




Hawkesbury City Council

Attachment 2  
to  
item 4

Hawkesbury Masterplan: South  
Windsor Historical Heritage  
Assessment and Constraints Analysis  
Final Report

date of meeting: 22 July 2021  
location: by audio-visual link  
time: 5:00 p.m.





# Hawkesbury Masterplan: South Windsor Historical Heritage Assessment and Constraints Analysis

FINAL REPORT

Prepared for Place Group Design

3 June 2021

## Biosis offices

### NEW SOUTH WALES

#### Albury

Phone: (02) 6069 9200  
Email: [albury@biosis.com.au](mailto:albury@biosis.com.au)

#### Newcastle

Phone: (02) 4911 4040  
Email: [newcastle@biosis.com.au](mailto:newcastle@biosis.com.au)

#### Sydney

Phone: (02) 9101 8700  
Email: [sydney@biosis.com.au](mailto:sydney@biosis.com.au)

#### Western Sydney

Phone: (02) 9101 8700  
Email: [sydney@biosis.com.au](mailto:sydney@biosis.com.au)

#### Wollongong

Phone: (02) 4201 1090  
Email: [wollongong@biosis.com.au](mailto:wollongong@biosis.com.au)

### VICTORIA

#### Ballarat

Phone: (03) 5304 4250  
Email: [ballarat@biosis.com.au](mailto:ballarat@biosis.com.au)

#### Melbourne

Phone: (03) 8686 4800  
Email: [melbourne@biosis.com.au](mailto:melbourne@biosis.com.au)

#### Wangaratta

Phone: (03) 5718 6900  
Email: [wangaratta@biosis.com.au](mailto:wangaratta@biosis.com.au)

## Document information

**Report to:** Place Design Group

**Prepared by:** Charlotte Allen  
Maggie Butcher  
Madeline Lucas

**Biosis project no.:** 33889

**File name:** 33889.Hawkesbury.Masterplan.HHA.South.Windsor.FI  
N01.20210603

**Citation:** Biosis 2021. *Hawkesbury Masterplan: Richmond Historical Heritage Assessment and constraints analysis*. Report for Place Design Group. Allen C., Butcher M., Lucas M. Biosis Pty Ltd. Sydney, NSW. Project no 33889

## Document control

Version	Internal reviewer	Date issued
Draft version 01	Fiona Leslie (Mountains Heritage)	25/03/2021
Final version 01	Samantha Keats	02/06/2021

## Acknowledgements

Biosis acknowledges the contribution of the following people and organisations in undertaking this study:

- Place Group Design: Baz Richards, Georgia McDonald, Steve Masters.
- Mountains Heritage (Fiona Leslie).

Biosis staff involved in this project were:

- Lauren Harley and Astrid Mackegard (mapping).

© Biosis Pty Ltd

This document is and shall remain the property of Biosis Pty Ltd. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of the Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Disclaimer:

Biosis Pty Ltd has completed this assessment in accordance with the relevant federal, state and local legislation and current industry best practice. The company accepts no liability for any damages or loss incurred as a result of reliance placed upon the report content or for any purpose other than that for which it was intended.



# Contents

<b>Glossary.....</b>	<b>vii</b>
<b>Summary .....</b>	<b>viii</b>
<b>1 Introduction .....</b>	<b>1</b>
1.1 Project background .....	1
1.2 Location of the study area .....	1
1.3 Scope of assessment .....	1
1.4 Limitations .....	1
<b>2 Statutory framework.....</b>	<b>5</b>
2.1 Environment Protection and Biodiversity Conservation Act 1999.....	5
2.2 NSW Heritage Act 1977.....	5
2.2.1 State Heritage Register .....	5
2.2.2 Archaeological relics .....	6
2.2.3 Section 170 Heritage and Conservation Registers.....	7
2.3 Environmental Planning and Assessment Act 1979 .....	7
2.3.1 Hawkesbury Local Environmental Plan 2012 .....	7
2.3.2 Hawkesbury Development Control Plan 2002 .....	7
2.4 Summary of heritage listings .....	7
<b>3 Historical context .....</b>	<b>10</b>
3.1 Topography and resources .....	10
3.2 Aboriginal past.....	10
3.3 South Windsor – summary of historical development.....	11
3.4 Research themes .....	15
<b>4 Physical inspection.....</b>	<b>17</b>
4.1 Physical setting and landscape character assessment .....	17
4.1.1 An overview of landscapes.....	17
4.1.2 Character areas .....	18
4.1.3 Analysis and discussion .....	20
4.2 Built fabric assessment.....	24
4.2.1 Items listed on heritage registers .....	24
4.2.2 Built fabric outside of heritage listed items.....	25
4.3 Archaeological assessment .....	26
4.3.1 Archaeological resource .....	26
4.3.1 Integrity of sub-surface deposits .....	29
4.3.2 Research potential .....	33
4.3.3 Summary of archaeological potential.....	34
<b>5 Significance assessment .....</b>	<b>41</b>
5.1 Levels of heritage significance .....	42

5.2	Statement of significance .....	42
5.2.1	Items within the study area .....	42
5.2.2	Items adjacent to the study area .....	46
<b>6</b>	<b>Constraints .....</b>	<b>47</b>
6.1	General heritage constraints.....	47
6.2	SW01.1 George Street Green Boulevard .....	47
6.3	SW01.2 George Street Green Boulevard .....	51
6.4	SW01.3 George Street Green Boulevard .....	52
6.5	SW02 Bereewan Park Interface .....	52
<b>7</b>	<b>Conclusions and recommendations .....</b>	<b>57</b>
7.1	Conclusions .....	57
7.2	Recommendations .....	58
	<b>References.....</b>	<b>60</b>
	<b>Appendices .....</b>	<b>63</b>
<b>Appendix 1</b>	<b>Detailed historical context .....</b>	<b>64</b>
	Exploration (1788 to 1809) .....	64
	Early development (1810 to 1850).....	68
	Growth of South Windsor (1850 to 1900s) .....	75
	Modernisation of South Windsor (1910s to present).....	85
<b>Appendix 2</b>	<b>Photographic inventory of heritage listed items adjacent to the study area .....</b>	<b>97</b>
<b>Appendix 3</b>	<b>Statement of significance for items adjacent to heritage items.....</b>	<b>101</b>

## Tables

Table 1	Summary of heritage listings within the study area .....	8
Table 2	Summary of heritage listings adjacent to the study area.....	8
Table 3	Summary of the historical development of South Windsor.....	11
Table 4	Chronological development of the study area's built environment .....	15
Table 5	Identified historical themes for the study area .....	16
Table 6	Description of heritage items listed on heritage registers (Source: Heritage NSW) .....	24
Table 7	Possible archaeological resource .....	27
Table 8	Integrity of sub-surface deposits .....	30
Table 9	Assessment of archaeological potential .....	36
Table 10	Statements of significance for heritage listed items within the study area.....	43
Table 11	Statement of significance for the potential archaeology in the study area .....	43
Table 12	General heritage constraints.....	47
Table 13	Constraints for W01.1 George Street Boulevard .....	49
Table 14	Constraints for SW02 Bereewan Park Interface .....	54

Table 15	SHR statement of significance for Windsor Railway Station Group and Former Goods Yard (Item no. 01287).....	102
Table 16	Heritage significance for items adjacent to the study area (astrix denotes Biosis analysis).....	103

## Figures

Figure 1	Location of the study area .....	3
Figure 2	Study area detail .....	4
Figure 3	Heritage listings in the vicinity of the study area.....	9
Figure 4	South Windsor scope areas (Source: Master Plan Analysis Report) .....	19
Figure 5	Assessment of archaeological potential .....	39

## Photos

Photo 1	Area SW01.3 from the northern end of Mullinger Lane, showing carparking and retail/commercial building rears .....	21
Photo 2	Area SW01.3 from the southern end of Mullinger Lane, showing carparking and retail/commercial building rears .....	21
Photo 3	Area SW01.2, showing the retail/commercial area on the western side of George Street.....	21
Photo 4	Area SW01.2, showing vacant and residential lots opposite the retail/commercial area on the western side of George Street .....	22
Photo 5	Area SW01.1 near the intersection of Goerge and Argyle streets, showing heritage and non-heritage dwellings with property fencing and street plantings.....	22
Photo 6	Area SW01.1 near the intersection of George and Bell streets, showing heritage and non-heritage dwellings and street plantings .....	22
Photo 7	Area SW01.1 near the deviation of George Street, showing heritage and non-heritage dwellings with property fencing and street plantings .....	23
Photo 8	Area SW02 near the deviation of George Street, showing the cleared parkland area of the Prebyterian burial ground and the streetscape beyond containing heritage and non-heritage dwellings and street plantings .....	23
Photo 9	Area SW02 near the deviation of George Street, showing the cleared parkland area of the Prebyterian burial ground .....	23
Photo 10	Windsor Railway Station Group and Former Goods Yard, (Item No. 01287) .....	24
Photo 11	Example of paved footpaths, signage, concrete kerbs and gutters, sealed roads, and street furniture in the form of potted plantings and rubbish bins .....	25
Photo 12	Example electricity and lighting infrastructure concrete kerbs and gutters, sealed roads and driveways .....	25
Photo 13	Example of paved footpaths, signage, traffic management infrastructure, concrete kerbs and gutters and sealed roads.....	26
Photo 14	Proposed upgrades for SW01.1 George Street Green Boulevard .....	48
Photo 15	Proposed upgrades for SW01.2 George Street Green Boulevard .....	51
Photo 16	Proposed upgrades for SW01.3 George Street Green Boulevard .....	52
Photo 17	Proposed upgrades for SW02 Beweewan Park Interface.....	53

Photo 18	Detail from an early undated map of the Hawkesbury River and land grant portions; the location of the study area is indicated by the arrow (Source: NSW State Archives and Records, Item no. SZ417) .....	65
Photo 19	Early undated St Matthews parish map, with the study area outlined in red (Source: NSW Land Registry Services) .....	66
Photo 20	1809 watercolour of Green Hills / Mulgrave Place by G.W. Evans from the western side of the Hawkesbury River (Source: State Library of NSW, File title PXD 388 v. 3 no. 7) .....	67
Photo 21	The Hawkesbury Commons, indicated by the shaded areas; the orange arrow indicates the approximate location of the study area (Source: (Proudfoot 2017, pp. 50 Figure 31) .....	68
Photo 22	1812 plan of Windsor, with the study area outlined in orange (Source: NSW State Archives and Records, plan reference SZ529) .....	70
Photo 23	1824 view of Windsor by Joseph Lycett (Source: State Library of Victoria) .....	71
Photo 24	1827 plan of Windsor, with the study area outlined in orange (Source: NSW State Archives and Records, plan reference SZ526) .....	72
Photo 25	1833 Crown plan for the Presbyterian burial ground, with the study area outlined in orange and featuring a fenceline [1]; the railway line has been annotated at a later date (Source: NSW Land Registry Services, Crown plan C38.730).....	73
Photo 26	1835 plan of Windsor, which only records the area of the town north of the study area, the direction of which is indicated by the orange arrow (Source: NSW State Archives Records, plan reference 5968) .....	74
Photo 27	1840 plan of Windsor, with the study area outlined in orange (Source: NSW State Archives and Records, plan reference 5960).....	75
Photo 28	1850s-1860s Crown plan of allotments in Sections N, O, P and Q of Windsor, with the study area outlined in orange, with the Presbyterian burial ground fenceline [1] extending into the road reserve (Source: NSW Land Registry Services, Crown plan W27.873) .....	76
Photo 29	1866-1870s Crown plan of allotments in Sections J, S, T and V of Windsor, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan W34.873) .....	77
Photo 30	Undated plan of the Blacktown-Richmond Railway, with the study area outlined in orange, with two structures [2] [3] south of the line (Source: NSW Land Registry Services, Crown plan 4379.3000) .....	78
Photo 31	Depiction of the 1867 floods at Windsor (Source: State Library of Victoria, reference FL15606869) .....	79
Photo 32	1871 plan of Windsor, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan W1-1039).....	80
Photo 33	Detail of 1871 plan of Windsor north of Bell Street, with the study area outlined in orange, showing property boundary fencelines [4] and fencelines [6] narrowing George Street for the railway crossing within the road reserve (Source: NSW Land Registry Services, Crown plan W1-1039).....	81
Photo 34	Detail of 1871 plan of Windsor between Bell and Argyle streets, with the study area outlined in orange showing property boundary fencelines [5] within the road reserve (Source: NSW Land Registry Services, Crown plan W1-1039) .....	81
Photo 35	Damage caused in George and Macquarie Streets by the 1874 fire in Windsor (Source: Hawkesbury City Library) .....	82

Photo 36	1881 Crown plan of Allotments in Sections O, P, Q, S, T, J and V in the town of Windsor, with the study area outlined in orange, showing fencelines [7] surrounding allotments 12-22 in Section T (Source: NSW Land Registry Services, Crown plan W38.873) .....	83
Photo 37	c.1888 plan of the proposed temporary water supply for Windsor, with the orange arrow indicating the direction of the study area (Source: State Library of NSW, reference FL16810603) .....	84
Photo 38	1924 photograph of reconstruction of the main road in Windsor (Source: (State Library of NSW, image no. 2024-a038-001670, cited in AAJV 2017) .....	86
Photo 39	1924 photograph of reconstruction of the main road in Windsor (Source: (State Library of NSW, image no. 2024-a038-001671, cited in AAJV 2017) .....	87
Photo 40	1915/1928 Crown plan for land to be resumed for the diversion of George Street, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan R12414.1603).....	88
Photo 41	1939 photograph of George Street north of the study area prior to reconstruction in cement concrete (Source: Hawkesbury Museum) .....	89
Photo 42	1939 photograph of George Street north of the study area following reconstruction in cement concrete (Source: Hawkesbury Museum) .....	89
Photo 43	Undated photograph of a train travelling over railway bridge at the deviated George Street [8] (Source: Hawkesbury City Library) .....	90
Photo 44	Undated photograph of the substantial late Victorian suburban villa, known as Glenroy, on George Street, Windsor, showing a partially sealed road surface [9] on George Street (Source: Hawkesbury City Library) .....	91
Photo 45	1955 aerial photograph of South Windsor, with the study area outlined in orange showing at least 14 structures [10] within Section T (Source: NSW Spatial Services, 2021) .....	92
Photo 46	1978 aerial photograph of South Windsor showing a number of new and larger buildings between Argyle and Campbell streets and surrounding the study area, which is outlined in orange (Source: NSW Spatial Services, 2021) .....	93
Photo 47	1994 aerial photograph of South Windsor showing a number of lot amalgamations and larger buildings between Argyle and Campbell streets, and increased dwelling density surrounding the study area, which is outlined in orange (Source: NSW Spatial Services, 2021) .....	94
Photo 48	2004 aerial photograph of South Windsor showing further lot amalgamations and larger buildings between Argyle and Campbell streets, and increased dwelling density surrounding the study area, which is outlined in orange (Source: NSW Spatial Services, 2021) .....	95
Photo 49	Current aerial photograph of the study area .....	96



## Glossary

<b>Biosis</b>	Biosis Pty Ltd
<b>c.</b>	Circa
<b>CBD</b>	Central Business District
<b>CHL</b>	Commonwealth Heritage List
<b>CMP</b>	Conservation Management Plan
<b>DA</b>	Development Application
<b>DCP</b>	Developmental Control Plan
<b>DEE</b>	Department of the Environment and Energy
<b>DP</b>	Deposited Plan
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
<b>HAARD</b>	Historical Archaeological Assessment and Research Design
<b>Heritage NSW</b>	Heritage NSW, Department of Premier and Cabinet
<b>Heritage Act</b>	<i>Heritage Act 1977</i>
<b>HHA</b>	Historical Heritage Assessment
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>NHL</b>	National Heritage List
<b>NSW</b>	New South Wales
<b>SHI</b>	State Heritage Inventory
<b>SHR</b>	State Heritage Register
<b>SoHI</b>	Statement of Heritage Impact
<b>study area</b>	The area of impact for the proposed works

## Summary

---

Biosis Pty Ltd (Biosis) was commissioned by Place Design Group to prepare a Historical Heritage Assessment (HHA) and constraints analysis to inform the detailed designs for the proposed Hawkesbury Town Centres public domain upgrades in South Windsor, New South Wales (NSW) (study area). The study area is located approximately 18.4 kilometres north of Penrith and approximately 46 kilometres north-west of the Sydney central business district (CBD).

The study area, encompasses George Street from Windsor Railway Station to Campbell Street, including the junctions where George Street meets Bell, Argyle and Campbell streets, and also Mullinger Lane and the properties between it and George Street. This assessment considers both the study area as well as any additional areas in the immediate vicinity which are likely to be affected by the proposal, either directly or indirectly. Constraints are identified to guide the detailed design, with an emphasis on avoiding impacts where feasible.

The original masterplan that was developed for Hawkesbury City Council<sup>1</sup> did not appear to include an analysis of the archaeology or heritage of South Windsor, apart from the listings on the *Hawkesbury Local Environmental Plan 2012* (LEP) and State Heritage Register (SHR). Following the provision of preliminary heritage advice, this masterplan has been updated to produce the plans in Section 6. Works throughout the entire study area include the addition of street trees, upgrading footpaths and paving, the installation of signage and public art.

### Heritage values

The first settlement in the area of Windsor was established at the portion of the Hawkesbury River known as Pitt Reach by Major Grose of the NSW Corp in 1794 under the name of Green Hills or Mulgrave Place, with a government presence following the year after. This settlement was chosen by Governor Macquarie in 1809 as one of the five towns along the Hawkesbury River, and was officially proclaimed as the town of Windsor in 1809. Windsor was the third Government Domain in Australia, after Sydney and Parramatta making it extremely historically significant. George Street was one of the first principal streets within the town, leading from Thompson Square (north) into the study area, and is still a main thoroughfare today. A steady climb in the population of Windsor as the main town of the agricultural Hawkesbury district saw various public, commercial, domestic and industrial structures being built further from the government domain. However, apart from the Presbyterian burial ground, land grants and development did not occur until the late 1850s and 1860s, when a number of allotments were granted surrounding the study area. This development appears to have been prompted by the construction of the Blacktown Richmond Railway, with the area south of Windsor Railway Station (SHR Item no. 01287) becoming known as Newtown.

Civic investment by government from the second half of the 19th century onwards saw the establishment of public reserves and improvements to the wider town's infrastructure including ongoing road works and maintenance, water supply, gas lighting and electricity. It is likely that South Windsor remained sparsely populated until the late-19th century. The development at this time was comprised of domestic dwellings and residential allotments, some of which remain today and are listed as heritage items. By the 1950s, South Windsor had developed into a typical suburban area, with most of the allotments surrounding the study area featuring dwellings. By the late 1970s the retail/commercial area had begun to develop, which over time resulted in the demolition and replacement of earlier buildings with those currently present. South Windsor

---

<sup>1</sup> (Place Design Group 2021)

has developed into a standalone residential area, separate from the main retail/commercial and civic part of Windsor to the north.

Significant heritage values identified within the study area include:

- One heritage item:
  - Windsor Railway Station (Hawkesbury LEP, Item no. I01287).
- A number of areas of archaeological potential:
  - Three areas of moderate archaeological potential associated with two pre-1864 structures within the deviated alignment of George Street, and also a portion of the Presbyterian burial ground (established in 1833) which is contained within the study area boundary.

Hawkesbury City Council has advised Biosis that they have been upgrading the current LEP listings with an external consultant, it is estimated that this is approximately 50% completed. However, as the document has not been published and the listings haven't been updated, the heritage listings and information in this report is from the current listings and information made available to Biosis.

## Legislation and policy

The following assessment considers the project against key heritage legislation and policy, a summary of which is provided below.

Legislation	Relevant heritage feature on site	Permit / Approval required
<b>Heritage Act 1977 (Heritage Act)</b>	Area of moderate archaeological potential	Should the final detailed design impact areas of moderate archaeological potential, a Section 140 Excavation Permit or Section 139 Excavation Exception would be required.
<b>Hawkesbury Development Control Plan 2002 (DCP)</b>	Heritage items listed on the Hawkesbury LEP	Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.

## Recommendations

The following recommendations have been provided to guide development of the detailed design for the South Windsor masterplan. These recommendations have been formulated to respond to client requirements and the significance of the study area. They are guided by the ICOMOS *Burra Charter* with the aim of doing as much as necessary to care for the place and make it useable and as little as possible to retain its cultural significance.<sup>2</sup>

### Recommendation 1 Reduce heritage impact through design

Section 6 identifies opportunities to reduce the impact of the development on both the heritage items within and adjacent to the study area, and to the landscape of South Windsor. These should be implemented where possible as part of the detailed design. These include but are not limited to:

- Relocating works so they do not obstruct heritage items which are listed for their aesthetic properties, or contribution to the streetscape.

---

<sup>2</sup> (Australia ICOMOS 2013)

- Minimise visual impact through design, including using existing poles for public art, choosing trees which will complement the landscape.

### **Recommendation 2 Avoid areas of archaeological potential**

This assessment has identified three areas of moderate archaeological potential. Works should avoid these areas. Should these areas not be able to be avoided, excavation permits under the Heritage Act would be required to undertake works (Recommendation 5).

### **Recommendation 3 Avoid heritage items**

Works are proposed within in the curtilage of one item listed on the Hawkesbury LEP. Works should be re-located to avoid this area.

SW02 Bereewan Park Interface outline works to be undertaken within Windsor Railway Station (Hawkesbury LEP, Item no. I01287). The Hawkesbury DCP states that altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.

### **Recommendation 4 Statement of Heritage Impact**

Due to the number of heritage items in, and adjacent to, the study area, a Statement of Heritage Impact (SoHI) should be prepared by a suitably qualified heritage consultant to assess the detailed design once it has been finalised. The SoHI will determine which, if any permits under the Heritage Act, or other relevant legislation will be required to undertake the proposed works.

### **Recommendation 5 Section 140 or 139(4) application**

If works cannot avoid areas of archaeological potential, a Section 140 or 139(4) application must be submitted to the NSW Heritage Council and an approval issued prior to works commencing. This would require a Historical Archaeological Assessment and Research Design (HAARD) to be prepared and submitted as part of the application.

### **Recommendation 6 Landscape study**

This report has identified that only part of the study area can be classified as a heritage landscape, the area from Windsor Station to Argyle Street. As identified by the *Windsor Historical Assessment and Constraints Analysis* (Biosis 2021), a heritage landscape study focussing on Thompson Square and George Street leading to Windsor Station should be prepared by an appropriately qualified landscape architect. This report should include the area from Windsor Street to Argyle Street, as it is a continuation of the same heritage landscape.

### **Recommendation 7 Heritage Interpretation**

Given the number of heritage items in the vicinity of the study area, associated historical themes and broader heritage significance of the George Street landscape, there is considerable opportunity for heritage interpretation. As such, it is recommended that a Heritage Interpretation Plan be prepared by a suitably qualified heritage consultant following the NSW Heritage Council's *Interpreting Heritage Places and Items Guidelines*. The plan should identify how information on the history of South Windsor and relevant heritage items could be communicated through the proposed works and the results of this Plan inform the detailed design.

# 1 Introduction

---

## 1.1 Project background

Biosis was commissioned by Place Design Group to prepare a HHA and constraints analysis to inform designs for the proposed public domain upgrades in South Windsor, NSW (Figure 1 and Figure 2), referred to as the study area herein. These designs will be submitted to Hawkesbury City Council, with the approval pathway under the *Environmental Planning and Assessment Act 1979 NSW* (EP&A Act) to be determined.

## 1.2 Location of the study area

The study area is located within the suburb of South Windsor, in the Hawkesbury Local Government Area (LGA) (Figure 1). It encompasses approximately 3 hectares of private and public land and the adjacent road reserves. It is currently zoned R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential, SP2 Infrastructure and B1 Neighbourhood Centre.

## 1.3 Scope of assessment

This report was prepared in accordance with current heritage guidelines including *Assessing Heritage Significance*, *Assessing Significance for Historical Archaeological Sites and 'Relics'* and the *Burra Charter*.<sup>34</sup> This report provides a heritage assessment to identify if any heritage items, including potential archaeological relics, exist within, or in the vicinity of, the study area. The heritage significance of these heritage items has been investigated and assessed in order to determine the most appropriate management strategy.

The following is a summary of the major objectives of the assessment:

- Identify and assess the heritage values associated with the study area. The assessment aims to achieve this objective through providing a brief summary of the principle historical influences that have contributed to creating the present-day built environment of the study area using resources already available and some limited new research.
- Assess the impact of the proposed works on the cultural heritage significance of the study area.
- Identify heritage items within the study area which are already recognised for their heritage value through statutory and non-statutory heritage listings.
- Recommend measures to avoid or mitigate any negative impacts on the heritage significance of the study area.

## 1.4 Limitations

This report is based on historical research and field inspections. It is possible that further historical research or the emergence of new historical sources may support different interpretations of the evidence in this report.

---

<sup>3</sup> (Heritage Office 2001)

<sup>4</sup> (Australia ICOMOS 2013)



The historical research undertaken for the study area was limited to information contained within primary documentation, including Certificates of Title, parish maps, Crown Plans, newspaper articles and historical photographs where available. This data was supported by existing publications including local and regional histories, and heritage assessment reports within the Windsor area. There was, however, one key document which could not be located; *Hawkesbury Study of the Shire of Hawkesbury* (1987) by Lester Tropman & Associates and Helen Proudfoot. This document identified many of the items listed on the heritage inventory. As this resource was not available, the original reason for the heritage listing of the items is unclear, and Biosis's statement of significance may vary from the original listing.

