



**PRINCE HENRY SITE
AT
LITTLE BAY**

ROAD NAMING PROPOSAL

Prepared by
Margaret Betteridge
of **MUSE***cape* Pty Ltd
on behalf of Landcom
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1. INTRODUCTION

1.1. MISSION

The Prince Henry site is currently being redeveloped by the NSW Government's land development agency, Landcom, for residential and community use. The site has been gazetted by the NSW Government as an item of State significance and added to the NSW State Heritage Register, in recognition of the importance of its natural, aboriginal and cultural values. Randwick City Council endorsed The Prince Henry Masterplan¹, which established the framework for the site redevelopment. The Amended Masterplan, adopted by Randwick City Council in 2003, is supported by the Conservation Management Plan (CMP) for the site.² The CMP (which has been endorsed by the NSW Heritage Office) has developed guidelines and policies for the conservation and interpretation of significant features on the Prince Henry site. One of the features identified as having significance is the original network of roads which evolved over the hospital's 120 year history as a response to the expansion and development of the site. A separate document, Prince Henry Site, Roads Network, Specific Elements Conservation Policy, was prepared by heritage consultants Godden Mackay Logan in 2003 and establishes the significance of the road network (both for its surviving fabric and for its layout) and the naming of the roads and their importance as part of the interpretation of the site.

A network of roads is required to service the redevelopment. The existing system provides a base framework and relates to the retention of a number of significant buildings and features which have been preserved on the site. This network also helps to identify the various phases of development and is an important part of the tangible evidence of the continual use and adaptation of the site since 1881. All of these roads have previously been classified as private roads. Eight of them exist in their original form or part thereof and are not subject to any re-alignment, and only one has been deleted in the redevelopment of the site. Six roads require some re-alignment and two have been created as a consequence of the proposed redevelopment.

The foundation for the new roads proposal respects the significance of the original road layout and naming, and adds new elements where required. It should be noted that previous road re-alignments on the site have always retained their original names.

All public roads within the municipality of Randwick City Council are required to be named, in compliance with statutory provisions under NSW legislation relating to the naming of roads.

¹ Prince Henry Masterplan, PTW Architects for Landcom, 2 September 2001, amended February, 2003

² Prince Henry Site Little Bay Conservation Management Plan, Godden Mackay Logan, May 2002, amended February 2003

As part of the redevelopment of the former hospital site, new public open space is also being created for community use and for the benefit of the new residential population. Public parks which will be subject to future management by Randwick City Council also require naming.

The process of community consultation is important in determining that the names proposed for roads and parks are relevant and significant to the area and to the history of the site. A meeting of community representatives held on site in November 2005 as part of the development of this proposal developed some principles for a road naming strategy and provided some guidance which can be considered when further opportunities for naming parks and private roads under the management of the future trust arise as the projects develops.

1.2 PRINCIPLES

The following principles which are appropriate to apply to the naming of roads on the Prince Henry site and were established through community consultation are as follows :

- Road names must comply with the guidelines established by the NSW Geographical Names Board, which supports road names which have local relevance and significance, and Aboriginal names. The Board does not encourage the use of road names of living persons;
- The time frame for resolving road naming has a critical path which is relevant to the submission of the subdivision Development Application to Randwick City Council;
- Road naming decisions are required to be developed through a consultative process;
- The naming of roads must have integrity and a sound philosophy;
- Road names must respect the heritage values of the site as identified by the NSW Heritage Office and must conform to the Conservation Management Policy;
- Road naming on the site has evolved over the years in response to the development of the site and the road names have been retained and adapted to new roads;
- Road naming should recognize all phases of site history including the significant and continuing Aboriginal association with the site;
- The alphabetical system has been used continuously since the 1960s at a time of great expansion on the site which created a need to identify locations of facilities for vehicular traffic, patients and visitors;

- Medical names used for road names at Prince Henry have a significant association with medical activities on the site;
- The relationship of existing names to the broader local community should be acknowledged;
- Years on, when the direct memory of Prince Henry as a hospital site has faded, the medical names will be a tangible link with the history of the site;
- Road names used at Prince Henry are an interesting feature of the site and are important as an interpretive tool, as part of the overall interpretation of the site, identified in the Interpretation Strategy³
- The existing names should be kept as a heritage items, and distinguished from new road names using different signage;
- There are many names significant to the history of the site. Road naming is one aspect of many naming opportunities on the site. A name bank of suggestions arising from the meeting has been incorporated into the Interpretive Strategy for future use by developers and the future trust management.

³ Prince Henry Site at Little Bay Interpretive Strategy, MUSEcape Pty Ltd, November 2004

1.3 AUTHORSHIP

This report has been prepared by Margaret Betteridge, Director, **MUSEcape** Pty Ltd at the request of Landcom. This study is the result of extensive historical research using the resources of the Local History Collection housed in the Bowen Library, Randwick City Council; and the archives of the Prince Henry Hospital Trained Nurses' Association, Prince of Wales Hospital, State Records NSW and the State Library of NSW. The recommendations have been developed using the conservation policies developed by Godden Mackay Logan in their Conservation and Management Plan for the Prince Henry site at Little Bay, endorsed by the NSW State Heritage Office in 2003; and the Specific Elements Conservation Policy for the Roads Network, 2003. The road naming proposal has been developed as an integral component of the Interpretive Strategy for the Prince Henry site.

1.4 ACKNOWLEDGEMENTS

The author wishes to acknowledge the assistance of Helen Deegan and Jennifer Sweeney of Landcom; Dave Ingrey from the Metropolitan Land Council (La Perouse); Susan Dyker and Sean Williams of Godden Mackay Logan, Diane Jones of PTW Architects and Graham Lee and Aidan Nyhan of Ladd Hudson Architects in the preparation of this report. Kathy Jones of Kathy Jones and Associates facilitated the community consultation on 12 November 2004 in which representatives of the major stakeholders and local precinct, aboriginal, medical and nursing organizations participated.

2. ROADS

2.1 BACKGROUND

The site is currently serviced by a pre-existing road network. The evolution of this network began in 1881 following the establishment of the Coast Hospital, which was originally for the treatment of smallpox patients and the isolation of people in contact with sufferers. The first road to be developed was the main track into the hospital (now Pine Avenue) which can be identified on an 1883 map of the site.

