

BERRIGAN SHIRE

Landscape Concept Report

Tocumwal

June 2015

Acknowledgements

The Tocumwal and Finley Landscape Concept Plans are a significant investment for Berrigan Shire Council and the communities of each of the towns. We would like to acknowledge the support and commitment of Berrigan Shire Council Councillors and staff and the individuals who participated in the community workshops and generously shared their knowledge. Particular thanks are due to Fred Exton, Jo Ruffin and James Brown. We thank you for the opportunity to work with you in delivering this project and wish you all the very best in the next stage of the journey.

Disclaimer

All elements of this project have been prepared with care and diligence. We have endeavoured to understand the challenges and opportunities each town sees for themselves and to use this as the basis of the project process. The suggested outcomes are based on our professional experience as Landscape Architects. They have been provided in good faith and in the spirit of offering support and encouragement. Further Council and community collaboration will be needed to ensure ownership of future project direction and outcomes. All final decisions rest with Berrigan Shire Council and no financial responsibility will be accepted by LMLA. Please note that more detailed investigation, analysis and financial planning will be needed before committing to any works.

Glossary

BSC Berrigan Shire Council
LMLA Liesl Malan Landscape Architects

Note

Outlined text provides hyperlinks to further information. Please use the pdf version to access these links.

Liesl Malan Landscape Architects

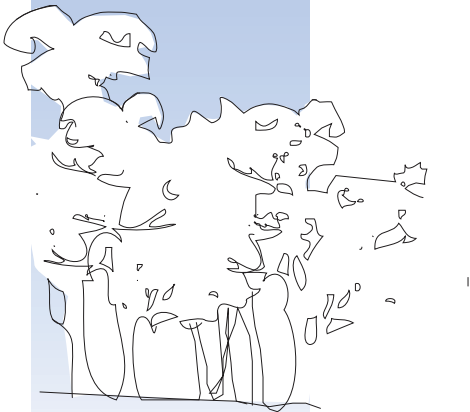


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Site Appreciation



01



02



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01 Historic Railway Bridge, 02 & 03 Main street buildings, Main street, 05 - 07 Heritage Precinct, 08 Murray River

Executive summary

This project developed a Landscape Concept Plan for the town of Tocumwal. It has been an holistic design response which has explored opportunities to draw more visitors to the town and considered the needs of pedestrians, cyclists, vehicles, trucks and caravans / motorhomes. The primary focus has been on the Newell Highway and its connection to the centre of town. Town entry signage has been designed to draw on the unique qualities and history of the town and to encourage drivers to journey into the main street area.

A Street Tree Masterplan has been prepared for the town. It draws on the Berrigan Shire Preferred Tree Species list and carefully considers road scale, hierarchy and character in the selection of street trees.

The Site Analysis phase built on community consultation that had already been undertaken by Berrigan Shire Council (BSC). A community workshop was held at the start of project to discuss the Draft Site Analysis plans and seek local input. Council and community feedback was incorporated into the Final Site Analysis Plans. Extensive on site investigation and desktop research has been undertaken. Web searches have been conducted to explore Tocumwal's 'digital presence'.

Design Options explored a wide range of precedents and provided opportunities for local community feedback and involvement. Council comment and feedback has strengthened the project and design process.

The Final Concept Plans provide a conceptual overview of the Heritage Precinct, Foreshore, Town Entries and Main Street. An overall Parking Strategy and lighting of the town centre has also been considered. Sections through key streets show existing conditions and proposed changes. A range of design options for better use of the existing carpark behind the IGA Supermarket and the recreation of a Memorial Avenue have also been included.

Tocumwal has much to offer both residents and visitors, however like many Australian country towns, financial resources are limited and volunteer burn out is a serious challenge. Ensuring efficient use of natural, social and financial capital is key to creating a sustainable future for the town. Opportunities to develop a Town Masterplan with a clear vision for the future have been identified in the Overall Report.



Landscape context

Tocumwal is located on the Murray River within the Southern Riverina region of New South Wales. The riverine environment is dominated by River Red Gums (*Eucalyptus camaldulensis*) with some Yellow Box (*Eucalyptus melliodora*) and Grey Box (*Eucalyptus microcarpa*) in drier areas. The indigenous understorey contains a mix of herbs, sedges and grasses. Soils tend to be alluvial, heavy grey, brown or red clays. Creeklines and secondary floodplains in the area would generally have been Black Box Woodland with often sparse understorey of grasses or shrubs. The soils tend to be alluvial, heavy brown or grey clays. On the plains Grey Box Woodland generally dominated with a variety of soil types.¹

Tocumwal is a mixed farming district with a range of agriculture including; wool, grain, dairy, rice, cotton, horticulture and grapes. According to the Community Profile *'More Tocumwal residents worked in agriculture, forestry and fishing than any other industry in 2011'*. The landscape is generally flat, with some paddocks laser levelled for irrigation purposes. Gentle rises are evident in some places where the sandhills remain.

Tocumwal has struggled to adjust to the relocation of highway access to the town. Most travellers on the Newell Highway bypass the town without understanding what it offers.

History

General

The area was inhabited by the Ulupna and Bangerang Aborigines prior to colonial settlement and the town is said to be named for the local Aboriginal word for "deep hole in the river".²

The first pastoral runs were established in the 1840s and the Tocumwal Post Office was built in 1868. The village was recognised in 1872 – the same year a punt was established. In 1891, the Tocumwal Hotel was built, and in 1893 the Court house and Police Quarters were built.

Prior to Federation, Tocumwal was an important customs point for goods crossing between the colonies of Victoria and New South Wales. In addition to the punt charges, tax on horses, cattle and sheep had to be paid. In 1895, the Tocumwal Bridge opened for traffic and replaced the punt.

¹ Kent et al, **Native Vegetation Guide for the Riverina** - notes for land managers on its management and revegetation (Johnstone Centre, Charles Sturt University, NSW : 2002), p. 234 - 237

² "Tocumwal". **Geographical Names Register** (GNR) of NSW. Geographical Names Board of New South Wales. Retrieved 4 August 2013, Wikipedia



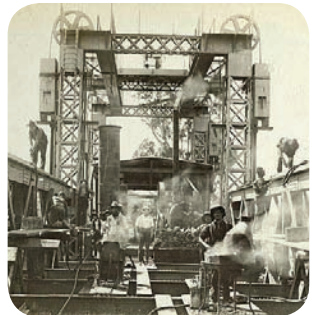
01. Tocumwal Airfield looking from the north, www.ozatwar.com/tocumwal.htm



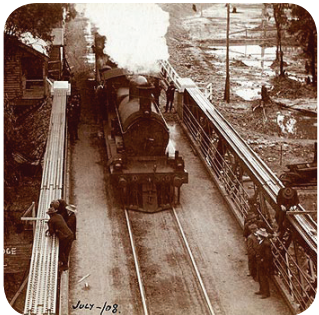
02. Two Women's Auxillary Australian Air Force flight mechanics checking aircraft engine components at RAAF Station Tocumwal, 1944 Australian War Memorial



03. After WWII, Tocumwal Airfield became one of the largest aircraft scrap yards in Australia and remained in operation until the early 1960's. The Aviation Forum



01. Constructing the rail bridge 1906, Museum Victoria



02. Testing the rail bridge 1906, Museum Victoria



03. Tocumwal Railway Station 1930, Museum Victoria

Railways

In 1898, the standard gauge NSW Railways main southern railway line was extended from Junee to Tocumwal, through Narrandera. The broad gauge Victorian Melbourne to Shepparton railway line reached the Murray River at Tocumwal in 1905. This was extended to Tocumwal in 1908, creating a break-of-gauge at Tocumwal. Tocumwal remained a Victorian station until 1914, when it was connected to the NSW Railway system. Due to the different gauge sizes, NSW Railways set about extending the Tocumwal Station to become a major trans-shipping port with spur lines in both gauges being laid to serve the increasing traffic, particularly the need of the military.

Aerodrome

Following the bombing of Darwin in 1942, the United States and Australia made plans for Australian inland defence. Tocumwal, being right on the Brisbane Line, was selected for a heavy bomber base for the United States Army Air Corps. So great was the emergency, there was no time to give land owners notice. Tocumwal property owners such as the Hawkins, Keough, Hearn, Batters and Thorburn were shocked to be given just 24 hours to vacate, and then see their properties immediately bulldozed. 2700 construction workers of the Allied Works Council began creating the huge airbase and working day and night and had a runway ready for first landings in 5 weeks. They commandeered farm tractors, trucks, horses, anything to frantically complete the task.

Over an area of 5,200 acres, they built;

- 4 runways up to 1,850 metres in length
- 112 kms of roadways and taxiways
- 6.4 kms of branch railway line to a new rail platform on the field
- 7 giant hangars to house the big Liberator bombers
- 600 other buildings for hangars, workshops, mess halls, sleeping quarters, administration
- a 200 bed hospital.

In just 16 weeks, after expenditure of A\$6 million, they built, in Tocumwal, the largest aerodrome in the southern hemisphere. American forces moved to Tocumwal, however, as the situation in the Pacific improved, they moved north to Queensland. The aerodrome then became the RAAF Station Headquarters for training Liberator bomber aircrews. In December 1944, there were 5,500 men on the base. It remained an aircraft depot until the 1960s when all of the planes had been sold or dismantled for scrap.



Tocumwal - loading the train
Yosl Bergner (b. 1920)
Oil on canvas 65 x 94.3 cm
Painted in Victoria, 1944
Acquired in 2003
Australian War Memorial
ART92132

Australian Army Employment Company

The contribution of the Australian Army Employment Company in Tocumwal to the Allied war effort is another significant element of Tocumwal's history. This is important, but largely forgotten, part of Australia's history, as Larry Schwartz's article in *The Age* explains; *'... the employment companies' contribution to the Allied victory, which included loading and unloading trains with different rail gauges at state borders, labouring on wharves or road work, has been largely overlooked'.*

The following extract from Dr June Factor's book *'Friendly Aliens'* was kindly provided by June Madden and Barbara Bell from the Railway Museum. It shows the richness and tragedy of a story that Tocumwal has yet to tell.

'Along with other "friendly aliens" (refugees from Axis countries), Bergner was employed with No. 6 Employment Company, based at Tocumwal, in New South Wales. Drawing upon personal experience, he evokes a mood of dejection and exhaustion. The bleak palette of muted browns augments the atmosphere of gloom. The four anonymous figures, their bodies slumped dejectedly, have survived another day of endless loading and unloading goods trains as part of the war effort.'

From the thousands of entries in the Employment Companies' War Diaries held at the Australian War Memorial, the following examples from the 6th Employment Company are typical enough: 27.5.42: Working party reported to Tocumwal Rail transshipping stores from Vic. to N.S.W. trucks. Work Party of 6 reported to Dept of Interior cutting wood. 1 work party roofing cookhouse at camp. 20.11.42: Carting timber for new camp started today. 1 officer and 36 other ranks unloading ammunition. 10 other ranks supplied meals to transit troops. 21 other ranks reported to Tocumwal Rail for lashing gang. Weather cool and wet.

It was 'hard yakka', in the words of one of the participants. And though the work lacked glamour, its importance to the conduct of the war was understood by most of the men in the Companies. When I interviewed Frank Klepner from the 6th Co, he said: 'You felt that you were part of the whole nation doing its bit, you were doing your bit in the army towards the achievement of the win of the allies.' But whether the wider community, the majority of the Australian Military Forces, or even the military leadership appreciated this is unclear. More accurately, doubtful. Consider the statement of approbation issued in November 1943 by the Commander-in-Chief, General Blamey:

Personnel of Australian Employment Companies, both on the Mainland and in New Guinea, though serving their country in a most unspectacular role, are carrying out important and

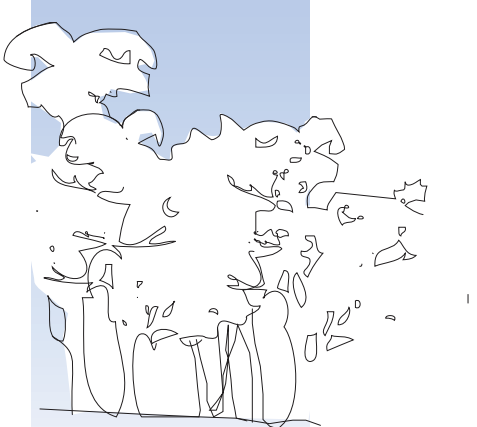
often very strenuous work, without which the many arms of the Forces could not properly function. 2. Their duties are such that a continuous maintenance of a high standard of ‘esprit-de-corps’ is necessary to offset the sometimes monotonous nature of the tasks allotted to them, and this is borne out by the willingness and conscientiousness with which these tasks are performed. 3. The Commander-in Chief, therefore, desires that his appreciation of the services being rendered by these personnel be conveyed to all ranks.[4]

Let the last word come from Yosl Bergner, from the 6th Company;

We were a unique unit though at the time we didn’t know it. Such a mixture of different nationalities. If only the world would realize that people with different cultures and habits and languages can live together as we did... But for that, I suppose, the world needs different gauges and a specially strong Lashing Gang.[20]

Dr June Factor is a Melbourne author and academic, and her book ‘Friendly Aliens’ is expected to be published by Melbourne University Press.

Further general historical research has been collated in the Appendix of this report and although the overview provided shows that Tocumwal has rich and varied history with stories of both triumph and tragedy, the opportunities for visitors to appreciate this history are limited - both physically within the town or using a web based portal.



General

A range of design options were explored with Berrigan Shire Council and local community members. Their feedback and suggestions were then incorporated into the Preferred Concept Plan with a series of distinct projects identified for community groups / individuals to lead under the guidance of Berrigan Shire Council as funding becomes available.

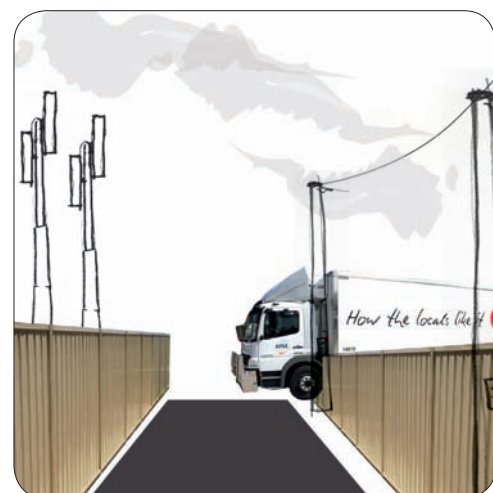
Further economic analysis and design resolution is required to test and refine these concepts. Priorities and staging options will need to be led by Berrigan Shire Council, developed in collaboration with local community members and refined in response to funding opportunities as they arise. In the meantime however, the overall Landscape Concept can be used as a base to discuss further works and funding opportunities, provide guidance to direct community efforts and assist Council in prioritising works.

The analysis and investigation undertaken for this project suggest that the following further investigation / strategic development is likely to be needed in Tocumwal;

- An integrated, holistic marketing strategy to support existing Tocumwal businesses and encourage new investment
- Develop a tourism strategy that builds a collaborative vision for Tocumwal as a destination and a key element in the Murray River Adventure Trail and Ports of the Murray Strategic Initiative
- Build social capacity by encouraging a diverse range of community members to become ‘Town Champions’. This should be a leadership role, supported by Berrigan Shire Council and empowered to build a vibrant, sustainable future for the town
- Investigate and resolve / develop a management strategy for the water table issue in the main street precinct
- Undertake street tree planting
- Re-imagine the Foreshore to not only accommodate the town markets and passive recreation, but also to enrich the play opportunities for toddlers, young children, teens and adults
- Acknowledge Tocumwal’s significant Aerodrome and Work Company history and the contributions community members have made in the past by further developing the interpretive opportunities.

The Landscape Concept Plan developed for Tocumwal identifies a series projects of various scales, both in terms of project scope and timing / staging. It should be used to support funding applications and as the basis to develop a clear vision for the town that integrates environmental, social and economic parameters more extensively than the scope of the current project was able to.





Examples of small scale, artistic laneway interventions to create more welcoming spaces (All images sourced from the web)

Central Business District

Creating a more welcoming town centre for pedestrians and cyclists

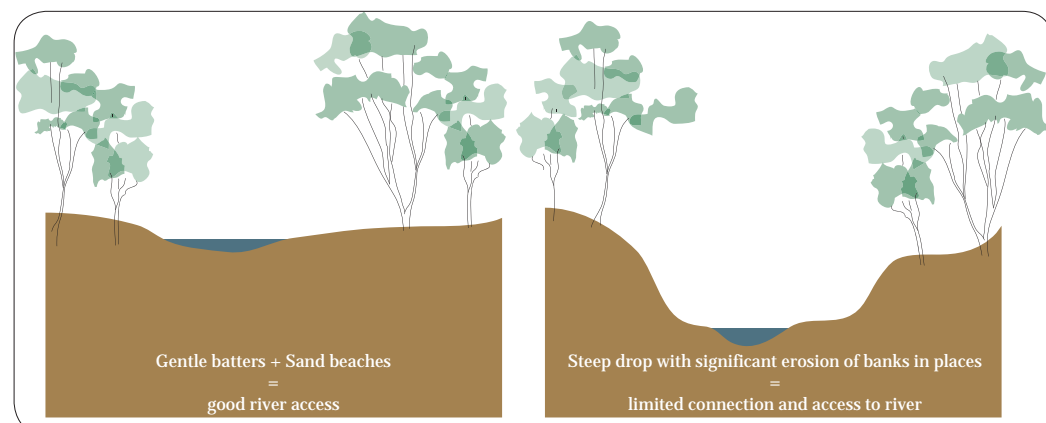


Main Street Precinct showing key sightlines and town 'bookends'. Proposed Village Square with small amphitheatre & universal access ramp and laneway connections are also shown.

