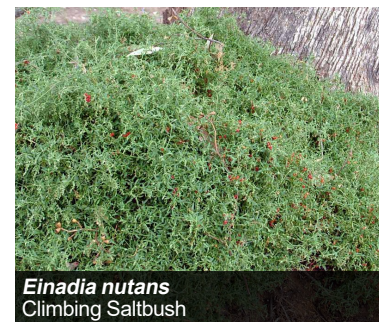
Embankment and Batter Planting



Astroloma humifusum
Native Cranberry



Lomandra longifolia
Basket Grass



Einadia nutans
Climbing Saltbush



Poa labillardieri
Common Tussock Grass



Dianella revoluta
Black-anther Flax-lily

Figure 14 : Proposed planting palette for Euroa Station Precinct.

Materiality Design Elements

The materials proposed for incorporation into the landscape design have been selected to blend into the natural surroundings and complement the landscape rather than compete with it. Proposed materiality for new station elements includes glazed brick and bluestone, remaining sympathetic to the heritage and existing character of the station precinct and surrounds. New bench seating will be durable and constructed from non-timber composite materials. These will have an organic, natural appearance while offering a lower maintenance, higher sustainability option depending on the selected composition.

The cladding and screens within the station are proposed to be predominantly perforated metal screens for greater visual permeability throughout the station precinct. Perforated metal screens are a robust choice that is resilient and low maintenance. Gateway signage and screens over the new road underpass will incorporate warm hues that complement the existing colours and rustic character of Euroa. Community feedback is being sought for the design of the screens.



Figure 15 : Proposed furniture and material precedents.

06

Urban Design Framework Alignment



Urban Design Framework Alignment

The Victoria Inland Rail Urban Design Framework – October 2021 establishes a vision, urban design principles, and site-specific objectives for the B2A project.

The vision for the Inland Rail project as a whole is to achieve:

1. A corridor of towns that take pride in the physical legacy created by Inland Rail, sensitively acknowledging and respecting their existing heritage.
2. Restoring and reconnecting local places to facilitate future prosperity, local identity, and environmental sustainability.
3. Through strong collaboration, sensitive design and integrated thinking, the project will deliver:
 - Improved local connectivity,
 - Carefully considered insertions that enhance local life,
 - Eased movement,
 - Improved safety, and
 - Important building blocks for the future of these regional towns.

The urban design principles were informed by principles of the Creating Places for People: An Urban Design Protocol for Australian Cities (CPFP). The urban design principles developed for this project are based on these foundational principles and embody the crucial elements of urban design 'performance' or 'function' that need to be addressed in order to be able to deliver the urban design vision and are relevant for all of the project areas. The 12 project-wide urban design principles are outlined on the following pages.

They remain relatively high-level; however, they inform the project-area or site-specific urban design objectives that take into account the more specific characteristics of each of the sites. They require design attention to different priorities which are necessary as each of the sites function differently, possess a different character and therefore have inherently different opportunities and constraints.

Elevating pride of place

Meeting the scale and importance for the place with design excellence.

New infrastructure should acknowledge and meet the significance of the location in which it is to be inserted and ensure that the importance and visibility of the site, or the relative scale of the infrastructure responds with suitably elevated design quality.

Contributing to the future

Accommodating the future plans and aspirations for the town.

Towns are constantly evolving, developing growing and changing and plan for this well in advance to ensure their ongoing viability and liveability. New infrastructure should respond to these aspirations and ensure they are accommodated, and supported in the way it is sited, arranged and designed.

Connecting local communities

Providing for all transport modes, especially walking & cycling.

Local connections are of vital importance to the economic and social life of all towns. New infrastructure should contribute to the enhancement of these connections, particularly where missing links in the pedestrian and cycling network can vastly improve local life.

Simple and built to last

Enduring, sustainable and integral to identity and function of the town and easy to maintain.

Infrastructure, particularly in smaller towns, shapes the destiny of these places. Well-considered and sensitively designed infrastructure can even become the trademark of a place, propelling it into fame. New infrastructure should stand the test of time enough to be desired to be retained and simple for authorities to manage.



Comfortable to use

For all abilities and providing space for shelter, pause and enjoyment.

Well-designed infrastructure makes life easier and more convenient and should not do so at the expense of any group. All users, particularly those that are vulnerable through economic, social or physical barriers should be equally accommodated and share in the benefits that it provides.



Safe for people

Improving visibility, natural surveillance, and protects more vulnerable users.

Safety underpins public life and economic participation and infrastructure can harm or enhance the way towns and precincts are used and perceived. New infrastructure should enhance visibility throughout the public realm to improve the confidence that people have to do things independently. Crime Prevention Through Environmental Design (CPTED) principals must be implemented to ensure public places are safe to use and private property is protected.



Encouraging local life

Contributing to and facilitating vibrant town life and activity.

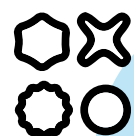
Town life thrives when places are easy to access, invite activity and generate curiosity and participation. Infrastructure done well can inspire a visit, attract investment and rouse attention to long unrealised social and opportunities that are waiting to be unlocked.



Enriching the journey

Enhancing user experience by creating engaging and memorable experiences.

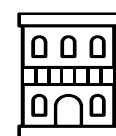
While efficiency is important, movement can also be a rewarding experience when infrastructure provides an enjoyable and unique experience. This becomes vitally important when seeking to encourage more sustainable modes such as walking and cycling through new infrastructure.



Responding to its locale

Bespoke, distinctive and suitable for the personality of each place.