The creation of subsequent roads throughout the late 19th and during the 20th century followed the development of the site as the hospital expanded. Their layout at first reflected the segregation of medical activities into specific areas, and later, the dominance of vehicular modes of transport around the site. The need to be able to identify exact locations of specific facilities for staff, patients and visitors became important. To achieve efficient service delivery, rapid transit through the sprawling hospital campus relied on a good road network and ease of identification of facilities. Figure 1

From the 1930s the road network was altered through minor closures, terminations and re-alignments, which reflected the rationalization and consolidation of the site. It is interesting to note however, that each time a road was re-aligned or re-oriented, it retained its original name. Figure 2



Figure 1 : Map of the Coast Hospital site, 1883
 Reproduced from Boughton, C. *The Coast Chronicle*, 1963

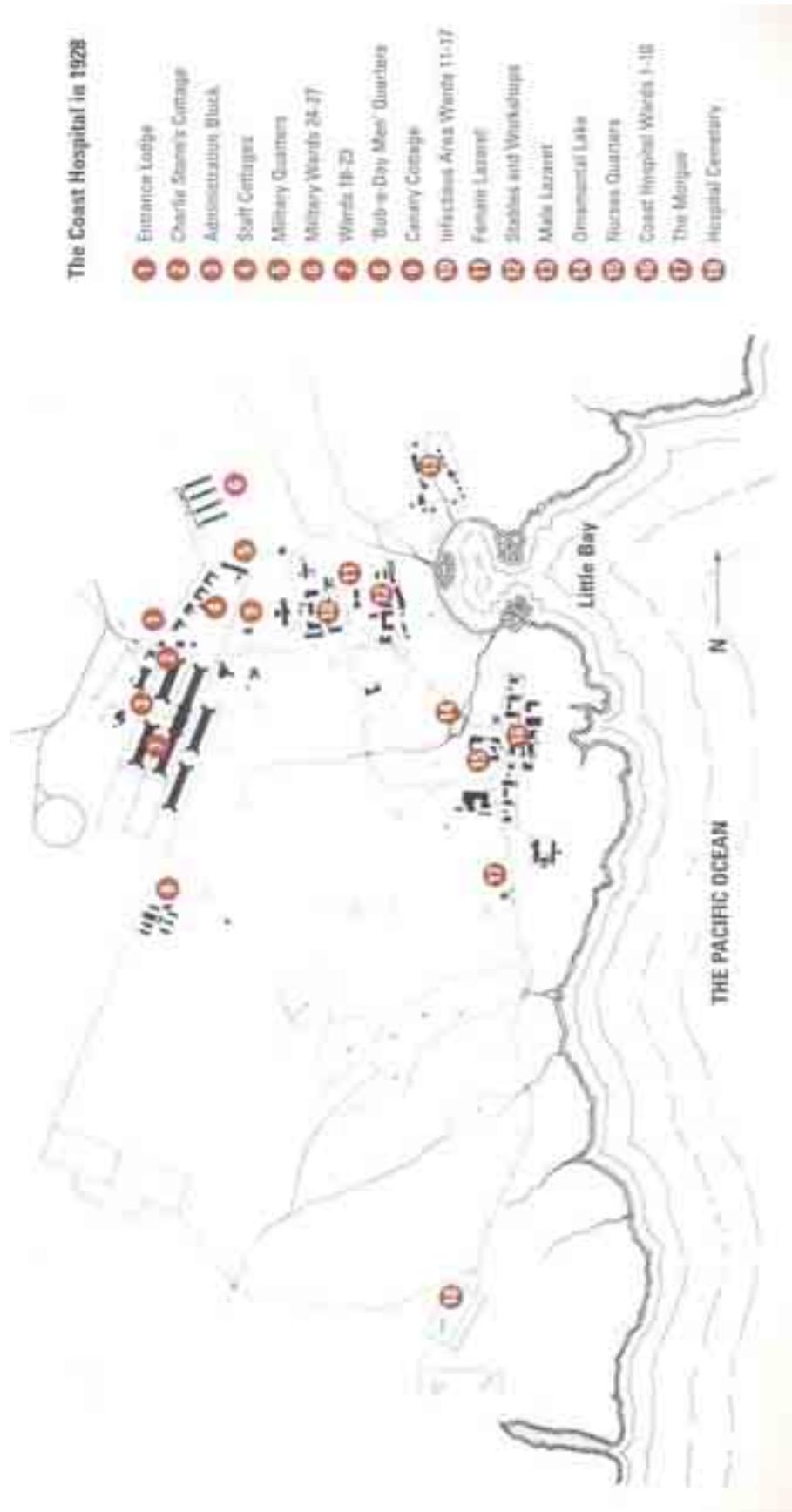


Figure 2 : Map of Coast Hospital site, 1928
 Reproduced from Boughton, C. *The Coast Chronicle*, 1963

2.2 SIGNIFICANCE

The existing road network has been identified in the Prince Henry Site at Little Bay Specific Elements Conservation Policy⁴ as having significance as evidence of the various phases of hospital development and expansion and reflecting changing attitudes to health care. Where possible, existing roads will retain their physical features such as width, levels and alignments and their fabric including washed aggregate concrete or asphaltic concrete and stone kerbing. Retention of these historical features will mean that the original roads can continue to access significant buildings and structures on the site and as original historical fabric, will enhance interpretation the hospital layout and use of the site.

2.3 CURRENT STATUS

The existing road network on the Prince Henry site is classified as private, having been built for hospital use, within the designated hospital site, under the direction of the NSW Department of Health. As part of the upgrading of the road network to public status in compliance with the requirements of Randwick City Council, the roads on the site require naming. The existing road nomenclature is currently not recognized by the Geographical Names Board of NSW.

2.4 REQUIREMENTS

The naming of roads in New South Wales is subject to a set of standard procedures designed to ensure that a consistent approach is applied, particularly in respect of the needs of emergency services, transport and goods delivery requirements; and to provide opportunities for more formal community consultation.

Under NSW State legislation the naming of roads must comply with the provisions of *The Roads Act 1993 – Section 162* in respect of the authority for the naming of roads. For the Prince Henry site, this authority is Randwick City Council. *The Roads (General) Regulation 2000* Division 2⁵ sets out the procedures to be followed when naming roads. These procedures are attached at Appendix 1.

