

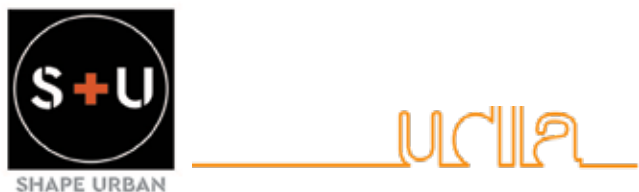
# Shire of Tammin

## Tammin Town Centre Visioning Plan

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urlla



Report prepared by

Shape Urban in conjunction  
with UDLA

We would like to acknowledge  
the support of the the Shire  
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# Contents

		Page
1	Introduction	IV
2	Background	V
3	Study Area	VI
4	Principles of the Visioning Plan	VII
5	Opportunities and Constraints	VIII
6	Key Visioning Ideas	X
7	Risks and Mitigation	XIII



# 1. Introduction

The town of Tammin (the Town) is located in the Shire of Tammin (the Shire) some 180 km long Great Eastern Highway east of the Perth CBD towards Kalgoorlie.

Tammin is a small agricultural centre that is typical of the surrounding towns; large open agricultural fields surround the town site, the highway and rail line run through the centre and the town comprises essential services such as a Post Office, a roadhouse (service station), a small primary school, an oval and bowling green and the Shire offices. The town is also home to large white grain silos; that ubiquitous Wheatbelt icon that represents so much of the rich character and heritage of the area.

The suburban streets are well treed with large species and good canopy cover, whilst the highway is more recognisable through the town centre as being quite bare. The impact of the bareness of the highway is exacerbated by high vacancies and poorly maintained empty shop fronts. Though the town has several attractions and areas of interest around, both built and natural, it has had difficulty retaining tourists and has functioned more like a traffic corridor.

Like many parts of the Wheatbelt region, the Shire has a slowly but steadily declining population, falling from 438 in 2002 to 406 in 2016, which is also reflected in the population of Tammin. Maintenance of services and facilities is increasingly difficult to fund, despite the important role that the town plays in supporting the surrounding agricultural area.

Notwithstanding these challenges, the Shire has an ongoing role to play in ensuring the community is supported, encouraged and enhanced. In response, the Shire has resolved to develop a strategic vision for improving the town centre that will enable more efficient and effective expenditure of normal operating budgets towards a single outcome, whilst also identifying strategic projects that might be undertaken if extraordinary funding becomes available.

This report describes the key opportunities available to the Shire on its journey towards a more amenable, enjoyable and community oriented town centre.



*The grain silos - an iconic local and Wheatbelt structure*

## 2. Background



The Wheabelt has become an increasingly popular holiday destination, in close proximity to the Perth metropolitan region and displaying some truly iconic Australian natural resources including spectacular wildflower displays. The Golden Pipeline tourist trail has been developed to support this burgeoning tourism trail. However, Tammin has not attracted much of this tourist activity, in part due to the lack of accommodation and obvious food and beverage opportunities.

The Town has had received funding for tourism infrastructure from the State Government in the past as part of the Golden Pipeline, including the Kadjininy Kep, a working hydrology model that depicts a typical Wheatbelt landscape with farmland being lost to dryland salinity. The structure was completed in 2005 but has since proven too expensive to continue running for the Shire. It has an amphitheatre that is used, if infrequently.

The Kep was originally intended to make the town a place where tourists would stop and spend their time and money, though in reality it has not achieved this.

The Shire has also set aside funding and is in the process of developing new tennis

courts in the site adjacent to the Shire offices and the Bowling Club, to take advantage of the existing club rooms and the food and beverage facilities in that location.

The purpose of this report and the reassessment of the town is to reconsider some of these past investments in a consolidated and cohesive manner with other proposed developments, to make better use of natural assets and built assets, retaining tourists instead of being driven through with little reason to stop. A more strategic approach to the planning of the town is required to capture tourists, accentuating existing assets in order to make the town an attractive place to slow, stop and rest.

Drawing upon this desire to use resources more effectively, this strategic vision also proposes to consider the most effective location of a dump point for RVs and caravans; funding for which has been committed by the Shire and is supported by the Campervan and Motorhome Club of Australia.