The town layout predates the era of vehicle dominance and was originally designed as a comfortable walking environment. In more recent times, parking needs have taken precedence and water table issues have negatively impacted on the street trees. Specialist advice will be needed to address the water table issues and select the appropriate street tree species. Reintroducing more shade into the streetscape will create a more welcoming town centre for both visitors and residents.

A small network of laneways already exists, however they are currently fairly unwelcoming spaces or have been closed off. A series of modest but creative interventions should be explored to improve these connections. Small, well conceived and beautifully implemented art projects would add a level of interest and cultural richness to the town. The benefits of focusing more on walking / cycling needs include; improved health outcomes, more social interaction and usually, more commercial activity.

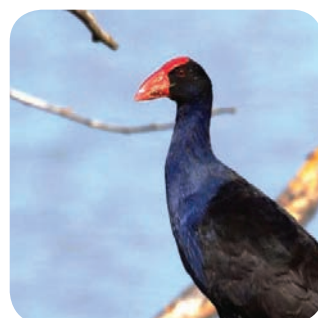
The Central Business District needs to balance the needs of local residents and visiting tourists to ensure an active and vibrant town which is economically, environmentally and socially sustainable.



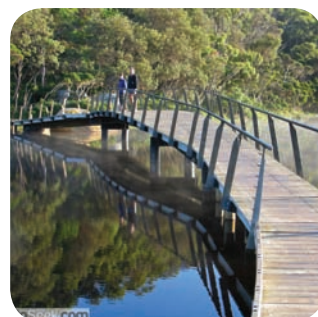
Tocumwal - indicative river section
Historically significant site on the Murray. The topography has facilitated a crossing point which has been used for millennia

Most other Murray River Towns - indicative section
Connection to river is easily lost when there is a significant level difference between the settlement and the River

'Tocumwal - the most accessible town on Australia's greatest river' (Jo Ruffin, Berrigan Shire Council)



Birds of the Murray River. (All images sourced from the web)



01. Creating universal access improves social equity and provides a welcome approach for all (Image sourced from the web)
02. Boardwalk, Wilson Promotory, Victoria
03. Sherwood, Brisbane River (Outdoor Structures Australia)



Aire Sculpture Trail Map, Shipley to Saltaire, Bradford UK <http://www.hivebradford.org.uk/community.php>

Foreshore

River Walk / Interpretive Trail

Art and sculpture trails can be a very effective way to foster appreciation and understanding of the River, the beauty of the natural environment, its historical importance and the need to protect it for future generations. Opportunities to involve local children in developing an interpretive trail should be investigated. The final design outcomes need to be artistically strong and beautifully crafted to ensure the project is robust and timeless. Ensure the Walk connects with, and builds on, the existing Bird Walk. Berrigan Shire Council is a contributor to South West Arts and they may be able to assist with this project.



Tocumwal Foreshore with proposed River Walk / Interpretive Trail (A) Boardwalk & Viewing Platform (B) Village Square (C) Information Centre / Museum (D) Commemorative / History Walk (E) Memorial (F) Play opportunities (G) Universal Access Picnic area (H) and Remembrance Avenue (I)

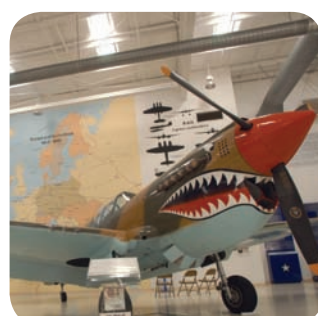
Boardwalk & viewing area

Tocumwal has a strong connection to the Murray River and particularly good access (see River Section to left). The levy bank provides flood protection but also limits views and pedestrian connections to the River. The proposed Boardwalk would provide universal access, safe fishing opportunities and reinforce pedestrian / cyclist connections to the River. The Boardwalk & Viewing Platform need to be both elegant (to minimise visual intrusion) and robust (to withstand periodic inundation during flood events). Careful consideration needs to be given to the design to ensure it can be constructed within a modest budget and maintained within available resources.

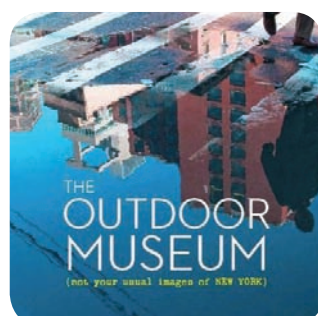
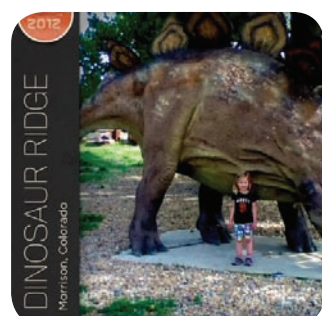
Universal Access Picnic Area



Modest village square examples which cater for a wide variety of uses. (All images sourced from the web)



Aim to be one of the world's best small museums. A modest budget don't necessarily mean an ordinary outcome. (All images sourced from the web)



The River Foreshore setting already exists. Part of this outdoor space could be integrated with the Information Centre / Museum to keep both building and staffing costs manageable and to ensure some of the display is always available to visitors. (All images sourced from the web)

Access to the picnic areas along the Foreshore is currently limited for wheelchair users, those with mobility challenges and some prams. This area could be made more welcoming to all by extending the paved areas and paths to provide access to the picnic furniture and shelters. The paving should be carefully designed to minimise potential impact on tree roots, ensure the area drains freely and is aesthetically integrated into the site context. Consider planting more shade trees to provide more shelter and improve the microclimate during the summer months.

Village Square

A Village Square provides a 'civic heart' for the town. It is a small public space that can accommodate community gatherings, festivals and celebrations, as well as quiet moments of reflection and shared conversation. The Village Square should deliberately be kept small to ensure the scale is intimate and appropriate to the size of the town. Large squares have a tendency to feel deserted and less than welcoming. The design principles are outlined in A Pattern Language which describes small public squares as; '... the core that makes an *ACTIVITY NODE* : it can also help to generate a node, by its mere existence, provided that it is correctly placed along the intersection of the paths which people use most often. And it can also help to generate a *PROMENADE*, a *WORK COMMUNITY*, an *IDENTIFIABLE NEIGHBOURHOOD*, through the action of the people who gather there. But it is essential, in every case, that it is not too large.'³

The proposed site is well placed on the axis between Deniliquin Road, Murray Street and the River, with excellent sightlines in all directions. The existing Peppercorn trees provide a strong foundation for the development of the Village Square, however the site will need to be carefully designed and implemented to minimise possible damage to the trees roots. Some short term / universal access car parking could possibly be retained, however the design should focus on pedestrian needs first and then consider dovetailing of vehicular access at appropriate times. Seating around the edges is important and a small amphitheatre could be considered to take advantage of the side of the existing levy bank. A gentle ramp (preferably less than 1:21 to minimise the need to handrails) should be incorporated to provide universal access to the top of the levy bank and the proposed Boardwalk.

Museum / Information Centre

Tocumwal has a remarkable story to tell and yet this history remains largely inaccessible to visitors or lacks careful curation to tell the story effectively. Like a shop with its treasures hidden in dusty boxes, glimpses are available here and there, but the power of the story is lost without appropriate and professional interpretation. Interpreting the source material

³ Alexander, C. et al, *A Pattern Language*, (New York : Oxford University Press, 1977) p. 311 (Items in capitals are defined within the book)



ANZAC Service (All images sourced from the web)



Vietnam Veterans Commemorative Walk, Seymour Victoria
(Sinatra Murphy Landscape Architects)

and distilling the essence of why these stories matter is crucial to allowing visitors a window through which to connect with the place.

The building should aim to blur the boundaries between the indoor and outdoor spaces and thereby extend the display area from a small, modest building to use the landscape setting as an 'outdoor museum'. This will allow visitors an insight into Tocumwal's remarkable story, regardless of the time of day and without the need for unrealistic staffing hours.

Although Bob Brown has done a remarkable job of recording the history of the Aerodrome, little of the physical site remains and the story deserves to be professionally displayed and curated. Given the significant number of men and women who served at the Tocumwal Air Base, the strong commitment of the local RSL members and, more broadly, steady participation numbers in the annual ANZAC Day marches around the country⁴, Tocumwal's military contribution deserves wider recognition.

Commemorative / History Walk

Part of the outdoor display area could be used to create a Commemorative Walk to acknowledge the contribution and sacrifice local community members and their families have made. This should be developed in collaboration with the RSL and should be designed to allow dovetailing of uses for different events and community needs.

The Vietnam Veterans Commemorative Walk in Seymour, Victoria provides a good example of a collaborative, inclusive project approach which was led by skilled designers and has been widely acknowledged and honoured.

'The Commemorative Walk is not to memorialise those who served in Vietnam and/or those who paid the ultimate price, but to commemorate the service of all who played their part in what turned out to be a tumultuous part of Australia's history'.⁵

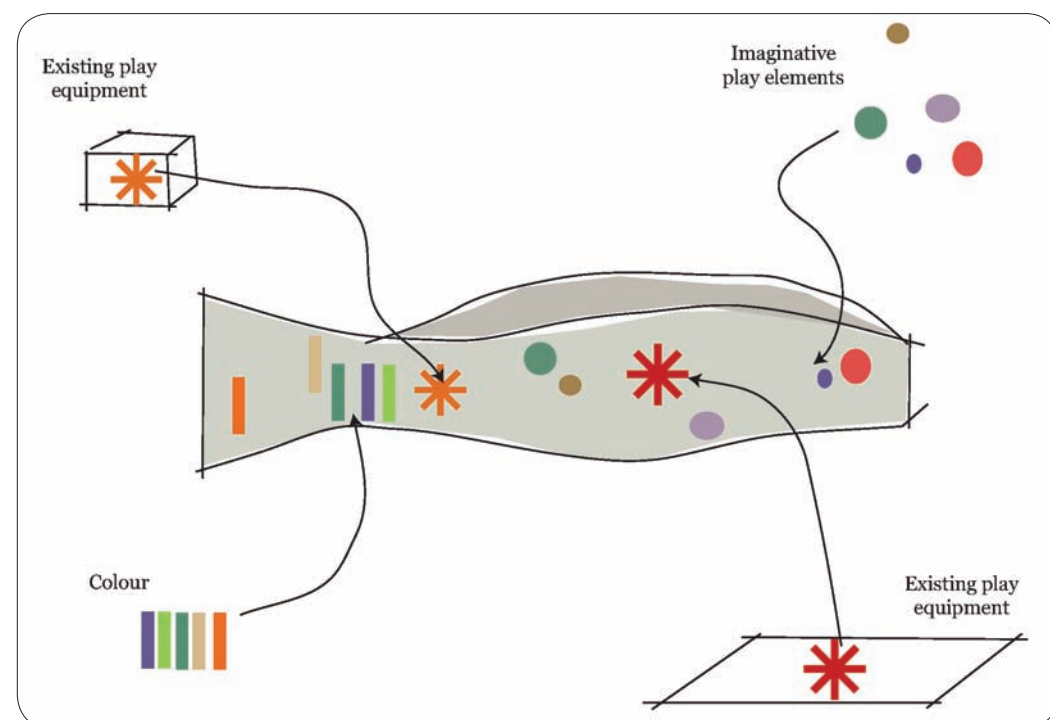
More information on the design process is available in an Architecture Media article titled Vietnam Veterans Commemorative Wall.

The generous spirit in which this particular walk has been developed serves as a model for others. Like most country towns, Tocumwal needs to invest in facilities which provide for multiple uses and many different users and careful consideration would need to be given to the site design to ensure it co-exists with other community uses and events, such as the Foreshore Markets.

Rest areas and play opportunities

⁴ Meacham, Steve, *Defying the march of time*, Sydney Morning Herald, 25th April, 2011

⁵ <http://www.vietnamvetswalk.org.au/>



01. Coloured sails, Frontier Discovery Playground, Grove City



02. Tyre Dragon, Cunningham Falls State Park



03. Consider access for all abilities (Hags Playgrounds)

Tocumwal is well placed to provide a welcome rest stop for travellers journeying between Victoria and New South Wales. Providing a memorable play experience is likely to encourage more families with children to plan their rest stops in Tocumwal. This in turn potentially provides support for local businesses. A model which consciously provides an alternative to the 'service station rest stop' model evident along more and more Australian Highways is likely to be more successful than trying to compete with large organisations and franchises such as McDonalds, KFC and BP. While there is much to be learnt from the success of these models, they are unable to provide a unique and authentic experience of play, local food and business owners who genuinely want to share what's special about their town.

The Foreshore Committee and BSC have made a substantial investment in playground equipment on the Foreshore over the years. Consider reusing and supplementing the existing pieces to create a more memorable, unique playground. The play space should have a strong connecting theme, carefully consider the needs of different age groups, physical and mental abilities and consciously provide new play challenges. By supplementing the existing playground equipment with more natural play elements, the play experience could be significantly diversified and the overall look and feel more closely linked to its river setting.

Clearly the playground needs to meet current Australian Standards. Led by a skillful and experienced playground designer however, community collaboration could be effectively harnessed to create a remarkable, memorial playground within a modest budget.

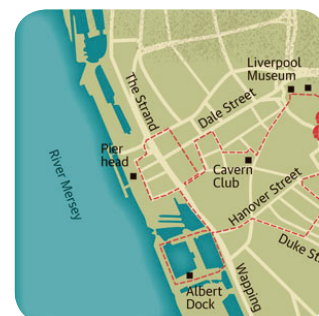
Memorial Drive (Murray Street)

Murray Street was one of the original streets leading into Tocumwal. Travelling from the north, it has excellent views of the Murray River which clearly show the relationship between the town and the river. Proposed street tree planting and a new tourist route into town from Racecourse Road will help to reestablish this connection and take visitors on a short, attractive journey into the town. The new street tree planting is suggested within the road reserve to minimise conflict with existing powerlines and to reduce the unnecessarily wide expanse of asphalt. The scale of the trees needs to balance with the width of the road and provides an excellent opportunity to consider a Memorial Drive planting of large trees.

Internet access in this area is generally good and a short Memorial Drive app linked to further web based information could be considered. This would need to be linked to the Information Centre / Museum. It may be a more appropriate way of showcasing the Aerodrome history than



01. Memorial Avenue, Amphitheatre Victoria
02. Driving Tour App., Long Paddock Touring Route



Examples of successful, vibrant Heritage Precincts with walking tours, interpretive maps, trail markers and creative spaces for artists, writers and musicians. (All images sourced from the web)

encouraging access to the original site, which is now largely in private hands.

Heritage Precinct

Tocumwal has already has a small, unacknowledged Heritage Precinct with the Railway Museum, the Silos (now disused), the Terminus Hotel and one of the original town shops, all within close walking distance of each other. The area however, currently lacks shade, does not provide a welcoming pedestrian environment and, apart from inside the Museum, does not have any interpretive information.

A series of small, achievable interventions have been proposed in the Concept Plan. They include;

- Street tree planting
- A more formalised truck rest area to allow the extensive hard surface area to be reduced
- Proposed parking between the new street trees
- A shared path to the Railway Museum with boulevard tree planting and some interpretive signage
- Improved pedestrian & cycling connections between the CBD and the Heritage Precinct
- Pedestrian scale lighting
- Possible feature lighting of the historical buildings, including the Railway Bridge

Building on, and fostering, the underlying local creativity is likely to be key in transforming the existing heritage assets into an active and successful Heritage Precinct that draws visitors to the town and enhances the lives of local residents. Further investigation and strategic development is needed to build a well resolved concept and encourage community involvement.

Further detail for each of the elements described in this report has been included on the accompanying plans, sections and conceptual details.

