

MADDINGTON TOWN CENTRE

Public Realm Guidelines



S U M M A R Y

The aim of the Maddington Town Centre Public Realm Guidelines is to establish an attractive public realm that offers amenity, security and interest to the community at all hours.

The Guidelines provide public domain improvement objectives and strategies for the Town Centre. Improvement projects are established within the following areas:

1. Urban Style Guide

presents a coordinated approach to street upgrading, including specifications and other details in Streetscape Elements, Street Types and Conceptual Streetscape Design Plans.

2. Public Art Strategy

Identifies public art projects that support place making within the core urban area

3. Townscape Improvement Briefs

Identify environmental improvement projects that are strategic to enhancing the Town Centre's broader townscape context.

The poster that accompanies this document summarises and locates the projects of the Urban Style Guide, Public Art Strategy and Townscape Improvement Briefs, as shown on the following two pages.

NOTE: The Guidelines operate in conjunction with the Maddington Town Centre Development Policy, which reflects the development principles outlined in the Maddington Town Centre Enquiry by Design Workshop Outcomes Report (July, 2004).

Poster:





URBAN STYLE GUIDE

presents a coordinated approach to street upgrading, including specifications and other details in Streetscape Elements, Street Types and Conceptual Streetscape Design Plans. The following projects are included:

1. **Blackburn Main Street**
Undertake streetscape improvements according to the Conceptual Streetscape Design Plan for the Blackburn Main Street. The design provides a high standard of pedestrian amenity and urban detailing.
2. **Albany Highway**
Undertake streetscape improvements according to the Conceptual Streetscape Design Plan for Albany Highway. The design creates an environment that draws attention to the Town Centre, helps pacify traffic and overcome perceptual barriers to pedestrian movement and urban linkage.
3. **Bus Interchange**
Undertake streetscape improvements according to the Conceptual Streetscape Design Plan for the Bus Interchange. The design extends the special detailing of the Town Centre to this important node. It establishes an attractive public realm that supports the future design requirements of the adjoining Station Square.
4. **Residential Streets**
Design attractive continuous pedestrian realms to facilitate community activity and various movement requirements.
5. **Commercial-Mixed Use Streets**
Design quality pedestrian environments through landscaping and pavement treatments that create an unified streetscape and achieve an amenable mix of retail, commercial and residential uses.

PUBLIC ART STRATEGY

identifies public art projects that support place making within the core urban area. The following projects are included:

1. **Albany Highway**
Provide bold public art to mark the Blackburn Main Street upon Albany Highway.
2. **Blackburn Main Street**
Provide a linkage of integrated public art as part of streetscape treatments (pavement, street furniture), a public notice board and other art that is not space consuming.
3. **Orr Street**
Provide integrated public art at the corner of Orr and Blackburn Streets, possibly as seating.
4. **Maddington Railway Station–Bus Interchange**
Provide a range of public art through the percentage for art contribution from the PTA redevelopment of the Maddington Train Station. Consider providing landmark sculptures on roundabouts at Blackburn Street and The Stand, bus waiting areas and attractive architectural detailing in the new station building and structures.
5. **Developments**
Promote the inclusion of public art in future public and private developments.
6. **Maddington Town Square**
Create a Town Square at the Blackburn Street vista end on the Centro shopping centre site.

TOWNSCAPE IMPROVEMENT BRIEFS

Identify environmental improvement projects that are strategic to enhancing the Town Centre's broader townscape context. The following projects are included:

STATION – OVAL PRECINCT

1. CIVIC CORE

STATION SQUARE – OVAL AXIS

Establish a strong urban axis and amenity framework for high quality urban development (including a station square, a boulevard-urban connecting spine and enhanced oval facility).

2. AUSTRALIAN TECHNICAL COLLEGE (ATC) ENTRANCE

Establish a positive interface on all of the ATC's public fronts (including well integrated landscape, built form and movement connection between the ATC and the Station Square-Oval).

3. KELVIN ROAD VISTA

Develop an integrated landscape improvement plan for the Kelvin Road/Keera Court/Stebbing Road urban junction, including Westfield Street and the linear "Peace Court Park" connection. Achieve improved development frontage onto public spaces.

RIVER PRECINCT

4. CANNING-SOUTHERN RIVER ENHANCEMENT PLAN

Develop an integrated foreshore strategy that establishes an unique townscape character and broadens the scope of activities for the Maddington Town Centre.

Recreation Strategy

Develop a recreation strategy for the river foreshore that links recreational opportunities, activities and movement systems to the Maddington Town Centre (including opportunities at the TAFE, Maddington Homestead, Thornlie Community Centre, bridges, paths and wayfinding signage).

River Parkland and Gateway

Prepare a landscape improvement plan that accentuates the Maddington Town Centre's river setting (including a grand landscaped southern entry along Burslem Drive, landmark art/entry feature near the Corfield Street/Burslem Drive intersection, and attractively landscaped street connections to Albany Highway).

TAFE Frontage

Strengthen TAFE's civic profile within the Maddington Town Centre (include building and landscaping frontage onto Burslem Drive and the river foreshore).

Maddington Homestead

Promote the heritage, environmental interpretation and recreational potential of the Maddington Homestead area (ensure design integration with other projects within the Precinct).

5. THE BRIDGES

Promote innovative bridge design that enhances local environmental quality and provides an unique experience of the Maddington Town Centre.

5.1 Burslem Drive Bridge

Mark entry into Maddington Town Centre with an iconic design for the Burslem Drive Bridge (programmed for replacement in 2011-12).

5.2 New Footbridge – Herbert Street Axis

Provide a feature footbridge to replace existing pedestrian facilities (the current bridge and pedestrian access are substandard and require comprehensive redesign that improves recreational and movement connection to the Town Centre).

6. ALBANY HIGHWAY GATEWAYS

Coordinate the development and landscape enhancement of the gateway entries into the Maddington Town Centre.

Tree Sculpture – Kenwick Link

Consolidate river landscaping themes on the western approach to the Town Centre at the Kenwick Link – Albany Highway junction (including improvements to all intersecting streets, an enhanced backdrop to the tree sculpture and public art enhancement of the pump station adjacent to the Bunnings site).

Vineyards – Rural Landscapes

Reinforce the attractive country town feel of the eastern approach to the Maddington Town Centre (include appropriate development guidance, landscape protection and conservation of the wine sales building – which may be affected by Albany Highway road widening).

MADDINGTON TOWN CENTRE Public Realm Guidelines

| | | |
|---------------|--|----|
| PART 1 | Summary | 2 |
| | Introduction | 7 |
| | 1 Urban Style Guide | 13 |
| | 2 Public Art Strategy | 23 |
| | 3 Townscape Improvement Briefs | 33 |
| PART 2 | Appendices | |
| | 1 Maddington Town Centre Urban Style Guide Report Including Conceptual Streetscape Design Plans: <ul style="list-style-type: none">▪ BLACKBURN MAIN STREET▪ ALBANY HIGHWAY▪ BUS INTERCHANGE | |
| | 2. Public Art Strategy Report | |
| | 3. Station-Oval Precinct Development Objectives | |

“...a place where people want to come and end up spending more time than initially envisaged.”

Jan Gehl
Life Between Buildings:
Using Public Space
(1987)

INTRODUCTION

The Maddington Town Centre (MTC) is set to become a dynamic and attractive place. Its strategic location, natural assets and diverse character provide many opportunities to establish a distinctive Town Centre. To make the most of its context a well connected urban and landscape framework will be complemented by an attractive public domain.

The Maddington Town Centre (MTC) Public Realm Guidelines provides public domain improvement objectives and strategies for the Town Centre.

Section 1 Urban Style Guide presents a coordinated approach to street upgrading, including Streetscape Elements (street furniture, paving and planting) and a definition of Street Types. Specification details and Conceptual Streetscape Design Plans for the Blackburn Main Street, Albany Highway and the Bus Interchange are presented in Appendix 1.

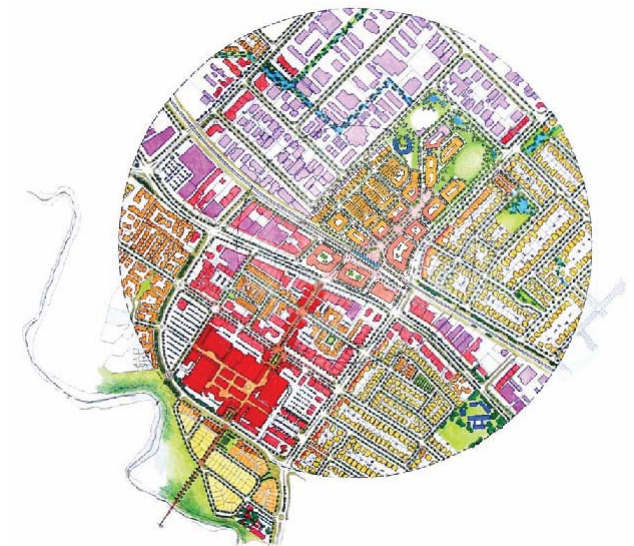
Section 2 Public Art Strategy identifies public art projects that support place making within the core urban area. The Public Art Strategy Report in Appendix 2 provides a more detailed discourse on public art provision.

Section 3 Townscape Improvement Briefs identifies environmental improvement projects that are strategic to enhancing the Town Centre's broader townscape context. Appendix 3 provides more detailed Station-Oval Precinct Development Objectives for this substantial yet to be defined Town Centre area.