Under the provisions of the Geographical Names Act 1966 No 13, the Geographical Names Board is required to receive notification of all road naming

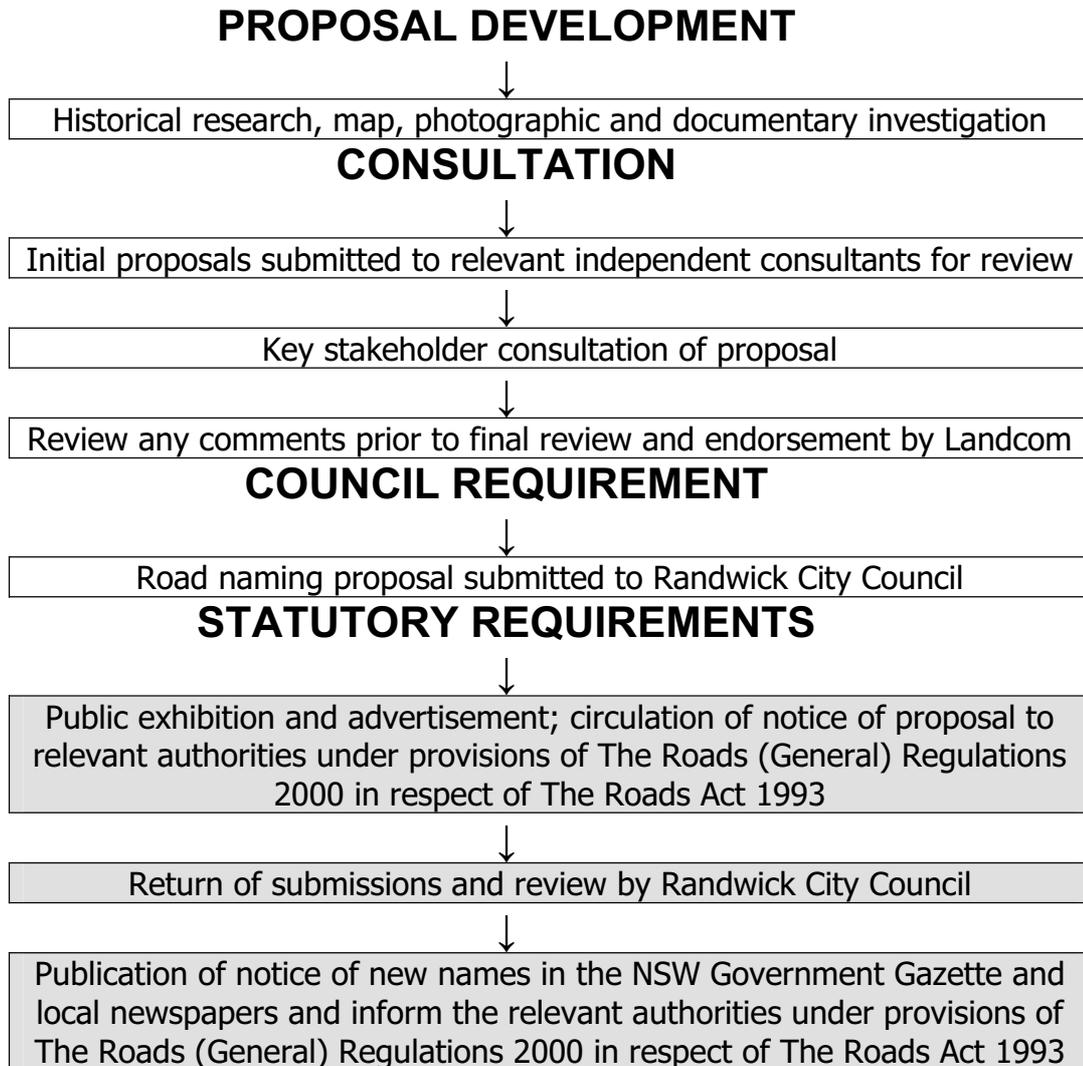
⁴ Prince Henry Site at Little Bay, Specific Elements Conservation Policy, Road Network, Godden Mackay Logan, 2003

⁵ The Roads (General) Regulation 2000 in NSW Government Gazette No 112 Part 2 Division 2

proposals. Guidelines issued by the Geographical Names Board are attached at Appendix 2.

2.5 PROCEDURE

The process for naming the roads on the Prince Henry site is as follows:



2.6 ROAD NAMING

The surviving roads on the Prince Henry site are primary evidence of the former layout of the hospital site. Their names are associated with features of the landscape and the site, and with medical personalities whose discoveries and contributions to the treatment and care of the sick have been significant. The alphabetical nomenclature of the road system is thought to have been introduced circa 1960s and is considered to be significant as evidence of a considered rationale and site plan.⁶

2.7 EXISTING NOMENCLATURE

The existing road nomenclature has been widely used for over forty years and is well accepted. It has been depicted on site plans since the late 1960s has been published in various sources including hospital brochures and admissions booklets for over thirty years, and more recently in Sydney street directories as an inset map of the Prince Henry site. Figures 3 and 4. Only one, Addison Road, which provided access to the Chief Medical Superintendent's private residence, no longer exists. This name could be returned to the name bank for future use.

2.8 INTERPRETATION

The road names are an important interpretive device for a number of reasons and are an important tool in understanding and interpreting the site. The first roads in 1881 were simply sandy tracks, but by 1886, Charles Moore, Superintendent of the Botanic Gardens, was supervising the landscaping works and planting an avenue of Norfolk Island Pines along the main avenue down the hill towards the coast where the first phase of the hospital development was located. His efforts no doubt helped to reduce the grim, windswept and forlorn landscape which met the original smallpox victims.

With the completion of six of the proposed twenty Flowers Wards, a rectangular grid pattern of roads had developed. As more sites were built on and developed, and the size of the hospital grew, motorized transport around the site became a feature. To identify locations and direct patients to particular facilities, a system of naming would have been required. Exactly when this was implemented is not clear, but certainly by the 1960s, an alphabetical system of road names had been established and was published on hospital maps and in street directories.

Names for the roads showed more imagination than just simply naming them numerically (eg. 1\First, Second Third Avenue etc), or after buildings and

⁶The first of the alphabetical series, Addison Road, which was essentially a private road to the former medical administrators' residences, has been deleted.

facilities (X-ray, Administration, or Outpatients Road). The road naming system is clear, considered and well thought out, probably by the practical hospital administration in consultation with analytical minds of medical staff. Significant medical personalities, alphabetically organized, were chosen, adding a little prestige and gravitas to the site. Interestingly, many of the names are significant to the specialty medicine areas at Prince Henry, including deep X ray, renal medicine, cardiology, infectious disease and represent leaders in the disciplines and medical fields for which Prince Henry Hospital was renowned.