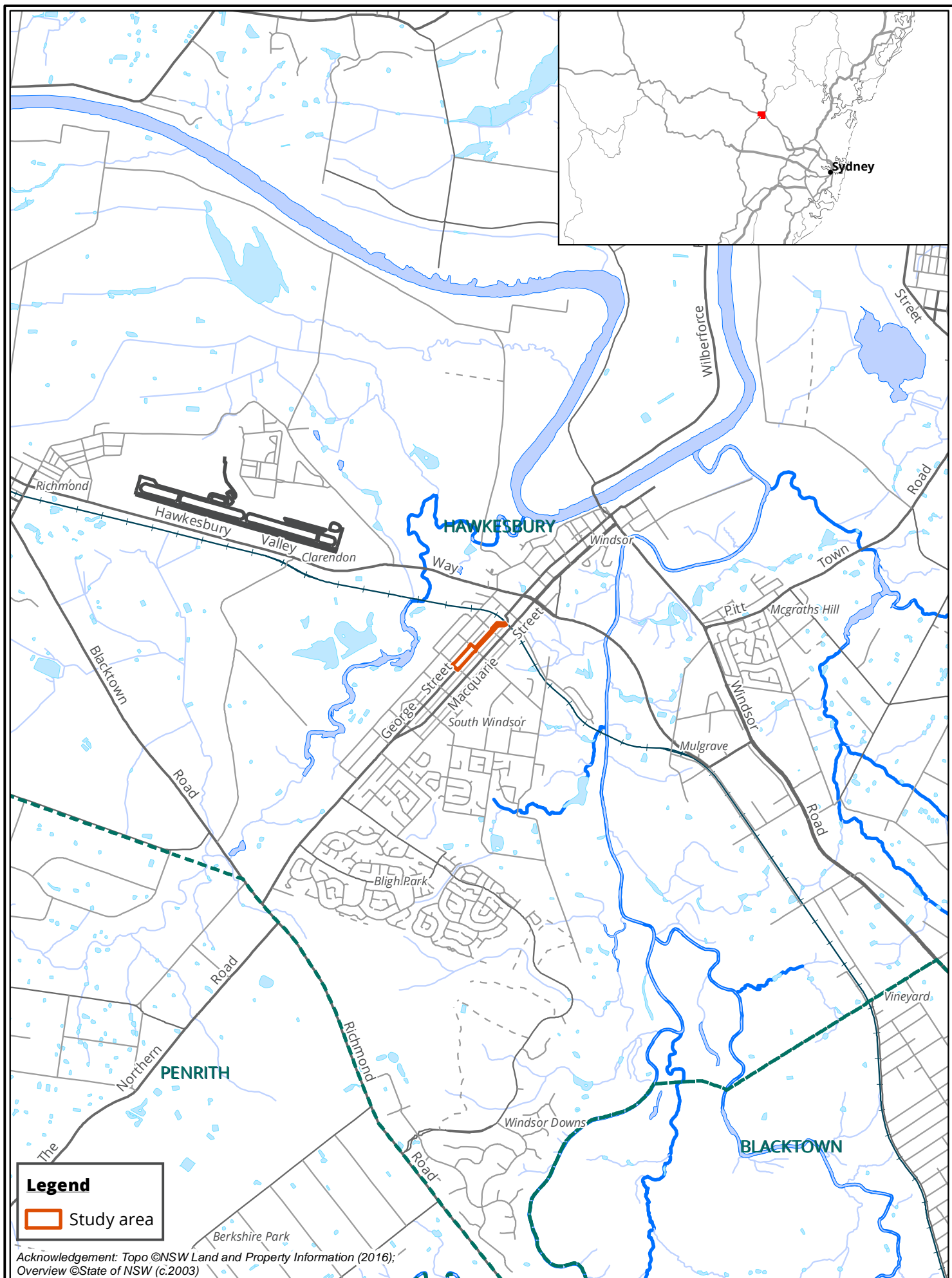
Hawkesbury City Council has noted that the current heritage listings are being updated by external consultants City Plan Heritage. As this document is not complete it has not been made available as part of this assessment. Initial verbal feedback to Council indicate that this document will recommend the Windsor and Richmond centres to become Heritage Conservation Areas. However, as this advice has not been formalised and has not been provided to Biosis, this report takes into account the current listings as they are listed in the LEP and SHR.

A short landscape analysis has been undertaken as part of this assessment. However, a detailed landscape analysis has not been undertaken as it was outside the scope of this report. The landscape analysis undertaken provides sufficient information to characterise the landscape at Windsor and inform a high-level constraints analysis. However, further more detailed assessment of the landscape heritage values of the study area should be conducted by a suitably qualified landscape heritage specialist and the detailed design be informed by that additional study.

Although this report was undertaken to best archaeological practice and its conclusions are based on professional opinion, it does not warrant that there is no possibility that additional archaeological material will be located in subsequent works on the site. This is because limitations in historical documentation and archaeological methods make it difficult to accurately predict what is under the ground.

The significance assessment made in this report is a combination of both facts and interpretation of those facts in accordance with a standard set of assessment criteria. It is possible that another professional may interpret the historical facts and physical evidence in a different way.

This report only includes constraints based on historical archaeology and heritage and does not include Aboriginal cultural heritage. For Aboriginal heritage, please refer to the *Windsor, South Windsor and Richmond Town Centres: Aboriginal Due Diligence Assessment* dated 1 March 2021 (current version as per the date on the title page of this document).



**Legend**

Study area

Acknowledgement: Topo ©NSW Land and Property Information (2016);  
Overview ©State of NSW (c.2003)



**Figure 1 Location of the study area**

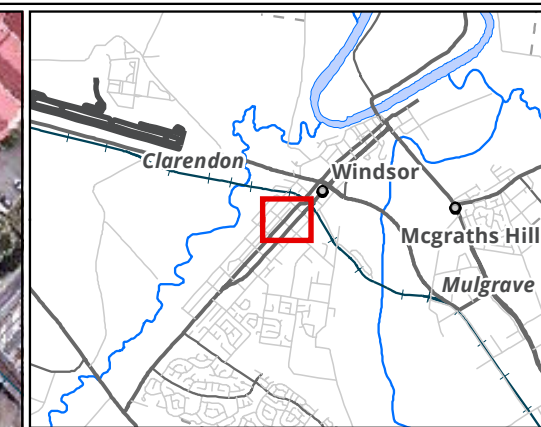
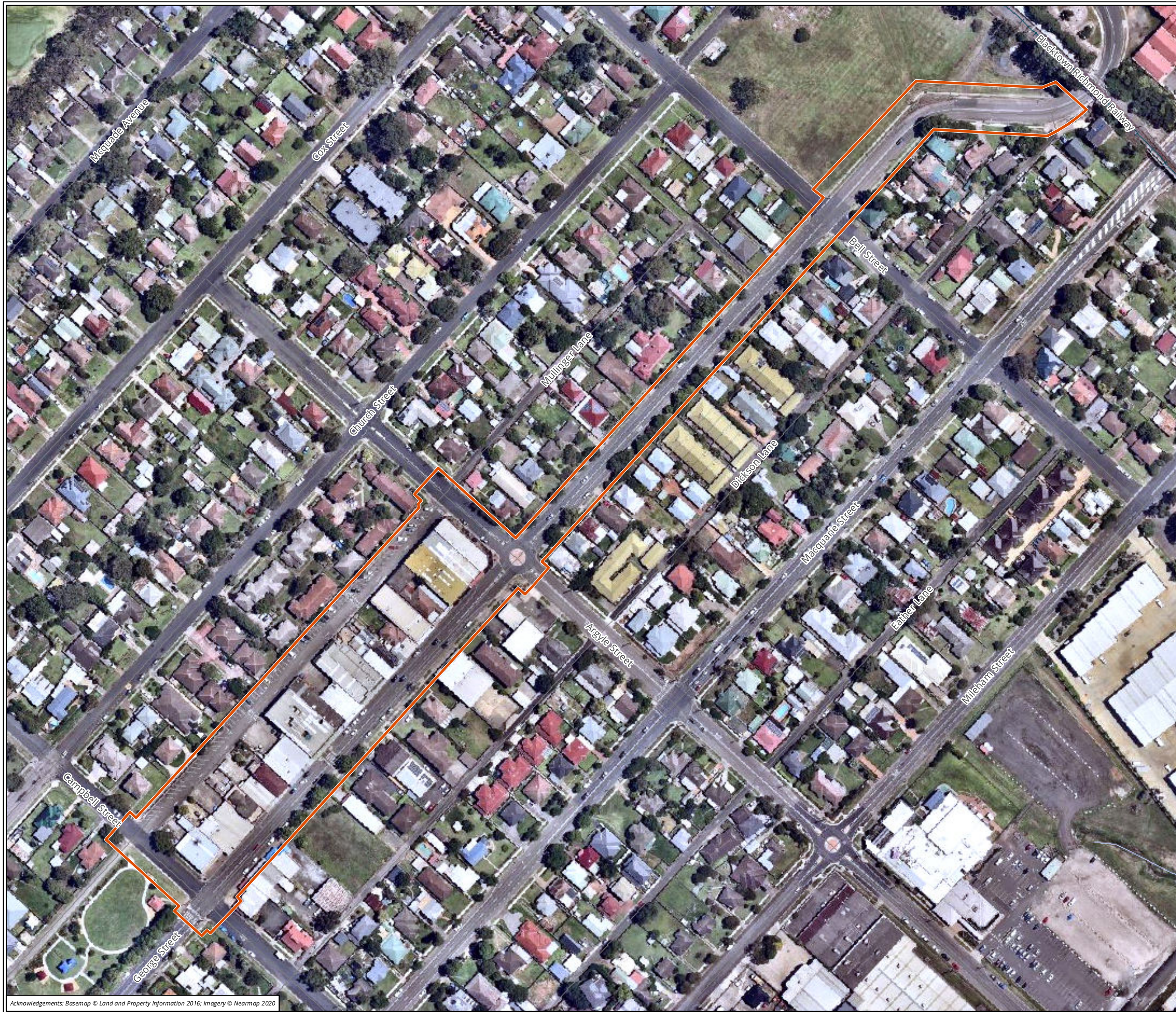
Matter: 33889  
Date: 03 February 2021,  
Checked by: MB, Drawn by: AM, Last edited by: amackegard  
Location: P:\33800s\33889\Mapping\33889\_HHA\_F1\_Locality.mxd

0 400 800 1,200 1,600 2,000  
Metres



Scale 1:50,000 @ A4, GDA 1994 MGA Zone 56





**Legend**  
Study area

**Figure 2 Study area detail**

0 10 20 30 40 50  
Metres

Scale: 1:2,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



Matter: 33889,  
Date: 03 February 2021,  
Checked by: MB, Drawn by: AM, Last edited by: amackegard  
Location: P:\33800s\33889\Mapping\33889\_HHA\_F2\_StudyArea.mxd



## 2 Statutory framework

---

In NSW cultural heritage is managed in a three-tiered system: national, state and local. Certain sites and items may require management under all three systems or only under one or two. The following discussion aims to outline the various levels of protection and approvals required to make changes to cultural heritage in the state.

### 2.1 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Act 1999* (EPBC Act) is the national Act protecting the natural and cultural environment. The EPBC Act is administered by the Department of the Environment and Energy (DEE). The EPBC Act establishes two heritage lists for the management of the natural and cultural environment:

- The National Heritage List (NHL) contains items listed that have been assessed to be of outstanding significance and define '*critical moments in our development as a nation*'.<sup>5</sup>
- The Commonwealth Heritage List (CHL) contains items of natural and cultural heritage value that are on Commonwealth land, in Commonwealth waters or are owned or managed by the Commonwealth. A place or item on the CHL has been assessed as possessing 'significant' heritage value.<sup>6</sup>

A search of the NHL and CHL did not yield any results associated with the study area.

### 2.2 NSW Heritage Act 1977

Heritage in NSW is principally protected by the Heritage Act (as amended) which was passed for the purpose of conserving items of environmental heritage of NSW. Environmental heritage is broadly defined under Section 4 of the Heritage Act as consisting of the following items: '*those places, buildings, works, relics, moveable objects, and precincts, of State or Local heritage significance*'.<sup>7</sup> The Act is administered by Heritage NSW, Department of Premier and Cabinet, under the delegation of the Heritage Council of NSW. The Heritage Act is designed to protect both known heritage items (such as standing structures) and items that may not be immediately obvious (such as potential archaeological remains or 'relics'). Different parts of the Heritage Act deal with different situations and types of heritage and the Act provides a number of mechanisms by which items of heritage significance may be protected.

#### 2.2.1 State Heritage Register

Protection of items of State heritage significance is by nomination and listing on the State Heritage Register (SHR) created under Part 3A of the Heritage Act. The Register came into effect on 2 April 1999. The Register was established under the *Heritage Amendment Act 1998*. It replaces the earlier system of Permanent Conservation Orders as a means of protecting items with State significance.

---

<sup>5</sup> 'About National Heritage' <http://www.environment.gov.au/heritage/about/national/index.html>

<sup>6</sup> 'Commonwealth Heritage List Criteria' <http://www.environment.gov.au/heritage/about/commonwealth/criteria.html>

<sup>7</sup> (Heritage NSW 1977, p.3)

A permit under Section 60 of the Heritage Act is required for works on a site listed on the SHR, except for works which comply with the conditions of exemptions to the requirement for obtaining a permit. Details of which minor works are exempted from the requirements of a S.60 Permit can be found in the Guideline 'Standard Exemptions for Works requiring Heritage Council Approval'.<sup>8</sup> These exemptions came into force on 1 December 2020 and replace all previous exemptions.

There are no heritage item listed on the SHR within the study area. The following heritage items are listed within the vicinity of the study area:

- Windsor Railway Station Group and Former Goods Yard, (Item No. 01287), 425 George Street, Lot 1, DP 1022444, located adjacently north-east of the study area.

### 2.2.2 Archaeological relics

Section 139 of the Heritage Act protects archaeological 'relics' from being 'exposed, moved, damaged or destroyed' by the disturbance or excavation of land. This protection extends to the situation where a person has 'reasonable cause to suspect' that archaeological remains may be affected by the disturbance or excavation of the land. This section applies to all land in NSW that is not included on the SHR. A 'relic' is defined by the Heritage Act as:

*'Any deposit, object or material evidence:*

*(a) Which relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*

*(b) Which is of State or Local significance'.*

It should be noted that not all remains that would be considered archaeological are relics under the NSW Heritage Act. If a relic, is located, the discoverer is required to notify the NSW Heritage Council.

Section 139 of the Heritage Act requires any person who knows or has reasonable cause to suspect that their proposed works will expose or disturb a 'relic' to first obtain an Excavation Permit from the Heritage Council of NSW (pursuant to Section 140 of the Act), unless there is an applicable exception (pursuant to Section 139(4)). Excavation permits are issued by the Heritage Council of NSW in accordance with Sections 60 or 140 of the Heritage Act. It is an offence to disturb or excavate land to discover, expose or move a relic without obtaining a permit. Excavation permits are usually issued subject to a range of conditions. These conditions will relate to matters such as reporting requirements and artefact cataloguing, storage and curation.

Exceptions under Section 139(4) to the standard Section 140 process exist for applications that meet the appropriate criterion. An application is still required to be made. The Section 139(4) permit is an exception from the requirement to obtain a Section 140 permit and reflects the nature of the impact and the significance of the relics or potential relics being impacted upon.

If an exception has been granted and, during the course of the development, substantial intact archaeological relics of State or local significance, not identified in the archaeological assessment or statement required by this exception, are unexpectedly discovered during excavation, work must cease in the affected area and the Heritage Office must be notified in writing in accordance with Section 146 of the Heritage Act. Depending on the nature of the discovery, additional assessment and, possibly, an excavation permit may be required prior to the recommencement of excavation in the affected area.

---

<sup>8</sup> (NSW Government 2020)



### 2.2.3 Section 170 Heritage and Conservation Registers

Section 170 of the Heritage Act requires that culturally significant items or places managed or owned by Government agencies are listed on departmental Heritage and Conservation Registers. Information on these registers has been prepared in accordance with Heritage Division guidelines.

Statutory obligations for archaeological sites that are listed on a Section 170 Register include notification to the Heritage Council in addition to relic's provision obligations. There is one item listed adjacent to the study area that is entered on a State government instrumentality Section 170 Register. This item is listed below:

- Windsor Railway Station Group and Former Goods Yard, Transport for NSW s170 Register, 425 George Street, Lot 1, DP 1022444, located north-east of the study area.

## 2.3 Environmental Planning and Assessment Act 1979

### 2.3.1 Hawkesbury Local Environmental Plan 2012

The Hawkesbury LEP contains schedules of heritage items that are managed by the controls in the instrument. Heritage items in the vicinity of the study area are identified in Figure 3.

The study area contains an item of State significance on the Hawkesbury LEP Schedule 5:

- Windsor Railway Station, (Item No. I01287) 425 George Street, Lot 1, DP 1022444, located within the north-east portion of the study area.

The study area is also situated adjacent to eight heritage items of local significance. These are listed in Table 2.

### 2.3.2 Hawkesbury Development Control Plan 2002

The Hawkesbury DCP outlines built form controls to guide development. The Hawkesbury DCP supplements the provisions of the Hawkesbury LEP.

Any State significant heritage item or conservation area will require lodgement of an *"integrated DA pursuant to Section 91 of the Act where the concurrence from the NSW Heritage Council is required under Section 60 of the Heritage Act"* or an application can be made to the NSW Heritage office under Section 60 prior to the lodgement to Council.

Development consent is required for:

- Demolition, moving, or altering of existing heritage items.
- Disturbing or excavating an archaeological site.
- Erecting a building on land on which a heritage item is located or within a conservation area.
- Subdividing land which a heritage item is located on.

A large number of controls are provided for each of these actions to heritage items. They also require the submission of a Heritage Impact Statement. A Heritage Conservation Management Plan (CMP) may also be required when development is likely to impact the significance of a heritage item or conservation area.

## 2.4 Summary of heritage listings

A summary of heritage listings within the study area is presented in Table 1, and items adjacent to the study area in Table 2. Figure 3 shows the location of both.

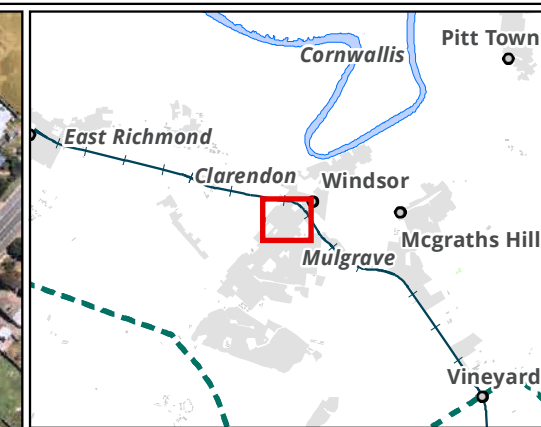
**Table 1 Summary of heritage listings within the study area**

Item no	Item name	Address	Register	Significance
I01287	Windsor Railway Station	425 George Street, Lot 1, DP 1022444	Hawkesbury LEP,	State

**Table 2 Summary of heritage listings adjacent to the study area**

Item no	Item name	Address	Register	Significance
I01287	Windsor Railway Station Group and Goods Yard	425 George Street, Lot 1, DP 1022444	SHR, Transport for NSW s170 register	State
I225	House	456 George Street, Lot 1, DP 838389	Hawkesbury LEP	Local
I228	Houses	482–486 George Street, Lots 1–3, DP 736578	Hawkesbury LEP	Local
I471	House	450 George Street, Lot 1, DP 38768	Hawkesbury LEP	Local
I472	House	464 George Street, Lot 1, SP 69563	Hawkesbury LEP	Local
I224	House	440 George Street, Lot 6, DP 38768	Hawkesbury LEP	Local
I226	House	458 George Street, Lot 3, DP 1087379	Hawkesbury LEP	Local
I227	Glenroy	465–465B George Street, Lots 15 and 16, Section O, DP 759096; Lot 1, DP 195535	Hawkesbury LEP	Local

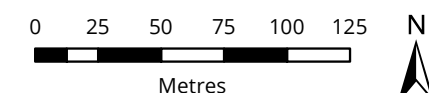




**Legend**

- Study area
- Local heritage item**
- Item - General
- State heritage item

**Figure 3 Heritage items in the vicinity of the study area**



Scale: 1:3,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



Matter: 33889,  
Date: 16 February 2021,  
Checked by: MB, Drawn by: AM, Last edited by: amackegard  
Location: P:\33800s\33889\Mapping\33889\_HHA\_F3\_Heritage\_anno.mxd



## 3 Historical context

---

Historical research has been undertaken to identify the land use history of the study area, to isolate key phases in its history and to identify the location of any built heritage or archaeological resources which may be associated with the study area. The historical research places the history of the study area into the broader context of South Windsor.

### 3.1 Topography and resources

The study area is located to the south of the urban town centre of Windsor, NSW, which is located on the Cumberland Plain. Situated along a series of undulating rises and between the Hawkesbury River and South Creek, the highest point is located in the southern portion of the study area. The surrounding area has traditionally been used for agricultural activities such as animal grazing and crops, and is subject to flooding.

### 3.2 Aboriginal past

It is generally accepted that people have inhabited the Australian landmass for the last 65,000 years.<sup>9</sup> Dates of the earliest occupation of the continent by Aboriginal people are subject to continued revision as more research is undertaken. The timing for the human occupation of the Sydney Basin is still uncertain. While there is some possible evidence for occupation of the region around 40,000 years ago, the earliest known radiocarbon date for the Aboriginal occupation of the Sydney Basin is associated with a cultural / archaeological deposit at Parramatta, which was dated to 30,735 ± 407 before present (BP).<sup>10</sup>

There is some confusion relating to group names, which can be explained by the use of differing terminologies in early historical references. Language groups were not the main political or social units in Aboriginal life. Instead, land custodianship and ownership centred on the smaller named groups that comprised the broader language grouping. There is some variation in the terminology used to categorise these smaller groups.

Early interactions between local Aboriginal groups in the Sydney region and European settlers varied in nature between peaceful and hostile. It was not long before the effects of colonisation proved detrimental to local groups, with farming practices employed by the settlers removing land that had, until that point, been used for subsistence.<sup>11</sup>

Early observers made no note of the language of the local groups, and it was not until the latter part of the nineteenth century that the name Darug was used. For example, "*The Dharuk speaking people adjoined the Thurrawal on the north, extending along the coast to the Hawkesbury River, and inland to what are now Windsor, Penrith, Campbelltown, and intervening towns*".<sup>12</sup> Subsistence activities varied based on the local landscape, with Darug groups closer to the coast relying on different food sources and hunting methods to survive, compared to those further inland.<sup>13</sup>

---

<sup>9</sup> (Clarkson et al. 2017)

<sup>10</sup> (Jo McDonald Cultural Heritage Management 2005)

<sup>11</sup> (Attenbrow 2002)

<sup>12</sup> (Matthews 1901, p155, cited by Attenbrow 2002, p.32)

<sup>13</sup> (Kelleher Nightingale Consulting 2010)

Attenbrow suggests that a total of four dialects were spoken in the Sydney region:<sup>14</sup>

- *Darug coastal dialect/s - the Sydney Peninsula (north of Botany Bay, south of Port Jackson, west to Parramatta), as well as the country to the north of Port Jackson, possibly as far as Broken Bay.*
- *Darug hinterland dialect - on the Cumberland Plain from Appin in the south to the Hawkesbury River in the north; west of the Georges River, Parramatta, the Lane Cove River and Berowra Creek.*
- *Dharawal - from south side of Botany Bay, extending south as far as the Shoalhaven River; from the coast to the Georges River and Appin, and possibly as far west as Camden.*
- *Gundungurra - southern rim of the Cumberland Plain west of the Georges River, as well as the southern Blue Mountains.*

McDonald notes that early observers of Aboriginal culture who came with the First Fleet studied Aboriginal society around Port Jackson extensively, however ethnographies for other areas are not so reliable, and that many leaps of faith are involved when studying Aboriginal culture in Sydney more broadly. Systematic anthropological studies of these communities were not carried out until the late 19th century, well after colonisation and its impacts were felt (including an epidemic of smallpox in the 1830s).<sup>15</sup>

### 3.3 South Windsor – summary of historical development

A summary of the historical development of South Windsor is provided in Table 3. A detailed historical context is presented in Appendix 1.

**Table 3 Summary of the historical development of South Windsor**

Date	Event
1788	Exploration party led by Governor Arthur Phillip reaches Dangar Island at the mouth of the Hawkesbury River in March.
1789	Second exploration party reaches Wiseman's Ferry on the Hawkesbury River in June. A third party led by Governor Phillip reached Colo River and Richmond Hill in July.
1794	First settlement established in the Hawkesbury region at Green Hills / Mulgrave Place (Windsor). Windsor became the third Government Domain in the colony, after Sydney and Parramatta.
1795	Hawkesbury district population reaches 400. Government stores and military garrison established in Windsor.
1797	Governor Hunter ordered the construction of roads to the newly developing Hawkesbury settlements, to be made and maintained by the settlers themselves.
1804	Governor King established the Commons which provided elevated pasture land for settlers where livestock could be relocated during times of flooding. This was Governor King's approach to providing additional pasture land for the small land grantees, enabling them to graze their livestock close to their properties. The study area is located within the common land south of the early settlement of Green Hills / Mulgrave Place. Windsor is referred to as the 'food bowl' of colonial Sydney. Hawkesbury farms produce was collected at the Government Domain and transported by river to Sydney.
1806	The Great Flood of 1806 inflicted considerable damage upon the farms and settlements along the Hawkesbury. After a week of constant rain, the river broke its banks, estimated at the time to have been around 50 feet (15.2 metres) above the average summer levels.

<sup>14</sup> (Attenbrow 2002, p.34)

<sup>15</sup> (McDonald 2008, p.16)



Date	Event
1809	Two more floods occurred, with the second believed to have been at least 86 feet (26.2 metres) above average summer levels.
1810	Governor Lachlan Macquarie visits the Hawkesbury region in October, selects locations of new towns to be established.
1811	Governor Lachlan Macquarie visited Green Hills where he planned a square and new streets and allotments. A general street was constructed and ferry service across the Hawkesbury River was ran by John Howe until 1838.
1812	A survey plan provides an indication of the official street grid established by the government for Windsor, outside of the study area. No buildings have been recorded within or in the vicinity of the study area, but there are indications of the road reserve as well as footpath areas surrounding sections of land. In contrast to the sections to the north, those within South Windsor had not been split into smaller allotments, comprising of single blocks of land.
1824	Drawing shows large undeveloped areas in what is likely to be the study area. St Matthew's church can be seen on the left with the open area of Windsor square in front of it.
c1820	More than 32,000 acres had been cleared on the Hawkesbury and half had been cultivated. This was the largest cultivated area in the Colony.
1827	Plan shows the town sections within and adjacent to the study area have yet to be split into individual allotments. Over twenty public buildings and substantial numbers of privately owned premises were in the course of development located to the north of the study area.
c.1830	The Endeavour Mill had been established on George Street. Over time it was known as Teale's Dawson's Liddell's and Hoskinson's Mill, and was eventually demolished in 1896. It is not known whether this mill was in the study area, but it is more likely to have been located to the north. Similarly, James Timmons had set up a loom for manufacturing woollen cloth in Windsor, while Windsor also held four tanneries run by Reverend Samuel Marsden, Joseph Winfred, Daniel Dickens and James Power. Again, it is not known where these industrial sites are located but it is more likely that they were located closer to water and on the outskirts of the town settlement
1833	The Presbyterian cemetery was appropriated. The Crown Plan for the cemetery does not record any buildings within, or immediately adjacent to, the study area, but there is a fence line which bounds the cemetery which enters the road reserve and study area. The earliest decipherable headstone date identified in historical writings was noted as 1838 for Mary Smith.
1840	Plan does not show the town sections within, and adjacent to, the study area as being divided into allotments. This suggests that there was very little activity taking place in this part of the town, possibly some agricultural works.
c1840	House at 464 George Street (Hawkesbury LEP 2012, Item no. I472) constructed.
1841	Occupation of allotments and houses began spreading south towards the road to Richmond (Hawkesbury Valley Way). Windsor was promoted as the third town of the Colony in auction advertisements for the area.
c.1850	Three steam mills were operating in Windsor, while Kable Street was home to a large brick mill, with another located opposite the Presbyterian Church. These mills ran until the 1890s, and are most likely outside of the study area.
1854	Several 1854 newspaper articles note that repair works were to take place to improve George Street, which was the main thoroughfare of Windsor. The article does not state what the improvements were, but the town streets are described as filthy, particularly in wet weather. Works may have been to improve drainage and levelling to create a camber for the road. It is possible that these works extended as far as the study area, but this part of Windsor had not been subject to much development by this date.