This will provide a basis from which the Town can work with potential future funding, demonstrating the ability to maintain a small-scale tourism industry.

### 3. Study Area

Tammin is a small West Australian town with approximately 160 residents located in WA's Wheatbelt Region, 180km east of Perth and covers an area of 1087 km<sup>2</sup>. Bounded by the Shires of Kellerberrin, Quairading, Cunderdin and Wyalkatchem, it is situated on the Great Eastern highway and along the national east west Great Southern Rail link which boasts the Indian Pacific. Both the railway line and highway bisect the town into almost equal north south parts. The grain silos which can be spotted well before you enter town.

The study area is generally within the main civic centre of town, although a consideration of all of the town's facilities was included in the visioning process. The main study area is zoned Rural, Public Open Space, Public Services: Fire Brigade, Residential and Town Centre. Key facilities include the Council building, the Fire Brigade, a bowling club, Memorial Park, the Tammin Hydrology Model and Amphitheatre and tennis courts.

Despite the rich economic and cultural heritage possessed by the Town, it is an unfortunate truth that those travelling through are not met with many reasons to stop, barring a visit to the Tammin Roadhouse, Tammin Hotel or the Cooina Op Shop. Grain enthusiasts may also choose to stop and observe the CBH grain receival point and the associated rail infrastructure.

The natural assets of the town were cleared early in European Settlement, with less than 4% of natural vegetation remaining today in both the Town and wider Tammin. There are Nature Reserves that range from 24 hectares at Bungulla to 799 hectares at Charles Gardener Nature Reserve. The closest of these are the Tammin Railway Dam Nature Reserve to the southeast, Noonying Nature Reserve to the southwest and Wyola Nature Reserve to the west, all within a 10 minute drive of the town.

The Shire is home to several Catchment Groups that are undertaking Natural Heritage Trust Projects, which aim to undertake accelerated revegetation. Over the first three years of the largest project, 'Branching Out Big Time,' more than 1 million trees have been planted and 300km fences installed to protect remnant vegetation.

Presently, any traveller who chooses to camp in the area can also do so for a 24-hour period, in a designated roadside rest area, without a permit, or up to 12 months with written approval from the Shire. Alternatives for accommodation are limited, with the Tammin Hotel being the only option.

## 4. Principles of the Visioning Plan

In developing this Visioning Plan, four key principles formed the basis of the proposed ideas. These are:

### Increased Tourism Attraction

Tammin is located on a heavily trafficked road with little capacity to cater for tourists should they desire to stay. Increasing that capacity with accommodation and entertainment options will allow for a series of local businesses to flourish.

### Utilisation of Open Space

The civic area contains a local Memorial Park and other public open space. Improved amenity in these spaces will increase their draw and utilisation.

### Maximisation of Natural Assets

The site has 3 Nature Reserves in very close proximity. These sites provide the attraction for which Tammin might provide accommodation and entertainment.

### Cost Effectiveness

Any development in Tammin needs to be cost effective in both capital and recurrent budgeting.



*Currently underutilised open space at the Kadjinyiny Kep*

# 5. Opportunities and Constraints

There are considerable opportunities for the town centre of Tammin, as well as considerable limitations in the achievement of those goals.

Opportunities are clear; the area is currently used more as a part of a corridor than an area to stop and there are clear opportunities to amend this oversight.

## 5.1 Accommodation

The opportunity for tourist attraction exists where there is underutilised open space; the old tennis courts and the land on the site west of Station Road. Placed at the western entrance of the town, an RV site and facilities provide an opportunity for otherwise passers-by to stop and rest and sample the Town's experiences and attractions.

The RV site would also provide an opportunity for the Town to capture tourists for multiple nights, while they use their days exploring the surrounding natural assets. Overflow for RV's, caravans and camping could be provided for at the nearby oval.

## 5.2 Existing Built and Business Assets

The Town already comprises built infrastructure that would make it a desirable place to stay. These assets include the Memorial Park, the Bowling Club, the Town Hall (greater and lesser), the Kadjininy Kep and public barbeque and picnic areas. There is the matter of the interface between these build assets, with Kadjininy Kep, Memorial Park and the playground being fenced off from one another, despite being directly adjacent. These barriers can lead to a sense of being 'kept out' rather than inviting participation, stopping the area from being completely activated.