Tocumwal

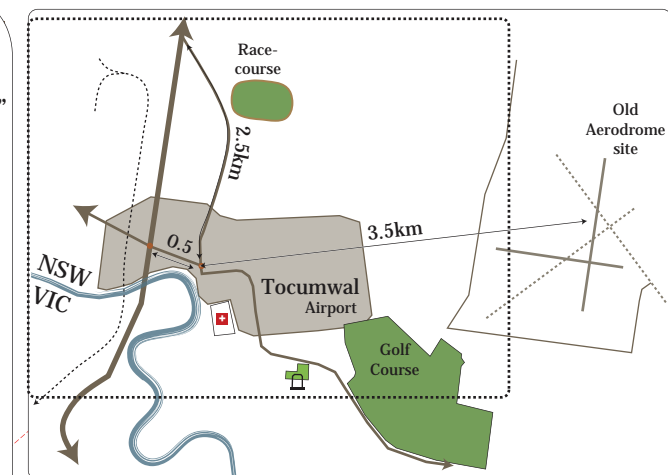
Site Analysis Plan - overall

Berrigan Shire Council



Tocumwal - Statistics and History

In 2011 population was 2,384 people. Tocumwal is said to mean "deep hole in the river" in the local Aboriginal dialect. The town is located on the Murray River within the Southern Riverina region of NSW. Tocumwal area was inhabited by the Ulupna and Bangerang Aborigines. The first pastoral runs were established in the 1840s. The town was established in the early 1860s. Tocumwal Post Office opened on 1 August 1868. Tocumwal was recognised as a village in 1872. Tocumwal was an important customs point for goods crossing between the then colonies of Victoria and New South Wales, before Federation. The NSW train line to Tocumwal was finished in 1898 and the Victorian line was completed in 1908. During WWII the town became the site of Royal Australian Air Force Station.



Town context and relative distances

Legend

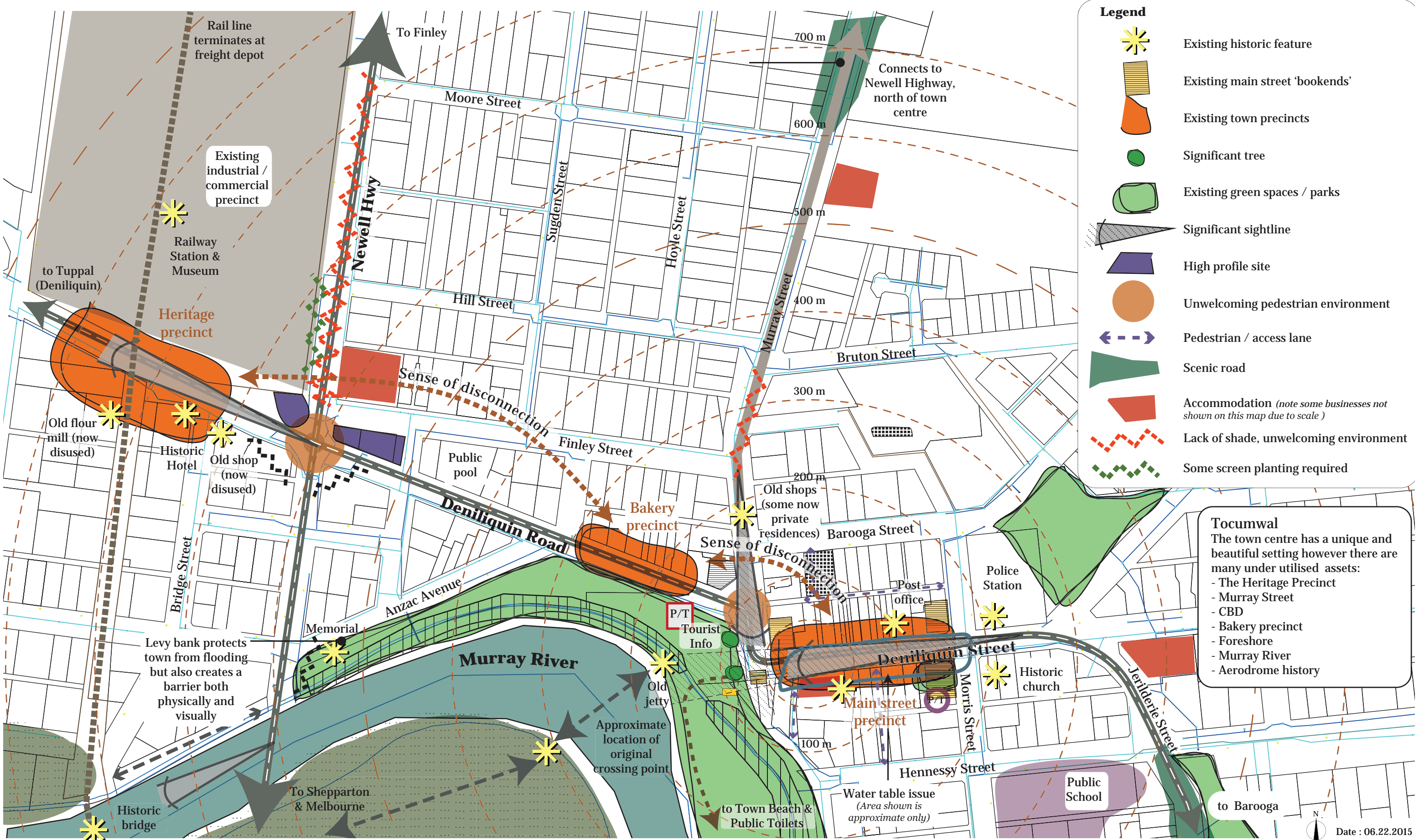
- Existing road
- Rail line
- Industrial / agricultural services
- Existing vegetation / tree canopy cover
- Recreation / green space
- CBD / heritage
- Proposed town entry signage (current project)
- Proposed town entry signage (future project)
- Existing carpark
- Historical / town feature
- Existing public amenities
- Existing public amenities in need of upgrade

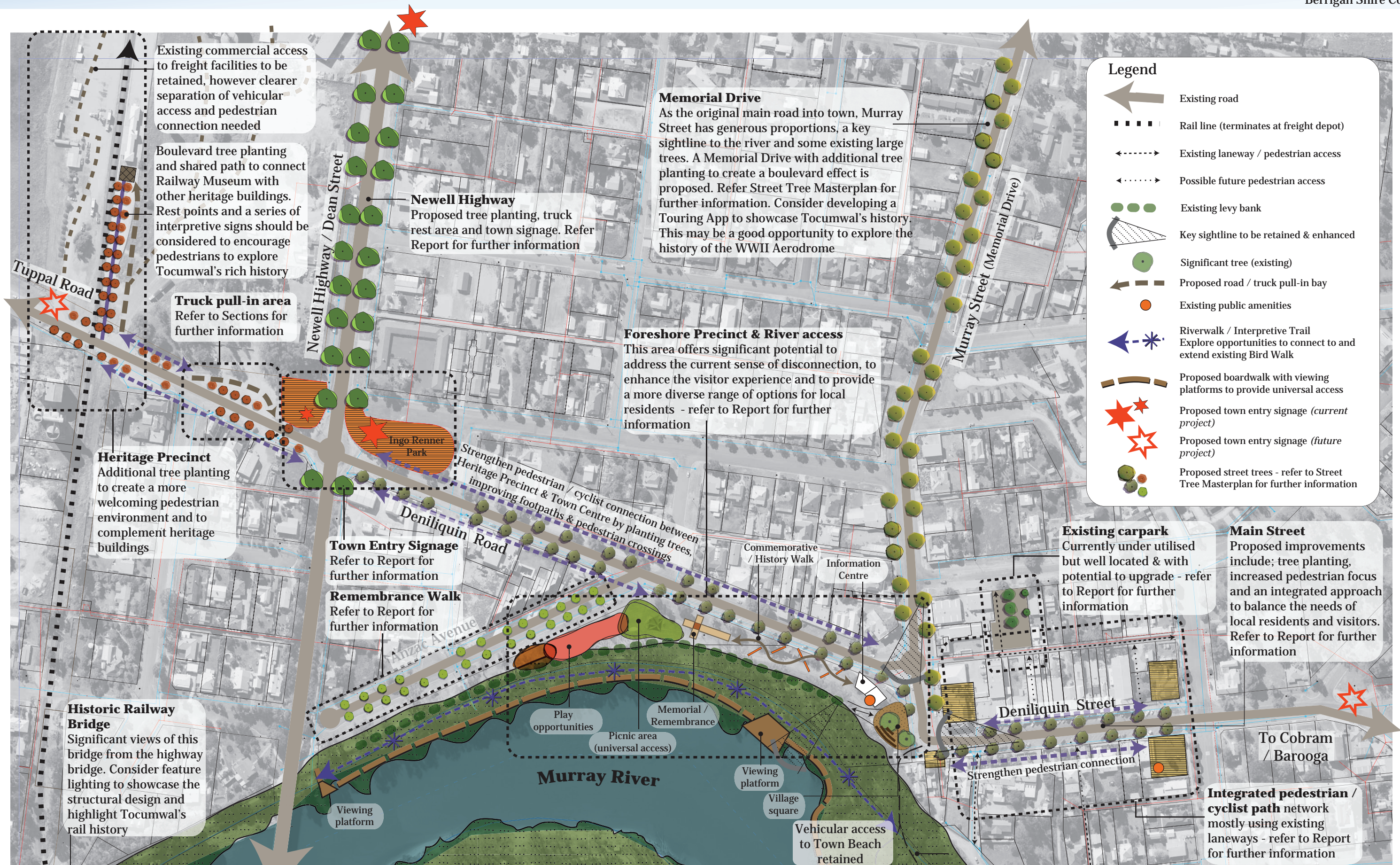


Date : 22.06.2015

Liesl Malan

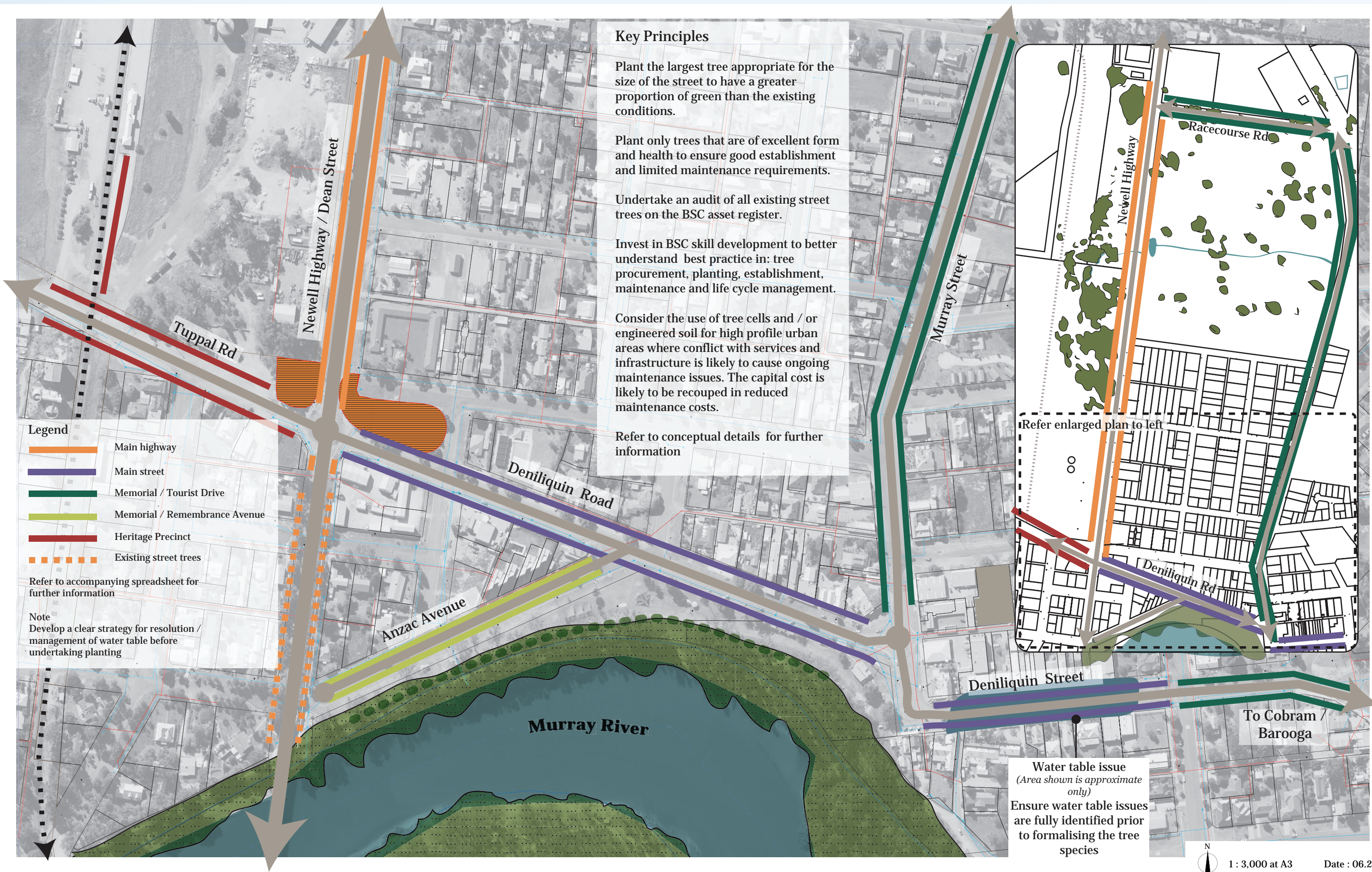
Landscape Architects





Note
Priorities and staging to be developed in collaboration with stakeholders and community members and as funding opportunities arise.

Note
Further feasibility study and design development is needed to investigate a Murray River boardwalk which facilitates universal access to the river.