Date	Event
1858	Crown Plan records the owners of those lots that were purchased surrounding the study area during this period. The fence line [1] surrounding the Presbyterian burial ground on the western side of George Street extends into the road reserve. No structures are recorded in this plan.
c1860	Multiple buildings were constructed adjacent to the study area including: <ul style="list-style-type: none"> <li>House (Hawkesbury LEP 2012, Item no. I224).</li> <li>House (Hawkesbury LEP 2012, Item no. I471).</li> <li>Houses (Hawkesbury LEP 2012, Item no. I228).</li> </ul>
1864	The Blacktown-Richmond Railway came through Windsor. The line hugged the built-up section of the town on the southern cutting, in the vicinity of Fairfield house. The station was constructed by W & A Elphinstone, with the original station building containing a residence and an office. The Crown Plan for the railway line records two structures within the study area, as well as a creek line, with at least two structures on the eastern side of George Street adjacent to the study area. South Windsor became known as 'Newtown' following the construction of the railway, after which development increased within the area.
1866	Crown Plan of allotments in Sections J, S, T and V of Windsor. Fence lines are recorded surrounding allotments within Sections O and P north of Argyle Street. No structures are recorded within the allotments within this plan, but two fence lines are recorded surrounding Sections O and P on the boundaries of the study area.
1867	The Hawkesbury flooded and waters rose to 63 feet (19.2 metres) above the summer levels.
1871	Borough Council of Windsor was established in March with nine aldermen elected and the first Mayor being Robert Dick. This survey records detail on the structures located along the street frontages of the town, including the study area. The plan does not record anything further south than Argyle Street, suggesting that there may not have been significant development within this part of the study area at this time. One structure is recorded on the eastern side of George Street, north of Bell Street and opposite the Presbyterian burial ground, as well as a number of fence lines at the edge of the road reserve, and also within the road reserve, indicating the narrowing of the roadway as George Street approaches the railway crossing. Between Bell and Argyle streets, three structures are located on the eastern side of George Street, and one on the western side of George Street. None of the structures appear to extend into the road reserve. A number of fence lines appear to enter the road reserve, either as property boundaries or as part of the narrowing of George Street at the approach to the rail crossing. Despite the sale of allotments within South Windsor to this date, few formal structures appear to have been constructed by 1871.
1872	Further works to George Street were undertaken. Council accepted the tender of D. Brown to carry out the works.
1874	The bridge crossing the Hawkesbury at Windsor opened for public use. In December of the same year, Windsor suffered a severe fire which reduced much of the northern part of town to rubble.
1881	Windsor's population was at 2,033 people. A Crown Plan dated to the same year records property owners for Sections O, P, Q, S, T, J and V of Windsor. Fence lines are recorded along the boundaries of Allotments 12-22 in Section T, which is located within the study area.
1882	The town blocks located south of the railway line were reaffirmed, with narrow rear lanes added through the middle of each town block. The reaffirming of southern Windsor resulted in allotments of ¼ acres (0.1 hectares), with two blocks reserved for churches and a burial ground.
1883	Windsor Gaslight Company was established in 1883, with their works constructed south of the railway line in Windsor between Cox and Church streets (outside of the study area), replacing the little used system of kerosene oil lamps which were in place around 1882. By 1889, Windsor's streets were gas lit. G Jones constructed a new brick building and platform at Windsor Station.

Date	Event
<b>c1890</b>	The condition of George Street continued to be reported as poor. Street works were used to combat unemployment caused by the severe recession that gripped the country. An Italianate two-storey Victorian Villa was constructed at 456 George Street (Hawkesbury LEP 2012, Item no. I225).
<b>1906</b>	The Borough of Windsor was made a municipality, with the boundaries extended to include rural areas.
<b>1916</b>	Electricity was supplied to Windsor from the Inus Brothers Company.
<b>1923</b>	Following a trial of tar paving the gravel in Fitzgerald Street (outside of the study area), in 1923 Council approved the tarring of George Street in sections. Keen to reduce the dust of the existing road surface. It was also suggested that an alternative material from Tarans be used as a top dressing instead of metal screening.
<b>1924</b>	New Street power station in Windsor was destroyed by fire. As a result, electricity was provided by the Hawkesbury Agricultural College.
<b>1928</b>	A Crown Plan, originally drafted in 1915, records the partial resumption of Allotments 2-3 and 5-8 of Section N of the town in 1928 for the deviation of George Street under the Blacktown-Richmond Railway. While this plan does not record any structures within the study area, two were previously identified in the Crown plan for the Blacktown-Richmond Railway.
<b>1929</b>	A newspaper article describes the state of the gutters in George Street. In some places, the stone gutters had dropped and had therefore become uneven, causing water to collect and become stagnant where there was no drainage.
<b>1934</b>	Sydney City Council supplied both Richmond and Windsor with electricity.
<b>1935</b>	Windsor Council agreed to apply for the concreting of George Street through the main business centre of town from Bridge Street to the picture theatre (north of the study area).
<b>1937 - 1939</b>	Sewerage works were established in Windsor.
<b>c1930-1940</b>	A photograph of a train travelling over the railway bridge at the deviated section of George Street provides an indication of the study area at this time. It is not known whether this photograph is taken from the northern or southern side of the railway line, but it does show that the road is unsealed at this time, with no defined kerbing at the road edge and a post and rail fence on the boundary of the rail line to the road reserve. Another photograph possibly from the same period depicts the substantial late Victorian suburban villa, known as Glenroy (Hawkesbury LEP 2012, Item no. I227), adjacent to the study area. The central part of the roadway of George Street appears to have been sealed (concreted or tarred) but the sides remain unsealed. Stone kerbing is also present, but appears overgrown with vegetation or is slightly damaged.
<b>1949</b>	The municipalities of Windsor and Richmond and their surrounding districts were amalgamated.
<b>1951</b>	The Water Board took over the management of Windsor's water supply, with two large reservoirs constructed at Windsor and South Windsor, while an elevated tank was also rebuilt.
<b>1955</b>	Aerial photograph shows that the area had developed into a residential landscape with dwellings sited on most of the allotments surrounding the study area, facing the main streets with rear lane access to properties. There were now at least 14 structures [10] located within the portion of Section T within the study area.
<b>1978</b>	An aerial photograph shows the residential occupation of South Windsor has increased in density, with unoccupied lots from the 1955 photograph now containing an additional eight structures. In the southern portion of the study area there also appears to be the early development of the current retail/commercial area on George Street between Argyle and Campbell streets.
<b>1994</b>	An aerial photograph shows that dwellings in residential lots have been extended or the lots themselves converted to strata with multiple dwellings present (in the form of a single long structure)

Date	Event
	totalling an additional eight structures within the study area. The retail/commercial area on George Street has been fully established by this date also, with the rear lane appearing to have been widened since the 1970s, similar to its current state.
<b>2004 to current</b>	Density increased again, with further development in the retail/commercial area on George Street.

Based upon the historical research presented it is possible to create a chronology of the built environment within the study area. This is presented in Table 4.

**Table 4 Chronological development of the study area's built environment**

No.	Structure	Date from	Date to
1	Fence line surrounding Presbyterian burial grounds	1833	Unknown
2	Structure in northern most portion adjacently south of railway	c.1864	by c.1928
3	Structure in the north eastern most portion adjacent to laneway	c.1864	by c.1928
4	Property boundary fence lines on George Street between Brabyn and Bell streets	1871	Unknown
5	Property boundary fence lines on George Street between Bell and Argyle streets	1871	Unknown
6	Narrowed fencing for George Street crossing of railway line	1871	by c.1928
7	Fence lines surrounding Allotments 12-22, Section T	1881	
8	George Street deviation under railway line	c.1928	N/A
9	Sealed (concrete or tarred) road surface, George Street	c.1930s	
10	At least 14 structures within Section T within the study area	Pre-1955	Pre-1978 - N/A
11	At least 5 additional structures within Section T of the study area	Pre-1978	Pre-1994 - N/A
12	8 additional structures within Section T of the study area	Pre-1994	N/A
13	Mullinger Lane expansion	Pre-1994	N/A

### 3.4 Research themes

Contextual analysis is undertaken to place the history of a particular site within relevant historical contexts in order to gauge how typical or unique the history of a particular site actually is. This is usually ascertained by gaining an understanding of the history of a site in relation to the broad historical themes characterising Australia at the time. Such themes have been established by the Australian Heritage Commission (AHC) and the State heritage agencies and are outlined in synoptic form in *Historical Themes*.<sup>16</sup>

<sup>16</sup> (NSW Heritage Council 2001)

There are 38 State historical themes, which have been developed for NSW, as well as nine National historical themes. These broader themes are usually referred to when developing sub-themes for a local area to ensure they complement the overall thematic framework for the broader region.

A review of the contextual history in conjunction with the local historical thematic history has identified six historical themes which relate to the occupational history of the study area.<sup>17</sup> This is summarised in Table 5.

**Table 5 Identified historical themes for the study area**

Australian theme	NSW theme	Local theme
<b>Developing local, regional and national economies</b>	Commerce	Activities relating to buying, selling and exchanging goods and services.
	Transport	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements.
<b>Building settlements, towns and cities</b>	Towns, suburbs and villages	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages.
<b>Developing Australia's cultural life</b>	Domestic life	Activities associated with creating, maintaining, living in and working around houses and institutions.
	Religion	Activities associated with particular systems of faith and worship
<b>Marking the phases of life</b>	Birth and death	Activities associated with the initial stages of human life and the bearing of children, and with the final stages of human life and disposal of the dead.

<sup>17</sup> (Proudfoot 2017)

## 4 Physical inspection

---

A physical inspection of the study area was undertaken on 18 January 2021 by Maggie Butcher (Consultant Archaeologist) and Charlotte Allen (Project Archaeologist). The principal aims of the survey were to identify heritage values associated with the study area. This included locating listed and potential heritage items. Heritage items can be buildings, structures, places, relics or other works of historical, aesthetic, social, technical/research or natural heritage significance.

### 4.1 Physical setting and landscape character assessment

The purpose of this section is to provide an overview of the study area to determine the landscape character of the study area. It recognises that the present landscape is the product of long-term and complex relationships between people and the environment. For the purposes of this report cultural landscapes are defined as: *'... those areas which clearly represent or reflect the patterns of settlement or use of the landscape over a long time, as well as the evolution of cultural values, norms and attitudes toward the land'*.<sup>18</sup> Please note that this is a brief analysis of the landscape of the township of South Windsor along George Street and Mullinger Lane in order to identify constraints for the detailed design. A full landscape study has not been provided as it is outside the scope of this report.

#### 4.1.1 An overview of landscapes

In order to fully understand the heritage significance of the study area it is necessary to consider the character of the landscape in its setting. The heritage value of a landscape may be related to its aesthetic, archaeological, historical, scientific, social, or architectural values, each or all of these values can co-exist at any one time. The identification of these values is important in discussing the study area and its constituent elements of heritage significance.

Three (3) general landscape categories have been developed and applied by heritage organisations to assist in understanding different types of landscapes:<sup>19</sup>

- **Designed landscapes:** Those that are created intentionally such as gardens, parks, garden suburbs, city landscapes, ornamental lakes, water storages and campuses.
- **Evolved landscapes:** Those that display an evolved land use in their form and features. They may be 'relict' such as former mining or rural landscapes. They may be 'continuing' such as modern active farms, vineyards, plantations or mines.
- **Associative cultural landscapes:** These are landscape features that represent religious, artistic, sacred or other cultural associations to individuals or communities.

---

<sup>18</sup> (Context Pty Ltd et al. 2002)

<sup>19</sup> (UNESCO 2012)



#### **4.1.2 Character areas**

The Master Plan Analysis Report<sup>20</sup> has broken down the study area into two different scope areas, each of which have designated character zones. The scope areas, as shown in Figure 4 are: George Street Green Boulevard and Parklets (SW01); and Bereewan Park Interface (SW02). Within the George Street Green Boulevard and Parklets (SW01) scope area there are three character zones: Park (SW01.1); Retail (SW01.2); and Carpark (SW01.3).

---

<sup>20</sup> (Place Design Group 2021)

**Figure 4 South Windsor scope areas (Source: Master Plan Analysis Report)**



#### 4.1.3 Analysis and discussion

The first settlement in the area of Windsor was established at the portion of the Hawkesbury River known as Pitt Reach by Major Grose of the NSW Corp in 1794, with a government presence including garrison and stores set up the following year. This settlement was chosen by Governor Macquarie in 1809 as one of the five towns along the Hawkesbury River, and was officially proclaimed as the town of Windsor in 1809. George Street was one of the first principal streets within the town, leading from Thompson Square and the government reserve into the study area. However, apart from the Presbyterian burial ground, land grants and development did not occur until the late 1850s and 1860s, when a number of allotments were granted surrounding the study area. This development appears to have been prompted by the construction of the Blacktown Richmond Railway, with the area south of the line becoming known as 'Newtown'. Plans from c.1864, c.1871 and c.1888 record few structures within, or in the vicinity of, the study area. It is likely that South Windsor remained relatively sparsely populated until the late-19th century, likely comprising of domestic dwellings and residential allotments, some of which remain today and are heritage listed items. By the 1950s, South Windsor had developed into a typical suburban area, with most of the allotments surrounding the study area featuring dwellings. By the late 1970s the retail/commercial area had begun to develop, which over time has resulted in the demolition and replacement of earlier buildings with those currently present.

South Windsor can be classified as a designed landscape. While this term is typically used to describe parkland landscapes or similar, the definition of 'being created intentionally' also applies to the planned township with planned roads and designated allotments. However, this designed landscape in itself contains two very different character areas. The redevelopment of the southern section of the study area and vicinity since the 1970s has resulted in a modern suburban designed landscape which meets the everyday needs of the community.

The northern portion, however, retains earlier elements of South Windsor in the form of a number of heritage listed items and the open parkland of the Presbyterian burial ground. Between Argyle Street and the northern end of the study area the landscape could be considered 'relict and designed', as it retains part of its 19th century character, with the road and heritage buildings following the original contours of the landscape. The evolution of this part of South Windsor can be mapped by looking at the different types and dates of the buildings along George Street and, as a result of this history, the street has an individual character all of its own. The simple 1840s workers cottages and vernacular 1860s dwellings contrast with the more substantial and ornate 1890s or late Victorian residences, while the Presbyterian burial ground remains a cleared and turfed area as it has done since at least the 1950s. These buildings are complemented by the ornamental plantings of both native and non-native species, with flowering trees creating shade and enhancing the leafy suburban streetscape with colour.

The design must be sensitive and not alter this landscape in a negative way. The master plan should be used as an opportunity to enhance the heritage landscape of George Street within a wider 21st century environment. Examples of views to and from the study area are provided below (Photo 1, Photo 2, Photo 3, Photo 4, Photo 5, Photo 6, Photo 7, Photo 8, Photo 9) to demonstrate variations within the study area's heritage landscape.



**Photo 1** Area SW01.3 from the northern end of Mullinger Lane, showing carparking and retail/commercial building rears



**Photo 2** Area SW01.3 from the southern end of Mullinger Lane, showing carparking and retail/commercial building rears

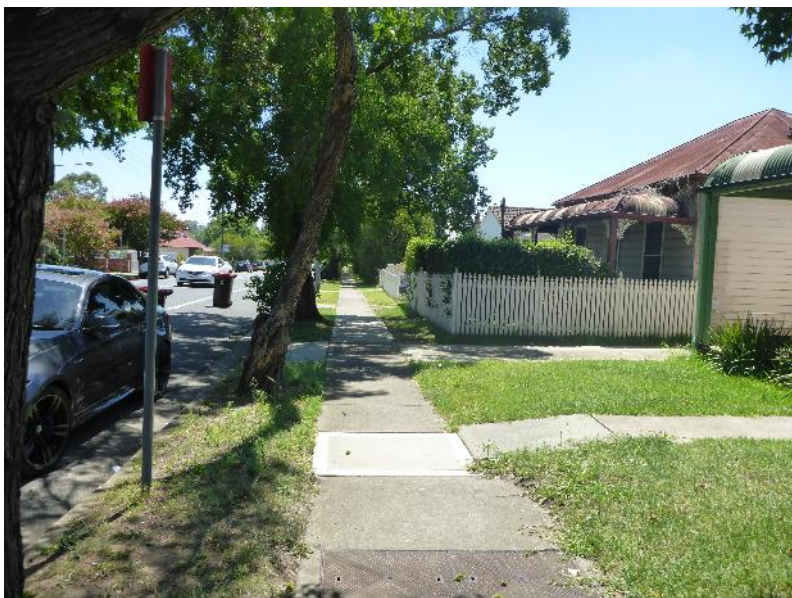


**Photo 3** Area SW01.2, showing the retail/commercial area on the western side of George Street





**Photo 4** Area SW01.2, showing vacant and residential lots opposite the retail/commercial area on the western side of George Street



**Photo 5** Area SW01.1 near the intersection of George and Argyle streets, showing heritage and non-heritage dwellings with property fencing and street plantings



**Photo 6** Area SW01.1 near the intersection of George and Bell streets, showing heritage and non-heritage dwellings and street plantings





**Photo 7** Area SW01.1 near the deviation of George Street, showing heritage and non-heritage dwellings with property fencing and street plantings



**Photo 8** Area SW02 near the deviation of George Street, showing the cleared parkland area of the Prebyterian burial ground and the streetscape beyond containing heritage and non-heritage dwellings and street plantings



**Photo 9** Area SW02 near the deviation of George Street, showing the cleared parkland area of the Prebyterian burial ground



## 4.2 Built fabric assessment

### 4.2.1 Items listed on heritage registers

While there are many heritage items adjacent to the study area, few items are contained within the study area itself as it is predominantly road reserve. Heritage items within the study area are listed in Table 6 below and can be seen in Photo 10. A full photographic inventory of the heritage items directly adjacent to the study area is included as Appendix 2.

**Table 6 Description of heritage items listed on heritage registers (Source: Heritage NSW)**

Item number (listing)	Item name	Item description
<b>01287 LEP</b>	Windsor Railway Station Group and Former Goods Yard	<p>Windsor Railway Station is one of the stations built during the major upgrading works along the Richmond line in the 1880s. Establishment of the rail line influenced the prosperity, and social and economic development of the Windsor area. The 1883 station building is a fine example of a Victorian second-class station building and is a significant landmark within the historic town centre. The goods yard is of research significance for its potential to yield information on the operational system and layout of the late 19th century goods handling through the remnants of rail sidings, brick-faced platform, hand crane and anchor points. However, its integrity has been compromised due to the removal of the majority of its associated structures and its non-operational state.</p> <p>Built fabric includes:</p> <ul style="list-style-type: none"> <li>• Station Building - Type 3, second class roadside brick (1883).</li> <li>• Station Platform - brick faced (1883).</li> <li>• Goods yard platform - brick faced.</li> <li>• Goods yard crane - Class 1, jib crane - 5 tonne, iron, Philadelphia (1880s).</li> <li>• Modern Sheds - steel framed, corrugated metal, modern (c1990).</li> <li>• Gangers Shed - Corrugated metal gabled shed with timber frame (c1883).</li> </ul>



**Photo 10 Windsor Railway Station Group and Former Goods Yard, (Item No. 01287)**

#### 4.2.2 Built fabric outside of heritage listed items

There is only one heritage item within the study area. No further heritage fabric or built heritage items were observed within the study area during the visual inspection. Non-historical built fabric includes: brick pavers, poles for signage, lights and electricity, sealed roads, footpaths and driveways, concrete kerbs, gutters and footpaths, and modern infrastructure associated with traffic management, as well as street furniture including potted plantings and rubbish bins (Photo 11, Photo 12, Photo 13).



**Photo 11** Example of paved footpaths, signage, concrete kerbs and gutters, sealed roads, and street furniture in the form of potted plantings and rubbish bins



**Photo 12** Example electricity and lighting infrastructure concrete kerbs and gutters, sealed roads and driveways



**Photo 13** Example of paved footpaths, signage, traffic management infrastructure, concrete kerbs and gutters and sealed roads

### 4.3 Archaeological assessment

The potential archaeological resource relates to the predicted level of preservation of archaeological resources within the study area. Archaeological potential is influenced by geography and topography, the level of development, subsequent impacts, levels of onsite fill and the factors influencing preservation such as soil type. An assessment of archaeological potential has been derived from the historical analysis undertaken during the preparation of this report.

#### 4.3.1 Archaeological resource

The historical research undertaken for this assessment has identified a number of potential archaeological structures and features within the study area. These are largely restricted to fence lines and historical road surfaces. There were several instances where former structures were present within the study area due to the deviation of George Street under the railway line. A summary of the possible archaeological resource based on historical research is presented in Table 7. This table has been broken down into the Master Plan scope areas as described in the *Hawkesbury Town Centres Master Plan Analysis Report – Consultant Issue*.<sup>21</sup>

All areas have the potential for historical road features from the mid-19th century to 1830s which could consist of road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases; and property fencelines from the mid-19th century onwards, which would comprise post holes and associated cuts and deposits.

<sup>21</sup> (Place Design Group 2021)



**Table 7 Possible archaeological resource**

Structure no.	Description	Archaeological features	Dates
<b>SW01.1 – George Street Green Boulevard (Park)</b>			
1	Fence line surrounding Presbyterian burial grounds	Postholes and associated cuts and deposits	Pre-1833 to unknown
2	Structure in northern most portion adjacently south of railway	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1864 to pre-1928
3	Structure in the north-eastern most portion adjacent to laneway		Pre-1864 to pre-1928
4	Property boundary fence lines on George Street between Brabyn and Bell streets	Postholes and associated cuts and deposits	Pre-1871 to unknown
5	Property boundary fence lines on George Street between Bell and Argyle streets		Pre-1871 to unknown
6	Narrowed fencing for George Street crossing of railway line		Pre-1871 to pre-1928
8	George Street deviation under railway line	Road cutting, stone kerbs and guttering, metal surface over macadam or telford base.	c.1928 to present
9	Sealed (concrete or tarred) road surface, George Street	Concrete/tarred road surface, footpaths and kerbs and guttering	c.1930s to unknown/present
<b>SW01.2 – George Street Green Boulevard (Retail)</b>			
7	Fence lines surrounding Allotments 12-22, Section T	Postholes and associated cuts and deposits	Pre-1881 to unknown
9	Sealed (concrete or tarred) road surface, George Street	Concrete/tarred road surface, footpaths and kerbs and guttering	c.1930s to unknown/present
10	At least 14 structures within Section T	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1955 to pre-1978 / present
11	At least 5 additional structures within Section T		Pre-1978 to pre-1994 / present

Structure no.	Description	Archaeological features	Dates
12	8 additional structures within Section T		Pre-1994 to present
<b>SW01.3 – George Street Green Boulevard (Carpark)</b>			
7	Fence lines surrounding Allotments 12-22, Section T	Postholes and associated cuts and deposits	Pre-1881 to unknown
10	At least 14 structures within Section T	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1955 to pre-1978 / N/A
11	At least 5 additional structures within Section T of the study are		Pre-1978 to pre-1994 / N/A
12	8 additional structures within Section T		Pre-1994 to present
13	Mullinger Lane expansion	Road cutting, concrete/tarred road surface, footpaths and kerbs and guttering	Pre-1994 to present
<b>SW02 – Bereewan Park Interface</b>			
1	Fence line surrounding Presbyterian burial grounds	Postholes and associated cuts and deposits	Pre-1833 to unknown
-	Presbyterian burial ground	Unmarked graves, grave cuts and associated fills, coffins and associated hardware, skeletal remains. Headstones or other memorial features like stone kerbing. Small archaeological finds in the form of lead letting and ironwork, personal items and offerings.	Pre-1833 to pre-1955

#### **4.3.1 Integrity of sub-surface deposits**

As with any functioning town centre, South Windsor has been subject to a number of modern developments such as roadworks, infrastructure and construction of new private, commercial and community buildings. The integrity of sub-surface deposits associated with the identified archaeological resource have been outlined in Table 8.

Please note that all sections of the study area may contain property fence lines and historical road features. These remains may be present in truncated form, but could equally have been disturbed or remain in situ from ongoing roadworks and infrastructure installation.



**Table 8 Integrity of sub-surface deposits**

Structure no.	Description	Probably disturbances and integrity of sub-surface deposits
<b>SW01.1 – Park</b>		
1	Fence line surrounding Presbyterian burial grounds	Ephemeral remains which may be present in truncated form, but could equally have been disturbed or remain <i>in situ</i> from ongoing roadworks and infrastructure installation.
2	Structure in northern most portion adjacently south of railway	Structural remains for building frontages may have been buried under modern footpath or road surfaces, and either remain intact or have been truncated by services installed within the road reserve or other modern construction.
3	Structure in the north-eastern most portion adjacent to laneway	
4	Property boundary fence lines on George Street between Brabyn and Bell streets	Ephemeral remains which may be present in truncated form, but could equally have been disturbed or remain <i>in situ</i> from ongoing roadworks and infrastructure installation.
5	Property boundary fence lines on George Street between Bell and Argyle streets	Ephemeral remains which may be present in truncated form, but could equally have been disturbed or remain <i>in situ</i> from ongoing roadworks and infrastructure installation.
6	Narrowed fencing for George Street crossing of railway line	Ephemeral remains which may be present in truncated form, but could equally have been disturbed or remain <i>in situ</i> from ongoing roadworks and infrastructure installation.
8	George Street deviation under railway line	Features associated with road likely removed or truncated as part of modern road infrastructure or buried underneath.
9	Sealed (concrete or tarred) road surface, George Street	May be extant road surface. Where tarmac surface is present, likely removed for construction of current road surface.
-	Presbyterian burial ground	Potentially disturbed by installation of services at the boundary of the burial ground. Clearing of any headstones or other funerary or memorial features or installation or later removal of any boundary fences made have caused some disturbance to other archaeological resources.
<b>SW01.2 – Retail</b>		
7	Fence lines surrounding Allotments 12-22, Section T	Ephemeral remains which may be present in truncated form, but could equally have been disturbed or remain <i>in situ</i> from ongoing roadworks and infrastructure installation.