The development of an RV site provides an opportunity to use these assets more frequently and to greater effect and would provide increased patronage for existing businesses and provide opportunities for other potential businesses to become more viable in the area. In this way, an RV site is a low cost, low maintenance option to diversifying and boosting the Town's economy

## 5.3 Existing Natural Assets

The Shire has plentiful natural attractions, including Tammin Railway Dam Nature Reserve to the southeast, Noonying Nature Reserve to the southwest and Wyola Nature Reserve to the west. With access requiring less than a 10 minute drive, these Reserves give the Shire an opportunity to become a centre from which these assets can be accessed.

Further, it has a selection of slightly more distant but better known assets. This includes Charles Gardner Reserve, which contains a large area of endemic wild-flowers, Yorkrakine Rock, a solid granite outcrop 341m high that covers 160 hectares and contains important native flora and fauna and Hunts Well, a historical site once used as a watering point for prospectors en route to the Goldfields.

## 5.4 Integration of Accessibility Principles

The Shire has an opportunity in redeveloping its open space to make the space accessible and friendly for people of every age. Opening the Kadjininy Kep,

Memorial Park and the playground to one another could facilitate more inter-generational activities, with all members of the family able to enjoy the area in their own way.

### 5.5 Main Street as a Canvas

The stretch of Great Eastern Highway that currently runs through the Town has some raised beds by the road, now empty of plants, and is otherwise not particularly attractive. There is an opportunity to provide low cost improvements through the planting of shade trees, sidewalk painting and informal seating. Seating could be developed affordably by utilising parts of the existing planter boxes or other repurposed infrastructure such as nearby low walls.

The grain silos are an obvious opportunity, in conjunction with the owner CBH, to provide an iconic art piece. There is an ongoing partnership between CBH and the art body Form for such activity, and developing a relationship with Form could improve the likelihood of the Tammin solos being considered.

### 5.6 Financial Limitations

The main limitation is financial. With limited funding, development will have to be efficiently built and sustainable. The lesson of the Kadjininy Kep is that the Town requires assets that will not be overly expensive to operate and maintain. Any money spent will need to have a clear return.

Any infrastructure proposed should be able to be operated and maintained within the Shire's existing recurrent budget expenditure. For example, tree planting along the highway could be undertaken in small sections; the overall plan being facilitated by many smaller plans that each work towards the long-term vision, and which might only be undertaken when in conjunction with required roadworks or infrastructure upgrades so as to avoid expensive mobilisation costs.

### 5.7 Proximity to Larger Tourism Centres

The Town is in close proximity to two larger centres: Cunderdin to the west and Kellerberrin to the east, both within a 20 minute drive. There is the potential that the Shire will spend money on making the town a more attractive place to be and continue to lose tourists to those larger towns with more facilities.

For this reason, it is imperative that any proposals can be achieved within reasonable budgets (see Section 4.6). It may also be desirable to strengthen the ongoing relationship between the adjacent Shire's to ensure that a balance is struck between developing adequate local town site services and replication of facilities that are otherwise available in close proximity.

## 6. Key Visioning Ideas

This section describes the key ideas to deliver on a Vision for the Tammin town centre. The Plan is shown on Page XII.

### 6.1 Planting and Signage

The entrances at both the west and east ends of Tammin do not currently signal to passers-through that there is anything to stop and experience. At both the west and east end of the town, a new entryway is proposed which features a large stand of trees to signal a place to stop and spend time. The feature may include a large signboard, a map, a history and a list of attractions around the area, made attractive by trees and artwork from the Town.

Signage should also indicate the RV site, with the town identifies as an 'RV Friendly Town' – a designation which has specific and recognisable signage for RV enthusiasts.

### 6.2 RV Rest Site

In order to bring more tourists, both intentional and incidental, the Vision Plan proposes construction of an RV parking and servicing ground. The site proposed is at the west entrance of Tammin making an obvious statement that the town is a place where they can stay.

This site should contain parking for the vehicles, toilet and shower facilities and a dump point for RV waste, with some of these facilities being included over time as the demand (and return) requires it. In the interim, existing shower facilities can be found nearby at the oval and at the roadhouse, whilst toilets can be found at both those locations as well as behind the Shire offices. The dump point is already committed.

