



Tocumwal Town Centre

DESIGN OPTIONS FOR COMMUNITY FEEDBACK

2025

Frequently Asked Questions

1. Why are we changing Tocumwal Town Centre?

Tocumwal is home to the beautiful Murray River enjoyed by numerous visitors every year.

The tourist economy is important to Tocumwal. Many people visit in the summer to enjoy the water, while in the winter it attracts visitors with its heritage buildings, river walks, food, shopping, and the relaxed atmosphere of the town and its residents.

Making some changes to the Tocumwal Town Centre will help more people enjoy our local businesses, find it easier to meander along the river and foreshore, showcase our community history and culture, along with creating some additional shop-top housing for local workers.



2. Why are there different designs?

These different designs have been drawn up to help people give early feedback on the range of options available.

Be sure to check out the designs and fill in our survey to let us know which design features you most support.

3. When will the changes happen?

After hearing back from the community about the design options, Council will develop a master plan that will confirm the long term direction for the Tocumwal Town Centre. The community will be given an opportunity to give feedback on the final master plan.

Council notes that some residents are keen for us 'to just get on with it' while other residents ask 'can you involve us more in decisions?'. It is difficult to get the balance right, but asking for community feedback does provide us with local wisdom that can help improve decisions.

Once the master plan is approved, Council then hopes to commence some short term actions as soon as possible. This will require some more detailed design before construction.

Some of the bigger actions will be much longer term and developed in 10+ years.

4. How will the works be funded and delivered?

The master plan will provide the strategic justification for Council to seek funding in different ways. This includes:

- some elements being funded via Council's annual budget process
- seeking grant funding and/or government partnership funding for some larger elements
- creating design requirements for the development industry to deliver some business elements



Frequently Asked Questions

5. Why are there different carpark options?

Both carpark options propose the following:

- create more parking spaces for shopping and dining than before the site was purchased
- support overflow parking in Barooga Street with clear paths to help access the shops
- create new disabled parking bays
- create safe paths for people to walk through the carpark
- create a truck parking bay for the supermarket to reduce disruption to car parking
- create two electric vehicle charging bays
- provide more tree shading to help reduce the heat of the carpark in summer
- create a small sitting shady sitting area for quick staff breaks
- create a new row of commercial premises on Denilquin Road with small housing on top.



Partial screenshots of carpark options - [click here to see the details](#)

The difference is that Option 1 also creates additional commercial premises along Barooga Streets and creates a path and entrance for buildings facing onto the carpark from the east.

There is also the option for renewable energy panels to be installed for the dual purpose of providing shade and energy.



Frequently Asked Questions

6. Why do we need extra shops when there are already vacancies?

The shops proposed along Murray Street will return shops to an area that has always had shops or a motel. This is important for several reasons:

- It will provide a different size range for commercial premises. This includes a large premise on the corner as there is a shortage of these spaces in Tocumwal, and smaller modular shops allowing tenants to have a small premise or combine two.
- It will ensure that when visitors drive in to Tocumwal from the bridge they will have a better view of Tocumwal's businesses rather than viewing a carpark.
- It will support the significant private investment in historical buildings that has been made further along Murray Street and help encourage more foot traffic to these businesses.
- The shops will also provide awnings which will help on hot days, particularly as this is a high traffic route of families walking to the river from the busy caravan parks.
- The shops can also provide apartment housing on the second floor. This will increase Tocumwal's housing stock and provide smaller, more affordable options for single people.

7. What happens to the affected businesses?

The supermarket will benefit from additional truck loading area, and for non-loading times, staff can use seating and shade as a break area.

The redesign continues to provide a large commercial premise on the corner of Murray Street and Barooga Road for bulky goods businesses like op shops and hardware stores.

The conversion of the drive-through bottle shop to a non-drive-through bottleshop will be a business decision by the business owner. Council will encourage this and considers its provision of carparking next door as an incentive. Removing the drive-through will help the town centre as it will free up more road space for safer pedestrian crossings to the river.