Suggested Street Tree Species Selection

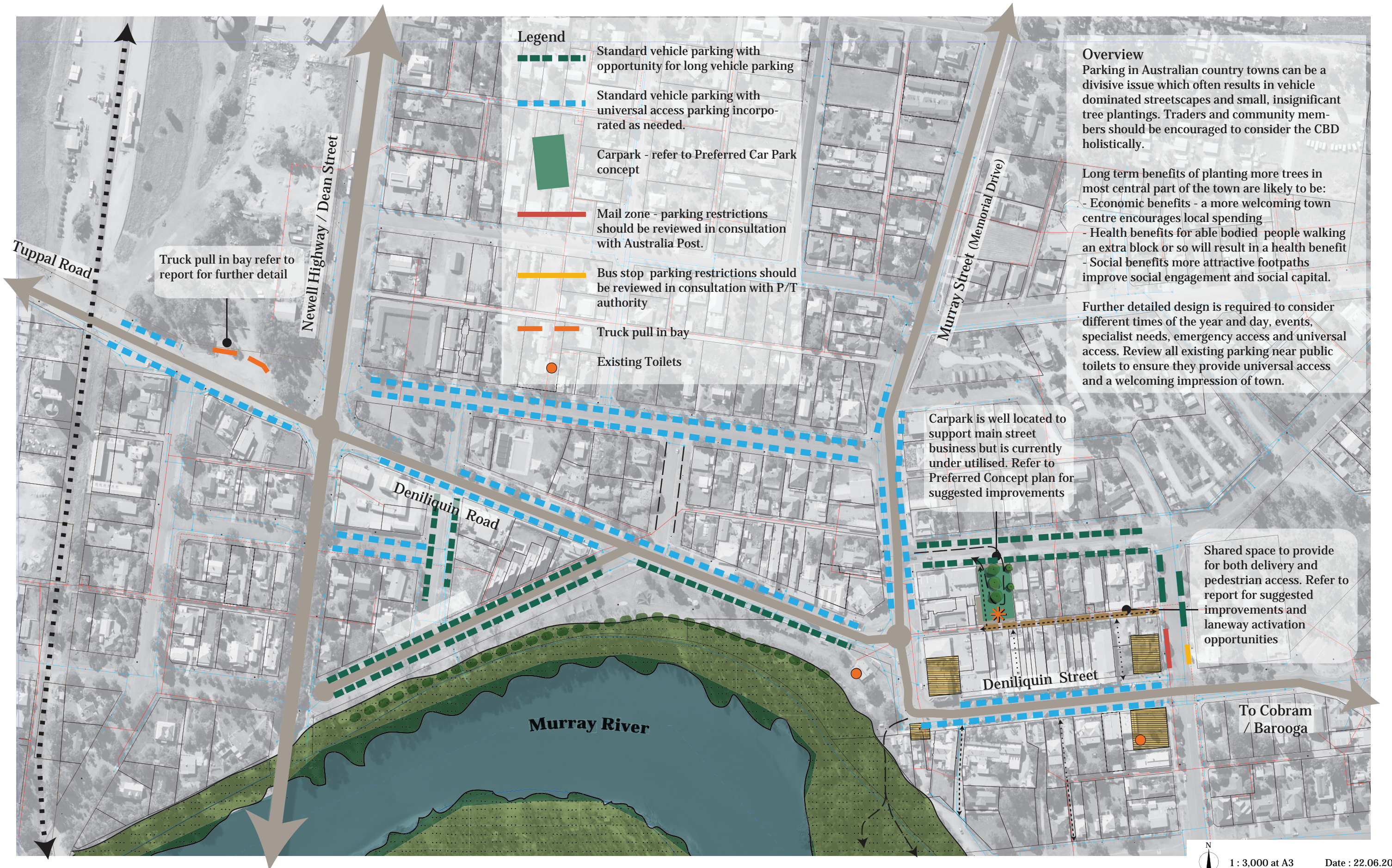
Tocumwal										
Botanical name	Common name	Approximate size	On current Preferred Species List (PSL)	On current PSL, but alternative cultivar / subspecies suggested	New species suggested, not on current PSL	Indigenous / native / exotic	Suggested preferences for these particular sites	Likely contribution to streetscapes in Tocumwal	Tree notes	Further information
Ensure this document is read in conjunction with the Street Tree Masterplan. Seek professional horticultural advice prior to final selection of species.		Note mature size will vary significantly, based on local conditions. The following categories are provided as a guide only and indicate a general description of both height and presence in the street; - Small - under 10m - Medium - 10 to 20m - Large - over 20m								
Main Highway - Newell Highway - high priority										
Acer x freemanii 'Jeffersred'	Maple					E	1	High quality shade in summer. Autumn foliage colour.	Well structured and very adaptable, with significant autumn foliage colour. Tolerates a wide range of soil and climatic conditions, including moderate frost and drought.	http://www.flemings.com.au/topten_details.asp?CULT_ID=ACERBLAZ
Corymbia maculata	Spotted Gum	Large				N	2	Strong avenue planting. Clear trunks provide good sightlines.	A majestic Gum, tolerant of a wide range of conditions. More easily managed and maintained in an urban environment than some other Eucalyptus species. Good commercial stocks generally available.	http://www.florabank.org.au/lucid/key/species%20navigator/media/html/Corymbia_maculata.htm
Eucalyptus leucoxylon 'Pruinosa'	Yellow Gum	Large				I	6	Reintroduction of a native species, but could present sourcing and maintenance challenges	<i>Eucalyptus leucoxylon</i> subsp. <i>pruinosa</i> is a tree species which...occurs at the bases of sandy rises and on loamy clay flats on the floodplains of the Murray River and its tributaries in the Riverina Bioregion (Thackway and Creswell 1995). (It) ... is eligible to be listed as a vulnerable species as, in the opinion of the Scientific Committee, it is facing a high risk of extinction in New South Wales in the	http://www.environment.nsw.gov.au/determinations/EucalyptusLeucoxylonVulSpListing.htm
Eucalyptus leucoxylon 'Rosea'	Yellow Gum	Medium				N	5	Selective cultivation has produced a consistent tree	Suggested as an alternative to <i>E. leucoxylon</i> subsp. <i>pruinosa</i> , which is unlikely to be available commercially. This cultivar should not be planted near to existing stands of indigenous species of <i>E.</i>	http://www.environment.nsw.gov.au/determinations/EucalyptusLeucoxylonVulSpListing.htm
Fraxinus angustifolia 'Raywood'	Ash	Medium				E	3	Excellent for avenue plantings	This sterile cultivar will grow 10–15 m high and is an ideal specimen tree for garden or street planting. A deciduous shade tree with leaves turning stunning deep claret red in autumn. Best planted in cool areas in fertile, well-drained soil. Will tolerate dry conditions once established and prefers full-sun.	http://www.growmeinstead.com.au/plant/desert-ash.aspx
Grevillea robusta	Silky Oak	Large				N	4	A good tree for significant avenue plantings	A significant avenue tree. Tall, conical form with striking orange flowers in summer. Distinctive fern-like foliage. Tolerant of a wide range of temperature, soil fertility and rainfall variation. Note : some weed potential.	
Main Street - Deniliquin Road & Denilquin Street (Newell Highway to Jerilderie Street) -										
Note to improve consistency, the same tree should ideally be selected for the entire length of Deniliquin Road. Due to the high water table in the town centre area, tree selection options are limited.										
Acacia salicina	Willow Wattle / Native Willow / Cooba	Small				I	2 (assumes double row planting wherever possible as this is a small tree)	Native alternative to the Pepper Tree. It is however considerably smaller and planting density would need to be increased to provide sufficient presence and shade in the street.	Vigorous, long-lived, nitrogen-fixing tree, adapted to clayey, alkaline soils [2,3]. It is considered to be moderate to highly salt tolerant but severe frosts may limit its growth potential [6]. It is relatively drought-tolerant and will grow on a wide range of soils (acid and alkaline).	http://www.florabank.org.au/lucid/key/species%20navigator/media/html/acacia_salicina.htm
Casuarina cunninghamiana	River Sheoak	Medium				I	5	Excellent indigenous species, but may not provide the quality of shade	Tall, nitrogen fixing tree suitable for cultivation across a wide range of climates, extending from cool temperate areas to the seasonally dry tropics. Under cultivation it tolerates drought, seasonal waterlogging and slight to moderate salinity.	http://www.florabank.org.au/lucid/key/species%20navigator/media/html/Casuarina_cunninghamiana.htm

Suggested Street Tree Species Selection

Platanus orientalis 'Digitata '	Cut Leaf Plane	Large				E	4	Large, adaptable tree. Shade quality for such a large tree is not great.	Large tree with fewer challenges than the London Plane. It does not however produce the same quality of shade. The leaves have spreading lobes without hairs on the undersides. Attractive mottled bark. The Oriental Plane is found naturally in riverine settings, however it is also able to withstand moderate drought conditions.	http://www.metrotrees.com.au/platanus-orientalis-autumn-glory-digitata-hillier-nursery-form/
Platanus x acerifolia 'Bloodgood'	London Plane	Large				E	1 (assumes appropriate risk management measures are taken)	Both highly adaptable and challenging. Excellent shade quality in summer.	Best in moist, well drained, fertile soil in full sun to light shade. Noted for good wood decay compartmentalisation and superior resistance to powdery mildew and anthracnose. Hairs on the fruits and leaves can be irritating to the nose, eyes and throat for some people. Bark, leaf and fruit litter may be a problem.	http://www.flemings.com.au/ornamental_details.asp?CULT_ID=BLOOD
Quercus palustris	Pin Oak	Medium				E	3	Beautiful, seasonal tree but note that it lacks spreading form to create significant shade cover in summer and density would need to be increased accordingly.	Very adaptable to a wide range of site conditions including both wet or dry, clay or sandy soils. Handles moderate drought, air pollution and has good wind tolerance. Lower branches may require pruning for vehicular or pedestrian access. Dark green leaves which turn to deep red in autumn. Early defoliant forms are available.	http://www.flemings.com.au/ornamental_details.asp?CULT_ID=PALUS
Memorial / Remembrance Avenue - Anzac Avenue -medium priority										
Callistris glaucophylla	White Cypress / Murray Pine	Small				I	3	Links visually to the Lone Pine. Good tree for avenue planting but double plantings should be considered as this as is small tree.	Columnar tree with distinctive seed pods and fine, grey green foliage. Moderately drought & frost tolerant. Iconic tree of the sandhills in the area.	http://www.florabank.org.au/lucid/key/species%20navigator/media/html/Callitris_glaucophylla.htm
Corymbia ficifolia	Flowering Gum	Small				N	4	Small tree - consider increased densities / double row plantings. Newer cultivar species selection suggested for improved form and flowering.	Tolerates a wide variety of soil types and climatic conditions. Excellent commercial stocks available, particularly of grafted species.	https://www.anbg.gov.au/cpbr/cd-keys/euclid3/euclidsample/html/Corymbia_ficifolia.htm
Hymenosporum flavum	Native Frangipani	Medium				N	1	Tall, columnar form would suit Memorial planting.	Hardy tree which grows in a variety of soils and climates. Once established will tolerate moderate frost.	http://anpsa.org.au/h-fla.html
Zelkova serrata	Zelkova	Medium				E	2	'Vase' shape provides good shade cover as well as clear sightlines.	An adaptable tree with good consistency. Bright green leaves provide an excellent seasonal display in autumn. Good tolerance of urban conditions including range of soil types, heat, compaction and some drought	http://www.flemings.com.au/topten_details.asp?CULT_ID=ZELKO
Memorial / Tourist Drive - Murray Street and Racecourse Road - medium priority										
Pine species to match existing Barooga Road Pines		Large				E	1			
Grevillea robusta	Silky Oak	Large				N	3	A good tree for significant avenue plantings	A significant avenue tree. Tall, conical form with striking orange flowers in summer. Distinctive fern-like foliage. Tolerant of a wide range of temperature, soil fertility and rainfall variation. Note : some weed potential.	
Pinus pinea	Stone Pine	Large				E	2	A good tree for significant avenue plantings	A distinctive and striking form with a clear trunk and strongly defined umbrella shaped canopy. Moderately frost and drought tolerant.	http://www.metrotrees.com.au/pinus-pinea/

Suggested Street Tree Species Selection

Heritage precinct - Tuppal Street and pedestrian link - high priority										
Acer x freemanii 'Jeffersred'	Maple	Medium				E	1	High quality shade in summer. Autumn foliage colour.	Well structured and very adaptable, with significant autumn foliage colour. Tolerates a wide range of soil and climatic conditions, including moderate frost and drought.	http://www.flemings.com.au/topten_details.asp?CULT_ID=ACERBLAZ
Acer rubrum 'October Glory'	Maple	Medium				E	3	High quality shade in summer. Autumn foliage colour.	Well structured and very adaptable, with significant autumn foliage colour. Tolerates a wide range of soil and climatic conditions, including moderate frost and drought.	http://www.flemings.com.au/topten_details.asp?CULT_ID=OCTOB
Hymenosporum flavum	Native Frangipani	Medium				N	1	Tall, columnar form would suit Memorial	Hardy tree which grows in a variety of soils and climates. Once established will tolerate moderate frost.	http://anpsa.org.au/h-fla.html
Under powerlines / limited space - use only when a larger tree would not be possible										
Acacia salicina	Willow Wattle / Native Willow / Cooba	Small				I	3			
Corymbia ficifolia	Flowering Gum	Small				N	1			
Lagerstroemia fauriei x L. indica 'Sioux'	Crepe Myrtle	Small				E	2		Hardy tree with excellent flowering qualities.	http://www.flemings.com.au/ornamental_listing.asp?variety=Lagerstroemia
Lagerstroemia fauriei x L. indica 'Zuni'	Crepe Myrtle	Very small				E	4		Smallest of the Crepe Myrtles.	http://www.flemings.com.au/ornamental_listing.asp?variety=Lagerstroemia
Residential streets - low priority (ensure ongoing maintenance and replacement is undertaken)										
Replanting of streets is to be triggered by: other works which require tree removal, tree removal due to damage, illness or rot, trees in decline due to age or climatic conditions or existing empty spaces. It is not, however, intended that all existing street trees are to be removed and replaced all at once. This street tree masterplan outlines a gradual process of replacement plantings for residential streets over time.										
Acacia pendula	Weeping Myall / Boree	Small				I			The existing Myall street trees provide a good example of the use of an indigenous trees in an urban streetscape. There is some areas where the road surface is being effected by roots. Rather than removing the trees a new management strategy could be adopted. this would ensure the trees continue to provide a positive contribution in the long term to the streetscape. Create a maintenance regime for this tree including: Removal of asphalt from around the base of the trees, replace with mulch to maintain tree health by improving growing conditions Create defined car parking between trees to reduce the area of compaction Undertake mulch topping up Seek professional input to develop this maintenance regime further.	
Acacia salicina	Willow Wattle / Native Willow / Cooba	Small				I				
Brachychiton populneus x acerifolius	Kurrajong	Small				N				
Eucalyptus exima 'Nana'	Dwarf Yellow Bloodwood	Small				N				
Eucalyptus maculata	Spotted Gum	Large				N				
Eucalyptus microcarpa	Grey Box	Large				I				
Fraxinus angustifolia 'Raywood'	Ash	Medium				E				
Gleditsia triacanthos	Honey Locust	Medium				E				
Hymenosporum flavum	Native Frangipani	Medium				N				
Jacaranda mimosaeifolia	Jacaranda	Medium				E				
Pistacia chinensis	Chinese Pistachio	Small				E				
Pittosporum phylliraeoides	Butterbush	Small				I				
Pyrus spp	Ornamental Pear	Medium				E				
Ulmus parvifolia	Chinese Elm	Medium				E				