The Guidelines operate in conjunction with the Maddington Town Centre Development Policy, which reflects the development principles outlined in the MTC Enquiry by Design Workshop Outcomes Report (July 2004). The Report provides valuable design context that should be referred to in the application of the MTC Public Realm Guide.

PUBLIC REALM GUIDELINES AIM

- Provide an attractive public realm for the Maddington Town Centre that offers amenity, security and interest to the community at all hours.



The Vision Plan, as developed from the MTC Enquiry by Design Workshop Outcomes Report (July 2004).

TOWN CENTRE CONTEXT

The identity of the Maddington Town Centre is closely related to its physical setting, urban structure and movement networks.



Physical Setting

A number of existing landscape attributes contribute to a unique and identifiable character for Maddington.

The ubiquitous Darling Ranges escarpment provides a dramatic backdrop to the Town Centre. The extensively treed escarpment is characterised by massive quartz formations that are predominantly grey in colour, with quartz blows coloured white, reddish brown, green and yellow.

The Canning River and tributaries that watershed off the escarpment meander past the Town Centre and provide a townscape defining gallery forest of flooded Gums and Paper Barks along the river banks. These provide an expansive public open space network at the periphery of the Town Centre. Remnant orchards and rural landscapes reflect the River's historic significance to Maddington's social and economic past.

Mature eucalypts are speckled throughout the town centre, however little sense of overall landscape connection exists.



Urban Structure

Several uses and built form typologies coexist in the Maddington Town Centre as well as fragments of the area's previous development patterns.

Commercial uses along Albany Highway follow a traditional pattern of strip development on a mass movement road. The buildings are generally well setback and vary in scale and type, from large box commercial to isolated residential development.

The streetscape is dominated by signage and display. These elements offer colour and variety in the town centre and can be seen as iconographic in the urban landscape. Statuesque examples such as the cowboy hat on top of the Range Ford building and the blue horse in front of the saddlery are landmarks that people associate with Maddington.

Industry predominates north of the rail line, with a built form that is generally steel and concrete in construction. The durability and functionality of construction methods and materials used creates a robust utilitarian and minimalist aesthetic.

Residential areas tend to occur as distinct estates, the town centre being one of the earliest. Buildings are typically modest in design and are masonry in construction. They compliment each other by being positioned upon a consistent setback line and are usually sited in a well landscaped setting.



Movement Networks

Maddington Town Centre's movement networks are well developed and extensive. While the convergence of several transport corridors in the Town Centre brings public and commercial exposure, they also create barriers that impact upon environmental amenity and pedestrian accessibility.

The transport corridors that run through Maddington reflect the historical development of the area as well as its strategic role in regional traffic movement.

The river was the original transport corridor linking Maddington to the Swan River Settlement. Albany Highway was established as an early regional or country connecting route. At the beginning of the 20th Century the rail line to Armadale was laid for commuter and goods transport. Albany Highway and the rail line still form one of Perth's major regional transport corridors.

More recent Kelvin-Olga Road connection to the extended Tonkin Highway has provided strategic linkage to a comprehensive regional network of highways and transportation facilities, including freight and air.

Within this hierarchy of movement is a well connected grid network of streets that support local accessibility. However its repetitiveness and domination by homogenous low amenity areas and uses reduces Maddington's legibility and impacts upon its sense of place.





1

URBAN STYLE GUIDE

STREETSCAPE ELEMENTS

Street furniture, paving and planting

STREET TYPES

1. BLACKBURN MAIN STREET
2. ALBANY HIGHWAY
3. BUS INTERCHANGE
4. RESIDENTIAL STREETS
5. COMMERCIAL STREETS

Refer to Appendix 1 Conceptual Streetscape Design Plans for the Blackburn Main Street, Albany Highway and the Bus Interchange

Background

The MTC Urban Style Guide presents high quality simple yet stylish public realm treatments for the Maddington Town Centre. The coordinated approach to the area's upgrading will provide an elegant network of streets and spaces upon which a distinctive Town Centre identity can be established.

The Streetscape Elements part of this Section provides a coherent suite of street furniture, paving materials and planting that should be used in the upgrading of streets. Specification Details are provided in Appendix 1.

The Street Types part of this Section defines the role and character of streets, their design treatment, special place making opportunities and features.

Conceptual Streetscape Design Plans for the Blackburn Main Street, Albany Highway and the Bus Interchange are included in Appendix 1.

Public Realm Guide Objectives

- Provide paving treatments that establish the Town Centre as a distinct place with a variety of street types.
- Provide street tree planting themes appropriate to the various street types of the Town Centre.
- Provide a suite of urban furniture that is consistently used to unify and identify the Town Centre.
- Provide an integrated design approach to pedestrian and vehicular traffic movement networks.

STREETSCAPE ELEMENTS

A coordinated approach to streetscape furniture provision and treatments is essential to creating an unified public realm. This is important to:

- Signifying and conveying an identity for the Town Centre
- Creating a sense of place
- Providing continuity
- Identifying different precincts and changes of use
- Providing pedestrian amenity
- Defining public and private spaces
- Providing safe and universally accessible spaces

The MTC Urban Style Guide provides direction on the use of the following public realm elements in the Maddington Town Centre:

Paving

Street Trees

Public Lighting

Urban Furniture

Public Parking

NOTE:

Refer to Appendix 1 MTC Urban Style Guide for specification details.

Refer to Section 2 Public Art Strategy for art works that should be incorporated into the Town Centre.

PAVING

Paved areas in town centres constitute a significant portion of the streetscape. They can provide identity, unity and consistency for a town centre. Pavement treatments can also differentiate individual precincts and provide varying levels of pedestrian detail.

A limited palette of pavers, with a predominantly grey colour scheme has been chosen for the Maddington Town Centre. These relate to the area's context and achieve a timeless, elegant and uncluttered street appearance.

Special streetscape designs have been prepared for the important pedestrian linkages of the Blackburn Main Street, Albany Highway and the Bus Interchange (refer to Appendix 1). High quality materials achieve textural complexity. Granite flagstones (dark grey with Peacock-green flecks) are used in prominent locations for visual impact. Cobble banding with granite setts (pepper-white) between sections of exposed aggregate or plain poured concrete pavement are used to create distinctive streetscape rhythms and patterns. Seamless, complementary integration of footpaths from adjoining streets is achieved through the use of broomed grey coloured poured concrete.

Actions

- Undertake streetscape improvements according to the Conceptual Streetscape Design Plans (refer to Appendix 1).
- The character, width and treatment of other pavements should reflect the function of the streets.
- Foot paths in the town centre should be paved from lot boundaries to kerbs unless specified otherwise, and cross overs minimised and rationalised where ever practical.
- Paved areas should be load bearing to accommodate both pedestrian and vehicular traffic (constructed to Australian Standards and be universally accessible).
- Where service installation and other pavement modification are required surfaces should be restored to “as new” quality, with out any apparent “patch-up” of the pavement.
- The design of other special public spaces should use the suite of paving materials specified in Appendix 1, and use complementary materials as appropriate.



STREET TREES

Trees provide amenity, variety and interest in streetscapes and places. They can draw pedestrian activity and make places more walkable by accentuating views of local and distant features, improving the scale of streetscapes and landscape flow between areas and correcting the imbalance between built forms and spaces.

The use of a single species can provide coherence to a streetscape and differentiate between street environments, their character, role and hierarchy.

Flowering deciduous trees have been chosen for Blackburn Main Street to achieve a distinctive environment that has year round interest and change, summer shade and winter sun (refer to Appendix1).

Robust tall growing native trees and ground covers/shrubs have been chosen for the harsh environments of Albany Highway and the Bus Interchange. These will assist in improving the scale and pedestrian friendliness of the streets.

Native species indigenous to the region are encouraged for other streets as they reinforce the visual and environmental connection between the Town Centre, River and other natural areas.

Planting of exotic citrus species can also be used to signify Maddington's agricultural past.

Existing trees should be retained and utilised for local detail, and be reinforced in residential areas for visual amenity and privacy.



Actions

- Semi mature street trees should be planted in the Blackburn Main Street, Albany Highway and at the Bus Interchange.
- A list of appropriate tree types for the Blackburn Main Street, Albany Highway and the Bus Interchange is provided in Appendix 1.
- A leaf litter management plan for Blackburn Street should be developed by the City of Gosnells Parks and Environment Unit.
- Existing mature street trees should be retained, except where special landscaping treatments require otherwise.
- The stand of mature Flooded Gums at the corner of the Blackburn Main Street and Attfield Street should be retained and accentuated by new planting.

PUBLIC LIGHTING

Well lit public realms encourage after business hours activities by enhancing the sense of vitality and safety of places. A subtly coordinated lighting scheme can improve spaces by enhancing their drama, focus and rhythm.

Various lighting types can be used to achieve a distinctive effect. Complimentary decorative and MRWA luminaire standards will provide the functional background street lighting for the Blackburn Main Street, Albany Highway and the Bus Interchange. To enhance the mood of these and other special areas feature lighting of buildings, structures and mature trees should be considered.



Actions

- New decorative lighting should be installed in Blackburn Street and other special areas (refer to Appendix 1 for pole and fixture specifications).
- Lighting along Albany Highway should be upgraded as per MRWA requirements (refer to Appendix 1).
- Current lighting infrastructure should be replaced incrementally as public realm upgrading is undertaken.
- Energy efficient luminaires should be used when any new or replacement lighting infrastructure is installed.
- Lighting effects should be used to highlight elements in the public realm such as public art, buildings and significant trees such as the Flooded Gums at the corner of Blackburn and Attfield Streets.
- The lighting plan should integrate with street tree planting to ensure effective illumination of the public realm.
- Any development with an awning should provide under awning lighting.



