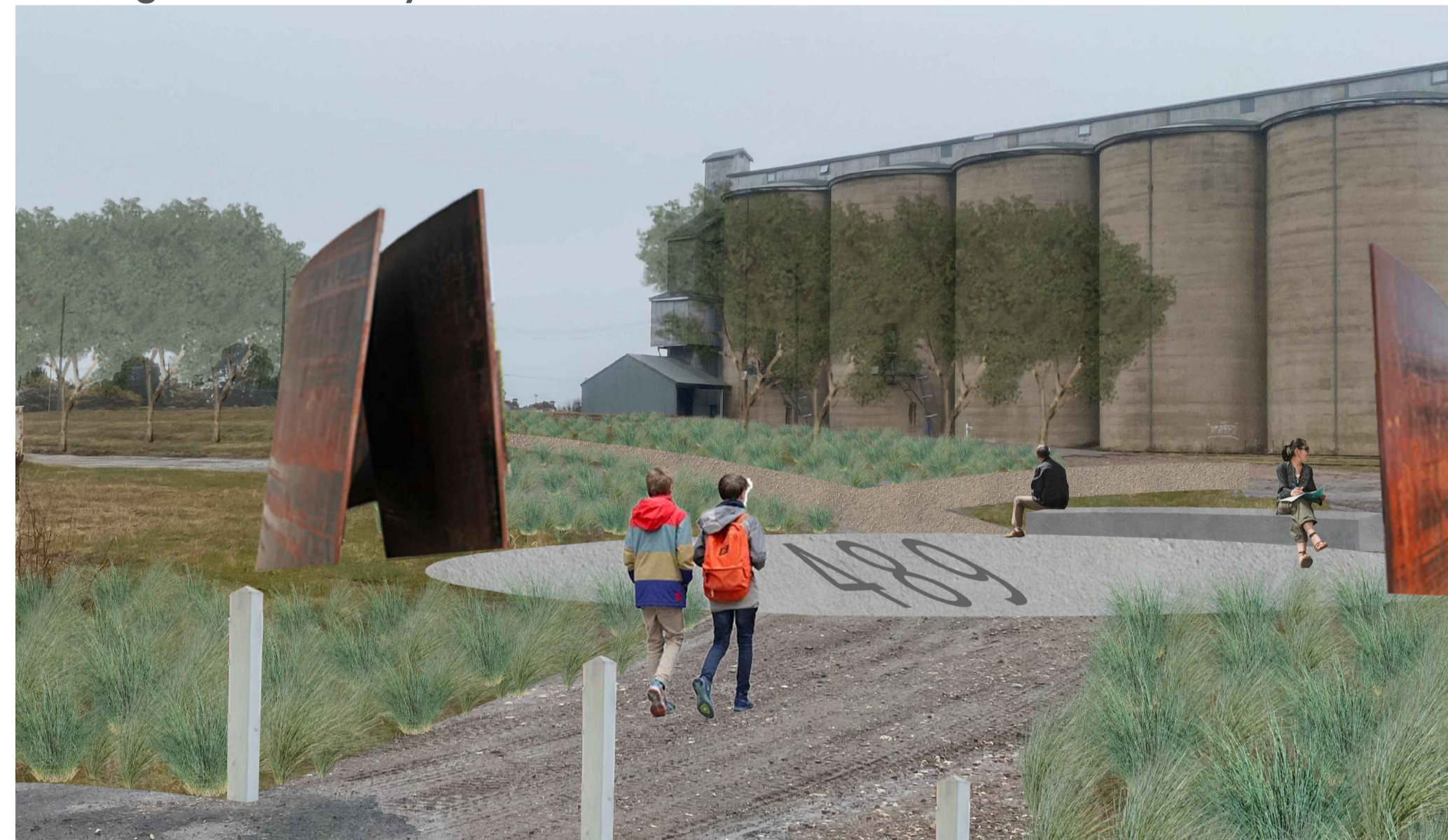




Re imagined waterway



Entrance at Loftus Street

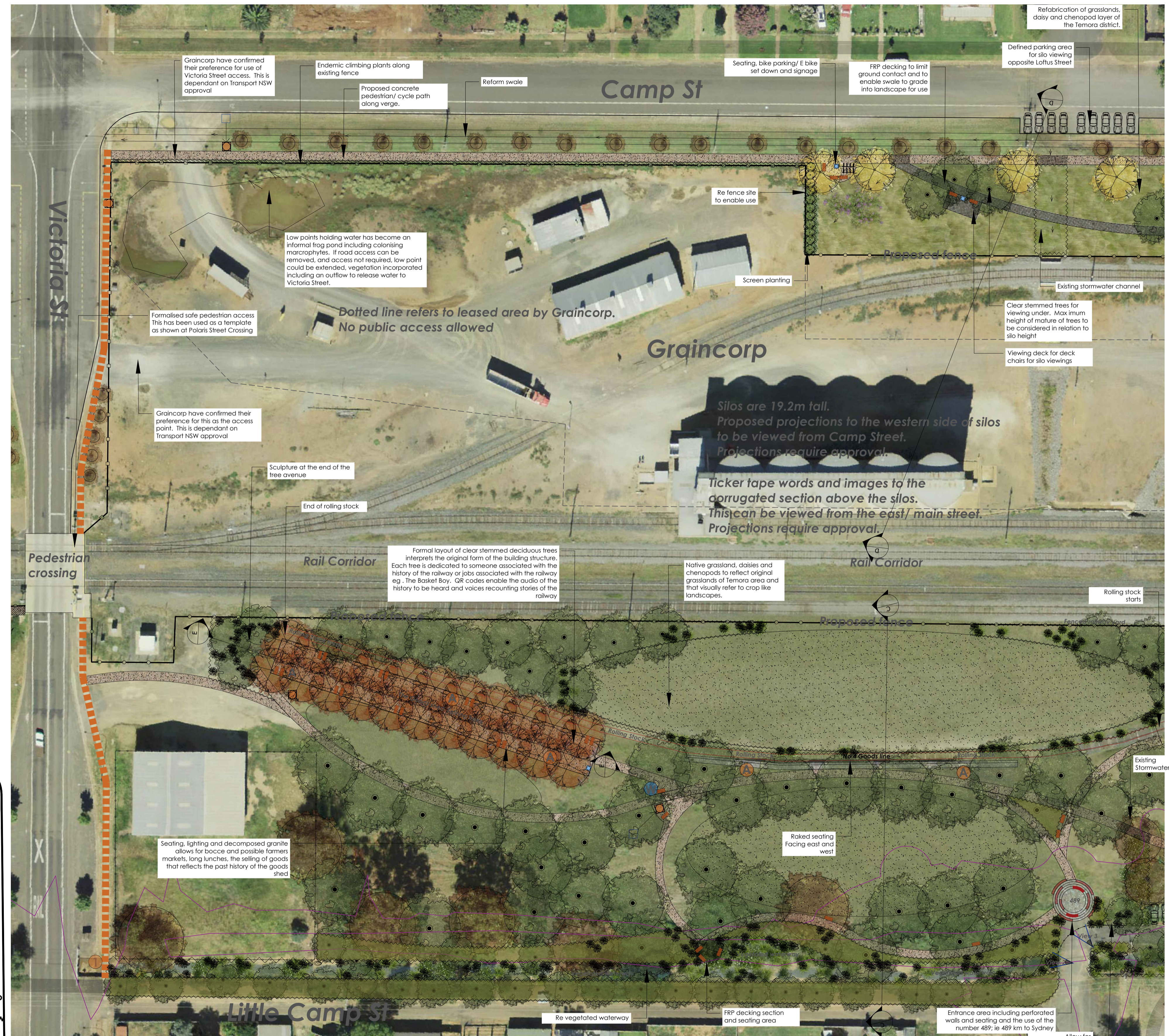
Goods Siding No 4. This section of the site features the site of the old Grain Shed and the now unused Goods Siding No. 4. The tenure of the existing large shed on Victoria Street is to be confirmed. The land between Little Camp Street and the railway line features informal vehicle tracks and a pedestrian path and signage. As part of the proposal, the informal vehicle tracks are removed and the site is proposed for pedestrian and cycle use only. The outline of the Grain Shed is shown as an Urban Forest of 'Talking trees' whereby canopies mesh for continuous shade and where each tree is dedicated to someone associated with the history of the railway with their oral history recorded and included as a QR code as part of the signage. Shaded seating under the trees and simple decomposed granite allows for bocce ball sports with the possibility of farmers markets/ the selling of goods under the trees to reflect its' history.

As Goods Siding No 4 is no longer in use, the siding is re imagined as raked seating facing east or west and integral to the viewing of the proposed rolling stock back onto this line. The area to the west of the line is shown as a possible site for the inclusion of native grass fields that visually reference the idea of wheat as part of the story telling of the site and its connection to the silos behind. Refer to Section CC at L07.

The intersection of Loftus Street and the site can be seen from Hoskins Street and the proposal includes a pedestrian access point featuring curved corten walls and seating with the No 489 embedded within the pavement. Refer to image of Entrance at Loftus St above. Vehicles use is retained along Little Camp Street but not through the site.