THE PRINCE HENRY HOSPITAL

STREETS

- EXTERNAL**
- A. Anzac Parade
- INTERNAL**
- B. Addison Avenue (Private)
 - C. Pines Avenue
 - D. Jenner Street
 - E. Newton Street
 - F. Lister Avenue
 - G. Mayo Street
 - H. Pavilion Drive
 - I. Brodie Avenue
 - J. Curie Avenue
 - K. Fleming Street
 - L. Darwin Avenue
 - M. Ewing Avenue
 - N. Gulf Street
 - O. Harvey Street.

BUILDINGS

- 1. Maintenance Workshops
- 2. General Stores
- 3. Stores Office
- 4. Kiosk
- 5. Ward 11
- 6. Pathology Department
- 7. Administration and Out-patients Department Building
- 8. Pharmacy Annex
- 9. Child Minding Centre and Kindergarten
- 10. Chief Executive Officer's Residence
- 11. Watson Dickson Nurses' Home
- 12. Staff Residences
- 13. Main Entrance - Nurses Homes
- 14. Watson McKeivn Nurses Homes
- 15. Old Water Tower
- 16. Ward 1 - The Prince Henry Hospital Auxiliary Ward
- 17. Ward 2
- 18. R.J. Heffron House
- 19. Clinical Sciences Building
- 20. Ward 3
- 21. Ward 4
- 22. 'B' Block
- 23. F.B. Marks Pavilion
- 24. Institute of Tropical Medicine
- 25. Lecture Hall
- 26. Department of Social Work
- 27. Sewing Room
- 28. Department of Urology
- 29. Ward 5
- 30. Ward 6
- 31. Pines Cottage
- 32. General Kitchens
- 33. Cafeteria
- 34. Covered Way
- 35. General Operating Theatres (1st Floor)
- Central Sterile Supply Department (Ground Floor)
- Blood Bank (Ground Floor)
- 36. Department of Radiology (X-Rays)
- 37. Department of Rehabilitation Medicine
- 38. Psychiatric Unit
- 39. School of Nursing
- 40. Laundry
- 41. Boiler House
- 42. Resident Medical Officers Quarters
- 43. Coast Chapel

Figure 3 : Map of Prince Henry Hospital site, circa late 1960s



Figure 4 : Street directory entry for Prince Henry Hospital
UBD City Link 9th edition, 1997

The existing road names are as follows :

STREET NAME	HISTORICAL BACKGROUND AND SIGNIFICANCE
<i>PINE AVENUE</i>	Established as the main track through the site in 1881, documented on a plan in 1883; re-aligned and planted with Norfolk Island pine trees in 1886 under the direction of Charles Moore, Superintendent of the Botanic Gardens. Marked on early photographs as Avenue, then Main Avenue and documented as Pine Avenue (cite GML evidence), variously Pine Drive and Pine Avenue (Cordia) and recorded on published hospital maps from late 1960s and in Sydney street directories as Pines Avenue.
<i>PAVILION DRIVE</i>	Remnant of original loop road, circa 1920s, which provided access to original "pavilion wards", constructed as separate but connecting buildings with wide verandas, in timber and iron, in late 1881 along the Nightingale principle that fresh, circulating air was beneficial to patient treatment, particularly for infectious disease. It is proposed that Pavilion Drive now extend from near the intersection of Mayo Street and Lister Avenue through to Pine Avenue.
<i>COAST HOSPITAL ROAD</i>	Coast Hospital Road which at one time provided access to the Ambulance Corps, is all that remains to denote the link with the name of the original hospital – Coast Hospital, and is important to retain.
<i>BRODIE AVENUE</i>	Created circa 1915 and associated with the Flowers Ward precinct, the road is named after Sir Benjamin Collins Brodie, English surgeon, 1783-1862, a highly respected diagnostician, who published major research on pathological and surgical observations on diseases of joints, recognized infection as the cause of childrens' hip disorders, and pioneered surgery on varicose veins.
<i>CURIE AVENUE</i>	Created circa 1915 and associated with the Flowers Ward precinct, the road is named after Pierre 1859-1906; and Marie 1867-1934, French physicists, who pioneered research on radioactivity which led to discovery of radioactive elements and their application to medical technology, including X-rays. Prince Henry Hospital (as the Coast Hospital) was an early leader in the use of deep X-ray treatment, particularly in the diagnosis and treatment of cancer, establishing its first facility in 1924.

<i>DARWIN AVENUE</i>	Created circa 1915 and associated with the Flowers Ward precinct, the road is named after Sir Charles Darwin, British naturalist 1809-1892, revolutionized the science of biology with the theory of evolution through the process of natural selection. Darwin's theory underpins modern science.
<i>EWING AVENUE</i>	Created circa 1915 and associated with the Flowers Ward precinct, the road is named after James Ewing, American pathologist, 1866-1943, first Professor of Pathology at Cornell University, after whom Ewing's sarcoma (primary tumour in the bone) is named, having identified the tumour to be distinct from lymphoma and other types of cancer, among the first to pioneer radiotherapy in the treatment of cancer. Dr Herbert Moran, honorary radiologist at Prince Henry Hospital in the 1930s was among its early practitioners.
<i>FLEMING STREET</i>	Created circa 1915 and associated with the Flowers Ward precinct, the road is named after Sir Alexander Fleming, English bacteriologist, 1881-1955, who discovered penicillin, the substance which is effective in halting the growth of bacteria. In the treatment of infectious disease, for which the Coast and later Prince Henry Hospital specialized, Fleming's discovery made a significant impact on treatment.
<i>GULL STREET</i>	Created circa 1915, (later modified in 1937) and associated with the Flowers Ward precinct, the road is named after Sir William Withey Gull, English physician, 1816-1890, a noted clinical teacher and physician at Guy's Hospital, London; physician to Queen Victoria; who contributed to study of adult cretinism, anorexia nervosa and kidney disease.
<i>HARVEY STREET</i>	Created circa 1915 and associated with the Flowers Ward precinct, the road is named after William Harvey, English physician, 1578-1657, who theorized and confirmed the way blood circulates in the human body, and the propulsion of the heart in moving blood. Retention of the name Harvey Street as a link with the cardiac speciality at Prince Henry Hospital for the new alignment is considered to be important.