URBAN FURNITURE

Urban furniture can be used to define the public realm, enhance streetscape amenity, support a variety of functions and encourage the use of public spaces.

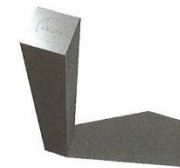
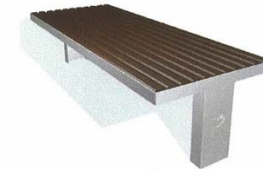
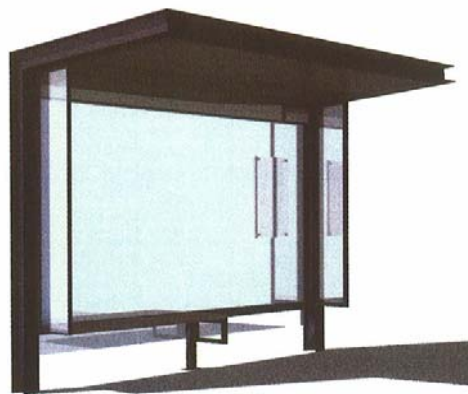
Urban furniture comprises a wide range of elements including seating, bus shelters, drinking fountains, rubbish bins, tree guards, grates, bicycle stands and bollards. While critical for pedestrian amenity, urban furniture also provides opportunity to reinforce a coherent identity for town centres.

A suite of contemporary styled street furniture with clean lines has been chosen for the Maddington Town Centre. Stainless steel textures, grey colour schemes and details such as the high quality wood slats in seating complement the chosen paving range. While distinctive, the elegant forms will provide a discrete streetscape environment whose character can evolve over time.

In certain places opportunities to integrate public art and street furniture as a single combined element may be possible. However a decorative approach to public art should be avoided.

Actions

- A standardised suite of urban furniture should be sourced from the product range listed in the specifications in Appendix1.
- The amount and variety of urban furniture provided should reflect the type and level of activity in the street.
- The location of urban furniture should achieve appropriate pedestrian comfort zones, provide universal access and be easily maintained.
- Locate seating and other urban furniture to reinforce visual interest and streetscape amenity, for instance near public art and shady treed areas.



STREET PARKING

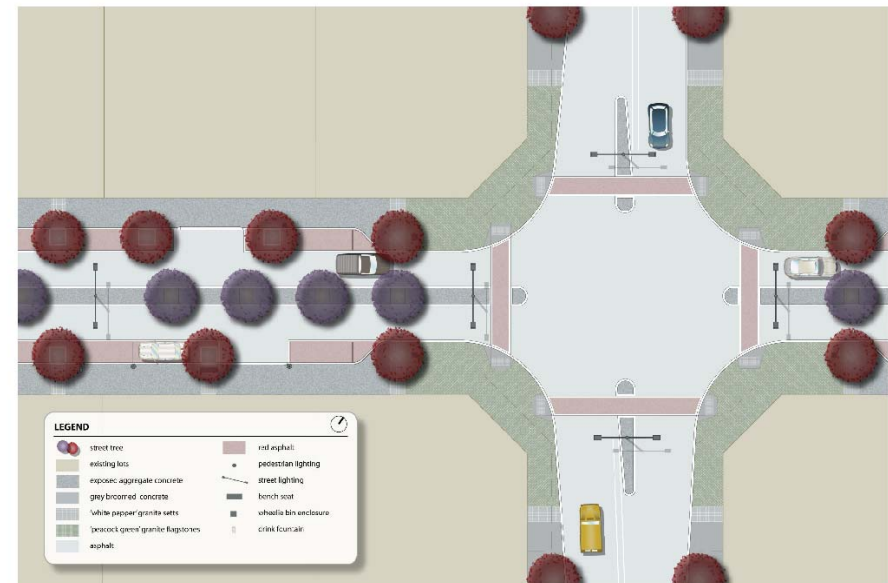
Various forms of parking occur within town centres, each contributing differently to accessibility, traffic and parking management. On-street parking provides ease of access to services and supports a lively street environment day-round. It is effective in slowing traffic and providing passive surveillance of streets. Off-street parking facilities broaden parking options and provide convenience of scale.

On-street parking is encouraged throughout the Town Centre, particularly in the Blackburn Main Street. The Conceptual Design Plan for Blackburn Main Street shows how simple and elegant arrangements can minimise visual intrusion in streetscapes (see Appendix1).

Off-street parking is encouraged to occur within street blocks in order to achieve strong building frontages on streets. They should be well coordinated to maximise accessibility and ensure facilities are well utilised. Off-street car parks should have clearly identifiable access points and well defined street edges that ensure streetscape continuity, say through landscaping, gateways and other urban treatments

Actions

- The provision of parking on Town Centre streets should be pursued where ever feasible.
- Crossovers should be minimised as much as possible and access encouraged via shared crossover arrangements, secondary streets, lanes, ROWs and commercial parking areas.
- Crossover treatments should be consistent with the street's footpath surfacing and materials.
- Ensure amenable provision of off-street car parking that provides well defined street edges and treatments that enhance the attractiveness of spaces.



STREET TYPES

A well-connected and diverse range of street environments is important to the functioning, character and complexity of town centres. The legibility, or sense of how places connect, along with appropriate public realm design, is particularly important to evolving urban networks.

The Street Types part of this Section defines the role and character of streets, their design treatment, special opportunities and features.

Special design treatment has been given to the core urban areas of the Blackburn Main Street, Albany Highway and the Bus Interchange (refer to Appendix 1 for Conceptual Streetscape Design Plans). They provide design context for other important spaces and connections that are yet to be developed, such as the Station-Oval Axis (refer to Section 3 Station-Oval Precinct).

The objectives of this section are to provide direction on streetscape improvements according to street type:

1. **Blackburn Main Street**
2. **Albany Highway**
3. **Bus Interchange**
4. **Residential Streets**
5. **Commercial-Mixed use streets**

NOTE:

Refer to Appendix 1 Conceptual Streetscape Design Plans for the Blackburn Main Street, Albany Highway and the Bus Interchange.

Refer to Section 2 Public Art Strategy for art projects for the Town Centre.

Refer to Section 3 Townscape Improvement Briefs for streetscape and landscape enhancement at the Town Centre's edges.

1. BLACKBURN MAIN STREET

Street Character

- Main Street of Town Centre
- Retail, commercial and residential uses
- Active frontages
- Wide pavements
- Continuous awnings
- Deciduous street trees
- On-street parking

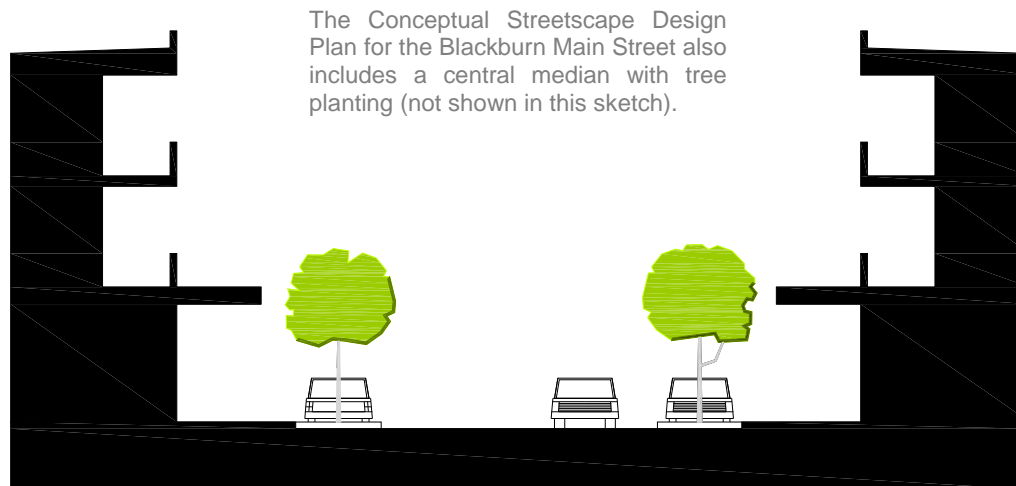
Blackburn Street will become the focal point to pedestrian and commercial activity within the Maddington Town Centre. As for other typically successful main streets, a mix of retail, commercial and residential uses are promoted.

The Conceptual Streetscape Design Plan for the Blackburn Main Street provides a high standard of pedestrian amenity and urban detailing (refer to Appendix1).

The design creates a high quality pedestrian realm while satisfying a wide range of road user needs. A treed median assists pedestrian crossing, provides opportunity for consistent street tree planting and passive traffic calming, and creates difference that separates it from other streets. The road is designed for bicycle friendliness, convenient on-street car parking and access to commercial uses.

Nodes of grouped seating, dense tree planting and a number of public art opportunities contribute to place making along the street (refer to Section 2 Public Art Strategy).

A distinctive paving scheme incorporates quality granite flagstones (dark grey with Peacock-green flecks) at street corners provide visual impact. Granite setts (pepper-white) or cobble banding between sections of exposed aggregate concrete pavement establish a distinctive streetscape pattern between corners.



