

5 Register of significant public places and draft citations

Roads

No.	Location	Extent
1.	Anzac Highway	West Terrace to Colley Terrace
2.	Burbridge Road - Sir Donald Bradman Drive – Grote Street – Wakefield Street – Wakefield Road	Seaview Road to Dequettville Terrace
3.	Cross Road	Anzac Highway to Portrush Road
4.	Glen Osmond Road - Adelaide to Crafers Freeway	South Terrace to Bald Hills Road
5.	Main North Road – Port Wakefield Road	Robe Terrace to Waterloo Corner Road
6.	Northcote Terrace - North East Road	Robe Terrace to Montague Road
7.	North Terrace	West Terrace to Hackney Road
8.	Nottage Terrace	Main North Road to North East Road
9.	Park Terrace – Fitzroy Terrace – Robe Terrace – Hackney Road – Dequettville Terrace – Fullarton Road	Port Road to Glen Osmond Road
10.	Port Road – Commercial Road	North Terrace to St Vincent Street
11.	Southern Expressway	Main South Road at Bedford Park to Main South Road and Hackham
12.	South Road – Main South Road	Grand Junction Road to Justs Road
13.	West Terrace – Goodwood Road – fiveash Drive – Ayliffes Road	North Terrace to Main South Road

Nodes

No.	Location	Extent
14.	The 'Gateway', intersection of Glen Osmond Road, Portrush Road and Cross Road	As defined in citation
15.	Gepps Cross intersection	As defined in citation
16.	Main South Road -Southern Expressway junction at Bedford Park	Intersection and surrounding buildings to a maximum distance of 500 m from the mid point

Vantage points

No.	Location	Extent
17.	Mt Lofty Lookout	To be defined
18.	Windy Point	To be defined

Examples of draft citations to a possible register of significant public places

SOUTH AUSTRALIAN GOVERNMENT

Register of significant public places

Name of place to be registered

Glen Osmond Gateway

Section A

Level of significance: State
Date of registration: 1 January 2004
Accession number: 0015

Section B

Summary statement (not more than fifty words)

The Glen Osmond Gateway forms a dramatic introduction to the Adelaide urban area. A major traffic node positioned at the transition between the plains and the hills, it offers views across the plains to the sea, and is framed by plants and materials indicative of the area and its climate.

Section C

Exact area to be listed (show as map):



Section D

Qualities that lend significance (whether actual or potential)

- Major role within the region's movement system
- Visible from a distance
- A construction or form that typifies the region or is rare
- A use or association that typifies the region or is rare and is valued by the community
- Extensive views
- Strong spatial experience of a type that is unusual in the region

Section E

Characteristics or elements to be retained or enhanced

- The view across the Adelaide Plains to the Gulf of St Vincent
- The view across the Adelaide Plains to Torrens Island and the Torrens Island Electricity Generation Plant chimneys
- High volumes of traffic
- At least three legs to the intersection
- Release of a strong sense of confinement in the route through the western escarpment of the Adelaide Hills
- Visual dominance of vegetation on the hills side of Cross and Portrush Roads, and buildings on the plains side
- Materials typical of Adelaide
- Plants typical of the Mediterranean climate
- A strong sense of the history of this place as a gateway
- Architecture using vernacular materials and compositions extraordinarily well
- Time in the appropriate position to appreciate the panorama.

Section F

Characteristics or elements to be removed or diminished

- Street furniture, signs and trees blocking the long views
- Advertising signs
- Ordinary architecture

Section G

Description and analysis (prose text)

The Glen Osmond Gateway is an intersection long recognised for its strategic importance. It is formed by the intersection of Cross and Portrush Roads with Glen Osmond Road and the route to the east through the Hills. The intersection is elevated above the Plains at the interface of Adelaide's strong grid layout with the foot of the 'Hills'. It allows views to the sea and the north as well as long views across the metropolitan area. The intersection has most important roles therefore as an introduction to Adelaide and as a marker in metropolitan transits.