<i>JENNER STREET</i>	Named after Edward Jenner, English surgeon, 1749-1823, who developed a practical vaccine against smallpox following observations about the immunity of milkmaids to cowpox. Given the significance of Jenner's discovery in relation to smallpox - the first infectious disease to be notified, leading to the establishment of the Coast Hospital in 1881, retention of his name is important. Jenner Street began as an early road associated with the construction of cottages for married staff circa 1888 and has had two subsequent re-alignments (1964 and 1976), so the continuation of the name for the extension around the oval is appropriate.
<i>LISTER AVENUE</i>	Named circa 1910-1920 after Joseph Lister, English surgeon, 1827-1912, who was the first to use antiseptics to reduce infection after surgery, and advocated the use of carbolic acid on open wounds. Lister Avenue appears to have applied to the northern arm of Mayo Street as well as to extend all the way down in front of the Institute of Tropical Medicine building to Pine Avenue. It is suggested that the section between NR3 and the intersection with Pavilion Drive be named Mayo Street while the section of road between the intersection with Pavilion Drive to Pine Avenue be named Lister Avenue.
<i>MAYO STREET</i>	Dr William Worrall Mayo, American physician, 1819-1911, developed co-operative non-profit medical practice and integrated health care, established world famous Mayo medical clinic and research facility. Mayo Street was originally located around former Ward 11/Neurophyschiatric Ward B -27 (now demolished) and is now reduced to a short section of road between the new road and the intersection with Pavilion Drive and Lister Avenue.
<i>NEWTON STREET</i>	Created in 1937 as access for Sir Isaac Newton, English physicist and mathematician, 1642-1727; who formulated the three laws of motion, the theories of gravity; founder of modern optics. Despite the fact that a new road has been created, the name has been retained as the road is in approximately the same location as the original street.

2.9 CONSTRAINTS AND OPPORTUNITIES

The Prince Henry Site Conservation Management Plan and the Specific Elements Conservation Policy, Roads Network⁷, both recommend that the existing road names be retained. It is important to retain the original names because they continue the association and link with the layout of the site and reinforce the history of the site as a former hospital. They also provide a valuable interpretative tool through their medical association with significant historical figures.

There are many names associated with the site which it could be argued have significance and should be used.

In choosing to recommend the names for the two new roads consideration was given to the following:

- Medical specialists who performed ground-breaking surgery at the hospital, particularly in the area of cardiac and renal medicine; or in the area of virus research or the introduction of deep X-ray therapy for early cancer diagnosis and treatment.
An attempt to commemorate two only of the many, many medical luminaries [such as Dr Stanley (virus), Dr Moran (deep x-ray)] connected with the Coast and Prince Henry Hospitals would be unfair
- Famous patients treated at the Coast Hospital, or at Prince Henry Hospital.
The choice of one or two from among the many thousands treated on the site would overshadow the achievements of the nursing and medical staff. commemorated elsewhere, a former patient of the Coast Hospital such as poet Henry Lawson; while many treated at Prince Henry Hospital, like Gabby Hammeman, a polio survivor treated in an iron lung, or pilot Janine Shepherd are still alive today; Names of living personalities are generally not supported by the NSW Geographical Names Board.
- The continuation of the alphabetical nomenclature of the existing road network.
This was rejected on the grounds that the original alphabetical system has historical significance and should be retained in tact as a "stand alone" feature. Addison Road should be returned to the road bank for future re-use.

⁷ Specific Elements Conservation Policy, Roads Network⁷ Godden Mackay Logan, 2003

- International medical figures.
The choice of international medical figures would belittle the achievements of local medical luminaries. Similarly, the choice of one or two Australian medical luminaries like Victor Chang could create an impression that their significance lay with work at Prince Henry Hospital – rather than being recognised more directly with an institution where they were directly connected.
- The commemoration of nursing staff
To identify two of the Matrons (the first Matron, Mary Meyler, or Matron Jean McMaster who established the Nurses' Training School) or nursing staff for road naming seemed unjust, and could jeopardise plans for a future commemorative Nurses' Walk to be developed on site.
- Names honouring French personalities associated with the discovery of area were also considered.
These were thought to have greater significance closer to the suburb of La Perouse and could be used in a larger framework in a future redevelopment in that suburb. Further, given the sensitivity surrounding early contact between the Aboriginal people and the French visitors and the outbreak of smallpox, French road names seemed inappropriate.

2.10 RE-ALIGNMENT

Where it has been necessary to re-align roads as a consequence of re-development, existing names have been retained. There is ample precedence for retaining names of realigned roads subsequent to new works, on this site. Interpretation of former road alignments as markings in new surfaces is to be included where appropriate, and practicable where the sense of a former road can be ascertained without impediment to traffic safety.

A further consequence of the redevelopment of the site creation of several new roads, which require new names.

2.11 NEW ROADS

The Masterplan proposed the retention of the existing road network and creation of five new roads and three new private driveways on the Prince Henry site. As a consequence of the masterplanning for the site, a number of original roads were displaced or re-oriented.

Careful research and the overlay of the new plans onto original road layouts has determined the following:

- two of the five proposed new roads are simply re-alignments with displaced street names (Jenner Street; Lister Avenue)
- one road runs in the same direction as it originally did but has been re-aligned (and extended) 6.5 metres to the south of the original alignment (Harvey Street)
- one road is returned to its original location (Newton Street).

It is important that the integrity of this alphabetical road naming system is preserved intact. To break it would destroy its significance and the incompleteness would be difficult to interpret. Historical research confirms that the road network on the Prince Henry site was altered and re-aligned many times as a consequence of development and/or expansion, but the original names were always retained. For this reason, it is recommended that even though the following roads are scheduled for adjustment, they are re-assigned their existing names to preserve the integrity of the nomenclature :

NEW ROAD 2 is a new roadway but located in almost the same location as the original Newton Street. A new name for this road is therefore not required.