Structure no.	Description	Probably disturbances and integrity of sub-surface deposits
9	Sealed (concrete or tarred) road surface, George Street	May be extant road surface. Where tarmac surface is present, likely removed for construction of current road surface.
10	At least 14 structures within Section T	Structural remains for building frontages may have been buried under modern footpath or road surfaces, and either remain intact or have been truncated by services installed within the road reserve or other modern construction.
11	At least 5 additional structures within Section T	Structural remains for building frontages may have been buried under modern footpath or road surfaces, and either remain intact or have been truncated by services installed within the road reserve or other modern construction.
12	8 additional structures within Section T	Structural remains for building frontages may have been buried under modern footpath or road surfaces, and either remain intact or have been truncated by services installed within the road reserve or other modern construction.
<b>SW01.3 – Carpark</b>		
7	Fencelines surrounding Allotments 12-22, Section T	Ephemeral remains which may be present in truncated form, but could equally have been disturbed or remain <i>in situ</i> from ongoing roadworks and infrastructure installation.
10	At least 14 structures within Section T	Structural remains for building frontages may have been buried under modern footpath or road surfaces, and either remain intact or have been truncated by services installed within the road reserve or other modern construction.
11	At least 5 additional structures within Section T of the study area	Structural remains for building frontages may have been buried under modern footpath or road surfaces, and either remain intact or have been truncated by services installed within the road reserve or other modern construction.
12	8 additional structures within Section T	Structural remains for building frontages may have been buried under modern footpath or road surfaces, and either remain intact or have been truncated by services installed within the road reserve or other modern construction.
13	Mullinger Lane expansion	Features associated with road likely removed or truncated as part of modern road infrastructure or buried underneath.

Structure no.	Description	Probably disturbances and integrity of sub-surface deposits
<b>SW02 - Bereewan Park Interface</b>		
<b>1</b>	Fence line surrounding Presbyterian burial grounds	Ephemeral remains which may be present in truncated form, but could equally have been disturbed or remain <i>in situ</i> from ongoing roadworks and infrastructure installation
-	Presbyterian burial ground	Potentially disturbed by installation of services at the boundary of the burial ground. Clearing of any headstones or other funerary or memorial features or installation or later removal of any boundary fences made have caused some disturbance to other archaeological resources.



#### **4.3.2 Research potential**

Archaeological research potential refers to the ability of archaeological evidence to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site. Archaeological research potential differs from archaeological potential in that the presence of an archaeological resource (i.e., archaeological potential) does not mean that it can provide any additional information that increases our understanding of a site or the past (i.e., archaeological research potential).

The research potential of a site is also affected by the integrity of the archaeological resource within a study area. If a site is disturbed, then vital contextual information that links material evidence to a stratigraphic sequence may be missing and it may be impossible to relate material evidence to activities on a site. This is generally held to reduce the ability of an archaeological site to answer research questions.

Assessment of the research potential of a site also relates to the level of existing documentation of a site and of the nature of the research done so far (the research framework), to produce a 'knowledge' pool to which research into archaeological remains can add.

The following subsections assess the research potential of the archaeological resource to address identified historical themes relevant to the study area.

#### **Developing local, regional and national economies – Commerce**

Little recorded development appeared to take place within the study area until the second half of the 19th century, particularly once the Blacktown-Richmond Railway was constructed. From at least the mid-20th century it appears that a local retail/commercial area developed on the western side of George Street within the study area between Argyle and Campbell streets. However, it is unlikely that archaeological resources associated with such recent development will provide new information that cannot be obtained from existing sources.

#### **Developing local, regional and national economies – Transport**

The main focus of the study area is on George Street, which has been subject to numerous instances of road improvement works since its establishment. The road itself is known to have had a metalled surface in the past; archaeological works north of the study area at Thompson Square indicate that both macadam and telford methods of road building have been used on George Street. Stone kerbing and guttering were known to have been installed at varying stages on George Street, but it is not known whether these works extended as far as South Windsor. An undated (but likely 1930s) photograph of Glenroy (Hawkesbury LEP 2012, Item no. I227) (Photo 44) shows kerbing but it is difficult to determine whether this is stone or compacted soils or concrete as it appears to be slightly overgrown. While there is no extant stone kerbing or guttering within the study area, it is possible that earlier instances of this may be buried beneath the current road surface. Information obtained in primary sources can be vague as to the types of road improvements works and where these works took place. Should historical road features be present within the study area, they would provide confirmation on the materials, structural methods and locations of historical road features which may not be specified in other forms of documentation.

#### **Building settlements, towns and cities - Towns, suburbs and villages**

Little recorded development appeared to take place within the study area until the second half of the 19th century, particularly once the Blacktown-Richmond Railway was constructed. Unlike areas north of the railway line, South Windsor has been a relatively slow growing residential area, with retail/commercial premises developing from at least the mid-20th century as a local shopping area to service the community. Apart from

two structures in the location of the George Street deviation under the railway line, there has not been any identified remains of former nineteenth or early twentieth century buildings or verandahs that extend into the study area. It is unlikely that, beyond archaeological resources associated with fence lines and road features, archaeological material would contribute to our knowledge of this historical theme.

### **Developing Australia's cultural life - Domestic life**

Two pre-c.1864 structures are recorded within the study area where George Street was deviated under the railway line in c.1928. It is possible that these structures were demolished before this planned deviation, or as part of its construction. These two structures are located at the rear of residential allotments, so they may have been dwellings or outbuildings. Should archaeological resources associated with these structures be present, such as underfloor or compacted floor deposits containing artefacts, this could contribute to our knowledge of domestic life within the early part of South Windsor's history, particularly if these structures date to the first half of the 19th century. This information could provide information on the occupants, whether there were children present, their domestic and dining habits and activities and potentially their class status. This information could then be compared to other domestic sites within wider Windsor and the local area.

### **Developing Australia's cultural life - Religion**

The study area partially enters the boundary of the Presbyterian burial ground, which was established by 1833, as shown in a Crown Plan. While the burial ground was dedicated to the Presbyterian church, any archaeological resources present within the study area could reveal changing funerary practices and offerings over time from the early 19th to early 20th-century. Changes in burial practices can indicate changes in social views, practices and religion of the time. There is also the potential for unmarked graves on the periphery of the burial ground to be present, where families could not afford to bury their loved ones in the cemetery itself. These unmarked graves could identify comparative information between the burial practices and religions of the wealthy who could afford to bury their family in the cemetery, and lower income families who may not have been able to afford to bury their loved ones in the cemetery with funeral rites.

### **Marking the phases of life - Birth and death**

The study area partially enters the boundary of the Presbyterian burial ground, which was established by 1833, as shown by a Crown Plan. Cemeteries were the typical way of disposing of the dead from the early 19th to early 20th-century. All archaeological remains in a cemetery, such as small finds, personal items and offerings, coffins and associated hardware and skeletal remains will be related to death and funerary practices. These archaeological remains have the potential to answer questions based on this research theme. Any archaeological resources present could also provide information on the deceased persons and their families, in terms of demography, class and also how the living saw the deceased and how they wanted the deceased to be remembered.

#### **4.3.3 Summary of archaeological potential**

Through an analysis of the above factors a number of assumptions have been made relating to the archaeological potential of the study area, these are presented in Table 9 and Figure 5.

The assessment of archaeological potential has been divided into three categories:

- **High archaeological potential** – based upon the historical context and documentary evidence presented within this report there is a high degree of certainty that archaeologically significant remains relating to this period, theme or event will occur within the study area.

- **Moderate archaeological potential** – based upon the historical context and documentary evidence presented within this assessment it is probable that archaeological significant remains relating to this period, theme or event could be present within the study area.
- **Low archaeological potential** – based upon the historical context and documentary evidence presented within this assessment it is unlikely that archaeological significant remains relating to this period, theme or event will occur within the study area.



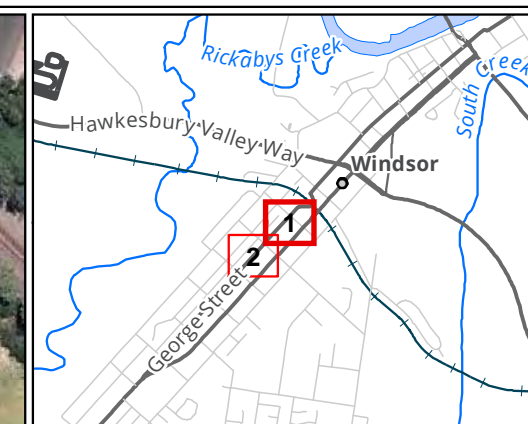
**Table 9 Assessment of archaeological potential**

Structure no.	Description	Archaeological features	Dates	Archaeological potential
<b>SW01.1 – Park</b>				
<b>1</b>	Fence line surrounding Presbyterian burial grounds	Postholes and associated cuts and deposits.	Pre-1833 to unknown	Low
<b>2</b>	Structure in northern most portion adjacently south of railway	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits.	Pre-1864 to pre-1928	Moderate
<b>3</b>	Structure in the north-eastern most portion adjacent to laneway		Pre-1864 to pre-1928	Moderate
<b>4</b>	Property boundary fence lines on George Street between Brabyn and Bell streets		Pre-1871 to unknown	Low
<b>5</b>	Property boundary fence lines on George Street between Bell and Argyle streets	Postholes and associated cuts and deposits.	Pre-1871 to unknown	Low
<b>6</b>	Narrowed fencing for George Street crossing of railway line		Pre-1871 to pre-1928	Low
<b>8</b>	George Street deviation under railway line	Road cutting, stone kerbs and guttering, metal surface over macadam or telford base.	c.1928 to present	Low
<b>9</b>	Sealed (concrete or tarred) road surface, George Street	Concrete/tarred road surface, footpaths and kerbs and guttering.	c.1930s to unknown/present	Low
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases.	Mid-19th century to c.1930s	Low
-	Property fence lines	Postholes and associated cuts and deposits.	Mid-19th century onwards	Low

Structure no.	Description	Archaeological features	Dates	Archaeological potential
-	Presbyterian burial ground	Unmarked graves, grave cuts and associated fills, coffins and associated hardware, skeletal remains. Headstones or other memorial features like stone kerbing. Small archaeological finds in the form of lead letting and ironwork, personal items and offerings.	Pre-1833 to pre-1955	Moderate
<b>SW01.2 – Retail</b>				
7	Fence lines surrounding Allotments 12-22, Section T	Postholes and associated cuts and deposits.	Pre-1881 to unknown	Low
9	Sealed (concrete or tarred) road surface, George Street	Concrete/tarred road surface, footpaths and kerbs and guttering.	c.1930s to unknown/present	Low
10	At least 14 structures within Section T	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits.	Pre-1955 to pre-1978 / present	Low
11	At least 5 additional structures within Section T		Pre-1978 to pre-1994 / present	Low
12	8 additional structures within Section T		Pre-1994 to present	Low
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases.	Mid-19th century to c.1930s	Low
-	Property fence lines	Postholes and associated cuts and deposits.	Mid-19th century onwards	Low
<b>SW01.3 – Carpark</b>				
7	Fence lines surrounding Allotments 12-22, Section T	Postholes and associated cuts and deposits.	Pre-1881 to unknown	Low
10	At least 14 structures within Section T	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits,	Pre-1955 to pre-1978 / N/A	Low

Structure no.	Description	Archaeological features	Dates	Archaeological potential
11	At least 5 additional structures within Section T of the study area	structural postholes and footings including associated cuts and deposits.	Pre-1978 to pre-1994 / N/A	Low
12	8 additional structures within Section T		Pre-1994 to present	Low
13	Mullinger Lane expansion	Road cutting, concrete/tarred road surface, footpaths and kerbs and guttering.	Pre-1994 to present	Low
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases.	Mid-19th century to c.1930s	Low
-	Property fence lines	Postholes and associated cuts and deposits.	Mid-19th century onwards	Low
<b>SW02 - Bereewan Park Interface</b>				
1	Fence line surrounding Presbyterian burial grounds	Postholes and associated cuts and deposits.	Pre-1833 to unknown	Low
-	Presbyterian burial ground	Unmarked graves, grave cuts and associated fills, coffins and associated hardware, skeletal remains. Headstones or other memorial features like stone kerbing. Small archaeological finds in the form of lead letting and ironwork, personal items and offerings.	Pre-1833 to pre-1955	Moderate

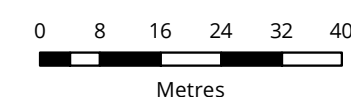




#### Legend

- Study area
- Moderate archaeological potential
- Low archaeological potential

**Figure 5.1 Assessment of archaeological potential**

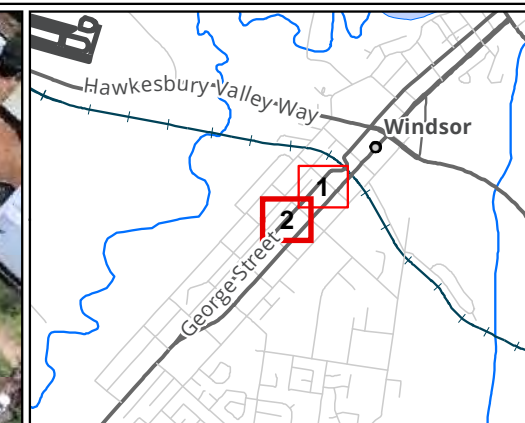




Scale: 1:1,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



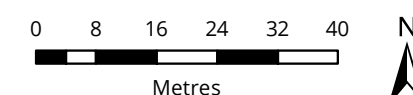
Matter: 33889,  
Date: 26 March 2021,  
Checked by: MB, Drawn by: AM, Last edited by: Iharley  
Location: P:\33800s\33889\Mapping\33889\_HHA\_ArchPot\_SWindsor.mxd





- Legend**
-  Study area
  -  Low archaeological potential

**Figure 5.2 Assessment of archaeological potential**



Scale: 1:1,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



Matter: 33889,  
Date: 26 March 2021,  
Checked by: MB, Drawn by: AM, Last edited by: Iharley  
Location: P:\33800s\33889\Mapping\33889\_HHA\_ArchPot\_SWindsor.mxd



## 5 Significance assessment

---

An assessment of heritage significance encompasses a range of heritage criteria and values. The heritage values of a site or place are broadly defined as the 'aesthetic, historic, scientific or social values for past, present or future generations'.<sup>22</sup> This means a place can have different levels of heritage value and significance to different groups of people.

The archaeological significance of a site is commonly assessed in terms of historical and scientific values, particularly by what a site can tell us about past lifestyles and people. There is an accepted procedure for determining the level of significance of an archaeological site.

Heritage assessment criteria in NSW fall broadly within the four significance values outlined in the Burra Charter. The Burra Charter has been adopted by state and Commonwealth heritage agencies as the recognised document for guiding best practice for heritage practitioners in Australia. The four significance values are:

- Historical significance (evolution and association).
- Aesthetic significance (scenic/architectural qualities and creative accomplishment).
- Scientific significance (archaeological, industrial, educational, research potential and scientific significance values).
- Social significance (contemporary community esteem).

The NSW Heritage Office issued a more detailed set of assessment criteria to provide consistency with heritage agencies in other States and to avoid ambiguity and misinterpretation. These criteria are based on the Burra Charter. The following SHR criteria were gazetted following amendments to the *Heritage Act 1977* (Heritage Act) that came into effect in April 1999:

- *Criterion (a) - an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).*
- *Criterion (b) - an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).*
- *Criterion (c) - an item is important in demonstrating the aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).*
- *Criterion (d) - an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.*
- *Criterion (e) - an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).*
- *Criterion (f) - an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).*

---

<sup>22</sup> (Heritage Office 2001)



- *Criterion (g) - an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments; or a class of the local area's cultural or natural places; or cultural or natural environments.*

## 5.1 Levels of heritage significance

Heritage items can either hold local or State heritage significance, or have elements of both local and State heritage significance. Places can have different values to different people or groups.

### Local heritage items

Local heritage items are those that are significant to a local area. In other words, they contribute to the individuality and streetscape, townscape, landscape or natural character of an area and are irreplaceable parts of its environmental heritage. They may have greater value to members of the local community who regularly engage with these places and/or consider them to be an important part of their day-to-day life and their identity. Collectively, such items reflect the socio-economic and natural history of a local area. Items of local heritage significance form an integral part of the State's environmental heritage.

### State heritage items

State heritage items, which can include places, buildings, works, relics, movable objects or precincts, are items that are significant to NSW. They form an irreplaceable part of the environmental heritage of NSW and must have some connection or association with the state in its widest sense.

## 5.2 Statement of significance

Due to the number of listings that are in the vicinity of the study area, they have been separated into items that are within the study area, and items that are adjacent to the study area. An assessment of significance has also been undertaken for the archaeological resources within the study area which have been identified by this assessment.

### 5.2.1 Items within the study area

The study area contains one heritage listed item:

- Windsor Railway Station (Item No. 01287). Listed on the LEP.

Please note that while this item is listed on the Hawkesbury LEP, SHR and Section 170 register, it is only the curtilage of the LEP listing that is within the study area. The SHR and Section 170 listing has the curtilage adjacent to the study area. Therefore, the listing as it appears for the LEP has been included in Table 10, while the SHR and Section 170 listing has been included in Appendix 3 Statement of significance for items adjacent to heritage items in Table 15.

There are also a number of archaeological items within the study area that are not listed on heritage registers. Their significance analysis is presented in Table 11. No additional built heritage items were recorded within the study area.

**Table 10 Statements of significance for heritage listed items within the study area**

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
<b>I01287 (LEP)</b>	Windsor Railway Station Group and Goods Yard							x	Windsor Station is an important building in the historic town of Windsor and with the similar Richmond station are important early buildings on the metropolitan system. The buildings are relatively intact (apart from the new very poor quality surrounding work) and is an important civic building in one of Sydney's most historic towns. The building is an excellent example of a suburban second class station structure constructed at the peak of railway expansion and style in the construction of buildings. The station master's residence complements the station building and adds to the historic quality of the site.	State

**Table 11 Statement of significance for the potential archaeology in the study area**

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
Archaeological resources									
Fence lines throughout the study area [1] [4] [5] [6] [7]								Historical research has indicated that a number of fence lines related to property and other boundaries were once located within the study area. Should archaeological relics of these fence lines be present within the study area, they are unlikely to provide new information which could contribute to our understanding of the study area that cannot be gained through other sources. Any archaeological resources associated with these former fence lines are not considered to have historical, associative, aesthetic, research or rarity importance or value.	Nil
Mid-19th century structures within the study area [2] [3]					X			Two pre-c.1864 structures are recorded within the study area where George Street was deviated under the railway line c.1928. It is possible that these structures were demolished before this planned deviation, or as part of its construction. These two structures are located at the rear of residential allotments, so they may have been dwellings or outbuildings. Should archaeological resources associated with these structures be present, such as underfloor or compacted floor deposits containing artefacts, their analysis	Local

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								could contribute to our knowledge of domestic life within the early part of South Windsor's history, particularly if these structures date to the first half of the 19th century. This information could provide information on the occupants, whether there were children present, their domestic and dining habits and activities and potentially their class status. This information could then be compared to other domestic sites within wider Windsor and the local area.	
<b>George Street deviation [8]</b>								Around 1928, George Street was deviated under the Blacktown-Richmond Railway at Windsor Railway Station. Any archaeological resources associated with deviation of George Street are not considered to have historical, associative, aesthetic, research or rarity importance or value.	Nil
<b>Sealed (concrete or tarred) road surface, George Street</b>								Sections of the road and footpaths within the study area were likely sealed in in the 1930s or 1940s. Any archaeological resources associated with the concrete road surface road are not considered to have historical, associative, aesthetic, research or rarity importance or value.	Nil
<b>Later structures within the study area [10] [11] [12]</b>								Any archaeological resources associated with later structures identified in aerial photographs dating from 1955 onwards are unlikely to provide information which would contribute to our knowledge of the development of South Windsor that cannot be gained from existing sources. However, should any resources be associated with structures dating to or prior to the early-19th century, these could provide information regarding domestic life within South Windsor, similar to the mid-19th century structures in the northern portion of the study area.	TBC
<b>Mullinger Lane expansion [13]</b>								Mullinger Lane appears to have been developed prior to 1994 according to aerial photographs. Any archaeological resources associated with the expansion of Mullinger Lane are not considered to have historical, associative, aesthetic, research or rarity importance or value.	Nil
<b>General historical road features throughout the study area</b>								The main focus of the study area is on George Street, which has been subject to numerous instances of road works since its establishment. The road itself is known to have had a metalled surface in the past. Archaeological works north of the study area at Thompson Square indicate that both macadam and telford methods of road building have been used on George Street. Stone kerbing and guttering were known to have been installed at varying stages on George Street, but it is not known whether these works extended as far as South Windsor. An undated (but likely 1930s) photograph of Glenroy (Hawkesbury LEP 2012, Item no. I227) (Photo 44) shows kerbing but it is difficult to determine whether this is stone or	TBC



Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								compacted soils or concrete as it appears to be slightly overgrown. While there is no extant stone kerbing or guttering within the study area, it is possible that earlier instances of this may be buried beneath the current road surface. Information obtained in primary sources can be vague as to the types of road improvements works and where these works took place. Should historical road features be present within the study area, they would provide confirmation on the materials, structural methods and locations of historical road features which may not be specified in other forms of documentation. This item is considered to have archaeological sensitivity.	
<b>Presbyterian burial ground</b>			X		X			The study area partially enters the boundary of the Presbyterian burial ground, which was established by 1833, as shown in the Crown Plan. While the burial ground was dedicated to the Presbyterian church, any archaeological resources present within the study area could reveal changing funerary practices and offerings over time from the early 19th to early 20th-century. Changes in burial practices can indicate changes in social views, practices and religion of the time. Furthermore, all archaeological remains in a cemetery, such as small finds, personal items and offerings, coffins and associated hardware and skeletal remains will be related to death and funerary practices. These archaeological remains have the potential to answer questions based on this research theme. Any archaeological resources present could also provide information on the deceased persons and their families, in terms of demography, class and also how the living saw the deceased and how they wanted the deceased to be remembered.	State

### 5.2.2 Items adjacent to the study area

The items listed in the tables in Appendix 3 are directly adjacent to the study area. Please note that these tables are a combination of the listed statement of significance as it appears on the LEP or SHR listing on the SHI, or a short statement as provided by Biosis with the information available (designated by an asterix). The items with no information in the listings often reference the document *Hawkesbury Study of the Shire of Hawkesbury* (1987) by Lester Tropman & Associates and Helen Proudfoot. As this was unable to be sourced, the original reason for the listing of the items is unclear, and Biosis' statement of significance may vary from the original listing.

## 6 Constraints

The Master Plan Analysis Report<sup>23</sup> has broken down the study area into several different zones. These are the SW01.1 George Street Green Boulevard, SW01.2 George Street Green Boulevard, SW01.3 George Street Green Boulevard and SW02 Bereewan Park Interface. As such, the constraints associated with potential historical archaeology have also been broken down into these zones.

### 6.1 General heritage constraints

The table below lists general heritage constraints that should be considered during development of detail designs for the South Windsor Masterplan. Please see Figure 3 for mapping of heritage items within and adjacent to the study area, and Figure 5 for the mapping of archaeological potential.

**Table 12 General heritage constraints**

Constraint	Recommendation
<b>Areas of archaeological potential</b>	Works should avoid areas of moderate archaeological potential. Should works occur in these areas, Section 140 or Section 139(4) approval under the Heritage Act must be sought prior to works occurring.
<b>Works within the curtilage of items listed on the LEP</b>	Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.
<b>Works adjacent to items of heritage significance</b>	Most of the items adjacent to the study area have been heritage listed for their aesthetic properties and contribution to the streetscape and history of Windsor. Works should avoid overly obstructing these items.

### 6.2 SW01.1 George Street Green Boulevard

Works proposed in this area can be seen in Photo 14. The location of heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 5. Table 13 outlines the general constraints and recommendations for this zone. It is assumed that retaining on street parking and existing trees; and implementing the mixed traffic bike lane and reducing speed to 40km/h will have no impacts. It also assumes that the repair/upgrades of the concrete paths cannot be moved.

- Proposed pedestrian crossing 
- Turf/planted verge 
- Repair/upgrade concrete path 
- Tree in turf/planted verge 
- Bench seating 

<sup>23</sup> (Place Design Group 2021)





**Photo 14 Proposed upgrades for SW01.1 George Street Green Boulevard**

**Table 13 Constraints for W01.1 George Street Boulevard**

Works	Constraint	Heritage item affected	Recommendation
<b>Proposed pedestrian crossing</b>	Obstruction of listed items / negatively impact the visual landscape	Adjacent to item I471 (LEP)	Keep upgrades as visually unobtrusive as possible.
<b>Turf/planted verge</b>	Obstruction of listed items / negatively impact the visual landscape	Adjacent to item I228, I227, I472, I226, I225, I471, I224, I1287 (LEP), I01287 (SHR)	Keep upgrades as visually unobtrusive as possible, or chose species and locations which will add to the aesthetic values of the landscape.
	Archaeological potential	Within area of moderate archaeological potential	Move the impacts to avoid areas of archaeological potential. <b>OR</b> Minimise the depth and amount of ground disturbance from the plantings. A Section 140 of Section 139(4) application under the Heritage Act must be submitted and approved for any works to proceed in areas of archaeological potential.
	Works within locally listed heritage item	Within item I1287 (LEP)	Move the impacts to outside of the curtilage of the heritage item. <b>OR</b> Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.
<b>Repair/upgrade concrete paths</b>	Obstruction of listed items / negatively impact the visual landscape	Adjacent to item I228, I227, I472, I226, I225, I471, I224, I1287 (LEP), I01287 (SHR)	Keep upgrades as visually unobtrusive as possible.
	Archaeological potential	Within area of moderate archaeological potential	A Section 140 of Section 139(4) application under the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to proceed in areas of archaeological potential.
	Works within locally listed heritage item	Within item I1287 (LEP)	Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.















Works	Constraint	Heritage item affected	Recommendation
<b>Tree in turf/planted verge</b>	Obstruction of listed items / negatively impact the visual landscape	Adjacent to item I228, I227, I472, I226, I225, I471, I224, I1287 (LEP), I01287 (SHR)	Move the trees to a location that is not directly adjacent to heritage items listed for their contribution of the streetscape. If this location cannot be moved, choose a species that would have been present earlier in South Windsor's history or that will have a positive contribution to the streetscape.
	Archaeological potential	Within area of moderate archaeological potential	Move the plantings so as to not impact areas of archaeological potential. <b>OR</b> Plant trees in pots to as not impact the archaeological potential. <b>OR</b> A Section 140 of Section 139(4) application under the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to proceed in areas of archaeological potential.
	Works within locally listed heritage item	Within item I1287 (LEP)	Move the impacts to outside of the curtilage of the heritage item. <b>OR</b> Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.
<b>Bench seating</b>	Obstruction of listed items / negatively impact the visual landscape	Adjacent to item I224, I227 (LEP)	Move the benches to a location that is not directly adjacent to heritage items listed for their contribution of the streetscape. Keep upgrades as visually unobtrusive as possible.