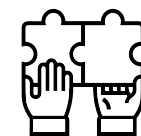
All places have unique qualities, both physical and social. By responding uniquely to these attributes new infrastructure can at minimum, silently insert itself, and at best sharpen focus on the identity of a town to be even more like itself.



Respecting the past

Responding to the Indigenous and European heritage of the town and region.

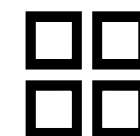
History is even more present in smaller towns, with longer memories and industries dependent on its continued visible presence. Infrastructure's scale provides a unique opportunity to strengthen and celebrate these values to reflect the importance of past eras, events and ancestors.



Developed through collaboration

Inspired by shared local knowledge and values.

Large projects demand the assimilation of vast amounts of information, data and knowledge to resolve complex, interrelated issues. Success is achieved only through generously sharing as much intel as possible to identify and develop the best solution that can maximise benefits for all.



Natural and sustaining

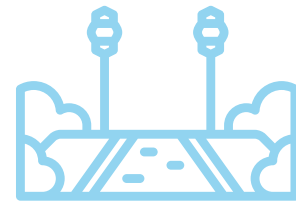
Improving the ecological and environmental footprint of the place.

Ecology in urban places may have been impacted many decades or centuries ago, however large projects can enhance and restore these values through their scale and reach, and in turn make for more sustainable and liveable environments for both people and other flora and fauna.

Euroa Station Precinct Key Objectives

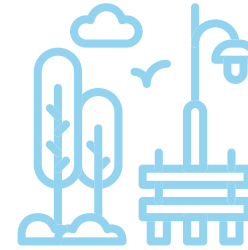
The urban design principles have informed the key objectives for the Euroa Station Precinct as follows:

Objective 01



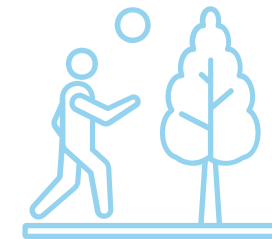
A highly permeable precinct that provides visual and physical connection that improves pedestrian access to both sides of the town.

Objective 02



A reimagined station forecourt that reinstates the former setting of the railway station and visually addresses Binney Street to aid orientation and provide a positive arrival experience for rail passengers.

Objective 03



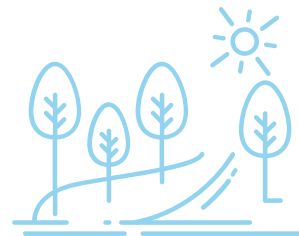
A safe and secure walking environment that maintains high visibility of all pedestrian paths to and through the rail corridor and provides for convenient and comfortable movement for all abilities.

Objective 04



A proud historic precinct that celebrates the heritage of the station and surrounding buildings and spaces, and facilitates the integration and repurposing of the goods shed.

Objective 05



A recognisable and positive gateway for the northern approach to the town centre to form a new experience when viewed from Scott Street.

Objective 06



A precinct ready for further regeneration of safe and comfortable public spaces and developed, facilitated and expedited through the careful arrangement and integration of rail infrastructure.

Objective 07



An enjoyable and convenient cross-town connection that encourages use by all users to further grow economic activity in Euroa.

Design precedents

The following comprise of precedents that act as benchmarks for the Project.



Figure 16 : Mentone Station, Melbourne. Green open space provided for community use and planting palette that complements the existing heritage station fabric.



Figure 17 : Camelback pedestrian underpass, Phoenix Arizona. Landscaped embankments, clear sightlines and warm ambient lighting enhance amenity and safety of the underpass environment, especially at night.

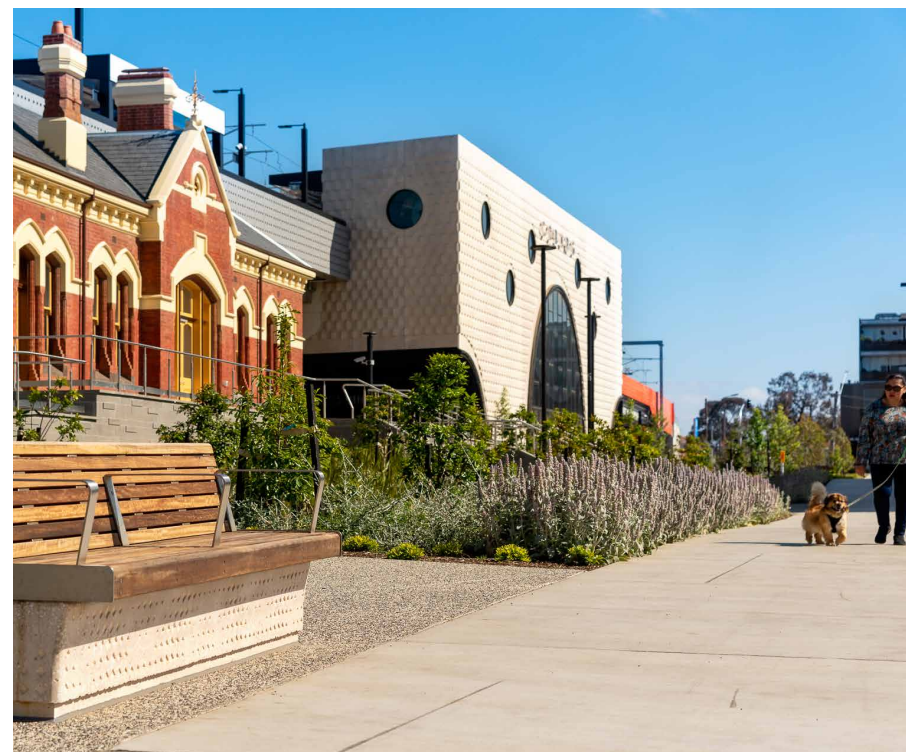


Figure 18 : Coburg Station, Melbourne. New infrastructure and public realm enhancements are complementary to the existing station building and have been well integrated into the existing site surrounds.