2. ALBANY HIGHWAY

Street Character

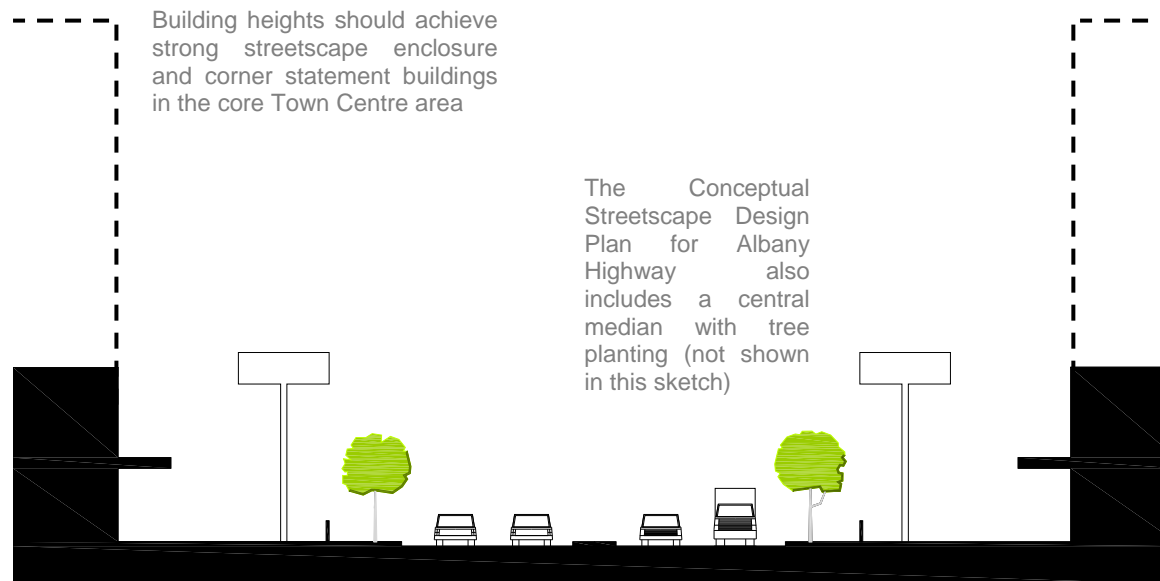
- Retail, commercial, wholesale and industrial uses
- High traffic movements
- Wide verges
- Native planting
- Signage dominated

Albany Highway is a primary regional road that passes through the Maddington Town Centre. The road's commercial exposure brings opportunity to market new Town Centre growth. The design of Albany Highway however needs to balance both Main Roads Western Australia (MRWA) requirements with those of the Town Centre to accommodate a broad range of user types and functions.

The Conceptual Streetscape Design Plan for Albany Highway creates an environment that draws attention to the Town Centre, helps pacify traffic and overcomes perceptual barriers to pedestrian movement and urban linkage (refer to Appendix 1).

A boulevard of trees with understorey planting and special pavement design provide an improved sense of human scale, microclimate, comfort and perceived safety. High quality pavement detailing reflects the banding on the Blackburn Main Street. Broomed grey concrete between banding provides an elegant and easy to maintain surface. Special corner treatment marks the Blackburn Main Street on Albany Highway.

Public art on key movement and visual axes further improves a sense of urban connection across the Highway (refer to Section 2). Landowners and businesses on Albany Highway should be encouraged to improve pedestrian access between their properties and the public realm.



3. BUS INTERCHANGE

Street Character

- Retail, commercial, industrial and other uses
- High bus movements
- High commuter movements, including pedestrian, cyclist and vehicular
- Wide footpaths for commuter movement

The Bus Interchange is an important destination and generator of movement that will gain greater prominence once the Blackburn Main Street is extended, and an upgraded train station and future Station Square are constructed (refer to Section 3 Townscape Improvement Briefs for the Station-Oval Precinct).

The Conceptual Streetscape Design Plan for the Bus Interchange extends the special detailing of the Town Centre to this important node. It establishes an attractive public realm that supports the future design requirements of the adjoining Station Square.

Tree planting frames the space at its edges, on key view lines and provides focus upon the train station, which will in future enable seamless transition between the Bus Interchange and the Station Square.

Several public art opportunities draw attention and provide visual interest to the Bus Interchange. These occur upon key view lines within the space and upon important visual axis that connect it with the broader area, particularly the Blackburn Main Street (refer to Section 2 Public Art Strategy and Appendix 1).

A dynamic paving effect is achieved by subtly varying the Blackburn Main Street's paving scheme. Granite setts/cobble banding and exposed aggregate poured concrete pavement is used throughout the area. Radial cobble banding accentuates circular patterns at roundabouts, while the central pedestrian waiting area along side the train station is defined by dark grey granite flagstones between lighter granite setts/cobble banding.

Distinctive bus shelters and other street furniture further enhance the attractiveness of the station feature and the important pedestrian spaces.

4. RESIDENTIAL STREETS

Street Character

- Medium density residential uses
- Indigenous street trees
- Wide pavements
- On-street parking

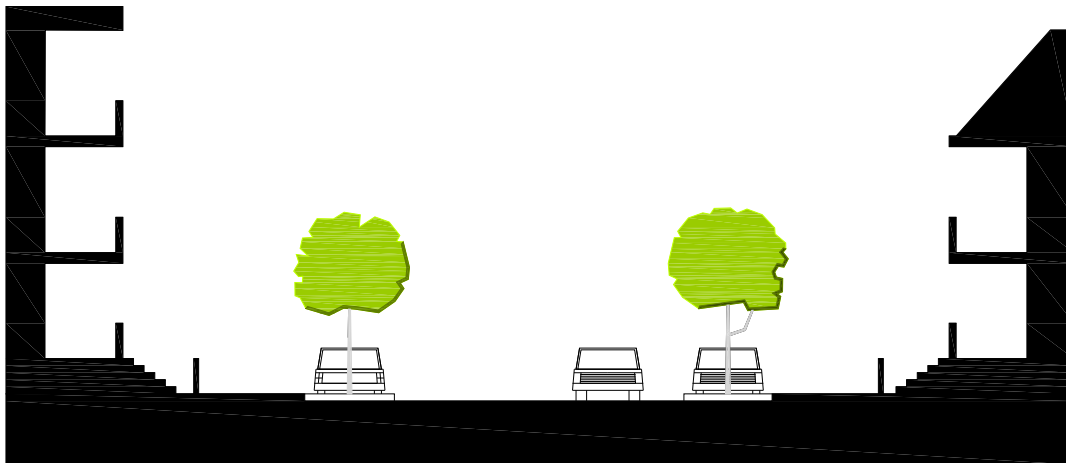
Higher density housing is promoted for residential streets to create a residential catchment that supports the Town Centre vitality and commercial viability.

Residential streetscapes should provide highly amenable living environments that are diverse and relatively urban in character. The “greenness” of streets and back yards will be important to integrating into the residential streets more intense development and a mix of retail, commercial and community uses.

An attractive continuous pedestrian realm should be designed to facilitate community activity and various movement requirements.

Pedestrian facilities and local detail, should be provided as appropriate. For instance nodes of shaded seating, special planting and pavement features such as tiles can provide local community focus to streets.

Footpaths should be given priority over crossovers and on-street parking maximised to accommodate visitor and overflow parking for commercial activity.