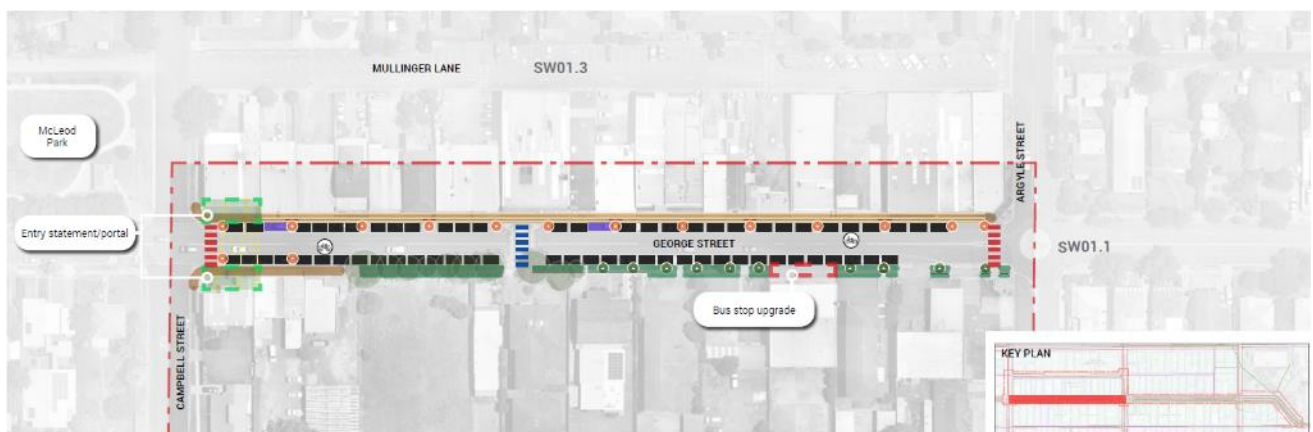


### 6.3 SW01.2 George Street Green Boulevard

Works proposed in this area can be seen in Photo 15. The location of heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 5.

The works include:

- Proposed pedestrian crossing 
- Upgrade pedestrian crossing 
- Turf/planted verge 
- High quality paving 
- Retain existing awning 
- Tree in turf/planted verge 
- Tree in WSUD pit 
- Existing tree retained 
- Retain on street parking 
- Mixed traffic bike lane 
- Potential parklet location 
- Smart furniture 
- Catenary lighting 
- Feature area 





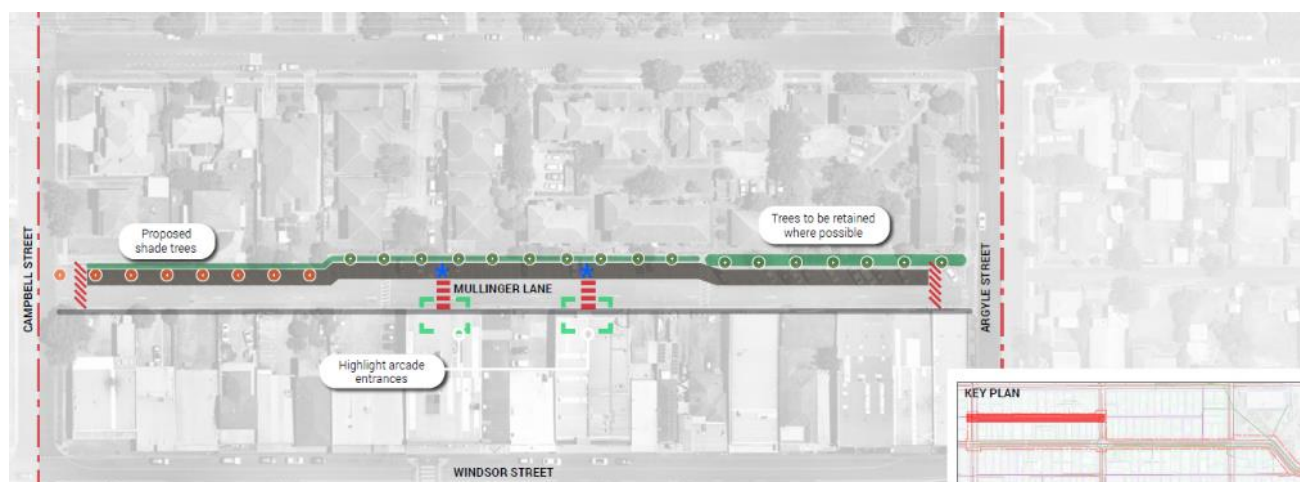
**Photo 15 Proposed upgrades for SW01.2 George Street Green Boulevard**

There are no listed items of heritage significance within, or adjacent to, this section of the study area. There are also no areas of historical archaeological potential identified in this location. This section of the study area was developed prior to the 1950s, but the road was still not concreted in the 1930s to 1940s while the rest of Windsor been improved by this time. This indicates that the area was still underdeveloped. The late date of the development of this area of South Windsor, and the demolition of the majority of the earlier buildings throughout the 1980s and 1990s to form a commercial area has detracted from any heritage landscape that may have been present in the past. As such, from a historical heritage perspective there are limited constraints in this area.

## 6.4 SW01.3 George Street Green Boulevard

Works proposed in this area can be seen in Photo 16. The location of heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 5. The works include:

- Proposed pedestrian crossing 
- Proposed speed hump / crossing 
- Turf/planted verge 
- Repair / upgrade concrete path 
- Tree in turf/planted verge 
- Tree in WSUD pit 
- Retain parking 
- Possible electric vehicle charging station 
- Activation opportunities 



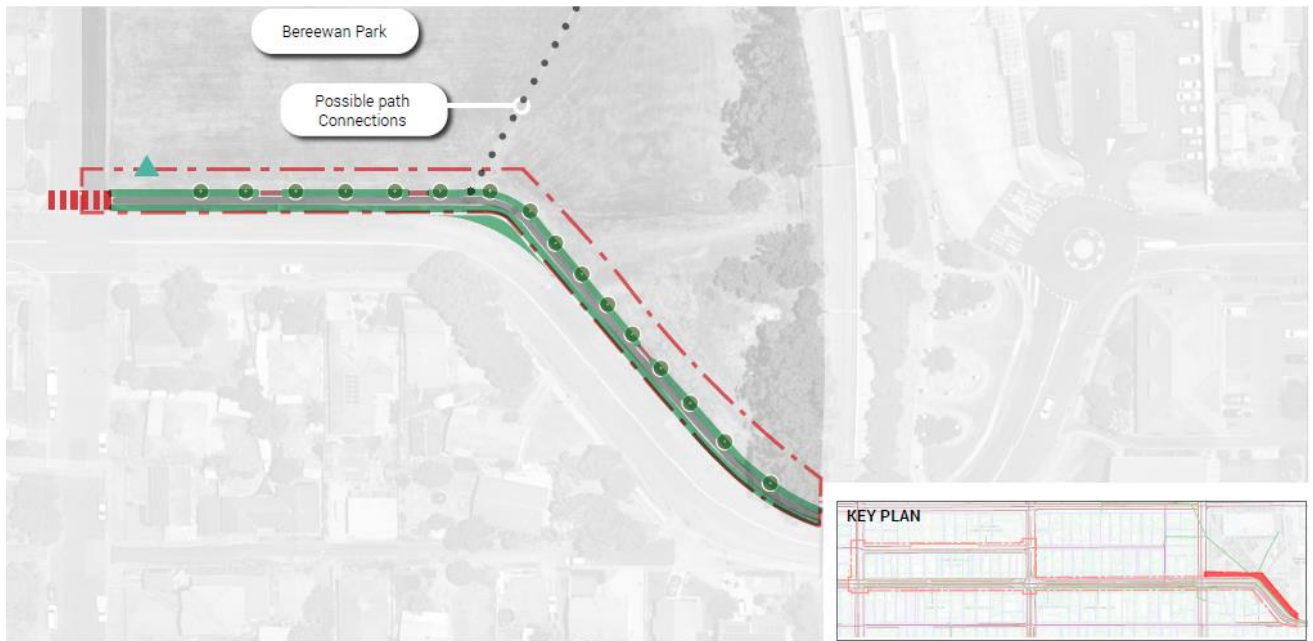
**Photo 16 Proposed upgrades for SW01.3 George Street Green Boulevard**

There are no listed heritage items within, or adjacent to, this section of the study area. There are also no areas of historical archaeological potential identified in this location. This section of the study area was developed prior to the 1950s, but the road was still not concreted in the 1930s to 1940s while the rest of Windsor was improved by this time. This indicates that the area was still underdeveloped. The late date of the development of this area of South Windsor, and the demolition of the majority of its earlier buildings throughout the 1980s and 1990s has detracted from any heritage landscape values that may have been present in the past. As such, from a historical heritage perspective there are limited constraints in this area.

## 6.5 SW02 Bereewan Park Interface

Works proposed in this area can be seen in Photo 17. The location of heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 5. Table 13 outlines the general constraints and recommendations for this zone. The works include:

- Proposed pedestrian crossing 
- Public art 
- Turf/planted verge 
- Repair/upgrade concrete path 
- Tree in turf/planted verge 
- Bench seating 



**Photo 17 Proposed upgrades for SW02 Beweewan Park Interface**

**Table 14 Constraints for SW02 Bereewan Park Interface**

Works	Constraint	Heritage item affected	Recommendation
<b>Proposed pedestrian crossing</b>	Negatively impact the visual landscape		Keep upgrades as visually unobtrusive as possible.
<b>Public art</b>	Obstruction of listed items / negatively impact the visual landscape	I1287 (LEP)	Keep upgrades as visually unobtrusive as possible, or that will add positively to the landscape.
	Archaeological potential	Within area of moderate archaeological potential	Move the impacts to avoid areas of archaeological potential. <b>OR</b> Use existing poles to display art, this would not impact sub-surface deposits. <b>OR</b> Minimise the depth and amount of ground disturbance from the installation. A Section 140 of Section 139(4) application under the Heritage Act must be submitted and approved for any works to proceed in areas of archaeological potential.
	Works within locally listed heritage item	Within item I1287 (LEP)	Move the impacts to outside of the curtilage of the heritage item. <b>OR</b> Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.
<b>Turf/planted verge</b>	Obstruction of listed items / negatively impact the visual landscape	I1287 (LEP)	Keep upgrades as visually unobtrusive as possible, or chose species and locations which will add to the aesthetic values of the landscape.
	Archaeological potential	Within area of moderate archaeological potential	Move the impacts to avoid areas of archaeological potential. <b>OR</b> Minimise the depth and amount of ground disturbance from the plantings. A Section 140 of Section 139(4) application under the Heritage Act must be submitted and approved for any works to proceed in areas of archaeological potential.



Works	Constraint	Heritage item affected	Recommendation
	Works within locally listed heritage item	Within item I1287 (LEP)	Move the impacts to outside of the curtilage of the heritage item. <b>OR</b> Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.
<b>Repair/upgrade concrete paths</b>	Obstruction of listed items / negatively impact the visual landscape	I1287 (LEP)	Keep upgrades as visually unobtrusive as possible.
	Archaeological potential	Within area of moderate archaeological potential	A Section 140 of Section 139(4) application under the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to proceed in areas of archaeological potential.
	Works within locally listed heritage item	Within item I1287 (LEP)	Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.
<b>Tree in turf/planted verge</b>	Obstruction of listed items / negatively impact the visual landscape	I1287 (LEP)	Move the trees to a location that is not directly adjacent to heritage items listed for their contribution of the streetscape. If this location cannot be moved, choose a species that would have been present earlier in South Windsor's history or that would make a positive contribution to the streetscape.
	Archaeological potential	Within area of moderate archaeological potential	Move the plantings so as to not impact areas of archaeological potential. <b>OR</b> Plant trees in pots to as not impact the archaeological potential. <b>OR</b> A Section 140 of Section 139(4) application under the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to proceed in areas of archaeological potential.
	Works within locally listed	Within item I1287 (LEP)	Move the impacts to outside of the curtilage of the heritage item.

Works	Constraint	Heritage item affected	Recommendation
	heritage item		<b>OR</b> Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.
<b>Bench seating</b>	Obstruction of listed items / negatively impact the visual landscape	Adjacent to item I224, I227 (LEP)	Move the benches to a location that is not directly adjacent to heritage items listed for their contribution of the streetscape. Keep upgrades as visually unobtrusive as possible.
	Archaeological potential	Within area of moderate archaeological potential	Move the benches to avoid areas of archaeological potential. <b>OR</b> Use furniture which does not have below ground impacts. <b>OR</b> A Section 140 of Section 139(4) application under the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to proceed in areas of archaeological potential.
	Works within locally listed heritage item	Within item I1287 (LEP)	Move the impacts to outside of the curtilage of the heritage item. <b>OR</b> Altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.

## 7 Conclusions and recommendations

---

### 7.1 Conclusions

South Windsor was slowly established throughout the 19th and 20th century. The residential area from Windsor Train Station to Argyle Street was built up after the train station was constructed in 1864. As a result of this development this area has eight heritage listed items adjacent to the study area, and one heritage listed item within the study area. This item is:

- Windsor Railway Station (Hawkesbury LEP, Item no. I01287).

There are also three areas of archaeological potential within the study area which may be impacted by the proposed works:

- Two areas of moderate archaeological potential associated with two pre-1864 structures within the deviated alignment of George Street, likely to be of local significance.
- One area of moderate potential which includes the portion of the Presbyterian burial ground (established in 1833) which is contained within the study area boundary. Likely of State significance.

The first settlement in the area of Windsor was established at the portion of the Hawkesbury River known as Pitt Reach by Major Grose of the NSW Corp in 1794. George Street was one of the first principal streets within Windsor, which was officially proclaimed as a town in 1809. George Street led from Thompson Square (north) into the study area, and is still a main thoroughfare today. A steady climb of the population of Windsor saw various public, commercial, domestic and industrial structures being built further from the government domain. However, apart from the Presbyterian burial ground, land grants and development did not occur in the study area until the late 1850s and 1860s, when a number of allotments were granted. This was prompted by the construction of the Blacktown Richmond Railway which allowed more access to the region. South Windsor remained relatively sparsely populated until the late-19th century, likely comprising of domestic dwellings and residential allotments, some of which remain today and are heritage listed items. By the 1950s, South Windsor had developed into a typical suburban area, with most of the allotments surrounding the study area featuring dwellings. By the late 1970s the retail/commercial area had begun to develop, which over time has resulted in the demolition and replacement of earlier buildings. South Windsor has developed into a standalone residential area, separate from the main retail/commercial and civic part of Windsor to the north.

The original masterplan that was developed for Hawkesbury City Council<sup>24</sup> did not include an analysis of the archaeology or heritage of South Windsor, apart from the listings on the LEP and SHR. This has been updated with preliminary heritage advice to produce the plans in Section 6. Works throughout the entire study area include the addition of street trees, upgrading footpaths and paving, the installation of signage and public art.

There are multiple aspects of heritage in South Windsor that need to be taken into account during development of the detailed design. The following recommendations are provided to assist the design development and ensure that impacts to known and potential heritage are avoided or minimised, where possible.

---

<sup>24</sup> (Place Design Group 2021)

## 7.2 Recommendations

These recommendations have been formulated to respond to client requirements and the significance of the study area. They are guided by the ICOMOS *Burra Charter* with the aim of doing as much as necessary to care for the place and make it useable and as little as possible to retain its cultural significance.<sup>25</sup>

### Recommendation 1 Reduce heritage impact through design

Section 6 identifies opportunities to reduce the impact of the development on both the heritage items within and adjacent to the study area, and to the landscape of South Windsor. These should be implemented where possible as part of the detailed design. These include but are not limited to:

- Relocating works so they do not obstruct heritage items which are listed for their aesthetic properties, or contribution to the streetscape.
- Minimise visual impact through design, including using existing poles for public art, choosing trees which will complement the landscape.

### Recommendation 2 Avoid areas of archaeological potential

This assessment has identified three areas of moderate archaeological potential. Works should be avoided in these areas. Should these areas not be able to be avoided, excavation permits under the Heritage Act would be required to undertake works (Recommendation 5).

### Recommendation 3 Avoid heritage items

Works are proposed to be undertaken in the curtilage of one item listed on the Hawkesbury LEP. Works should be avoided in this area.

SW02 Bereewan Park Interface outline works to be undertaken within Windsor Railway Station (Hawkesbury LEP, Item no. I01287). The Hawkesbury DCP states that altering existing heritage items (including works within the curtilage) requires a Heritage Impact Statement as part of submission to Hawkesbury City Council should the approvals pathway be reliant on Council approvals.

### Recommendation 4 Statement of Heritage Impact

Due to the number of heritage items in, and adjacent to, the study area, a Statement of Heritage Impact (SoHI) should be prepared by a suitably qualified heritage consultant to assess the detailed design once it has been finalised. The SoHI will determine which, if any, permits under the Heritage Act, or other relevant legislation will be required to undertake the proposed works.

### Recommendation 5 Section 140 or 139(4) application

If works cannot avoid areas of archaeological potential, a Section 140 or 139(4) application must be submitted to the NSW Heritage Council and an approval issued prior to works commencing. This would require a HAARD to be prepared and submitted as part of the application.

### Recommendation 6 Landscape study

This report has identified that only part of the study area can be classified as a heritage landscape, the area from Windsor Station to Argyle Street. A detailed study has not been completed as it is not within the scope of this assessment. As identified by the *Windsor Historical Assessment and Constraints Analysis* (Biosis 2021), a heritage landscape study focussing on Thompson Square and George Street leading to Windsor Station

---

<sup>25</sup> (Australia ICOMOS 2013)



should be prepared by an appropriately qualified landscape architect. This report should include the area from Windsor Street to Argyle Street, as it is a continuation of the same heritage landscape.

### **Recommendation 7 Heritage Interpretation**

Given the number of heritage items in the vicinity of the study area, associated historical themes and broader heritage significance of the George Street landscape, there is considerable opportunity for heritage interpretation. As such, it is recommended that a Heritage Interpretation Plan be prepared by a suitably qualified heritage consultant following the NSW Heritage Council's *Interpreting Heritage Places and Items Guidelines*. The plan should identify how information on the history of South Windsor and relevant heritage items could be communicated through the proposed works and the results of this Plan inform the detailed design.

## References

---

- AAJV 2017. Windsor Bridge Replacement Project. Test Excavation Report - Historical Archaeology. Prepared for NSW Roads and Maritime Services,.
- 'Advertising', 1841., Australian (Sydney, NSW : 1824 - 1848): 3.
- AHMS 2006. Windsor Roman Catholic Cemetery, Windsor, NSW. Historical Archaeological Test Excavation Report. Report for NSW Roads and Traffic Authority,.
- Australia ICOMOS 2013. The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, Australia ICOMOS, Burwood, VIC.
- Baker H 1967. Historic Buildings: Windsor and Richmond, State Planning Authority of New South Wales.
- Barkley-Jack J 2012. The History of Thompson Square, Unpublished MSS.
- Biosis Research & Cultural Resource Management 2012. Windsor Bridge Replacement Project. Historic Heritage Assessment and Statement of Heritage Impact. Report for Roads and Maritime Services NSW,.
- Clugston N 2008. Hawkesbury River, Dictionary of Sydney, accessed 3 February 2021, [https://dictionaryofsydney.org/entry/hawkesbury\\_river](https://dictionaryofsydney.org/entry/hawkesbury_river).
- 'Concreting George-Street', 1935., Windsor and Richmond Gazette (NSW : 1888 - 1961): 3.
- Context Pty Ltd, Urban Initiatives Pty Ltd, & Doyle H 2002. Port Arthur Historic Site landscape management plan, Port Arthur Historic Site Management Authority, Tasmania.
- 'Disastrous Fire At Windsor.', 1874., Sydney Morning Herald (NSW : 1842 - 1954): 7.
- Gill JCH 1965. 'The Macquarie Towns', Journal of the Royal Historical Society of Queensland, 7, 3: 540–562.
- Hendy-Pooley G 1906. 'Windsor and Richmond.', The Australian Historical Society Journal and Proceedings, 2, 1: 12–21.
- Heritage NSW 1998. Glenroy, Heritage NSW, accessed 25 February 2021, <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=1741118>.
- Heritage NSW 2010. Windsor Railway Station Group and Former Goods Yard, Heritage NSW, accessed 25 February 2021, <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012289>.
- Heritage NSW 2012. Windsor Railway Station Group and Former Goods Yard, Heritage NSW, accessed 25 February 2021, <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=4801003>.
- Heritage Office 2001. Assessing Heritage Significance, accessed 31 January 2018, <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/assessing-heritage-significance.pdf>.

- Higginbotham E 1986. Historical and archaeological investigation of Thompson Square, Windsor, Unpublished report for Hawkesbury Shire Council.
- Howard Tanner and Associates 1984a. Heritage Study of the North Western Sector of Sydney: Hawkesbury - Richmond (inventory sheets),.
- Howard Tanner and Associates 1984b. Heritage Study of the North Western Sector of Sydney: Hawkesbury - Windsor (inventory sheets),.
- 'Important Improvement', 1935., Windsor and Richmond Gazette (NSW : 1888 - 1961): 10.
- Karskens G 2009. The Colony: A History of Early Sydney, Allen & Unwin, Crows Nest.
- Lavelle S 1996. Historical Archaeological Assessment: 232 George Street, Windsor NSW. Prepared for Aloha Designs P/L,.
- Lucas Stapleton Johnson & Partners Pty Ltd 2018. Thompson Square Conservation Area, Windsor, NSW. Conservation Management Plan. Prepared for Hawkesbury City Council,.
- Morris C, Jack I, & Britton G 2004. McQuade (Windsor) Park. Conservation Management Plan. For Hawkesbury City Council,.
- Nichols M 2010. Hawkesbury Cemeteries, accessed 2 February 2021, [http://www.hawkesbury.nsw.gov.au/\\_\\_data/assets/pdf\\_file/0016/19303/Hawkesbury-Cemeteries.pdf](http://www.hawkesbury.nsw.gov.au/__data/assets/pdf_file/0016/19303/Hawkesbury-Cemeteries.pdf).
- NSW Heritage Branch, Department of Planning 2009. Assessing Significance for Historical Archaeological Sites and 'Relics', <https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/ArchSignificance.pdf>.
- NSW Heritage Council 2001. New South Wales Historical Themes, <https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/themes2006.pdf>.
- Proudfoot H 2017. The Hawkesbury: A Thematic History, Hawkesbury City Council.
- Ruhen O & Adams B 1970. Macquarie's Five Towns, Horwitz Publications, North Sydney.
- Steele J 1916. Early Days of Windsor, N. S. Wales, Tyrrel's Limited, Sydney, accessed 8 February 2021, [gutenberg.net.au/ebooks13/1302241h.html](http://gutenberg.net.au/ebooks13/1302241h.html).
- 'Tarring George Street.', 1923., Windsor and Richmond Gazette (NSW : 1888 - 1961): 3.
- 'The Condition of George-street.', 1890., Windsor and Richmond Gazette (NSW : 1888 - 1961): 5.
- 'The Disgraceful State of George-street.', 1890., Windsor and Richmond Gazette (NSW : 1888 - 1961): 6.
- 'The Good Old Days.', 1893., Windsor and Richmond Gazette (NSW : 1888 - 1961): 8.
- UNESCO 2012. Operational Guidelines for the Implementation of the World Heritage Convention.
- 'Windsor.', 1854., Sydney Morning Herald (NSW : 1842 - 1954): 5.
- 'Windsor.', 1872., Sydney Morning Herald (NSW : 1842 - 1954): 3.
- 'Windsor Council', 1929., Windsor and Richmond Gazette (NSW : 1888 - 1961): 7.

---

Windsor Municipal Council (ed.) 1980. Historic Hawkesbury, 5th edn, Windsor Municipal Council, Windsor.

'Windsor Works', 1936., Windsor and Richmond Gazette (NSW : 1888 - 1961): 8.



## Appendices

---

## Appendix 1 Detailed historical context

### Exploration (1788 to 1809)

The earliest visit by European people to the Hawkesbury River occurred in March 1788, just over a month after the arrival of the First Fleet. The expedition was led by Governor Arthur Phillip, which reached Dangar Island at the mouth of the Hawkesbury River. In June the following year, a second exploration party was launched, which travelled as far as Wiseman's Ferry; it was then that Governor Phillip named the river after Lord Hawkesbury, the president of the Board of Trade in Britain. Returning in July 1789, Governor Phillip led a third party along the river as far as the Colo River and Richmond Hill, near the current location of Richmond. They reached the site of what would become Windsor on 6 July.<sup>26</sup> The area was noted for its position and fertile soils, but settlement was postponed until a government presence was possible due to its distance from Sydney.<sup>27</sup> While not known at the time, the topography of the district and its relationship with the Hawkesbury River meant that unpredictable and destructive flooding occurred, with floodwaters backing up on the alluvial flats where early settlement and farming was to be established.<sup>28</sup>

The first settlement in the area of Windsor was established at the portion of the Hawkesbury River known as Pitt Reach by Major Grose of the NSW Corp in 1794. Grose, who as acting Governor at the time had settled 22 settlers with grants of up to 30 acres (12.1 hectares) each on the banks of the Hawkesbury River where it met South Creek.<sup>29</sup> In the same year, a track between Parramatta and this settlement had been marked out.<sup>30</sup> Known as Green Hills by the settlers but called Mulgrave Place by Grose, the fertile alluvial soils of the area encouraged more people to settle in the area, reported by Grose's successor Captain William Paterson as 400 people by 1795 and 1,000 people by 1800. As a result, the area developed as a major grain-producing locality in the early colony.

