

5.5. Renaming Clark Road Island

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ENDORSED BY: Rebecca Aukim, Acting Director Community and Library Services

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ATTACHMENTS:

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Application for renaming Clark Road Island from Emeritus Professor Peter Webber
Map showing Clark Road Island

PURPOSE:

This report supports the application received for renaming Clark Road Island from local resident Emeritus Professor Peter Webber

EXECUTIVE SUMMARY:

Clark Road Island is a triangular traffic island sitting at the junction of Clark and Kurraba Roads, Neutral Bay. It is a green space with tree plantings but is not gazetted as a park or reserve. Emeritus Professor Peter Webber, who has sat on North Sydney Council's Design Excellence Panel as the community representative, has applied to have this 'accidental park' renamed Cart Horse Corner so that it becomes an identified community place opposite local shops and behind the Clark Road bus shelter. Professor Webber was instrumental in having a nearby 1920s horse trough relocated to the Island so as to elevate the profile of that historic piece of infrastructure while highlighting the rarely acknowledged role played by horses in the local area. The renaming of the traffic island furthers that goal.

Because this is a traffic island and not a road or a park, renaming carries no need for Geographic Names Board [GNB] approval. The name would appear on interpretative signage and in Council maps.

FINANCIAL IMPLICATIONS:

A baked enamel sign, with the name Cart Horse Corner and text outlining the local history of horse transport and drafted by Council's Historian, would cost approximately \$2500 to produce. This can be met by recurrent funding.

RECOMMENDATION:

1. THAT Council approve the name Cart Horse Corner for the site currently called Clark Road Island and that interpretative signage outlining the reason for the name be installed in the site.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

4.4.1 North Sydney History is Preserved and Recognised

2. Our Built Infrastructure

2.2 Vibrant centres, public domain, villages and streetscapes

4. Our Social Vitality

4.4 North Sydney's history is preserved and recognised

BACKGROUND

The traffic island in question was probably created when Clark Road was built in 1913-1914. It was referred to as a 'Garden Plot' on Council's 1930s block plan but was un-named on the 1977 block plan. The site was called 'Clark Road Island' on Council's 2009 Inventory of Parks and Gardens and remains so named on the current Cadcorp Webmap. Neither the space nor the name have been gazetted.

North Sydney Council's Road and Place Naming Policy stipulates that applications for naming be reviewed by both the Property Officer and Historian and forwarded, if appropriate, for Council approval. GNB approval is subsequently required for roads and gazetted places such as parks. Clarification sought by Council's Property Officer from the GNB determined that the site in question only requires Council's approval for naming. Preferred sources for names include local history, relevant Aboriginal associations and local flora and fauna.

CONSULTATION REQUIREMENTS

Community engagement is not required.

As the renaming does not require Geographic Names Board approval, community consultation is not mandatory.

DETAIL

In March 2021 Professor Peter Webber suggested that the space currently listed as Clark Road Island be named Cart Horse Corner in order that the space become a recognised place and that the historical role of cart horses in North Sydney be recognised. Professor Webber was instrumental having the nearby horse trough moved to the site in the interest of historical interpretation and the preservation of the trough itself. As a former New South Wales Government Architect, a Professor of Town Planning and a local resident, he has a keen interest in, and deep understanding of, place-making.

Horses did graze in nearby Anderson Park (formerly Warringa Park) after its creation in 1898 until at least the 1920s. During the construction of the Sydney Harbour Bridge (1924-1931), Kurraba Road was used as alternative route for horse and motor transport from the vehicular ferry at Kirribilli to Neutral Bay.

The horse trough, which was moved to the traffic island in 2021, was originally located nearby on Rawson Street, just beyond Clark and Kurraba Roads. It was likely installed in the 1920s by North Sydney Council to cater for the diverted horse traffic. The trough was made by Richard Taylor and Co of Marrickville. Another trough, one of the hundreds funded by the bequest of animal-lovers Annis and George Bills, was installed further up Montpellier Street in the 1930s. It remains *in situ*. There is another Taylor-made horse trough in Parraween Street, Neutral Bay.

NORTH SYDNEY COUNCIL

Road and Place Naming Application Form

NOMINATOR/S

Nominating organisation or person/s:

EMERITUS Prof. PETER WEBSTER

Phone number:

9955 - 4294

Email:

< peterwebster @bigpond.com >

Submissions may be made by post to the Property Officer,
North Sydney Council, PO Box 12, North Sydney NSW 2059
or email to council@northsydney.nsw.gov.au

PRIVACY STATEMENT

Personal details requested on this form will only be used for the purpose of processing your application. The supply of information by you is voluntary. If you cannot provide or do not wish to provide the information sought, the Council may not be able to process your application. Access to the information is restricted to Council officers and other authorised people. You may make application for access or amendment to information held by Council. Applications by members of the public to view Council's records are subject to the provisions of Council's Privacy Management Plan, Section 18 Government Information (Public Access) Act 2009 & Schedule 1 - Government Information (Public Access) Regulation 2009.

I have read and understand the Privacy Statement

Signed: 

Date: 9/03/21

Place Naming Application Form

JUSTIFICATION

The proposed name is 'Carthorse Corner'.

The small triangular green park area at the corner of Clark and Kurraba Roads, Neutral Bay, has *no name*. It is not shown on late 19th century maps of the area, and almost certainly was a 'left-over' space as a result of the concrete storm-water canal being aligned to replace the adjoining earlier creek and a new intersection of the two roads being built, probably in the very early years of the 20th century. On the western side a short connecting road was built, defining space for the triangular future green area on one side and allowing for commercial uses on the other. In succeeding years this small space was landscaped and now has mature trees and grass, creating a pleasant 'accidental' park, which acts as a very welcome separation and barrier to constant traffic at the intersection.

Adjacent to this area on the corner of Rawson Street was a forgotten horse-trough, hard against the road edge, and often used by inconsiderate passers-by for dumping cigarette butts and litter. There is another such trough several hundred metres away in Montpelier Street, adjacent to the entrance to Forsyth Park. Research by Council Historian Ian Hoskins suggested that there would have been a number of others in the present North Sydney Council area, but only one other has so far been discovered, in Parraween Street, Cremorne.

In the era before motor cars and trucks these troughs would have been essential for the many horses passing by. All supplies had to be picked up from boat wharves, or producers in the area, and delivered by horse-drawn carts. Many cart-drivers on this route would have stopped next to the Rawson street trough to give their horses time to drink before dragging supplies up the steep hill to Neutral Bay centre or the wharf and beyond.

Because the trough was in an awkward place, where it was hard to recognise and maintain, only last week Council organized for it to be moved into the triangular park, very close to what was almost certainly its original location. As a next stage it would be desirable for it to be fully restored, preferably filled with water as it once would have been. It is understood that Dr Hoskins will be organizing signage which will tell its story.

The proposed name would be a valuable recognition of the social history of settlement in this area, and a reminder of one aspect of what life was like 100 years and more ago.