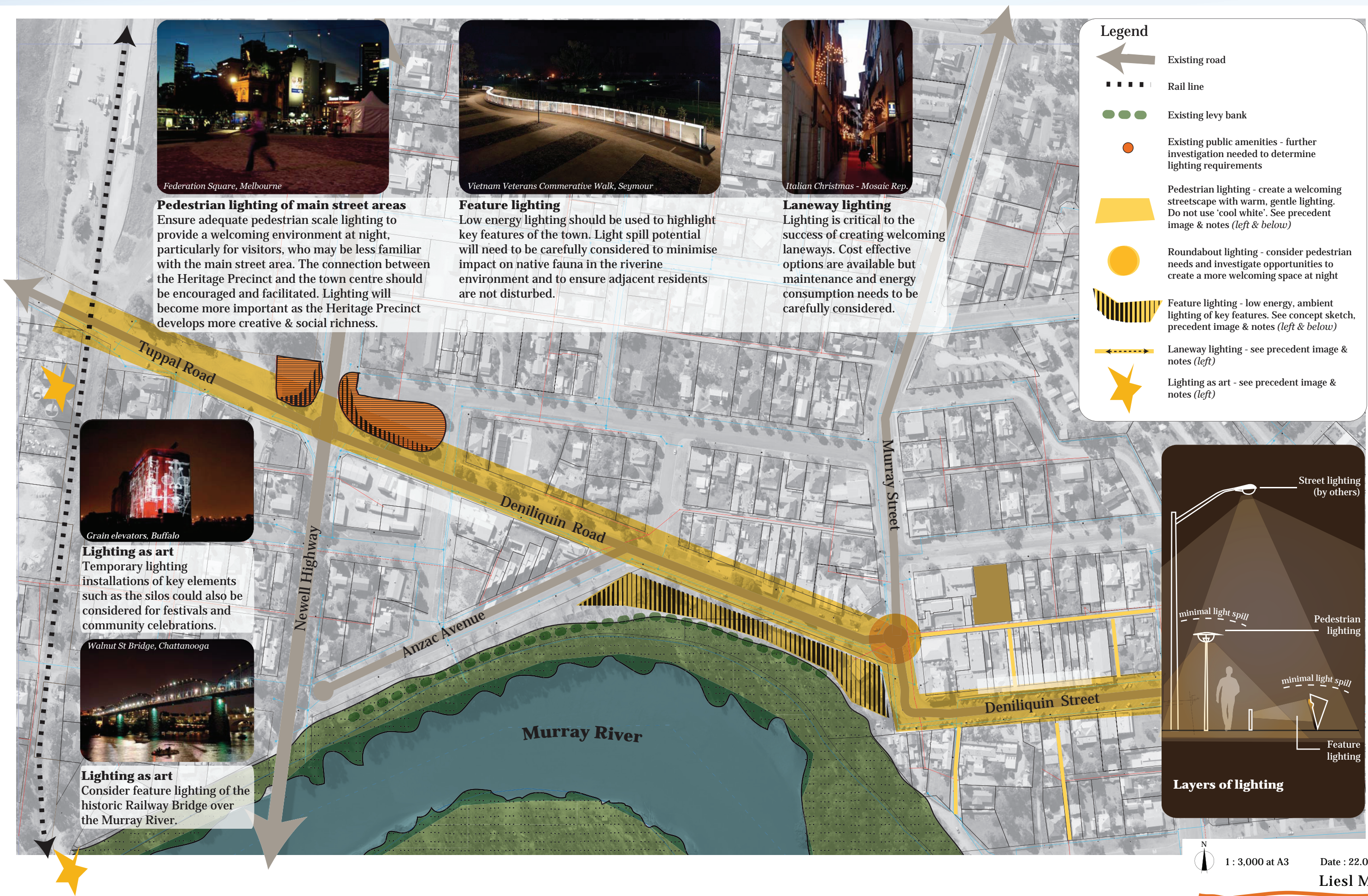


1 : 3,000 at A3

Date : 22.06.2015

Liesl Malan

Landscape Architects



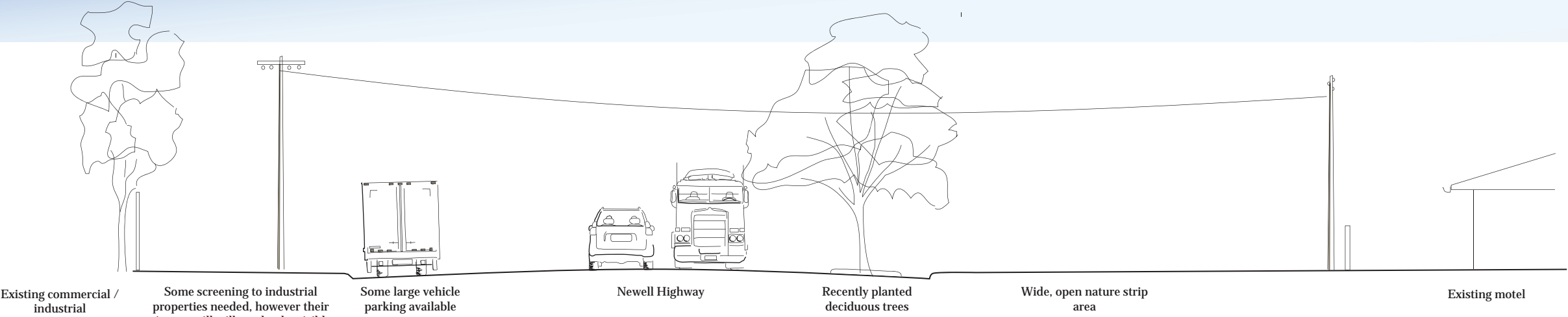


1 : 3,000 at A3

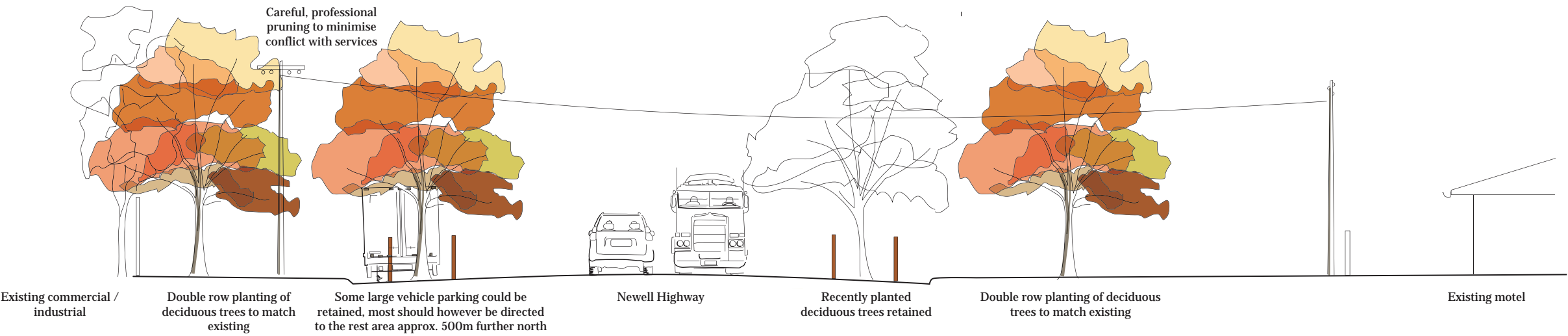
Date : 22.06.2015

Liesl Malan

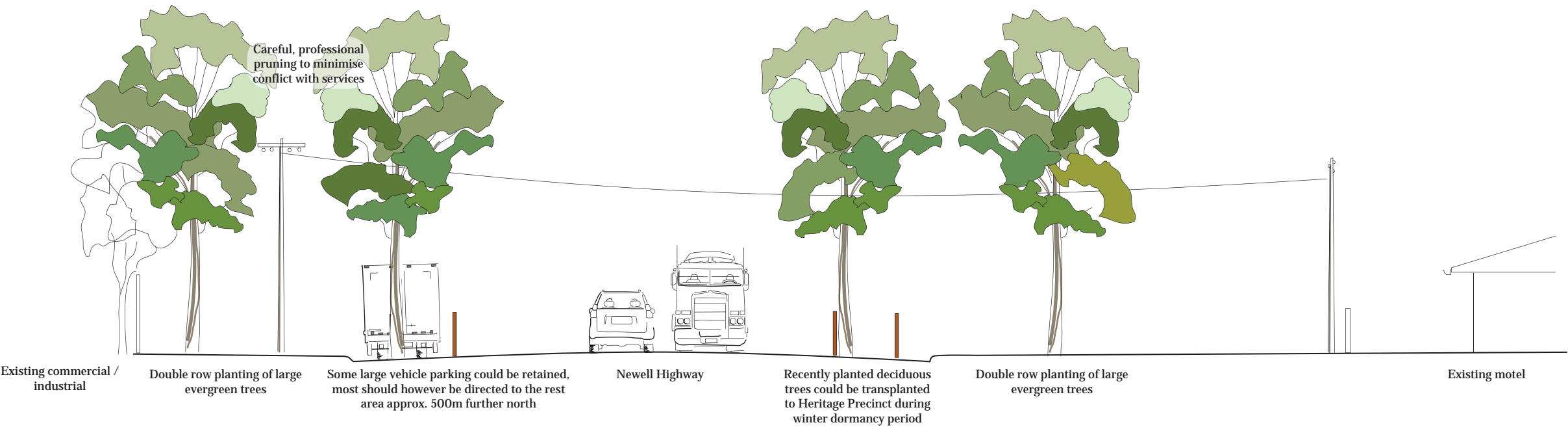
Landscape Architects



06. Newell Highway - existing
The highway needs to be able to comfortably accommodate significant traffic volumes and many large vehicles. As an approach into the town of Tocumwal however, it lacks shade and does not provide an attractive entry.

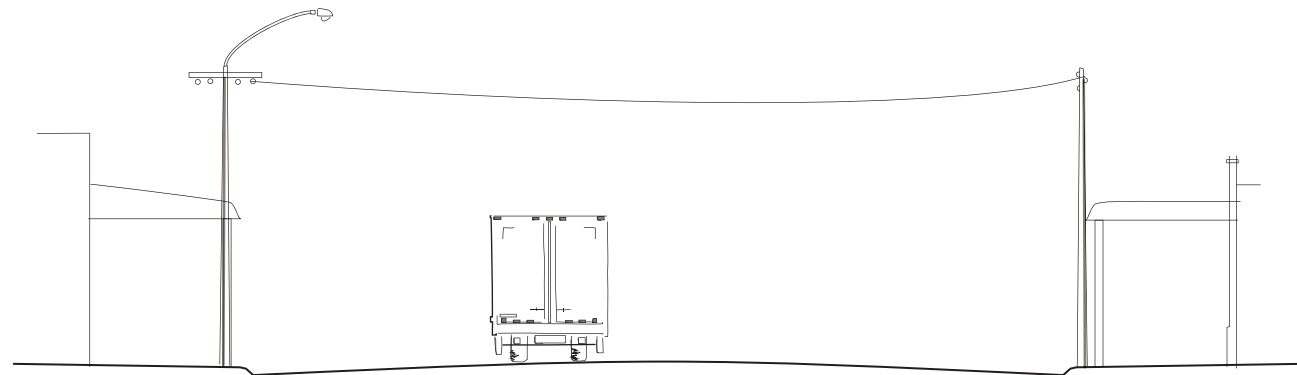


06. Newell Highway - proposed (Option A)
Supplementary planting of deciduous trees to match recently planted species.



06. Newell Highway - proposed (Option B)
Large evergreen species would provide a strong visual link with the indigenous species of both the Murray River to the south and the open plains to the north. Tall clear trunked species would a large tree to balance with the scale of the Highway and still retain sightlines to the commercial properties on either side of the road.

Note:
This is a conceptual section only. It has been developed to show design intent only and is not intended for construction purposes. Professional documentation / construction plans are required prior to undertaking works on site.



04. Murray Street - existing

Exceptionally wide, very few trees and a very hot environment for pedestrians. Existing overhead powerlines are visually dominant.



More active street with possible interpretive signage and / or walking tour app

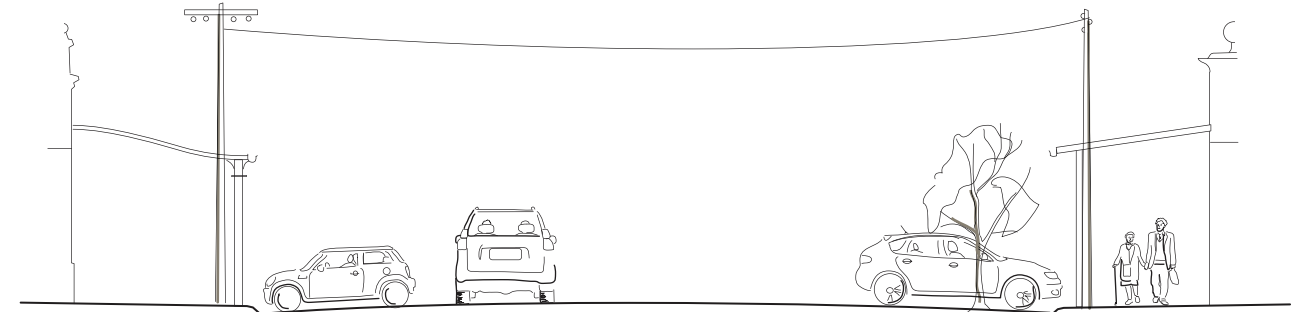
Parallel parking

Proposed trees

Tourist drive with possible driving tour app

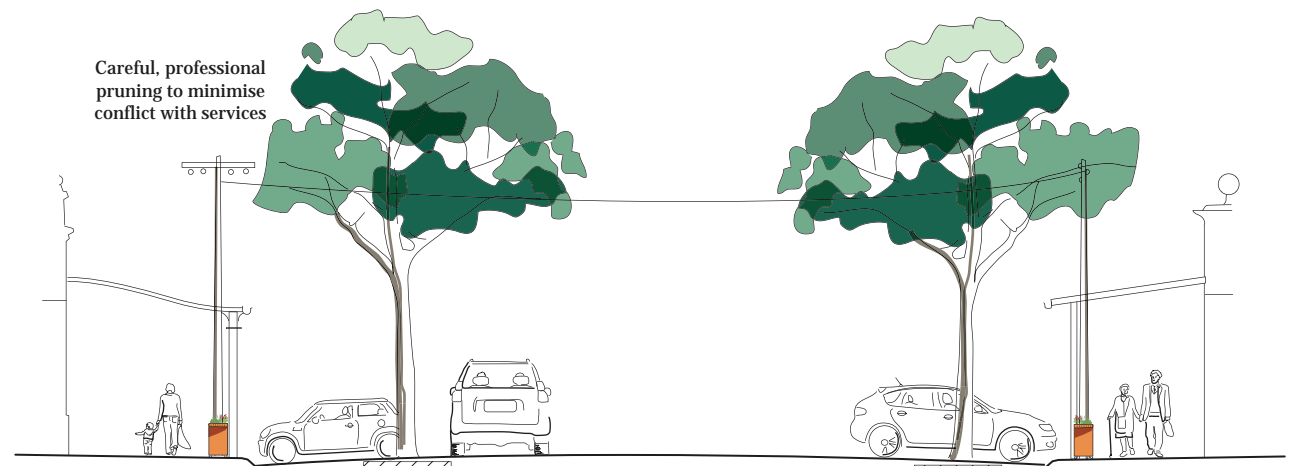
04. Murray Street - proposed

Large street trees proposed to balance with the scale of the road and to create a boulevard effect. Proposed tourist drive into Tocumwal.



05. Deniliquin Street - existing

The main street has good proportions. It is generally a welcoming pedestrian environment with a number of heritage buildings, many verandahs and a generally neat appearance. It does not however, present as the exceptional streetscape it potentially could. Existing tree planting has been largely unsuccessful due to water table issues.



Proposed capillary action garden beds

Proposed tree cells

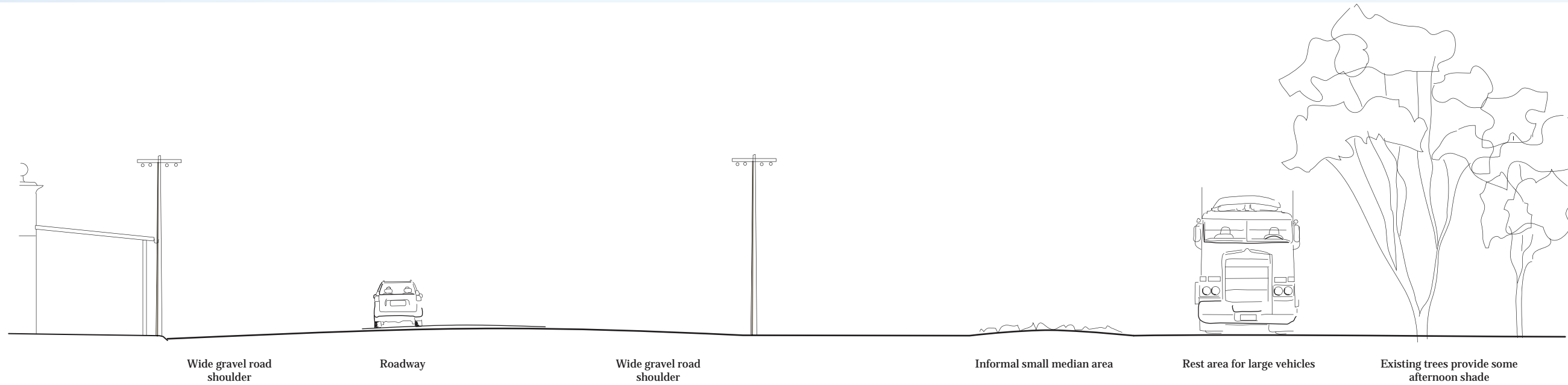
Roadway

Proposed tree cells

Proposed capillary action garden beds

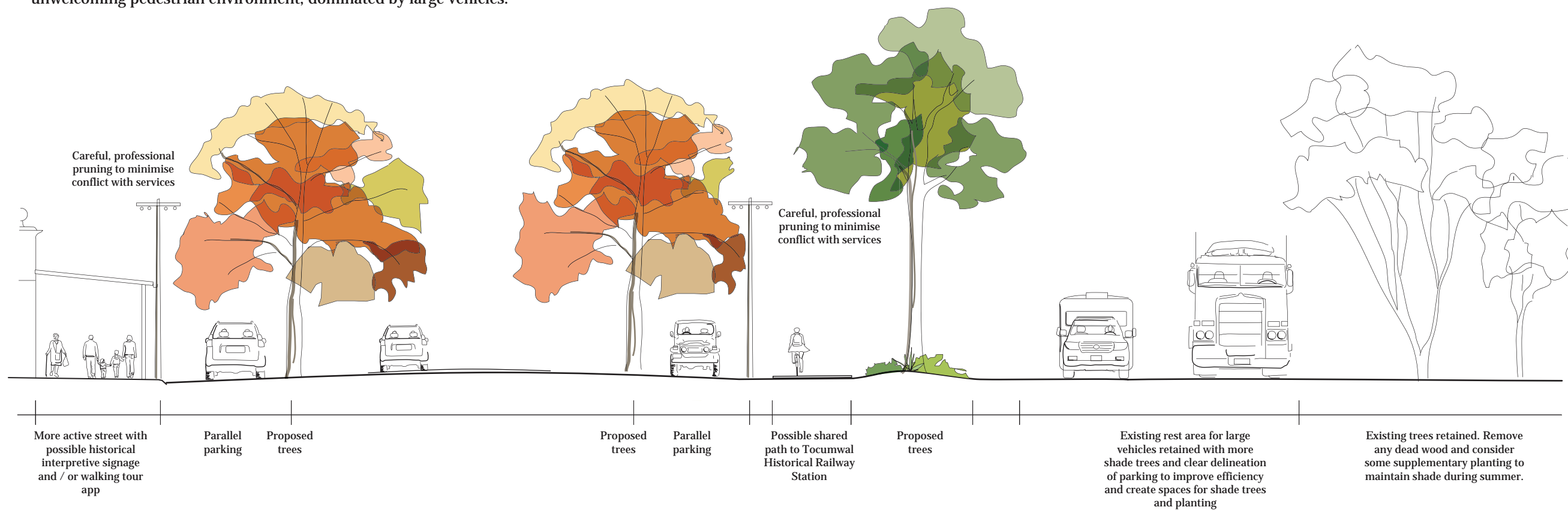
05. Deniliquin Street - proposed

Medium - large street trees proposed to balance with the scale of the road and to create a boulevard effect. Note proposed tree planting is subject to further geotechnical investigation and recommendations.



01. Tuppal Road - existing

There are a number of heritage buildings in this area, including a very well presented historical railway station, however the area is exposed, dry and dusty. It is an unwelcoming pedestrian environment, dominated by large vehicles.



01. Tuppal Road (Heritage Precinct) - proposed

Proposed feature trees to complement heritage buildings and create a welcoming pedestrian environment. Reduce large areas of gravel / track by creating more formalised parking with shade tree planting.



02. Anzac Avenue - existing

Anzac Avenue has a strong relationship with Foreshore Park, creating a good setting for community events, town market days and commemorative ceremonies. The previous Remembrance Walk trees were in decline and have been removed, resulting in a lack of shade. The remaining street trees near the powerlines have been poorly pruned and replacement should be considered.