The first government presence was initiated in 1795, with government stores and a military garrison established to aid in the management of the settlement.<sup>31</sup> Windsor was the third Government Domain in the colony, after Sydney and Parramatta. This nucleus is located outside of the study area in the northern part of Windsor town centre. It has been argued that the distance from Sydney and the bureaucracy of this new settlement influenced its character; many of the new settlers were ex-convicts.<sup>32</sup> To encourage settlement and farming in this district, Grose offered convicts a reduction in their sentences if they took up farming here. As well as ex-convicts, there were poor free farmers and soldiers. Recent research has shown that the population in the first few years of settlement was 95% ex-convict and the remainder poor, free settlers.<sup>33</sup> This character changed as the separation between the two places was minimised by the construction of a new track from Parramatta, which reduced travel from two days to eight hours<sup>34</sup> and river traffic increased through the local construction of ships. Initially however, this part of the Hawkesbury was a series of individual farms rather than a focused agricultural settlement. By the end of 1795 two hundred and fifty-five

<sup>26</sup> (Clugston 2008, Hendy-Pooley 1906, pp. 13–14, Gill 1965, pp. 541–542, Baker 1967, pp. 3)

<sup>27</sup> (Higginbotham 1986, pp. 4, Biosis Research & Cultural Resource Management 2012, pp. 44)

<sup>28</sup> (Proudfoot 2017, pp. 8)

<sup>29</sup> (Hendy-Pooley 1906, pp. 13, Clugston 2008, Higginbotham 1986, pp. 4, Gill 1965, pp. 543, Baker 1967, pp. 3)

<sup>30</sup> (Proudfoot 2017, pp. 10)

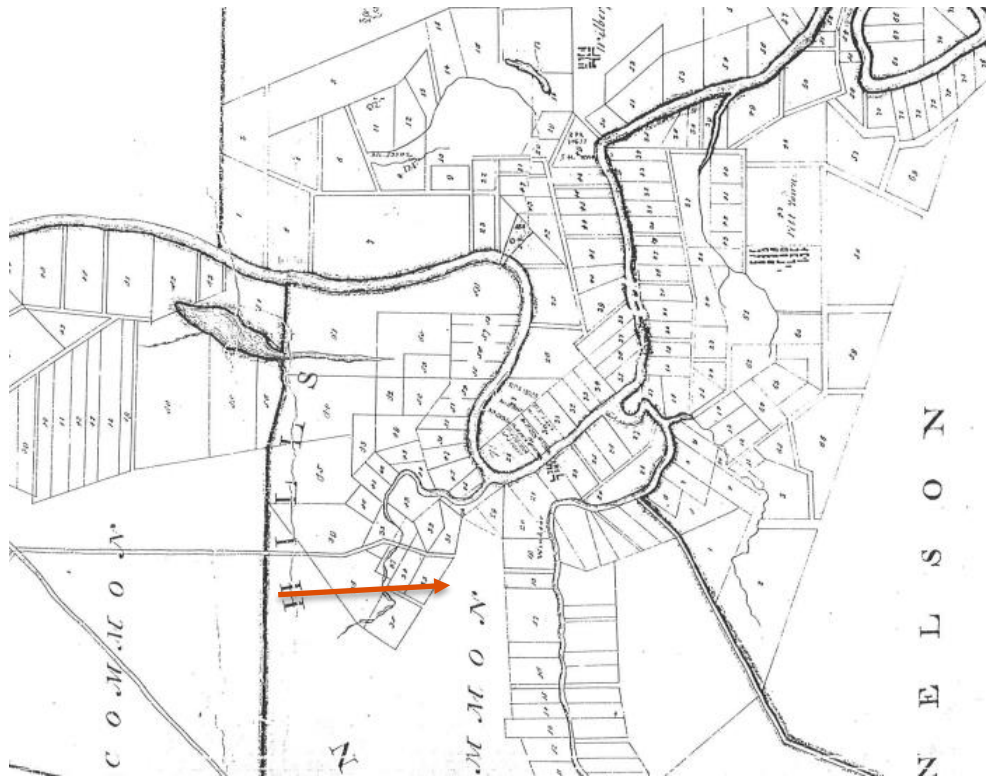
<sup>31</sup> (Higginbotham 1986, pp. 4–5, Biosis Research & Cultural Resource Management 2012, pp. 44, Gill 1965, pp. 544, Baker 1967, pp. 3)

<sup>32</sup> (Karskens 2009, pp. 119–120)

<sup>33</sup> (Barkley-Jack 2012, pp. 4)

<sup>34</sup> (Karskens 2009, pp. 118, 121)

parcels of land had been granted along the Hawkesbury River and South Creek. The study area is located outside of early land grants, but is situated east of Henry Cox's 60 acre (24.3 hectares) (Photo 18, Photo 19).



**Photo 18** Detail from an early undated map of the Hawkesbury River and land grant portions; the location of the study area is indicated by the arrow (Source: NSW State Archives and Records, Item no. SZ417)



**Photo 19 Early undated St Matthews parish map, with the study area outlined in red (Source: NSW Land Registry Services)**

The government precinct and reserve was partially located within the current Thompson Square north of the study area, with the wider reserve capturing a much larger area, also to the north, initially containing a number of 1790s buildings commissioned by the government for the management of the settlement and produce from the region.<sup>35</sup> In 1797, Governor Hunter ordered the construction of roads to the newly developing Hawkesbury settlements, to be made and maintained by the settlers themselves.<sup>36</sup> By 1801, the farms which had been established within the Hawkesbury region were providing the majority of the grain being consumed in the colony.<sup>37</sup> However, in the same year a flood occurred which damaged livestock and crops.<sup>38</sup>

The Green Hills / Mulgrave Place settlement grew between 1800 and 1810 under the governorships of Governor John Hunter and Governor Phillip Gidley King. An 1809 watercolour of Green Hills / Mulgrave Place by G.W. Evans shows the early development of the government reserve and settlement including what may be the eventual alignment of George Street (Photo 20).<sup>39</sup> This and other artworks from the early 19th century depict the Hawkesbury at Windsor bustling with boats and small ships.

<sup>35</sup> (Return of Works including Works from October 1796 to 1800: HRA Series 1 Volume 2 pp 560-561, cited by Biosis Research & Cultural Resource Management 2012, pp. 51, Biosis Research & Cultural Resource Management 2012, pp. 47-50, 56, Gill 1965, pp. 545, Hendy-Pooley 1906, pp. 16, Lucas Stapleton Johnson & Partners Pty Ltd 2018, pp. 35)

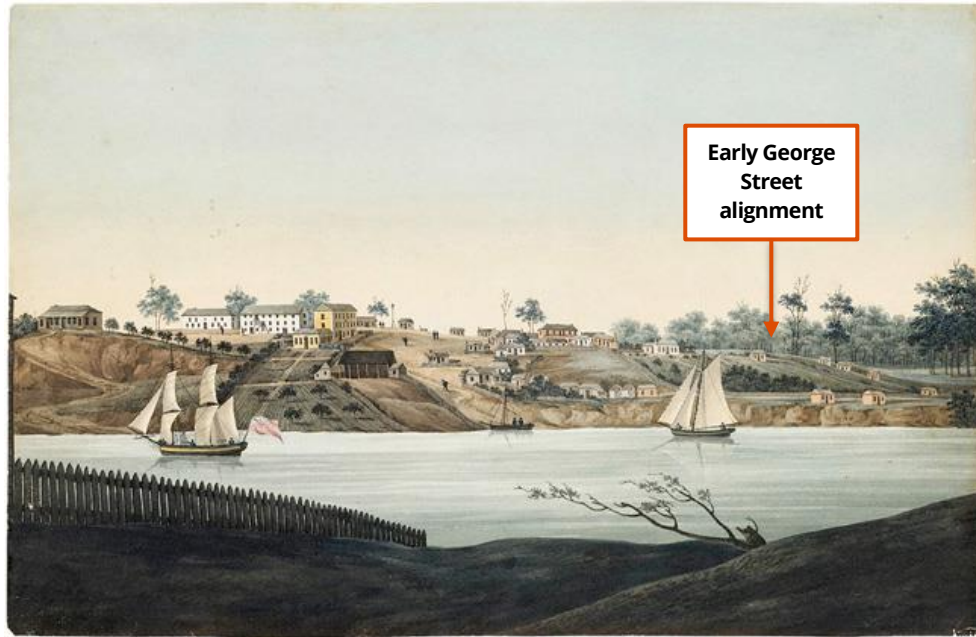
<sup>36</sup> (Hendy-Pooley 1906, pp. 14)

<sup>37</sup> (Proudfoot 2017, pp. 10)

<sup>38</sup> (Gill 1965, pp. 545)

<sup>39</sup> (Lucas Stapleton Johnson & Partners Pty Ltd 2018, pp. 37, 'The Good Old Days.', 1893, Biosis Research & Cultural Resource Management 2012, pp. 66)

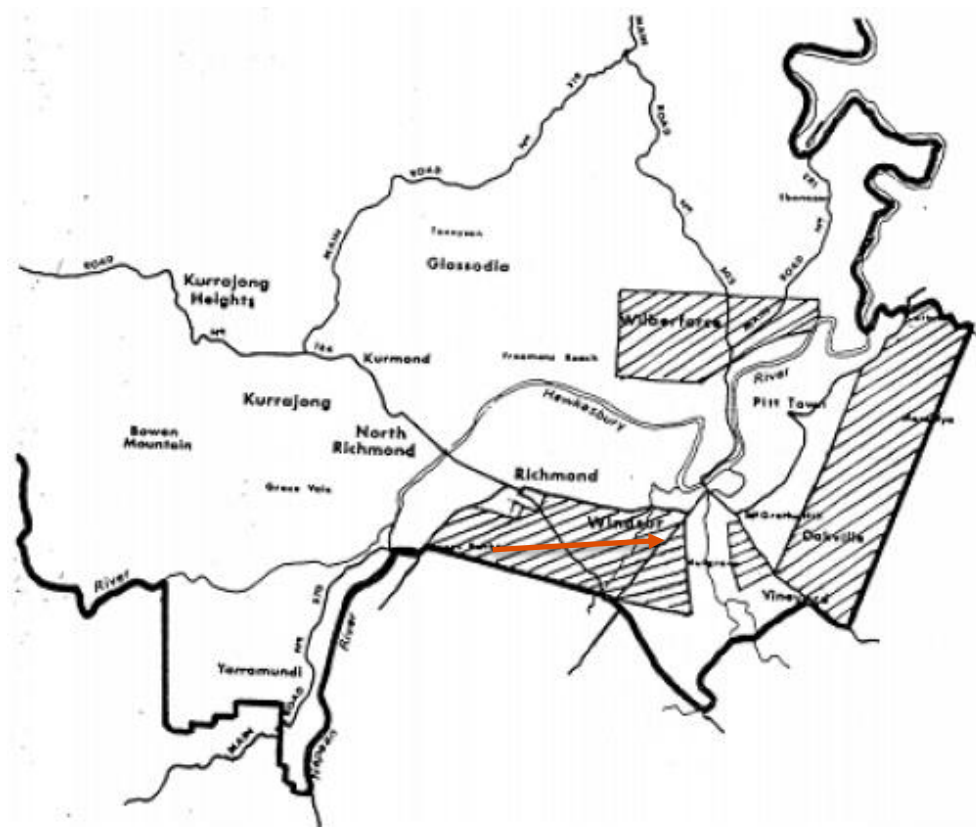




**Photo 20 1809 watercolour of Green Hills / Mulgrave Place by G.W. Evans from the western side of the Hawkesbury River (Source: State Library of NSW, File title PXD 388 v. 3 no. 7)**

Also established under the management of Governor King (1800-1806) were the Commons in 1804, which provided elevated pasture land for settlers where livestock could be relocated during times of flooding (Photo 21). The Commons were located adjacent to the river lands at Mulgrave Place / Green Hills, with each being over 5,000 acres (2,000 hectares) in size. This was Governor King's approach to providing additional pasture land for the small land grantees, enabling them to graze their livestock close to their properties.<sup>40</sup> The study area is located within the common land south of the early settlement of Green Hills / Mulgrave Place.

<sup>40</sup> (Proudfoot 2017, pp. 17, 49–50, Hendy-Pooley 1906, pp. 20)



**Photo 21 The Hawkesbury Commons, indicated by the shaded areas; the orange arrow indicates the approximate location of the study area (Source: (Proudfoot 2017, pp. 50 Figure 31)**

The Great Flood of 1806 inflicted considerable damage upon the farms and settlements along the Hawkesbury. After a week of constant rain, the river broke its banks, estimated at the time to have been around 50 feet (15.2 metres) above the average summer levels. Apart from the higher ground at Green Hills, no houses on the eastern side of the river remained visible. People had to be rescued by boat from rooftops, trees and wheat stacks, while at least seven people were washed away. Government provisions from the nearest storehouse had to be sent to prevent starvation. Three years later, two more floods occurred, with the second believed to have been at least 86 feet (26.2 metres) above average summer levels. However, the fear of flood did not deter farmers from sowing crops on the alluvial flats of the Hawkesbury River.<sup>41</sup>

## Early development (1810 to 1850)

With the arrival of Governor Lachlan Macquarie in 1809, so came a program of town building and British social organisation within the colony. The Hawkesbury region was targeted for its fertile soils and access to the river, with Green Hills / Mulgrave Place already having been the focus of government works since its early settlement. Under Governor King (1800-1806), a series of commons had been established within the district for the purposes of depasturing cattle from the local farmers, including Ham Common at Windsor and Richmond, Pitt Town Common and, later, St Alban's Common. Governor Macquarie visited the Hawkesbury region in October 1810, travelling along the riverbanks for four days and selecting locations of the towns he wished to develop, ideally on high ground out of flooding danger and accessible by the river. Macquarie had hoped that the farmers would reside in the towns with their animal stock located on a township acre and

<sup>41</sup> (Gill 1965, pp. 545-546, 547, Hendy-Pooley 1906, pp. 20, Lucas Stapleton Johnson & Partners Pty Ltd 2018, pp. 42)

commute out to their properties to cultivate crops. The Acting Surveyor was instructed to survey and mark out allotments in each town; dwellings were to be of weatherboard or brick, shingle roofs and brick chimneys, and be no less than 3 metres in height. Plans for each town were submitted to the district constables.<sup>42</sup>

In January 1811, Governor Macquarie visited Green Hills where he planned a square and several new streets and allotments and instructed for existing streets to be enlarged and improved. Macquarie also named the principal street within the new town of Windsor 'George Street', leading from the government domain and Thompson Square to the new square in front of St Matthew's church (now McQuade Park).<sup>43</sup>

A survey plan dating to 1812 provides an indication of the official street grid established by the government for Windsor (Photo 22). Windsor was planned as a large town with 42 town blocks from Thompson Square to the Common.<sup>44</sup> Governor Macquarie included the improvements already undertaken by the military and settlers at Green Hill/Mulgrave Place into the new town of Windsor. A similar process of imposing order was undertaken at Parramatta and Sydney, adapting his vision of town planning to the realities of what had already developed prior his arrival.<sup>45</sup> Regarding the study area, no buildings have been recorded within or in the vicinity of the study area, but there are indications of the road reserve as well as footpath areas surrounding sections of land. In contrast to the sections to the north, those within South Windsor had not been split into smaller allotments, comprising of single blocks of land.

---

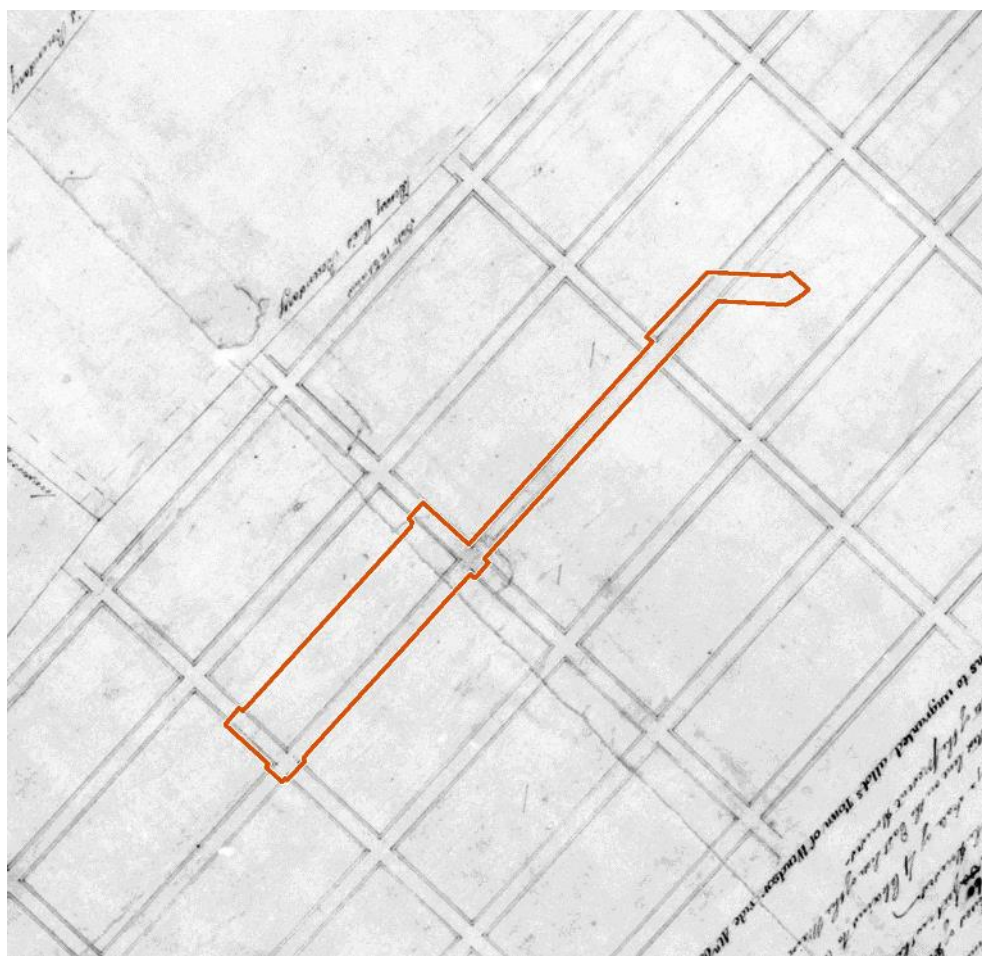
<sup>42</sup> (Ruhen & Adams 1970, pp. 31, Proudfoot 2017, pp. 20, Baker 1967, pp. 3)

<sup>43</sup> (Gill 1965, pp. 553)

<sup>44</sup> (Proudfoot 2017, pp. 21–22, 31)

<sup>45</sup> (Biosis Research & Cultural Resource Management 2012, pp. 64)





**Photo 22 1812 plan of Windsor, with the study area outlined in orange (Source: NSW State Archives and Records, plan reference SZ529)**

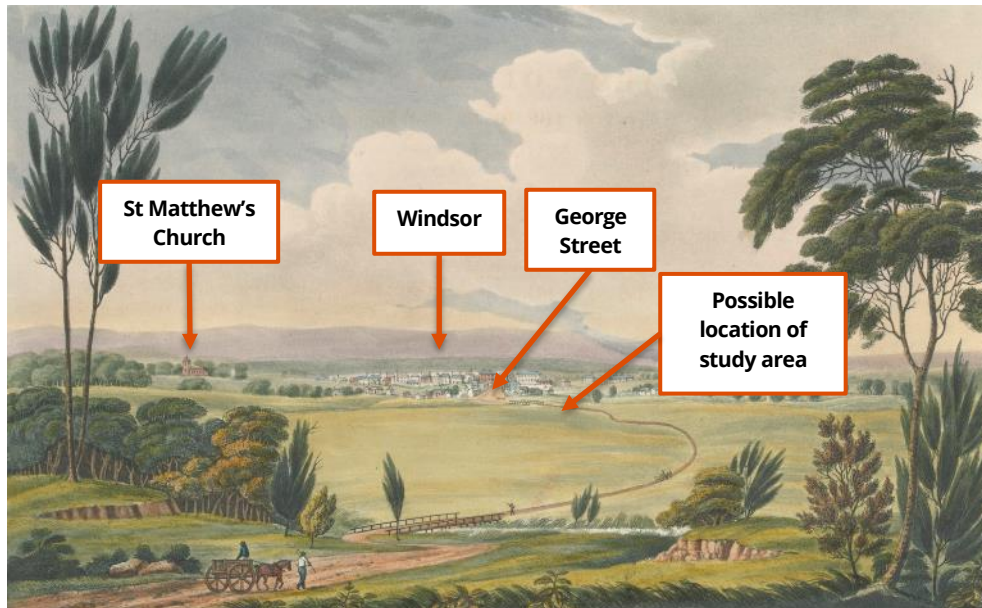
Between 1799 and 1819, 10 major floods events of the Hawkesbury River had occurred. These caused devastation to the early farmers and settlers, washing away crops, fences, buildings, livestock, with families being lost due to drowning.<sup>46</sup> During the early years of cultivation, relatively traditional methods were used. Initially, the land was hoed and then seed scattered by hand. However, once animal stock grew, horses and bullocks were used to pull ploughs, which were locally made of box tree timber, with carts made from stringy bark and blue gum timber. Local mills were established over time also, with nine mills operating within the Hawkesbury district by 1833.<sup>47</sup>

Much of the development that occurred in Windsor in its early history took place in the current town centre, north of the study area. This included several hotels and inns, churches and cemeteries, hospitals, new military and convict barracks, parade ground and stockade, Benevolent Asylum and Hospital, Post Office.<sup>48</sup> An 1824 image provides an indication of this, with large undeveloped areas in what is likely to be the study area; St Matthew's church can be seen on the left with the open area of Windsor square in front of it (Photo 23).

<sup>46</sup> (Proudfoot 2017, pp. 17)

<sup>47</sup> (Proudfoot 2017, pp. 42, Hendy-Pooley 1906, pp. 20)

<sup>48</sup> (Gill 1965, pp. 556–557, 560, Baker 1967, pp. 3, 6, 14, 16–17, Proudfoot 2017, pp. 69, 71, Ruhen & Adams 1970, pp. 33, Biosis Research & Cultural Resource Management 2012, pp. 72, Nichols 2010, AHMS 2006, pp. 18, Howard Tanner and Associates 1984a, pp. 165, HRA, 1, Volume 10, p 690, cited by Lucas Stapleton Johnson & Partners Pty Ltd 2018, pp. 49, Hendy-Pooley 1906, pp. 15–16)



**Photo 23 1824 view of Windsor by Joseph Lycett (Source: State Library of Victoria)**

By the later 1820s more than 32,000 acres had been cleared on the Hawkesbury and half had been cultivated. This was the largest cultivated area in the colony. The town of Windsor served as a regional centre with over twenty public buildings and substantial numbers of privately owned premises were in the course of development. However, much of these were situated north of the study area, as can be seen in an 1827 plan of the town; the town sections within and adjacent to the study area have yet to be split into individual allotments (Photo 24).<sup>49</sup> It has been suggested that the slow development of Windsor was partly due to the close proximity of the other Macquarie towns. William Cox had authority from Governor Macquarie to allocate allotments, which were up to 2 acres (0.8 hectares), with his preference of recipient being those who rented low-lying lands as well as tradespeople or artisans to encourage them to relocate to the townships. A condition of occupation was that a house 8 metres long and 3 metres high should be built, with a shingled roof and glazed windows prior to the title of the allotment was handed over.<sup>50</sup>

<sup>49</sup>.(Barkley and Nicholls (1994); Hawkesbury 1794 – 1994: 30, cited by Biosis Research & Cultural Resource Management 2012, pp. 74)

<sup>50</sup> (Evidence of William Cox, Bigge Appendix, Bonwick Transcripts, Box 1, pp 1935-2025, cited in Proudfoot 2017, pp. 26)



**Photo 24 1827 plan of Windsor, with the study area outlined in orange (Source: NSW State Archives and Records, plan reference SZ526)**

By the 1830s, the Endeavour Mill had been established on George Street; over time it was known as Teale's Dawson's Liddell's and Hoskinson's Mill, and was eventually demolished in 1896. It is not known whether this mill was in the study area, but it is more likely to have been located to the north. Similarly, James Timmons had set up a loom for manufacturing woollen cloth in Windsor, while Windsor also held four tanneries run by Reverend Samuel Marsden, Joseph Winfred, Daniel Dickens and James Power.<sup>51</sup> Again, it is not known where these industrial sites are located but it is more likely that they were located closer to water and on the outskirts of the town settlement. Windsor is described in the 1832 *The New South Wales Calendar and General Post Office Directory*:<sup>52</sup>

*Most of the house are built of brick and are erected chiefly along the street, leading to the church, which is about a mile from the bridge. The church is, with exception of those in Sydney, one of the best in the Colony.*

The following year in 1833, the Presbyterian cemetery was appropriated (Photo 25). The Crown plan for the cemetery does not record any buildings within or immediately adjacent to the study area, but there is a fenceline [1] which bounds the cemetery which enters the road reserve and study area. The earliest decipherable headstone date identified in historical writings was noted as 1838 for Mary Smith.<sup>53</sup>

<sup>51</sup> (Proudfoot 2017, pp. 65, 67)

<sup>52</sup> (Proudfoot 2017, pp. 22)

<sup>53</sup> (Steele 1916), NSW Land Registry Services, Crown plan C38.730

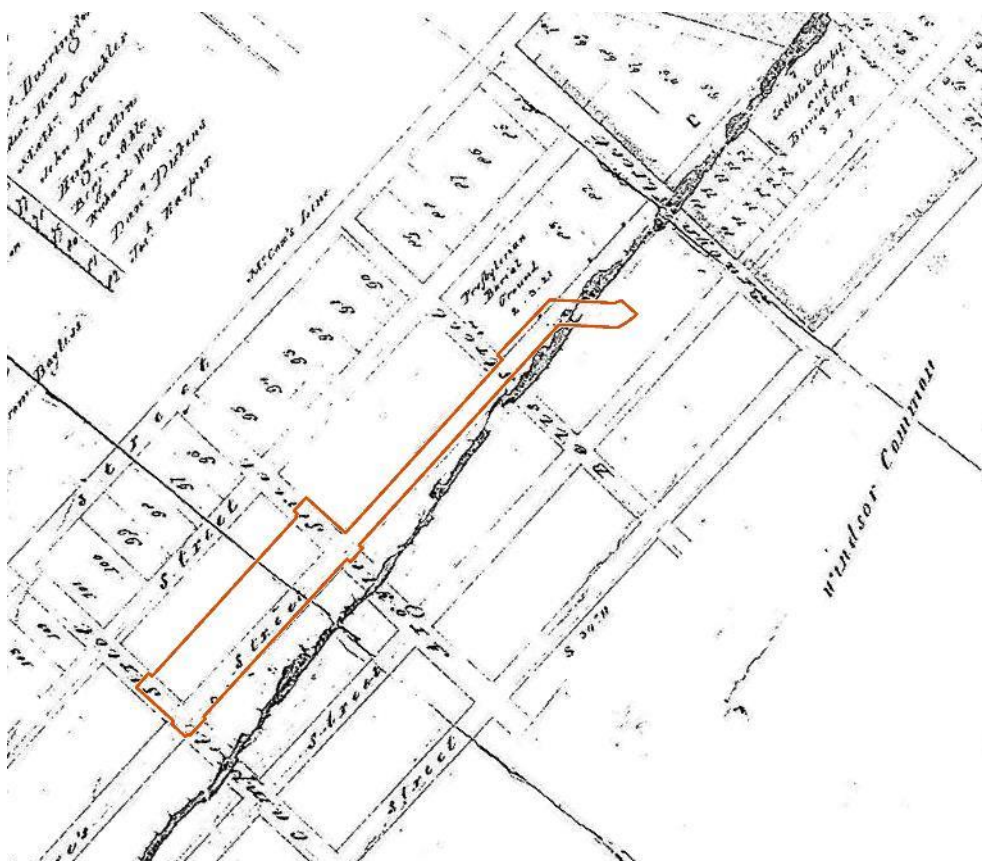


Despite allotments being granted, very little development occurred in South Windsor until the 1840s.<sup>54</sup> An 1835 plan of Windsor does not even extend south of St Matthew's church and the green associated with it (Photo 26). Similarly, an 1840 plan still does not show the town sections within and adjacent to the study area as being divided into allotments (Photo 27). This suggests that there was very little activity taking place in this part of the town, possibly some agricultural works. Many of the streets in Windsor had been named for early residents such as Baker, Kable and Fitzgerald, as well as Thompson Square.<sup>55</sup> One dwelling, which may date to around 1840 is located at 464 George Street (Hawkesbury LEP 2012, Item no. 1472) on its eastern side, between Bell and Argyle streets; the house comprises a double gable workman's cottage with a front verandah and a vertical timber slab rear wing.<sup>56</sup> However, by 1841 occupation of allotments and houses began spreading south towards the road to Richmond (Hawkesbury Valley Way). In the same year, Windsor was promoted as the third town of the colony in auction advertisements for allotments in George Street, Windsor Terrace, Church Street and New Street in what is described as the business part of the town, near the Church, Catholic Chapel and the Scotch Church, and also noting the current development of a steam communication with Sydney.<sup>57</sup> By 1848, the population of Windsor had grown to 1,679, which featured a daily stage coach and substantial and high quality inns.<sup>58</sup>