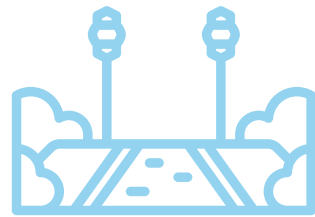


Figure 19 : Kogarah Station, New South Wales. Large garden beds support good tree establishment while not hindering desire lines for active transport movements. The station forecourt is well integrated with the existing adjacent commercial interface.



Figure 20 : Gap Road underpass, Melbourne. Choice of materiality and colours for retaining walls and bridge screening provides a distinctive identity and visual interest.

Objective 01



How does the design align with Objective 01?

Improved Permeability

The demolition of the Anderson Street bridge removes a large visual and physical barrier that hinders connections towards the station, especially for people coming from the west. Interfaces with abutting streets such as Railway Street and Elliot Street are also improved.

Enhanced Active Transport Links

Cross corridor active transport connections are enhanced via new pedestrian underpasses and pathways that connect Hinton Street to Handbury Street, and McGuinness Street and Binney Street to Elliot Street.

Well Considered Wall Treatments

The use of retaining walls will be minimised where possible, and appropriate wall treatments and planted embankments will be maximised to reduce any visual impact caused by new structures.

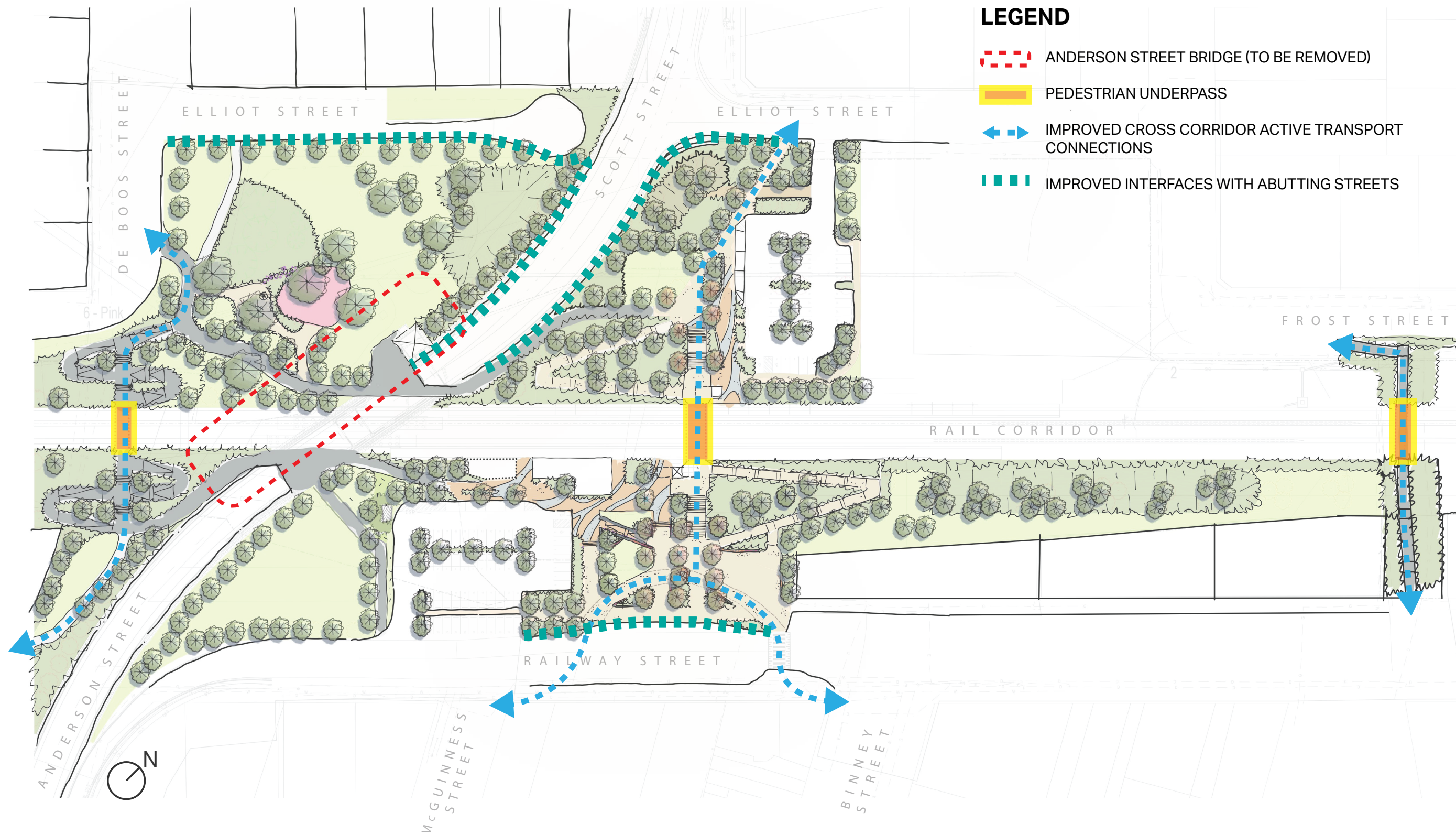
A highly permeable precinct that provides visual and physical connection that improves pedestrian access to both sides of the town.