The premise west of the supermarket is identified as a prime location for a future walkway from the carpark to the main street. This will be dependent on the property being offered on the market, and Council having a funding source for its purchase.

8. Where is the housing?

As a tourist town, Tocumwal suffers a shortfall of housing for workers in summer. This proposal is seeking to add apartments to the second floor of the new commercial buildings. Council will explore incentives or covenants to help ensure this housing is available for residents and workers rather than visitors.

The transition of existing housing in Barooga Street to commercial premises such as offices and medical services could mean the loss of housing stock. This conversion will be market led, and the recent zoning changes allow for either option. It is considered that some premises can provide both commercial and housing opportunities at the same time.

Frequently Asked Questions

9. What will the new commercial buildings look like?

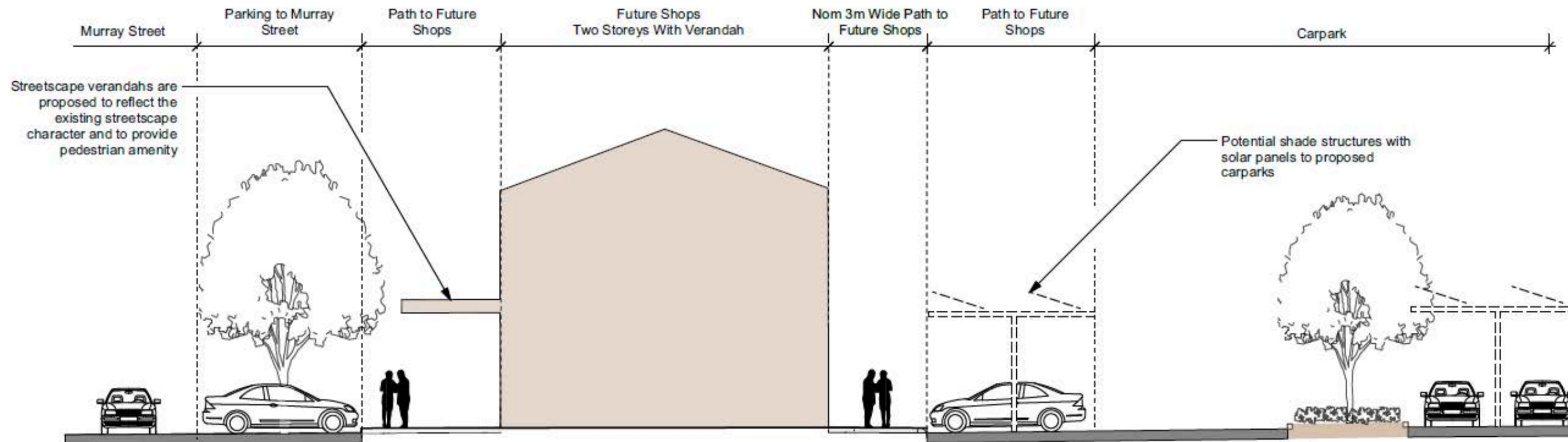
The detailed design of the new buildings will be developed at a later stage in the project.

The following basics are proposed for any design:

- two storeys
- a verandah providing footpath shade
- the primary frontage on Murray Street with a secondary frontage to the rear carpark area.
- one large premise for bulky goods



Right: Commercial building example



Left: Cross section showing basics of building layout

Frequently Asked Questions

10. Why is there such a focus on pedestrians?

The Town Centre Upgrade is focusing on pedestrians because

- Visitors like to linger and walk, and Tocumwal offers a rare opportunity of having shops and nature within easy walking distance of each other. The longer pedestrians linger and relax in business areas the more likely they will purchase from local businesses.
- Residents like to walk and connect with each other when they are out and about. Many elderly residents need better and more seamless footpaths to help them get from cars to shops, and to access the parks and river too.
- There is an opportunity to provide better access for people with disability. This includes disabled parking spots, and a pathway to the river that is not too steep for people with wheelchairs and frames.

11. Why are trucks still going through Tocumwal's centre?

Options were explored to remove trucks from the centre of Tocumwal. One option is to bypass the town altogether, however truck drivers have advised this would add 15 minutes to their trip and is unviable.