5. COMMERCIAL-MIXED USE STREETS

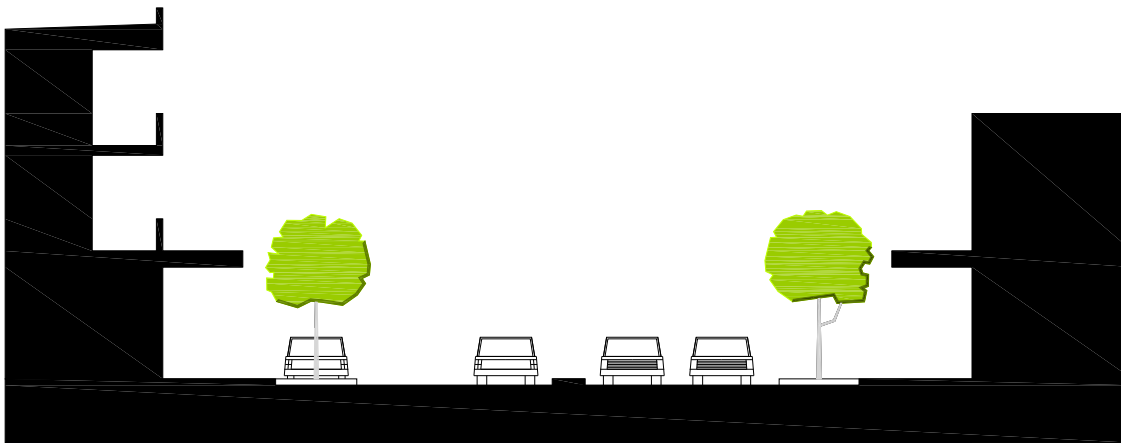
Street Character

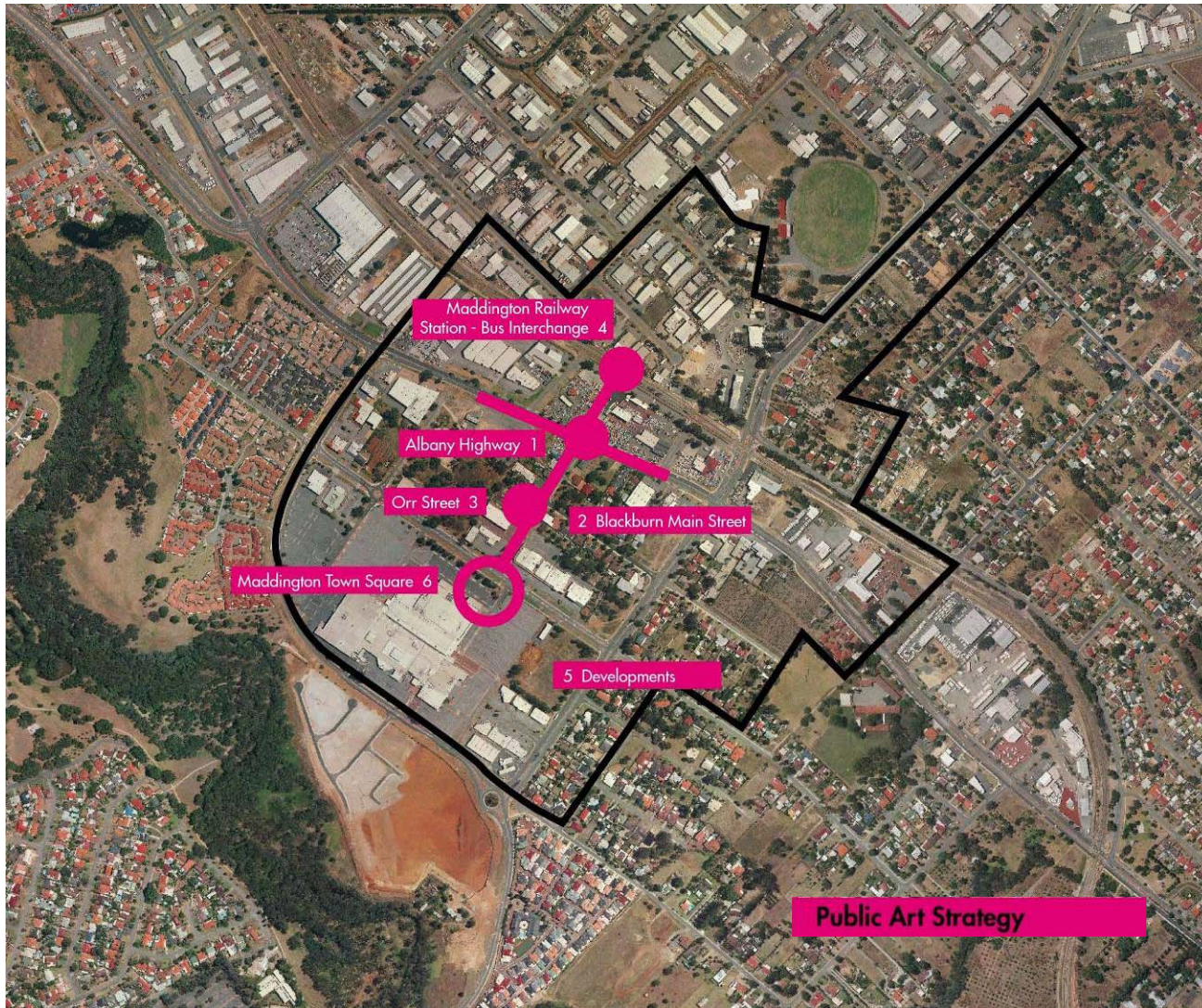
- Retail, commercial and residential uses
- Active frontages
- Wide pavements
- Continuous awnings
- Deciduous street trees
- On-street parking

Commercial-mixed use streets have an important role in supporting and complementing the Town Centre's commercial core, in particular the Blackburn Main Street.

A quality pedestrian environment should be achieved through landscaping and pavement treatments that create an unified streetscape with an amenable mix of retail, commercial and residential uses.

The requirements of pedestrian and vehicular movement should be given equal priority. Grey coloured poured concrete should be consistently used for footpaths and crossovers.





2

PUBLIC ART STRATEGY

TOWN CENTRE PROJECTS

1. ALBANY HIGHWAY
2. BLACKBURN MAIN STREET
3. ORR STREET
4. BUS INTERCHANGE
5. DEVELOPMENTS OVER \$4 MILLION
6. MADDINGTON TOWN SQUARE

Background

Public art will play an important role in the redevelopment and marketing of the Maddington Town Centre as a place of high amenity and strong identity. The role of public art within the Town Centre will be to heighten awareness, challenge perception and add dimension to place.

Many forms, types and scale of public art are possible, each having differing effect. Tall landmark features draw attention to origins and destinations, improve the sense of scale and containment of spaces, and perceptually bring places closer together. Supported by smaller scale public art, better linkage of places can be achieved and walkability improved to encourage a flow of pedestrian activity.

Maddington's rich interpretive possibilities provide many themes for public art that can reinforce an evolving sense of place. Contemporary expression of these is particularly important to complementing new urban growth and streetscape improvements. Decorative use of public art should however be avoided particularly as this tends to "date" places.

This section outlines the public art projects, their role, possible location/type/scale, theme, design consideration, priority and funding.

Appendix 2 Public Art Strategy Report provides a detailed discussion of place, public art and process. The Report includes an over view of Maddington's history, character and interpretive possibilities, followed by a discussion on the role of public art, its aims and objectives for the Town Centre. Guidelines for processes, public/private partnerships and time frames are also considered.

Other public art opportunities at the Town Centre's edges are also identified in the following Section 3 Townscape Improvement Briefs.

1. ALBANY HIGHWAY

Role:

Drama is required on Albany Highway to stimulate interest in the new Town Centre. Both large and smaller pedestrian scale art work and detail is required for visual impact at the Blackburn Main Street, and the establishment of a quality pedestrian environment. Marking change in the road environment is also important to encouraging drivers to slow down and look around. The effectiveness of art work should however be considered given the visual clutter of Albany Highway.



Location/Type/Scale:

A transitional public art strategy should be developed for the Blackburn Main Street intersection and adjoining area upon Albany Highway. The public art strategy may include temporary art that is replaced by permanent art as the Town Centre context develops. Consider:

Temporary Art

- Light powered artwork for night time drama and vitality.
- Installation art work, such as a suite of tall, bold and simple banners that achieve visual impact, possibly starting 100m either side of the Blackburn Street intersection. (Note: Design and installation needs to be distinctive as many suburbs have introduced banners that have had a rather banal effect).

Permanent Art

- Sculpture that is large-human scale to attract visual interest and improve the pedestrian comfort zone at the intersection.
- Dynamic architectural design with feature detailing and public art at the Blackburn Street corner.

Theme:

Celebration of local themes, change and a Bright Future.

Design:

Temporary Art

Ephemeral art works intended for regular replacement. Ideally colourful and well lit.

Permanent Art

Provide an urban statement to heighten the prominence of the Blackburn Main Street. Complement the linkage of public art and design features envisaged for the Blackburn Main Street.

Priority:

High, as Albany Highway is a high public exposure route.

Funding:

Promote local business sponsorship, particularly the car yard businesses and MacDonalds.

NOTE: Encourage landowners/developers to provide public art and improved connection of spaces on Albany highway.

2. BLACKBURN MAIN STREET

Role:

A high quality public realm is required for the Blackburn Main Street in support of its central, urban connecting role. Public art is important to drawing attention to change and creating distinctive features, places and detail for pedestrian interest.



Location/Type/Scale:

Blackburn Street

Public art should be relatively small scale with detail that is visible at a walking pace.

Consider:

- Public art integrated into street furniture, given little available street space, though this should not take on merely decorative functions.
- A notice board for community events at the corner of Blackburn and Attfield Street.
- Pavement art.

Albany Highway - Bus Interchange

Corner spaces and buildings on the high public exposure routes provide opportunity to create a sense of arrival and draw people into the Town Centre. Large scale features will be an important factor in the effectiveness of art and architecture where high traffic volumes occur.

Theme:

Contemporary expression of local themes.

Design:

Design should complement the contemporary street furniture and paving treatments as shown in Section 1 Urban Style Guide.

Priority:

High, as Blackburn Street is the main focus to the regenerated Town Centre and pedestrian movement.

Funding:

City of Gosnells.



3. ORR STREET

Role:

Opportunity exists to create a small group gathering and rest space on Orr Street to complement and support the scope of activities within the Blackburn Main Street.

Orr Street is also an important local neighbourhood connecting street. Attention to detail and expression of community values is important upon this route.

Location/Type/Scale:

Public art should take the form of individually created seating at the intersection of Orr Street and Blackburn Main Street, on the relatively wide and shady south-west corner.

Theme:

Contemporary expression of local history, community and landscape.

Design:

A sculptural approach to seating and space shaping may be appropriate. Seating design should complement the suite of street furniture and contemporary finishes (as shown in Appendix 1 Urban Style Guide).

Priority:

High, as this location and public art type can provide much needed activity space for the Blackburn Main Street.

Funding:

City of Gosnells.



4. INTERCHANGE

Role:

The Bus Interchange and Maddington Train Station area is an important public facility that can generate considerable community activity. Urban focus is required at this pivotal urban junction in order to maximise this potential. The area is also important to achieving Town Centre integration.

Public art at the Bus Interchange, as for the Maddington Train Station, is particularly strategic to marketing change and attracting investment to the Town Centre.

In the short term public art is important to linking streetscape improvements at the Bus Interchange from the Blackburn Main Street and Albany Highway. In the longer term public art can support redevelopment objectives for the northern Town Centre area, where opportunity exists to create a highly visible public square with a seamlessly integrated station facility (refer to Section 3 Station-Oval Precinct).

Public art should assist in perceptually overcoming movement barriers, provide visual interest and detail to make the transient space attractive for commuters and other users.

Location/Type/Scale:

Public art should be provided in a number of locations (refer to Appendix 1 Bus Interchange Conceptual Streetscape Design Plan).

Consider:

- A landmark feature on the Blackburn Main Street end vista, perhaps as a free standing sculpture in the round-about, coupled with complementary sculpture in the round-about that is closer to Kelvin Road.
- A large visually prominent pedestrian rail crossing feature, perhaps an architectural gateway.
- Human scale sculptures in the extended footpath on either side of the bus shelters, perhaps as part of a series of rail related structures.
- Light art and feature lighting for night time vitality.