NEW ROAD 3 provides an entry to the site from Anzac Parade and sweeps around the re-configured oval in an arc, terminating at the intersection of Pine Avenue and Broody Avenue. To the north-west it follows the curve around the oval, a section of which was originally named Jenner Street. Jenner Street has had two previous alignments. The name Jenner refers to Edward Jenner, whose discovery in relation to smallpox the late 18th century led to the development of a successful inoculation against the disease. It was the outbreak of smallpox in Sydney in 1881 which led the NSW Government to establish the Coast Hospital and to send smallpox sufferers and their families and contacts out to the site for treatment. The loss of this direct association with the site history would be regrettable. Therefore, it is recommended that New Road 3 retain the name, Jenner Street.

NEW ROAD 4 is located slightly south (6.5metres) of but parallel to the original Harvey Street, which was established circa 1915, and formed the southern boundary of the rectangular grid road system which was created for the Flowers Ward development. This network has been identified as a heritage item and Harvey Street is integral to the original concept. Harvey Street has considerable significance for the local Aboriginal community as a place where they walked on their way through the site for work and for this reason, the retention of the name is important to them. It is proposed that the name Harvey Street be retained and applied to the re-alignment.

The two new roads identified in the Masterplan are as follows:

NEW ROAD 1 is an entry point from Anzac Parade into the northern area of the site and travels eastwards for some distance, past the geological reserve, before terminating at Mayo Street. This road has no previous alignment and requires a name.

NEW ROAD 5 forms a new loop road to the east of Lister Avenue and runs parallel to the eastern alignment of New Road 1. It is a new feature and requires a new name.

The location of the existing and new roads is shown on Figure 5.

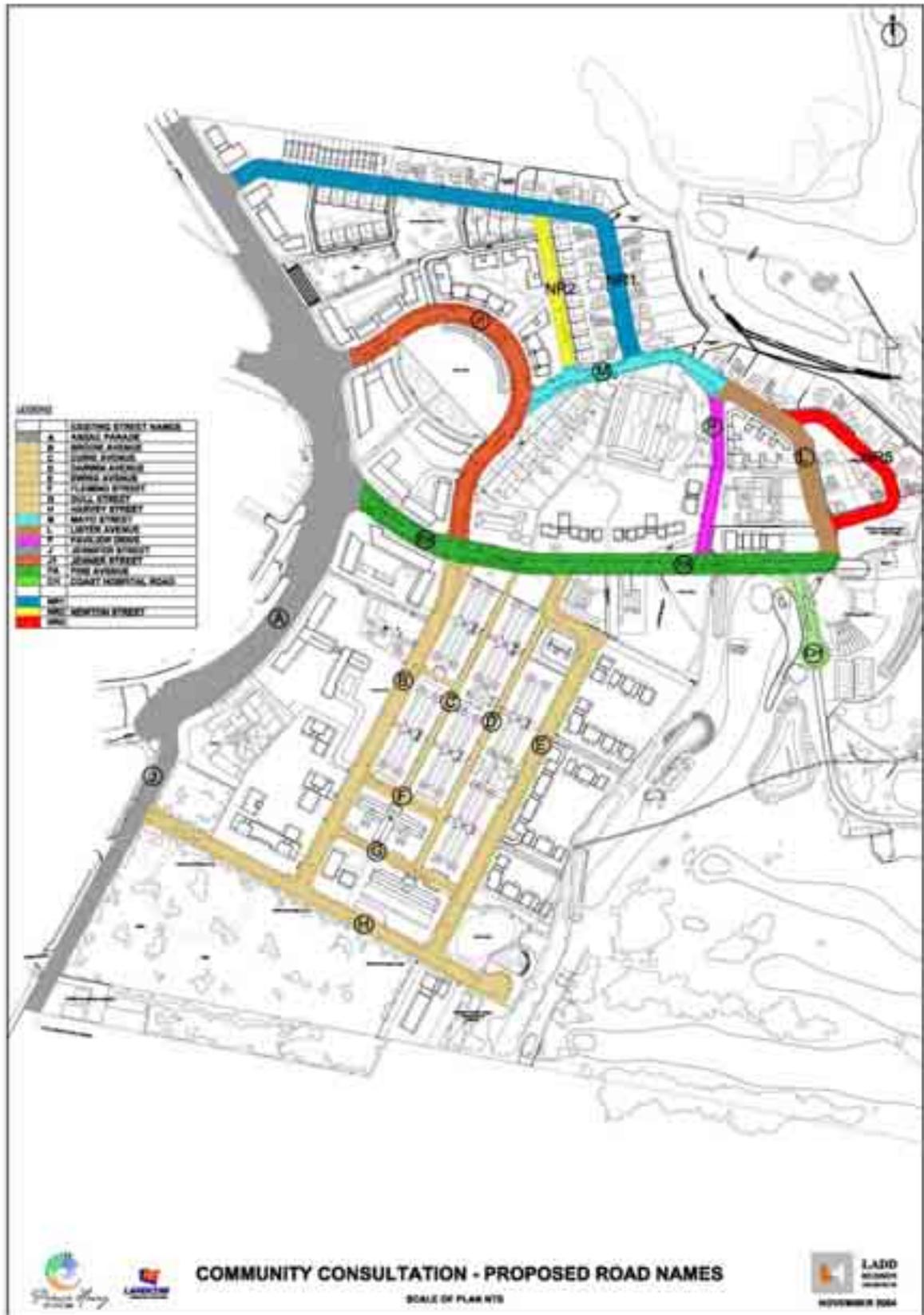


Figure 5 : Prince Henry Site : Proposed New Roads

2.12 NEW ROAD NAMES

The Geographical Names Board recommends against the use of names which honour living persons, and has a preference for names of Aboriginal origin associated with the feature; or a name with an historical background in the area or names which perpetuate eminent persons. Changing of long established names is generally not preferred.⁸ Specific guidelines are attached at *Appendix 2*.

In choosing Aboriginal names, the use of Aboriginal language is preferred.

2.13 TYPE OF ROAD

The Geographical Names Board of New South Wales identifies the types of roads sourced from Australian Standards AS 1742.5-1986 and AS 4212 – 1994. These terms are used for the suffix to denote the category of road.

New Road 1 would qualify as a

Drive : a road for driving

Or

Street or road : a way, open to public for passage of vehicles, people, animals

Or

Way : a road, route or passage leading from one place to another

New Road 2 would qualify as a

Place : a short street

or

Crescent :- a curved street

Two options for the naming of the two new roads are set out below.