Proposed double row planting to create new Remembrance Walk

Parallel parking provided for long vehicles

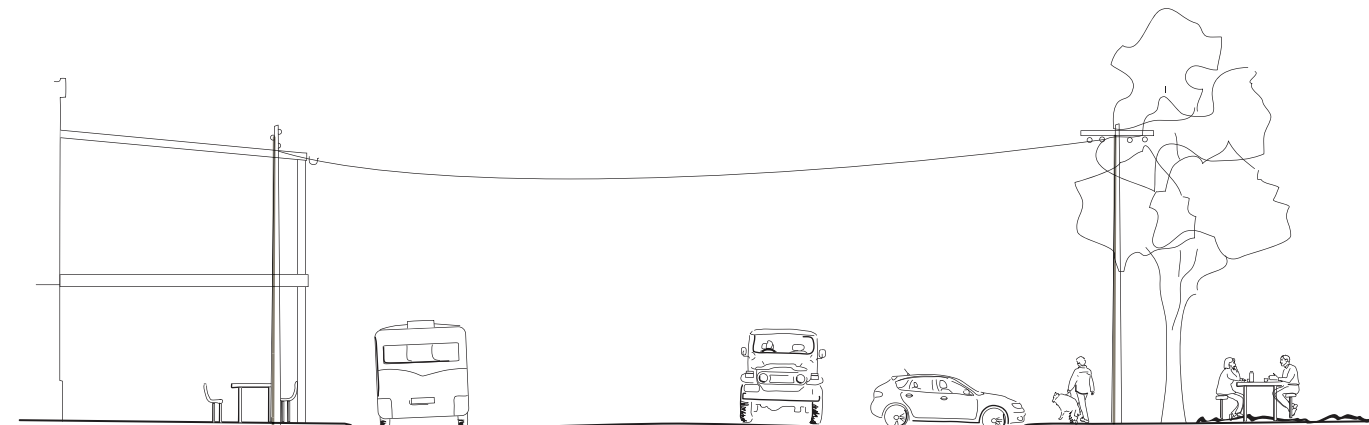
Shared street for vehicle access / parking / community events

Parallel parking provided for long vehicles

Proposed double row planting to create new Remembrance Walk

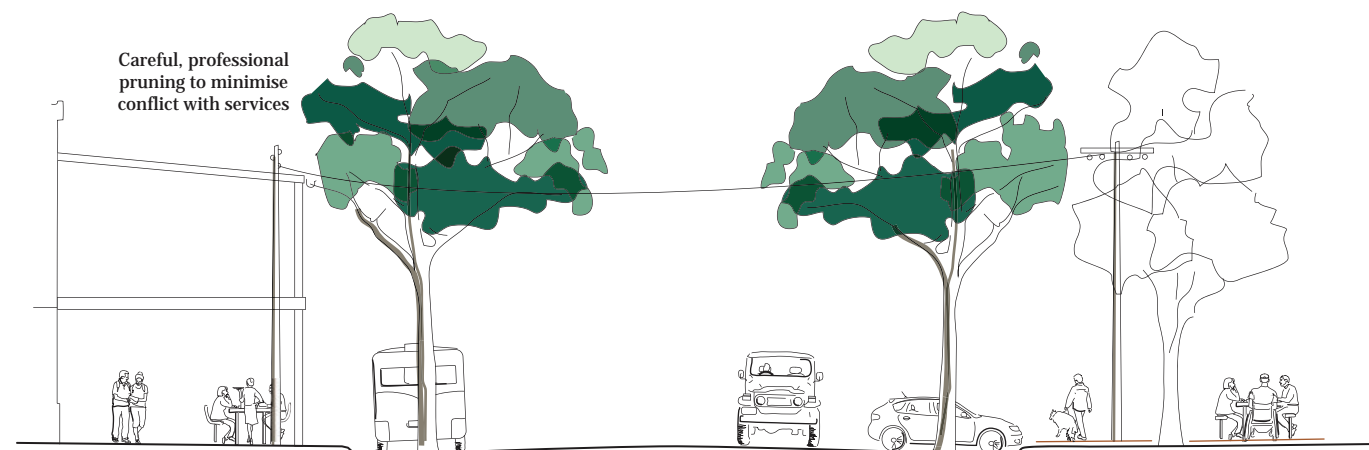
02. Anzac Avenue - proposed

Proposed replanting of Remembrance Walk to create a more appropriate setting for commemorative events, improved shade and an opportunity to provide interpretative signage acknowledging Tocumwal community members who have served Australia's war efforts.



03. Deniliquin Road (Foreshore area) - existing

This section of Deniliquin street is exceptionally wide, with very little shaded parking. During week days and most weekends, the parking is underutilised. On markets days and during community events parking in this area is highly sought after but available spaces in adjacent streets and off street parking areas are under utilised.



Proposed capillary action garden beds

Proposed tree cells

Roadway

Proposed tree cells

Extend paved area to provide a wide generous shared path with universal access to picnic tables. Ensure park furniture complies with current Australian Standards. Protect and retain existing trees, taking care to ensure that new paving does not adversely impact on tree health.

03. Deniliquin Road (Foreshore area) - proposed

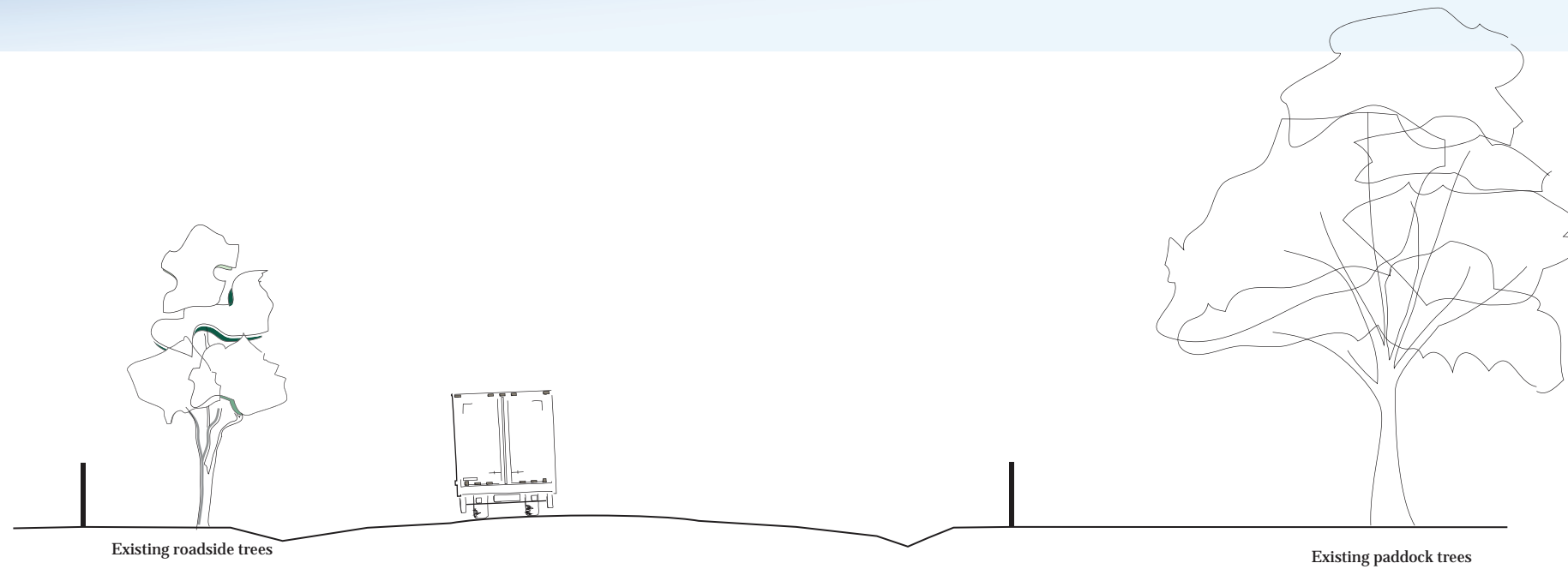
Medium - large street trees proposed to balance with the scale of the road and to create a boulevard effect. Note proposed tree planting may result in the loss of some parking spaces in this area. This will require a more holistic approach to parking which incorporates opportunities in adjacent streets and makes better use of off street parking.

1 : 200 at A3

Date : 03.03.2015

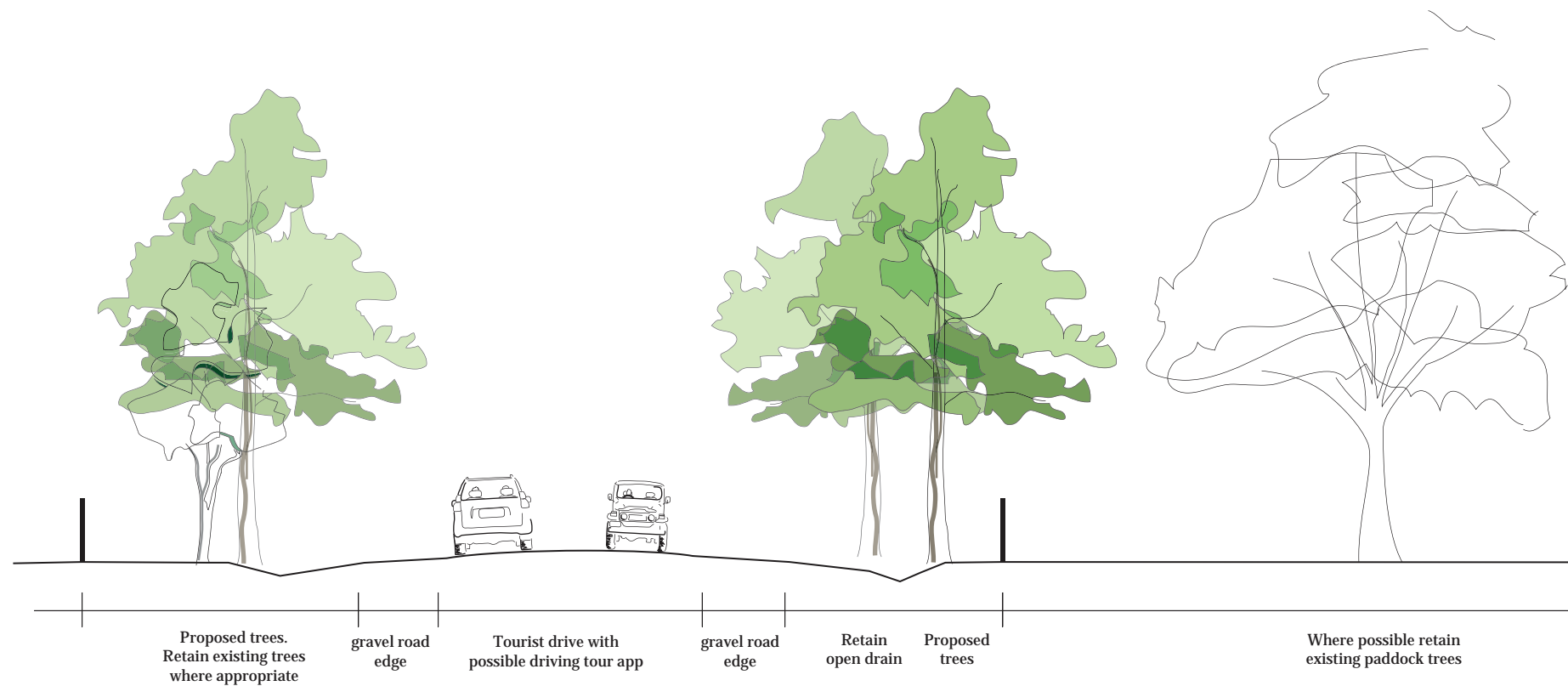
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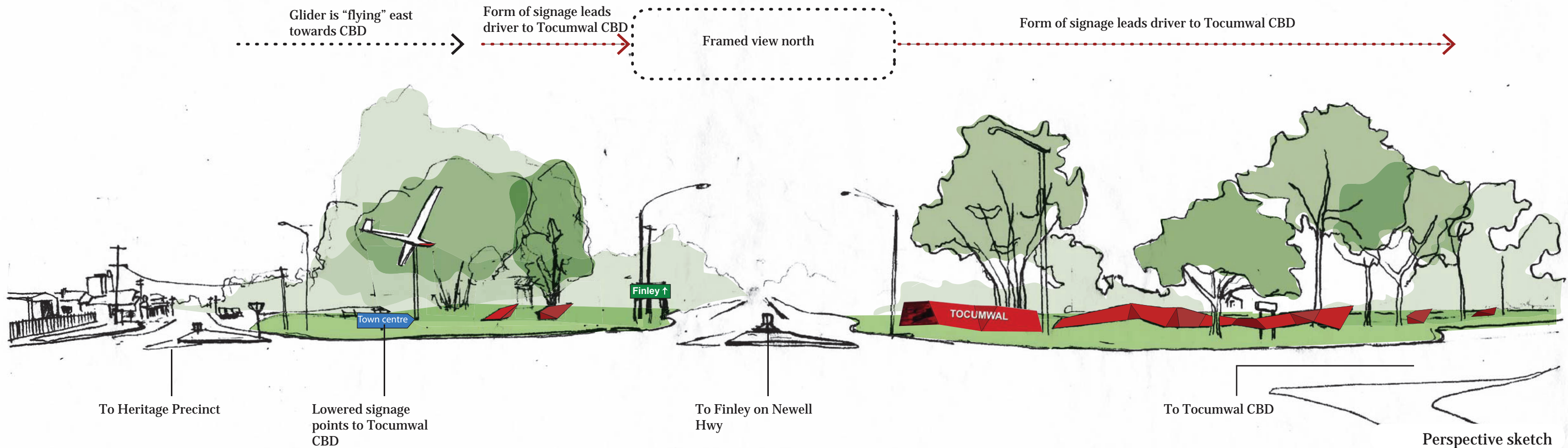
07. Racecourse Road - existing

Racecourse Road has a rural feel with scattered roadside trees, open grassed drains and farm fencing. The land to the south is privately owned and may be developed at some stage in the future. Racecourse Road is the a proposed new scenic entry into Tocumwal and will form part of the tourist drive with Murray Street. Existing trees in the surrounding paddocks make a positive contribution to the entry into Tocumwal.

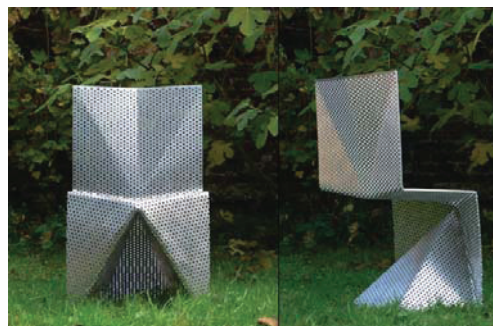


07. Racecourse Road - proposed

Assess existing scattered roadside trees and retain where appropriate. Retain the open drains. Large street trees are proposed as infill planting to balance with the scale of the road and to create a boulevard effect from the town entry sign and into town along Murray Street. This is the proposed tourist drive into Tocumwal. The overall outcome expected is a strong boulevard planting welcoming residents and visitors into the town.



tlf03alu by Tobais Labarque
This aluminium chair is made from a single sheet, folded without cutting to limit waste and welded joints.

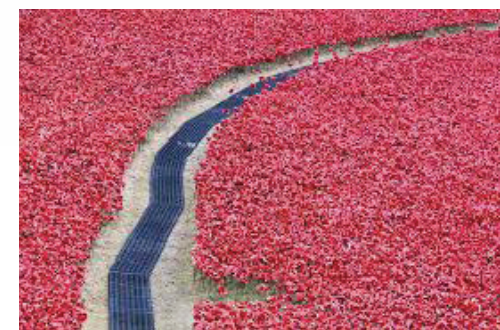


Houtan Park Shanghai
A red ribbon weaves through a park in Shanghai, providing facilities and guiding the pedestrian through changing landscapes.



City Museum signage - Melbourne
The folds in the form are structural and create the illusion of different shades of red

“Blood Swept Lands” London
Paul Cummins and Tom Piper
Marking the centenary of WW1 artists filled the Tower of London's moat with ceramic poppies with a striking and beautiful memorial to British military fatality during the war.