<sup>58</sup> (Proudfoot 2017, pp. 31)



**Photo 26** 1835 plan of Windsor, which only records the area of the town north of the study area, the direction of which is indicated by the orange arrow (Source: NSW State Archives Records, plan reference 5968)



**Photo 27 1840 plan of Windsor, with the study area outlined in orange (Source: NSW State Archives and Records, plan reference 5960)**

## Growth of South Windsor (1850 to 1900s)

Three steam mills were operating in Windsor from the 1850s, while Kable Street was home to a large brick mill, with another located opposite the Presbyterian Church. These mills ran until the 1890s, and are most likely outside of the study area.<sup>59</sup> Several 1854 newspaper articles note that repair works were to take place to improve George Street, which was the main thoroughfare of Windsor. The article does not state what the improvements are, but the town streets are described as filthy, particularly in wet weather; works may have been to improve drainage and the levelling or camber of the road. It is possible that these works extended as far as the study area, but this part of Windsor had not been subject to much development by this date.<sup>60</sup> In the same year, investigations into the potential alignment of the proposed railway extension from Parramatta took place. Comments from the parliamentary committee noted that the proposed line would break up the open space in front of St Matthew's church; this suggests that much of the area south of Windsor Square (McQuade Park) remained cleared and undeveloped.<sup>61</sup>

A Crown plan originally drafted prior to 1858 but updated throughout the 1850s and 1860s records the owners of those lots that were purchased surrounding the study area during this period (Photo 28). In Section N north of Bell Street, owners on the eastern side of George Street include John Johnson (Allotment 4) (with later annotations showing this would be resumed for the construction of the Blacktown-Richmond Railway),

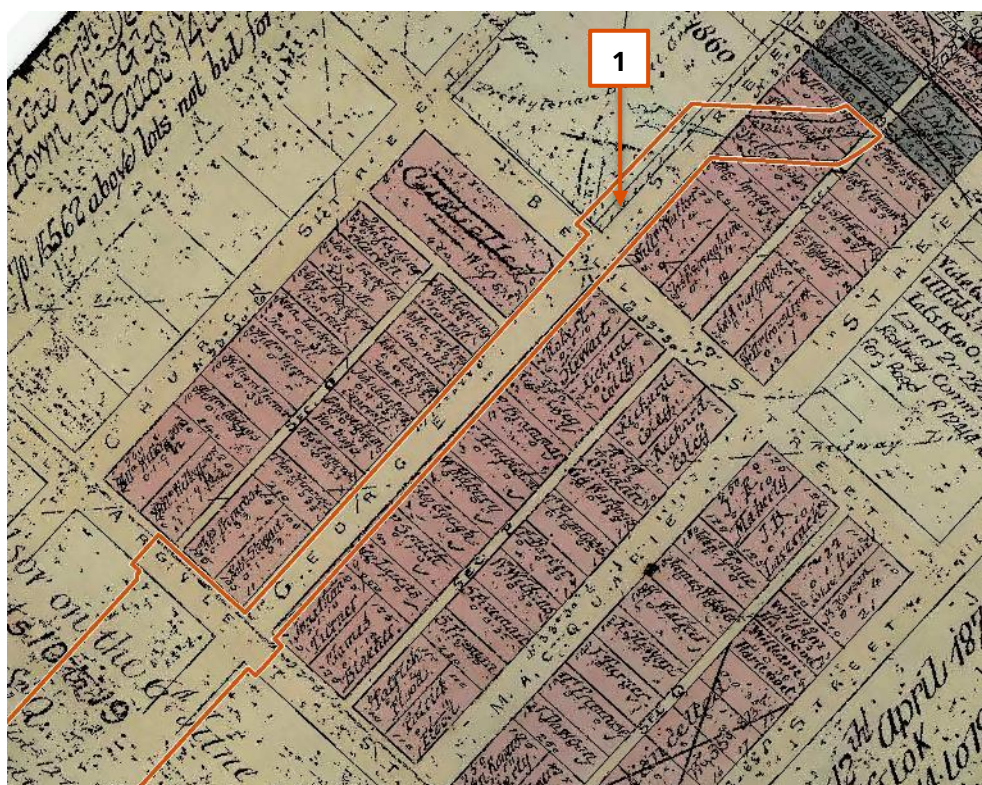
<sup>59</sup> (Proudfoot 2017, pp. 67)

<sup>60</sup> ('Windsor.', 1854, 'Windsor.', 1854)

<sup>61</sup> (Votes & Procs., Legislative Assembly, NSW 1854, III 445 p.26 cited by Morris, Jack, & Britton 2004, pp. 17)



William Hobbs (Allotments 5-7), John Jordan (Allotment 8), and William Walker (Allotment 9). The fenceline [1] surrounding the Presbyterian burial ground on the western side of George Street extends into the road reserve. In Section P on the eastern side of George Street between Bell and Argyle streets, owners include Robert Stewart (Allotment 2), R. Coley (Allotment 3), P. Brammar (Allotment 4), T. Templeton (Allotment 5), W. Mabury (Allotment 6), Geoffrey Gough (Allotment 7), P. Smith (Allotment 8), G. Lucas (Allotment 10) and Jonathan Turner (Allotment 11). In Section O on the western side of George Street between Bell and Argyle streets, owners include Robert Stewart (Allotment 11), Thomas Primrose (Allotment 12-13), George Adam (surname illegible) (Allotment 14) and John Larking (Allotments 15-18). No structures are recorded in this plan.



**Photo 28 1850s-1860s Crown plan of allotments in Sections N, O, P and Q of Windsor, with the study area outlined in orange, with the Presbyterian burial ground fenceline [1] extending into the road reserve (Source: NSW Land Registry Services, Crown plan W27.873)**

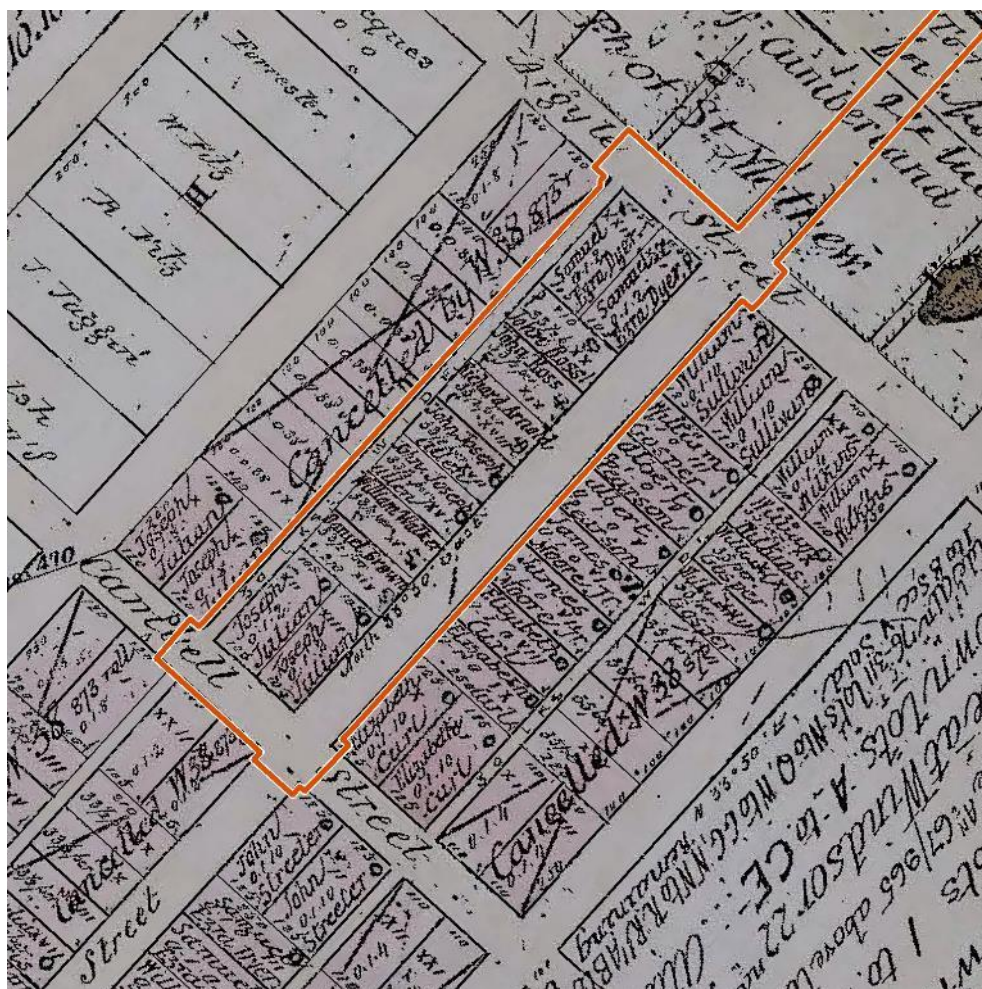
It appears that once acquired, dwellings were constructed on some of these allotments. It is likely that John Jordan had a two-storey brick dwelling with a hip-end roof and brick chimney (Hawkesbury LEP 2012, Item no. I224) constructed on Allotment 8, Section N around 1860. Walker was responsible for the construction of a simple timber cottage (Hawkesbury LEP 2012, Item no. I471) around 1860 on Allotment 9, Section N at the corner of Bell and George streets. Similarly, Turner was likely responsible for constructing a row of four identical timber cottages (Hawkesbury LEP 2012, Item no. I228) on Allotment 11, Section P around 1860. The cottages feature arch paned windows and bullnosed verandah roofs.<sup>62</sup>

Similarly, another Crown plan of allotments in Sections J, S, T and V of Windsor, drawn in 1866 but featuring annotations dating into the 1870s, records the details of allotment owners within and in the vicinity of the study area (Photo 29). In Section T, owners on the western side of George Street between Argyle and Campbell streets include Joseph Julian (Allotment 13), Daniel Brown (Allotment 14), William Walker (Allotment 15), John Joseph Allen (Allotments 16-17), Richard Arnold (Allotment 18), John Ross (Allotments 19-20) and

<sup>62</sup> (Howard Tanner and Associates 1984b)



Samuel Ezra Dyer (Allotment 21). In Section S, owners on the eastern side of George Street between Argyle and Campbell streets include William Sullivan (Allotment 1), William Gosper (Allotment 3), Albert Pearson (Allotments 4-5), James Moore Junior (Allotments 6-7) and Elizabeth Curl (Allotments 8-10). In Section V on the south-eastern corner of Campbell and George Streets, John Streeter is noted as the owner of Allotment 1. Fencelines are recorded surrounding allotments within Sections O and P north of Argyle Street. No structures are recorded within the allotments within this plan, but two fencelines are recorded surrounding Sections O and P on the boundaries of the study area.



**Photo 29 1866-1870s Crown plan of allotments in Sections J, S, T and V of Windsor, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan W34.873)**

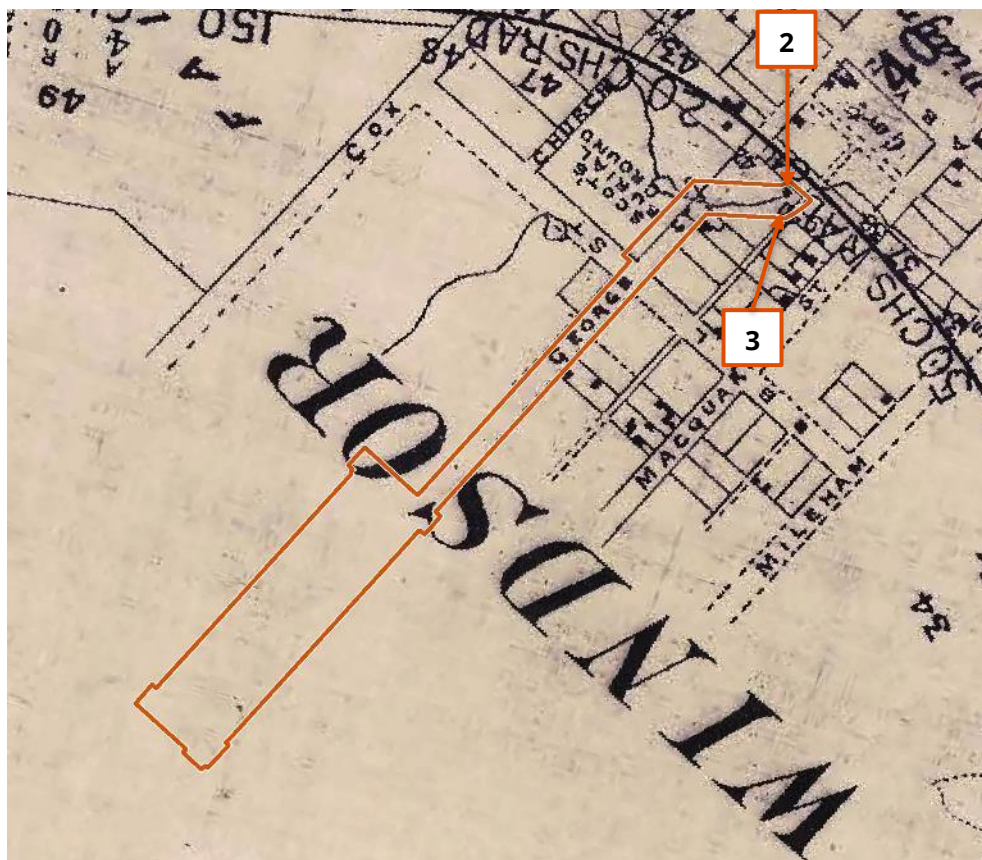
The Blacktown-Richmond Railway came through Windsor in 1864; the line hugged the built up section of the town on the southern cutting, in the vicinity of Fairfield house.<sup>63</sup> The station was constructed by W & A Elphinstone, with the original station building containing a residence and an office.<sup>64</sup> The Crown plan for the railway line records two structures [2] [3] within the study area, as well as a creek line, with at least two structures on the eastern side of George Street adjacent to the study area (Photo 30). South Windsor became known as Newtown following the construction of the railway, after which development increased within the area.<sup>65</sup> It was hoped that the railway would reinforce the idea of Windsor as a farm produce depot and distribution point. Small vessels transported grain, fruit, poultry and eggs to Windsor along the Hawkesbury,

<sup>63</sup> (Proudfoot 2017, pp. 31)

<sup>64</sup> (Heritage NSW 2010)

<sup>65</sup> (Steele 1916)

Colo and Macdonald rivers. However, while this did occur for a short time, the land west of the mountains became the dominant supplier to the Sydney market after the river silted up in the mid-1880s as a result of the flooding following clearing of the catchment area, and the shipping channel within Hawkesbury River was no longer navigable. Attempts were made to dredge silt from the river but these were not successful. The number of boats berthed at Windsor dropped from 468 in 1881 to 40 in 1888.<sup>66</sup> The demise of river trade caused by the silting up of the channel resulted in the growth of the area slowing and the population in the town began to decline. However, the region was a focus for agriculture and Windsor was the centre for produce as far downstream as the Macdonald River. The opening of the railway in 1864 confirmed Windsor's preeminence in the regional economy but as the river became more difficult to navigate and the railway gained in importance it changed the economic dynamic. The floods of the 1850s and 1860s and construction of the railway in the 1860s contributed to the river's siltation. Windsor went from being a rural settlement with some autonomy and identity to being dependent on the relationship to Sydney. Windsor gradually lost its role as a port and market centre. From 1890 passengers and cargo were transported from Sackville to the rail junction at Brooklyn.<sup>67</sup>



**Photo 30 Undated plan of the Blacktown-Richmond Railway, with the study area outlined in orange, with two structures [2] [3] south of the line (Source: NSW Land Registry Services, Crown plan 4379.3000)**

In 1867, the Hawkesbury flooded. Waters rose to 63 feet (19.2 metres) above the summer levels.<sup>68</sup> An image by Oswald Rose Campbell depicts the extent of the flooding and the inundation of the lower lying areas of

<sup>66</sup> (Proudfoot 2017, pp. 14, 16, 31, Baker 1967, pp. 4, Sue Rosen (1995); Losing Ground An Environmental History of the Hawkesbury-Nepean Catchment: 93, cited by Biosis Research & Cultural Resource Management 2012, pp. 82)

<sup>67</sup> (Biosis Research & Cultural Resource Management 2012, pp. 82)

<sup>68</sup> (Gill 1965, pp. 561)



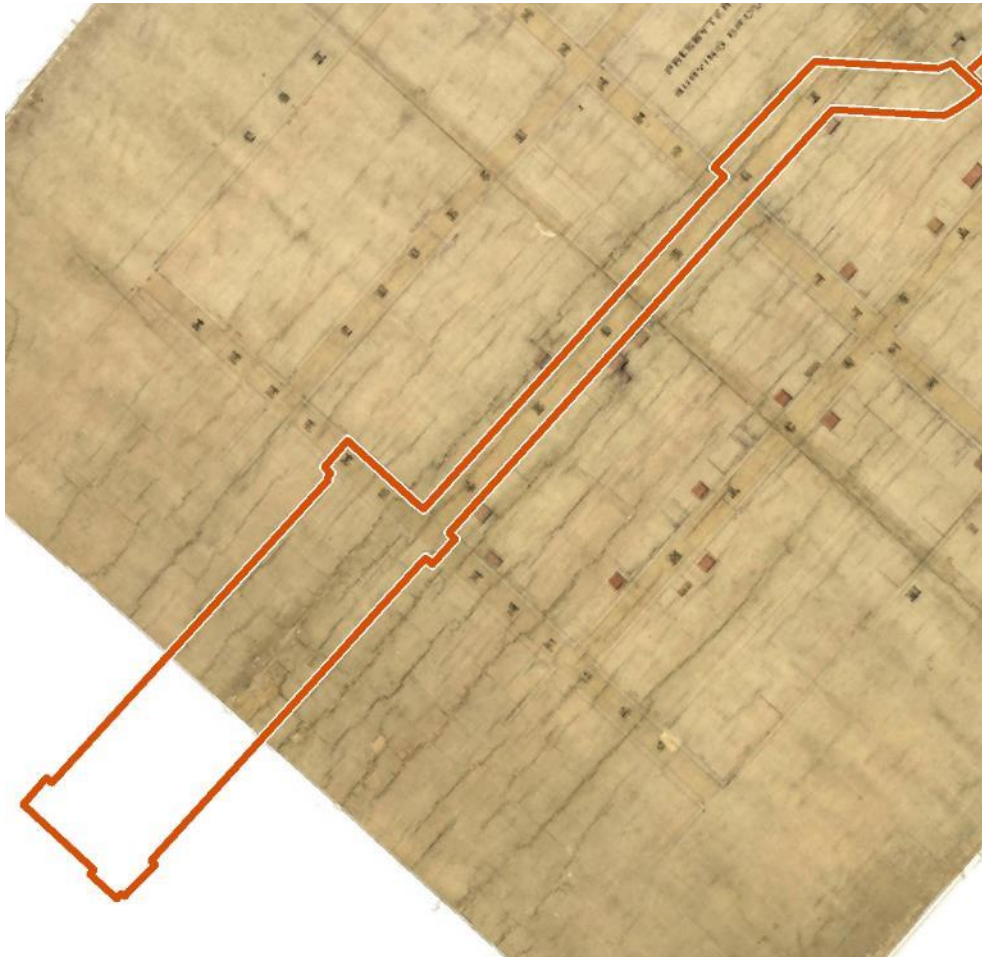
Windsor (Photo 31). It is likely that the view is of George or Macquarie Streets, with the northern part of Windsor's town centre in the distance on the higher ground. Based on this, it is therefore likely that the study area experienced similar inundation levels, and damage to housing, businesses and produce.



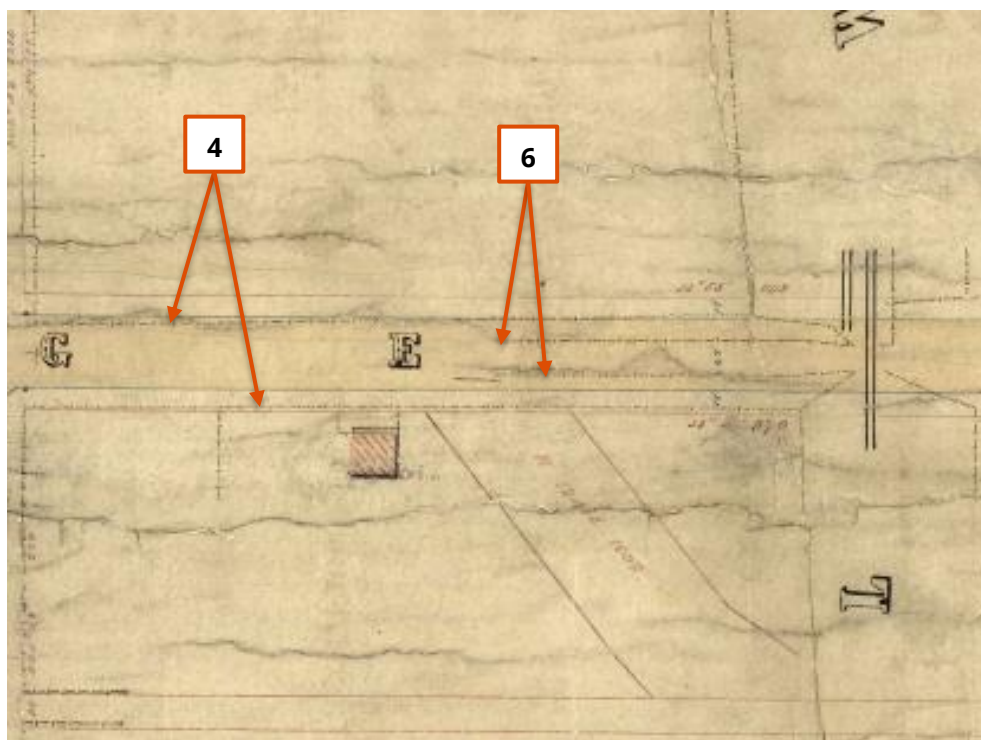
**Photo 31 Depiction of the 1867 floods at Windsor (Source: State Library of Victoria, reference FL15606869)**

The Borough Council of Windsor was established in March 1871, with nine aldermen elected and the first Mayor being Robert Dick.<sup>69</sup> In the same year, a survey of the town of Windsor was undertaken. This survey records detail on the structures located along the street frontages of the town, including the study area (Photo 32). It should be noted the plan does not record anything further south than Argyle Street, suggesting that there may not have been significant development within this part of the study area at this time. One structure is recorded on the eastern side of George Street, north of Bell Street and opposite the Presbyterian burial ground, as well as a number of fencelines at the edge of the road reserve, and also within the road reserve, indicating the narrowing of the roadway as George Street approaches the railway crossing (Photo 33). Between Bell and Argyle streets, three structures are located on the eastern side of George Street, and one on the western side of George Street. None of the structures appear to extend into the road reserve. A number of fencelines appear to enter the road reserve, either as property boundaries [4] [5] or as part of the narrowing of George Street [6] at the approach to the rail crossing (Photo 34). Despite the sale of allotments within South Windsor to this date (Photo 28, Photo 29), few formal structures appear to have been constructed by 1871.

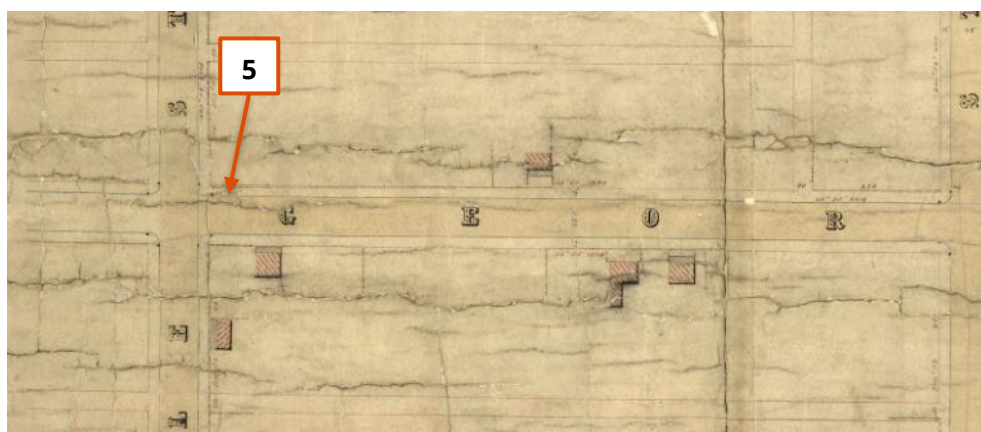
<sup>69</sup> (Proudfoot 2017, pp. 31–32)



**Photo 32** 1871 plan of Windsor, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan W1-1039)



**Photo 33** Detail of 1871 plan of Windsor north of Bell Street, with the study area outlined in orange, showing property boundary fencelines [4] and fencelines [6] narrowing George Street for the railway crossing within the road reserve (Source: NSW Land Registry Services, Crown plan W1-1039)



**Photo 34** Detail of 1871 plan of Windsor between Bell and Argyle streets, with the study area outlined in orange showing property boundary fencelines [5] within the road reserve (Source: NSW Land Registry Services, Crown plan W1-1039)

In 1872, further works to George Street were to be undertaken. Council accepted the tender of D. Brown to undertake them.<sup>70</sup> Two years later in 1874, the bridge crossing the Hawkesbury at Windsor opened for public use.<sup>71</sup> In December of the same year, Windsor suffered a severe fire which reduced much of the northern part of town to rubble (Photo 35). More than 30 houses were destroyed in the fire, along with several major

<sup>70</sup> ('Windsor.', 1872)

<sup>71</sup> (Proudfoot 2017, pp. 14, Gill 1965, pp. 561, Higginbotham 1986, pp. 31)



buildings. The Sydney fire brigade was wired for and arrived late in the evening. Archaeological excavations for sites located along George Street have identified a layer of ash and charcoal which have been associated with this event.<sup>72</sup>



**Photo 35 Damage caused in George and Macquarie Streets by the 1874 fire in Windsor (Source: Hawkesbury City Library)**

Windsor was resurveyed in the 1880s, now complete with narrow laneways down the middle of the section blocks. It was not possible to obtain these plans for this assessment. Much of the town blocks are known to have remained vacant until this time.<sup>73</sup> In 1881, Windsor's population was at 2,033 people.<sup>74</sup> A Crown plan dated to the same year records property owners for Sections O, P, Q, S, T, J and V of Windsor (Photo 36). Allotment 19 of Section O has been sold by this date but unfortunately the name on the plan is illegible. Allotments 15-18 of Section O also have a different owner, possibly a J.L. Scarvell (?). Similarly, Allotment 7 of Section P has a different owner recorded but again the annotation is illegible due to damage to the plan. Apart from these, the recorded landowners remain the same as in earlier Crown plans (Photo 28, Photo 29). Fencelines [7] are recorded along the boundaries of Allotments 12-22 in Section T, which is located within the study area.