Another option is to go through alternative streets in town which has not been tested with the community.

As a compromise, the Town Centre Upgrade options are designed to continue supporting truck movements through town, on the understanding that they will be going slower and will have more stop points as part of their journey.

12. Are the proposed pedestrian crossings in the best locations?

Currently there is no formal or semi-formal pedestrian crossing from Deniliquin and Murray Street shops to the river.

All options were investigated to find a new pedestrian crossings between the main street and river, but they are all hampered by the fact that there is a bend in the road that obscures viewlines, a roundabout, a drive through exit point, and two right turning opportunities for people heading east. Traffic engineers provided the following advice to improve pedestrian options:

- *The Deniliquin and Murray Street Bend:* The bend is here to stay however squaring the footpath a little more on the Tattersalls corner (while still meeting truck turning requirements) will improve space for pedestrians and help remind drivers to keep to a slow speed.
- *The Roundabout:* The option of removing the roundabout was explored, however this does not improve pedestrian options and is more likely to cause traffic build up.
- *The Drive-Through Bottleshop Exit Point:* Removing the drive-through exit point will free up road space to improve pedestrian crossing opportunities, and reduce traffic over the footpath.
- *Right Turn Into River Boat Ramp:* Removing the road into the boat ramp will free up the 'right turning lane' on Murray Street making it easier for pedestrian crossing. It will also create the space to continue the levee bank footpath gently down to icecream shops and coffee shops. The small number of drivers needing access to the boat ramp can still do so via Hennessy Street.
- *Right Turn into Town Beach Road:* Removing this right turn will remove the risk of drivers heading south turning left at the bend and suddenly being behind a waiting car. Cars can access Town Beach via Hennessy Street. This will also reduce traffic build up.
- *Slower Speeds:* slowing down the traffic speed will reduce pedestrian risks, and acknowledges that this is one of the rare areas in Berrigan Shire where pedestrian convenience is higher than vehicles convenience.

A new Murray Street pedestrian crossing is recommended next to the drive-through exit as the most viable alternative given the challenges. There is also one recommended further north at the corner of Murray and Barooga Street.

A new Deniliquin Street pedestrian crossing is proposed 60m east of the Murray and Deniliquin Street corner. This is approximately outside 18 Deniliquin Street.