Precedent Images

This perspective is intended to be read in conjunction with the concept plan and signage details

Note:
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Date : 01.03.2015

Liesl Malan

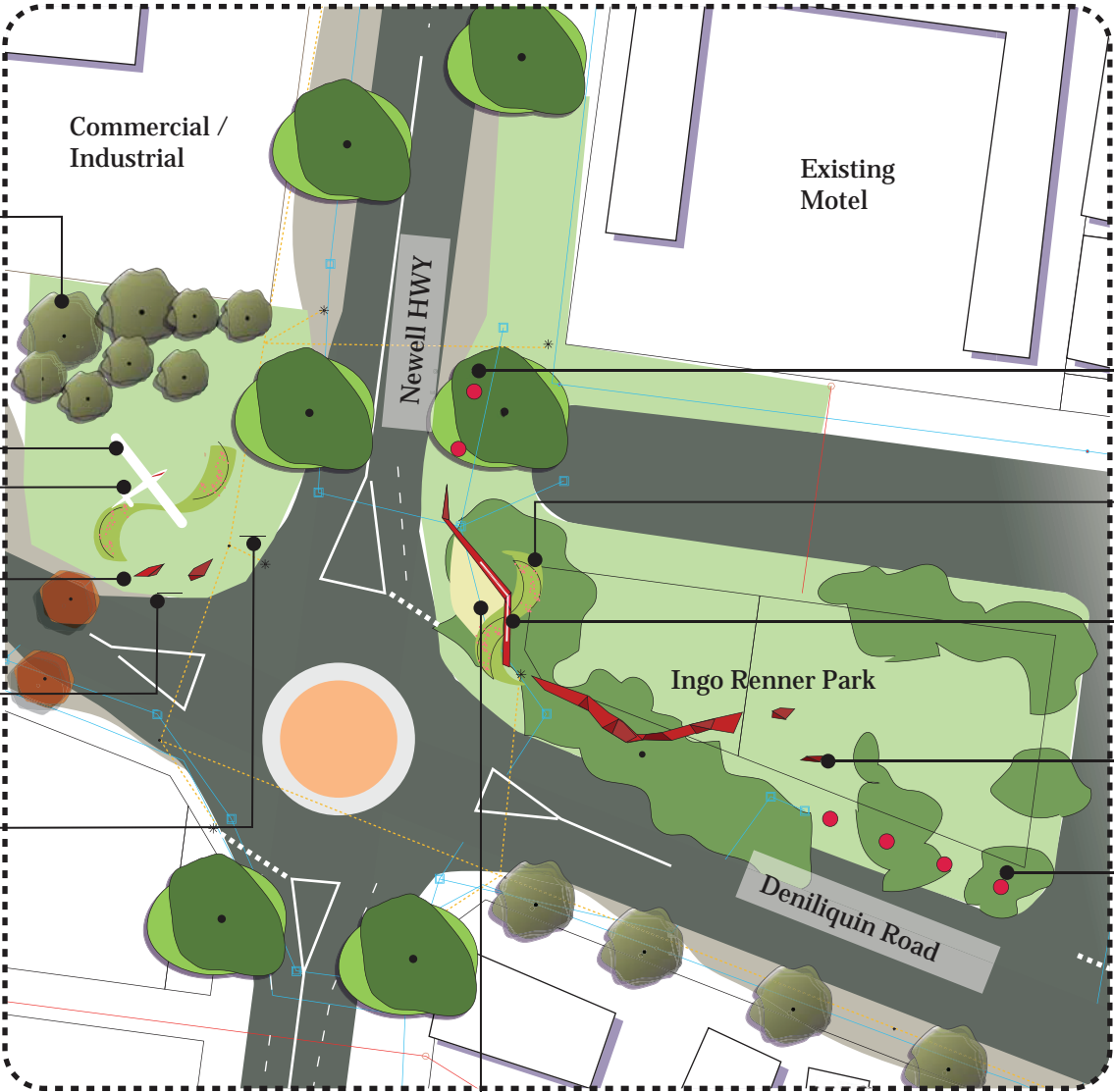


Note
Confirm clear zone requirements with RMS prior to installation.
Proposed sign should be no further from road edge than the minimum regulatory requirement.

Proposed tree planting to supplement existing and provide screening to industrial area behind

Proposed relocation of glider from in front of the Visitor Information Centre
Low growing indigenous species planted in dense swathes under aircraft
Signage refer prespective sketch

“Town Centre” low directional sign (Reduce the height of the existing sign refer to prespective sketch)
Existing “Finley” HWY directional sign



2 x flag poles
Low growing indigenous species planted in dense swathes to the front of the town entry sign
Proposed location of “Tocumwal” town entry signage
Signage refer prespective sketch
4 x flag poles

Compacted granitic sand paving to front of sign to ensure area remains clear. Consider installing solar powered, low voltage uplighting. Careful consideration required to solar panel location to ensure sensitive placement in relation to town entry sign.

- Legend
- Town entry signage - part A Including “Tocumwal lettering
 - Town entry signage - part B
 - Town entry signage - part C
 - Town entry signage - part D
 - Understorey feature planting
 - Flag pole
 - Compacted Granitic Sand
 - Proposed Tree

Suggested plant species		
Botanical name	Common name	Approximate mature height x width
Understorey feature planting		
Austrostipa scabra	Rough Speargrass	0.8 x 0.5m
Chyrsocephalum apiculatum	Common Everlasting	0.3 x 0.8m
Enchylaena tomentosa	Ruby Saltbush	0.3 x 1m
Leucochrysum albicans	Hoary Sunray var. tricolor	0.4 x 0.4m
Ptilotus exaltatus	Pink Mulla-mulla	0.3 x 0.3m
Swale area (if required subject to detailed design)		
Juncus spp. (small species only)	Sedge	0.8 x 0.5m
Pycnosorus globosus	Drumsticks	1 x 0.4m
Trees		
Acacia salicina	Willow Wattle	10 x 4m
Myoporum platycarpum	Sugarwood	10 x 3m

Note:
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Date : 03.03.2015



Existing proposal for land to be developed as a residential area (size of land parcels not confirmed)

Existing proposal for land to be developed as an industrial area

The existing trees make a positive contribution to the first impression of Tocumwal. Site floods / holds water at times. Engineering, drainage, town planning should consider methods of retention of trees.

Large areas of industrial land use are having a negative impact on tourism potential and liveability

Grain silos require large numbers of trucks at particular times of the year. This creates a heavy load of large vehicles.

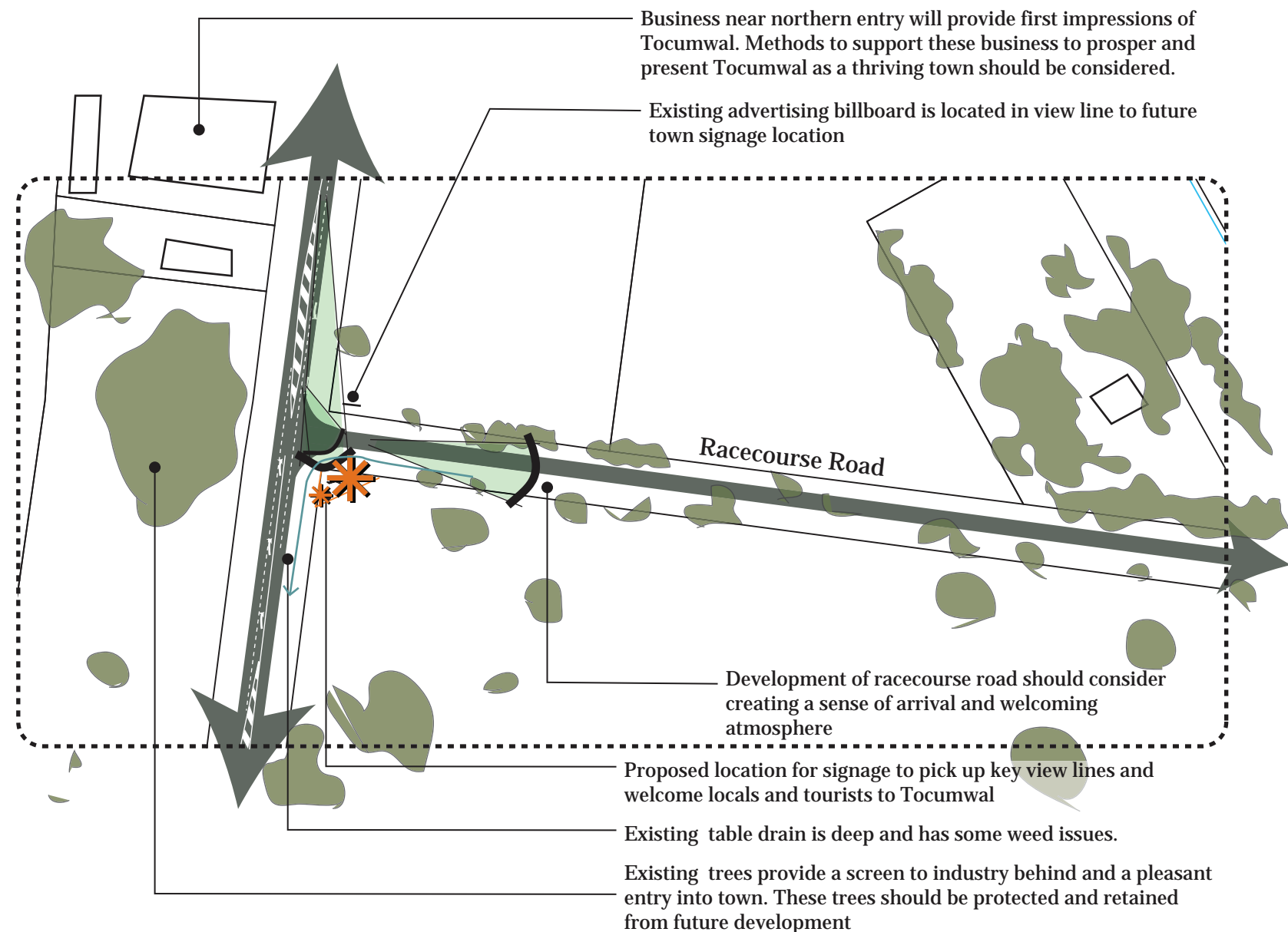
Rationale behind diverting local traffic at Racecourse Road:

It is a priority to create a welcoming entrance to Tocumwal however there are some issues to be considered:

- 1 - Grain silos attract many large trucks and create difficult driving conditions for their drivers, tourists and locals.
- 2 - Trucks park in town on the highway for rest stops. The environment to support trucks is not attractive and is not visually appealing.
- 3- Current industrial areas on the highway are not visually appealing. There are plans to increase industrial areas and tree planting should be carefully considered.

Frequent use of the road shoulder areas for temporary truck parking highlights the need for better facilities to support long haul drivers. Provide safe parking and create more opportunities for free parking.

Diverting south bound local traffic will limit exposure to the industrial areas. In addition, it would reduce the conflict between large trucks and cars and limit road incidents



Business near northern entry will provide first impressions of Tocumwal. Methods to support these business to prosper and present Tocumwal as a thriving town should be considered.

Existing advertising billboard is located in view line to future town signage location

Racecourse Road

Development of racecourse road should consider creating a sense of arrival and welcoming atmosphere

Proposed location for signage to pick up key view lines and welcome locals and tourists to Tocumwal

Existing table drain is deep and has some weed issues.

Existing trees provide a screen to industry behind and a pleasant entry into town. These trees should be protected and retained from future development

Site Photos



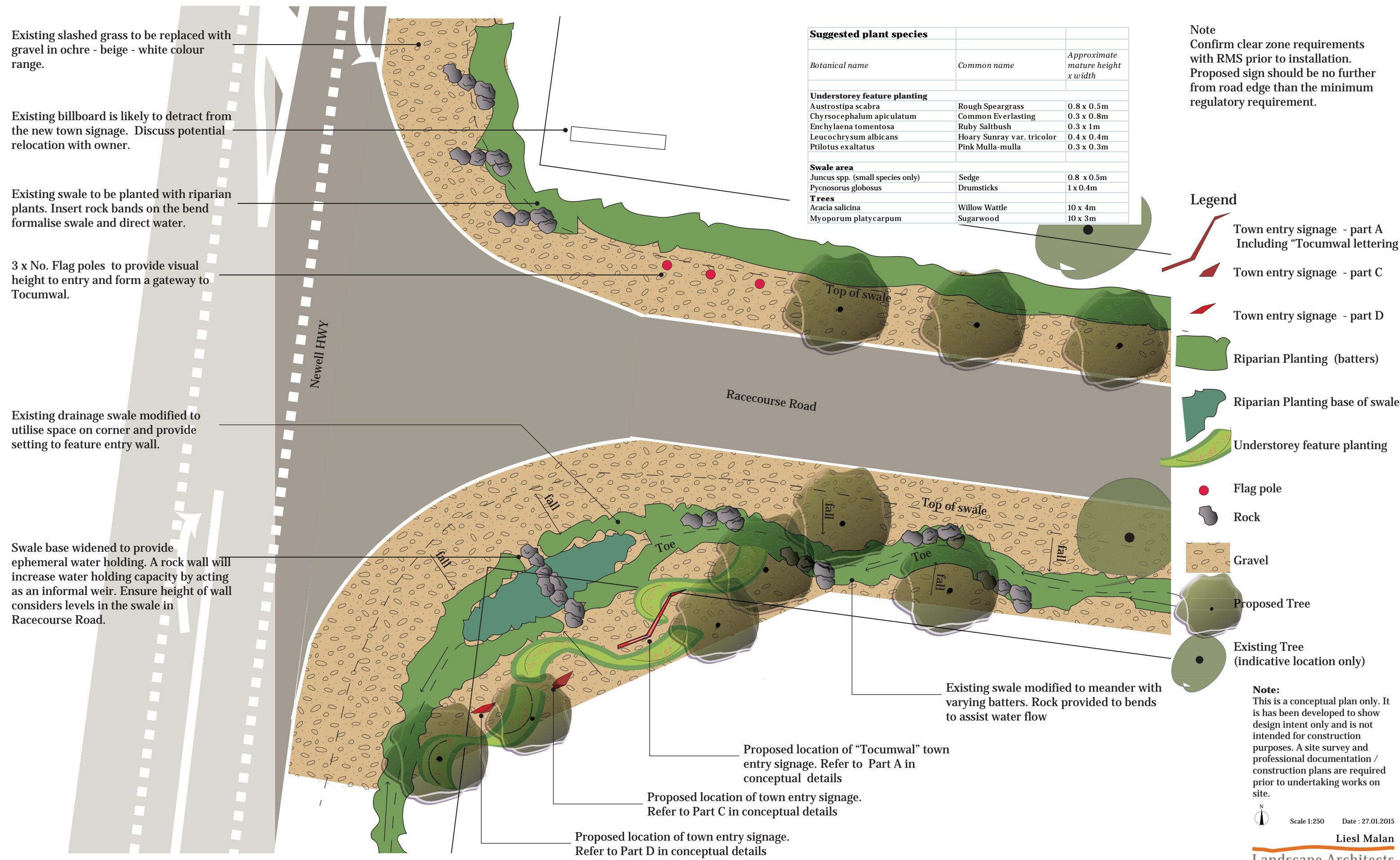
Note:
This is a conceptual plan only. It has been developed to show design intent only and is not intended for construction purposes. Professional documentation / construction plans are required prior to undertaking works on site.