The site is ideally suited, with existing power supply and a large expanse of cleared land, adjacent to a large stand of mature trees to the west. The Bowling Club across the road would be able to provide support in terms of a food and beverage experience. The Post Office is not far across the rail lines, with vehicle access at the immediately adjacent four-way intersection.

There is discussion of the heritage value of the old tennis courts that will be replaced by this proposal. In response, it is possible to reflect the local heritage of the site, with some of the existing infrastructure and the trees to be retained and infrastructure such as the tennis courts themselves being used for camp site bays. The existing fencing and tennis court nets could be used to continue the tennis theme and some interpretive

signage or old photographic displays could be used to further the connection to the sites original use.

The impact of highway noise would have to be considered. An opportunity exists to use feature walls and extensive planting within the site to ameliorate impacts and potentially to further the tennis theme; even using the old cement bricks from the club house as part of this proposal.

There is also an opportunity for overflow parking and sites at the oval if the site is overcrowded in peak season, further enhancing the opportunity of an accommodation friendly town.

### 6.3 New Tennis Court Location

The Shire has allocated money to be spent on the construction of new tennis courts to service the residents and tourists on the site of the southern most bowling green. This will replace the old tennis courts on the site that is proposed for the RV site.

It is important that the development of the tennis courts facilitates an improved streetscape along the highway. Tennis court fencing is quite high and creates a very clear barrier. However, an opportunity exists to ensure that any

landscaping associated with the tennis courts reflects the general desire to improve the highway interface. Planting should provide shade, and the fencing wire itself could be used in an artistic way to interpret local icons.

## 6.4 Formalised Planting

To make the stretch of Great Eastern Highway through the Town more appealing, trees planting is proposed along the road. This planting can be more urban in its nature, with tree zones cut into existing paths as sections of the verge are upgraded, maintained or improved.

This more formal planting within the civic heart will help celebrate the towns heritage, and form a more distinct centre. This will also help to shade the expansive streets-cape and create a more welcoming environment for both pedestrians and vehicles. Hard landscape could be softened by the use of coloured pavement and incidental seating.

## 6.5 Public Open Space

The Kadjinyin Kep is currently used infrequently as an amphitheatre and not at all for its intended purpose of demonstrating a working hydrology model. To add to

this, it is fenced off from both the playground and Memorial Park.

To remedy this, it is proposed that the Kep will have its water reservoirs (which are empty of water) turned into garden beds, thus converting the amphitheatre to a place where residents and tourists alike can dwell in softer surrounds rather than the existing hardscape feel. Gradual removal of the fences separating the areas should be progressed, with a lower fence around the perimeter of the whole site making it both connected and yet still safe for children.

## 6.6 Link Existing Tammin Hotel

There is currently only one hotel in the Town: the Tammin Hotel. The Hotel is not linked in any effective way to the Civic area and existing open space. Links should be reinforced by way of deliberate extension of the streetscape planting and through the use of repeated landscape features such as art and seating infrastructure. A reference to the Golden Pipeline could be made by utilising a repetitive pathway treatment (which could be painted rather than laid for cost effectiveness).