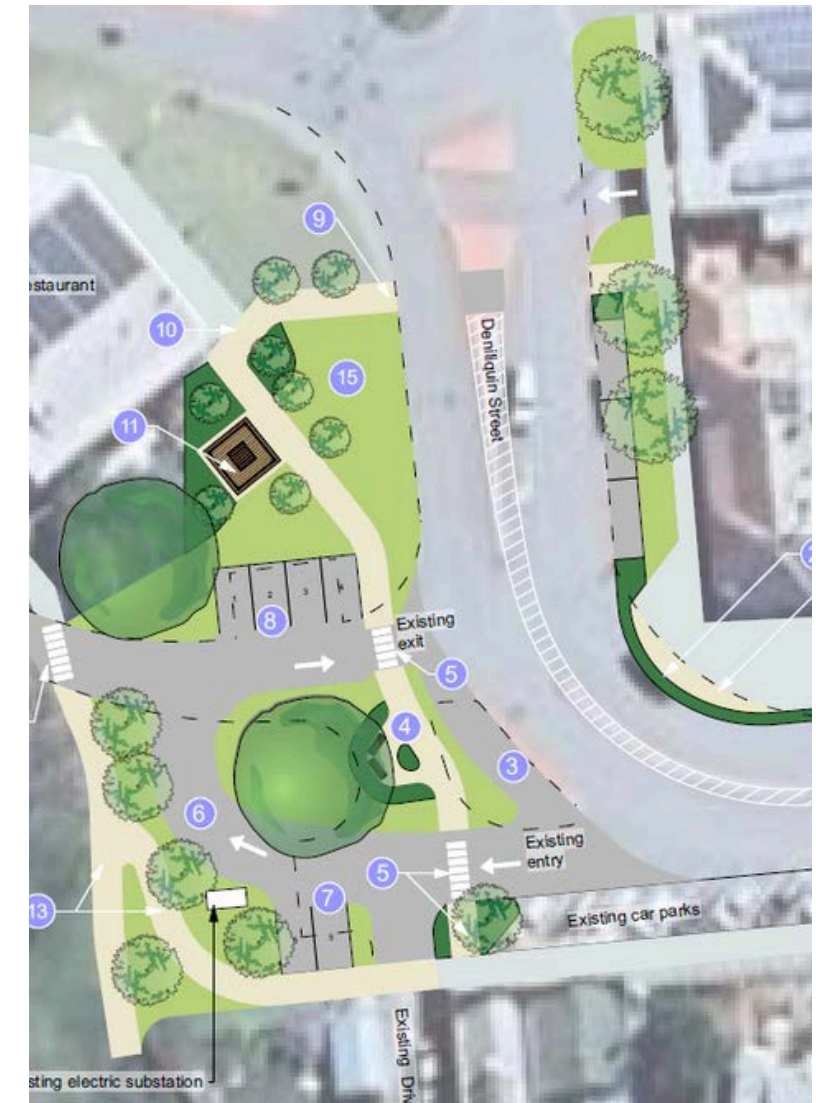
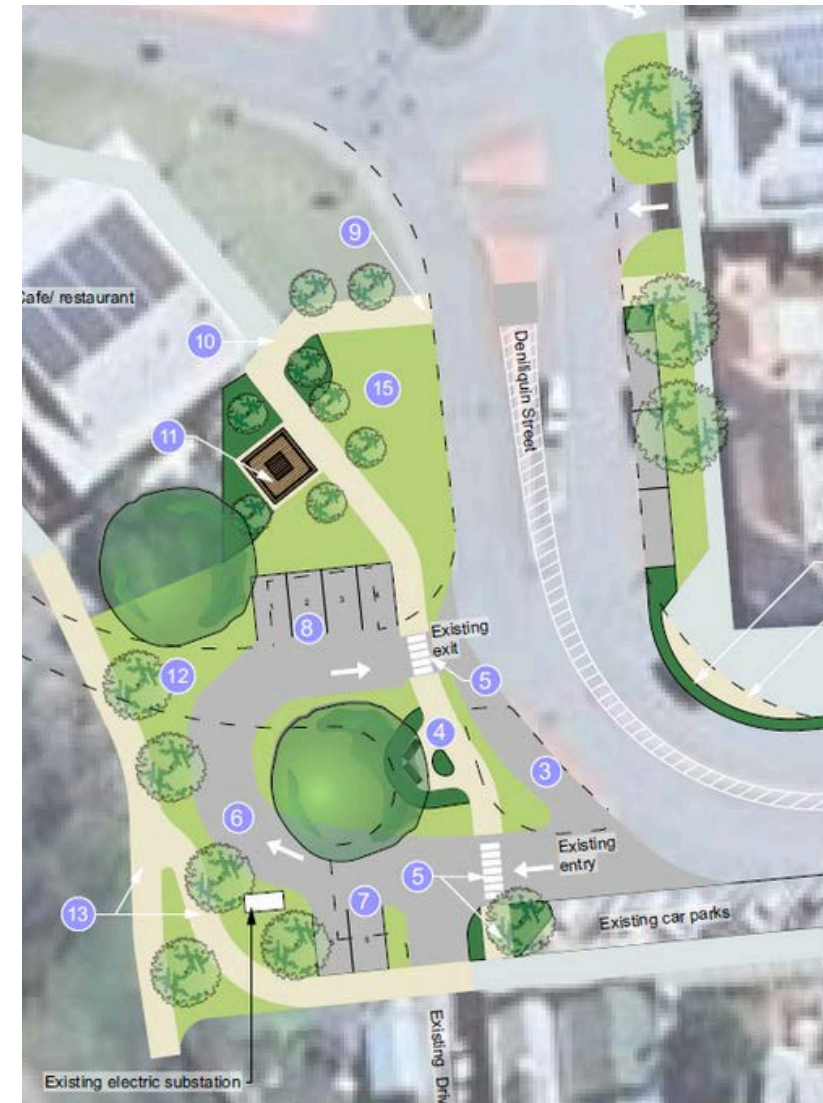