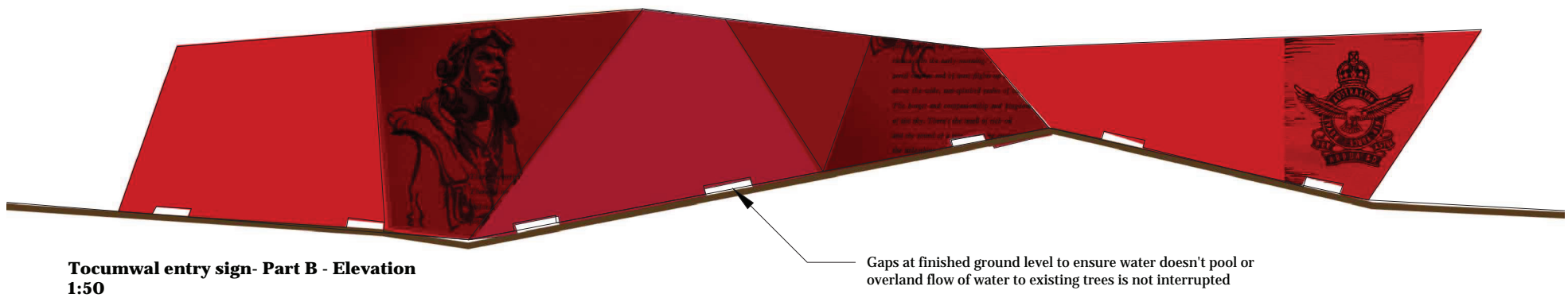
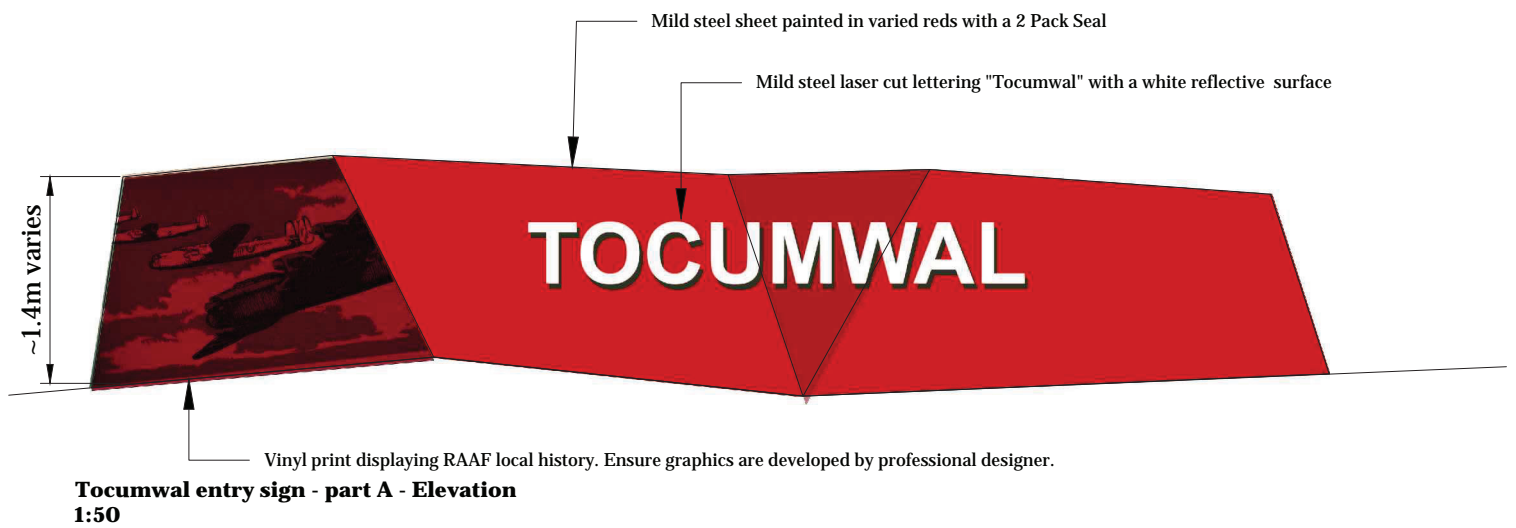
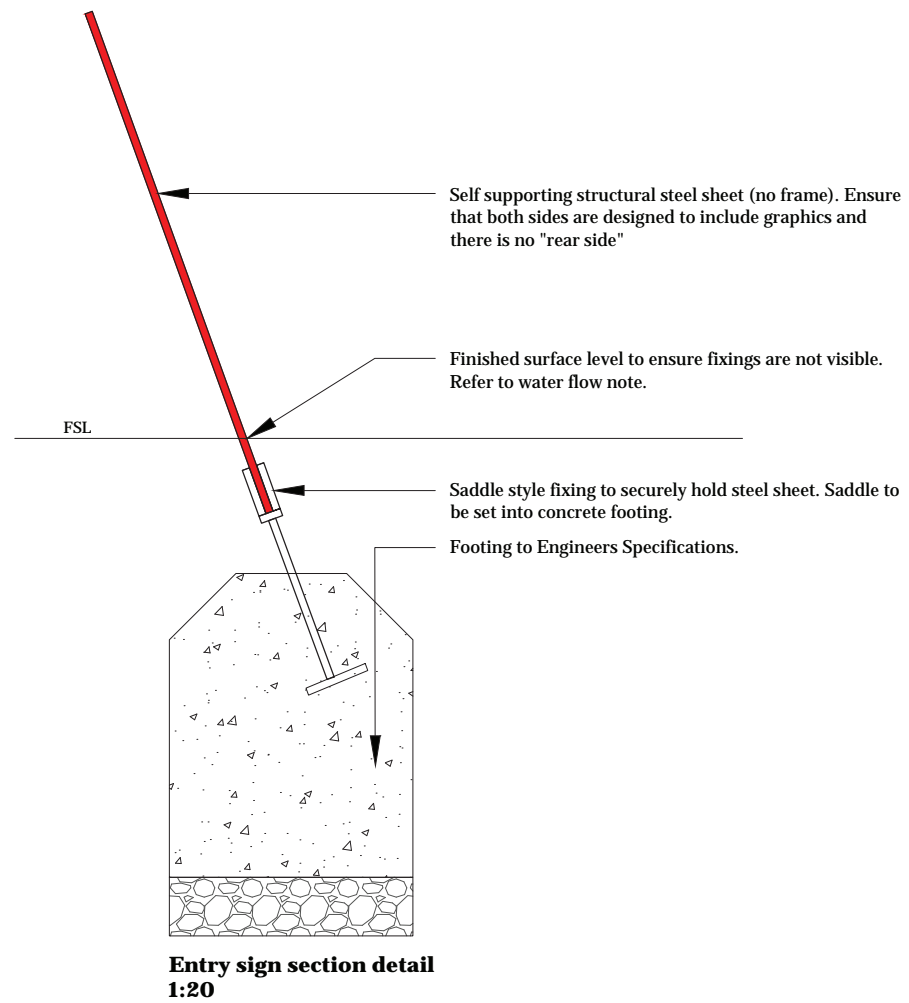
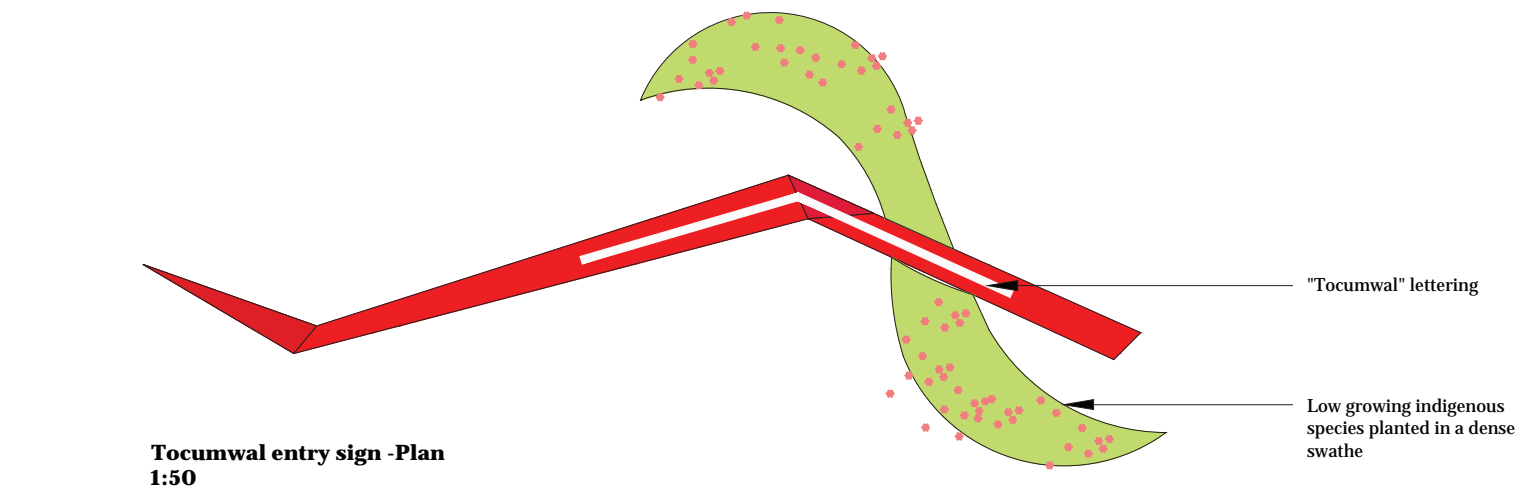


Date : 22.06.2015

Liesl Malan

Landscape Architects





Note

Content and themes to be developed with local community, traders, stakeholders, RSL and RAAF

All graphic images shown are examples only used for illustrative purposes. Images used will need to be chosen with a design professional in consultation with local community, traders, stakeholders, RSL and RAAF

Note

Design development should consider the #D element of this design in the landscape. ensure the form of the sign and it's placement reinforces the directive nature of the signage to clearly provide wayfinding to the town centre. Ensure this is achieved from the front and the back of all elements.

Not For Construction

These drawings have been prepared to accompany a master plan and are not intended for construction. A design professional should be engaged to undertake further work including documentation and detailing, liaison with fabricators, review shop drawings and prepare an estimate of probable cost. Additional information is required including detailed feature survey of the site undertaken by a qualified Surveyor and structural computations undertaken by a qualified Structural Engineer.

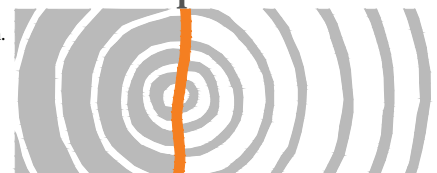
Issue Date

Client Berrigan Shire
Project Tocumwal Town
Sheet Name Town Entry sign concept details
Scale as shown@ A3
Date March 2015



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Concept intent

This concept takes an holistic approach to parking . It provides a carpark that responds to the requirements of the Australian Standards and provides shade and a pedestrian link. As discussed in Concepts A and B Long vehicles are not easy to accommodate due to their turning circle requirements. In this option on street parking is suggested for long vehicles. Long vehicle in this street may impact on parking at the front of the hardware store for smaller vehicles and further design solutions should be undertaken in collaboration with local residents and traders.

Long vehicles in the street may also impact on residential neighbours and the streetscape should be updated to address this. Measures may include succession street tree planting as well as formalised gravel verge and naturestrip.

Not For Construction

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Client **Berrigan Shire**
Project **Tocumwal Town**
Sheet Name **CBD carpark
preferred concept**

Scale **1:1000 @ A3**
Date **March 2015**



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Concept intent

Concept A intends to balance the needs of the pedestrian with parking based on Australian standards. Shade trees have been strategically placed to improve the urban heat island effect in this area. Two long vehicle carparks have been accommodated, however these vehicles will need to exit via the laneway to the east which will increase laneway traffic and may have a negative impact on this space. This option is not preferred.

Not For Construction

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Client Berrigan Shire
Project Tocumwal Town
Sheet Name CBD carpark
concept A
Scale 1:500 @ A3
Date March 2015

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Concept intent

Concept A provides a simple response to ANZAC Avenue. There are two sizes of trees to create the streetscape. Large trees are proposed for the naturestrips on either side of the road. There is over head power on the north side of the road however the 8m wide naturestrip provides enough space for both trees and power lines without significant pruning required.

This road surface can be used on ANZAC and Remembrance days to provide a wide area to march to the memorial. To support this use smaller trees, at a size suitable to pedestrians, have been proposed within the existing road. It is intended that the road surface will be saw cut and a healthy growing environment prepared for trees. Parking has been designed responding to Australian Standards for on street parking. 5 x long vehicle parking spaces have been included near the Deniliquin Road intersection. This location is also close to the existing path into the CBD.

Not For Construction

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Issue Date

Client Berrigan Shire

Project Tocumwal Town

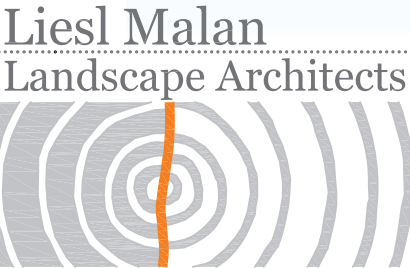
Sheet Name ANZAC Ave
Concept A-Small

Scale 1:1000 @ A3

Date March 2015



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Issue Date

Client **Berrigan Shire**
Project **Tocumwal Town**
Sheet Name **ANZAC Ave**
Concept **B-medium**
Scale **1:1000 @ A3**
Date **March 2015**



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Concept intent

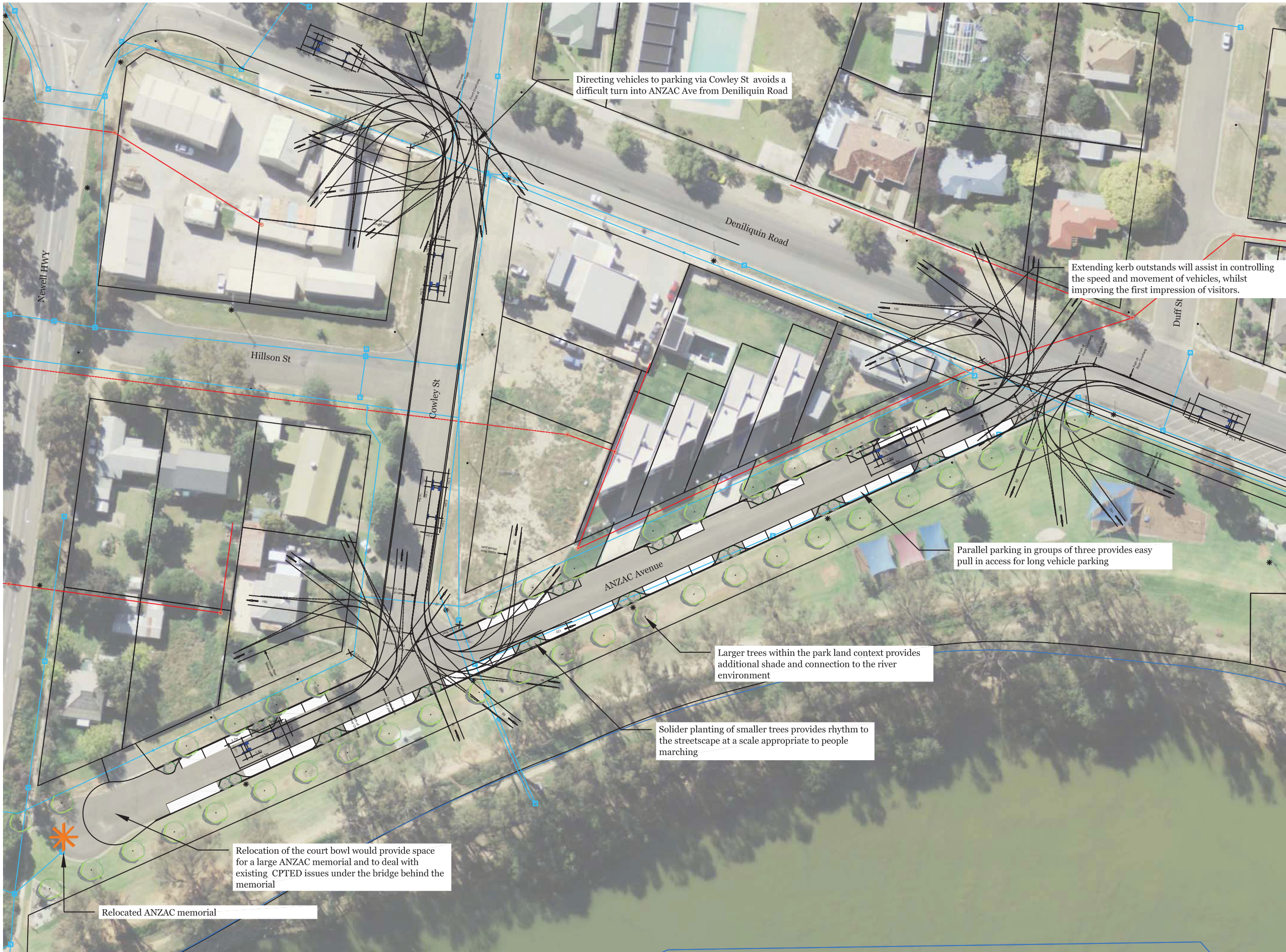
Concept B alters the court bowl end to provide a long vehicle turning circle. Within the new court bowl a roundabout island would provide a large space for a new ANZAC memorial. The location provides strong geometry and prominent view lines to support the memorial use. The relocation of the memorial would also provide enough space to modify the sight lines and pedestrian paths under the bridge. This area has been identified at Site Analysis stage as a safety concern. This area should be reviewed based on Crime Prevention Through Environmental Design principles and modifications made.

The tree planting is very similar to Concept A however additional trees are proposed to the court bowl to form a back drop to the memorial

6 long vehicle parking spaces has been provided near the proposed roundabout. The parallel parking in groups of three provides for easy pull in of longer vehicles to use multiple spaces as needed.

Not For Construction

These drawings have been prepared to accompany a master plan and are not intended for construction. A design professional should be engaged to undertake further work including documentation and detailing, liaison with fabricators, review shop drawings and prepare an estimate of probable cost. Additional information is required including detailed feature survey of the site undertaken by a qualified Surveyor and structural computations undertaken by a qualified Structural Engineer.



Concept intent

Concept C considers the precinct rather than just ANZAC Ave. The kerb alignment at most intersections has been modified to assist in controlling speed and the path of large vehicles. This will also have the added benefit of reducing the large gravel areas in Deniliquin Road which dominate the streetscape and do not provide a welcoming impression for visitors. Signage at the intersection of Deniliquin Road and Cowley St will direct long vehicles away from the sharp turn at the ANZAC Avenue corner.

The court bowl location has been altered to provide enough space to modify the sight lines and pedestrian paths under the bridge as discussed in Option B . No formal long vehicle parks have been provided. Instead the parallel parking in groups of three allows for informal use of multiple parks as required.

The trees are proposed in pairs within the road way. Large trees are proposed for the naturestrip to the north and parkland to the south.

Not For Construction

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Issue Date

Client **Berrigan Shire**
 Project **Tocumwal Town**
 Sheet Name **ANZAC Ave**
Concept C - Big
 Scale **1:1000 @ A3**
 Date **March 2015**



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Appendix

Current Tocumwal web based information

General historical research

Aerodrome history

B24 Liberator Bomber

Railway history