Relevant urban design principles:

3: Connecting local communities

5: Comfortable to use

6: Safe for people

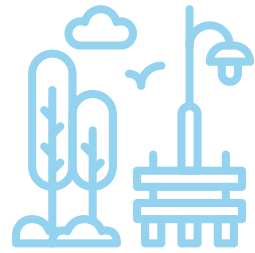


LEGEND

- - - ANDERSON STREET BRIDGE (TO BE REMOVED)
- PEDESTRIAN UNDERPASS
- - - IMPROVED CROSS CORRIDOR ACTIVE TRANSPORT CONNECTIONS
- - - IMPROVED INTERFACES WITH ABUTTING STREETS

Figure 21 : Urban Design Framework – Key Objective 1

Objective 02



A reimagined station forecourt that reinstates the former setting of the railway station and visually addresses Binney Street to aid orientation and provide a positive arrival experience for rail passengers.

Relevant urban design principles:

- 1: Elevating pride of place
- 5: Comfortable to use
- 10: Respecting the past

How does the design align with Objective 02?

Public Realm Enhancements

Track realignment, namely the removal of the existing east track, frees up space within the station precinct for public realm enhancements and landscaping opportunities, providing a better interface with Railway Street and Binney Street.

Active Transport Connections

A new pedestrian path will be provided that intuitively guides people from the station to Railway Street and Binney Street.

Landscape Amenity

Tree planting is proposed along street and car park edges to enhance amenity within the station precinct and existing mature trees will be retained wherever possible to maximise shade and comfortability of the precinct.

Well Considered Materials

The proposed materiality for new station elements includes glazed brick and bluestone, remaining sympathetic to the heritage and existing character of the station precinct and surrounds.

Reimagined Station Forecourt

The new station forecourt will strengthen station identity and presence. Strong planting design and softscape provision will provide a high amenity public realm that significantly improves the interface between the station and Railway Street and Binney Street.



Figure 22 : Urban Design Framework – Key Objective 2

Objective 03



A safe and secure walking environment that maintains high visibility of all pedestrian paths to and through the rail corridor and provides for convenient and comfortable movement for all abilities.

Relevant urban design principles:

3: Connecting local communities

5: Comfortable to use

6: Safe for people

How does the design align with Objective 03?

Cross Corridor Connections

A network of new pedestrian pathways and underpasses are proposed to provide universally accessible cross corridor connections that tie into the existing transport network and upgraded station. Proposed pedestrian connections will improve links from the station to the town centre and significant community hubs.

New Pedestrian Underpasses

Three new pedestrian underpasses including ramps and stairs have been designed allowing for widths of 1.8m (Frost Street Underpass), 3m (Handbury Street underpass) and 5m (Station underpass). All underpasses strive to provide a sense of openness, appropriate lighting levels and passive surveillance. Underpasses are designed with a gentle ramp down gradient with landings at 15m intervals for DDA compliance.

Wayfinding Signage

Wayfinding signage will be provided to afford users a sense of confidence in selecting the best travel paths.

Landscaping Enhancements

Landscaping enhancements will improve the amenity of streetscapes and act as a vegetative visual buffer from new structures.

Good Passive Surveillance

New trees will be strategically located to ensure passive surveillance across pedestrian circulation paths in the public realm.

Space Activation

New lawn areas have been kept clear of vegetation, encouraging recreational use and increased space activation.



Figure 23 : Urban Design Framework – Key Objective 3

Objective 04



A proud historic precinct that celebrates the heritage of the station and surrounding buildings and spaces, and facilitates the integration and repurposing of the goods shed.

Relevant urban design principles:

1: Elevating pride of place

9: Responding to its locale

10: Respecting the past

How does the design align with Objective 04?