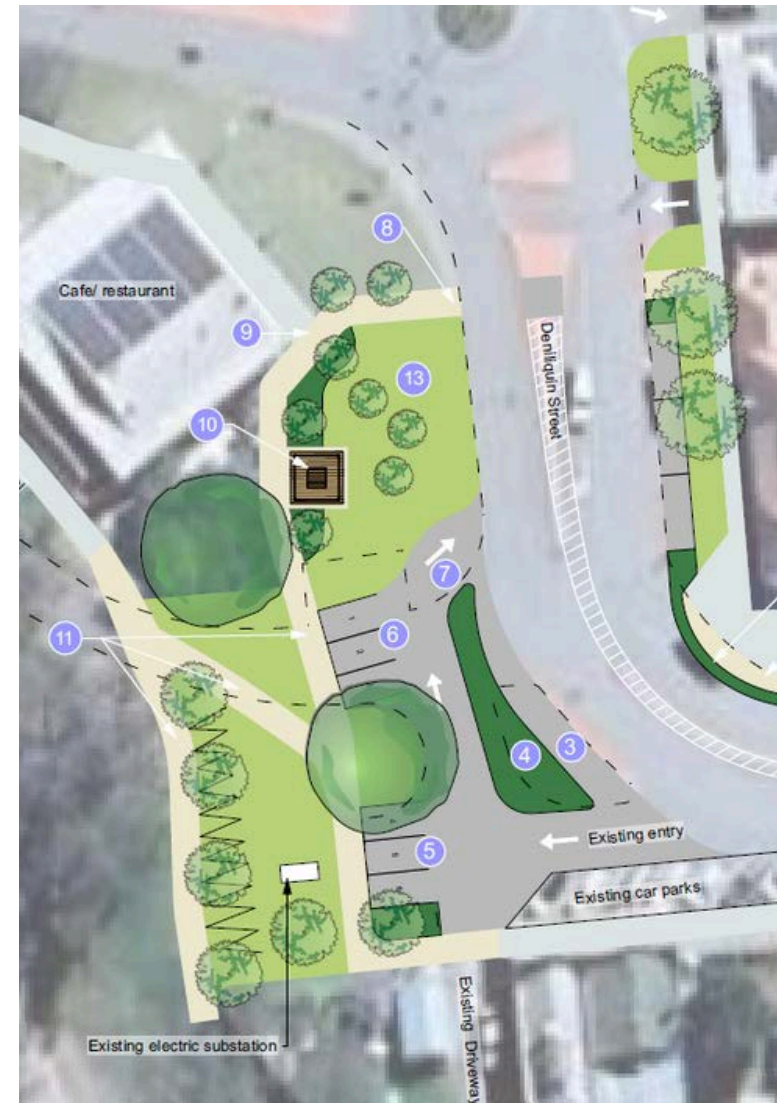
The pedestrian crossing in front of the Murray Cod will be retained.