Theme:

Contemporary art to express new growth and change within Maddington, including local history, industry, landscape and transportation themes including sensory approaches that relate to the dynamic nature of the transportation interchange.

Design:

Public art should complement the contemporary Railway Station architecture and the Maddington Town Centre streetscape treatments (as shown in Section 1 Urban Style Guide).

Priority:

High, as this is a high public exposure site.

Funding:

Public Transport Authority Percent for Art Scheme contribution, and City of Gosnells.

5. DEVELOPMENTS

Role:

A rich body of public art and streetscape detail is required for the Town Centre to become a complex and interesting environment.

Developers should be encouraged to incorporate art in their proposals through the development process. A Percentage for Art Scheme should be promoted for more substantial developments (refer to Appendix 2 Public Art Strategy Report).

Location/Type/Scale:

Public art may occur in various forms including feature detailing in architecture, paths, spaces, gates and other structures.

The display of art work in areas visible from the street should also be encouraged.

Theme:

Creative diversity.

Design:

Architectural and streetscape integrity is encouraged.

Priority:

High, particularly for developments over \$4 million construction value.

Funding:

Private and corporate, including public authorities.



6. MADDINGTON TOWN SQUARE

Role:

A larger public gathering and rest space is required on the Blackburn Main Street to anchor pedestrian activity and movement in the shopping area.

The Town Square is most strategically placed at the “Centro” Shopping Centre, on the highly visible Blackburn Main Street end vista.

Location/Type/Scale:

The Town Square should form part of future shopping centre redevelopment, where new buildings provide a well defined space with strong street frontage. Public art may take many forms. Consider:

- Multimedia installations
- Special landscape design including water features
- Architectural features that provide focus and human scale
- Street furniture

Theme:

A variety of river related themes should be provided within the Town Square in support of River Precinct enhancement objectives (refer to Section 3 Townscape Improvement Briefs). River themes should also be incorporated in the redevelopment and refurbishment of the shopping centre.

Design:

The Town Square should form a striking end feature to the Blackburn Main Street vista. The space should complement and enrich its streetscape treatments, as shown in Section 1 Urban Style Guide, and be designed to accommodate a variety of activities.

Priority:

Medium-low depending on staging opportunities. While the Square is strategic to Town Centre regeneration, its establishment relies on shopping centre expansion or redevelopment that involves substantial investment.

Funding:

Private, or possible public:private partnership.





STATION-OVAL PRECINCT

RIVER PRECINCT

3

TOWNSCAPE IMPROVEMENT BRIEFS

STATION-OVAL PRECINCT

1. CIVIC CORE
Station Square – Oval Axis
2. AUSTRALIAN TECHNICAL
COLLEGE Entrance
3. KELVIN ROAD VISTA

RIVER PRECINCT

4. CIVIC CORE
Station Square – Oval Axis
 - 4.1 Recreation Strategy
 - 4.2 River Parkland and Gateway
 - 4.3 Burslem Drive Entry Feature
 - 4.4 TAFE Frontage
 - 4.5 Maddington Homestead
5. THE BRIDGES
 - 5.1 Burslem Drive Bridge
 - 5.2 New Footbridge
- Herbert Street Axis
6. ALBANY HIGHWAY GATEWAYS
 - 6.1 Tree Sculpture – Kenwick Link
 - 6.2 Vineyards – Rural Landscapes

Background

The first impression of the broader Maddington area is of low amenity and a lack of urban identity. This reflects on the poor sense of urban and environmental connection, orientation, and ability to relate to place, its history, community and general character.

Negative rather than positive aspects tend to dominate Maddington's urban identity, and within this context, an attractive Maddington Town Centre is difficult to imagine. An improved townscape framework would help overcome the stigma and strengthen a sense of place that:

- Creates a sense of what the future Town Centre will be like
- Anchors the Town Centre within the community's mental map of places
- Creates a niche for the Town Centre, that supports urban marketing and attracts new investment
- Extends regeneration benefits to adjoining areas
- Supports a number of other social, environmental and economic aspects

The Townscape Improvement Briefs identity strategic environmental enhancement projects for Maddington's Town Centre edges. These include areas, features and linkages that can most significantly improve the Town Centre's image, its perceived amenity and awareness of opportunities within.

This Section presents the Townscape Improvement Briefs as two precincts, the Station-Oval Precinct and River Precinct. Integrated design is encouraged at the precinct levels to maximise the impact of improvements and synergies between projects.

Each Brief highlights the public realm improvements required, providing a starting point from which more detailed project briefs can be developed.



The Maddington Town Centre's amenity will be enhanced through townscape improvements

- The Station-Oval Precinct will provide a high level of urban detailing and attractive transition between various land use and activity areas.
- The River Precinct will provide strengthened connection between the town centre and the river.

The Vision Plan, as developed from the MTC Enquiry by Design Workshop Outcomes Report (July 2004).

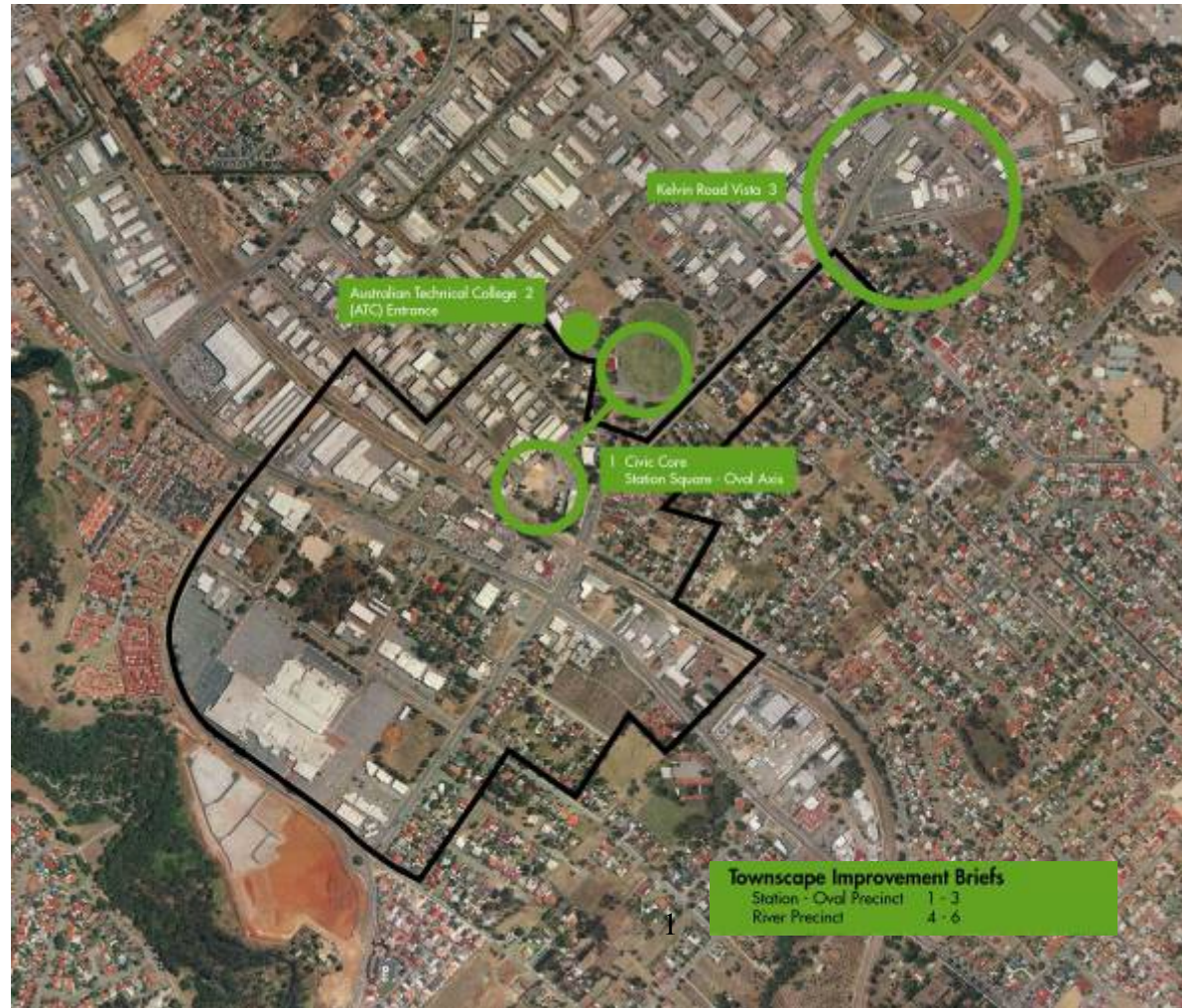
STATION-OVAL PRECINCT

A large area of publicly owned land north-east of the railway is earmarked for town centre development, where considerable development opportunity and impetus can be generated.

The following projects provide strategic urban design framing that transforms the industry dominated area into a dynamic townscape.

PROJECTS

1. CIVIC CORE
Station Square – Oval Axis
2. AUSTRALIAN TECHNICAL
COLLEGE (ATC) Entrance
3. KELVIN ROAD END VISTA



1 CIVIC CORE Station Square – Oval Axis

Role:

A sizeable redevelopment area, comprised of various publicly and privately owned sites, notably the City of Gosnells Operations Centre (depot), is located within the northern portion of the Town Centre. It requires a strong urban development vision that builds upon the area's strategic location and establishes a bold sense of place. For it to become a natural focus in Maddington, the vision will need to "open up" the area and provide an urban core that is easy to relate to and manoeuvre within. Key improvement opportunities include:

- Station Square (including a train station upgrade)
- Boulevard
- Oval-Foothills Vista

Public Realm Improvement Brief:

Establish a strong urban axis and amenity framework for high quality urban development (refer to Appendix 3 Station-Oval Precinct Development Objectives for a comprehensive overview).