## 6.7 Large scale public art

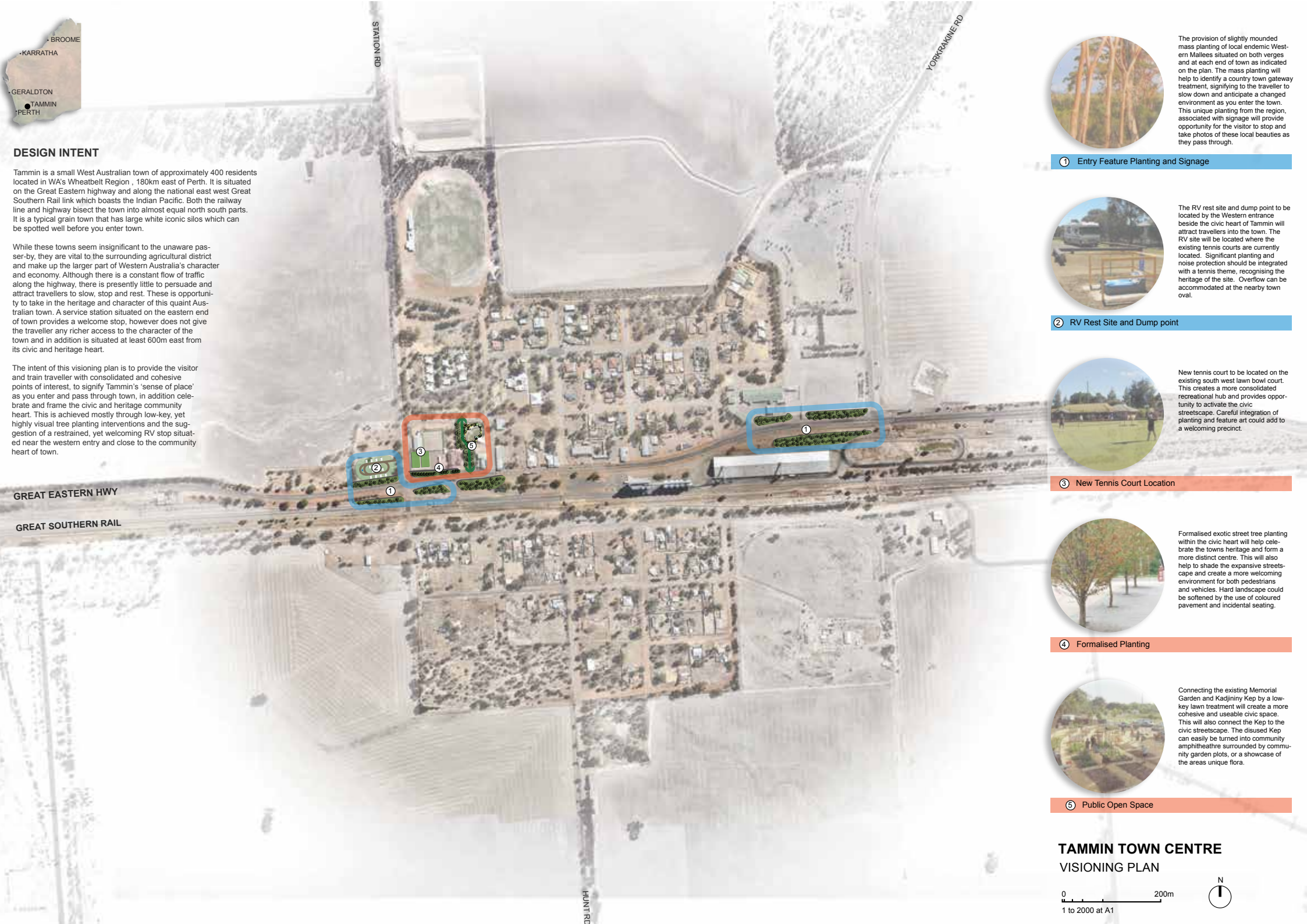
CBH, the owner of the silos, have been putting art on their most strategically placed grain silos, treating them as large canvases.

The centrality of the silo in the town, which can be seen from a distance from almost every major entry and exit point to Tammin makes it an ideal place for art, so it is proposed that the Shire will engage with CBH to select Tammin's silos among those which will be painted. This will add yet another aspect of the town which looks to attract passers-by.

## 6.8 Relocation of the Needle

The Needle, situated at the southern entry point to the town oval, is currently underutilised as an attraction. It is proposed that the unique obelisk be moved to the civic precinct or adjacent to the main road, to gather all of the attractions within the town in one place. This allows tourists to observe from the road, giving the opportunity to consider stopping and staying.

This element is something that can be done at a time when funding allows. A location will need to be chosen, although it is considered it should be visible from the highway.



## DESIGN INTENT

Tammin is a small West Australian town of approximately 400 residents located in WA's Wheatbelt Region , 180km east of Perth. It is situated on the Great Eastern highway and along the national east west Great Southern Rail link which boasts the Indian Pacific. Both the railway line and highway bisect the town into almost equal north south parts. It is a typical grain town that has large white iconic silos which can be spotted well before you enter town.

While these towns seem insignificant to the unaware passer-by, they are vital to the surrounding agricultural district and make up the larger part of Western Australia's character and economy. Although there is a constant flow of traffic along the highway, there is presently little to persuade and attract travellers to slow, stop and rest. These is opportunity to take in the heritage and character of this quaint Australian town. A service station situated on the eastern end of town provides a welcome stop, however does not give the traveller any richer access to the character of the town and in addition is situated at least 600m east from its civic and heritage heart.