Frequently Asked Questions

13. Why is an expanded river park area proposed?

An expanded river park area is proposed at the Deniliquin Street Bend for the following reasons:

- To create
 - new paths linking to the proposed pedestrian crossing next to the drive-through
 - new shade structures for people to enjoy at the end of their walk or while eating take away food
 - space for sculpture or artwork feature.
- In addition to the above, Option 1 park responds to the recommendation that the access road over the levee bank to boat ramp be closed (see pedestrian questions). This park design allows more space for footpath connections from the foreshore levee bank footpath into the town centre. This will be enjoyed by more people who appreciate paths that are less steep and not shared with vehicles.
- Option 2 park creates the seating area around the tree of knowledge.
- Option 3 park retains the boat ramp access, but changes its configuration so that drivers no longer use the right turning lane to access it.



Above: Partial screenshots of park options - [click here to see the details](#)

Tocumwal Town Centre Upgrade Options



Barooga Street

- 1 31 formalised car parks to be added to the southern side of Barooga Street
- 2 Informal gravel parking space for residents, visitors and caravans to the southern side of Barooga Street
- 3 Footpath to be widened from 1m to nominally 2.5m wide, depending on extent of heritage brick gutter
- 4 Additional street trees along Barooga Street to provide shade and greenery
- 5 Existing heritage brick gutter to be retained

Deniliquin Street

- 6 Proposed kerb outstands as designated pedestrian crossing point
- 7 Proposed linemarking as pedestrian refuge
- 8 Proposed disabled parking bay
- 9 Option to remove road access to the river from Town Beach Road, with vehicle access still available via Hennessey St. This will free up the area for better walking paths and shade for pedestrians