⁸ Geographical Names Board of NSW Information Sheets available at www.gnb.nsw.gov.au

2.14 NEW ROAD NAMES

Among the preferred sources for road names suggested by The Geographical Names Board of New South Wales are Aboriginal names and thematic names such as flora and fauna, local history or names appropriate to the physical, historical or cultural character of the area. Some of these features are significant as totems to the Aboriginal community, while some of the themes can be combined by selecting a traditional Aboriginal bush medicine species of flora or fauna.

NEW ROAD 1

New Road 1 is located adjacent to the ochre site.

The significance of the site as an ochre deposit for body painting for ceremonial activities is also significant to the Aboriginal community. By naming the road right next to the site where ochre occurs naturally and may have been used, this important association is preserved.

NEW ROAD 2

New Road 5 is a crescent shaped road, overlooking Little Bay at the eastern extremity of the northern part of the site. The early Aboriginals knew this place as a plentiful food source, with many species of fish in the bay. Today, members of the community hunt and fish the waters just as their ancestors have always done.

Obed West, writing in 1882, noted that Little Bay had been the site to which some of the Aboriginal smallpox victims had been taken to and that

"the patients were made to go into the cave and then at intervals supplies of food, principally fish, would be laid on the ground some little distance from the cave, and those of the sufferers who were able would crawl to the spot for food, and go back again". He goes on to record that "about 60 years ago, the bay was what could be termed literally alive with sea mullet. They were in the bay in millions for about ten days and were hemmed in either by sharks or porpoises".⁹

Recently published collections of traditional stories and recollections about the more recent Aboriginal history of La Perouse area mention the significance of Little Bay as a source of fish, muttonfish, blackfish, sea mullet being the most plentiful; and as a plentiful supply of shells (pippies, periwinkles, clam and oyster) for food and later for shellwork. These stories indicate the significance of the abundant marine life in the waters adjoining the Prince Henry site.¹⁰

⁹ Boughton, C. *A Coast Chronicle*. Halstead Press, 1963

¹⁰ *La Perouse, the place, the people and the sea*. Aboriginal Studies Press, Canberra 1988

Little Bay is also referred to in connection with a dreamtime story – for the legend of the whales which began back in the Dreamtime when the bay known as Little Bay was called Stringray Bay.¹¹

Discussion with Dave Ingrey helped to identify one of the most prolific species as mullet, and that when the mullet were “running”, the catches were always plentiful.

New Road Names

The suggested names for new roads relevant to the Aboriginal history of the site are :

New Road 1 and New Road 5 therefore require new names. In order that these new road names are well distinguished from the medical nomenclature it is recommended that they be given names which clearly distinguish them as new roads, distinct from the existing roads.

(a) New Road 1: Ochre Road (Correct aboriginal name and dialect to be confirmed)

(b) New Road 2: Sea Mullet Place (Correct aboriginal name and dialect to be confirmed)

¹¹ *Talking Lapa : a local Aboriginal History of La Perouse.* NSW Board of Studies, 1995

3. PARKS

The redevelopment of the Prince Henry site provides the opportunity to create public open space for the benefit of residents and the community. These areas, which will be managed by Randwick City Council, also require nomenclature. Names which are consistent with the significance of the site for its Aboriginal history and which connect people to the landscape have been recommended.

3.1 LOCATION

The location for the three public parks is shown on *Figure 6*.



Figure 6 : Prince Henry Site : Proposed Public Parks

3.2 *PARK NAMES*

The Prince Henry site has a rich and fascinating history, not just as a site of Aboriginal history or for its medical and nursing heritage. The Prince Henry site has been a venue for shared community activities. It has been a place which has promoted good health and its healing and restorative powers are legendary. People from all walks of life have contributed to shaping the history of this site and their legacies are important to respect and preserve. The contribution of people underpins the choice of names for the public parks because their names evoke memories of the history of the site and embody aspects of the everyday life and interests of the community. In places where people congregate on this site, it is important, as a means of interpreting the diverse history of Prince Henry, to promote and retain the tangible links with others whose names have long been associated with the site or who have walked, worked, played or rested on the same ground. Interpretive signage which explains the significance of these names should be erected at each site, distinct from the regulation signage to extend the interpretive opportunities in public open space.

PUBLIC PARK 1

Prince Henry Hospital was a leading centre for the treatment of spinal injuries and sports rehabilitation, and the hyperbaric chamber was frequently used to treat emergency cases resulting from sporting accidents such as diving accidents. Many injured sportsmen and women arrived at Prince Henry Hospital in the rescue helicopter, landing on the oval where Public Park 1 is now located, before being rushed to the accident and emergency unit nearby.

The association of sport with Prince Henry is significant to record. Keith Kirkland, Australian Olympic swimmer trained and worked at Prince Henry; female pilot, Janine Shepherd recovered from horrific injuries to eventually resume flying; and Charlie Macartney, Australian cricketing legend, had a dual association with the site – as an employee and as the first curator of the original oval.

Charles Macartney, cricketer, was born in 1886 in West Maitland, the grandson of George Macartney, a noted inter-colonial cricketer in the 1870s. Macartney made his Sheffield Shield debut for NSW in 1905-6, scored the highest Sydney first-grade batting and bowling averages in 1906-7 and played his first Test against England in 1907. He earned the nickname 'Governor General' for his confidence at the wicket. In 1909, he toured England as a member of the Australian team, taking 7 wickets for 58 in the third Test at Leeds. In 1912, when Victor Trumper and Clem Hill refused to tour England, Macartney emerged as an outstanding batsman, and consolidated his reputation with 2207 runs at 45. After war service in France with the Australian Imperial Force, Macartney resumed his Test career and played for Australia from 1920 to 1927. His highlight came in 1921 when he scored a record breaking 345 in under four hours, batting against Nottingham and was named one of Wisden's cricketers of the year in 1922. In 1926 he scored centuries in three Test matches, including a century before lunch at Leeds. Described as a "pugnacious batsman who attacked with an audacious range of shots"¹², he had "something of Trumper's inventiveness and Bradman's ruthlessness" and was "a player whose impertinence captured the imagination of Australian spectators". Figure 7.

Cricket took Macartney on tour to Canada and United States of America (1913), New Zealand (1924), Malaya (1927) and India (1935). In 35 Tests against England and South Africa, he scored 2131 runs at just under 42 with seven centuries; and in first-class matches, 15,050 runs at 46, 49 centuries and 419 wickets at 21. In 1930 he published his recollection in a book entitled *My Cricketing Days*, and between 1936-42, he contributed articles for Sydney newspapers, including the Sydney Morning Herald.