The intersection has been steadily enlarged to cope with increasing traffic. Its most recent transformation continues early recognition of the importance of this route into the 'Hills' and beyond. It is a place where holidays often began or ended beneath the canopy of an ancient gum tree (now removed). It is a place where the Tollgate of

1841, South Australia's oldest transport artefact, and the most recent are juxtaposed in a continuing dialogue of departure and arrival

The kinetic experience of this place as a defined 'gateway' derives from its topographical confinement. It is in sharp contrast with the more diluted sense of arrival at the City from both the north and south. The arrival experience at Glen Osmond has been enhanced by the recent public works achieved through the collaboration of artists, engineers, architects, private owners and Government. These works have harnessed the intensity of transition from a freeway and largely rural experience to an urban environment that commences less than 300m from the intersection

The sudden discovery and surprising immediacy of the City at this intersection has been creatively expressed in deliberately designed elements that heighten the experience of not just arrival but also its anticipation. Significant attention has been given to heralding the intersection through the design of walling, lighting and landscaping and even bus stops. The fountain and public art flanking Glen Osmond Road act as portals to the main route to the city centre.

The effect of these elements and their distribution is given greater depth by the selection of materials and species for landscaping. The use of limestone and bluestone introduces materials characteristic of the local vernacular while the choice of Italian Cypress within wall niches reinforces the context and silhouette of the convent garden beyond, both neatly summarising the Mediterranean climate and building staples of Adelaide.

The scope of the works, such attention to detail and the integrity of the whole dramatise the transitions that occur within and in close proximity to the intersection. However, the exposure of the Mobil service station and lack of reinforcement along the boundary with the Anglican Church limit the Gateway experience and comprise opportunities for the future.

SOUTH AUSTRALIAN GOVERNMENT

Register of significant public places

Name of place to be registered

Gepps Cross Gateway

Section A

Level of significance: State
Date of registration: 1 January 2004
Accession number: 0016

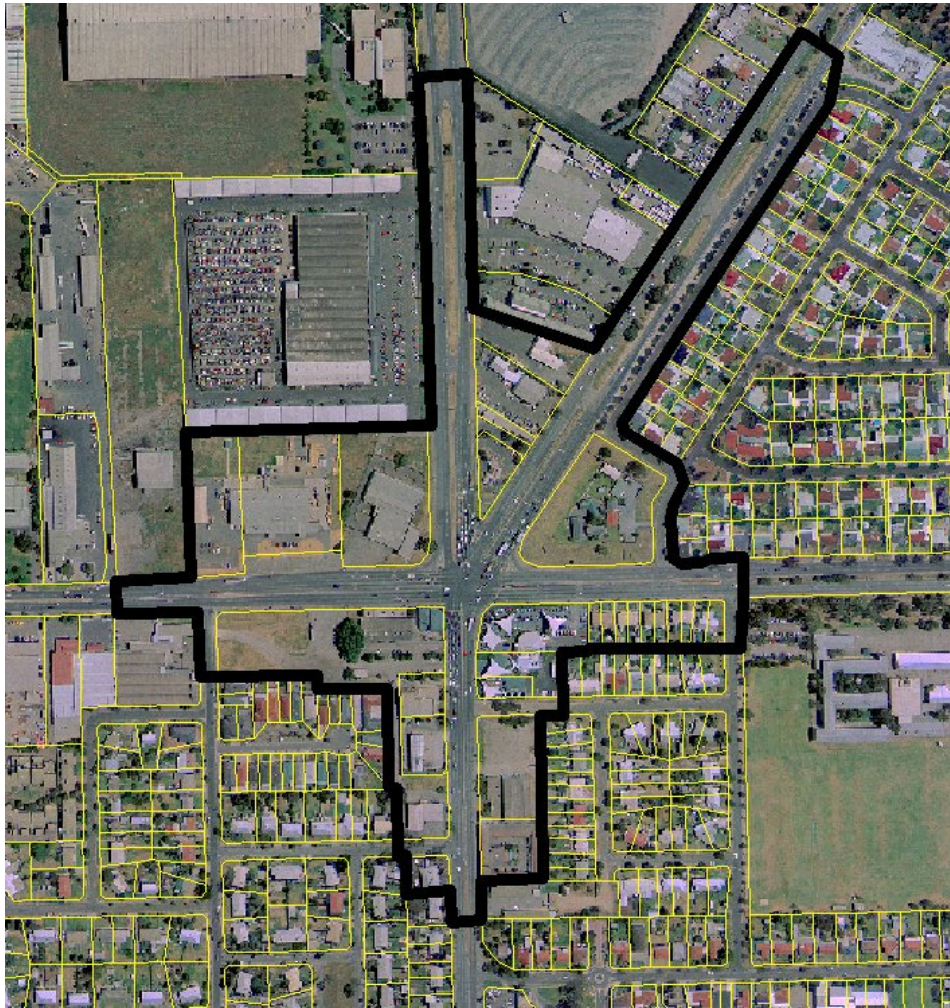
Section B

Summary statement (not more than fifty words)