- 10 Remove right hand turn into Town Beach Road to improve vehicle safety and flow.
- 11 3 formalised car parks to Deniliquin Street
- 12 New naturestrip and street trees along Murray Street to provide shade and greenery
- 13 Long term option of changing the bottleshop to be non drive-through, with customers using the adjacent carpark instead. This will give more space for Deniliquin Street to be redesigned to better help pedestrian movement.

Murray Street

- 14 4 formalised car parks to the eastern side of Murray Street
- 15 Additional street trees along Murray Street to provide shade and greenery

LEGEND

- Existing tree to be retained
- Proposed tree
- Proposed garden bed with low planting to retain viewline
- Proposed mown grass
- Proposed concrete
- Proposed asphalt
- Proposed car park linemarking
- Proposed disabled parking bays
- Proposed pram ramp

Car Park Option 1- Shops facing Murray and Barooga Street



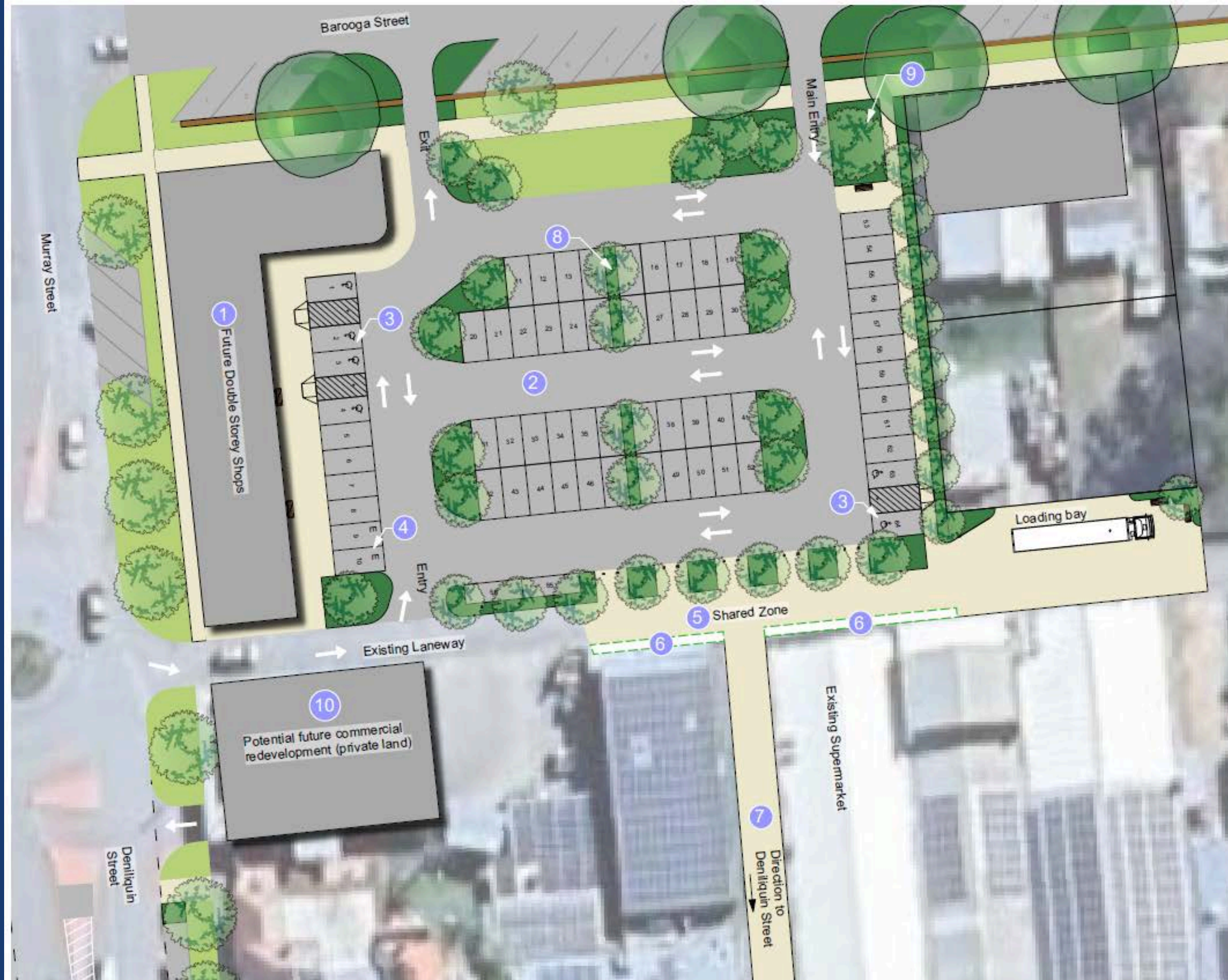
- 1 New shops facing Barooga Street and Murray Street
- 2 Proposed new car park layout with 66 parking spots, including 6 disabled parking bays and 2 potential electric vehicle charging bays
- 3 New disabled parking bays
- 4 Potential for new electric vehicle charging bays in proposed carpark
- 5 New designated pedestrian crossing
- 6 Section of existing laneway to be made a shared zone
- 7 Opportunity for active frontage facing shared zone
- 8 Proposed pedestrian laneway access to shops along Deniliquin Street
- 9 New shade trees in car park, around future shops and on Barooga Street and Murray Street
- 10 Site low point and potential location for water sensitive urban design
- 11 Long term option of changing the bottle shop to be non drive-through, with customers using the adjacent carpark instead. This will give more space for Deniliquin Street to be redesigned to better help pedestrian movement.