Macartney worked at Prince Henry Hospital as a personnel officer in the late 1940-early 1950s during which time, the then Medical Superintendent, Dr Cecil

¹² *Australian Dictionary of Biography* 1891-1939

Walters, appointed him curator of the hospital's cricket oval. Macartney died at Little Bay, Sydney on 9 November 1958.

The choice of a significant Australian sporting personality with direct links to the Prince Henry site as the name for the oval (where recreational cricket matches are certain to be played) is considered appropriate for naming the oval. There is no previously recorded name for this site.



Figure 7 : Charlie Macartney

PUBLIC PARK 2

Discussions with Dave Ingrey, representing the Metropolitan Land Council, La Perouse, have identified the significance of Little Bay to his people.

Little Bay was a place where six tracks led down into the bay and along the coastline to sites for ceremonial, healing, hunting and camping. It was a gathering place where people met and told stories, a place for ceremony. The shoreline and waters of Little Bay provided an abundant source of marine life, gathered and hunted as a food source, or collected for art and craftwork for sale to tourists and visitors. The sea life included whales, shark, dolphins, stingray, sea mullet, blackfish, whiting, kingfish, tailor, crab, starfish and octopus.

The sandhills behind the bay were rich in fauna, and a source of food and skins. Kangaroo, wallaby, koala, echidna, emu, many species of birds, and reptiles including black, brown and tiger snakes, goannas and blue tongue lizards.

Public Park 2 is located adjacent to Pine Avenue, opposite the intersection of Pine Avenue and Pavilion Drive, and near the access road to the Coast Golf Club, with Lister Avenue in close proximity. The new cycleway will follow its eastern boundary, and walkways from Pine Avenue and Ewing Street will provide access. Given that it is a centrally placed open space, it embodies the idea of a place where tracks lead to and from. The name Six Track Park recalls the Aboriginal history of the site and invites people to imagine the places the tracks once led to before the site was developed – and suggests that today's journey would take them across a landscape which has adapted over time.

In naming the park, signage which denotes the Aboriginal name for Six Tracks, and some interpretation in the design of pathways and/or plantings could be considered.

PUBLIC PARK 3

The most significant contribution to the modification of the original landscape on the Prince Henry site was made by the "bob-a-day" men. "Bob-a-day" men were inmates from the State hospitals at Lidcombe, Parramatta, Liverpool and George Street who were given labouring work in return for board and lodging and the payment of a small remuneration. At the Coast Hospital, their payment of a "bob" (one shilling) a day, was double the normal rate of sixpence for hospital work. They lived in quarters on the southern end of the site, (later incorporated into St Michael's Golf Club) and undertook general work in the kitchen and hospital grounds, acted as messengers and tended to farm work. Dressed in their regulation clothes of corduroy trousers, blue "Government" linen and boots, they played a vital part in maintaining services over a wide site. Figure 8

An important initiative at the Coast Hospital, introduced by Medical Superintendent Dr Reginald Millard was the production of fresh vegetables and milk for the infectious disease patients. Their results were successful, with milk production of 23,775 gallons of fresh milk and 82,771 pounds of fresh vegetables in 1929. "Bob-a-day" men were also responsible for the landscaping around the dam which supplied fresh water to the hospital, and the conversion of part of it into an ornamental lake. Despite the fact that their efforts have been obscured by the passage of time, the contribution of the "bob-a-day" men, who worked on site until 1933, was significant.

To commemorate their contribution to the landscape of the Prince Henry site, the naming of a park in their honour is appropriate. No one individual should be promoted above another. Except for one photograph inscribed "Paddy", the names of individual "bob-a-day" men have long been forgotten. Their collective contribution however is important to record, and the juxtaposition of them with a landscape feature is particularly appropriate.

As an interpretive method, the name conjures up vivid images and invites curiosity, about the men, but also about the currency, rates of pay and the value of a "bob".



Figure 8 : "Bob-a-day" man

New Park Names

The suggested names for new parks recognizing the ways in which people have adapted to the site and created a distinct landscape are :

(a) Public Park 1 : Macartney Oval

(b) Public Park 2 : Six Track Park (Aboriginal name to be confirmed)

(c) Public Park 3 : 'Bob-a-day' Park

4. RECOMMENDATIONS:

1. Existing roads names be retained
2. Roads proposed for re-alignment retain their original names
3. Two new roads are to be named in Aboriginal dialect :
 - (a) (OCHRE) ROAD
 - (b) (SEA MULLET) PLACE
4. Three public parks are named :
 - (a) MACARTNEY OVAL
 - (b) SIX TRACK PARK
 - (c) 'BOB-A-DAY' PARK

APPENDIX 1

Clause 4 Roads (General) Regulation 2000 Part 2 Roads; Division 1 General (Page 10)

Division 2 Naming of roads

7 Notice to be given of proposed name

(1) A roads authority that proposes to name or rename a road:

(a) must publish notice of its proposal in a local newspaper, and

(b) must serve notice of its proposal on Australia Post, the Registrar-General and the Director-General of the Department of Land and Water Conservation and (in the case of a classified road) on the RTA.

(2) The notice must state that written submissions on the proposed name may be made to the roads authority and must specify the address to which, and the date by which, any such submissions should be made.

8 Making of submissions

Any person may make written submissions to the roads authority on its proposal to name or rename a road.

9 Notice to be given of new name

If, after considering any submissions duly made to it, the roads authority decides to proceed with the proposed name, the roads authority:

(a) must publish notice of the new name in the Gazette and in a local newspaper, giving (in the case of a road that is being named for the first time) a brief description of the location of the road, and

(b) must inform Australia Post, the Registrar-General and the Director-General of the Department of Land and Water Conservation and (in the case of a classified road) the RTA of the new name, giving sufficient particulars to enable the road to be identified.

APPENDIX 2

Prince Henry Site Little Bay Conservation Management Plan

(Extract) from the Conservation Policy Section 6.

6.14.3 Naming

As part of the program of interpretation, the name 'Pine Avenue' should be retained. It is also recommended that the existing street names, many associated with prominent medical practitioners, be retained. The existing building names associated with key people should be retained wherever possible. Names of prominent people, such as McNevin, Walters and McCartney, should be considered for names for roads, parks etc, preferably close to where they were most associated and consistent with the policies of Randwick City Council and the Geographical Names Board of New South Wales.