The intent of this visioning plan is to provide the visitor and train traveller with consolidated and cohesive points of interest, to signify Tammin's 'sense of place' as you enter and pass through town, in addition celebrate and frame the civic and heritage community heart. This is achieved mostly through low-key, yet highly visual tree planting interventions and the suggestion of a restrained, yet welcoming RV stop situated near the western entry and close to the community heart of town.



1 Entry Feature Planting and Signage



2 RV Rest Site and Dump point



3 New Tennis Court Location



4 Formalised Planting



5 Public Open Space

The provision of slightly mounded mass planting of local endemic Western Mallees situated on both verges and at each end of town as indicated on the plan. The mass planting will help to identify a country town gateway treatment, signifying to the traveller to slow down and anticipate a changed environment as you enter the town. This unique planting from the region, associated with signage will provide opportunity for the visitor to stop and take photos of these local beauties as they pass through.

The RV rest site and dump point to be located by the Western entrance beside the civic heart of Tammin will attract travellers into the town. The RV site will be located where the existing tennis courts are currently located. Significant planting and noise protection should be integrated with a tennis theme, recognising the heritage of the site. Overflow can be accommodated at the nearby town oval.

New tennis court to be located on the existing south west lawn bowl court. This creates a more consolidated recreational hub and provides opportunity to activate the civic streetscape. Careful integration of planting and feature art could add to a welcoming precinct.

Formalised exotic street tree planting within the civic heart will help celebrate the towns heritage and form a more distinct centre. This will also help to shade the expansive streetscape and create a more welcoming environment for both pedestrians and vehicles. Hard landscape could be softened by the use of coloured pavement and incidental seating.

Connecting the existing Memorial Garden and Kadjiriny Kep by a low-key lawn treatment will create a more cohesive and useable civic space. This will also connect the Kep to the civic streetscape. The disused Kep can easily be turned into community amphitheatre surrounded by community garden plots, or a showcase of the areas unique flora.

## TAMMIN TOWN CENTRE VISIONING PLAN

0 200m  
1 to 2000 at A1



# 7. Risks and Mitigation

It is appropriate to identify some of the possible risks in the Visioning plan, and provide an opportunity to identify possible mitigation. This final section describes some of the risks that may need to be managed.

## 7.1 Heritage

The site upon which the RV site is proposed to be built contains tennis courts which are considered to be of local heritage significance. The loss of these courts over time has been a unfortunate, but the removal of the site entirely could be detrimental to the character of the town, despite the installation of new courts to replace them. This can be mitigated by the recognition of that heritage, integrating it into the design of the RV site and putting information about it at the entrance way.

## 7.2 Financial

The cost of the proposed developments could be detrimental to the Shire if there is no return on investment. There is a chance that the changes proposed will not provide the financial returns that are expected. This risk can be mitigated through making the design and execution cost effective but high quality, as well as choosing options that are low on

upkeep costs and have strong potential for return. The RV site is one such investment where existing services and a relatively clear site can enable a highly visible accommodation option, without needing to be excessive as there is adequate overflow area at the town oval.

This risk can also be mitigated by delivering on the proposed outcomes over the long term which is aligned to other required infrastructure improvements and maintenance, thereby reducing the cost of mobilisation for plant, equipment and resources.

## 7.3 Noise

The placement of the RV site by the side of the road is likely to be impacted by highway noise. To mitigate this, intermittent sound barriers could be developed that go some way to reducing noise whilst at the same time supporting the need to create an important and inviting entry into town.

## 7.4 Road Safety

The planting of more trees to create and inviting and pleasant façade to the town are an important part of this Visioning Plan. Main Roads WA is often a key influencer in the planting of trees on

major transport corridors, and through their Roads Toward Zero Strategy would typically object to extensive roadside planting. To mitigate this, there will need to be allowance for negotiations about the placement of trees. Tree varieties should include species that are frangible enough to be considered safe for motor vehicle collisions. This would be supported by negotiations to slow the stretch of road down to 40kmph, thus adding to the chance that people may recognise the town as a place to stay.



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