Gepps Cross has place status not simply as a major traffic node but as a specifically named entity. The true potential of its significance lies in the focus for two major routes occurring at the interface of Light's north-aligned road grid and the later layout of the northern suburbs canted to the more easterly alignment of Main North Road.

Section C

EXACT AREA TO BE LISTED (SHOW AS MAP):



Section D

Qualities that lend significance (whether actual or potential)

- Major role within the region's movement system
- Landmark for the region
- Construction/ Forms that exemplifies the region
- Use /Association that is rare in the region and valued by the community
- Extensive views
- Strong spatial experience of a type that is unusual in the region

Section E

Characteristics or elements to be retained or enhanced

- The focus of Port Wakefield and Main North Roads, main entrances from the north
- The under-lying contrasts of less intensively built-up areas north of Grand Junction Road as compared with the more closely developed areas on its southern side
- The scale and lack of set back of the Gepps Cross Hotel and its enhancement by creating built form of complementary scale and set-back for the car sale site opposite
- High volumes of traffic
- A sense of arrival from Main North Road being funnelled on the oblique into the more intensively urban area
- The north-easterly leg of Main North Road north of its intersection with Grand Junction Road being prioritised in the event of a major traffic management scheme for this intersection
- Enhance the public realm and movement experience with built form and public art to define the gateway and dramatise the sense of arrival
- Built form with higher density/scale and no/little set-backs to roadways south of the southern side of Grand Junction Road within the defined area
- Built form with lower scale and densities north of Grand Junction Road to be complemented by quality landscaping to define the formal characteristics of the place.

Section F

Characteristics or elements to be removed or diminished

- Advertising and directional signage
- No introduction to materials or landscaping typical of the Adelaide vernacular or climate typical of Adelaide
- Little sense of the history of this place as a gateway
- Public realm of poor quality

Section G

Description and analysis (prose text)

Gepps Cross lacks the panoramic appeal of southern approaches to central Adelaide or the dramatic sudden sense of arrival at the Glen Osmond Gateway. Gepps Cross remains the focus of two main approaches from the north, but the retention of its historical name fails to be reinforced by any real sense of growth and transformation of this node over time or its strategic importance to the City's movement systems.

The townscape potential of this intersection lies in its recognition and future transformation as a northern gateway to central Adelaide and a civic place in its own right. The catalyst for such a transformation lies in the reason for its original naming and purpose as a major crossing point.

Its formal qualities reside in the manner in which it is the focus for two main northern routes and the fact that this focal point lies on Grand Junction Road, at the original threshold of the suburbs and the country. Gepps Cross has the added drama of being at the pivot point for northern grids in this locality that are canted away from the cardinal points of Light's survey to align with Main North Road.

Several policies are therefore framed by the latent potential of this intersection to guide its transformation as a place with some civic dimension.

- 'entrance' and 'edge' qualities are unlikely to be enhanced by grade separated traffic management.
- creation of a sense of place may well spring from an alternative to signalling such as circulation about a 'square' or roundabout.
- if the prioritisation of routes is needed to reduce the number of roads entering the intersection, then the Main North Road route should be retained to preserve the drama of entry on the oblique referred to earlier.
- consistent with the policy content of the local development plan, buildings south of Grand Junction Road within the defined area should reinforce the scale and lack of setback of the Gepps Cross Hotel. Buildings north of Grand Junction Road should be of a lower scale and set behind formal planted screens aligned with the road reserve
- the formal and axial aspects of this intersection can be effectively reinforced by the deliberate use of materials that mark something of the local climate and vernacular of the region. The use of red and cream brick for example and plantings of callitris priesii, could be part of the built form and public art used symbolically to transform the character, meaning and sense of place augmenting its traffic functions with themes of edge and entrance and new gateway qualities.