LEGEND

- Existing tree to be retained
- Proposed tree
- Proposed tree grate
- Proposed garden bed with low planting to retain viewline
- Proposed mown grass
- Proposed concrete
- Future shops
- Proposed asphalt
- Proposed car park linemarking
- Proposed disabled parking bays
- Proposed electric vehicle charging bays
- Proposed pram ramp
- Proposed seating



Car Park Option 2 - Shops facing Murray Street



- 1 New shops facing Barooga Street and Murray Street
- 2 Proposed new car park layout with 66 parking spots, including 6 disabled parking bays and 2 potential electric vehicle charging bays
- 3 New disabled parking bays
- 4 Potential for new electric vehicle charging bays in proposed carpark
- 5 Section of existing laneway to be made a shared zone
- 6 Opportunity for active frontage facing shared zone
- 7 Proposed pedestrian laneway access to shops along Deniliquin Street
- 8 New shade trees in car park, around future shops and on Barooga Street and Murray Street
- 9 Site low point and potential location for water sensitive urban design
- 10 Long term option of changing the bottleshop to be non drive-through, with customers using the adjacent carpark instead. This will give more space for Deniliquin Street to be redesigned to better help pedestrian movement.

LEGEND

- Existing tree to be retained
- Proposed tree
- Proposed garden bed with low planting to retain viewline
- Proposed mown grass
- Proposed concrete
- Future shops
- Proposed asphalt
- Proposed car park linemarking
- Proposed disabled parking bays
- Proposed electric vehicle charging bays
- Proposed pram ramp
- Proposed seating

River Parklet Option 1 - Larger park and road closure



- 1 Footpath to be widened at corner to improve pedestrian amenity
- 2 Proposed garden bed with low planting to retain sightlines and serve as a visual guide for the new road alignment.
- 3 Existing kerb to be realigned to meet vehicle turning movement requirement for the new road alignment
- 4 Proposed garden bed with low planting to retain sightlines and provide greenery to soften the view
- 5 Existing 3 car parks in Denliquin Street West to be retained
- 6 Existing road leading to boat ramp to be closed off and converted to 3 car parks. Total number of car park in Denliquin Street West to remain 6.
- 7 Realign exit point for Denliquin Street West car park
- 8 Proposed pedestrian crossing point
- 9 Proposed path to join existing path
- 10 Proposed park including a shelter and picnic table
- 11 Proposed paths to join existing path leading to Tocumwal Foreshore to improve connectivity
- 12 Town Beach Road to be made one way
- 13 Future sculpture in new park

LEGEND

- Existing tree to be retained
- Proposed tree
- Proposed garden bed with low planting to retain viewline
- Proposed mown grass
- Proposed concrete
- Existing footpath
- Proposed asphalt
- Indicative existing kerb location
- Proposed car park linemarking
- Indicative extent of existing batter



River Parklet Option 2 - Smaller park and road closure



- 1 Footpath to be widened at corner to improve pedestrian amenity
- 2 Proposed garden bed with low planting to retain sightlines and serve as a visual guide for the new road alignment.
- 3 Existing kerb to be realigned to meet vehicle turning movement requirement for the new road alignment
- 4 Existing road to be converted to a small park with seatings and greenery
- 5 Proposed pedestrian crossing points to be added to the entry and exit points for Deniliquin Street West car park. 1 existing carpark along Deniliquin Street to be converted to kerb outstand
- 6 Proposed road alignment to go around the existing tree
- 7 Existing parking space to be reconfigured with new road alignment
- 8 Existing parking space to be expanded into 4 car parks. Total number of car park in Deniliquin Street West to remain 6.
- 9 Proposed pedestrian crossing point
- 10 Proposed path to join existing path
- 11 Proposed park including a shelter and picnic table
- 12 Existing road leading to boat ramp to be closed off and converted to greenspace
- 13 Proposed paths to join existing path leading to Tocumwal Foreshore to improve connectivity
- 14 Town Beach Road to be made one way
- 15 Future sculpture in new park

LEGEND

- Existing tree to be retained
- Proposed tree
- Proposed garden bed with low planting to retain viewline
- Proposed mown grass
- Proposed concrete
- Existing footpath
- Proposed asphalt
- Indicative existing kerb location
- Proposed car park linemarking
- Indicative extent of existing batter

River Parklet Option 3 - Retain vehicle access to the river



- 1 Footpath to be widened at corner to improve pedestrian amenity
- 2 Proposed garden bed with low planting to retain sightlines and serve as a visual guide for the new road alignment.
- 3 Existing kerb to be realigned to meet vehicle turning movement requirement for the new road alignment
- 4 Existing road to be converted to a small park with seatings and greenery
- 5 Proposed pedestrian crossing points to be added to the entry and exit points for Deniliquin Street West car park. 1 existing carpark along Deniliquin Street to be converted to kerb outstand
- 6 Proposed road alignment to go around the existing tree
- 7 Existing parking space to be reconfigured with new road alignment
- 8 Existing parking space to be expanded into 4 car parks. Total number of car park in Deniliquin Street West to remain 6.
- 9 Proposed pedestrian crossing point
- 10 Proposed path to join existing path
- 11 Proposed park including a shelter and picnic table
- 12 Proposed pedestrian crossing point on existing road leading to boat ramp
- 13 Proposed paths to join existing path leading to Tocumwal Foreshore to improve connectivity
- 14 Town Beach Road to be made one way
- 15 Future sculpture in new park

LEGEND

- Existing tree to be retained
- Proposed tree
- Proposed garden bed with low planting to retain viewline
- Proposed mown grass
- Proposed concrete
- Existing footpath
- Proposed asphalt
- Indicative existing kerb location
- Proposed car park linemarking
- Indicative extent of existing batter