Enhancing Local Character

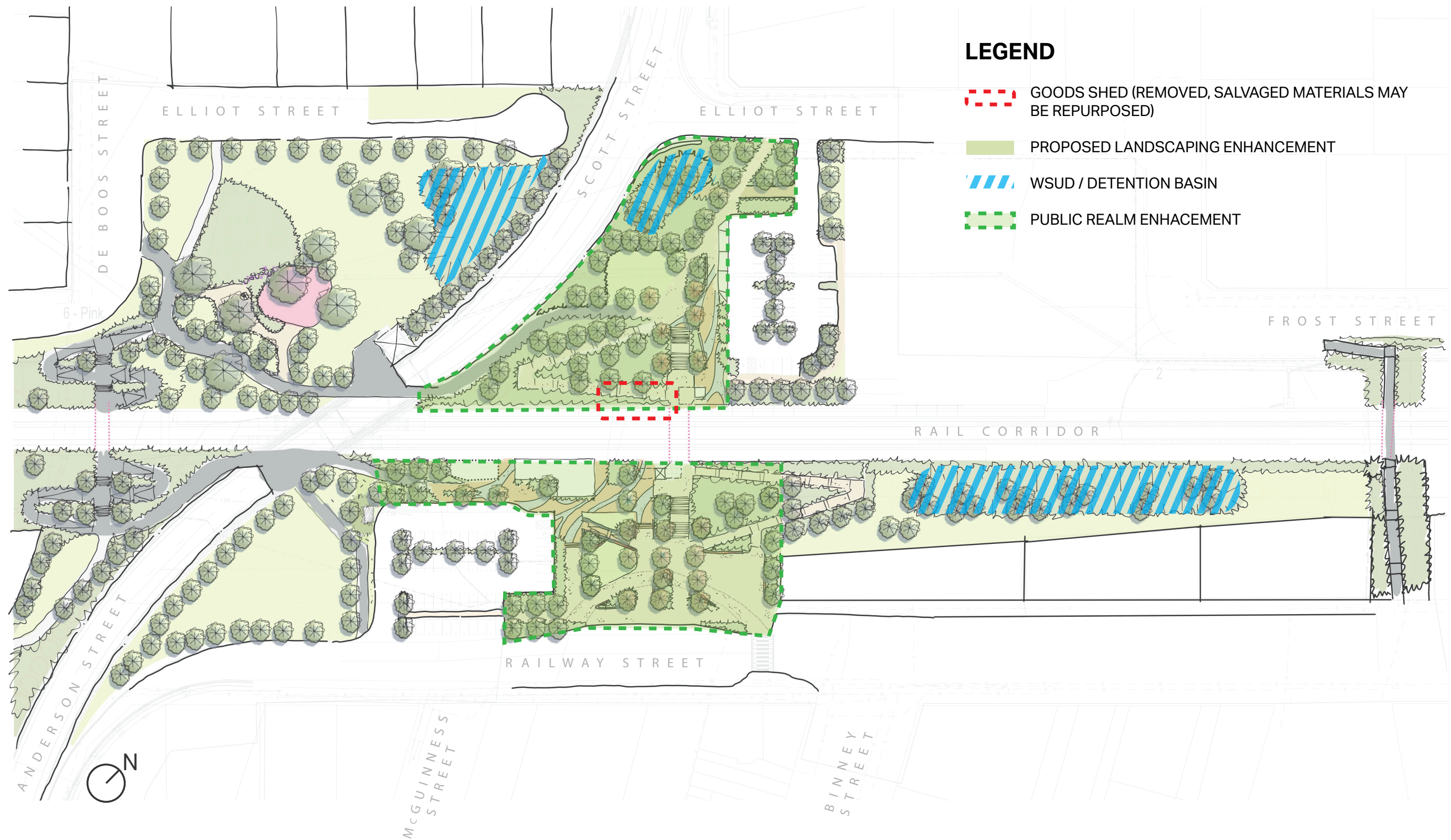
The project will respectfully enhance the existing local character by creating physical and visual links with existing heritage, both indigenous and post-colonial. There are opportunities for the inclusion of RAP artwork and landscaping in the station forecourt representative of Duke's Crescent.

Celebration of History

While the Goods Shed has been removed, community engagement on heritage interpretation options will be pursued, with an opportunity for salvaged items to be repurposed in a way that celebrates its history and local value within the station precinct.

Public Realm Enhancements

Proposed new green spaces enhance the amenity and activation of the public realm for the local community. The vacant green space along the rail corridor, Elliot Street and Anderson Street will be upgraded into a WSUD garden to enhance the environmental performance of the station surrounds.

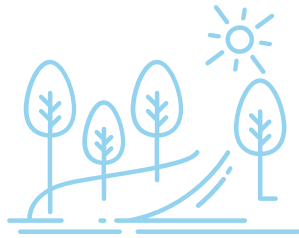


LEGEND

- - - GOODS SHED (REMOVED, SALVAGED MATERIALS MAY BE REPURPOSED)
- PROPOSED LANDSCAPING ENHANCEMENT
- WSUD / DETENTION BASIN
- PUBLIC REALM ENHANCEMENT

Figure 24 : Urban Design Framework – Key Objective 4

Objective 05



A recognisable and positive gateway for the northern approach to the town centre to form a new experience when viewed from Scott Street.

Relevant urban design principles:

1: Elevating pride of place

2: Contributing to the future

8: Enriching the journey

How does the design align with Objective 05?

Improved Interfaces

The Concept Plan demonstrates the substantial improvement the project will make to the visual environment of the station precinct and abutting road interfaces through the removal of the Anderson Street bridge. Removing the bridge will strengthen the presence of adjacent heritage buildings that form the core of Euroa's identity.

Enhanced Gateway Experience

The new formalised car parking, station precinct landscaping enhancements, and WSUD garden and seating/recreational areas abutting Scott Street all contribute to the gateway leading into the town centre, enhancing amenity, vibrancy and activation of the station and its surrounds.

Enhanced Journey Experience

The extent of retaining walls for road and pedestrian underpasses are minimised, with planted embankments maximised to enhance the journey experience for all travel modes. The proposed materiality and colour of landscape works will reflect the Euroa rural township character.

Well Considered New Infrastructure

Location of handrails, retaining walls and signage will be carefully considered and minimised wherever possible.