This indication sketch shows what the area could be like.



1.1 Station Square

Achieve urban focus at the Station Square.

- Provide iconic architectural design for station buildings and structures to achieve dramatic focus within the Square. Ensure design treatments seamlessly integrate the station facility into the Square and perceptually minimise the barrier posed by the rail line.
- Create a public realm that encourages pedestrian gathering, provides rest opportunities and facilitates commuter movement.
- Provide public art that reinforces key visual and movement axis, enhances the Square's use scope, spatial qualities and complements the design theme of the redeveloped train station.
- Provide sufficient car parking to support day round vitality around the Square. Avoid parking domination of the space by distributing parking facilities throughout the wider urban area.

1.2 The Boulevard

Provide an attractively landscaped movement and activity corridor between the Station Square and the Oval

- Use large scale tree planting, possibly a double boulevard, to achieve a visually prominent streetscape, an attractive microclimate and an environmental corridor.
- Provide a linkage of pedestrian spaces and activity areas to encourage strolling. Include a range of street furniture, interactive sculptures and other features for pedestrian interest.
- Provide attractive linkage to the ATC.
- Provide on-street parking.

1.3 Oval-Foothills Vista

Create an attractive Boulevard end vista that achieves a heightened sense of amenity and recreational opportunity within the Town Centre.

- Frame the end vista with attractive architecture and distinctive landscaping.
- Develop a recreational plan that intensifies the Oval's recreational scope.
- Develop a landscaping plan that enhances the Oval's parkland quality.
 - Create an Oval Promenade on Kelvin Road for pedestrian linkage to the Town Centre.
 - Achieve landscape connection between the Oval and the main pedestrian entrance to the Australian Technical College.
- Develop an interrelated suite of public art and environmental interpretation for the Oval (formerly the historic Maddington Racecourse).

2 THE AUSTRALIAN TECHNICAL COLLEGE Entrance

Role:

The new Australian Technical College (ATC) will have an important role in supporting the area's vitality and image, particularly through activity and pedestrian linkage to the Civic Core (refer to Point 1 of this Section). The facility will also provide a fresh face to local industry through its modern stylisation, training and industry function.



Public Realm Improvement Brief:

Establish a positive interface to the ATC on all of its public fronts.

- Provide sculptural seating and other public art in the ATC forecourt near the main pedestrian link on Canning Park Avenue to encourage student gathering. Reflect the ATC's colourful contemporary design themes and forms.
- Promote an 'Artist in Residence' program at the ATC that collaborates with local industry to develop an interrelated suite of public art in local industrial landscapes, particularly along Alcoa Street and Lower Park Road.
- Provide landscape connection between the Oval and the ATC's main pedestrian entrance.
- Encourage broader community use of the ATC by locating facilities such as a bookshop and café near the main pedestrian entrance.

3 KELVIN ROAD VISTA

Role:

The busy Kelvin Road carries considerable through movement, industrial and residential traffic. The perception of Maddington from this road is that of industry domination, segregated uses and communities.

The road environment seems to lack human scale, urban hierarchy and environmental connection.

Opportunity to perceptually break the length and harshness of Kelvin Road exists at its intersection with Keera Court. Here a variation in the street grid has created a triangular street block that could form an attractive Kelvin Road end vista, as viewed from the Town Centre.

Enhancement of the nearby Westfield Street entry (a local neighbourhood connector) and attractive linkage to the extensive Peace Court Linear Park could also be achieved through integrated design.

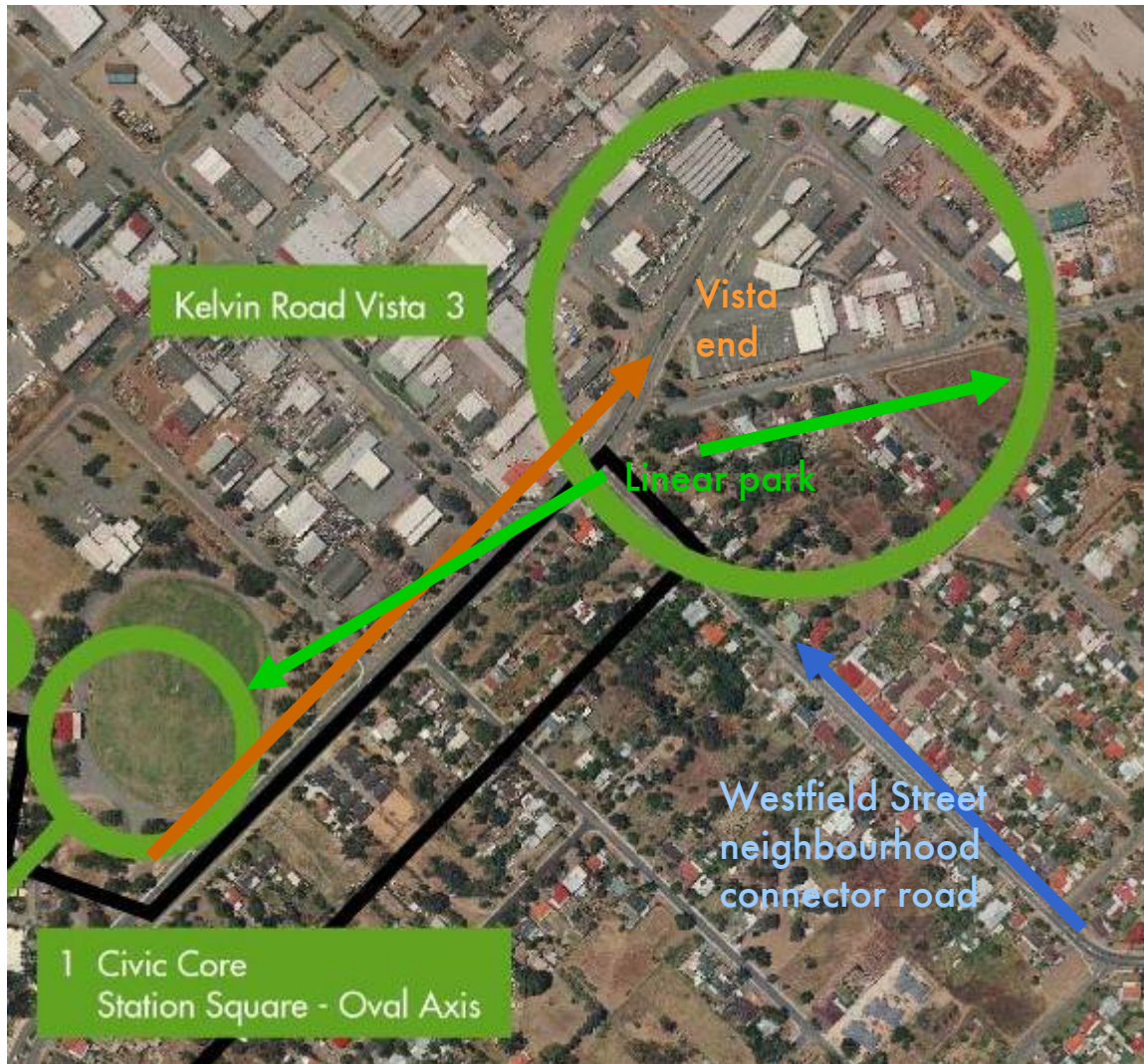
Public Realm Improvement Brief:

Develop an integrated landscape improvement plan for the critical urban junction.

- Mark the change in the urban axis with landscaping improvements on Kelvin Road between Stebbing Road, Maddington Road and Davison Street, including the street verges of intersecting streets.
- Provide a built form and landscape feature at the Kelvin Road/Keera Court end vista. Mass planting with tall growing broad canopied trees is likely to be effective in creating a strong skyline.
- Extend landscape improvements to Westfield Street to create a distinctive street entrance and gateway to the Peace Court Linear Park. Provide public art, seating and other facilities at the latter to encourage pedestrian use.
- Ensure future developments support the design objectives for these sites.
- Achieve landscape design integration with the Oval Promenade (outlined in Point 1.3 of this Section).

The MTC Vision Plan shows the Oval Promenade on Kelvin Road for pedestrian linkage to the Town Centre (see Point 1.3)





The linear park will extend across the Maddington suburb

RIVER PRECINCT

The Canning River and adjoining areas provide opportunity to establish an attractive townscape setting and activity focus for the Maddington Town Centre's core urban area.

The following projects provide a staged sequence of spaces and features that heighten awareness of local attributes and bring a sense of drama and townscape flow.

PROJECTS

- 4 CANNING – SOUTHERN RIVER ENHANCEMENT PLAN
 - 4.1 Recreation Strategy
 - 4.2 River Parkland and Gateway
 - 4.3 Attractive TAFE Frontage
 - 4.4 Maddington Homestead
- 5 THE BRIDGES
 - 5.1 Burslem Drive Bridge
 - 5.2 New Footbridge - Herbert Street Axis
- 6 ALBANY HIGHWAY GATEWAYS
 - 6.1 Tree Sculpture – Kenwick Link
 - 6.2 Vineyards – Rural Landscapes



4 CANNING – SOUTHERN RIVER ENHANCEMENT PLAN

Role:

The Canning and Southern Rivers are major landscape, heritage, natural and recreational assets that define Maddington's southern edge. The River adjoining TAFE, Thornlie Community Centre and the historic Maddington Homestead are key features within close proximity of the Town Centre.