This part of the site also includes the existing concrete stormwater channel that runs parallel to Little Camp Street. As part of this proposal, the concrete is removed and the channel reformed and re-vegetated to extend the detention as an integral part of stormwater management and to enhance the habitat potential through the site. Refer to image Re-imagined waterway above.

The western side of the site includes the existing bike path along Camp Street. The layout notes the Graincorp lease site and proposal seeks to include the unused portion of land to the north and west of the Graincorp site to be re-fenced and re thought. The bike/ pedestrian path is shown on the verge (rather than on the road) and is connected to a series of loop paths constructed of FRP to limit ground contact and to allow stormwater to flow unimpeded and to opportunistically hydrate the proposed landscape consisting of original grasslands and daisy/ chenopod layer of the Temora region. The proposal includes the use of the silos on the western side for projection including movies, images and information. Viewing decks for deck chairs and two defined parking areas opposite roads are shown as parking places for viewing. Refer to section DD at L07.



NOTES
It is assumed that all land associated with the railway is contaminated. It is understood that any work associated with these areas will need further testing and remediation prior to works commencing any work.

All stormwater works as shown will require further testing as an overall stormwater strategy. It is the hope that the masterplan provides guidance of additional retention in wet times and the inclusion of water sensitive urban design to better use water through the landscape in dry times.

It is understood that all land including road crossings under the control of TNSW and managed by UGLRL will require further consultation and detail. It is understood that any projections onto silos are not yet approved and require consideration.