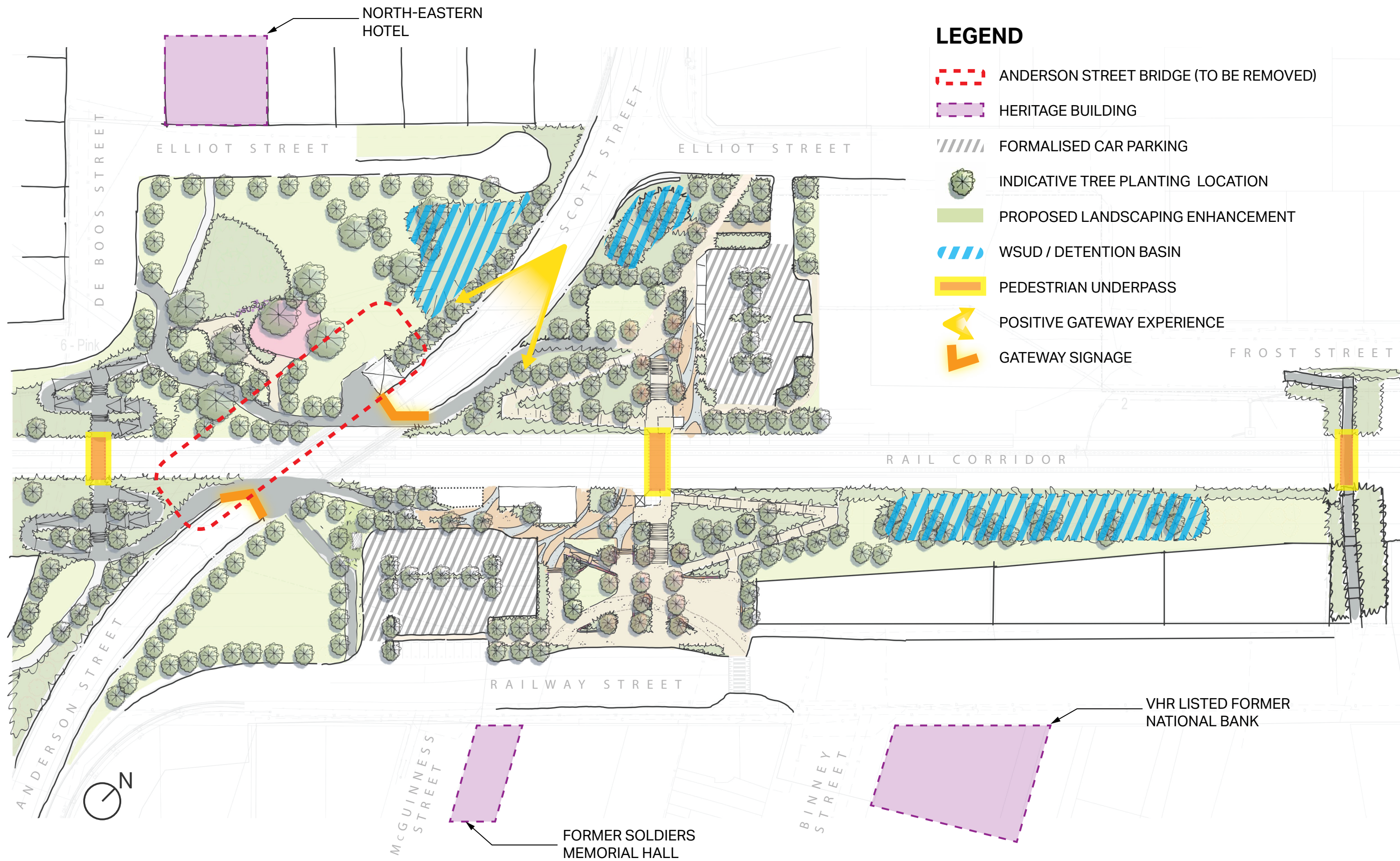


Figure 25 : Urban Design Framework – Key Objective 5

Objective 06



A precinct ready for further regeneration of safe and comfortable public spaces and developed, facilitated and expedited through the careful arrangement and integration of rail infrastructure.

Relevant urban design principles:

2: Contributing to the future

7: Encouraging local life

11: Developed through collaboration

Objective 07



An enjoyable and convenient cross-town connection that encourages use by all users to further grow economic activity in Euroa.

Relevant urban design principles:

1: Elevating pride of place

3: Connecting local communities

6: Safe for people

How does the design align with Objectives 06 and 07?

Redevelopment and Growth

The Concept Plan demonstrates a substantial investment into the heritage, accessibility, and public space of the Euroa Station Precinct. Together these provide a strong foundation for further redevelopment and growth of the precinct and its surrounds.

Strategic Active Transport Links

New pedestrian pathways and cross corridor connections have been strategically aligned and integrated into the existing transport network to allow for seamless connections and desire lines within the station precinct and beyond.

Futureproofing Measures

The Concept Plan has considered and implemented futureproofing measures to ensure any future works and redevelopment can occur, such as allowing for future platform extensions and road connections.

Enhanced Cross-Town Connection

The Concept Plan enhances cross corridor connections for both active transport and vehicle users by implementing high quality pathways and roads with good visual amenity that better align with desire lines and improve the overall journey experience.