<sup>72</sup> (Lavelle 1996, pp. 10, 14, Steele 1916, 'Disastrous Fire At Windsor.', 1874)

<sup>73</sup> (Proudfoot 2017, pp. 22)

<sup>74</sup> (Proudfoot 2017, pp. 31)



**Photo 36 1881 Crown plan of Allotments in Sections O, P, Q, S, T, J and V in the town of Windsor, with the study area outlined in orange, showing fencelines [7] surrounding allotments 12-22 in Section T (Source: NSW Land Registry Services, Crown plan W38.873)**

In 1882, the town blocks located south of the railway line were reaffirmed, with narrow rear lanes added through the middle of each town block. The reaffirming of southern Windsor resulted in allotments of  $\frac{1}{4}$  acres (0.1 hectares), with two blocks reserved for churches and a burial ground.<sup>75</sup>

The Windsor Gaslight Company was established in 1883, with their works constructed south of the railway line in Windsor between Cox and Church streets (outside of the study area), replacing the little used system of kerosene oil lamps which were in place around 1882. By 1889, Windsor's streets were gas lit.<sup>76</sup>

During the 1880s there were major upgrades to most of the stations on the Blacktown-Richmond Railway Line, including at Windsor (SHR, Item no 01287). Works were undertaken at Windsor in 1883 and 1884, with G Jones constructing a new brick building and platform. The building is a symmetrically organised central building with two wings attached to either side, known as a Type 3 Second Class roadside building. The central building features a hipped and valley slate roof, two tall brick chimneys with corbelled tops and round hoods, moulded and dentilated eaves, a corrugated iron ogee style verandah along the street side of the central building, and a wide corrugated metal platform awning supported on cast iron columns, exposed rafters and decorative brackets. Wings feature flat roofs obscured behind low parapets and moulded cornices. The building also features vertically proportioned fenestration with cement rendered lintels resembling segmental stone arch appearance. A goods yard was also constructed at this time, and included a

<sup>75</sup> (Proudfoot 2017, pp. 31)

<sup>76</sup> (Proudfoot 2017, pp. 32, Gill 1965, pp. 561, Windsor Municipal Council 1980, pp. 8, 10, Steele 1916)

brick-faced platform and a Type 1 jib crane and a Gangers Shed of corrugated metal with a timber frame and gabled roof with timber floorboards and timber sliding doors.<sup>77</sup>

By 1886, Windsor had six tanneries. However, the smaller tanneries ceased production by 1900. An 1888 newspaper article notes the presence of a tannery run by R. W. Cobcroft in Argyle Street, while another was also located in South Windsor near the railway, known as Julian's / Marr's, and McGrath and Perkins.<sup>78</sup>

In 1889, Windsor commenced works to provide its own water supply, having previously had water carried from the wharf. Water from the river was pumped to an elevated tank in Fitzgerald Street. Reticulated pipes were laid down George Street from Railway Street to the end of Thompson Square, while footpaths were also being asphalted (Photo 37). By 1890, the town water supply was in operation.<sup>79</sup>



**Photo 37 c.1888 plan of the proposed temporary water supply for Windsor, with the orange arrow indicating the direction of the study area (Source: State Library of NSW, reference FL16810603)**

The condition of George Street in 1890 continued to be reported as poor. Several newspaper articles describe the debate about responsibility of repairs, but it is also noted that the greater part of the damage to the road at that time was largely due to recent very heavy rains. The Minister for Works, Bruce Smith, offered to repair the road and then provide funding of £200 to Council to maintain the thoroughfare. However, this funding fell well short of the estimated £1,000 needed for its maintenance. It is noted that the construction of water and gas pipes within the roadway had caused damage in the past. However, the presence of the underlying clay and very shallow layers of metal was also pointed out as a continuing factor of the road's condition. The road needed reforming due to its very poor state.<sup>80</sup>

Also around this time (c.1890), an Italianate two-storey Victorian Villa was constructed at 456 George Street (Hawkesbury LEP 2012, Item no. I225) on its eastern side between Bell and Argyle streets. The dwelling featured an elaborate cast iron verandah and balcony and a hipped roof. On the adjacent lot, a single-storey

<sup>77</sup> (Heritage NSW 2010)

<sup>78</sup> (Steele 1916, Proudfoot 2017, pp. 67)

<sup>79</sup> (Proudfoot 2017, pp. 32, Gill 1965, pp. 561, Windsor Municipal Council 1980, pp. 10, Biosis Research & Cultural Resource Management 2012, pp. 102)

<sup>80</sup> ('The Condition of George-street.', 1890, 'The Disgraceful State of George-street.', 1890)



late Victorian brick cottage was also constructed around 1890 (Hawkesbury LEP 2012, Item no. I226). The dwelling featured cast iron verandah columns and friezes, a panelled front door and timber shuttered windows with a hipped roof and chimneys.<sup>81</sup>

In 1906, the Borough of Windsor was made a municipality, with the boundaries extended to include rural areas.<sup>82</sup> In the same year, a publication on the history of Windsor notes that numerous hotels had existed along George Street, which existed under various names, licensees and owners over time. However, all of those described were north of the railway line, suggesting few if any hotels or inns had been present in the vicinity of the study area.<sup>83</sup>

## Modernisation of South Windsor (1910s to present)

It appears that plans commenced in 1915 to deviate George Street under the railway line, according to a Crown plan for these works, which would have involved the resumption of private land. It appears that this may not have been undertaken until the late-1920s.<sup>84</sup> In 1916, electricity was supplied to Windsor from the Onus Brothers Company.<sup>85</sup> Around the same time, a new skillion-roofed and timber-clad signal box was constructed at Windsor Station.<sup>86</sup>

By the 1920s, the impetus of commercial activity and civic improvements of the later years of the nineteenth century had wound down and the town had achieved a sleepy stability disturbed only by disasters such as floods. The economy of the area that had begun to change in the last quarter of the nineteenth century had also stabilised. By the mid-1920s the river flats near Windsor were subdivided into small farms and market gardens. Draught horse breeding began to decline as machines took their place. Mixed farms of fruit and vegetables supplied the Sydney markets. In the 1930s and 1940s farms remained small and dairying was still very important in the area. Aerial images of Freemans Reach in the 1940s demonstrate that up to the later years of the twentieth century and still today it remains a relatively sparsely settled area.<sup>87</sup>

Following a trial of tar paving the gravel in Fitzgerald Street (outside of the study area), in 1923 Council approved the tarring of George Street in sections. Keen to reduce the dust of the existing road surface, many local businesses fronting George Street had offered to contribute to the cost of the works. It was also suggested that an alternative material from Tarans be used as a top dressing instead of metal screening.<sup>88</sup> Photographs from the following year show road construction works to 'the main road in Windsor' (Photo 38, Photo 39); it appears that the Macadam or Telford methods are being used in these works. A location for the photographs is not provided, but these images provide an indication of the road construction methods that may have been used within the study area at this time.

---

<sup>81</sup> (Howard Tanner and Associates 1984b)

<sup>82</sup> (Proudfoot 2017, pp. 32)

<sup>83</sup> (Steele 1916)

<sup>84</sup> NSW Land Registry Services, Crown plan R12414.1603

<sup>85</sup> (Proudfoot 2017, pp. 32)

<sup>86</sup> (Heritage NSW 2010)

<sup>87</sup> (Biosis Research & Cultural Resource Management 2012, pp. 103)

<sup>88</sup> ('Tarring George Street.', 1923)



**Photo 38** 1924 photograph of reconstruction of the main road in Windsor (Source: (State Library of NSW, image no. 2024-a038-001670, cited in AAJV 2017)



**Photo 39 1924 photograph of reconstruction of the main road in Windsor (Source: (State Library of NSW, image no. 2024-a038-001671, cited in AAJV 2017)**

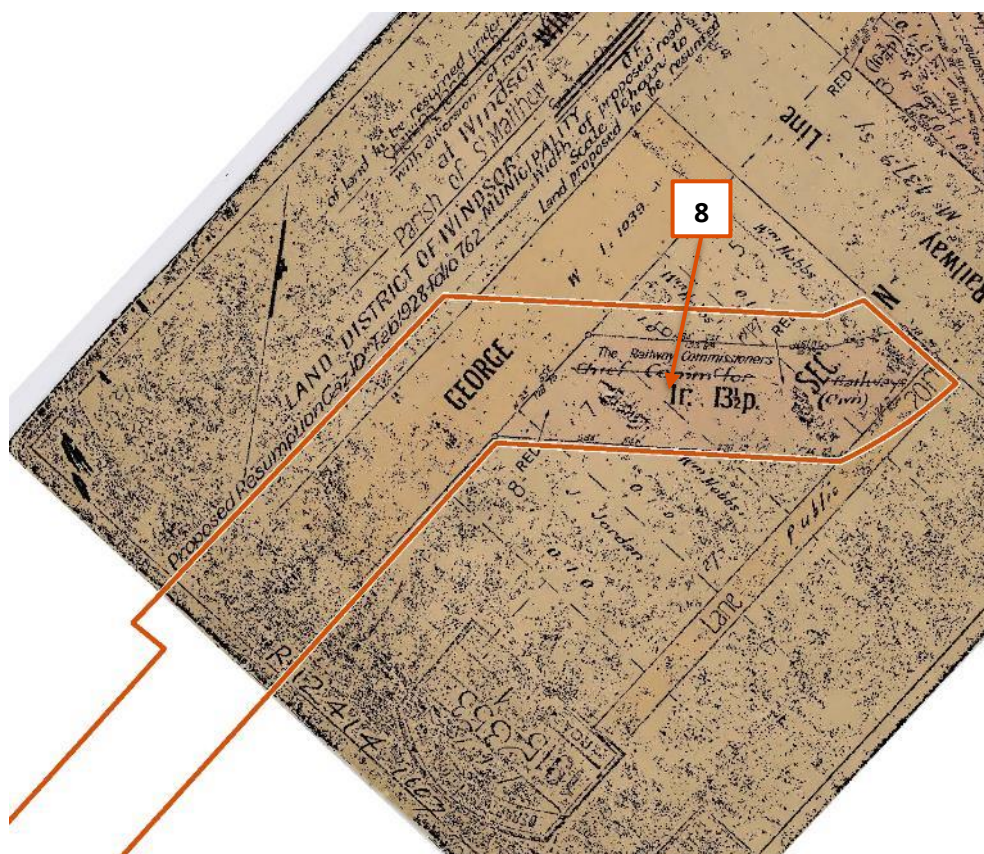
In 1924, the New Street power station in Windsor was destroyed by fire; as a result, electricity was provided by the Hawkesbury Agricultural College.<sup>89</sup>

A Crown plan, originally drafted in 1915, records the partial resumption of allotments 2-3 and 5-8 of Section N of the town in 1928 for the deviation of George Street [8] under the Blacktown-Richmond Railway (Photo 40). The owners of these lots within the study area are recorded as William Hobbs (Allotments 5-7) and J. Jordan (Allotment 8). While this plan does not record any structures within the study area, two [2] [3] were previously identified in the Crown plan for the Blacktown-Richmond Railway (Photo 30).

---

<sup>89</sup> (Proudfoot 2017, pp. 32)





**Photo 40 1915/1928 Crown plan for land to be resumed for the diversion of George Street, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan R12414.1603)**

A 1929 newspaper article describes the state of the gutters in George Street. In some places, the stone gutters had dropped and had therefore become uneven, causing water to collect and become stagnant where there was no drainage.<sup>90</sup>

After 1934, Sydney City Council supplied both Richmond and Windsor with electricity.<sup>91</sup>

In 1935, Windsor Council agreed to apply for the concreting of George Street through the main business centre of town from Bridge Street to the picture theatre (north of the study area). As part of this, it was anticipated that the water mains would need to be removed from the centre of the roadway and replaced with 6 inch mains on each side. George Street is described as unusually narrow, which handicaps the convexity of the surface, particularly for heavily and high loaded vehicles which had to keep towards the centre of the road to remain stable but endangering other traffic while doing so. The following year, the Department of Main Roads stipulated that all water mains within the roadway had to be re-laid beneath the footpaths. Some concrete footpath areas had already been laid at this point, but the Department would not agree to any water mains being laid beneath the gutter of the new road so as to avoid disturbing the recently concreted footpaths.<sup>92</sup> The works took place in 1939, with before and after photographs taken (Photo 41, Photo 42). Sewerage works were established in Windsor in 1937-1939.<sup>93</sup>

<sup>90</sup> ('Windsor Council', 1929)

<sup>91</sup> (Proudfoot 2017, pp. 32)

<sup>92</sup> ('Concreting George-Street', 1935, 'Important Improvement', 1935, 'Windsor Works', 1936)

<sup>93</sup> (Proudfoot 2017, pp. 32)

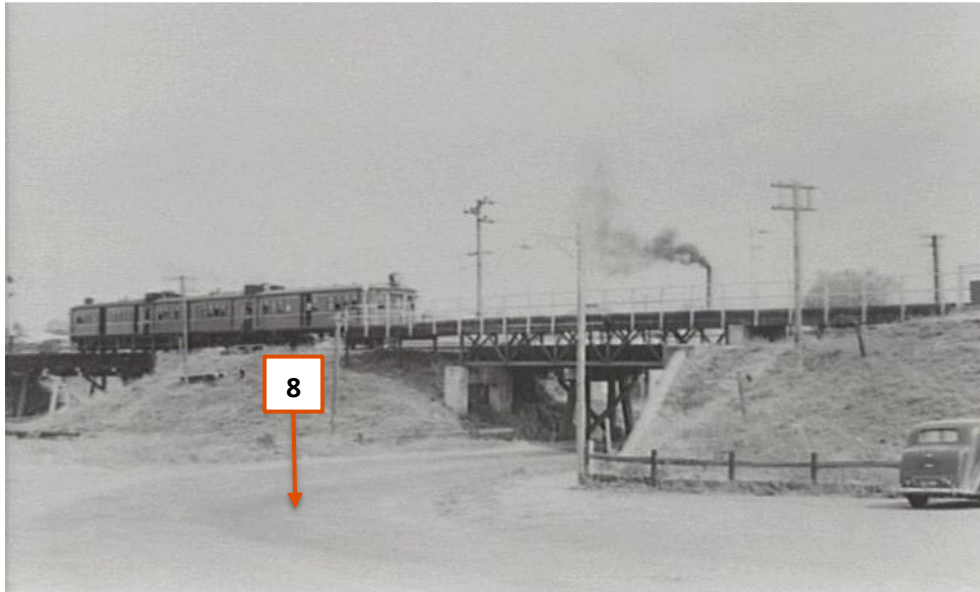


**Photo 41** 1939 photograph of George Street north of the study area prior to reconstruction in cement concrete (Source: Hawkesbury Museum)



**Photo 42** 1939 photograph of George Street north of the study area following reconstruction in cement concrete (Source: Hawkesbury Museum)

An undated photograph, likely attributable to the 1930s or 1940s of a train travelling over the railway bridge at the deviated section of George Street [8] provides an indication of the study area at this time (Photo 43). It is not known whether this photograph is taken from the northern or southern side of the railway line, but it does show that the road is unsealed at this time, with no defined kurbing at the road edge and a post and rail fence on the boundary of the rail line to the road reserve.



**Photo 43    Undated photograph of a train travelling over railway bridge at the deviated George Street [8] (Source: Hawkesbury City Library)**

Another undated photograph possibly from the same period depicts the substantial late Victorian suburban villa, known as Glenroy (Hawkesbury LEP 2012, Item no. 1227), adjacent to the study area (Photo 44). This dwelling is estimated to date to the 1870s-1880s based on its architectural and structural form. The house featured stuccoed quoins, a hipped main roof and chimneys, a wraparound elaborate verandah with cast iron post and decorative cast iron balustrades and valances, projecting trussed gabled bays with finials and diagonally boarded fascia. A billiard room is also part of the dwelling as well as a small service wing at the rear.<sup>94</sup> It is interesting to note that the central part of the roadway of George Street appears to have been sealed (concreted or tarred) [9] but the sides remain unsealed. Stone kerbing is also present, but appears overgrown with vegetation or is slightly damaged (Photo 44).

<sup>94</sup> (Heritage NSW 1998)





**Photo 44 Undated photograph of the substantial late Victorian suburban villa, known as Glenroy, on George Street, Windsor, showing a partially sealed road surface [9] on George Street (Source: Hawkesbury City Library)**

From 1939 into the 1940s, works were conducted at Windsor Railway Station. In 1939 the platform was extended. Alterations were made to the brick station platform building in 1943, and in 1945 the platform height was raised.<sup>95</sup> The municipalities of Windsor and Richmond and their surrounding districts were amalgamated in 1949.<sup>96</sup> In 1951, the Water Board took over the management of Windsor's water supply, with two large reservoirs constructed at Windsor and South Windsor, while an elevated tank was also rebuilt.<sup>97</sup>

A series of aerial photographs from 1955 to 2004 show the development of South Windsor since the second half of the 20th century. The 1955 aerial photograph shows that the area had developed into a residential landscape with dwellings sited on most of the allotments surrounding the study area, facing the main streets with rear lane access to properties (Photo 45). There are now at least 14 structures [10] located within the portion of Section T within the study area. It should be noted that the georeferencing for Photo 45 may not be entirely accurate. By 1978, the residential occupation of South Windsor has increased in density, with unoccupied lots from the 1955 photograph now containing an additional four structures [11] (Photo 46). In the southern portion of the study area there also appears to be the early development of the current retail/commercial area on George Street between Argyle and Campbell streets. The 1994 aerial photograph shows that dwellings in residential lots have been extended or the lots themselves converted to strata with multiple dwellings present (in the form of a single long structure) totalling an additional eight structures within the study area [12] (Photo 47). The retail/commercial area on George Street has been fully established by this date also, with the rear lane appearing to have been widened since the 1970s [13], similar to its current state. Similarly, by 2004 density has increased again, with further development in the retail/commercial area on George Street (Photo 48). A current aerial photograph of the study area shows little change since (Photo 49).

<sup>95</sup> (Heritage NSW 2010)

<sup>96</sup> (Proudfoot 2017, pp. 32)

<sup>97</sup> (Proudfoot 2017, pp. 32)

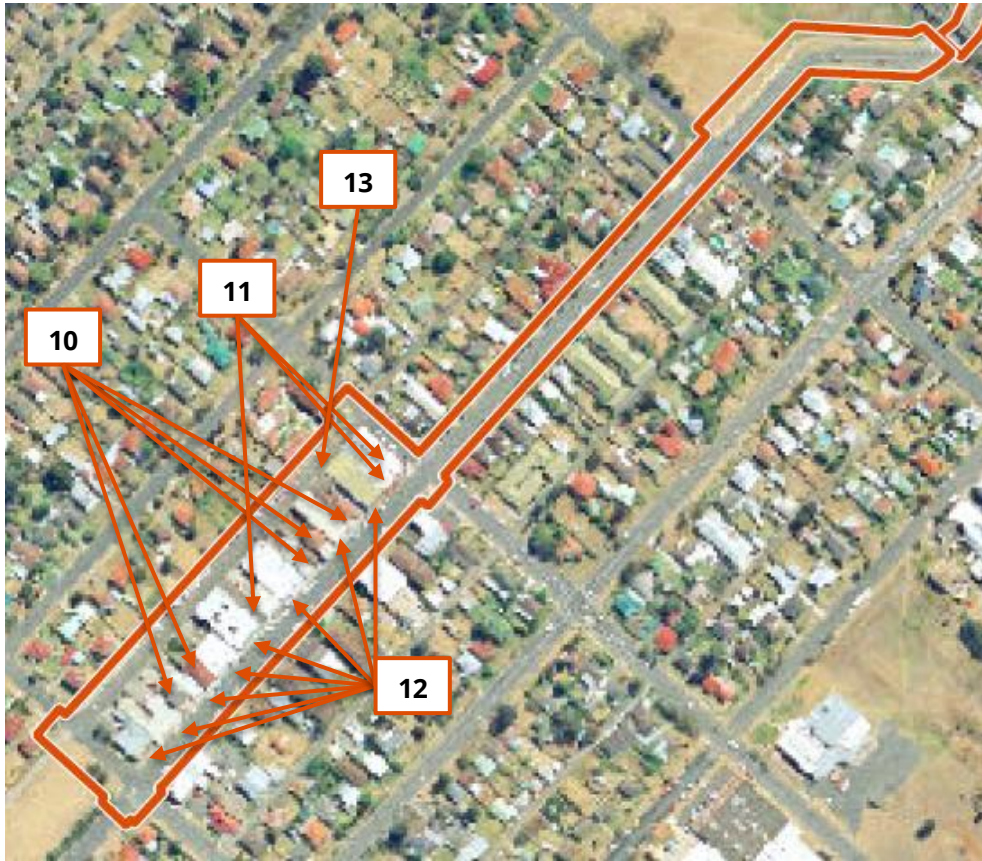


**Photo 45** 1955 aerial photograph of South Windsor, with the study area outlined in orange showing at least 14 structures [10] within Section T (Source: NSW Spatial Services, 2021)



**Photo 46** 1978 aerial photograph of South Windsor showing a number of new and larger buildings between Argyle and Campbell streets and surrounding the study area, which is outlined in orange (Source: NSW Spatial Services, 2021)





**Photo 47** 1994 aerial photograph of South Windsor showing a number of lot amalgamations and larger buildings between Argyle and Campbell streets, and increased dwelling density surrounding the study area, which is outlined in orange (Source: NSW Spatial Services, 2021)



**Photo 48** 2004 aerial photograph of South Windsor showing further lot amalgamations and larger buildings between Argyle and Campbell streets, and increased dwelling density surrounding the study area, which is outlined in orange (Source: NSW Spatial Services, 2021)

Some changes occurred to Windsor Railway Station in the late-20th and early-21st centuries. In 1991, the Blacktown-Richmond line was electrified. In 1997 there were extensive repair and upgrade works to the main brick platform building. However as part of these works all other platform structures were removed.<sup>98</sup> In 2010, the jib crane was relocated during interchange works which also involved the constructed of a new commuter carpark and bus interchange. Two years later in 2012, works were undertaken on the station to make it more accessible, with reconfiguration and refurbishment of the brick station building, reconstruction of the platform, a new station building, replacement of awnings, upgrades for public address and CCTV and lighting systems.<sup>99</sup>

South Windsor has continued to develop as a suburb of greater Windsor into the 21st century, featuring a small local retail centre between Argyle and Campbell streets and a growing population. Its proximity to Windsor Railway Station ensures that the area will continue to be a popular residential location, while its green nature provides the sense of being outside of Greater Sydney.

<sup>98</sup> (Heritage NSW 2010)

<sup>99</sup> (Heritage NSW 2012)









**Photo 49** Current aerial photograph of the study area



## Appendix 2 Photographic inventory of heritage listed items adjacent to the study area


Item no.	Name	Photo
I225	House	
I228	Houses	

Item no.	Name	Photo
		
I471	House	



Item no.	Name	Photo
I472	House	
I224	House	
I226	House	



Item no.	Name	Photo
I227	'Glenroy'	

## Appendix 3 Statement of significance for items adjacent to heritage items

---

**Table 15 SHR statement of significance for Windsor Railway Station Group and Former Goods Yard (Item no. 01287)**

Windsor Railway Station Group and Former Goods Yard	
Significance assessment	
<b>Criteria A - Historical</b>	Windsor Station is historically significant as one of the stations built during the major upgrading works along Richmond line in the 1880s, maintaining physical evidence of a station layout including a goods yard dating from the early 1880s. Although buildings other than the main station building have been removed the station together with the hand crane and brick faced platform of the goods yard are important in demonstrating the configuration, styles and elements that were used in the goods handling and transport in the farming district of the Hawkesbury at the time.
<b>Criteria B - Historic Association</b>	-
<b>Criteria C - Aesthetic</b>	Constructed in 1883, the station building is aesthetically significant as a fine example of a Victorian second-class road side station building providing evidence of the prosperity, and social and economic development of the Windsor area. The building is a landmark within the historic town centre.
<b>Criterion D - Social</b>	The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.
<b>Criterion E - Research</b>	The goods yard has potential to yield information on the operational system and layout of late 19th century goods handling through the remnants of rail sidings, the brick faced platform, crane and anchor points. The extent of surviving remnant elements warrant brief archaeological investigation.
<b>Criterion F - Rarity</b>	Windsor Station combined with its associated goods yard is a rare example of an 1880s railway station layout despite being modified and the majority of the structures removed.
<b>Criterion G - Representativeness</b>	Windsor Station is one of three stations (others Richmond and Riverstone) incorporating larger station buildings built on the Richmond line in the 1880s that differ significantly from other smaller and simpler stations on the line. The station building is a fine example of a late nineteenth century second-class station building representing the peak of achievement in station architecture.



## Windsor Railway Station Group and Former Goods Yard

### Statement of significance

Windsor Railway Station is of state significance as one of the stations built during the major upgrading works along the Richmond line in the 1880s providing evidence of the prosperity, and social and economic development of the Windsor area following the arrival of the railway during the 19th Century. The 1883 station building is a fine example of a Victorian second-class station building and is a significant landmark within the historic town centre. The goods yard is of research significance for its potential to yield information on the operational system and layout of the late 19th century goods handling through the remnants of rail sidings, brick faced platform, hand crane and anchor points. However, its integrity has been compromised due to the removal of the majority of its associated structures and its non-operational state.

**Table 16 Heritage significance for items adjacent to the study area (astrix denotes Biosis analysis)**

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
<b>I225*</b>	House			x					Built around c.1890, this 'House' is an Italianate two-storey Victorian Villa. The dwelling featured an elaborate cast iron verandah and balcony and a hipped roof.	Local
<b>I228*</b>	Houses			x					Likely built by Jonathan Turner, a row of four identical timber cottages was constructed around 1860. The cottages feature arch paned windows and bullnosed verandah roofs.	Local
<b>I471*</b>	House			x					Built on land owned by William Walker around 1860, this item consists of a simple timber cottage.	Local
<b>I472*</b>	House			x					Constructed around 1840; the house comprises a double gable workman's cottage with a front verandah and a vertical timber slab rear wing.	Local
<b>I224*</b>	House			x					It is likely that John Jordan had a two-storey brick dwelling with a hip-end roof and brick chimney (Hawkesbury LEP 2012, Item no. I224) constructed on Allotment 8, Section N around 1860.	Local
<b>I226*</b>	House			x					Constructed around 1890, the 'House' is a single-storey late Victorian brick cottage The dwelling featured cast iron verandah columns and friezes, a panelled front door and timber shuttered windows with a hipped roof and chimneys.	Local

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
<b>I227</b>	'Glenroy'			x				x	Glenroy is a substantial and externally intact late Victorian suburban villa. With its spacious planning including billiard room, it well demonstrates the character of a well to do lifestyle on the outskirts of a small country town (as Windsor then was) in the late nineteenth century. Glenroy is a rare example of a spacious late Victorian suburban villa in the Windsor/Richmond area. The only two other known villas of this type in the area are: Sunnybrae at 12 Fitzgerald Street, Windsor (c 1875); and Fairfield house at Fairfield Avenue, Windsor (1830s with major additions 1880s). Elaborate and original Victorian house of a type particularly rare in the Windsor/Richmond district.	Local