Despite the potential of the area to contribute to the vitality of the Town Centre, the area appears unintegrated, particularly as viewed from Burslem Drive and the river foreshore recreational path.

Key improvement opportunities include:

- Foreshore Recreation
- River Parkland
- Burslem Drive – Entry Feature
- Attractive TAFE Frontage
- Maddington Homestead Focus

Public Realm Improvement Brief:

Develop an integrated foreshore strategy that establishes an unique townscape character and broadens the scope of activities for the Maddington Town Centre.

4.1 Recreation Strategy

Develop a recreation strategy for the river foreshore that links recreational opportunities, activities and movement systems to the Maddington Town Centre.

- Ensure integrated design consideration of both river banks, minimising visual, movement and activity barriers between key areas.
 - Create highly visible recreational nodes near the bridges.
 - Burslem Drive Bridge: provide a focus upon the Maddington Homestead and improved linkage to TAFE and the Gosnells Museum.
 - Footbridge off the Burslem Drive underpass/Herbert Street axis: utilise available recreational space on both sides of the river, including the Thornlie Community Centre and possibilities at the TAFE.
- NOTE: Refer to Point 5 of this Section
- Improve the legibility and connection of pedestrian/cyclist movement systems to the Town Centre.
 - Provide special design for critical linkages.
 - Formulate a way-finding and signage strategy.

NOTE: Maddington's recreation strategy should be developed within a broader regional river recreation strategy. The strategy should promote linkage between various town centre recreational opportunities and features, such as the Pioneer Park in the Gosnells Town Centre and river/wetland recreational possibilities in Kenwick.



4.2 River Parkland and Gateway

Prepare a landscape improvement plan for the Maddington Town Centre that accentuates the river setting.

- Create a grand landscaped southern entry into the Maddington Town Centre on Burslem Drive, from the Spencer Road/Corfield Street/Warton Road intersection to the TAFE campus and Canning River.
 - Extend the sense of the rolling river landscape to Burslem Drive.
 - Create a relatively open and inviting sequence of spaces that achieve visual connection to the River and a sense of progressive movement toward the Town Centre.
 - Use tall tree planting to create improved streetscape enclosure and landscape flow.
 - Extend landscaping improvements along Burslem Drive and Olga Road through to Albany Highway.
 - Promote pedestrian and cyclist movement by creating easily identifiable entries, pathways and facilities (seats, bins, lighting).
- Provide an entry feature on the north-east corner of the Spencer Road/Corfield Street/Burslem Drive/Warton Road intersection to heighten the visual impact of the grand River Parkland.
 - Provide a large scale landmark sculpture(s) that is highly visible from the intersection. The sculpture could relate to new bridge architecture (see Point 5 of this Section).
 - Achieve attractive public realm design near the sculpture and in associated spaces.
 - Remove signage and advertising clutter from the intersection.

Attractive TAFE Frontage

Strengthen TAFE's civic profile within the Maddington Town Centre.

- Enhance TAFE's building frontage onto Burslem Drive.
 - Consolidate future development on Burslem Drive, with two to three storey buildings that reinforce TAFE's contemporary architectural character.
 - Enhance the existing building entrance and pedestrian forecourt and improve their visibility from Burslem Drive.
 - Provide visual focus onto Burslem Drive through an attractive TAFE entry statement and specially designed large group bus waiting area. Provide a high standard of pedestrian facilities, paths and "wayfinding" signage.
 - Improve landscape flow
- Promote a Campus in a river/parkland setting by improving TAFE's frontage onto the Canning River foreshore.
 - Promote the openness of grounds by removing unnecessary fencing and replacing unsightly structures.
 - Encourage activity spill-over onto the river foreshore by providing rest and outdoor learning spaces.
 - Improve landscaping and path linkage.

4.3 Maddington Homestead Focus

Promote the heritage, environmental interpretation and recreational potential of the Maddington Homestead area (Note: The Homestead is privately owned).

- Ensure integrated consideration of the Homestead buildings, structures and landscapes.
- Promote a sense of living history through various subtle forms of environmental interpretation, design and activity.
- Ensure future design intervention is sensitive to the heritage context.
- Provide linkage to nearby recreational facilities and other heritage assets such as the Gosnells Museum (refer to Point 4.1 of this section).



5 THE BRIDGES

Role:

A theme of bridges in Maddington's townscape reflects the area's traditional association with the river, and provides a unique experience of the river environment. While not prominent, the bridge theme could be used to define a distinctive image for the Maddington Town Centre, particularly through the innovative design of bridges.

The Burslem Drive Bridge crossing of the Canning River is programmed for widening in 2011-12 by the City of Gosnells. The footbridge at the Burslem Drive underpass – Herbert Street axis, and pedestrian/cycle path connections at the town centre are substandard and require comprehensive redesign.

Being strategically placed on key movement routes and visual axes, the bridges have critical image setting potential and ability to promote river recreation opportunities (refer to Point 4 of this Section).

Public Realm Improvement Brief:

Promote innovative bridge design that enhances local environmental quality and provides a unique experience of the Maddington townscape through:

- Dynamic bridge structures
- High quality pedestrian realms
- Special bridge features such as viewing spots
- Conscious integration with adjoining spaces.

5.1 Burslem Drive Bridge

Mark entry into the Maddington Town Centre through the iconic design of the Burslem Drive Bridge.

- Provide a gateway statement that is sculptural, visually light and achieves open views to the river.
- Establish a well balanced pedestrian, cyclist and vehicular movement environment. Generous pedestrian spaces are important to achieving a sense of urban connection.
- Consider the many heritage and environmental interpretive possibilities in the design of the bridge and adjoining spaces. Of particular interpretative interest is the confluence of the Canning and Southern Rivers where up-stream brown and white soil bearing water mix to form "coffee" coloured water at the bridge.

5.2 New Footbridge – Herbert Street Axis

Construct a feature footbridge to replace existing pedestrian facilities.

- Provide a highly visible and safe route with many ground level connecting points. Footbridge connection should occur from Burslem Drive (street level), and possibly extend over Burslem Drive to Herbert Street. Consider bridge design options that include a sequence of linked structures.
- Consider a “tree tops” footbridge structure that “lightly” passes through and connects with the river landscape.
- Design a landmark sculptural bridge structure for visual interest, as viewed from the river foreshore and the Maddington Town Centre streets.
- Create a feature entrance that marks the end vista to Herbert Street (possibly on both sides of Burslem Drive).

- Create a bridge forecourt for pedestrian gathering, activity and viewing space.
- Assist the pedestrian crossing of Burslem Drive between the Town Centre, River and residential areas.



6 ALBANY HIGHWAY GATEWAYS

Role:

Albany Highway provides two distinctive gateways into the Maddington Town Centre.

The tree sculpture – Kenwick Link node on Albany Highway provides opportunity to strengthen river associations. The vineyards node at the bend in the road on Albany Highway (near the Kelvin / Olga Road intersection) highlights change between urban and agricultural landscapes.

Both are pivotal to achieving attractive transition into the Town Centre.

Public Realm Improvement Brief:

Coordinate the development and landscape enhancement of the gateway entries into the Maddington Town Centre.

6.1 Tree Sculpture – Kenwick Link

Consolidate river landscaping themes on the western approach to the Town Centre at the Kenwick Link – Albany Highway junction.

- Extend the river landscape across the intersection to achieve a unified design theme, improve streetscape enclosure and human scale.
- Regenerate the adjoining river foreshore reserve and accentuate the distinctive Paper Bark landscape theme.
- Consolidate verge landscaping along each of the intersecting streets, say up to 100m to achieve sufficient landscaping depth. Intensify tree planting along the full length of the Kenwick Link.
- Strengthen the visual impact of the tree sculpture.
 - Extend the sculpture's treed background and provide greater colour contrast through planting (Paper Barks may be effective).

- Transform the unsightly pump station near "Bunnings" into an attractive public art feature that continues the sculpture's mosaic theme. Remove fencing and other visual clutter to improve the sense of spaciousness at the corner.
- Introduce a feature lighting scheme for the tree sculpture, its treed background and other features within the node.



6.2 Vineyards-Rural Landscapes

Reinforce the attractive country town feel of the eastern approach to the Maddington Town Centre (the attractive historic and agricultural character of the area is one-of-a kind in urban Perth).

- Develop a streetscape enhancement strategy for Albany Highway, from the Gosnells Town Centre through to the Maddington Town Centre.
 - Protect and enhance rural landscapes, features and view lines to character buildings, structures, bridges, and landscapes (foreground and background planting).
 - Ensure new development is complementary.
- Ensure attractive development in the area between the bend on Albany Highway near the intersection of Olga and Kelvin Roads.
- Maintain the vineyard planting and structures along the Albany Highway frontage (say 5-10m depth) and provide a treed backdrop that minimises the visual impact of future development.
- Conserve the iconic small wine sales building and associated trees, if possible (NOTE: Road widening envisaged for this section of road should avoid detrimentally impacting upon the City of Gosnells Municipal Heritage Inventory listed building).
- Enhance the adjoining node of buildings and spaces through complementary development.
 - Maintain the characteristic abrupt transition between the rural landscape and urban edge.
 - Reinforce the diverse, tight knit human scale of the urban fabric
 - Reinforce the node with appropriate landscaping.
 - Promote activity within the node that provides a sense of living rural history, for instance a growers market would relate to the area's productive tradition.