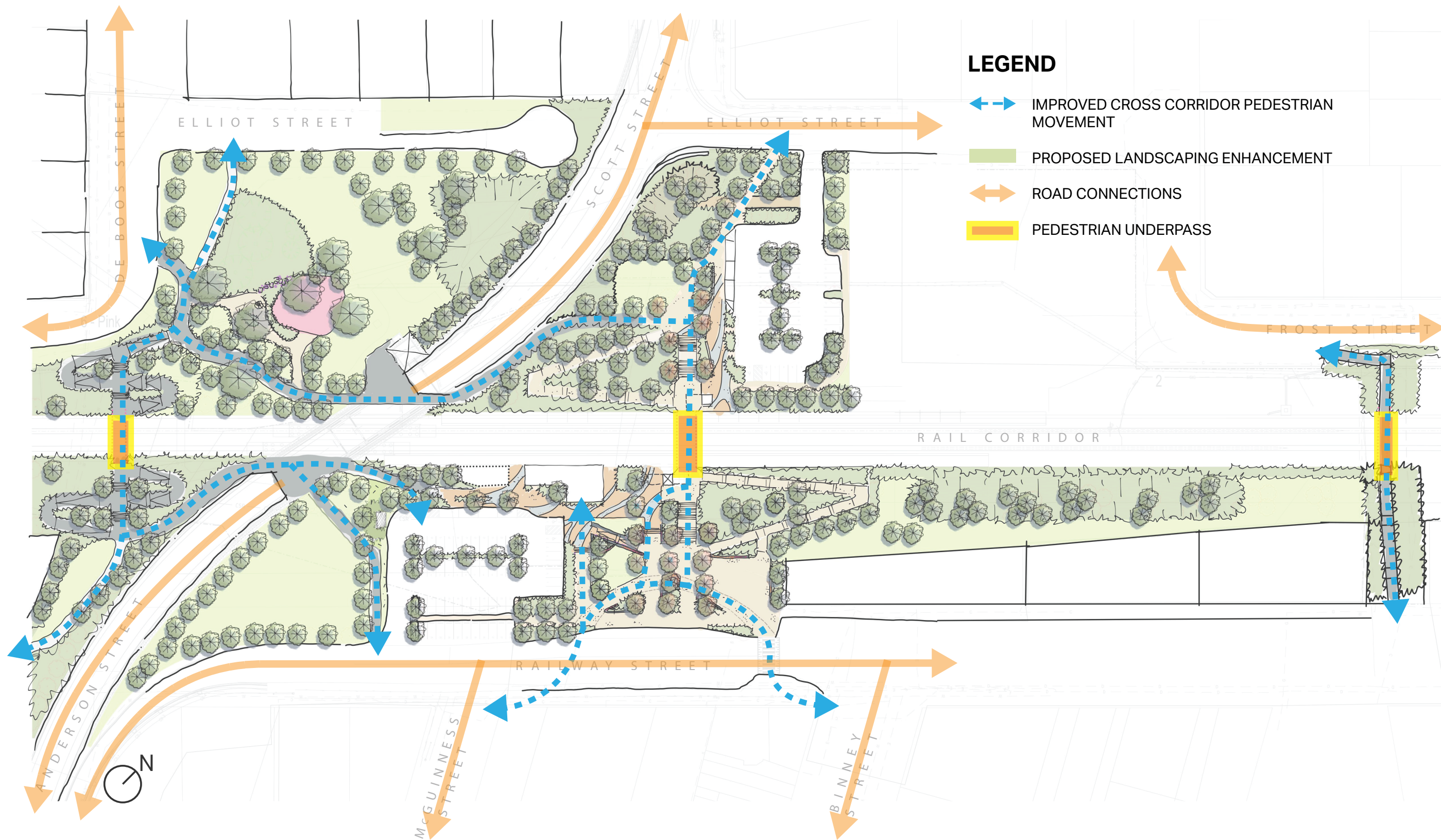


Figure 26 : Urban Design Framework – Key Objectives 6 and 7

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07

Environmental Management Framework Compliance



Environmental Management Framework Compliance

The Concept Plan has been developed in consideration of the Project's Environmental Performance Requirements (EPRs), which are detailed in the Project's approved Environmental Management Framework (EMF).

EPR Compliance

FF13 - Design Opportunities – Avoiding Native Vegetation Impacts

Requirement

ARTC and the Contractor must consider design opportunities for enhancement sites and overhead powerline sites to ensure clearing of native vegetation is kept to the minimum extent practical. Design considerations must incorporate and respond to the Priority Avoidance Zones (PAZs) and should avoid, wherever possible, the removal of native vegetation and impacts on habitat connectivity – this includes removal of any vegetation within an Environmental Significance Overlay and Vegetation Protection Overlay. Where the removal of native vegetation is unavoidable, ARTC must meet the assessment and offset requirements of the EPBC Act, Environmental Offsets Policy and the Victorian Guidelines for the removal, destruction or lopping of native vegetation prior to the commencement of main works. Replanting native vegetation shall be prioritised in areas within an Environmental Significance Overlay and Vegetation Protection Overlay.

Concept Plan Response

The Concept Plan was developed with a focus on retaining native vegetation including established native trees. In locations where new planting is proposed, the design approach focuses on native species selection and creating large revegetation areas for community enjoyment and nature conservation. Proposed planting mixes will respond directly to the environment to which they are planted.

Large areas transformed by the demolition of the Anderson Street bridge, associated ramps and embankments are to be revegetated with native trees and shrubs, some grasses, and self-seeding species to minimise future maintenance.

It is noted that there is a detour route along Brock Street, Campbell Street and Birkett Street for use during construction that will result in native vegetation removal. Where the removal of native vegetation is unavoidable, offsets will be obtained in accordance with the Guidelines for removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, December 2017) and Conditions 4.2.11 & 4.2.12 of the Incorporated Document.

LV1 - Urban Design

Requirement

The Contractor must demonstrate compliance with the Inland Rail – Beveridge to Albury Urban Design Framework (UDF) and Urban Design Guidelines (UDG).

Concept Plan Response

The LV1 EPR ensures that the Project's UDF and UDG objectives are considered and carried through the design process and into detailed design.

Project compliance is also demonstrated through the provision of an Urban Design Strategy that details how the design aligns with the Project's UDF and UDG.

SW1 - Water Sensitive Urban Design (WSUD)

Requirement

Where discharge to stormwater source from run off is anticipated (e.g., car parks) water sensitive urban design (WSUD) measures must be considered and prioritised in order to retain and treat water prior to its discharge.

Concept Plan Response

The Anderson Street reconfiguration disturbs a large area of land that will be reinstated into a small parkland with native vegetation and incorporated WSUD elements, including garden beds that treat storm-water by infiltrating the water through a vegetated soil filter.

Detention basins are proposed abutting the road underpass and adjacent to Elliot Street to hold and distribute rain runoff and aid in flood prevention.

SU1 - Infrastructure Sustainability Rating - Excellent

Requirement

The Contractor must achieve an Infrastructure Sustainability (IS) program rating of 'Excellent' for design and as built (using the IS Rating Tool Version 1.2. The contractor must adopt a consistent and high- quality approach to sustainability across the Project. The Contractor must meet all key sustainability outcomes and requirements contained within the Specification Inland Rail Sustainability Requirements (0-0000-900-ESS-00-SP-0001) to the satisfaction of ARTC.

Concept Plan Response

The following sustainability initiatives have been considered in the preparation of the Concept Plan and will be adopted for the project during the following detailed design stages.

CLIMATE CHANGE ADAPTATIONS

- Vegetation included around station precinct and along the rail corridor to reduce the urban heat island effect.
- Low water requirement species specified within landscape design to adapt to projected increased frequency of droughts because of climate change.
- Inclusion of WSUD and selecting appropriate species to thrive in shaded environments.
- Consideration of the material selections in relation to (Solar Reflectance Index) SRI factor.
- Ecology, Biodiversity and Habitat Connectivity.
- Revegetation of Euroa urban realm to re-instate lost habitat and enhance the ecological value. Provision of large revegetation areas consisting largely of natives to contribute to the existing value.

MATERIALS AND WASTE

- Concrete water reduction – use of reclaimed or recycled water.
- Recycled materials to be used for pavements where possible.
- Sustainable timber products.
- Inclusion of recycled plastic material where possible.
- Reused and repurposed timber from removed trees.

WATER

- The irrigation and planting strategy includes plants with low water requirements.
- Most of the garden beds will not require irrigation. Where irrigation is installed, it will be subsurface automatic drip irrigation with moisture sensors.

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Appendix **A**

Glossary and Figure Sources



Glossary and Figure Sources

Glossary

ARTC	Australian Rail Track Corporation
B2A	Beveridge to Albury
CBD	Central Business District
CPFP	Creating Places for People: An Urban Design Protocol for Australian Cities
CPTED	Crime Prevention Through Environmental Design
DDA	Disability Discrimination Act
DEECA	Department of Energy, Environment and Climate Action
DELWP	Department of Environment, Land, Water and Planning
DSAPT	Disability Standards for Accessible Public Transport
DTP	Department of Transport and Planning
EIS	Environmental Impact Statement
EMF	Environmental Management Framework
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EPR	Environmental Performance Requirement
ESO	Environmental Significance Overlay
EVC	Environmental Vegetation Class
HI	Heritage Inventory
HO	Heritage Overlay
IR	Inland Rail
IS	Infrastructure Sustainability
ISCA	Infrastructure Sustainability Council of Australia
LCZ	Landscape Character Zone
MCA	Multi Criteria Analysis
NDRG	Network Development Reference Group
OVGA	Office of the Victorian Government Architect
PAZ	Priority Avoidance Zones
PSR	Project Scope and Requirements
RFI	Request for Further Information
SUP	Shared Use Path
UDF	Urban Design Framework
UDG	UDG
VPO	Vegetation Protection Overlay

Figure Sources

Image	Description	Source
1	Beveridge to Albury Project Summary Map	Inland Rail Pty Ltd
2	Indicative artistic impression	Inland Rail Pty Ltd
3	Indicative artistic impression	Inland Rail Pty Ltd
4	Community Stakeholder Engagement Timeline	AECOM
5	Railway Street, Euroa 1958	State Library of South Australia
6	Euroa Railway Station, 1960s.	State Library Victoria
7	Euroa hotel and the Soldier's Memorial Hall	AECOM
8	Indicative artistic impression	Inland Rail Pty Ltd
9	Indicative artistic impression	Inland Rail Pty Ltd
10	Indicative artistic impression	Inland Rail Pty Ltd
11	Indicative artistic impression	Inland Rail Pty Ltd
12	Indicative artistic impression	Inland Rail Pty Ltd
13	Overall landscape plan	Tract
14	Proposed planting palette	Inland Rail Pty Ltd
15	Proposed furniture and materials	Inland Rail Pty Ltd
16	Mentone Station, Melbourne	Infrastructure Sustainability Council
17	Camelback pedestrian underpass, Pheonix Arizona	Hunter Contracting Co
18	Coburg Station, Melbourne	Tract
19	Kogarah Station, New South Wales	Conzept Landscape Architects
20	Gap Road underpass, Melbourne	Inland Rail Pty Ltd
21	Urban Design Framework - Key Objective 1	AECOM
22	Urban Design Framework - Key Objective 2	AECOM
23	Urban Design Framework - Key Objective 3	AECOM
24	Urban Design Framework - Key Objective 4	AECOM
25	Urban Design Framework - Key Objective 5	AECOM
26	Urban Design Framework - Key Objective 6	AECOM

Image Sources

Image	Description	Source
Front Cover	Euroa Hotel	AECOM Photography
Table of Contents Background	Railway line and platform at Euroa Station	AECOM Photography
Section Separator Background	Euroa Hotel	AECOM Photography
1	Euroa Hotel	AECOM Photography
2	Anderson Street	AECOM Photography
3	Railway Street pedestrian underpass	AECOM Photography
4	Euroa Station pedestrian underpass	AECOM Photography
5	Elliot Street pedestrian underpass	AECOM Photography
6	Station precinct	AECOM Photography

INLAND
RAIL 

